

**SWEDISH PROPERTY DEVELOPMENT
AGREEMENT**

September 2013

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(TO BE EDITED LAST)

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This Development Agreement ("Agreement") is entered into the ___ day of _____, 2013, by and between the City of Issaquah, a Washington municipal corporation ("City"), Swedish Health Services ("Swedish") and Grand-Glacier LLC, a Washington limited liability corporation ("Grand-Glacier"), collectively the "Parties". The Agreement covers Issaquah Highlands Blocks 29-42 (the "Property"), owned by Swedish.

RECITALS

A. The City is a noncharter Optional Municipal Code city incorporated under the laws of the State of Washington. The City has authority to enact laws and enter into agreements to promote the health, safety and welfare of its citizens and thereby to control the use and development of the Swedish Property (as hereafter defined) and specify zoning and development standards for areas within the City. The City has the authority to enter into development agreements with those who own or control property within its jurisdiction, pursuant to the Development Agreement Statutes, RCW 36.70B.170 through 36.70B.210. This Agreement is intended to constitute a development agreement governed by the terms and conditions of the Development Agreement Statutes.

B. ~~Grand Glacier owns or will did own approximately 28.86 acres of land located within the City limits, and within Issaquah Highlands, as shown on the vicinity map attached hereto as Figure 1, and as legally described in Figure 2, attached hereto. This Agreement covers approximately 28.28 acres referred to as the "Property" which is located within Issaquah Highlands in an area known as the "West 45 Blocks", as shown on the map attached hereto as Figure 1; and, as legally described in Figure 2, attached hereto. Swedish previously acquired Blocks 29-35 of the West 45 Blocks, consisting of 17.88 acres. Pursuant to an agreement between Swedish and Grand-Glacier, Grand Glacier~~Swedish is acquiring selling Blocks 36-42 of certain of the West 45 Blocks, consisting of approximately 10.4 acres to Swedish. The entire property (the "Swedish-Property") is subject to the existing Issaquah Highlands Development Agreement ("IHDA"). The purpose of this Agreement is to remove the Swedish Property from the existing IHDA, and create a new development agreement that will apply only to the Swedish-Property and will extend beyond the current expiration date of the IHDA in 2017, through 203327.

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C. An urban village master plan for the ~~Swedish~~Property promotes and implements a number of Washington State and City growth management and planning goals and objectives. Such goals and objectives are in the public interest and include the following:

1. Growth Management Act Goals.

An urban village master plan for the Project promotes and achieves the following planning goals of Washington's Growth Management Act, RCW 36.70A.020, which goals are themselves consistent with, and have guided the development of, the City's Comprehensive Plan and development regulations:

a. Creates urban growth in an appropriate location:

It will constitute development in an urban area where adequate public facilities and services are provided in an efficient manner.

- b. Promotes efficient transportation:**
It will promote efficient multi-modal transportation systems including transit or alternative transit systems that are based on regional priorities and coordinated with the City's adopted Comprehensive Plan.
- c. Creates desirable economic development:**
It will create economic development that is consistent with the City's adopted Comprehensive Plan and will create economic opportunity for citizens of this region, within the capacities of the area's natural resources, public services, and public facilities.
- d. Protects the environment:**
It will protect the environment, including air and water quality, and enhance the City's high quality of life.
- e. Promotes citizen participation:**
It has been formulated collaboratively, with the continuing close involvement and support of local citizens and affected jurisdictions, throughout the Development Agreement planning process.
- f. Ensures concurrent public facilities and services:**
Development will be conditioned on the provision of adequate public facilities and services necessary to support each new phase prior to occupancy.

2. **City's Planning Goals and Objectives.**

In addition to the foregoing, a Development Agreement for the ~~Swedish~~ Property promotes and achieves the following desirable planning goals and objectives of the City, in furtherance of objectives and policies in the City's adopted Comprehensive Plan:

- a. Promotes Sustainable Development:**
Establishes a framework to foster green building and sustainable development. (Objectives L-8 & U-4, Policies L-2.1, L-2.3, L-2.4, L-4.3, U-2.3)
- b. Meets City surface water standards:**
Employs surface water retention-detention and water quality treatment methods that meet the City's standards at the time of Agreement adoption as well as all ~~current~~ State and Federal standards in order to mitigate adverse environmental impacts and preserve water quality in Lake Sammamish. (Objective U-4, Policies U-2.3, U4.1, U4.2, U4.4, and U4.6)
- c. Employs creative solutions to water and traffic issues:**
Employs creative solutions to issues of water conservation and other natural resources, and to traffic demand management. (Objectives U-2 & EV-1, Policies U2.6.3, T-2, T-3, T-5, T-11, T-26)

D. Swedish, Grand-Glacier and the City have identified the following Mutual Goals to be achieved through implementation of this Agreement:

1. **Maintaining and Allowing Growth of the Hospital:** The Swedish Medical Center is the only hospital in Issaquah and serves Issaquah and the surrounding area. This Agreement recognizes the need to allow continued hospital and related development on the ~~Swedish~~ Property.
2. **Continuity:** Capture the opportunity for a public/private partnership with the City's hospital provider and a significant employer to help more efficiently utilize land within the City to meet the City's employment growth targets;
3. **Resource Efficiency:** Maximize the effectiveness of public and private resources and planning opportunities;
4. **Development:** Develop areas with the greatest potential to increase the value of public and private assets;
5. **Pedestrians and Bicyclists:** Create urban scale development that is walkable and bikeable;
6. **Reduce Uncertainty:** Reduce the risk to the ~~Swedish~~ Property due to changes in development regulations and processes and uncertainty for the City as the Agreement contains a complete development vision as well as providing that this Agreement will run through 203327;
7. **Sustainability:** Integrate the principles of smart growth, urbanism and green building into the design of development of the ~~Swedish~~ Property;
8. **Swedish and City Relationship:** Allows Swedish and the City to establish a mutually supportive relationship that enables them to work directly with one another to implement this Agreement.

E. The ~~Swedish~~ Property is located within an Urban Growth Area, is appropriate for urban development pursuant to the Growth Management Act and the City's adopted Comprehensive Plan, and the City provides urban services to the ~~Swedish~~ Property.

F. In cooperation with Swedish, the City will plan for appropriate urban land uses, required infrastructure, and community improvements, consistent with the City's Comprehensive Plan.

G. Swedish shall, after the date of this Agreement, be eligible to apply to the City and receive implementing permits and approvals for the urban uses set forth herein for the ~~Swedish~~ Property.

H. The Parties intend that they shall take further actions and execute further documents, either jointly or within their respective powers and authority, necessary or appropriate to implement the intent of this Agreement. The Parties intend to work to achieve the mutually

agreeable goals as set forth in this Agreement, subject to the City's independent exercise of judgment.

I. This Agreement is based upon the City's police power, contracting power and other authority, including those provisions codified as RCW 36.70B.170 through 36.70B.210, and general law. Further development of the Swedish Property will require subsequent issuance of City permits, which will be issued in accordance with the standards and procedures in this Agreement, as well as other agency permits.

NOW, THEREFORE, in consideration of the mutual agreements contained herein, as well as other valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree as follows:

AGREEMENTS

1.0 Swedish Property Description and Definition

1.1 Current Comprehensive Plan and Zoning Designations

The City has designated the Property "Urban Village" in its 2014² Comprehensive Plan, as amended. The City's Comprehensive Plan provides for implementation of an Urban Village plan designation through the Urban Village ("UV") Zone, the current zoning of the Swedish Property.

1.2 Definition of Property and Property Description

The Swedish Property in accordance with the terms and conditions of this Agreement is called "the Swedish Property," and is located and defined as shown in ~~Section 1.4, Figure 1, and its referenced attachments~~. The Swedish Property is ~~depicted in Figure 1 and~~ legally described in Figure 2, attached hereto and includes any rights bestowed through easement on Tract QD (Attachment 3).

1.3 Agreement Boundary

The Agreement Boundary includes the Swedish Property and adjacent roads, except NE Discovery ~~Heights Drive~~ and the eastern half street of 8th Avenue NE.

2.0 Required Project Elements

2.1 Sustainability

Swedish will incorporate sustainable development practices in the Project. Specific provisions are set out in Appendix K, "(Sustainability)".

2.2 Transportation Improvements

Through circulation facility improvements within the Swedish Property, the Project will improve mobility within this portion of the City. No major off-property transportation improvements will be required of Swedish in conjunction with development of the Swedish Property.

2.2.1 Existing Streets

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7th Avenue NE, 8th Avenue NE, and ~~Port~~Blakely Drive are fully developed and complete, except that a mid-block pedestrian crossing on 8th Avenue NE is anticipated. NE Discovery Drive is not within the Agreement Boundary but additional improvements (north half street) are anticipated for this public street to improve it to its ultimate improvement cross-section.

2.2.2 Transit

The Parties agree that transit service is an important part of sustainable development, links important destinations like Swedish Issaquah with other parts of the City and region, and provides a needed alternative to the automobile for employees and visitors to reach the hospital and planned medical facilities. While transit is typically provided by public entities, the Parties recognize the current limitations on public funding and the need to consider partnerships and alternative means for providing transit services.

In order to improve the likelihood that transit service will serve Swedish Issaquah in the future, the Parties agree to enter into a binding agreement within 12 months following the approval of this Agreement that will contain the following provisions:

A. The Transit Agreement shall have a term of five (5) years from the date of its execution that may be extended by mutual agreement of both parties;

B. Swedish shall pay to the City or other Transit provider, an initial investment of \$50,000, upon request by the City, to fund a service that will provide the minimum benefits:

1. The service is convenient to the Property with stops on 8th Avenue NE and/or NE Blakely Drive;

2. The service operates daily during the week, except on major holidays, and runs generally during peak hours of operation (7:00 am – 8:00 pm);

3. The service uses a vehicle type that is large enough to accommodate the expected passenger demand;

4. The service route is designed to connect and compliment other transit offerings in the City;

5. The service will be operational within six (6) months of payment; and,

6. The service is guaranteed to run for a minimum of two (2) years.

C. Swedish commits to consider further contribution should the service show, as determined by Swedish, benefit to the Swedish operations.

2.2.3 Discovery Signal Modification

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The Master Developer shall, prior to the first new building occupancy granted by this Agreement, provide an additional signal head to facilitate the northbound Highlands Drive to westbound Discovery Drive left turn. The head shall be installed consistent with ~~install the signal modification as~~ that illustrated in Figure 3, or as otherwise approved by the Designated Official.

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2.3 Well

The private well that has been partially completed on the Property will be governed by the provisions of Appendix F, (Utilities).

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2.4 Whirlpool

Prior to the first occupancy entitled through this Agreement, Swedish will convey facility ownership and a rights and use easement for the ~~complete~~ Whirlpool facility, to the extent located on the Property.

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2.5 Tract QD

~~Prior to~~With the Land Use Permit ~~_____~~ for the Property, Swedish shall provide a design for the surface improvements to Tract QD, including a ~~public~~community space (subject to reasonable private property use rules & restrictions covenant) (unless an alternative location is agreed to as part of the Land Use Permit process); the shielding for the above-grade utilities serving this facility; ~~and, will~~ commit to a timing for construction, as approved by the Designated Official.

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3.0 Goals

The Goals set forth in Appendix A are the policy guide and the foundation that have been used to develop the design guidelines and development standards for the Project. As set forth in Appendix D, "~~(Processing)~~", the Goals and the Urban Design Guidelines set forth in Appendices A and B, respectively, shall also be used in the evaluation of any future proposed modifications to the Project not presently authorized herein.

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4.0 Urban Village Design Guidelines

The design guidelines set forth in Appendix B, "~~(Urban Design Guidelines)~~", are hereby adopted and shall govern and control all development in the Project, unless and until modified in accordance with Appendix D, "~~(Processing)~~(Permitting)".

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5.0 Project Elements

The ~~Swedish~~ Property is zoned for a mix of commercial uses in an Urban Village setting that fosters development of the ~~Swedish~~ Property. The primary intended uses of the ~~Swedish~~ Property are the existing hospital and medical office building, and accessory uses containing 538,000 which includes up to 20,000-square feet accessory retail uses, and up to combined with another 539,000 square feet for one or more medical office buildings and accessory uses, including up to 40,000 square feet of accessory retail uses in accordance with Appendix C, (Land Use). The total Allowable Development is 1,077,000 Gross Square Feet.

6.0 Development Standards; Incorporation of Appendices

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Development Standards for all elements of the Project are set forth in the various Appendices A through K, inclusive, as listed at the end of the Table of Contents hereto.

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7.0 Allowable Development

7.1 Allowable Development

As further set forth in Appendix C (Land Use), Allowable Development includes 1,077,000 of Commercial Entitlement conveyed from the Issaquah Highlands development agreement and allows for the primary uses of hospitals, clinics, medical offices, administrative offices, professional offices and commercial uses and all accessory retail uses to the primary uses, including but not limited to pharmacies, up to 539,000 square feet of additional development for one or more medical offices and accessory uses, including up to 40,000 square feet of accessory retail uses.

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7.2 Other Development Agreements

This Agreement shall supersede and replace any other development agreements for the Property as of its effective date. Swedish shall not be liable for any continuing obligations from other development agreements except those specifically described in this Agreement. Swedish shall remain liable for any building code or other municipal code violations and for any public health and safety issues for the existing development on West 45 Plat, Blocks 29-35 arising before the effective date of this Agreement. This section shall not be interpreted to allow Swedish to avoid on-going compliance with applicable Development Standards of this Agreement, municipal, state and federal laws and regulations, and land use permits, plat requirements and the existing Site Development Permit for West 45 Plat, Blocks 29-35.

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~~This Agreement shall supersede and replace any other development agreement as of the date of its approval. Swedish shall not be liable for any continuing obligations from other development agreements except for those specifically described in this Agreement. Swedish shall remain liable for any building code or other municipal code violations for the existing development arising before the effective date of this Agreement; and, for any public health and safety issues for the existing development arising before the date of this Agreement. This Section 7.3 shall not be interpreted to allow Swedish to avoid compliance with applicable development standards, municipal, state or federal laws or regulations.~~

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7.3 Off-site Signage

Swedish has been determined to be an essential public facility and warrants special consideration for signage. The Parties agree that off-site informational, directional and traffic may be necessary to help the public find the Project. Off-site signs shall be reviewed and approved by the Designated Official per the provisions of Section 6.2 of Appendix D (Permitting).

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7.3 Community Uses Not Counted Toward Maximum Development

The square footage of any Community Uses, Appendix C, "Land Uses" and Section 3.1.3, developed in the Project shall not be counted against the Allowable

~~Development, so long as they do not create an unanticipated impact on peak-hour traffic or peak water consumption.~~

8.0 Surface and Ground Water

The stormwater and ground water standards applicable to the Project are set forth in Appendix F, ~~"(Utilities)"~~. Stormwater facilities shall be provided by Swedish consistent with Appendix F, ~~"(Utilities)"~~.

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9.0 Water Service

Water service shall be provided to the Project in accordance with Appendix F, ~~"(Utilities)"~~. Water service shall be provided by the City and Swedish shall provide such water facilities to and on the ~~Swedish~~ Property (e.g., pipes, meters, etc.) at its cost consistent with Appendix F, ~~"(Utilities)"~~.

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9.1 Well

~~The domestic well that has been partially completed on the Hospital Property will not be used as a domestic water supply source for the Swedish Property.~~

10.0 Sewer Service

Sanitary sewer service shall be provided to the Project in accordance with Appendix F, ~~"(Utilities)"~~. Sewer service shall be provided by the City and Swedish shall provide at its cost sanitary sewer facilities to serve the ~~Swedish~~ Property consistent with Appendix F, ~~"(Utilities)"~~.

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11.0 Adequacy of Facilities

Swedish's compliance with the Development Standards and performance of its obligations contained in this Agreement shall constitute the financing and provision of adequate and sufficient public facilities and services for the Project, and such performance shall satisfy all applicable concurrency and level of service requirements of the City with respect to all components of the Allowable Development.

12.0 Capital Facilities

12.1 Project-Level Facilities

Project level facilities, such as on-site water mains, sewer and stormwater facilities, will be constructed by Swedish as development occurs across the Swedish Property, consistent with the City's Engineering Design and Construction Standards. All facilities shall be provided consistent with Appendix F, ~~"(Utilities)"~~ and Appendix E, ~~"(Circulation)"~~.

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12.2 Location and Type of Utility Facilities

The location and type of new Water, Sewer, and Stormwater Facilities shall be determined through the Site Development Permit ("SDP") process.

13.0 City Processing and Review

13.1 City Review Procedures and Standards

The City's application and review processes for the Implementing Approvals are set forth in Appendix D, "~~Processing/Permitting~~".

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~~13.2 SEPA Compliance~~

~~13.2.1 Prior SEPA Documents~~

~~The Parties acknowledge that the urban development within the Agreement Boundary has been addressed and analyzed in prior environmental documents.~~

14.0 Vesting of Development Standards and Mitigation

All development within the Agreement Boundary shall be governed by the Development Standards in this Agreement and the applicable provisions of the Issaquah Municipal Code in effect as of the date of this Agreement. All development within the Project shall be implemented through plats, short plats, site development permits, building permits and other permits and approvals ("Implementing Approvals") issued by the City. A Buildout Period ~~following Development Agreement approval of fourteen (14) years~~ through December 31, 20~~327~~ ~~following Development Agreement approval~~ is established for the development and construction of uses for the Project, as authorized in RCW 36.70B.170(3)(i).

In accordance with RCW 36.70B.180, during the Buildout Period, the City shall not modify or impose new or additional Development Standards except as set forth in this Agreement, provided, however, that the Project elements and other Development Standards may be modified during the Buildout Period in accordance with the procedures established in Appendix D, "~~Processing/Permitting~~". To the extent this Agreement does not establish Development Standards, process, procedures, or similar elements covering a certain subject, element or condition, then the Project shall be governed by the City codes and City Council-adopted standards in effect upon the date of this Agreement, except as follows:

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This Agreement expressly acknowledges that the ~~existing~~ improvements in existence at the time of this Agreement on the Swedish Property ~~are vested~~ meet the standards of the Issaquah Highlands Development Agreement and are in compliance with all applicable provisions of the Issaquah Municipal Code and are not subject to further review nor shall any changes to the improvements be required unless requested by Swedish and approved consistent with this Agreement and its Appendices.

14.1 During Buildout Period

During the term of this Agreement, aside from the revisions authorized by the provisions of Appendix D, "~~Processing/Permitting~~" the Development Standards may only be modified as follows:

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14.1.1 Updated Uniform Codes Apply

Notwithstanding the foregoing, the International Building Code, International Fire Code, and other construction codes in effect in the State of Washington, and as adopted by the City of Issaquah, on the date of

filing a complete building permit application or other construction application for a building in the Project, shall apply, except that no changes to such codes taking effect after the date of this Agreement shall require redesign or modification of then-existing Project utilities, facilities or other infrastructure that were installed in accordance with this Agreement unless redesign or modification are required to avoid a serious threat to the public health or safety.

14.1.2 Resolution of Conflicts Between City Standards and the Urban Village Goals, Guidelines, and Standards

If a City standard adopted by ordinance is applied to the Project because this Agreement has not established an applicable Development Standard, and if such City standard conflicts with an adopted Planning Goal or Urban Design Guideline, or other Project Development Standards, then, if not prohibited by state or federal law, the City shall propose a comparable Development Standard in lieu of the City standard that responds to and integrates or consolidates the City standard with the conflicting Urban Village Planning Goal, Urban Design Guideline, or other Project Development Standard, unless modification of the City standard would compromise public health or safety. In that event, Swedish or relevant Applicant and the Designated Official shall work together and seek to resolve through consensus any difference of opinion they may have regarding the Designated Official's proposal.

14.1.2 Serious Threat

The City Council may modify one or more Development Standards during the Buildout Period to the extent required to avoid serious threat to the public health or safety.

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14.2 After Buildout Period

The Development Standards shall continue to apply to all applications for Implementing Approvals submitted after expiration of the Buildout Period, except either party may terminate this Agreement, and the zoning and development regulations may be modified, as provided in Section 1820.12.

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14.3 Application and Processing Fees

The application and processing fees for all Implementing Approvals shall be established under Appendix D, "(ProcessingPermitting)".

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14.4 Replacement Standards

During and after the Buildout Period, Swedish, as an alternative to using one or more of the Development Standards for particular subject matters specified in this Agreement, may request City approval to use new code provisions or generally-applicable standards for that subject adopted after the execution of this Agreement, pursuant to the procedures set forth in Appendix D, "(ProcessingPermitting)". After the Buildout Period, new standards also may be adopted as provided in Section 1820.12.

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15.0 Other Development Standards

The City and Swedish acknowledge that the Development Standards may be revised, or new standards adopted, by mutual agreement pursuant to Appendix D, ~~"(ProcessingPermitting)".~~ For any new Development Standards that are not adopted in this Agreement, new Development Standards may be proposed by Swedish or the City, tailored as appropriate to the Project, and processed pursuant to Appendix D, ~~"(ProcessingPermitting)".~~ The Parties need to agree on the proposal to include new non-life/safety standards. However, Swedish shall also comply with any applicable existing or future Development Standards imposed by state or federal law, and their implementing regulations.

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16.0 Declaration of CC&Rs; Master Association and Architectural Review Committee

16.1 Declaration of Covenants

The Parties acknowledge that the Swedish Property is subject to a Declaration of Covenants, Conditions, and Restrictions ("Declaration") for the Swedish Property ~~filed in the King County Division of Records and Elections (Rec# _____), dated 10 March 2008, and recorded under King County Recording No. 20080310001685, as amended by the First Supplement/Amendment thereto, dated 18 June 2009, and recorded under King county Recording No. 20090618000713. Blocks 36-42 will be added to by a recorded amendment to the Declaration concurrent with Swedish's closing of its acquisition on Blocks 36-42.~~

16.2 Architectural Review Committee

Swedish shall be subject to the Issaquah Highlands Architectural Review Committee ("ARC") ~~pursuant to the Declaration.~~ The ARC will be responsible, among other things, for reviewing those applications for Implementing Approvals specified in Appendix D, ~~"(ProcessingPermitting)".~~ as subject to ARC review, before any such application is submitted for City review and processing. The City may refuse to process any such application that has not received prior written approval by the ARC.

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17.0 Transportation Improvements

17.1 Road Standards for Project

The road standards applicable to the Project are set forth in Appendix E, ~~"(Circulation)".~~ Any modification of such standards for roads within the Project shall be determined by the City pursuant to the procedures in Appendix D, ~~"(ProcessingPermitting)".~~

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17.2 Mitigation of Traffic Impacts

No major traffic impact mitigation is required for development on the Swedish Property ~~except that such payments normally required for development shall be required.~~

17.3 P.M. Peak Hour Trips

~~The Swedish Property shall be entitled to sufficient P.M. peak hour vehicle trips~~

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to accommodate existing development (538,000 square feet) and up to 539,000 square feet of additional commercial development and 40,000 square feet of accessory retail use. There is sufficient capacity in the existing roadway system to accommodate 428,000 square feet of Medical Office space, and 649,000 square feet of General Office space within the Property. This equates to 2,448 PM Peak trips from the existing and new development within the Property (See Attachment 4, Trip Generation Table). Other combinations of uses, as identified in Appendix C (Land Use), up to the maximum entitlement identified in Section 5.0 may be allowed so long as the combined uses do not exceed 2,448 pm peak hour trips. Combination of uses that generate more than 2,448 trips may be approved by the Designated Official with the appropriate mitigation and improvements.

Some improvements will be needed on-site to accommodate the traffic including the completion of the motorized and non-motorized improvements on the north half of Discovery Drive in combination with individual Utility and Building permits to allow sufficient ingress and egress to parking facilities, transit facilities and vehicle staging areas

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18.0 Flexibility and Modifications of Project Elements, Development Standards, and Other Mitigations by the City

18.1 Flexibility Objectives

The Project described in this Agreement, including the exhibits, attachments, figures and appendices, provides the desired initial definition and certainty of the Project concept. However, the Parties acknowledge modifications to the Project will occur during the Buildout Period. Therefore, Flexibility Objectives have been incorporated into this Agreement, including: incorporating new information; responding to changing community and market needs; encouraging creativity and innovation; ~~encouraging reasonably priced housing~~; and encouraging modifications that provide comparable benefit or functional equivalence with no significant reduction of public benefits or environmental protection to the Project (collectively "Flexibility Objectives").

18.2 Modifications to Project Permitted

The criteria and conditions for review and approval of modifications to this Agreement, its exhibits and appendices, and to the Project, are described and defined in Appendix D, "~~Processing~~ ~~Permitting~~" and the criteria contained in applicable appendices, if established. The Project, including the Development Standards for the Project, may be modified pursuant to the process and standards established in Appendix D, "~~Processing~~ ~~Permitting~~". Nothing in this Agreement authorizes any modification of state-imposed mandatory concurrency requirements under the Growth Management Act, as amended, or other state or federally-mandated laws or permits.

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19.0 City Processing and Review

19.1 City Review Procedures and Standards

The City's application and review processes for the Implementing Approvals are set forth in Appendix D, "~~(Processing/Permitting)~~".

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19.2 SEPA Compliance

19.2.1 ~~Prior Existing~~ SEPA Documents

The parties acknowledge the urban development within the Project area has been addressed and analyzed in prior environmental documents, including but not limited to ~~the IHDA SEPA those documents specifically identified in Appendix L, (SEPA)~~.

19.2.2 Project MDNS

The parties intend that the IHDA SEPA _____ analyzing the impacts of the Project shall constitute compliance to the fullest extent possible under SEPA for all Implementing Approvals and requested modifications under Section 20, Flexibility and Modifications of Project Elements, etc. and Appendix D, "(Processing)" during the Buildout Period.

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19.2.3 Further SEPA Review Limited

Since this Agreement sets forth the mitigations and other Project Regulations to be applied during the Buildout Period to achieve full SEPA compliance, the City may, pursuant to the procedures and standards set forth in SEPA, ch. 43.21C RCW, the SEPA Rules, ch. 197-11 WAC as now exists or as are hereafter amended, and Appendix L, "(SEPA)", require an EIS, a supplemental EIS, EIS addendum, DNS or MDNS requiring mitigation measures beyond those in this Agreement, only to the extent:

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19.2.3.1 An Implementing Approval or requested modification exceeds the Project Envelope, as defined in Appendix L, "(SEPA)", and governing Development Standards, or

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19.2.3.2 the City concludes, pursuant to the SEPA Rules, WAC 197-11-600(3)(B), that substantial changes have been made to the Project so that it is likely to have significant adverse impacts not previously analyzed in a SEPA environmental document; or

19.2.3.3 the City concludes, pursuant to the SEPA Rules, WAC 197-11-600(3)(b), that there is new information indicating probable significant adverse environmental impacts of the Project not previously analyzed in a SEPA environmental document.

20.0 General Provisions

20.1 Governing Law

This Agreement shall be governed by and interpreted in accordance with the laws of the State of Washington.

20.2 Agreement Binding on Successors

20.2.1 Binding Nature of Agreement

This Agreement shall be binding upon and shall inure to the benefit of the heirs, successors and assigns of Swedish, and upon the City.

20.3 Interpretation; Severability

20.3.1 Interpretation

The Parties intend this Agreement to be interpreted to the full extent authorized by law as an exercise of the City's authority to enter development agreements pursuant to RCW 36.70B.170 *et seq.*, and this Agreement shall be construed to exclude from the scope of this Agreement and to reserve to the City, only that police power authority which is prohibited by law from being subject to a mutual agreement with consideration. If an Urban Village Development Standard conflicts with an otherwise applicable provision of the Issaquah Municipal Code, the Urban Village Development Standard shall control.

20.3.2 Severability

If any provisions of this Agreement are determined to be unenforceable or invalid in a final decree or judgment by a court of law, then all of the following shall apply:

20.3.2.1 If the final decree or judgment is pursuant to a claim or cause of action brought by a person or entity that is neither the City or Swedish, then the remainder of this Agreement not decreed or adjudged unenforceable or invalid shall remain unaffected and in full force and effect. In that event, this Agreement shall thereafter be modified, as provided immediately hereafter, to implement the intent of the parties to the maximum extent allowable under law. The parties shall diligently seek to agree to modify the Agreement consistent with the final court determination, and no party shall undertake any actions inconsistent with the intent of this Agreement until the modification to this Agreement has been completed. If the parties do not mutually agree to modifications within forty-five (45) days after the final court determination, then either party may initiate the dispute resolution proceedings in Section 20.169 (Dispute Resolution Process) for determination of the modifications that will implement the intent of this Agreement and the final court decision.

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20.4 Authority

Each Party respectively represents and warrants that it has the power and authority, and is duly authorized, to enter in this Agreement on the terms and

conditions herein stated, and to deliver and perform its obligations under this Agreement.

20.5 Amendment

The Project and its Development Standards may be modified as provided in this Agreement and the Appendices. Except for Major Modifications as determined under Appendix D, "~~Processing Permittting~~", other modifications of the Development Standards as established in Appendix D, "~~Processing Permittting~~" shall not require execution of any specific written amendment to this Agreement. Except for modifications pursuant to Appendix D, "~~Processing Permittting~~", this Agreement shall not otherwise be modified or amended without the express written approval of the City and Swedish.

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20.6 Figures, Attachments and Appendices Incorporated

Figures 1 ~~through and~~ 2G, Attachments 1 through 3, and Appendices A through LU are incorporated herein by this reference as if fully set forth. In the event of a conflict between provisions of the Main Body of this Agreement and provisions of any Appendix, the provisions of the Main Body shall control.

20.7 Headings

The headings in this Agreement are inserted for reference only and shall not be construed to expand, limit or otherwise modify the terms and conditions of this Agreement.

20.8 Time of the Essence

Time is of the essence of this Agreement and of every provision hereof. Unless otherwise set forth in this Agreement, the reference to "days" shall mean calendar days. If any time for action occurs on a weekend or legal holiday in the State of Washington, then the time period shall be extended automatically to the next business day.

20.9 Entire Agreement

This Agreement represents the entire agreement of the Parties with respect to the subject matter hereof. There are no other agreements, oral or written, except as expressly set forth herein.

~~20.10 Dispute Resolution~~

~~If any dispute arises between the parties relating to this Agreement, then the parties shall meet in order to seek to resolve the dispute in good faith, within ten (10) days after a party's request for such a meeting. The City shall send the Designated Official and persons with information relating to the dispute, and Swedish shall send an owner's representative and any consultant or other person with technical information or expertise related to the dispute. No party shall give a notice of default to the other before such meeting occurs, or if the parties fail to meet within the required seven day period, until after the expiration of that seven day period.~~

~~20.11~~**20.10** **Default and Remedies**

~~20.11~~**20.10.1** **Cures Taking More Than Thirty Days**

No party shall be in default under this Agreement unless it has failed to perform as required under this Agreement for a period of thirty (30) days after written notice of default from any other party. Each notice of default shall specify the nature of the alleged default and the manner in which the default may be cured satisfactorily. If the nature of the alleged default is such that it cannot be reasonably cured within the thirty (30) day period, then commencement of the cure within such time period and the diligent prosecution to completion of the cure shall be deemed a cure.

~~20.11~~**20.10.2** **Rights of Non-Defaulting Party**

A party not in default under this Agreement shall have all rights and remedies provided by law or equity, including without limitation damages, specific performance, or writs to compel performance or require action consistent with this Agreement.

~~20.11~~**20.10.3** **Attorneys' Fees**

In any judicial action to enforce or determine a party's rights under this Agreement, the prevailing party (or the substantially prevailing party, if no one party prevails entirely) shall be entitled to reasonable attorneys' fees and costs, including fees and costs incurred in the appeal of any ruling of a lower court.

~~20.12~~**20.11** **Term**

The term of this Agreement shall continue until December 31, 2027~~33~~. All vesting rights of development standards ~~per Sections 14.0 and 17.3~~ will expire unless the Term is extended as provided in Appendix D, ~~"(ProcessingPermitting)"~~.

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~~20.12~~**20.11.1** **Procedures for City's Notice of Termination Following Buildout Period**

The City's notice of termination shall use the same notice procedures that would apply to a zoning classification (rezone) of the Project at the time of the proposed termination.

~~20.12~~**20.11.2** **Distribution of City's Notice**

The City shall mail notice to Swedish under Section 20.1~~45~~ and to any business or homeowner association or community groups, consistent with noticing procedures at the time of termination, and to others which the City in its sole discretion determines should receive notice, but the failure to provide notice pursuant to this sentence shall not affect the validity of the City's termination notice using rezone procedures nor subject the City to any liability.

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~~20.12~~**20.11.3** **City Procedures After Termination**

No sooner than six (6) months after the Notice of Termination, the City shall hold public hearings and shall adopt zoning and related development standards for the Swedish Property, or portions thereof as determined appropriate by the City. Upon such adoption, this Agreement shall terminate but no later than December 31, 2027~~33~~ and, thereafter, the Swedish Property shall be governed by the adopted City zoning and related development regulations. Should a zoning change be necessary or desired following Termination of this Agreement, the properties will either revert to their pre-Development Agreement zone or an alternative compatible zone will be chosen by the City.

~~20.13~~20.12 **No Third-Party Beneficiary**

This Agreement is made and entered into for the sole protection and benefit of the parties hereto and their successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.

~~20.14~~20.13 **Interpretation**

This Agreement has been reviewed and revised by legal counsel for both parties, and no presumption or rule construing ambiguity against the drafter of the document shall apply to the interpretation or enforcement of this Agreement. Nothing herein shall be construed as a waiver of the City's constitutional and statutory powers. Nothing herein shall be construed or implied that the City is contracting away its constitutional and statutory powers, except as otherwise authorized by law.

~~20.15~~20.14 **Notice**

All communications, notices, and demands of any kind that a party under this Agreement requires or desires to give to any other party shall be in writing and either (i) delivered personally, (ii) sent by facsimile transmission with an additional copy mailed first class, or (iii) deposited in the U.S. mail, certified mail postage prepaid, return receipt requested, and addressed as follows:

If to the City: City of Issaquah
 130 East Sunset Way
 P. O. Box 1307
 Issaquah, Washington 98027
 Attn: Mayor's Office

with copy to: Ogden Murphy & Wallace
 2100 Westlake Center Tower
 1601 Fifth Avenue
 Seattle, Washington 98101
 Attn: Wayne D. Tanaka

If to Swedish: Swedish Health Services
 751 NE Blakely Drive
 Issaquah, WA 98029

Attn: Campus CEO

with a copy to: _____

Attn: _____

Notice by hand delivery or facsimile shall be effective upon receipt. If deposited in the mail, notice shall be deemed delivered forty-eight (48) hours after deposited. Any party at any time by notice to the other party may designate a different address or person to which such notice or communication shall be given.

20.1620.15 Delays

If either party is delayed in the performance of its obligations under this Agreement due to Force Majeure, then performance of those obligations shall be excused for the period of delay.

20.1720.16 Dispute Resolution Process

20.17.120.16.1 Matters Covered by Dispute Resolution Process

This Section 20.167 shall govern any disagreements between the Parties over the following:

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20.17.1.120.16.1.1 Disputes over modification of this Agreement after a court determination of invalidity under Subsection 20.3.2, Severability.

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20.17.220.16.2 Process for Dispute Resolution

If any dispute covered by this Section 20.167 arises, then the Parties shall meet in good faith to settle the dispute within ten (10) days after either party requests such a meeting, or within forty-five (45) days after a court ruling under Subsection 20.3.2. If the Parties are unable to settle the dispute at that meeting, then the Parties shall settle the matter by arbitration, made by a single arbitrator, and judgment on the award rendered by the arbitrator may be entered in any court having jurisdiction thereof.

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20.17.320.16.3 Selection of Arbitrator

The Parties during the settlement meeting will seek to agree upon a single arbitrator, if the Parties do not voluntarily settle the dispute at the meeting. If the Parties cannot agree on a single arbitrator, then the arbitration will be referred to the mediation services provided by the environmental and land use law section of the King County Bar Association, but if it is not in existence or not able to hear the matter, then either the City or Swedish may apply to the Washington Superior Court for appointment of a single arbitrator pursuant to RCW7.04.050.

~~20.17.4~~20.16.4 **Costs and Procedures for Arbitration**

The arbitrator shall establish the procedures and allow presentation of written and oral information, but shall render its final decision within thirty (30) days after the matter is referred to arbitration. The Parties shall pay equally the cost of the arbitration, but each Party shall pay its own attorney's fees.

~~20.17.5~~20.16.5 **Arbitrator's Decision in Writing**

The arbitrator's decision shall be in writing and specifically find, as applicable:

~~20.167.5.1~~ What modifications implement the Parties' intent consistent with the court invalidation decision under Subsection 20.3.2.

~~20.17.6~~20.16.6 **Dispute Resolution Process as Exclusive Remedy**

Dispute resolution on the subjects covered by this Section 20.167 is the exclusive remedy of the Parties, and the City shall have no liability for damages if dispute resolution is complied with under this Section 20.167.

~~20.18~~20.17 **Indemnification**

~~20.18.1~~20.17.1 **General Indemnity**

Except as otherwise specifically provided elsewhere in this Agreement and any exhibits hereto, each Party shall protect, defend, indemnify and hold harmless the other Party and their officers, agents, and employees, or any of them, from and against any and all claims, actions, suits liability, loss, costs, expenses, and damages of any nature whatsoever, which are caused by or result from any negligent act or omission of the Party's own officers, agents, and employees in performing services pursuant to this agreement. In the event that any suit based upon such a claim, action, loss, or damage is brought against a Party, the Party whose negligent action or omissions gave rise to the claim shall defend the other Party at the indemnifying Party's sole cost and expense; and if final judgment be rendered against the other Party and its officers, agents, and employees or jointly the Parties and their respective officers, agents, and employees, the Parties whose actions or omissions gave rise to the claim shall satisfy the same; provided that, in the event of concurrent negligence, each Party shall indemnify and hold the other Parties harmless only to the extent of that Party's negligence. The indemnification to the City hereunder shall be for the benefit of the City as an entity, and not for members of the general public. Notwithstanding any other provision of this Agreement, except for Grand-Glacier's limited role to remove the Property from the Issaquah Highlands Development Agreement, Swedish and the City acknowledge that Grand-Glacier shall have no obligation for implementation of any provision of this Agreement, and Swedish, as the master developer, waives any claim against and agrees to indemnify and hold harmless Grand-Glacier for any claims, liability, loss, expense and damages

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(including cost of defense) of any nature relating to any implementation, obligations or other actions or liability under this Agreement.

~~20.18.~~**20.17.2 Additional Indemnity**

Without limitation of the foregoing provisions of Subsection 20.178.1, if any person brings suit or seeks recovery of any monies paid by that person pursuant to this Agreement, then Swedish agrees to indemnify, defend and hold the City harmless from any judgment and shall pay for the City's (and its officers, agents, employees and contractors) costs of suit, pre- or post-judgment interest, consequential damages and reasonable attorneys' fees, expert witness fees, staff time, consultants fees and all other directly related out-of-pocket expenses and reimbursement of any monies paid pursuant to this Agreement. Notwithstanding the preceding sentence, if the basis of the person's claim or cause of action is the City's negligence, intentional misconduct or breach of this Agreement, then the City shall indemnify Swedish to the same extent and for the same costs as specified in the preceding sentence. References to the City and Swedish include their respective officers, agents, and employees. In the event of concurrent negligence, including RCW 4.24.115, each Party shall indemnify and hold the other harmless only to the extent of that Party's negligence. The indemnifying Party shall have the option but not obligation to defend the indemnified Party in any such suit, but if the indemnifying Party elects not to defend, then it shall reimburse the indemnified Party on a monthly basis for the costs described in this section. Notwithstanding any other provision in this Agreement, to the extent a court of competent jurisdiction determines that the City is precluded from collecting any fees, costs, or other monies under this Agreement, then the City shall be under no further obligation to pay said precluded sums to Swedish. It is further specifically and expressly understood that the indemnification provided herein constitutes each Party's waiver of immunity, as between themselves, under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the Parties. The provisions of this Subsection 20.178.1 shall survive the expiration or termination of this Agreement.

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21.0 Definitions

See **Attachment 1.**

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IN WITNESS WHEREOF, the parties have caused this Agreement to be executed, effective on the day and year set forth on the first page hereof.

CITY OF ISSAQUAH

a Washington municipal corporation

By _____
Ava Frisinger, Mayor

Date _____

Approved as to Form:

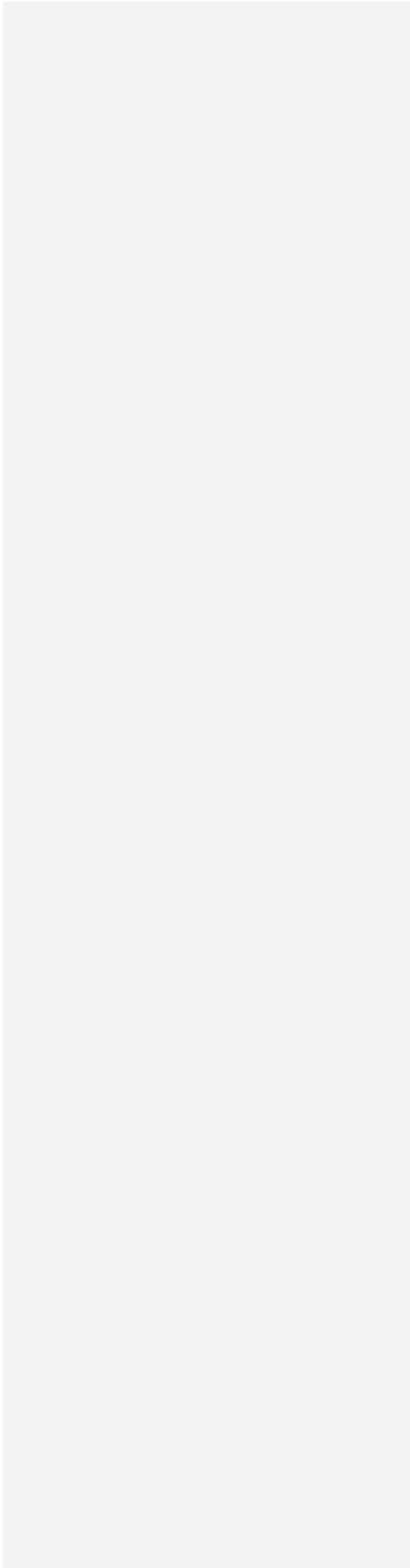
Wayne Tanaka, City Attorney

SWEDISH HEALTH SERVICES

By _____
Title _____
Date _____

GRAND-GLACIER LLC

By _____
Title _____
Date _____



APPENDICES

- A: ~~Goals and Objectives~~Guiding Principles and Goals
- B: ~~Urban~~ Design Guidelines
- C: Land Uses and Standards
- D: Processing of Implementing Approvals and
Modification of Standards (Permitting)s
- E: Circulation Standards
- F: Utilities
- G: Parking Standards
- H: Landscaping Standardse
- I: Sign Standards
- J: Lighting
- K: Sustainability
- L: SEPA

Figure 1 – Map

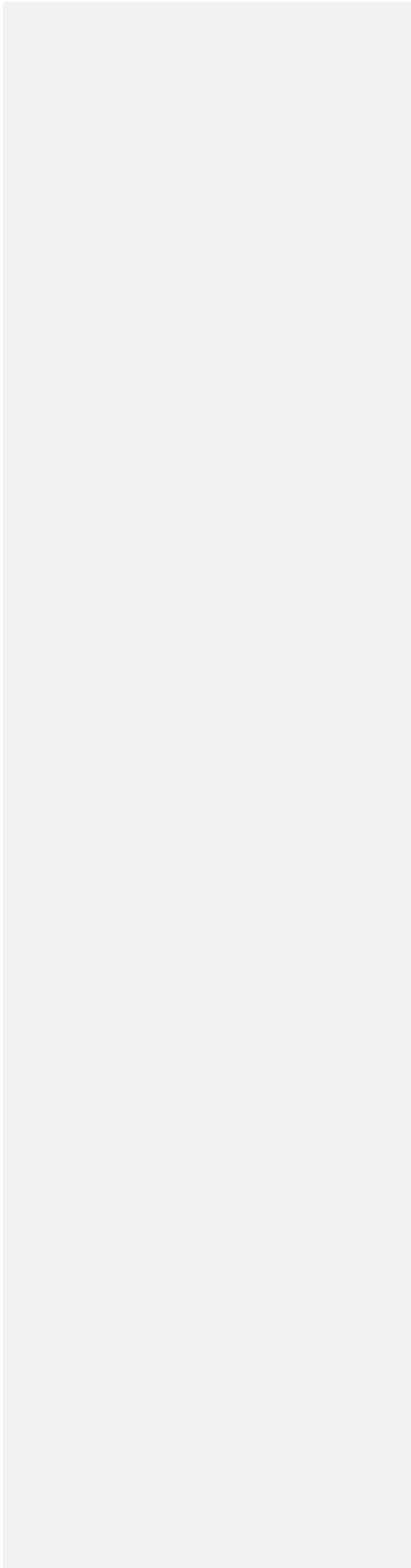


Figure 2 Legal Description

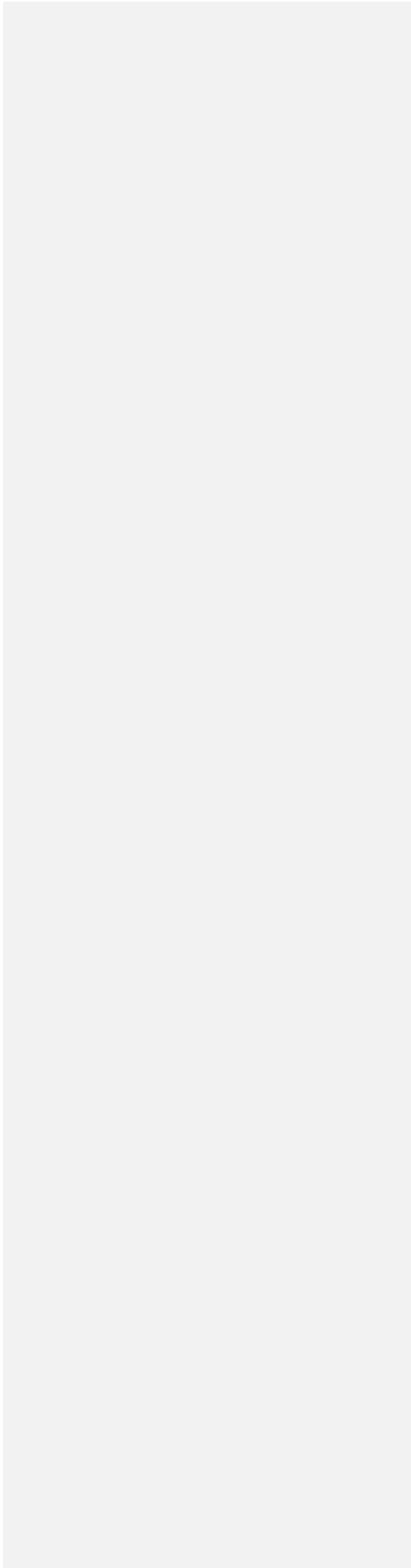


Figure 3 Discovery Drive Signal Head



Attachment 1 Definitions ~~DRAFT 07.16.2013~~

Definitions apply to capitalized terms found in this Development Agreement with the following exceptions:

1. Specific definitions related to Appendix ~~J-I~~ (Signs) only are located within that Appendix ~~J-I~~; and,
2. No defined term is intended to surpland terms defined in other applicable codes (e.g., IBC, IFC, etc.)

Defined Term	Definition
<u>Accessory Use</u>	<u>A use which is subordinate to and serves or compliments the principal Commercial use.</u>
Administrative Approval	Approval authority granted to the Designated Official through the provisions of this Agreement.
Administrative Modification	Process to revise or alter components of the Development Agreement by the Designated Official pursuant to Appendix J-D (Permit Processing).
Aerial Zone	The area above a sidewalk that is at least eight feet vertically above the sidewalk surface.
Agreement	The development agreement for the Project entered into by the parties herein, together with its Figures and Appendices.
<u>Agreement Boundary</u>	<u>See Section 1.3</u>
Allowable Development	The overall number of ERUs approved for the Project through this Agreement, as specified in <u>Section 75.0</u> of the Main Body.
Applicant	The Property Administrator <u>Master Developer</u> (or its assignee) as the submitter of an application to the City to receive approval through the provisions of this Agreement.
Arbor	A garden feature forming a shaded walkway, passageway or sitting area, of vertical posts or pillars that typically support cross-beams and a sturdy open lattice, often upon which woody vines are trained.
<u>Assisted and Independent Living</u>	<u>Housing, owned or contracted by the Master Developer, for individuals or couples, accessory to the hospital and medical offices and intended to provide proximate continuum of care accommodations with supervision or assistance to residents, ranging from independent living to more intensive care, such as memory care, and providing congregate facilities, such as dining and recreational activities.</u>
Bicycle Parking Space	A permanently-installed structure designed for parking and securing a bicycle without obstructing sidewalks or walkways, often using a bicycle rack.
Bike Rail	An element provided as part of a stairway to allow bicyclists to roll their bicycles up and down. These elements are also

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referred to as bike channels, bike ramps, bike stair and bike gutter.

Block

A city block is the smallest property area that is surrounded by vehicular circulation facilities.

Border

A planting area adjacent to the Trail Tread. This area provides and ensures a vegetated transition area between the circulation Corridor and the adjacent use. Borders may overlap with landscape buffers. Both natural and introduced landscape plantings may be used to fulfill Border requirements.

Building

Any structure used or intended for supporting or sheltering any use or occupancy.

Buildout Period

The ~~thirty-fourteen (1430)~~ year period following recording of the ~~First Implementing Permit~~ Development Agreement.

~~Cascade Agenda~~

~~A movement led by Forterra (formerly the Cascade Land Conservancy) to build complete, compact and connected communities in order to conserve natural areas, rural farm areas, and make our cities and towns great places to live, work and raise families.~~

Care facility

Any type of group program for children or adults. May be for-profit or not-for-profit.

~~Cargotecture~~

~~A term coined to describe any structure built partially or entirely from recycled cargo containers.~~

City

The City of Issaquah, an Optional Municipal Code City

Commercial

Use of a property to include an occupation, employment, or enterprise that is carried by the owner, lessee or licensee. Commercial uses are listed in Appendix C (Land Use).

~~Community Gardens~~

~~A plot of land gardened by a group of people to produce fruit, vegetables, flowers, chickens, etc., typically on individual garden allotments within the larger plot of land. The inclusion of Community Gardens is at the discretion of the Property Administrator in order to respond to market and/or recreational amenity needs.~~

Community Space

The umbrella term within the Project designated for lands containing recreation or public amenity such as active or passive parks, plazas, trails, informal gathering areas, community gardens, and other like facilities and areas.

~~Some~~ Community Spaces ~~is~~ are required (Section 2.5), others are encouraged. Designated Community Spaces are created by the Master Developer and can be comprised of both pervious and non-pervious surfaces and are designed with hardscape and/or landscaping.

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Complete Community	When considered along with Issaquah Highlands, means communities that meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, housing, and community infrastructure including housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided. The Project will be a Complete Community and will complement the Issaquah Highlands retail center.
Comprehensive Monitoring Plan	The plan for monitoring stormwater quantity and quality described in the Master Drainage Plan.
Corridor	An area that includes the length and width of a circulation facility such as a street or trail. The Corridor includes, but is not limited to, Trail Tread, sidewalks, travel lanes, on-street parking areas and required landscape.
Critical Area	Protected areas within the Project pursuant to Appendix G (Critical Areas).
Crosswalk	A portion of a roadway where pedestrians are encouraged to cross the street; can be marked or unmarked.
Crosswalk, Raised	A crosswalk that is at a higher elevation than the adjacent street grade to enhance the visibility of a pedestrian route. Raised Crosswalks are only allowed as Pedestrian Tables.
Cultural Facility	A public or community gathering place or area such as a community center, theatre, amphitheatre or sculpture garden.
Dark Skies	A movement to preserve and protect the nighttime environment and our heritage of dark skies through environmentally responsible outdoor lighting.
Deciduous Tree	Woody plants with a minimum mature height generally greater than 15 feet which go dormant in winter and shed their foliage.
Declaration	The Declaration of covenants, conditions and restrictions (CC&Rs) filed for recording by the Property Administrator Master Developer at the time of the first implementing permit for the Project.
Designated Official	The person, or persons, appointed by the Mayor, empowered, authorized and charged with the duty to administer, interpret, process and approve plans and permits as required by this Agreement. The person, or persons, will meet the general qualifications listed in Attachment 2.
Development Standards	Collectively, the Project elements, standards, mitigation measures and other requirements and conditions of development as set forth in this Agreement. The term also includes, but is not limited to, all standards, elements and

	items included in the definition of Development Standards set forth in RCW 36.70.B.170(3), part of the State statute authorizing agreements such as this Agreement.
Development Fee	The fees collected by the City to partially fund public facilities to accommodate new growth as empowered through the Growth Management Act (Ch. 36.70A RCW) and RCW 82.02.050 through RCW 82.02.100.
Dog-leg	Something containing a sharp bend, typically referring to a Circulation facility.
Dripline	The area located under the outermost reach of a tree's limbs.
Drought Tolerant Plants	Plants that, once established, can survive with little or no water other than from rainfall or natural runoff.
Eastside Fire & Rescue (EF&R)	The regional organization that provides fire and emergency services to the City of Issaquah.
<u>Equivalent Residential Unit (ERU)</u>	Definition 1: Relating to water and sewer calculations, a unit of measure used to define the projected water consumption and sewer capacity based on average consumption. For the purposes of this Agreement, 1 ERU is 1 single family residence or 1,200 square feet of non residential use. A multi-family residence is equal to 0.67 ERUs. Definition 2: As it related to Allowable Development, 1 ERU is one single family residence, one multi family residence, or 1,200 square feet of non residential use.
Evergreen Tree	Woody plants with a minimum mature height generally greater than 15 feet which retain at least one year's foliage during their winter dormant period.
<u>Finish Grade</u>	The land surface elevation adjacent to a building after final alterations are completed. Finished grades will be within 10 feet of the Reclamation Exhibit (M-2) provided in Appendix M (Grading and Mining), and as amended therein.
<u>First Implementing Permit</u>	The first Land Use Permit as described in Appendix L (Permitting), Section 1.1 for any of the Neighborhoods covered by this Agreement.
<u>Flex Space</u>	Commercial property that is flexible enough in its design to allow for a variety of office, retail, service and/or Industrial uses.
Flexibility Objectives	The reasons for modifying various Project elements or other Development Standards, as further described in <u>Section 18.129</u> of the Main Body and Appendix <u>D</u> (Permit Processing).
<u>Floor Area Ratio</u>	<u>The relationship between the amount of Gross Square Feet in a building or buildings and the property on</u>

which the building(s) are located. It is obtained by dividing the Gross Square Feet of the building or buildings by the developable site area. For the purpose of this Agreement, the site area will be the Property and FAR will be considered on a Property basis.

Force Majeure	Extraordinary natural elements or conditions, such as war, riots, labor disputes, or other causes beyond the reasonable control of the obligated party.
Guest Housing	Short term housing or lodging intended for families of patients or visitors of the hospitalProject.
Green Wall	A wall, or portion of a wall, that has support structures (e.g., wires, grids, trellises, etc.) or plant medium (e.g., soil pockets, growing mats, etc.) such that plants can climb up, trail down, or grow out of the wall resulting in a wall or wall section that is predominantly verdant.
Gross Square Feet or Area	see Square Feet, Gross
Groundcover	Low evergreen plantings used in masses. Rocks, pebbles, sand and similar natural materials may be used as groundcover accents.
Herbicide	Any substance toxic to plants and used to destroy unwanted vegetation.
Hydrozone	A grouping of plant species used in a landscape area which have similar irrigation needs.
IMC	Issaquah Municipal Code
Implementing Approvals	Land use approvals or permits issued by the City following the execution of this Agreement which implement or otherwise are consistent with this Agreement, including but not limited to: plats, site plans, utility permits and construction permits.
Implementing Permit	An Implementing Approval
Informal Gathering Areas	Areas designed to encourage pedestrian-oriented, small-scale social interaction in an urban setting. They vary in size and function depending on adjacent uses, and may include street furniture, focal points and human-scaled elements which emphasize its prime function as a place for people. The inclusion of Informal Gathering Areas are at the discretion of the Master Developer in order to respond to market and/or recreational amenity needs created with the construction of a building.
Landscape	The presence of plant material, including lawn, groundcover, trees and/or shrubs. Landscape may also include decorative

	outdoor elements such as rock, wood and other natural materials, pools, benches, fountains, sculptures, artwork, lighting and decorative paving surfaces.
Landscape Coverage	The point when trees and shrubs and living groundcover have matured and filled in so the planting space appears full, not sparsely planted, and meets the required planting standard or intent of the landscape guideline.
Livable Community	Consisting of a sense of safety and health, a connection with local environmental conditions, the quality of social interactions, opportunities for recreation and entertainment, aesthetics, and the existence of cultural and environmental resources.
Local Improvement District	A special assessment district in which impacts will specially benefit primarily the property owners in the District.
<u>Lodging</u>	<u>See Guest Housing</u>
Low Impact Development (LID)	An approach to land development that uses land planning and design practices and technologies to simultaneously conserve and protect natural resource systems and reduce infrastructure costs. LID allows land to be developed in a cost-effective manner that helps mitigate environmental impacts
Master Association	The Owners' Association responsible for maintaining community assets within the Project. (Until the Property Administrator sells or transfers fee title as provided in Section 24 of this Agreement, the Master Association shall be the Property Administrator.)
Master Circulation Plan	The Plan in Appendix DE (Circulation) used to guide decisions for road and trail placement and connections.
Master Developer	Swedish Health Services ospital, or the responsible ownership party of the Project.
Master Developer Transferee	A person or entity other than the Master Developer acquiring an interest or estate (except for security purposes only) in all or substantially all of the Project, including the then-undeveloped portions thereof, and including transfer of all interests through foreclosure (judicial or nonjudicial) or by deed in lieu of foreclosure. Master Developer Transferee is also any successive person or entity similarly acquiring such an interest or estate from a previous Master Developer Transferee.
Master Drainage Plan	The Plan in Appendix K (Utilities) used to guide stormwater improvements necessary to meet the requirements of this Agreement.
Master Street Tree Plan	The Plan in Appendix DE (Circulation) used to guide decisions for street tree selection.
<u>Mews</u>	<u>See Section 5.4 of Appendix E (Circulation).</u>

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Mixed Use	Use of a property to include a structure or structures that contain more than one land use with a variety of complementary and integrated uses, such as, but not limited to, residential, office, manufacturing, retail, public, or entertainment, in a compact urban form. The mix of uses could be either vertically or horizontally integrated.
Motorized Vehicles	Cars, buses, vans, trucks, motorcycles, scooters and other similar types of transportation powered by an internal combustion engine or mechanical power source. Personal vehicles that are utilized by persons with disabilities are not included in this definition.
Mulch	Composted organic material such as bark, sawdust, wood shavings, etc. used in landscape areas for moisture retention, weed suppression or soil insulation.
Native Vegetation	Non-weedy plant species indigenous to the greater Issaquah area or that could have been naturally expected to occur in the Project.
Neighborhood	An area defined by topography, sensitive area, land use, activity, significant streets, and/or other features that are distinguishable from adjacent areas. Neighborhoods may consist of any land use or combination of land uses (e.g., residential, commercial, mixed use, etc.).
Net Square Footage	See Square Feet, Net
Non-Motorized	Movement by pedestrians and wheeled equipment that does not rely on a power source (e.g., mechanical, electric, internal combustion) such as bicycles, roller blades, skate boards, wheelchairs, push scooters. Those Retail and Commercial land uses entitled by this Agreement and listed in Appendix C (Land Use).
Non-Residential Development	
Open Space	Areas not encumbered by development or development-serving improvements (e.g., parking lots, roadways, etc.). Open Spaces are a positive ingredient of the urban composition and are designated or reserved for public or private use and enjoyment.
Park Park Once District	A place where people are encouraged to park in one place and then make stops on foot rather than driving from one destination to another within the district, as you would with a car-oriented area.
Park	An outdoor common space that is landscaped and may accommodate a variety of activities including active recreation and passive/leisure opportunities; and, may contain various facilities such as walking paths, trails, and play opportunities.

Parking Deck	A covered, single level of parking where the roof is a substantial structure for uses such as a solar array, parking, green roof, park, or shade structure.
Parking Held in Reserve	A development area which is designated for future parking needs but is currently landscaped and/or contains impervious surface. For site and storm drainage calculations, it is considered impervious.
Parking Lot or Surface Parking	An area not within or under a building and/or not covered by a deck, where motor vehicles may be stored for the purposes of temporary, daily, or overnight off-street parking. Parking Lots include stalls, drive aisles and maneuvering space. Parking lots do not include on-street parking or areas where only parallel parking exists.
Parking, On Street	Parking within rights-of-way or between curbs of private streets. On-street parking is typically 20 feet in length.
Parking, Structure	A structure where motor vehicles may be stored for the purposes of temporary, daily, or overnight off-street parking. The structure may be free standing or incorporated into another building and may have some occupied uses contained within the structure.
Parties	Collectively the City of Issaquah and the Property Administrator <u>Master Developer</u> .
Path	A pedestrian route that is not regulated to a minimum standard as it is not necessary to create a Pedestrian Friendly community. Examples of paths would include: a less direct route, a redundant or duplicative corridor, and a walk serving two or fewer residential units. A path is covered by Best Practices, Design Guidelines and safety.
<u>Pedestrian Bridge</u>	<u>A structure constructed above City right-of-way or a private Circulation Facility to facilitate pedestrians, and sometimes bicycles, crossing a street or vehicular way. One type of pedestrian bridge is a "skybridge". The purpose of the skybridge is to facilitate building-to-building connections for users that find it difficult to cross at street grade and between buildings that may be separated. Skybridges should be designed and located to add to the streetscape and pedestrian priority of the Project.</u>
Pedestrian Friendly	A term to describe designs that because of scale, character, materials, accessibility, and/or other elements encourage walking as a primary mode of transportation. Pedestrian-Friendly routes are safe, direct, easy to use and connected. Also known as "pedestrian oriented".
Pedestrian Table	A traffic calming device designed as a long speed hump with a flat section in the middle and typically constructed of

	concrete. Pedestrian Tables are generally long enough for the entire wheelbase of a fire truck to rest on top and differ from speed tables in that they double as a Raised Crosswalk.
Pedestrian Zone	The area from the surface of a sidewalk vertically to eight feet (8') above the sidewalk surface.
Plaza	An element of public realm that is an outdoor, open gathering place that is designed for multi-functional public access. The Plaza may contain a variety of design treatments, including both soft and hard surfaces, though typically more hardscape, and is partially or completely surrounded by buildings and/or streets. The inclusion of Plazas is at the discretion of the Property Administrator in order to respond to market and/or recreational amenity needs created with the construction of a building.
Pocket Park	The term "Pocket Park" was coined in the 1960s, when small areas within highly concentrated urban neighborhoods were transformed into Pocket Parks devoted to recreation and green space uses. Pocket Parks may be located in commercial or residential neighborhoods, can fulfill a wide variety of purposes, and can serve people of various age groups and abilities. They can be developed for active or passive recreational use including low impact activities that are potentially compatible for locations adjacent to critical areas. They vary in configuration depending on the surrounding land uses and the activities the Pocket Park supports.
Pop Up	A pop up involves opening a short-term business, often in an empty retail or other space as a temporary use. These shops, while typically small and temporary, can build up interest and generate activity for an area.
Project	The Project area and entitled development, as conceptually illustrated in Figure 1 , and as further defined in Appendix C (Land Use), and as authorized pursuant to the pre-approved uses, densities and Development Standards established in this Agreement.
Property Line	The line denoting the limits of legal ownership of property.
Property Owner	The legal owner or owners of the property.
Public	Public is used throughout the Agreement to express the perception of who may or may not use Community Spaces and Circulation Facilities and not to designate ownership.
Public Space or Public Realm	Publicly- or privately-owned areas available to most people for a majority of the time such as Circulation facilities and Community Spaces. Privately-owned public spaces may have restrictions of use for specific times at the discretion of the owner.

Retail	Use of property to include businesses selling goods or merchandise to the general public for personal or household consumption and rendering services incidental to the sale of such goods. For the purpose of this Agreement, Retail uses are a subset <u>accessory to</u> of Commercial Uses, as described in Appendix C (Land Use).
Right-of-Way	Land, property, or property interest (e.g., easements) usually in a strip acquired for or devoted to transportation, utility or other special use.
Root barrier	Physical barriers that redirect tree roots downward thus minimizing surface rooting which can damage foundations, sidewalks, paving and other hard surfaces.
Setback	The distance between the nearest part of the applicable building, structure or sign and the property line; or, the building and the back edge of circulation improvements adjacent to the property.
Shared Surface	A circulation corridor that is shared by motorized and non-motorized users such as cars and pedestrians. Surface materials and signage must be provided that communicate the shared nature of the facility. <u>Also known as a “woonerf”.</u>
Sidewalk	A paved, hard-surfaced pedestrian way, parallel to, separate from, and typically located on both sides of a vehicular route, such as a street.
Significant Tree	Any tree of at least 30 feet in height, or 6 inches in trunk caliper at 4½ feet above the surface of the ground.
Sociable Public Realm	Comprised of many things and promotes social interaction and a sense of community. If done well, it provides a place for people to live, work and play, brings inhabitants together and contributes to a more democratic way of life and encourages all to linger, share observations and perspectives, and thereby humanizes our urban areas. It takes into account the entire composition of the Public Space and may include trees, walks, street furniture, signs, landscape, plazas, parks and buildings as well as façade elements such as the street wall, porches, stoops and balconies.
Square Feet, Gross	The number or square feet of total floor area bounded by the inside surface of the exterior walls of a structure as measured at the floor line, excluding parking and mechanical floors or areas, and outside balconies.
Square Feet, Net	The building or unit floor space that may be utilized for the permitted use. The calculation typically excludes common

areas and spaces devoted to heating, structured parking, cooling and other building mechanical equipment. For the purpose of tracking Allowable Development, Net Square Feet will be utilized by the City and will be 85% of the Gross Floor Area provided in Land Use applications.

~~Story, Building~~

~~That portion of a building, other than a completely buried basement, included between the surface of any floor and the surface of the floor or ceiling above, that could be used by people (e.g., for living, work, storage, parking, etc.).~~

~~Story, Height~~

~~Unless otherwise provided for in Appendix C (Land Use), the height of each story is based on the ceiling height of the rooms plus the thickness of the floor materials. Generally this is around 10 feet, however it may vary widely from just under this figure to well over it. For the purposes of this Agreement, a story may vary in height so long as the total height in each building does not exceed 12 feet times the number of stories allowed.~~

Street

A public or private way within the Project open to general public use including thoroughfares designated by City Ordinance, or as identified in Appendix ~~ED~~ (Circulation) of this Agreement, excluding alleys and driveways

Streetwall

That portion of the building base which is directly adjacent to the street right of way and provides a sense of enclosure to Public Space. Where a building is not present, the Streetwall may be established by other architectural or vertical landscape elements.

Structure

Anything constructed or erected, the use of which requires location on the ground or attachment to something having location on the ground.

Suburban

A predominantly low-density area located immediately outside of, and physically and socioeconomically associated with, an urban area or a city.

Trail

Hard ~~or soft~~ surfaced pedestrian ways, separate from vehicular routes, but which are necessary to create a connected, direct, easy to use pedestrian friendly community.

Transfer

The sale, assignment, or other conveyance or transfer (including but not limited to transfer via judicial or non-judicial foreclosure or via probate or intestacy) of one or more undeveloped or partially-developed parcels, rights or obligations, created by this Agreement to persons or entities other than the ~~Property Administrator-Master Developer.~~

Tread

The surface upon which trail users are intended to travel. Tread does not include Borders or other elements that are not intended to be directly traveled on.

Trellis	A vertical architectural feature, either free standing or connected to another structure, that is often utilized to support climbing plants.
Urban Village	A highly developed area that includes, or is appurtenant to, a central city or place, and contains a variety of commercial, residential and cultural uses. The concept uses the social and physical morphology of the traditional rural village as an inspiration for creating better functioning communities. Urban design techniques such as combining different land uses, incorporating public spaces, and pedestrianization are employed to facilitate the development of community by encouraging human interaction.
Urban Village Design Guidelines	Also referred to as “Design Guidelines” and are contained in Appendix B.
Water-wise	Plantings and irrigation practices that conserve water usage and help protect the aquifer and natural surface waters.
Wayfinding	The techniques used to find one’s way often including the use of signage and other graphic communication as well as intuitive site planning and visual markers and cues.

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Attachment 2 Designated Official

The Designated Official is determined by the Mayor and will represent the individual within the City Administration responsible for decision making relating to a particular component of this Agreement. Although there may be one Designated Official determined to be the primary City contact for the Master Developer, there may be multiple persons designated by the Mayor to administer this Agreement.

Primary City contact:

- Key Responsibilities

- Provide leadership for City staff and consultants
- Provide creativity and dependability to Land Use Planning and Permitting of entitled development
- Foster positive relationship with the ~~Property Administrator~~ Master Developer and Issaquah Community
- Provide a single interface with the Master Developer

- Desired Qualifications

- Bachelor's degree in Urban Planning, Economic Development, Engineering, Public Administration or their equivalent, with a preference for a candidate with a related Master's Degree as well
- A minimum of 5 years experience in complicated development permitting
- Experience conducting public hearings and making presentations publicly
- Solid understanding of local and state regulations

- Values

- Trust of Mayor's Office, Community and City Council
- Believes value comes from the Public/Private Partnership
- Believes in win-win opportunities
- Relies on other staff with expertise to inform their decisions

Attachment 3 Tract QD Easement

AFTER RECORDING RETURN TO:

Statements shall be sent to the following address:

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Kenneth S. Antell
DUNN CARNEY ALLEN HIGGINS & TONGUE LLP
851 SW Sixth Avenue, Suite 1500
Portland, OR 97204

ASSIGNMENT AND AMENDMENT OF EASEMENT RIGHTS AND CONSENT

Assignor:	Grand-Glacier LLC, a Washington limited liability company
Assignee:	Swedish Health Services, a Washington nonprofit corporation
Abbreviated Legal Description:	Tract QD of Final Plat of West 45, Volume 235, pages 15-22, Recording No. 20060619000212, King County, Washington
Additional Legal Description:	Exhibit A
Assessor's Tax Parcel No.:	3630250220
Additional Reference Document:	20071121000375

THIS ASSIGNMENT AND AMENDMENT OF EASEMENT RIGHTS AND CONSENT (this "Assignment") is made and entered into as of this ____ day of _____, 2013, by and between GRAND-GLACIER LLC, a Washington limited liability company ("Assignor"), and SWEDISH HEALTH SERVICES, a Washington nonprofit corporation ("Assignee"), with the consent of the CITY OF ISSAQUAH, WASHINGTON, a Washington municipal corporation (the "City").

RECITALS

A. Assignor, as Grantor and Benefited Party, and the City as Grantee, entered into that certain Dedication Deed and Easement Reservation (Tract QD-Issaquah Hills West 45 Vault), which was recorded in the real property records of King County, Washington, on November 21, 2007, as Recorder's No. 20071121000375 (the "Deed"). Pursuant to the terms of the Deed, Assignor conveyed certain real property to the City known as "Tract QD," and also reserved certain easement rights and other rights, and assumed certain obligations with regard to Tract QD. All such rights and obligations are hereinafter referred to as "Easement Rights and Obligations."

B. By special warranty deed recorded _____, 20__, Assignor sold and conveyed to Assignee all of Assignor's right, title, and interest in and to certain real property located in the City of Issaquah, King County, Washington, described as Blocks 36 through 42 of the final plat of Issaquah Highlands West 45, according to the plat recorded June 19, 2006, under Recorder's No. 200619000212 (the "Property"), subject to certain agreed-upon title exceptions. Tract QD is located northeast and adjacent to the Property.

C. Assignor has agreed to assign to Assignee, and Assignee has agreed to assume from Assignor, the Easement Rights and Obligations pursuant to the terms and conditions set forth in this Assignment.

D. Assignor and Assignee have agreed to amend the Easement Rights and Obligations as set out herein, and the City has consented to such amendment.

NOW, THEREFORE, for good and valuable consideration, including the mutual covenants and agreements set forth herein, Assignor and Assignee agree as follows:

1. Assignment.

Assignor hereby sells, assigns, grants, transfers and sets over to Assignee, its successors and assigns, all of Assignor's right, title and interest in and to the Easement Rights and Obligations.

2. Acceptance of Assignment and Assumption of Obligations.

Assignee hereby accepts the assignment of Assignor's right, title, and interest in and to the Easement Rights and Obligations and, for the benefit of Assignor and the City, hereby, assumes and agrees faithfully to perform all of the obligations that are required to be performed thereunder accruing from and after the Effective Date hereof.

3. Effective Date.

The effective date of this Assignment and each and every provision hereof is and shall be _____, 20__ (the "Effective Date").

4. Assignor's Indemnity of Assignee.

Assignor hereby agrees to defend (with counsel reasonably satisfactory to Assignee) indemnify, and hold harmless Assignee, its partners, and their officers, directors, employees, agents, representatives, successors, and assigns, and each of them, from and against any and all claims, suits, demands, causes of action, actions, liabilities, losses, damages, costs and expenses (including attorneys' fees) arising out of or related to the Easement Rights and Obligations accruing prior to the Effective Date. Assignor warrants and represents to Assignee that, to the best of Assignor's knowledge, Assignor has performed all obligations required under the Easement Rights and Obligations, and neither City nor Assignor is in breach, default, or violation of any term or provision of the Easement Rights and Obligations.

5. Assignee's Indemnity of Assignor.

Assignee hereby agrees to defend (with counsel reasonably satisfactory to Assignor), indemnify, and hold harmless Assignor, its partners, and their respective directors, officers, employees, agents, representatives, successors and assigns, and each of them, from and against any and all claims, suits, demands, causes of action, actions, liabilities, losses, damages, costs and expenses (including attorneys' fees) arising out of or related to the Easement Rights and Obligations accruing on or after the Effective Date.

6. Amendment of Easement Rights and Obligations.

Assignor, Assignee, and the City hereby agree that the following provision is added to the Easement rights and obligations: "Notwithstanding any other term or provision of the Easement, the Benefited Party and its permitted successors and assigns shall be entitled during the term of the Easement to place and maintain an internally illuminated monument sign in the Easement Area generally similar in size and appearance to the monument sign shown in the attached Exhibit B, within a 30-foot by 30-foot roughly square area located in the northeast corner of Tract QD, subject to the provisions contained in Sections 1.2 and 1.3 of the Deed. The final design and specifications of such monument sign shall be subject to the approval of the City based on the applicable City sign code and applicable law."

7. Successors and Assigns.

This Assignment, and each and every provision hereof, shall bind and inure to the benefit of the parties hereto and their respective heirs, personal representatives, successors and assigns.

8. Governing Law.

This Assignment shall be construed and interpreted and the rights and obligations of the parties hereto determined in accordance with the laws of the State wherein the Property is located.

9. Headings and Captions.

The headings and captions of the paragraphs of this Assignment are for convenience and reference only and in no way define, describe or limit the scope or intent of this Assignment or any of the provisions hereof.

10. Gender and Number.

As used in this Assignment, the neuter shall include the feminine and masculine, the singular shall include the plural and the plural shall include the singular, as the context may require.

11. Capitalized Terms.

Capitalized terms used but not defined herein shall have the meaning set out in the Deed.

12. Multiple Counterparts.

This Assignment may be executed in one or more counterparts^ each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

13. Effect of Assignment.

Except as expressly set forth in this Assignment, the Easement Rights and Obligations are unmodified and remain in full force and effect.

14. Entire Agreement.

This Assignment contains the entire agreement between the parties and incorporates and supersedes all prior understandings and agreements, both written and oral with regard to the subject matter hereof. This Assignment may be modified only by a written instrument signed by all parties hereto.

15. Attorneys' Fees.

In the event that either party hereto brings an action at law or in equity to enforce or interpret or seek redress for breach of this Assignment, the prevailing party in such action shall be entitled to recover from the other its litigation expenses and reasonable attorneys' fees in addition to all other appropriate relief.

[Signatures and Notarial Acknowledgments on Following Pages]

ASSIGNOR:

Grand-Glacier LLC,
a Washington limited liability company

By: _____
Name: _____
Title: _____
Date: _____

ASSIGNEE:

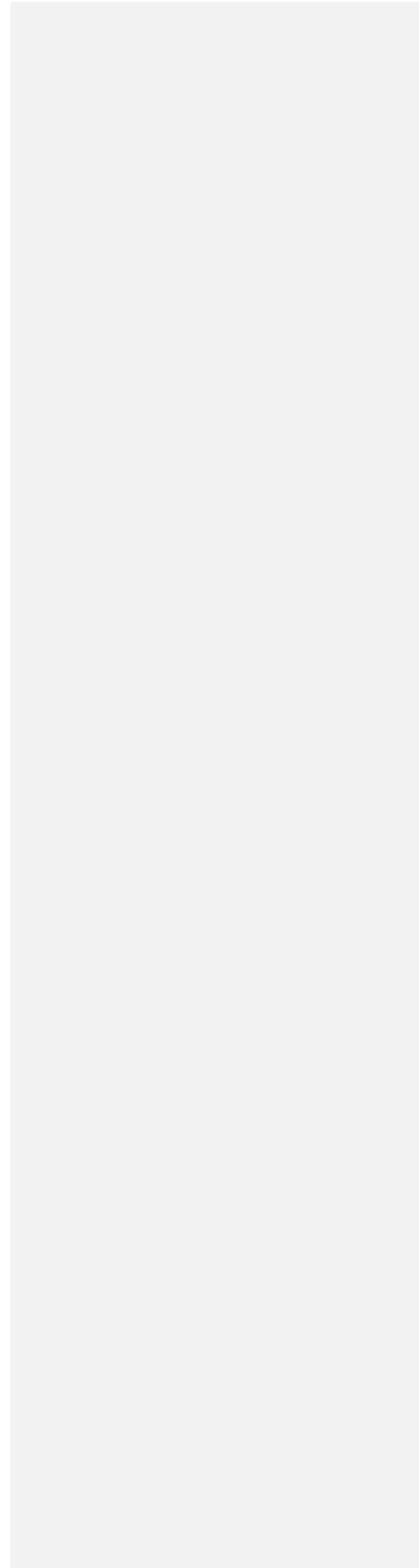
Swedish Health Services
a Washington nonprofit corporation

By: _____
Name: _____
Title: _____
Date: _____

City hereby consents to this Assignment, including the amendment set out herein. City hereby warrants and represents that, to the best of its knowledge, City has performed all obligations required under the Easement, and neither City nor Assignor is in breach, default, or violation of any term or provision of the Easement.

CITY OF ISSAQUAH, WASHINGTON

By: _____
Name: _____
Title: _____
Date: _____



[Attachment 4 Trip Generation Table](#)

Project Area: Blocks 29 through 42 (inclusive)
Total Entitlement: 1,077,000 square feet Commercial
Total (allowed) PM Peak Hour Trips from Project Area: 2,448 trips

Trip Generation Rates (ITE, 9th Edition, 2012 version):
Medical Office @ **3.46** trips per 1,000 sf
General Office @ **1.49** trips per 1,000 sf
Hospital @ **1.42** trips per bed

Maximum Entitlement:
428,000 sf Medical Office (1,481 trips)
649,000 sf General Office (967 trips)
Total SF – 1,077,000 (428,000 + 649,000)
Total Trips – 2,448 (1,481 + 967)

Flexibility:
Any combinations of land uses that generates less than 2,448 PM peak hour trips
or...
Any number of PM peak hour trips that can be mitigated to meet the SEPA envelope (LOS D at all movements at all intersections and 4:00 min pm average travel time on SPAR (see Transpo Table 8, March 14, 2012 memo))

APPENDIX A – Guiding Principles and Goals

Section 1.0 Purpose and Intent

Section 2.0 Community Character

Section 3.0 Circulation

Section 4.0 Sustainability, Stewardship, and Resource Protection

Section 5.0 Collaborative Partnership for Economic Vitality

1.0 Purpose and Intent

The purpose of this Appendix is to supplement the City Comprehensive Plan by providing Project-specific guiding principles and goals, which also complement Issaquah Highlands. To ensure consistency, the Issaquah Highlands Guiding Principles have been carried forward to the Swedish Development Agreement. These Guiding Principles and Goals shall be used in the review of each land use and construction permit and shall guide the designers and City in developing and approving plans for this area. The Design Guidelines in Appendix B contain illustrative examples, general performance criteria, standards, and design objectives that are also to be used by the City when evaluating individual development proposals within the project boundaries. The Project Guiding Principles and Goals are used to establish a common vision for the long-term form and character of the Project; create a framework for the guidelines and standards in subsequent Appendices; allow flexibility to adapt to changing market needs and consider changing community priorities over the span of a multi-year Development Agreement; and, serve as one of the tools for project-level reviews. It is from these that our development plan is conceived, and it will be with respect to these that the community evolution will be measured.

Following these two [Appendices](#) (A and B) are development standards that, together, provide the context within which the City shall review all Implementing Approvals.

2.0 COMMUNITY CHARACTER

Issaquah Highlands Guiding Principles:

i#3 Integrated Diversity: to accommodate a diversity of activities, land uses, public and private spaces, and architectural expressions in an integrated mix that enhances the richness of peoples' lives and the character of the Project

#4ii 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

iii#5 Civic Celebration and Community Amenities: to give special prominence, maximum public exposure, and extraordinary architectural quality to civic and common Community Spaces and buildings

iv#6 Identity within Local Context: to give Swedish a unique and memorable identity as a neighborhood district of the City of Issaquah and Issaquah Highlands

v#7 Self-sufficiency and Regional Contribution: to 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

Goal 2.1: Swedish should have its own regionally appropriate and clearly identifiable character while allowing a wide variety of individual buildings and Public Spaces within the context of its own and Issaquah Highlands character.

- 2.1.1 Create a pedestrian friendly and Socially gregarious Public Realm in balance with individuality and privacy. In general terms, fulfilling this objective means: Creating Circulation Facilities that emphasize the pedestrian and buildings, ~~commercial buildings that resembles traditional small town main street~~, and a focus on pedestrian plazas. Narrow slow streets and curbside parking in conjunction with parkways, street trees and sidewalks should be encouraged. Fast, no parking collector roads, surface parking lots, and garages dominating buildings should be discouraged.
- 2.1.2 Establish an overall level of architectural quality, articulation and character with particular emphasis on the public faces of buildings.
- 2.1.3 Utilize unique, site specific art and signature work of local artisans, and incorporate it into everyday community elements in establishing Swedish's identity.
- 2.1.4 Disperse and design parking to eliminate or minimize the 'sea of parking' and to utilize the land efficiently, such as in on-street, small surface lots, and structured parking garages.
- 2.1.5 Create anticipatory signage highlighting aesthetically, environmentally, and culturally interesting areas.
- 2.1.6 Make design choices (e.g. building placement, building design, lighting design, and vegetation) that result in interesting and appealing views of Swedish from offsite.
- 2.1.7 Prioritize urban design over engineering, unless this would significantly compromise the function of the utilities or infrastructure.
- 2.1.8 Place buildings to provide a strong street edge definition with entrances to buildings directly accessible from the street and sidewalk. Design the portion of buildings and activities adjacent to Public Space to contribute to its social, community-oriented atmosphere.
- 2.1.9 Provide variety of Project character, architectural creativity, and site planning within an overall Project continuity and a sense of shared responsibility toward Public Space, to avoid monotony or the perception of a monolithic district. Provide a seamless transition to Issaquah Highlands architecture and uses, extending and complimenting them.
- 2.1.10 Create design features to mitigate for the rainy season and use into the evening, extend pedestrian functioning beyond the sunny days, incorporate elements to facilitate this such as weather protection and lighting.
- 2.1.11 Encourage individual architectural creativity with more emphasis on individual building differentiation and less on "project" differentiation.
- 2.1.12 Use Issaquah Highlands guidelines for colors and materials that reflect the more varied expression seen in the region's more mature neighborhoods or sophisticated commercial projects rather than the narrow palettes of newer commercial areas.
- 2.1.13 Ensure design consistency with Issaquah Highlands by utilizing the Issaquah Highlands Architectural Review Committee (ARC) and the Project's Design Guidelines to review site planning, building design, landscape design and materials, etc....

- 2.1.14 Provide an overall urban design in which people can orient themselves around natural features and the built environment.
- 2.1.15 Consider, and minimize as possible, the impacts on residences when locating and designing buildings and Community Spaces.

Goal 2.2: Provide access, safety, interest and activity, and a strong sense of belonging for all ages and generations.

- 2.2.1 Provide for safe mobility and activity within Swedish by all ages. Pedestrians, bicyclists, and transit should be given priority in circulation design and extend access to all of Swedish and Issaquah Highlands for non-driving age groups. Convenient and visible bike racks will be encouraged in the activity centers of Swedish. ~~Shuttles can serve as an inter-community activities link for all ages as well as link to the Issaquah Highlands Park & Ride. They can also provide part time employment and community contribution opportunity for active seniors.~~
- 2.2.2 Give the Project a clear identity and defined boundaries, with gateways and landmarks that are understandable to all.
- 2.2.3 Create public spaces suitable for individual enjoyment and for larger gatherings. Ensure that Community Spaces serve a range of ages, including being accessible to the elderly, offering safe and interesting play opportunities for children, and other who are likely to use the Project.
- 2.2.4 Design a diversity of community amenities to provide a range of recreational opportunities, activities, opportunities to create community, and possibilities to engage in social interaction. They should serve people of all ages and abilities.

Goal 2.3: Celebrate the institutions of the community as well as Community Spaces by locating them in visible focal points and by giving them a high quality of architecture and design that embodies the Project's identity.

- 2.3.1 Exploit the detailed alignment of roads and walks to create focal locations for appropriate civic, cultural, and religious institutions as well as to take advantage of off-site distant and territorial views.
- 2.3.2 Locate Community Spaces so that they are integral to the Project and provide a variety of Community Spaces. Use them as design features, organizing elements, and focal points. They shall not be afterthoughts or located on 'leftover' property.
- 2.3.3 In important focal civic locations, require public and private institutions to conform to architectural criteria that embody Swedish's and Issaquah Highlands' architectural identity while clearly standing out as the community's most important structures.
- 2.3.4 Through land use location, access criteria, and cross use covenants, maximize shared parking opportunities to reduce the required onsite parking for businesses as well as civic, cultural, or religious events.
- 2.3.5 Invite nature that is off-site into the Project through site planning that considers sightlines and views. Provide viewing opportunities into natural areas and where appropriate, provide interpretive shelters at viewpoints.

- 2.3.6 Encourage plazas, parks, small stores, coffee places, and other amenities to define and contain a common space for employees and visitors to enjoy as well as reduce the need for off-site automobile trips. Create a successful Sociable Public Realm by thoughtfully selecting and designing the elements that contain, form, and reside within the Sociable Public Realm.
- 2.3.7 Take advantage of opportunities to use the land for more than one purpose; that is, to contain multiple functions, thus using land efficiently, thoughtfully, purposefully.
- 2.3.8 Maximize the esthetic and amenity value of stormwater facilities.

3.0 CIRCULATION

Issaquah Highlands Guiding Principles:

i/#2 Pedestrian Friendly Design: to establish through land use proximities and circulation facility design a community that favors walking, bicycling and transit use

ii/#9 Economy and Serviceability: to economically produce safe, efficiently maintained, and efficiently serviced public infrastructure, and build a Project that is a compact, purposeful, and urban development

Goal 3.1: Plan circulation to provide Pedestrian Friendly, convenient, and safe bicycle and pedestrian access, and accommodate public transit.

- 3.1.1 Design a Project that prioritizes walking, bicycling and transit use over planning for private vehicular use.
- 3.1.2 The circulation system should be recognized as a principle venue for experiencing Swedish. Daily travel routines should bring people in contact with and offer vistas of those civic, community and natural features that define Swedish's unique and memorable character.
- 3.1.3 Reduce auto trips and the need to depend on the automobile especially single occupancy vehicles. ~~For example, provide convenient access to the Issaquah Highlands Park & Ride, locate daily services within walking distance, build advanced communication technologies as standard components to support community-based work teams.~~ Link non-vehicular facilities to adjacent properties and neighborhoods of Issaquah Highlands, to reduce perceived barriers between Swedish and them, and to support a Park Once strategy.
- 3.1.4 Conceptually clear, user friendly transit system (ex. covered bus shelters; close to newspaper stands and coffee shops; good visibility)
- 3.1.5 ~~Street car/shuttle e~~Connecting Swedish to the City and nearby destinations
- 3.1.6 Design the Project with pedestrian scale proximities, activities and orientation. Organize the site with blocks at a size conducive to walking, and divide the existing 'super blocks.'
- 3.1.7 Integrate the Issaquah Highlands Park & Ride with Swedish, even though it is outside of the Project. The connection should be convenient to all potential users including patients, visitors, staff, and doctors. Introduce sufficient land use intensities to

encourage provision of transit service, and provide education, on-line tools, and information distribution to facilitate its use.

- 3.1.8 Design the Circulation system to be an integral part of and a key contributor to the character and cohesiveness of the Project and with Issaquah Highlands. The Circulation system should be attractive, enhance social interactions, and reflect adjacent land uses.
- 3.1.9 Provide safe and functional pedestrian and bicycling linkage to parks, schools, natural spaces, and community landmarks, and throughout Swedish and Issaquah Highlands, as well as connecting to the City and County facilities.
- 3.1.10 The elements within and adjacent to the Sociable Public Realm should be scaled and selected for pedestrians and bicyclists, and to contribute to a Pedestrian and bike Friendly project.

Goal 3.2: Vehicular routes should be safe, attractive, and appropriately designed and accessed to handle the expected traffic loads.

- 3.2.1 Swedish's vehicular routes may vary according to the distinct areas they serve while maintaining adequate capacity and safety, including design speeds, frequency of curb cuts, and curbside parking.
- 3.2.2 Adequate, safe, and reasonable vehicular areas (Circulation and Parking facilities) to accommodate anticipated uses with a minimum of paving. They should be as narrow as possible in order to reduce the amount of impervious space dedicated to motor vehicles while still providing safe and adequate travel ways including [bus and](#)~~for~~ service vehicle access and on street parking.
- 3.2.3 Encourage features in and adjacent to Swedish's Circulation Facilities to create unique and memorable landmarks, provide a high quality cadence of distinct experiences in circulation system, and functioning as Project or sub-area identifiers.

Goal 3.3: Circulation facilities should be designed not just to provide safe and convenient access for vehicles and pedestrians, but to be an integral part of the character of the Project's Sociable Public Realm.

- 3.3.1 Swedish's Circulation Facilities should provide safe and attractive designs where the whole composition of streets, trees, parkways, walks, landscape, plazas, etc... define and contain a common space for employees and visitors to stroll, meet, play, and socialize, that is, contribute to the Project's Sociable Public Realm.
- 3.3.2 Functional, intuitively comprehensible, convenient, and safe walkways and bike routes, resulting in a Pedestrian Friendly, connected system of complete streets, suitable for a wide range of users.
- 3.3.3 Use the design of the Circulation system to influence traffic speeds to improve safety for all users while also recognizing the need for emergency vehicles to safely travel at high speeds to and from the hospital.

4.0 SUSTAINABILITY, STEWARDSHIP AND RESOURCE PROTECTION

Issaquah Highlands Guiding Principle

i#1 Sustainability and Stewardship: to build a sustainable and sustaining community, providing for a thriving, efficient human community that cares for and preserves the natural environment for ourselves and future generations

Goal 4.1: Provide for the growth of a thriving human community functioning within a sustainable and sustaining symbiosis with the natural environment.

- 4.1.1 Accommodate wildlife habitat in substantial, integrated natural open space within Issaquah Highlands and linked to habitat surrounding Swedish.
- 4.1.2 Maintain the natural water cycle as closely as feasible in the Project.
- 4.1.3 Minimize private automobile trips such as by creating clustered, bicycle, transit and pedestrian-oriented development and providing advanced communication technologies.
- 4.1.4 Minimize the establishment of invasive plants, including restoring, replanting, and maintaining areas disturbed during construction.
- 4.1.5 Use primarily native plants to transition urban areas to natural areas.
- 4.1.6 Protect community health and natural system quality by designing landscapes which provide for beauty, function and interest and while minimizing or eliminating the need for synthetic fertilizers, pesticides and herbicides. Except for recreational purposes, monoculture turf areas should be avoided.

Goal 4.2: ~~New communities~~Swedish should be leaders and incubators of technologies and development patterns that protect our natural environment.

- 4.2.1 Swedish should incorporate and promote technologies that minimize resource consumption, curtail climate impacts and increase the environmental performance of buildings and infrastructure.
- 4.2.2 Provide education, information signage, access and observation venues that reinforce occupant awareness and behavior and promote an awareness of the community's and individual's responsibility as stewards of their environment.
- 4.2.3 Establish a collaboration to pursue reasonable strategies, opportunities and partnerships among Swedish, the City, private businesses, community and regional groups to support the sustainability, stewardship and non-motorized vision for the Project.
- 4.2.4 Design amenities and services, and site plan community elements to avoid attracting wildlife into developed areas.

Goal 4.3: Foster an awareness of our collective responsibility as caring stewards for our developed and natural environment.

- 4.3.1 Restore, conserve, reduce, and recycle site and landscape materials throughout the construction and operation of the project.
- 4.3.2 Maximize community recycling.
- 4.3.3 Through educational information, signage, access, and visibility integrate the awareness of recycling and sustainability facilities and programs into individual and community daily activity.
- 4.3.4 Adopt standards and guidelines that reduce resource consumption, pollution, and waste; utilize land efficiently; adopt landscaping standards utilizing site-specific, water-wise methods that promote biofiltration and aquifer recharge while limiting impacts from urban development by for instance providing information on the effects of fertilizers, pesticides, and other substances to maintenance crews.
- 4.3.5 Use environmental and energy performance standards for resource-efficient buildings and landscape. Seek continuous improvement with each phase of the Project.
- 4.3.6 Incorporate new and evolving sustainable technologies and design alternatives; use of sustainable resources, technologies, and methods. Provide a wide variety of educational opportunities and tools relating to sustainability that reinforce and raise both community and individual awareness of responsibilities as stewards of their environment and opportunities to make more sustainable choices. Incorporate them in each project and in a way that benefits the environment, the community, and the Project's employees and visitors as well as being economically practical.
- 4.3.7 Support the City in the achievement of Comprehensive Plan Goal L8 to reduce Carbon Emissions.

5.0 COLLABORATIVE PARTNERSHIP FOR ECONOMIC VITALITY

Issaquah Highlands Guiding Principle:

i#8 Vitality, Flexibility, and Collaboration: to grow a vital and economically viable community where private business, government, citizens, and Swedish community members themselves collaborate to respond to the issues and needs of a changing future.

Goal 5.1: Through joint public and private efforts, implement the vision of a compact, mixed use pedestrian oriented and transit served community that attracts quality employment opportunities to this area. Balance flexibility with predictability in regulations and processing.

- 5.1.1 Grow a partnership that encourages ideas and solutions that are collaborative, efficient, smart, creative, proven, effective, and innovative.
- 5.1.2 Partner to allow future interests to adapt and harness better solutions than could be initially imagined.

- 5.1.3 Where appropriate and/or possible, jointly develop utilities and resources, or build facilities that address area-wide needs while allowing the builder to recoup costs beyond their own needs.
- 5.1.4 Maintain a streamlined, simple, effective, and efficient permitting process.
- 5.1.5 Continue collaboration between Swedish and private groups, public agencies, Issaquah Highlands residents and businesses, and citizens at large.

Appendix B – Design Guidelines

Section 1.0 Introduction Page

Section 2.0 Site Design..... Page

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~~Section 9.0 Lighting Page~~

This Development Agreement is comprised of several pieces: Goals which describe the grand intentions of the Project's vision and Standards which often prescriptively direct the implementation of the vision. In between the Goals and Standards, rests the Design Guidelines. The purpose of the Design Guidelines is to tie the many ideas and requirements together with guidelines that direct actions, rather than require them, in the form of performance standards.

The Design Guidelines recognize the incremental nature of achieving the vision and the need for flexibility, innovation, and adaptability while ensuring the vision is maintained throughout the Project, its build-out, and market cycles. To do this the Design Guidelines focus on the spaces we share, and the shared responsibility to streets, ~~Neighborhoods~~the Project, and the greater community. The intent is to create a complete, compact, and connected Project that is livable, vibrant, and Pedestrian Friendly, and in which people can work, relax, and interact. A successful Project will be filled with thriving uses which generate a sense of belonging and community by mixing uses, activities, people of all ages and cultures, while respecting the need for individual privacy.

The Project seeks to alter our relationship with the car so that over time this ~~project~~project will be a place that is people-oriented and which people want to use. This requires progressive techniques and strategies, efficient and creative use of the land, market responsiveness, evolving sustainability approaches, and incentives and flexibility to catalyze the project. There will also need to be elements of art, whimsy, surprise, and delight.

The City and Master Developer will use the Design Guidelines, as well as the balance of the Development Agreement, to prepare and review land use and construction permits. Specifically, the Design Guidelines propose and describe ways of implementing the vision, sometimes with specific examples. However, there are likely to be design solutions that have not been anticipated by these guidelines. This is welcomed as long as the proposed design fulfills the intent of the Project vision and Design Guidelines. In other words, the vision is fixed, but the method for implementing the vision may vary in response to many different needs as the community and ~~these new Neighborhoods~~Project evolve over time.

In addition, the Master Developer will use architectural standards to further define the implementation and design of ~~each Neighborhood~~the Project. These will contain detailed standards that spring from the Development Agreement, and cover aspects such as color, materials, and architectural style.

In addition, the Project employs techniques from the Issaquah Highlands Development Agreement to create an urban neighborhood that relates to the surrounding areas. The desired character and Issaquah Highlands Neighborhood Type is Traditional Townscape, which is reminiscent of the town centers found historically in the heart of older urban towns and villages. Generally, buildings are set quite close to the street, with no or minimal front setbacks. Additional variety can be achieved on corners by having a building set back a different distance from the two adjacent streets. The general character is consistent and structured with an element of formality, and yet enough variety and diversity to be interesting. Where there are questions of sufficient consistency, approximately 75% of the project complies with the guidelines for buildings and landscape, and the remainder is considered a quirk that punctuates the pattern and softens the regularity. For other guidelines, such as site, circulation, parking, community space, the compliance will be consistent.

To achieve the vibrant, mixed use Project which is Pedestrian Friendly and ~~have~~has a Sociable Public Realm, requires thoughtful urban design decisions as each part of the Project is developed. Decisions cannot be made based only on functionality, but must also consider how to make the Project memorable, identifiable, livable, and comprehensible. The Site Design guidelines address actions that apply throughout the Project and to all of the Design Guidelines sections which follow.

2.1 General Site Guidelines



The placement of buildings, sidewalks, landscape, etc will shape Public Space that is comfortable for pedestrians. Also the ground level activities and design of Sociable Public Realm, provides opportunities for vitality through retail or café uses, weather protection, landscape (even in pots), etc. The area dedicated to this does not have to be large to create a vibrant space.



Piers and other identifiers that mark entry to the Project can be important in creating memorable and identifiable places. Other elements may be used throughout the Project to achieve the same goal, instead of or in addition to marking entry points.

2.1.1. Prioritize pedestrians and bicycles over motorized transportation when making decisions, but also ensure that the site functions well.

2.1.2. Public Spaces should provide safe and attractive designs, where the whole composition of streets, trees, lighting, street furniture, walks, landscape areas, building massing and detailing define a place for employees, staff, and visitors to stroll, meet, play, and socialize.

2.1.3. Design the Project to generate a sense of belonging, community, and interest by mixing uses, activities, people of all ages, while respecting privacy.

2.1.4. Design the Project to be intuitively comprehensible so people can easily orient themselves, understand how to move to and through it, know where they are, and how to use it.

2.1.5. Create an interconnected Project that provides Circulation facilities that directly and easily connect where people are likely to want to go, both within the Project and with surrounding trails, open space, Issaquah Highlands activities, neighborhoods, and properties.

2.1.6. Incorporate elements that make the Project memorable and identifiable.

2.1.7. Promote unique design features and a sense of arrival in each Neighborhood to establish distinct boundaries that are recognizable to the community.

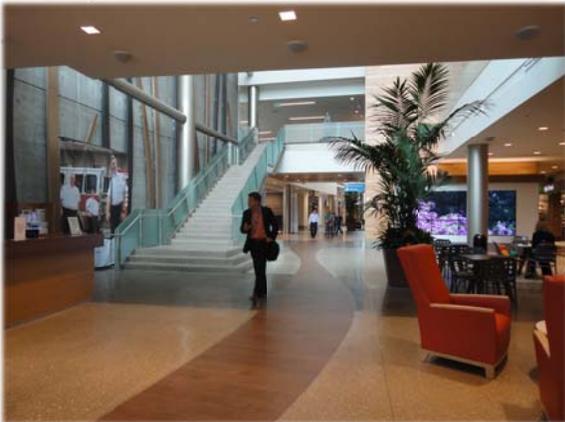
2.1.8. –Drive-Throughs, and similar Auto-Dependent facilities shall be located to minimize visual impacts (visual, urban design, ...) and conflict with pedestrians and bicycles. These facilities shall be screened to ensure the streetwall is continued.



Café seating extends into the sidewalk while maintaining sufficient room for pedestrians to pass.



Urban buildings which form a strong streetwall, frame Public Space and create a Sociable Public Realm.



An interior space provides semi-public area that can be [used](#) throughout the year.

2.1.9. Provide opportunities to energize and activate areas as the Project incrementally develops, such as kiosks, temporary uses, pop-ups, markets, and art installations,. One opportunity is to locate these temporary uses, such as carts or kiosks, to activate Circulation facilities adjacent to parking facilities.

2.1.10. Employ universal design, creating a Project usable by and useful to the widest possible range of people.

2.1.11. Design Public Space for year-round outdoor activity. At a minimum this should mean generally continuous (50-75% depending on the level of pedestrian activity and building's use) weather protection along Blakely Drive and 8th Ave frontages; other appropriate routes will be identified with land use permits. Gazebos or pavilions could be incorporated into Community Spaces. Consider using materials that allow light to penetrate the weather protection.

2.1.12. Buildings should be located at the corners of blocks, consistent with a Traditional Townscape neighborhood and to establish a strong street wall and Public Space.

2.1.13. Incorporate art, whimsy, surprise, and delight throughout the Neighborhoods.



Artwork located to enhance an axial view.



When streets 'dog leg' or 'T' and the view is terminated, carefully select [and design](#) what will be placed at the end of the axis, such as a park, plaza, building. In this case a building terminates the view and the architecture responds to the vista.



This street terminates with a view of Tiger Mountain in the distance. Here street trees [also](#) help to frame the view.

2.1.14. Site design should respond to axial views, vistas, and the elements that terminate them. Use Issaquah's natural context to create a sense of place and orientation by connecting to local context as well as connecting people to the natural areas surrounding the site. These might include street-end and peek-a-boo vistas of or outlooks to treed hillsides, territorial views, and mountains and lakes in the distance. Where views do not extend to the natural edges on and off site, terminate views and vistas with buildings, Community Spaces, axial nodes, focal points, art, or other natural features which are selected to orient and entice people. Avoid service, loading, waste collection, garages, utilities, mechanical and electrical equipment, and such uses at view termini.

2.1.15. Any elements that would exceed the maximum building height, e.g. steam plume should be minimized, shielded, or eliminated, when viewed from off-site.

2.1.16. Design the site in response to solar orientation and exposure especially in consideration of Public Spaces.



Street furniture will be provided in places and ways that are comfortable and useful to people who will use it. Its placement along the edge frames the space [shown above](#) and gives people a full view of the adjacent activity.



Contrasting pavement has been used to both identify important pedestrian crossings and also to direct vehicular movements. The circle can be driven over by fire trucks, but tends to slow private cars who drive around it.

2.1.17. Provide site amenities and street furniture in Public Spaces to support its uses and create a public living room. To that end, site amenities and street furniture should be attractive and comfortable, and contribute to the character of the Neighborhood. Amenities can include benches, pet pickup stations, bike racks, art, bollards, drinking fountains, transit or bus shelters, overlooks, informational and directional signage, interpretive kiosks, waste receptacles, directories. Amenities should be easily accessible to pedestrians and not impinge on the pedestrian routes.

2.1.18. Use special and varied paving materials to create visual interest and highlight areas of importance. This might be at key locations in Community Spaces, Circulation facility intersections, important pedestrian crossings of vehicular routes.

2.1.19. Design and placement of above-ground facilities, such as buildings, walkways, significant plant materials, etc, should take priority over the convenient location of utilities.

2.1.20. Incorporate surficial and above-ground utilities, mechanical and electrical equipment into buildings or facilities to eliminate their visual impact. Where utilities cannot be incorporated into buildings or facilities, place them underground. If they cannot be in buildings or underground, site and screen them to minimize their presence, preferably located along alleys. Screening should be architectural, or possibly landscape, depending on the size and location of the utility.



This rain garden for a parking lot has a concrete structure and metal frame to screen and continue the streetwall adjacent to the lot.



This stormwater catchment system is built into the landscape as a feature to make the stormwater an interactive, creative element.



A slide tops a mechanical room for underground parking, a creative and multi-functional use of the structure. The multiple uses enhance its appearance and make it useable for more than just the mechanic.

2.1.21. Take advantage of opportunities to have multiple uses in certain areas, or multi-functionality. In some cases this diminishes the presence of less desirable uses; in all instances, this uses the land more efficiently. In other words, all land is used thoughtfully and purposefully. For instance: raised planters and walls can be used for seating, planter strips may accommodate bioswales, raised utility vaults can be an opportunity for a playscape, a Eastside Fire and Rescue (EF&R) staging area can be used for recreation or informal gathering the balance of the time, EF&R turnarounds can be integrated into plaza/trail/road configuration, parking lots and garages can be used as off-peak markets, low volume driving surface can be shared with pedestrians and bicyclists, nature trails and utility corridors can be combined, art that is also a stormwater management device, play elements that also educate, swales or pavers that manage stormwater and create Community Space opportunity, utility and infrastructure cabinets can be surfaced with art, information, and maps.



This is an example of using something that is ignored and which has been repurposed to provide information and interest to pedestrians.



This building is an example of canopy and steps extending over and into the sidewalk to create a more varied and Pedestrian Friendly façade.

2.1.22. Encourage public and private Circulation Facilities and Community Spaces to use the techniques of the Right-of-Way Use Standards and Guidelines in IMC Chapter 12.05 to improve and enhance Public Space and Pedestrian Friendliness. A good walking environment is a key aspect of a strong pedestrian system. In particular, providing services and uses on or above pedestrian facilities gives them a stronger sense of life and vitality.

2.1.23. Consider impacts to wildlife in the siting and design of facilities. For instance, lighting should not spill in to natural habitat areas such as adjacent steep slopes and waste enclosures and receptacles should be designed to discourage wildlife access.

2.1.24. The development on top of the plateau will be visible from areas within the City, and this should be taken into consideration as development proceeds. The Project will include a mix of uses, architecture, building materials and built form, and evergreen landscaping to make the Project interesting and attractive while also helping soften the visible bulk and form of the built environment.

2.1.25. Limit the length and visibility of retaining walls. Landscaping, materials and modulation may be necessary to reduce the visual impact of retaining walls.

3.0 Building



Variations in setback materials and architectural styles have been combined to add interest for the pedestrian and break up building form.



Buildings should have identifiable entrances with weather protection provided. One way is by inseting the entrance rather than adding a canopy or awning.



Where a streetwall isn't present, but is needed, this technique provides a visually permeable edge to both sidewalk and adjacent plaza.

To create the vibrant, compact Neighborhoods envisioned by the Project, buildings should be designed to frame and engage the Circulation Facilities and Community Spaces, creating a Pedestrian Friendly and successful Sociable Public Realm. Buildings will contribute to a livable environment that attracts businesses ~~and in particular residences to the valley floor~~. In areas where mixed uses are provided, they may be provided vertically (e.g. ground floor retail with commercial ~~or residential~~ above) or horizontally with buildings housing different uses located in close proximity. ~~As a redevelopment, existing buildings may be reused, adapted, or remodeled in the process of rejuvenating the Project, prior to full rebuilding.~~ Building styles, materials, colors, and heights will be varied, and should include features that provide differentiation such as varied types and colors of materials and architectural embellishments; however there should be a unified appearance, resulting in a district feel as well as an awareness of potential off-site views to the project such as from I-90 or Squak Mountain neighborhoods. ~~All but heights and SEPA designated issues are controlled by t~~ The Architectural Review Committee controls materials, colors, and similar issues, while SEPA designated issues and other elements identified in this agreement are either regulated by the City, or jointly by the City and ARC.

3.1 General Building Guidelines

3.1.1 Vary the character and height of buildings for visual appeal and functional interest.

3.1.2 Design buildings to flexibly accommodate uses so they may evolve over time.

3.1.3 All buildings should be designed with detail and interest with the purpose of creating an interesting and varied environment. Blank walls should be avoided, especially where pedestrians and

Circulation facilities are in proximity to them. If windows and doors are not present, articulation

or other techniques should be used. These could include additional building elements such as piers, modulation, and detailing; combinations of materials and textures as well as their detailing; applied elements such as art and trellises. Generally buildings will have no “back side.”



Highly visible building corners, should be given extra design attention, such as adding an element that extends into the street space.

3.I.4 As they are often more exposed, thoughtfully design building corners. Corners of buildings at key intersections should be given special design attention through unique design elements, changes in building height, materials, etc. (e.g., towers, lanterns, building corner cut away for an entry, etc.). This may mean added detail, design, and building form, or conversely cutting away the corner for a special entry, gathering spot, café seating, sidewalk vending, art, or a signature fountain.



Another way to give prominence to street corners is to remove or stepback a portion of the building, creating a special entrance or gathering space. Vaults and utilities should not be located in these open areas.

3.I.5 To provide sunlight at street level, thoughtfully locate building height. Particular attention should be given where building height would shade a **required** Community Space, between 10am and 3pm. Also, carefully shape heights on the southside of streets to maximize sunlight on the sidewalk.

3.I.6 The predominant color of all facades visible from points visible from off-site, e.g. from I-90, will be muted, non-reflective material incorporating neutral to dark earth tones which will help the buildings better integrate into the landscape. Both the City and the ARC will regulate this.

3.I.7 Exterior window glazing on facades visible from points from off-site, e.g. from I-90, will be low “E” glass with some tinting in which the reflectivity factor will avoid mirror-like reflection. Spandrel glass panels will likewise be reviewed for low “E”, tinting, and reflective qualities. Both the City and the ARC will regulate this.



Long facades, such as this one, can be treated so they are pedestrian scaled. This one has articulation and modulation.



This example of a shared walkway from a sidewalk to parking behind shops, conflicts with many guidelines: the walls are blank, and the overall experience is bland and lifeless. However, the connection is direct and clear, there are planting beds on the last half of the walk which both improves the experience and leaves a wider area for potential future uses near the sidewalk such as café seating. Providing windows adjacent to the shared walkway also improves the experience.



In contrast, this shared walkway is consistently and thoughtfully detailed from the sidewalk to the parking area. Being covered is an added bonus.

3.1.8 Long façades require extra attention. This may necessitate modulation of the street wall, changes in character, materials, or height, and/or designing the façade as if it is composed of several buildings.

3.1.9 When parking facilities are located behind buildings, provide walkways or access to the facilities. Walkways may be shared.



The lower corner portion and arcade create a comfortable pedestrian environment and screen the building height even though the tall portion of the building is right at the sidewalk.



Design treatment on the lower floors and the location of massing enhance the pedestrian environment. This minimizes the presence of the tall portion of the building. Under building parking is accessed off the alley.

3.2 Building Height Guidelines

3.2.1 In siting tall buildings, consider their presence from Highlands Drive/9th Ave/Sunset Way and I-90. Provide landscape, such as evergreen trees, to modulate the extent of building visibility from I-90.

3.2.2 Consider both internal and external views and solar access when locating taller buildings.

3.2.3 With tall buildings, design buildings to support a comfortable and Pedestrian-Friendly environment. For instance, consider reducing the height of portions of the building adjacent to pedestrian Circulation facilities. Another example uses building stepbacks to create the perception that buildings are human scaled, and would indicate buildings framing a pedestrian environment are three to four stories tall, with at least some taller portions stepped back, decreasing their presence.



In this building, height has been placed away from the corner to minimize its presence to the pedestrian.



The design of buildings, above and below, provides opportunities for vitality through retail or café uses and weather protection. Make these settings pedestrian scaled, intimate, and inviting.



3.3 Ground Level Guidelines

3.3.1 Provide a continuous street wall balanced with the need for variations in scale, plane, materials, character as well as opportunities for gathering, greenery, and light.

3.3.2 Incorporate informal gathering areas and opportunities for social interaction.

3.3.3 Buildings are encouraged to encroach into and engage with the “sidewalk zone” to bring visual interest, variation, and intimacy to the streetscape, while maintaining the pedestrian ~~through~~ route.

3.3.4 The ground floor should have active, visible uses (e.g. retail) or other visible uses that engage the pedestrian (e.g. meeting rooms, lobbies).

3.3.5 Pedestrian access to primary building entrances should be close to and visible from Circulation facilities that include a pedestrian component such as a sidewalk or trail. Primary building entrances may not be from certain types of secondary or non-pedestrian oriented Circulation facilities or Parking Lots. Each primary building entrance should be attractive and have weather protection and highlight the presence of the entrance to pedestrians through the use of architectural treatments such as changes in the streetwall and lighting. Primary pedestrian entrances should be visually more prominent than parking facility entrances.

3.3.6 Design buildings to form the container of Public Spaces and the Sociable Public Realm; establish an active, interesting, and Pedestrian Friendly streetscape; and create an urban environment. Elements include:

a. Windows facing Circulation facilities. For retail uses and eateries, large street level windows that allow pedestrians to see activity within shops and dining facilities.

b. Numerous, rather than consolidated entrances as well as use of “main street modules,” i.e. regular use of individual entrances to businesses ~~and residences~~, reinforced with repeated architectural elements such as windows, weather



Weather protection is important along streets as they make eating and simply walking much more inviting. This canopy is scaled for the pedestrian and the sidewalk to ensure that a person walking here is generally protected.



Weather protection can be provided by something that extends off of the building or can be built into it such as this arcade. The arcade and planter beds serve to make the scale of the building more comfortable to the pedestrian.

protection, piers, and other architectural elements.

c. If there are gates or fences, use an open design to allow social interaction.

3.3.7 Weather protection associated with buildings should be a minimum of 8 ft above the sidewalk with protection that extends at least 6 ft over the sidewalk, and up to protection 12 ft above the sidewalk which extends at least 8 ft over the sidewalk. For heights in between 8 ft and 12 ft above the sidewalk, the minimum extension over the sidewalk would be extrapolated between 6 ft and 8 ft of extension. The location of street trees and the edge of the driving surface may require adjustments to these dimensions. But in all cases, the height and depth of the weather protection should prioritize providing protection to the pedestrian over architectural enhancement (i.e. decorative, not functional elements). Weather protection can be awnings, canopies, building overhangs, etc.



Weather protection in this example, encourages outdoor seating and identifies the location of the business entrance.



The entry is clearly marked by weather protection that invites you in, though weather protection needs to be provided at a height that is functional for the direction it faces. (Southern and western sides of the building tend to



Though this commercial building is set fairly far back from the sidewalk, the entire area is well used for the benefit of both pedestrians and plaza users: A café has ample outdoor seating, a kiosk offers a visible small business location, greenery and water engage the pedestrian and one's senses, softening the building's presence on the street.



No setback is necessary but where one is chosen it should either be useable (e.g., café seating or benches in a thoughtful location) or it should be structured with low walls and plantings, such as these.

3.4 Building Setback Guidelines

Building Setback Guidelines apply only to setbacks from Circulation facilities, not to side and rear interior setbacks. For consistency with Issaquah Highlands Traditional Townscape Neighborhood Type, 'no to minimal' setbacks will be provided.

3.4.1 Provide a building setback only when they will be useful and meaningful to both the adjacent building and the Public Space. Avoid buffering uses or needlessly and inefficiently using land.

3.4.2 For commercial or retail uses, only provide setbacks if the adjacent uses are likely to use them. For instance a restaurant or café may use the area for outdoor seating, a shop for retail displays, or office buildings could use the setback for an entry court, seating, fountain, or retail kiosks. Size the setback for the likely need and level of activity. If buildings are setback, use elements that maintain a strong connection to the street and support a Pedestrian Friendly environment.



Even a small setback can create an opportunity for seating or gathering, while maintaining a good streetwall.



There are a variety of ways to use rooftops including as through routes between buildings and by locating activities there.



Rooftops can also provide intimate gathering areas and cozy Community Spaces.



3.5 Rooftop Guidelines

3.5.I Encourage the use of rooftops as active amenities, such as for community gardens, recreation, and useable courtyards.



Passive uses on rooftops, such as Green Roofs improve both the views across and from above, and help with stormwater flows.



Rooftops can be actively used, such as for Community Gardens or as on-site resources for kitchens.



Rooftop screening not only hides mechanical equipment from people on the ground, but also screens it from above. This is particularly important on a hillside where people may look down on the roofs.

3.5.2 Where active uses cannot be placed on rooftops, use them for passive activities, such as green roofs to partially address stormwater, solar panels, art and/or design to make them visually interesting, as well as a means to allow access to light and air for adjacent occupied space.

3.5.3 Whether actively or passively used, rooftops that can or will be seen, should be designed to be attractive. Utilities, infrastructure housing, HVAC, etc. should be screened with architecturally compatible elements from all reasonably visible vantage points.

3.5.4 Consider making some rooftops accessible to the public.



This service area has been set back from the sidewalk which minimizes its presence until the pedestrian is adjacent to it and allows trucks to be fully out of the sidewalk while accessing the area. Also the use of artful gates improves their appearance.



Thoughtful use of simple materials and landscape can diminish one's awareness of the purpose behind the fence.



Attention to the placement of utilities, vaults, equipment, etc. means their presence may be reduced both for the pedestrian and the building's occupants. As the plants grow in this vault will be less visible, though placement in the center of the bed would have decreased its presence.

3.6 Service, Loading, Waste Enclosure Guidelines

3.6.1 Share and consolidate service and loading areas among users or needs, wherever practical. Locate on alleys when possible. Likewise, use on-street loading when possible to meet some or all of a use's loading and service needs.

3.6.2 Place service, loading, and waste enclosures within buildings or lidded over with courtyards. When this is not possible, applicants are encouraged to roof them to reduce their presence from above and reduce wildlife access.

3.6.3 ~~Service, loading, and waste enclosures should not be located on the same face of a building as residential uses, if possible.~~

3.6.4 Minimize the presence of service, loading, and waste enclosures to the pedestrian, Public Spaces, and adjacent occupied uses. For instance, locate them where they are less visible (e.g. away from building corners), minimize number and width, place them on alleys, recess their entrances, screen them with walls and landscape, incorporate art into the design of portions near the pedestrian environment, provide architectural treatments.

3.6.5 Use solid, visually interesting walls to enclose and screen these facilities. Do not solely rely on landscape to screen them.

3.6.6 Screening for service, loading, and waste enclosures should take into account whether visual, aural, odiferous, or other impacts need to be lessened.

3.6.7 Site these facilities so trucks using/serving them do not block pedestrian or vehicular traffic on-site or in adjacent Circulation facilities.

3.6.8 Service, loading, and waste facilities should not be the terminus of an axial view.



Photos above and below are the same facility. Low facilities, in the foreground above, are almost completely screened from the trail, while taller elements are only partially screened. Complete screening would have required walls two or more stories in height. The frame above the walls is both functional (protection from falling trees) and aesthetic.



Thoughtful use of simple materials and landscape can diminish one's awareness of the purpose behind the fence.



Screening should be architecturally compatible and similar to the building it serves, so it blends into it. Preferably the entire tank would be screened unless that results in an overbearing presence.

3.7 Tank and Mechanical Screening and Enclosure Guidelines

3.7.1 Share and consolidate tank areas among users or needs, wherever practical.

3.7.2 Preferably place tanks and mechanical equipment within buildings or lidded over with courtyards, when possible. Locate behind buildings, in alleys, or off of parking or service areas, when necessary.

3.7.3 Minimize the presence of tanks and mechanical equipment to the pedestrian, Public Spaces, and adjacent occupied uses. For instance, locate them where they are less visible, screen them, incorporate art, provide architectural treatments.

3.7.4 Use solid, visually interesting walls to enclose and screen these facilities. Do not solely rely on landscape to screen them. Consider not fully screening tall elements that would draw more attention by the height of walls necessary to screen them.

3.7.5 Screening for tank enclosures should take into account whether visual, aural, odiferous, or other impacts need to be lessened.

3.7.6 Site these facilities so service-trucks using/serving them do not block pedestrian or vehicular traffic on-site or in adjacent Circulation facilities.

3.7.7 Tank facilities and equipment should not be the terminus of an axial view even if screened.



These tanks have been located on a vehicular alley way and screened by a solid wooden fence; however, the fence appears as an afterthought.

Circulation not only provides for the local movement and connectivity of pedestrians, bicycles, and vehicles, but it also has a significant role in establishing the character of the Social Public Realm and forming the structure of a vibrant Project. In addition, Circulation is one of the primary ways people experience the Project. The design of each piece of the system contributes to prioritizing pedestrians and bicycles over vehicles while providing adequate functionality for vehicular needs. Circulation design creates comfortable, safe, and interesting spaces for all, including the young and old, able-bodied and disabled. Circulation often functions not only as the venue for moving through the Project, but also as a linear room for informal gathering and social interaction. Urban elements, such as lighting, street furniture, landscape, and signage, create an ambiance that encourages these various uses. Infrastructure and utilities should be incorporated in a manner to minimize their impact or contribute to the urban design goals, rather than driving the design, dominating the Sociable Public Realm, or detracting from Pedestrian Friendliness. The following Guidelines cover a continuum of facilities ranging from all pedestrian to all vehicular, and make no distinction between public and private facilities. The Guidelines should be used to support the standards found in Appendix E (Circulation).

Consistent with Issaquah Highlands' Traditional Townscape Neighborhood Type, Circulation Facilities tend to be set in a geometric pattern, which can be achieved by using either a grid street layout, arcing streets, or a combination of both. The Circulation Facilities are an interconnected network. Short segments, alleys, auto courts, and focal points are common techniques to break monotonous patterns. The experience is enhanced through the use of landscaping elements such as street trees as well as architectural elements.

The primary pedestrian Circulation Facilities coincides with the street system, since sidewalks are a required element of all streets. Where the street system does not provide a continuous, fine-grained pedestrian route, trails may provide the pedestrian connection. Thus trails are provided primarily for pedestrian circulation, not as wilderness paths. However, the trail system should provide for a variety of experiences. Trails also may provide for non-motorized connections, when the street system does not [or when pedestrian only circulation facilities are desirable](#).

4.1 Circulation Guidelines

4.1.1 Select the Circulation facility based on the desired character, type and scale of adjacent uses, context in which the facility will be located, the type of pedestrian and bicycle access necessary, the need for vehicular access (ADT), if any.

4.1.2 Prioritize Sociable Public Realm and Pedestrian Friendliness over motorized transportation and traffic volumes, while ensuring there is vehicular functionality.

4.1.3 Collaborate with the City to improve Pedestrian Friendliness by creating or improving intersections with pedestrian elements on surrounding streets. This might include signalized intersections, medians in unneeded turn lanes or lane width, pedestrian refuges, signal timing, etc. Bicycle friendliness should also be considered and



Design streets to assist both drivers and pedestrians to understand how to use them. For instance, though no curbs are used, the bollards and change in materials communicates where cars can drive or stand and which zone is for pedestrians.



This Mews provides an interesting place to walk even without retail on the ground floor.

incorporated into surrounding streets, through the introduction of elements such as bike lanes.

4.1.4 Provide pedestrian and bicycle connections with adjacent and nearby properties, such as connections to Issaquah Highlands neighborhoods, the Park and Ride, and to the valley floor.

4.1.5 Use circulation facilities to enhance and capitalize on the natural assets on and near the site, such as, views, critical areas, nearby trails and transit facilities.

4.1.6 Construct a fine grained, interconnected, legible Circulation network with frequent connections that serves pedestrians, bicyclists, and vehicles, but is not monotonous. The Circulation network should relate to existing Project and City streets and grid, by extending and completing it. Dead-end vehicular configurations should be avoided, but if necessary, they should continue pedestrian and bicycle facilities to create an interconnected system. Use tools such as off-set intersections and “dog leg” roads to make the Circulation system interesting, while avoiding confusion. Target block length should be 300 ft and maximum block length should be 500 ft. Where block length exceeds 300 ft, provide additional pedestrian Circulation facilities to facilitate pedestrian direct access and connectivity.

4.1.7 Provide vehicular routes with a minimum of paving and adequate functionality.

4.1.8 Design Circulation facilities to minimize vehicular speeds while considering emergency vehicle response needs.

4.1.9 Provide Circulation facilities to support and ease connections to transit facilities.

4.1.10 Minimize the number and width, without compromising functionality, of driveways especially into parking facilities.

4.1.11 Design public and private Circulation so there is no perceived distinction between them.

4.1.12 Create Circulation facilities that feel active and interesting even without adjacent retail.

4.1.13 Pedestrian access to primary building entrances should be directly from Circulation facilities that include a pedestrian component such as a sidewalk or trail.



Design techniques can influence behavior such as in this example. Textured materials, bollards, and necking down of the street help the driver to intuitively understand that this place is not a typical street and they need to slow down. The planter strip is a rain garden, getting multiple uses in each area. This is an example of design techniques that intuitively influence behavior.



Even small spaces can provide opportunities for a variety of activities. This area accommodates pedestrian functions and anticipates that a café might locate here and offers space for outdoor seating. Bike uses are placed nearby but set slightly apart so the space does not feel crowded. Space in front of buildings should be large enough for the uses existing or possible uses while not being so large as to lose their vibrancy.

Primary building entrances may not be accessed from Alleys, [Secondary Urban Walks](#), or Paths, though secondary pedestrian entrances may be located on them.

4.I.14 Provide wider sidewalks and pedestrian facilities where there is, or is likely to be, more activity, such as adjacent to retail, restaurants, gathering spaces.

4.I.15 Where Urban Trails cross vehicular routes, continue special paving across the vehicular route to highlight the intersection for drivers.

4.I.16 Size planter strips and tree wells to accommodate the mature size of the tree or the uses there, such as rain gardens or café seating.

4.I.17 Incorporate traffic calming measures such as changes in paving, narrowing or strategic necking down of roads, pedestrian tables, etc. Selected traffic calming measures should minimally impact emergency and possible transit vehicle use of the Circulation facilities through placement and design.

4.I.18 The function of the Circulation facilities should be readily apparent to the user through its appearance, design, and other non-verbal tools. Signal transitions to drivers when they are entering a shared or pedestrian priority space. For instance, changes in materials (type, color, texture) to draw driver's attention to pedestrian crossings, narrow travel lanes where driver's need to slow down, vertical or horizontal treatments, more detailed materials or art at important pedestrian intersections.



This central pedestrian spine uses consistent materials and stays at a constant grade, even when crossing roads. Though this walkway crosses a road, just past the person, the road is secondary to the walkway so it is difficult to detect in the photo.



Where there is a higher intensity of uses or a more urban character is desirable, tree wells are appropriate.



These stairs include wide stairs, indicating its importance in the pedestrian network, and landings where off-site views can be enjoyed.

4.1.19 Pedestrian routes should be continuous and connected, and consistent with the Circulation facility type and site location. For instance, curb ramps should be in line with the route of pedestrian travel, pedestrians shouldn't have to randomly switch sides of the road.

4.1.20 Minimize the presence of ~~drive-drive~~-through facilities as well as their impact on pedestrians and bicyclists.

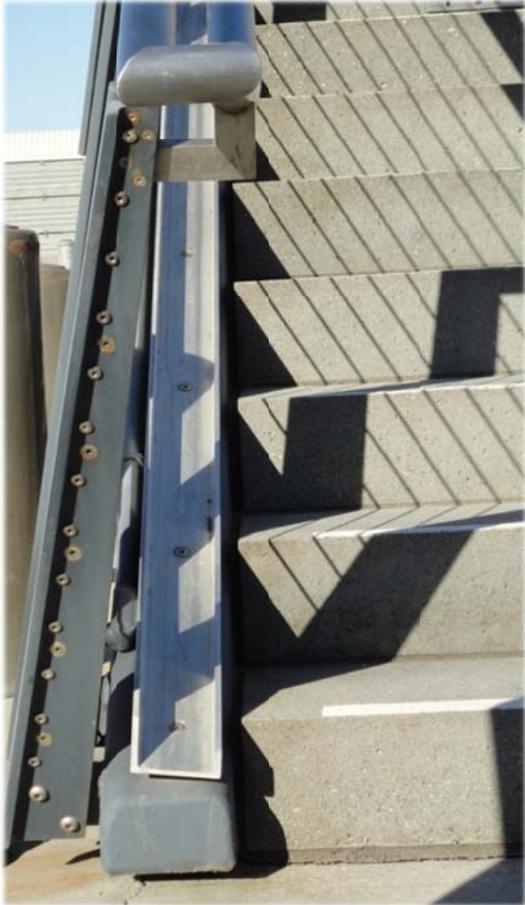
4.1.21 Use landscape to communicate the importance and relationship of Circulation facilities.

4.1.22 Tree wells will be used in more urban areas such as along 7th and 8th Avenues NE and Blakely Drive to provide continuity with Issaquah Highlands and where a more urban character is appropriate, such as near non-residential uses. Where a tree installation method has been established, maintain it. In other locations within the Project, use of tree wells is at the discretion of the Applicant.

4.1.23 Adjacent Circulation facility improvements should be timed to coordinate with building construction.



The design of a stair should further the character of the area. For instance, the wooden stair blends with the wooded hillside. Its steep rise, makes the overlook an important viewpoint and resting spot. The stair from a park is designed to reinforce the area's more urban character while gracefully transitioning up the slope using [low-wide Landscape-landscape Steps-steps](#) and detailed sidewalls.



Providing bike rails on stairs helps maintain bike route connectivity.



Detail of a bike rail.

4.2 Bicycle Circulation Guidelines

4.2.1 Create an intuitive, safe, and continuous bicycle circulation system. However, every vehicular Circulation facility will not have dedicated, segregated bicycle facilities.

4.2.2 Provide bike rails where bicyclists will reasonably need to include stairs in their bike route.

4.2.3 Design a circulation system that accommodates the different types of bicycle users: recreational, commuter, family, and transportation for daily, local needs. One singular circulation facility may not accommodate all of these users.

~~4.2.4 Design a circulation system that accommodates the different types of bicycle users: recreational, commuter, family, and transportation for daily, local needs.~~



The multi-use trail on the right provides a route for recreational and commuter cyclists who do not want to mix with cars. The middle route, a sidewalk, is for pedestrians only. Some commuting bicyclists may choose to bike downhill, sharing a lane with cars, illustrating how to serve the multiple types of cyclists.



This skybridge uses a single support to make a strong architectural statement while the bridge itself is simple and very transparent. There's a direction connection from the sidewalk to the bridge through it is less transparent than desired.



Look for opportunities to make skybridges memorable and/or sculptural.



Though this skybridge is multi-level, it is very transparent. The supports mark a gateway.

4.3 Skybridge Circulation Guidelines

4.3.1 No more than one Skybridge may be located within any block or 500 feet of frontage, whichever is less. The property between Discovery Drive NE, Blakely Drive NE, NE 7th Ave, and NE 8th Ave will not be considered a block; internal to that block, skybridges must be at least 500 feet apart.

4.3.24.3.1

T

he entries/exits to and from the Skybridge should be easy to find and not hidden from view of internal pedestrian centers of activity and main corridors.

4.3.34.3.2

A

ll Skybridges placed at the 2nd level of buildings must have direct access to and from the Circulation facility which they cross, including transparent walls and design to non-verbally communicate and highlight their presence. Bridges build above the 2nd level do not need direct connections to the sidewalks/Circulation facility they cross.

4.3.44.3.3

B

ridges that are closed for portions of the day will post their hours and a wayfinding system shall be provided to facilitate ease of use.

4.3.54.3.4

T

he routes through the building and across Skybridge(s) should be the most direct possible.



This is an example of a protected breezeway, connecting to buildings at groundlevel. This may be an appropriate substitute for a skybridge.



Look for opportunities to use the supports for a skybridge to add to the visual impact of the design. .

4.3.64.3.5 T
he Skybridge span and structure should be treated simply and sculpturally.

4.3.74.3.6 T
he placement and design of the Skybridge should consider the external impacts and opportunities of the bridge. For instance, the bridge may create a gateway or entrance to an area, or mark an important point in the Project.

4.3.84.3.7 T
he design of the interior of the Skybridge should be pleasant, including human scale elements, skylights, patterned paving/flooring, views, etc....

4.3.94.3.8 S
kybridges should not angle up or down from one building to another, and should be perceived to be level both internally to the bridge user and externally, i.e. no more than 3% grade change. Any grade change must be concealed by the bridge design or occur within the buildings from which it springs.

4.3.104.3.9 T
he walls of the Skybridge should generally be transparent or open (approximate 70%) for orientation, user comfort, and safety.

4.3.114.3.10 D
epending on the uses, length, and level of activity, Skybridges should have an interior passageway at least 10-15 feet wide. Unless the Skybridge incorporates activities such as informal public gathering, the interior passageway should not be more than 20 ft wide. The interior height of the passageway must be at least 8 ft.

4.3.124.3.11 S
kybridges must not diverge from a perpendicular angle to the right-of-way or circulation facility by more than 30 degrees.

4.3.134.3.12 A
ll accessory uses, such as retail, eateries, support activities available to guests and visitors shall have the majority of its space and an exterior door at the ground/street level.

| 4.3.144.3.I3

If the Skybridge connects two buildings which are separately owned, an operating agreement assigning maintenance and liability requirements is required.

The Community Space in a compact community serves many functions: it is an outdoor room where social interaction creates a sense of belonging, provides variety in the built environment, and employees and visitors can get outside even if their building does not have its own outdoor space. Community Space is a cornerstone of Project character, integral to its organization, often serving as a focal point, and assisting in orientation. Its design should be Pedestrian Friendly, create meaningful Public Space and Sociable Public Realm, which invites use. Adjacent buildings should engage with the space, to ensure it is vibrant and lively.

Community Spaces are not regulated by quantifiable standards, but are encouraged and essential to the success of the Project. Community Spaces will be constructed in response to the activities needed and character desired. Community Spaces need to be multi-functional, optimizing the benefits and activities for all members and users of the Project.



This park is designed for many community users: a contained grass area, play equipment tucked around its edges, a sitting plaza, and pergola (out of view). The lawn area has been sized to be useful and inviting.



An informal gathering area combining lights, landscape, textures, and lighting to create an urban feel, yet feel green and softened by landscape.

5.1 General Guidelines

5.1.1 Each building should have at least one memorable and inviting Community Space that captures its character; however, it may be appropriate to focus energy in a central location, as opposed to multiple locations. These Community Spaces should be located near areas with high pedestrian volumes such as areas with a high concentration and mixture of activities. Make it easy for people to navigate to them, design them to be Pedestrian Friendly, and an integral part of the Sociable Public Realm.

5.1.2 Design spaces to be multi-functional and make the most of every square foot. Accommodate flexible programming and activities.

5.1.3 Each Community Space should accommodate users of various ages, abilities, and needs. If children's play is desired or necessary, accommodate it without inserting 'big toys' or obvious play equipment, so the Community Space does not exclude most users from most areas of it. That said, equipment for specific users may be appropriate in some Community Spaces.

5.1.4 Frame Community Spaces by placing a building or strong edge on at least one side, preferably more. Where they cannot be framed by buildings, provide an active use, architectural elements, or possibly landscape to create an appropriate sense of enclosure.



Landscape can be used to separate pedestrian corridors from reserved seating, while also creating a more interesting and pedestrian-scaled environment in which to walk.



Urban spaces can and should engage the senses: landscape, in the form of Green Walls, pots, and trees ties with nature, as does the water wall. Water creates white noise and the trees attract birds.

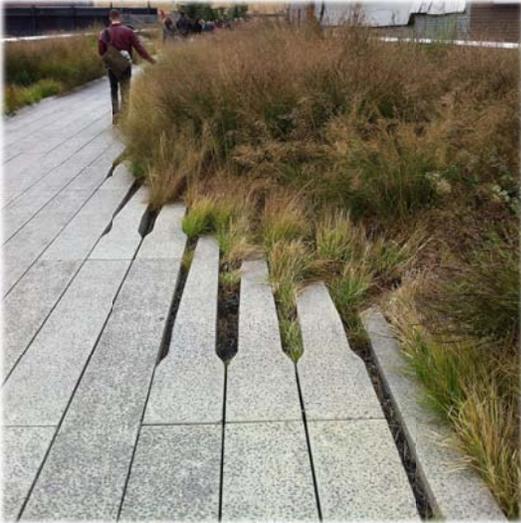


Though this sitting area is adjacent to a surface parking lot, which is not desirable, the raised planters with full plantings provide an attractive screen to the parked cars.

5.1.5 When Circulation facilities are adjacent, consider if the Circulation facility and Community Space should be distinct or integrated. Circulation facilities may expand or supplement the Community Space through the selection and placement of paving, street trees, lighting, art, etc.

5.1.6 Minimize the number of edges with adjacent Circulation facilities that include vehicular components.

5.1.7 Locate Community Spaces away from surface parking lots.



This combination makes it appear that nature is creeping into the built environment, which can be a useful transition near open space.



A wide variety of coordinated materials communicate various uses: the dark tiles in the foreground are for cars and mimic asphalt's color while identifying that this is a special area; the brick colored tiles in the mid ground identify the pedestrian crossing; various patterns of concrete, in a single plane, identify the many types of uses. From left to right they are through traffic, parked cars and pedestrians.



Changes in grade can help to define public from reserved seating. Also this area has good solar exposure.

5.1.8 Consider solar orientation in locating and designing Community Spaces. Incorporate the opportunity for both sun and shade. Avoid Community Spaces that are in the shade for substantial portions of the day especially during the spring, fall, and winter.

5.1.9 Ensure that the scale is appropriate to the Community Space's function and adjacent uses. They should not feel empty, barren, or too big when not in use.

5.1.10 Provide places where people can be outdoors and places that provide opportunities for people to connect with nature. If possible integrate them with adjacent Community Spaces.

5.1.11 Create spaces that appeal to the senses: the sound of water, the smell of plants, the heat of fire. Sensory experiences may vary with the season, with water being present in the summer and a fire lit in the winter.



Look for opportunities to engage the senses so amenities are not just visual, such as a water feature or a wall of water. A wall of water can also provide white noise. Finally water can be incorporated for enjoyment, but in the left hand example be turned off for events that need a larger space.



Provide areas of whimsy, surprise and delight throughout the site, such as these frogs.



Different paving materials can add interest to a space such as a plaza and help users know when areas are intended for different activities.



Weather protection can be provided in some Community Spaces. This may come from freestanding structures, such as a pergola which can also be designed for use after dark.

5.1.12 Include both hardscape with softscape, with consideration of the uses, activities, and variety of other Community Spaces nearby. Provide unique and fun experiences such as fountains, sculptures, and/or other artwork. Consider spaces that can accommodate special events, and other spaces that are more intimate. The range in the Project should include active and passive, small and large, reflective and recreational, trails for moving along and spaces for lingering.

5.1.13 Use landscape, lighting, architectural elements, and/or amenities to structure and define Community Spaces as well as make them comfortable, functional, and provide a sense of safety. In addition to the amenities discussed elsewhere in this Appendix, provide water and electrical outlets to facilitate use for a variety of events and users. Locate Community Spaces where they will be visible from adjacent occupied spaces to ensure safety.



Festive winter elements attract people with seasonal lights and a table with a central fire element.



A variety of seating options should be provided to allow Community Spaces to be used in many ways. For instance this example has seating walls, fixed benches, and moveable chairs.



This arc of individual seats creates the effect of a continuous bench while giving everyone their own seat. Its placement along the edge frames the space and gives people a full view of the adjacent activity.



Food trucks can quickly provide food and activity in a space, before more permanent uses are established, or provide variety when it cannot be supported all the time.

5.1.14 Make some portion of a building's Community Space usable year round. For outdoor spaces, this may be a pergola or gazebo, and/or other forms of weather protection.

5.1.15 Consider design elements that extend a Community Spaces' hours of use, such as lighting and weather protection.

5.1.16 Provide a variety of seating opportunities, especially in larger Community Spaces. This should include moveable and fixed seating as well as seat walls, steps, boulders, and other multi-use objects.

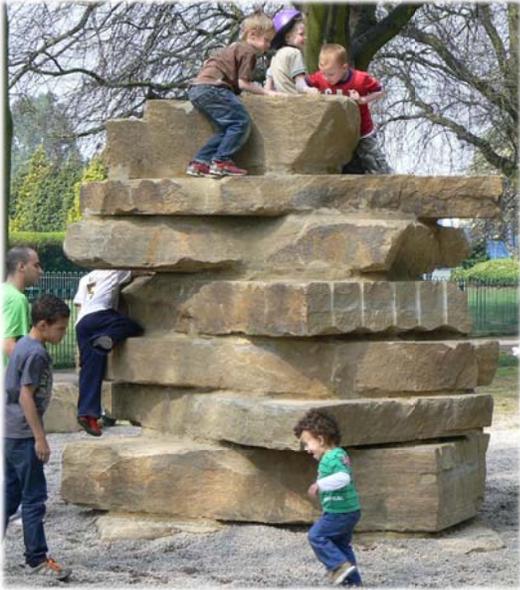
5.1.17 A portion of Community spaces may be reserved seating for restaurants, cafés, espresso stands, etc. Whether reserved seating or other Community space elements, ensure there remain clear, direct pedestrian routes at least 5 to 8 ft wide, depending on the level of pedestrian activity, the destinations, and scale of the Community Space.

5.1.18 Incorporate viewing areas where viewpoints allow pedestrians to pause and enjoy the views. Viewing areas should include seating, and may provide informational plaques where appropriate.

5.1.19 Consider incorporating temporary or small permanent structures such as kiosks, food trucks, vendor carts, concessions.



Provide opportunities for sensory experiences.



Materials that are natural or mimic nature, may be appropriate for some play spaces. Encourage the imagination. Elements that are for children's play may be used by adults at other times. This stack could be a bench or table.



Children's play may be integrated into Community Spaces in subtle ways.

5.2 Playscape Guidelines

Children are not the primary users of the Swedish Project; however, it is likely they will be present either as patients or visitors. Thus it is appropriate that some portions of the Project would be designed for play without making it exclusively for children's play through the use of big toys. Also adults should have opportunities to 'play' as well. This could include boulders, paths, stepping stones, secret places, berms and hills, dry or wet stream, slides, edible plants. This allows more diverse and adventurous play, while not precluding others from visually and physically enjoying the area.

5.2.1 Incorporate shade and rest areas through the use of deciduous landscaping, architectural elements, temporary structures, or other means.

5.2.2 Provide natural, creative play elements. These elements do not have to be overtly for play but should support, allow, and even encourage play by children and adults. For instance, ground slides from one level to another, swings hung from arbors or trees, paths that meander and are of varying materials and widths, water that can be manipulated, outdoor rooms made from landscape or rocks, berms and hills. This allows the space to be enjoyed by everyone, even adults, when not in use by children.

5.2.3 Design play areas for a variety of ages, activities, fine and gross motor skills.



Provide spaces for adults to play as well.



Consider incorporating water and other unique features that children can interact with. Big toys are not required.



The variety of paving playfully ties with the plaza shape. The river rock benches offer both seating and an edge to the plaza that does not block sightlines. A 'stream' runs from the pole to the plaza's edge, hosting children's play.



This plaza provides an intimate connection with nature, without weather protection.



The corner of this plaza contains both a small restaurant as well as tables and chairs. The tables are available to everyone, not just restaurant users. A large canopy that changes color at night covers this entire corner of the plaza.

5.3 Plaza Guidelines

5.3.1 Plazas may be constructed with concrete, pavers, or special paving material. Asphalt is not encouraged, except as a paving accent material.

5.3.2 Root barriers should be provided for all trees planted within Plazas.

5.3.3 Provide a mixture of paving and materials, changes in plane, landscape, and art to soften and make the space interesting.

5.3.4 Seating should be provided. The seating may be fixed or moveable, or a combination of both. Seating may be provided by ledges, fountains, sculptures, benches, chairs, stairs, etc. At least two of the seats should meet ADA standards.

5.3.5 The spacing, location and type of required street trees may be modified when adjacent to a Plaza.

5.3.6 Plazas may have reserved seating so long as the main purpose of the plaza is not compromised. All Community Spaces should have at least some area for community use. For example, a plaza that is intended solely for reserved restaurant seating is allowed but would not be considered a Community Space.

5.3.7 Permanent structures may be provided within a Plaza, provided they do not preclude use of and access to the Plaza by the general public. Structures may be enclosed or open air and may be leased for commercial use.

5.3.8 Physical obstructions between a Plaza and a sidewalk or Park should be designed to provide sufficient visibility to protect the public safety of the users of the Plaza and to ensure that public access to the Plaza is convenient, obvious and welcoming. No walls or structures should exceed 36 inches in height above the abutting Circulation facility or park for a total of more than 50% of the lineal footage along one side of a plaza that abuts a Circulation facility or park. Plazas that are sunken or more than a few feet above adjacent Circulation Facilities should be avoided.



This plaza uses changes in materials, art, pots, and other design features so it does not feel empty when it is not being actively used.

5.3.9 Provide street furniture that makes plazas human scaled, attractive, and convenient, such as trash receptacles, tables, street tree grates, bike racks, information kiosks, maps, drinking fountains, clocks, art, etc. Site the street furniture in locations that support the use of the plaza, such as benches near views, play space, or retail, trash receptacles near stores or high activity spots.

5.3.10 Each use fronting a plaza should have at least one of their entrances onto the plaza.

5.3.11 Landscape should provide visual interest, shaded areas, structure to the space, and variety while ensuring the space can serve as a gathering space for the community. Trees should be deciduous with excellent fall color.

Parking has a key role in creating a vibrant Project, a Pedestrian Friendly and Sociable Public Realm that has buildings engaged with the Street. This can mean tucking parking out of site, screening it, and/or making parking structures into visual assets. The following Guidelines should be used to support the standards found in Appendix [F-G](#) (Parking) and Appendix [G-H](#) (Landscape). ↗ In these guidelines, the use of the term Parking Facilities refers to all parking methods including structured parking and surface lots.

Parking needs are accommodated and prioritized three ways:

1. On street parking is used to the greatest extent possible to provide guests, visitors, and customers with immediate, visible, short term parking, without causing parking “spill over” unnecessarily into adjacent areas. ▾
2. Structured parking will be used whenever possible to efficiently use the land and minimize the visual impact.
3. Surface parking will be used as necessary to provide inexpensive parking facilities.



This aerial view shows active uses wrapping a structured parking garage, eliminating its impact on the Circulation facilities and pedestrians.



The street level of this garage has both active uses and Pedestrian Friendly design through the use of pedestrian scale materials, weather protection, windows, etc. The weather protection hides the garage from pedestrians alongside the building, and the trellis is an armature for a Green Wall, reducing the presence from other vantage points.

6.1 General Vehicular Guidelines

6.1.1 Locate parking facilities to minimize their detrimental impact on pedestrian Circulation Facilities and Public Spaces. For example, parking could be located behind buildings, above the ground floor, or wrapped with active uses.



This screening uses both a Green Wall as well as the street trees to visually diminish the impact of the garage.



Greenery reduces the *visual* impact on the street, above and below.



6.I.2 Where there are exposed expanses of parking (garage rooftops or surface lots), use elements to break up the expanse, shade the surface, screen views from above.



Typically it is better to recess the garage opening but in this example, the entry has been pulled out, providing an opportunity for landscape and art on the walls the pedestrian sees walking down the sidewalk. The drawback of this approach is the cars do not have as much of a sightline to pedestrians, necessitating techniques to draw attention to people on foot.



Along with separating the entrance and exit, the artwork above the openings creates a focal point that lessens the visual impact of the garage.



Elements of the building overhang the garage entries reducing the presence of the openings. In addition, by separating the entrance and exit, the post improves the pedestrian experience and decreases the impact of the automobile area.

6.I.3 Parking facilities should have good sightlines into and out of the facility to improve the user's sense of safety.

6.I.4 Vehicular entrances and exits from parking facilities should be clearly visible from the Circulation facility that serves it; however, entrances and exits should also be designed so they do not visually dominate the façade of a building or Public Space, or significantly compromise the pedestrian environment. This can be done using techniques such as setting them back from the primary plane of the façade, placement away from street corners, architectural treatment of the openings, incorporating art and landscaping. Vehicle entrances and exits should be of minimal number and width, and not located at intersection corners.



Though residential, this garage illustrates techniques that can be useful with commercial garages: it is setback with splayed walls that reduce the garage's presence while improving driver's sightlines to oncoming pedestrians. Vines and trellises soften the walls.



Adjacent to the garage is a plaza. The screens on the garage provide a framework for vines to screen the parking while accommodating natural ventilation and aural connections, improving the sense of safety. Also, architectural elements have been incorporated.



Artwork and landscape have been used to screen the blank walls of this structured parking.



Artwork can be added to screen vehicles in structured parking while maintaining sufficient openings to allow for natural ventilation and good sightlines for security.

6.I.5 Where pedestrians are in proximity to parking facilities, humanize and make them visually interesting by using Pedestrian Friendly techniques such as varied, textured, and/or detailed materials, incorporation of architectural features and elements (low or open walls, screens, piers, trellises, arbors, etc.), weather protection. Add landscape or architectural elements to provide layers, additional vertical elements, and supplementary colors and textures that may change through the seasons. The treatment selected should be related or complimentary to nearby buildings. The lengthier the parking facility, the greater the need for streetwall replacement or enhancement.

6.I.6 Provide convenient pedestrian connections from parking facilities to, through, or between buildings and/or Public Spaces.

6.I.7 Preferably place parking facility vehicular entrances on alleys.



Garage openings have been screened with trellises and greenery that responds to the buildings architectural structure.



Garage rooftops can be used for other purposes such as recreation.



The ground floor retail appears to be built into a green hillside, which in fact is a densely screened parking garage.



Screening and shading of garage roofs can be provided by solar panels.

6.2 Guidelines for Structured Vehicular Parking

6.2.1 Take advantage of parking garage roofs. This may indicate using them for parking; or in some cases it may mean an alternative use such as active or passive recreation, green roofs, plazas or courtyards, etc.

6.2.2 When a parking structure abuts street-level retail or commercial uses or is within an area containing street-level retail or commercial uses, retail and commercial uses should be continued on the portions of the parking structure facing Circulation facilities.

6.2.3 Pedestrian entrances into a garage should be designed to highlight the presence of the entry. This could include architectural treatment, change in streetwall, or another response. Weather protection should be provided at every pedestrian entry.

6.2.4 Use natural ventilation and daylight for parking structures where possible.



Garage rooftops that are used for parking need to be treated as surface parking lots but the elements do not have to include landscape. Architectural elements can substitute and add to the building's character.



Architectural elements are continued as a streetwall, extending the building's streetwall to frame the sidewalk and reduce the presence of the parking lot, which is located to the side of the office building.



A mixture of walls and landscape creates texture and layers that make a more visually interesting parking screen for the pedestrian. Also some of the landscape changes through the seasons, making this a dynamic screening element.



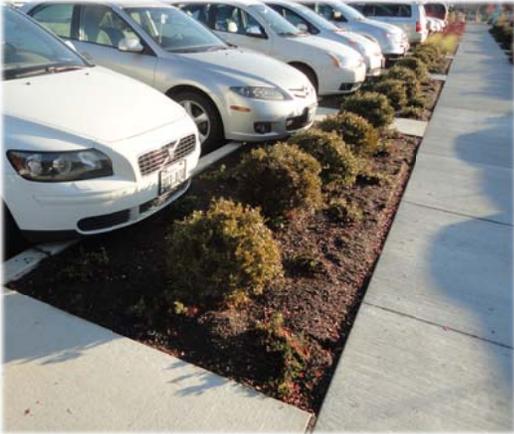
Architectural elements are used in this example to screen surface parking from the sidewalk as well as provide pedestrian scale and protection by framing the sidewalk.

6.3 Guidelines for Surface Vehicular Parking

6.3.1 Screening elements along the edge of surface parking should both separate and screen the parking from pedestrians, but also continue elements of the streetwall, frame the pedestrian way, and provide human scale to the walk.

6.3.2 If surface lots cannot be located behind buildings, prioritize their placement away from the corners of the block and/or located between buildings. Preferably place the short dimension of the parking lot adjacent to the Circulation facility.

6.3.3 Provide frequent, convenient, and identifiable pedestrian physical connections from surface lots to surrounding buildings and Circulation facilities.



Bumper overhang areas can be planted to reduce impervious surface and add interest to parking lots.



This example shows how the placement of trees frames and identifies the pedestrian route while diminishing the presence of autos in this parking lot. However, surface parking would not be allowed in front of a building and the tree wells are likely too small.



In this location, bicycle racks have been placed in a covered and visible location, adjacent to the uses they serve.

6.3.4 Locate required pedestrian routes with landscape beds, trees, or other Pedestrian Friendly elements to identify and improve the experience of the surface lot. Also take advantage of opportunities to introduce pedestrian oriented quirks into surface parking lots, such as the use of bumper overhang space for rain gardens or landscape.

6.3.5 Use landscape in parking lots to help identify the structure and use of the lot, such as pedestrian ways. Landscape can also be placed and distributed to minimize the presence of cars.

6.4 Guidelines for Bicycle Parking

Bike parking should be located in safe, visible, and easily accessible locations, distributed near the various activities generating the bike parking demand, and placed in spots useful to the diversity of likely users, such as employees, visitors, customers, ~~residents~~. Parking is visible when it is both easy for a user to locate and when it has visual surveillance from adjacent businesses and/or residences.

6.4.1 A portion of the bike parking should be in covered locations.

6.4.2 The applicant should consider providing secured parking or bike lockers.

6.4.3 Consider providing supporting facilities, such as showers and lockers, to make bicycle transportation more convenient.

Landscape is an essential element of a great Sociable Public Realm. It is also an effective tool in connecting people with nature. [Landscape Incorporation of landscape](#) creates a Pedestrian Friendly environment; enhances Public Space; provides opportunities for transitions from the natural edges into the built areas; ensures that the community is livable, attractive, and urban spaces are humanized; and is an important component of establishing the appropriate character for the Project to achieve the overall project vision and goals, [landscaping will be incorporated](#). It will be vital, as development occurs, to integrate landscape in a manner that is strategic and responds to the context, and avoid using space inefficiently or unnecessarily buffering activities or buildings. Consistent with Issaquah Highlands' Traditional Townscape Neighborhood Type, landscape will be durable, provide year-round greenery, with plantings such as columnar trees, evergreen hedges, and low evergreen shrubs combined with low open fences or railings. Low fences or hedges as well as architectural elements delineate the space and landscape will establish order and strong lines. Landscape and paving materials complement the architectural character, such as stone, masonry, or concrete pavers. Overall, the desire is to create a verdant, vibrant, urban character in part by integrating nature into the design of buildings, Circulation facilities and Community Spaces. The following Guidelines should be used to support the standards found in [Appendix D \(Community Spaces\)](#) and [Appendix G-H \(Landscape\)](#).



Pots can be used to incorporate greenery into hardscaped areas.



7.1 General Guidelines

7.1.1 Add green elements to buildings, Circulation facilities, and Community Spaces.

7.1.2 Draw the natural context of the surrounding slopes and hills into the site and Public Spaces where possible, and visually connect to, essentially “borrow,” the surrounding mountains, lakes, and natural features where it is not.

7.1.3 Use a variety of plants and containers, such as pots, beds, raised planters.



Landscape and art can be combined to make visually interesting elements.



These trees provide privacy between buildings as well as create a sense of scale for pedestrians and buildings. The trees also create a “room” in between the walkways.



Raised planters can be made of many different materials, depending ~~no on~~ the character of the area. They can also be advantageous in removing plants out of the high water table.

7.1.4 Use landscape to add greenery, “softness,” and structure to small or generally hardscape spaces. In some instances, use landscape to create variety or even separate “rooms” within spaces.

7.1.5 All pedestrian facilities should have plant material, appropriate in size, scale, and character to the type of facility. In some narrow and/or intimate locations, this may be only plants in pots or green walls.



Though these are associated with residences, they illustrate how the use of a small setback can both reinforce the edge of the public area in a manner consistent with Traditional Townscape, transition from public to semi-public spaces, and introduce greenery in a narrow width.



Raised landscape beds create an outdoor room in this example. This “room” is used for an active amenity: outdoor ping-pong table but it could also contain many other uses such as café seating.

7.1.6 Where a setback between Circulation facilities and buildings is appropriate, use landscape to transition between public and semi-public or semi-private spaces. Use landscape and possible walls, to create structure, layers, and visual interest, while ensuring a pleasant, comfortable environment for pedestrians.

7.1.7 Consider incorporating edible plants or providing kitchen gardens near restaurant areas.

7.1.8 Use native plants adjacent to critical areas. Consider incorporating some native plants in built areas, recognizing the limited plant palette available.

7.1.9 Select plant materials with low to moderate water needs, after establishment. Allow limited areas of high water use landscape in high visibility or high impact locations.



Green wall as art.

7.1.10 Consider using Green Walls as one of the tools to soften and green urban areas. When employed, Green Walls should add structure, depth, and interest to walls and outdoor spaces in addition to enhancing the architecture.



This green wall is designed to enhance and respond to the architecture of the building.



This plaza has a green wall to hide a garage. The green wall adds a backdrop to the plaza and the addition of the columns provides depth and interest to the space.



This planting strip has been designed to accommodate both landscape for the Circulation facility and a rain garden.



Though this space has lots of hardscape, the use of seating, trees, plants in pots, art, and many paving materials creates a wonderful, people oriented space.



On the west side of an office, a meadow provides places for walking, sunning, and even active pastimes. Most of these areas of lawn are and will be used, rather than just using grass as landscape filler.

7.1.II Consider the context in which the landscape will be located and how it will integrate with the buildings, Circulation facilities, Public Space, and any setback present.

7.1.I2 Landscape adjacent to parallel parking should be hardy and easily traversable by pedestrians ~~and hardy~~.

7.1.I3 Landscaped areas may contain, but not be exclusively, non-living materials such as rocks. When non-living materials are used, they should complement the area's character. Mulch should be limited to the area immediate around plants for purposes of water retention and weed reduction; it is not otherwise a landscape feature. Other than approved pathways, gravel is not appropriate as a landscape element.

7.1.I4 Strategically incorporate annual and colorful plantings for maximum effect.

7.1.I5 Use lawn where it can and will be enjoyed by adjacent or Project uses, and not just to fill space. The type of lawn selected should be attractive year-round and consistent with the evergreen groundcover specified for Traditional Townscape neighborhoods.



Planting in parking lots should be interesting and may be multi-functional where possible, such as this one used for a rain garden.



Landscape is designed to accommodate bumper overhangs. The planted area is more attractive than wheelstops whether cars are parked there or not.



The edge of a more naturally designed stormwater pond makes a pleasant landscape adjacent to the trail. Additional plantings on the slopes would soften the boulders' presence but typically water heights preclude their survival.

7.I.16 Bumper overhang areas should be incorporated into adjacent walkways, landscape beds, rain gardens, etc. and not be designed as extensions of the vehicular zone, unless wheel stops are used.

7.I.17 Use landscape, especially trees, to create a sense of scale for the pedestrian. Also, adjacent to large buildings moderate the building's height such as employing trees and other strategies.

7.I.18 Consider wildlife habitat when selecting plant materials. Also, provide wildlife enhancement features such as snags, loafing logs, frog bridges, and other natural features, especially in areas where there is a transition to open space.

7.I.19 Use evergreen trees where there is space for their mature width and the permanent shadow will not negatively impact adjacent uses. Do not use them in tight spaces or small areas where they may be overbearing.

7.I.20 Provide landscaping to soften the off-site views to the Project e.g. from I-90, while balancing access to off-site views from the Project's buildings. Screening shall include evergreen trees and shrubs, and possibly climbing evergreen vines; other vegetation may be included for other purposes, i.e. aesthetics.



This rain garden is sloped so not only does it hold water but weirs have been used to slow the water's flow.



This rain garden is placed along the sidewalk, between it and a residence. This is an example of multi-functionality that gives the residence some privacy, helps with stormwater, and improves the streetscape.

7.1.21 Look for opportunities to incorporate natural drainage practices, Low Impact Development, and rain gardens.

7.1.22 Control invasive plants through maintenance and the use of interim plantings.

7.1.23 Stormwater ponds should be designed to complement adjacent areas. The pond's appearance should be as an amenity and not solely an engineered facility.

7.1.24 At stormwater ponds and with critical areas, provide passive recreation, such as picnicking or bird watching, as well as low impact active uses such as trails and overlooks. Site trails and overlooks so they provide access to highlights of the critical areas, while containing human and pet impacts. Furnish these areas with interpretive educational exhibits.

7.1.25 For elements that include standing water such as fountains and ponds, incorporate devices to minimize water-borne pests.

7.1.26 Design and site detention pond outlet structures and equipment to be inconspicuous or function as assets to adjacent uses.



Instead of hiding the stormwater catchment system, consider building it into the landscape as a feature. This makes the stormwater an interactive, creative element.



Two different types of fencing, above: the formal metal fencing frames a park and defines the sidewalk's edge while maintaining good sightlines in and out of the park. The split rail fence assists in the transition from natural open space to a more highly developed area.



This wall has been terraced in such a way to place the pedestrian scale wall close to people and the taller wall further away. Trees, and trellises for growing vines, soften the taller wall. This is also a good example of ways to deal with blank walls.

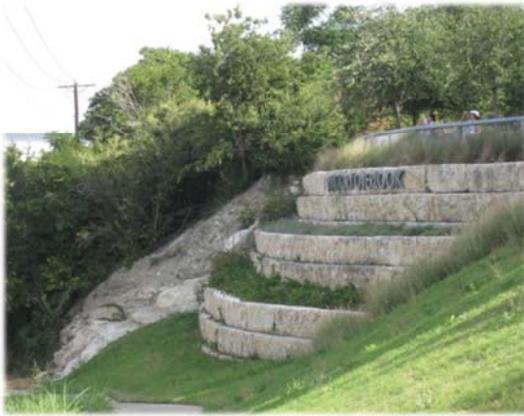
7.2 Fence and Wall Guidelines

7.2.1 Fence and wall design should complement the character of the area. For instance, split rail or informal fencing in natural or transition areas, more urban, formal fencing in developed areas.

7.2.2 Fence and wall heights should be based on the nature of the adjacent facilities. That is, fences and walls adjacent to pedestrian facilities, Community Spaces, and Public Spaces should be low and open (less than 4 ft in height). Fences and walls screening utilities, service, loading, waste, etc. should be taller and substantial, while complimentary to the architecture and character of adjacent areas.

7.2.3 Fences and walls should avoid creating a canyon effect especially adjacent to pedestrian ways by ensuring landscape is provided between the pedestrian way and the fence or wall as well as the use of landscape, fences, and walls that are scaled for the pedestrian.

7.2.4 Through the fence style (e.g. split rail when appropriate) or articulation and/or modulation of large or long expanses of fences and walls, provide visual relief and reduce visual bulk and size. If the wall or fence cannot be articulated, use a combination of articulation and landscape, if the style alone is not sufficient.



Large blocks of local stone terrace up, holding a steep hill while offering planting beds that soften the walls' mass. An overlook is located atop the wall.



Vines on the walls make a more attractive surface both with and without leaves, adding interest throughout the seasons.



Tall, solid walls screen this waste enclosure. The materials are similar to the building it serves.

7.2.5 When large fences or walls are used, provide articulation, artwork, and/or landscape plantings to soften the visual effect of the structure. The closer to areas used by pedestrian, the more important it is to ensure walls and fences are pedestrian friendly, especially through their design. Terracing retaining walls to limit the height adjacent to pedestrian facilities as well as the selection of materials and detailing of the wall or fence can ensure they are pedestrian friendly. The selected design solution should balance the advantages of a tall wall's minimal footprint versus the visual impact of the tall wall. Each can work in the appropriate setting.

7.2.6 Use full height walls (6 ft tall) to screen unsightly facilities such as waste collection areas.

7.2.7 No chain link fencing should be used unless it is vinyl coated and used in non-utilitarian way, except if for its use as security fencing in low visibility locations.

Signage is an essential part of a functional Project, since they help all users find what they are looking for, support economic vitality, and assist in making a Project comprehensible. In addition, signage is an important component of creating attractive, vibrant, and visually interesting Public Space and Sociable Public Realm that is Pedestrian Friendly. They also help establish Project character.

While the vision for the Project build-out is pedestrian- and bicycle-oriented design, vehicles will be a part of the community. Though signs emphasize the pedestrian and bicyclist, signage needs to also recognize the needs of the driver in way-finding and business location. In addition, as areas become more compact and certain uses, such as service, loading, and parking become less visually prominent, signs are necessary to facilitate navigation.

The right number and type of signage contributes to a rich, stimulating environment. Areas with too few signs or the wrong type can be confusing or stark; too many signs can be distracting or chaotic. Within the Project, signs provide variety and yet are harmonious. They offer opportunities for artfulness, whimsy, and creativity. The following Guidelines should be used to support the standards found in Appendix [B-1](#) (Signage).



Each business has a pedestrian oriented sign that reflects their business and its purpose.

8.1 Guidelines

8.1.1. Provide a combination of signs to assist users likely to view the sign and/or be seeking a business or activity.

8.1.2. Signs should contribute to a visually interesting and vital Public Space and Sociable Public Realm.

8.1.3. Provide diverse yet harmonious signage. For instance: Signs for multiple businesses in a single block, will vary. A single business' signs should be related, not identical. Wayfinding signs might be identical or might be variations on a common theme. (Regulated by the ARC).



The canopy and pedestrian oriented sign are unified with the architectural character of the building and business they advertise.



In a small area, these signs convey the business' name to many different users. The wall and canopy signs help drivers and pedestrians on the other side of the street to see the business. The small signs on the short edges of the canopy assist pedestrians on the ~~this~~ sidewalk and are an incentive for providing weather protection.



This example has both a logo and words. Together they communicate the business' name while also relating and contributing to the architecture. They are scaled to the building.

8.I.4. Use signs to establish the overall visual identity of the Project. (Regulated by the ARC).

8.I.5. Size and place signs for the intended audience. For instance, pedestrian oriented signage is likely to be smaller and located near a sidewalk or trail, while signs for vehicles may be larger and visible from the street. Businesses facing multiple Circulation facilities should have signs on each face.

8.I.6. The size, scale, shape, and materials, etc., of signs should complement the building's architecture. (Regulated by the ARC).



Historical and informational signs should be provided to enhance the understanding of the area.

8.I.7. Encourage signs to incorporate art, education, history, and other whimsical, creative, and informative elements.



Iconic sign identifies the business especially when trees blocked a wall sign facing the street. In addition, it adds to the visual interest of the street.



These signs are both formal and whimsical, creating an interesting street environment. The pedestrian oriented signs are unique and yet blend together to create a harmonious environment.



Banners should be informative and/or festive.



Directional signs should be informative, identifiable (both that they will be noticed and contribute to Neighborhood character), and yet tasteful.



Directional/Informational signs should be provided, and serve both pedestrians and vehicles.

8.I.8. As appropriate, temporary signage such as banners should be both festive and/or informative.

8.I.9. Directional and/or Informational signs should be provided throughout each Neighborhood of the Project to guide pedestrians, bicyclists, and drivers. It should be useful and comprehensible to its intended user.



Directional/ Informational signs could relate to the architectural character and should contribute to Neighborhood Project character.



Two different kiosks explain the area in two different ways: one with directional arrows the other with maps.



Informational sign combined with address.

8.I.10. Allow business' signs to evolve over time to better suit changes in their business as well as the context in which they are located, such as the growth of street trees and new buildings.

8.I.11. Incorporate business names and logos to improve a sign's usefulness. For instance, a business name and/or logo might communicate the intended user of a parking structure.



In mixed use garages, wayfinding signs will help users know where they should park.



As the Project becomes denser, and parking is tucked out of sight, it is necessary to provide signs that help drivers find the garages so they can easily park.



Structured parking may be constructed for the use of certain businesses. Allowing businesses to post modest signs in combination with Informational signs, ensures the parking is used correctly and drivers feel confident about where they are parking.



8.I.12. Consider flexible, creative, and innovative approaches to signage, while complying with the spirit and intent of the sign regulations.



Vendor signs should be a positive contribution to the street as well as the activities available.



An iconic sign responding to the building's form.



In this example, the product communicates the business' presence as much as the signs. The blade sign and the wall sign help the pedestrian during the day.



This shop's signs discretely yet clearly communicate the business' name to many different users and from many different vantage points. Though they are not overpowering, there are nine signs in this photo: a pedestrian oriented blade sign, a wall sign, a moveable sign, two awning signs, and four window signs. This is more than would be allowed by the Development Agreement; however, it does indicate that correctly proportioned and placed signs do not have to overwhelm a façade.

8.I.13. Avoid signs which are distracting, cluttering, chaotic, obstructing, or confusing.



A pedestrian street overloaded with signs which are scaled for non-pedestrian users.



Examples, above and below, of prohibited box signs. The signs are also out of scale (too large) for the business.



APPENDIX C - LAND USES AND STANDARDS

Section 1.0 Purpose and Intent

Section 2.0 Applicability

Section 3.0 Land Uses Established

Section 4.0 Development Standards

Section 5.0 Administrative Modification of Standards

1.0 Purpose and Intent

The objective of this Appendix is to establish standards that will:

- a. Create a vibrant urban district, centered around the Swedish Medical Center, including the existing hospital and medical office building.
- b. Allow development of additional hospital, clinics, medical offices, professional offices and related accessory uses.
- c. Encourage development of the remainder of the Property as an integrated urban health center, complemented by uses, which support the needs of staff, patients, and visitors.
- d. Provide for a form of development that includes uses, which form a complete, cohesive non-residential Project, and prioritizes walkability and promotes transit.

Development Standards provide the dimensions for building envelope and site planning requirements. Standards are established in Section 4.0 of this Appendix. The standards are coordinated with Appendix A, Guiding Principles and Goals and Appendix B, Urban Guidelines, which provide Project vision and illustrate methods to achieve a well-integrated, safe, and successful public realm.

2.0 Applicability

The provisions of this Appendix shall apply to all properties within the Property.

3.0 Land Uses Established

- 3.1 The Swedish Property is intended to maintain the existing hospital and medical office building (consisting of 538,000 Gross Square Feet, which includes up to 20,000 square feet of accessory retail uses) and allow development of additional medical office buildings, professional offices, and related accessory uses. The ~~total square feet of~~ additional development allowed as provided for in the Agreement is 539,000 ~~Gross Square Feet~~, including up to 40,000 ~~Gross Square Feet~~ of ~~free-standing~~ retail related to and supporting medical uses and the people who work, are treated, and visit the Project. All accessory retail uses will be incorporated into the commercial development buildings except a stand-alone pharmacy is allowed. Uses 3.2.K and L are limited to a maximum of 20150,000 square feet. The total Allowable Development is 1,077,000 Gross Square Feet which may include up to 60,000 square feet of hospital and medical related retail uses.

3.2 Allowed Uses - Commercial

- A. Hospital.
- B. Medical clinics.
- C. Professional medical offices.
- D. Administrative medical offices.
- E. Labs supporting the Project's medical uses
- F. ~~Free-standing p~~Pharmacy.
- G. Medical research and development.
- H. Community spaces and uses, including parks, plazas, informal gathering spaces, recreation, trails.
- I. Utilities, both major and minor.

J. Parking facilities, including structured, surface, and on-street.

K. ~~Assisted living, rehab or residential care facilities.~~ Guest Housing.

~~J-L.~~ Patient family temporary lodging. Assisted and Independent Living Housing.

M. Accessory commercial and retail uses related to and supporting the hospital and medical office uses including:

- i. Coffee shop/restaurant
- ii. Florist
- iii. Newsstand/bookstore
- iv. Small specialty retail
- v. Pharmacy

~~K.~~ ~~personal services, entertainment, retail, education, public services. Other~~
uUses not listed ~~below~~ may be permitted if they are determined by the Designated Official to be compatible with the primary uses listed above and are consistent with the Project vision, (as described in Appendix A; ~~(Guiding Principles and Goals);~~ and Appendix B; ~~(Urban Design Guidelines);~~ and the uses listed below to the extent supportive of hospital and medical office uses. In addition, ~~consideration shall be made of traffic generation, water usage, and compatibility with nearby residential and retail uses outside of the Project, and whether unlisted uses would have negatively impacts.~~

- ~~1.~~ Retail located in one or more buildings provided to serve hospital patients, visitors, employees and others who attend, serve or are employed at the Project, including general retail, personal services (such as salon, barber shop, spa), specialty retail (such as jewelry, clothing, drug store), hospital servicing neighborhood retail (such as a small corner store, florist, bookstore,

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- ~~variety store, gift store, art gallery, mail or copy services, sundry retail),~~
- ~~medical (such as pharmacy, medical equipment).~~
- ~~2. Financial services including banks and credit unions~~
- ~~3. Fitness facilities gym, yoga studios, health clubs, indoor recreation~~
- ~~4. Eateries, including coffee shops, bakeries, cafés, and restaurants.~~
- ~~5. Hospitality, including conference facilities, meeting rooms, inn, retreat center~~
- ~~6. Education services, such as classrooms, day care, vocational or technical facilities~~
- ~~7. Entertainment such as small theaters and cinema~~
- ~~8. Public Services such as religious institutions, memorial chapels, library, government facilities, museum, bus or taxi stops~~
- ~~9. Temporary or seasonal uses such as vendor trucks and carts, markets and stalls, festivals, fairs, pop ups, performances, concerts, ice skating rink~~

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4.0 Development Standards

4.1 Setbacks

There are no required setbacks from the property lines except for those necessary to maintain safety for traffic, to meet the Project vision as described in Appendix A (Goals) and Appendix B (Design Guidelines), and to meet building and fire code requirements.

4.2 Lot Size

There is no minimum lot size. Lots will not be divided for the sole purpose of creating small parcels to avoid Commission review.

4.3 Height

A. Limitation

The maximum building height shall be 85 feet, except buildings on a portion of Blocks 30, 31, and 32 shall be subject to a maximum building elevation of 515' above sea level (NAVD 88), which may step up in height as the building moves north away from the edge of the ridge. The portion of the site to which this restriction is applicable is shown on FP06-001IH. The existing hospital building was constructed consistent with this restriction. [ADD MAP?]

B. Height Measurement

Building or structure height shall be measured from the average finished grade of the building or structure, level to either the average height of the highest gable or a pitched or hipped roof, or the highest point of the coping of a flat roof, not including a penthouse or screen for mechanical equipment.

C. Height Exceptions

The following non-building uses and features shall not be subject to the height limitations listed in Section 4.3.A. The Designated Official shall review them during construction permit review. The ARC shall further review these items as part of the Building elevations.

1. Water Tanks
2. Chimneys
3. Greenhouses
4. Solar Collectors
5. Wind turbines
6. Art pieces, consistent with the intent for limitations to height
7. Other incidental, non-occupied roof-top structures such as stair towers, elevator penthouse, HVAC and their screening, antenna and communication equipment and their screening, roofing, and architectural embellishments. The extension of a wall or façade to accommodate these may not be used in the façade calculation for signage. Signage may not be placed on roofing, rooftop screening, architectural embellishments, etc....
8. Additional buildings and structure height exceptions may be proposed and would be reviewed as an administrative modification per Section 5.0 below.

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4.5 Density-Floor Area Ratio

~~There is no minimum or maximum Floor Area Ratio or density requirement/restrictions as Allowable Development establishes the potential density. The amount of development allowed in the Project is the full Allowable Development as specified in the Agreement~~The Project will have a minimum density of 0.75 FAR (floor-area ratio), calculated on a Project wide basis.

4.6 Non-conforming Uses and Improvements

A portion of the Project was developed under the provisions of the Issaquah Highlands Development Agreement. Where new standards have been incorporated into this Agreement beyond what was provided for in the Issaquah Highlands Development Agreement, those existing structures and improvements will be considered legally non-conforming. As such, existing buildings, uses and improvements such as but not limited to parking lots, landscaping, utilities, signs and exterior lighting may remain even if the Master Developer seeks modification to a specific improvement so long as the modifications to each existing specific improvement does not exceed fifty percent (50%) of the existing improvement. If modifications exceed fifty percent (50%) of the non-conforming improvement, then the Master Developer shall bring the entire specific non-conforming improvement up to the standards of this Agreement.

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5.0 Administrative Modification of Standards

5.1 Criteria

Approval must be based on a determination that the modification is consistent with the purpose and intent of this Appendix. The following approval criteria shall be used, in conjunction with Appendix D, Processing and Modifications, to determine whether Administrative Modification shall be granted.

- A. The modification will be equal to, or superior in, fulfilling the intent and purpose of this Appendix and other relevant appendices, which in all cases will include Appendices A (Guiding Principles and Goals) and B (Urban Design Guidelines);
- B. The modification will not have a significant adverse impact on adjacent Project properties or abutting property owners outside of the Project;
- C. The modification will not create significant additional impacts on public services; and,
- D. Granting of the modification does not negatively impact any safety features of the Project nor create hazardous conditions or features.

APPENDIX D –Processing of Implementing Approvals & Modification of Standards (Permitting)

Section 1.0	Purpose and Intent
Section 2.0	Application Procedures & Establishment of Authority
Section 3.0	Land Use Permits
Section 4.0	Construction Permits
Section 5.0	Appeals
Section 6.0	Modification of Standards
Exhibit L-1	Notice Requirements

1.0 Purpose & Intent

The process described in this Appendix establishes permit application review and the processes for modification of Development Agreement Standards and Guidelines. The goal is to facilitate future project approvals so long as they are within the SEPA Project Envelope and consistent with this Development Agreement.

1.1 Permit Establishment

The Project is governed by the following permits:

- Land Use Permits
- Utility Permits
- Building Permits
- Other Permits

Land Use Permits

The occupation or utilization of land as allowed by the City of Issaquah, upon issuance of written governmental approval. Land Use Permits include Site Development Permits, the division or consolidation of property, Home Occupations and Boundary Line Adjustments.

Utility Permits

The broad category of permits used to construct non-building improvements. Utility Permits include: clearing, grading, landscaping, plaza construction, street construction, trail construction, the construction of parking, etc.

Building Permits

The governmental approval necessary to construct a building or other significant structure, as required under IMC 16.04

Other Permits

Any permit or decision not described by the above-listed categories. Other permits include, but are not limited to: Sign Permits, Critical Area Studies, Administrative Decisions, etc.

1.2 Process Objectives

The preferred process for reviewing and approving the Designated Official's portion of land use and construction permits for the Project is one that is intended to eliminate the submittal/ design review/ redesign/ review redesign process. The preferred process is consensual, collaborative, interactive, adaptive, accessible, reasonable, creative in

problem solving, innovative, non-bureaucratic, and therefore more efficient. The goal is to create a team of City and applicant members, who through the involvement of key decision-makers, open mindedness, communication, innovation, and exploration are able to develop a synergy that achieves the vision of the project. This develops from early contact with the Designated Official to discuss the process and project, as well as early meetings with the Designated Official, ~~such as the recommended optional meetings described below~~. The applicant's choice to not fully utilize the meetings described below may result in a less efficient review process and the inability of the Designated Official to meet the proposed review process objectives described in the first two sentences above.

2.0 Application Procedures & Establishment of Authority

2.1 Coordination and Collaboration

Early coordination and collaboration discussion is intended to save the applicant time and resources in the preparation and processing of the application so that it is consistent with the Development Agreement and other governing documents and codes. Early collaboration enables the applicant to become familiar with the applicable policies, plans, guidelines, and standards; for the staff and the applicant to review the general characteristics of the site and the concepts for a proposed project; and to discuss the coordination of all necessary permits and procedures. The applicant must have held at least one ~~(preferably more)~~ Coordination and Collaboration meetings with the City prior to submittal for a Pre-Application Meeting. The meeting should take place prior to detailed work by an engineer, architect, or planner.

2.2 Pre-Application Meeting

Applicants must hold at least one project pre-application meeting with the Designated Official, and the staff of key departments, prior to each land use permit submittal. The meeting should take place following submittal of a set of plans with a solid concept but prior to full land use permit detailed work by an engineer, architect, or planner. The purpose of this meeting is to eliminate as many potential problems as possible in order for the application to be processed without delay or undue expense. At this meeting, the Designated Official shall make available all pertinent information as may be on file relating to the Project. Discussion topics at this meeting should include policies, agreements, and regulations related to the Project, including but not limited to:

- Features of the proposed development, and the rationale behind them;
- Inconsistencies with applicable codes, standards, the Development Agreement, etc... and possible solutions
- The Swedish Development Agreement and all amendments;
- The City of Issaquah Comprehensive Plan;
- Master Drainage Plan ~~and Technical Information Report~~;
- Applicable Administrative Minor Modifications and Action Memos, as well as the necessity of additional modifications for compliance of this proposal
- Utility Standards for sewer, water, and, roads;
- Confirming water availability;
- Applicable City or other regulations;

- Required environmental documents;
- Required City or other permits.

2.3 Architectural Review Committee

As with other projects zoned Urban Village and governed by a detailed development agreement, this Project is governed by the Issaquah Highlands Architectural Review Committee (ARC), as established through the CC&Rs dedicated on this property. The ARC is a private group which consists of design professionals, residents, and business people that are appointed by the ~~Issaquah Highlands Master-Developer~~ ~~Developer and one (1) representative appointed by the Mayor~~, per the Declarations of CC&Rs who review all land use and some construction permit applications. Membership of the ARC shall avoid conflicts of interest, e.g., current residential parcel builder reviewing the work of another current residential parcel builder and shall strive to provide an objective view of each project.

The ARC shall make decisions based on a set of Architectural Standards. The Master Developer shall provide a copy of the Guidelines to the Designated Official for their records. The Master Developer will provide the City with a roster of current ARC members on an annual basis.

The ARC's approval letter or stamp, including the conditions of approval, must be submitted to the Designated Official when the application is submitted for City review and approval. Upon prior written approval by the ARC and the Designated Official, concurrent review by the two entities may be permitted, if both the ARC and the Designated Official agree that concurrent review will not impede their review. Enforcement of the ARC's standards, conditions, and suggestions are the responsibility of the Master Association and its ARC, as applicable.

2.4 Commission

A public Commission comprised of members appointed by the Mayor and organized and managed by the Designated Official, shall make decisions and/or recommendations as specified in this Appendix ~~D (Permitting)~~. The Commission reviews subsequent development standards and guidelines not adopted as part of the Development Agreement. The Commission will also be included in any major revisions to the Guidelines that may occur after their adoption.

They conduct a planning-level review of specified land use actions within the projects for conformance with policies, goals and objectives contained in City of Issaquah's Comprehensive Plan and in the adopted development agreement. These reviews shall result in a decision or recommendation by the Commission in accordance with ~~Section 3.142.9 of this Appendix D (Permitting)~~. Commission procedures and membership shall be governed by a set of bylaws or rules.

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2.5 Designated Official

As defined in [Attachment 2](#) and [Attachment 1 Section 28](#) (Definitions) of the Main Body of this Agreement.

2.6 Plan Required

For all improvements authorized and/or regulated by this Agreement, the Master Developer or its designee will submit a plan and application for permit. The submittal requirements will be on file with the Designated Official and will be made available upon request. All plans shall be prepared by a professional qualified in the design of the improvements desired, as determined by the Designated Official. The submittal shall include all permanent surficial, below ground and above ground features including necessary utilities such as vaults, pedestals, and fire hydrants. If landscaping is required as part of a proposed project, the Landscape Plan must be applied for with the Land Use or Construction Plans, as applicable.

2.7 Submittal of Applications

2.7.1 Submittal Types

Type	Submitted to:	Administered by:
Land Use	Permit Center	Designated Official
Building Permits	Permit Center	Building Official
Utility Permits	Permit Center	Designated Official
Other Permits	Permit Center	Designated Official

2.7.2 Complete Application Decision

2.6.2.1 Basis

As used in this Appendix, “complete” shall mean the materials submitted that are sufficiently complete to allow continued processing and review by the City, based in part on the submittal requirements (general and as reviewed with staff for this application), even though additional information may be requested or modifications may be subsequently requested. The determination that an application or modification request is complete shall not preclude the City from requesting additional information or studies, nor does a determination of completeness mean that the City necessarily agrees with the conclusions and recommendations included in the application or modification materials. If the application or modification request is deemed complete under [Section 2.6.2.2](#), review by the Building Official (if Building Permit) and Designated Official shall begin.

2.7.2.2 Completeness Decision

Within fourteen (14) calendar days of receiving a land use application or modification request, the Designated Official shall determine if the information contained in the application or modification request submitted by the applicant is complete, including the necessary SEPA documents. If

the application or modification request is deemed incomplete, it shall be returned to the applicant within fourteen (14) calendar days with written documentation of the inadequacies. Once the application is resubmitted, the City will have fourteen (14) calendar days to deem the re-submittal complete.

If the Designated Official does not notify the applicant within fourteen (14) calendar days of receipt of an application or modification request, it shall be deemed complete, and review shall proceed. The timelines listed in [Section 2.8-9](#) shall only commence once the application has been deemed complete.

2.7.3 Public Notice

2.7.3.1 Required

For any permit that the City of Issaquah ordinarily requires to have public notice as identified in Exhibit [D-1](#) (Noticing Requirements), a public hearing, or meeting shall be required. Applications for permit or decisions pursuant to this Appendix [D](#) (Permitting) shall be posted on the City's webpage, as determined by the Designated Official.

2.7.3.2 Not Required

Public notice is not required on the following applications or similar type applications, as determined by the Designated Official: Lot Line Adjustments, Lot Consolidations, Administrative Minor Modifications, Confirmation of Applicant Elections. Public notice is also not required for Building Permits, Utility Permits, or Other Permits [listed in D-1](#) (see Exhibit [D-1](#)).

2.7.3.3 Requirements

The determination that public notice is required shall be consistent with the Issaquah Municipal Code requirements, unless otherwise specifically modified through this Agreement (Exhibit [D-1](#)). Public notice, when determined to be required, shall meet the requirements (e.g., number, type, location, etc.) established by the Issaquah Municipal Code in effect at the time of this Agreement adoption, unless those requirements are superseded by State or Federal regulations.

2.7.4 Comment Letter

2.7.4.1 Timing

For any application allowed by this Appendix, the Designated Official must, following the determination that an application is complete, conduct and complete his or her review, and furnish the applicant with written comments (Comment Letter). Until the applicant provides acceptable written response to all comments, the review timeline is placed on hold.

If a SEPA determination is required for any application, that determination shall be part of the administrative review, and the applicable subsequent time periods per the Issaquah Municipal Code governing the SEPA action shall be followed.

If requested by the Designated Official or the applicant, a meeting shall be held no later than a seven-day period following the issuance of the Comment Letter. At this meeting the Designated Official shall indicate the basis and/or reasoning for each written comment and shall accurately set forth any oral commitments made to the applicant.

If no comments are provided, or conditions or additional information are requested by the City, then no Comment Letter is necessary.

2.7.4.2 Contents

The Comment Letter required for Land Use and Construction Permits shall address the following:

1. Conformance of the application materials with the policies, agreements, guidelines, standards, and regulations relating to the Project;
2. Any additional conditions that must be satisfied, and any corrections and additional information that must be provided for review of the proposed development; and
3. Any recommendations that the Designated Official believes will assist the project in meeting the goals, guidelines, and vision of the Project.

2.7.4.3 Preparation

The Comment Letter is prepared by the Designated Official or in the case of Building Permits, by the Designated Official and Building Official for their respective portions.

2.8 Studies and other subsidiary activities and Review Timelines

2.87.1 ~~Critical Areas Studies (as defined in Appendix G, Critical Areas Regulations) and specialty studies~~ are handled with the following timelines:

- 2.87.1.1** ~~Critical areas or s~~Specialty studies independent of an application will be processed as an Administrative Action except that the number of days to the Comment Letter will be 21 days, except in the following situations, when the time will be negotiated between the Designated Official and applicant:
- the study area is greater than one acre; or,
 - review of the study requires consultants with specialized technical expertise that are not currently under contract with the City or Master Developer.

2.87.1.2 The timelines and review process for other subsidiary activities, such as studies other than geotechnical or critical area, are established by the permit with which they are connected.

2.87.1.3 ~~Critical Area studies shall be noticed on the City webpage reviewed consistent with the IMC.~~

2.9 Review Timelines

Permit	Hearing	Decision Body	ARC Review	Review Target*
Short Plat	No	Designated Official	No	45 days
Site Development Permit (≤ 3 acres)	No	Designated Official	Yes	45 days
Site Development Permit (> 3 acres)	Yes	Commission	Yes	90 days
Preliminary Plat	Yes**	Hearing Examiner (with rec. from Commission)	No	120 days
Lot Line Adjustment	No	Designated Official	No	45 days
Lot Consolidation	No	Designated Official	No	45 days
Critical Area Studies Specialty Studies	No	Designated Official	No	21 days
Final Plat	No	Hearing Examiner	No	40 days
Administrative Modification	No	Designated Official	As determined	21 days
Major Modification	Yes***	City Council (with rec. from Commission)	No	160 days
Sign Permit	No	Designated Official	Yes	16 days
Utility Permits	No	Designated Official	depends on Permit	40 days
Building Permit	No	Building Official	Yes	Varies

*All timelines are in Calendar days and do not include the 14-day Completeness Review

**Held at Commission

***Held at Council

2.10 Permit Decision

Applications shall be approved if consistent with the provisions of this Agreement and may only be denied if outside the approved envelope or inconsistent with the Development Agreement Guidelines or Standards.

Following review of the permit, the Designated Official and/or Building Official shall issue a written decision for approval, approval with conditions, or denial of the application or modifications, within the time periods and procedures specified above. As part of this process, the Designated Official and/or Building Official shall route applications to other City Departments that may have an interest in the application and assume responsibility for coordination of comments.

The written decision shall indicate the basis and reasoning for any denial of an application or for the imposition of any condition and shall be transmitted to the applicant within three (3) working days of its issuance. If a SEPA determination is required for any Administrative Action, the provisions of Appendix PL (SEPA) Section 43.2 shall be followed.

Following a written decision, a 14-day Appeal Period shall be observed.

2.11 Time Periods

2.101.1 Any permitting time period can be extended through mutual agreement between the applicant and the Designated Official. Unless specified otherwise, all times given in this Appendix shall be calendar days. If the deadline for a particular action falls on a weekend or holiday, the deadline shall be moved to the following business day. The City shall not be subject to damage claims or liability for missing the timelines set forth in this Appendix 4D (Permitting), but rather the Master Developer's sole remedy shall be a refund of fees for the delinquent permit. The Master Developer shall be deemed to have waived the refund if the Master Developer fails to request the refund within 30 days after the deadline is missed.

2.101.2 If in response to a City comment or request for additional information, conditions, or corrections, the applicant submits materials or responses that are beyond the scope of the comment or request, then the decision time period shall begin anew as a new application, as to those materials or responses that are beyond the scope of the comment or request. If the material submitted is substantially or wholly changed, the resubmittal will be treated as an entirely new application.

2.101.3 Land Use permit approvals shall be in effect for the duration of the Buildout Period of the Development Agreement.

2.101.4 Other agencies having authority over some portions of implementing approvals that can impact development, e.g., Department of Health, Department of Ecology, Department of Natural Resources, Department of Transportation. The City does not and cannot control these other agencies, their needs, and their review times; the applicant has to obtain the approval from these other agencies in a timely manner. In no way will the impacts of the lack of approvals or their impact on an applicant's schedule, be the responsibility of the City.

2.12 Maintenance, Securities & Guarantees

2.12.1 Public & Private Improvements

- A. All Utility Permits, prior to their issuance, require the applicant to post with the City a performance guarantee in a form approved by the Designated Official, equal to 150 percent of the total costs of the improvements permitted; or, equal to 150 percent of the estimated cost to restore the site should construction not be completed per the terms of the permit.
- B. The performance guarantee shall be replaced with a maintenance guarantee for public improvements once the construction has been deemed complete by the Designated Official. The maintenance guarantee shall represent 50% of the project value and will be posted for 1 year to cover defects.
- C. Corrective Measures: If any portion of the guaranteed improvements is found to be defective during the maintenance period, the Designated Official shall notify the applicant of the required corrective action. If the applicant fails to take corrective measures within 60 days, the Designated Official may utilize the posted guarantee to correct the damaged or defective improvements.
- D. At the end of the maintenance period, the Designated Official shall return the remaining guarantee to the applicant.

2.12.2 Landscaping (non-Critical Areas)

- A. All landscaping and necessary irrigation systems shall be installed per approved plan in a safe, healthy and attractive manner. To insure this occurs, the applicant shall provide a performance guarantee, in a form approved by the Designated Official, equal to 150 percent of the total costs of the improvements permitted. This guarantee shall be provided prior to permit issuance.
- B. Following installation to insure that all plant material is maintained in a healthy and attractive manner through its establishment period, the applicant shall provide a surety in the amount of 50% of the value of the plant material and irrigation installed for a period of two (2) years.
- C. Corrective measures: If any portion of the approved landscaping dies or is not maintained in a healthy manner, the Designated Official shall provide the applicant with a correction letter. If corrective actions are not taken within 60 days, the Designated Official may utilize the guarantee provided to restore which may include the replacement of landscaping, weeding, litter removal or other activities deemed necessary by the Designated Official to restore the area to permit condition.
- D. At the end of the establishment period, the Designated Official shall return the remaining deposit to the applicant.
- E. All landscaping permitted through this Agreement shall be maintained in perpetuity, unless removed per the provisions of Appendix ~~EH~~ (Landscaping); or, replaced through subsequent permit approval.

2.12.3 Critical Area Improvements

Refer to Section 16 in Appendix G (Critical Area Standards) for bonding requirements.

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2.12.4 Optional Project Guarantee

At the request of the Master Developer, the Designated Official may consider other forms of project guarantee. Optional guarantees have been approved for Issaquah Highlands and Talus.

2.12.5 Surety Reduction or Release

The Designated Official may relieve or retire portions of performance bonds when portions of facilities have been completed and no longer pose a completion or performance risk for the City. Partial release is at the sole discretion of the Designated Official and is subject to the appropriate maintenance sureties being in place and will not be unreasonable withheld.

2.13 Fees

Applicants shall pay all City permitting fees due at the time of application. A list of current permit fees is available at the City's Permit Center.

2.14 Enforcement

Unless otherwise specifically provided in this Agreement, all necessary Enforcement actions caused by violations of this Agreement shall be subject to the applicable code enforcement and penalty provisions set forth in the Issaquah Municipal Code at the time of infraction.

2.15 Plan Revision

All significant revisions to an approved Permit shall be shown on a revised Permit application and submitted to the Designated Official. Plan revisions shall include the same level of detail as in the approved plan. Minor plan revisions may be processed as a part of the approved plan set. Significant revisions shall require the submittal of a new permit application. A revised plan must be approved prior to construction of the revised plan elements.

3.0 Land Use Permits

Land Use Permits are required for all planned, above-grade structures or improvements occupying land within the Project not covered by other permits. Land Use permits may, as determined by the Designated Official, be processed concurrently with either Building or Utility Permits.

4.0 Construction Permits

4.1 Building Permits

Building permits are reviewed by both the Designated Official and the Building Official as well as other appropriate City departments as determined by either the Designated Official and/or the Building Official. Building Department review timelines are based on staffing and permit workload. The applicant is encouraged to schedule a pre-application meeting with the Building Department a minimum of six (6) months prior to anticipated Building Permit submittal.

4.2 Utility Permits

4.2.1 Procedures

The time periods and procedures for the submittal and review of Utility Permits are specified in [Section 2.0](#) of this Appendix.

4.2.2 Utility Structure Construction

Utility structures that are facilities with regular entry permitted to persons, such as pump stations and similar structures, require a Utility permit and a Building Permit as well as a Site Development Permit (SDP). The Utility Permit for these kinds of utility structures and the SDP may be applied for and reviewed concurrently, at the discretion of the Master Developer.

4.2.3 Permit Issuance for Utility Permits

Once the plans have been approved by the Designated Official, the permit shall be issued within seven (7) calendar days. The permit consists of an approved set of drawings that have been signed by the Designated Official and other relevant members of the City; any permit conditions will be written onto the approved drawing set.

4.2.4 Field Change

After a Utility Permit has been issued, changes in the field to the approved plans may be permitted. Field changes are allowed when, in the opinion of the Designated Official's site representative (i.e., field engineer, landscape inspector, etc.), the change is:

1. Consistent with the approved design intent;
2. Allowed by the Engineer in Responsible Charge;
3. Will not involve a change in cost to the Applicant or is approved in writing by the Applicant;
4. Does not impact and does not need to be reviewed by other City disciplines (i.e., engineering, landscape architecture, planning, or administration);
5. Does not require the Architectural Review Committee's approval, and
6. Will not negatively impact any adjacent properties.

4.2.5 Design Change

After a Utility Permit has been issued, any changes to the approved plans that do not meet all the criteria for approval as a Field Change, require the submittal and approval of a Design Change by the Designated Official. Design Changes shall be processed in 5 days following ARC sign off (if necessary), unless additional information is requested to render a decision.

4.2.6 As-builts

For the following types of Utility Permits, As-builts that comply with the City's requirements must be furnished by the applicant and accepted by the Designated Official prior to the City accepting the facility: roads, water, sewer, stormwater, landscape (e.g., associated with public roads, trails, parks), or other utility facility (e.g., reservoir, pump station). As-builts must be provided to the City at a scale and a format determined by the Designated Official. [Section 4.3](#) (Electronic Information) of this Appendix for related information.

4.3 Electronic Information

All utility as-builts and the Project stormwater model, as well as some land use permits, must be submitted to the City in an electronic format for inclusion in the City's mapping. Electronic records are necessary for project completion and surety release. The following types of approved land use permits must be provided to the City at a scale and a format determined by the Designated Official: short plat, administrative site development permit, site development permit, lot line adjustment, lot consolidation, preliminary plat, and final plat. The Designated Official may add other types of permits to this list if they are necessary for City mapping and record keeping. See Section 4.2.6 of this Appendix for information on as-builts.

5.0 Appeals

5.1 Appeals of Building Permits

Appeals of any building permits shall be to the Hearing Examiner per the current City code in effect at the time of the appeal.

5.2 Appeals of Utility or Other Permits

There shall be no administrative appeal of any Utility or Other permits authorized by this Appendix. Any appeal or review of construction permits shall be governed by applicable state law.

5.3 Appeals of Land Use Permits

5.3.1 Criteria

Appeals of any land use decision are permitted to be filed only by the applicant, the Designated Official, property owners within three hundred (300) feet of the proposed action, or other persons claiming to be directly harmed by the proposed action. Any appeal shall be in writing and shall clearly and specifically:

- a. Include specific statements as to how the requested approval is inconsistent with or beyond the Project Envelope established through the Development Agreement;
- b. Identify the decision being appealed and the alleged errors in that decision;
- c. State specific reasons why the decision should be reversed or modified;
- d. State the harm suffered or anticipated by the appellant as a result of the decision, and the relief sought; provided that if the appellant is a group or organization, the harm to any one or more members of the group or organization must be stated; and
- e. State the desired outcome of the appeal.

The scope of the appeal hearing and decision shall be based solely on matters or issues raised in the statement of appeal.

Within fourteen (14) calendar days after the date of filing of an appeal, the Hearing Examiner (except when the Hearing Examiner's decision is being appealed, then the review of criteria shall occur at the appeal's hearing) shall determine whether the statement of appeal satisfies the four requirements for a valid appeal stated above and whether the appropriate fees, if any, have been paid.

If the Hearing Examiner determines that the appeal requirements have been met and the requisite fees have been paid, then the appeal shall be accepted and a date assigned for an appeal's public hearing. If the Hearing Examiner determines that a statement of appeal does not satisfy the above criteria; or, that the requisite fees have not been paid; or, that the appeal period has expired, then the Hearing Examiner shall dismiss the appeal and issue a written notice and mail it to the appellant, the applicant, and the Designated Official.

5.3.2 Timelines and Decision Makers

The following table briefly identifies the entity that will hear the appeal. More specific information describing timelines and process are provided below.

ORIGINAL DECISION MAKER	APPEALS DECISION MAKER	APPEAL FILING PERIOD	APPEAL DECISION PERIOD	SUBMIT TO
Designated Official Building Official	Hearing Examiner	14 days	30 days*	Permit Center
Commission	Hearing Examiner	14 days	30 days*	Permit Center
Hearing Examiner	City Council	14 days	40 days**	City Clerk
City Council	Superior Court	21 days	NA	Superior Court

* After the hearing.

** After filing of the appeal.

5.3.3 Fees

All appeals must be accompanied by payment of any required appeal fee. Appeal fees are available in the Permit Center. Failure to pay the fee at the time of appeal submittal or prior to the final date of appeal submittal as specified below, will result in the dismissal of the appeal. If an appeal is rejected, the pro-rated portion of the fee not utilized by the City will be returned to the applicant.

5.3.4 Process

All appeals must meet the following timelines and processes. Public notice shall be provided as specified in the Issaquah Municipal Code. Before being considered a valid appeal, any appeal of a land use permit must meet the criteria established in this Appendix.

5.3.4.1 Appeals of Administrative Land Use Permit or Building Permit

Actions: A statement of appeal of all or any portion of a permit must be filed with the Permit Center within fourteen (14) calendar days after the Designated Official/Building Official issues the decision; or, within fourteen (14) calendar days of a Commission decision. An open- or closed-record public hearing, as appropriate, to be conducted and decided pursuant to Issaquah Municipal Code regulations governing open-record appeal hearings, shall be held by the Hearing Examiner or the City

Council, as appropriate. The Hearing Examiner shall issue his or her decision within ten (10) Calendar days after the hearing.

5.3.4.2 Appeals of Hearing Examiner Actions: An appeal of all or any portion of a Hearing Examiner decision must be filed with Permit Center within fourteen (14) calendar days after the Hearing Examiner issues his or her decision and mails it to the applicant. The City Council shall decide the appeal, at a closed record hearing, within thirty (30) days after the appeal is filed. The closed record will be that created before the Hearing Examiner.

5.3.4.3 Appeals of City Council Actions: The Council's decision shall be final, unless a timely appeal is filed in superior court. Any appeal of an action governed by the Land Use Petition Act, CH. 36.70C RCW, must be filed in superior court within the time provided in that act. An action not governed by the Land Use Petition Act must be appealed by filing a petition for a writ of review in superior court within twenty-one (21) days after the date of the City Council's decision on the appeal or action.

5.3.4.4 Appeals of SEPA Decisions: Appeals of SEPA decisions shall be regulated by the Issaquah Municipal Code.

6.0 Modifications To Development Standards And Design Guidelines

Adopted Development Standards and Design Guidelines may be modified by the Master Developer and the City using the following processes:

6.1 Action Memos

The purpose of an Action Memo is to document an action or interpretation of the Designated Official to provide a record or direction for future actions. By way of example, an Action Memo may be used in the following situations:

- a. Clarify or interpret the intent of an existing Development Agreement standard or guideline; or,
- b. Resolve a conflict between existing standards and/or guidelines; or,
- c. Resolve a conflict between existing standards and/or guidelines and City standards when a City standard is invoked; or,
- d. Document administrative rules and procedures; or,
- e. Document a specific decision-making process or rationale used with an application, for reference as future policy; or,
- f. Other changes that the Designated Official determines are consistent with the intent of Action Memos, as established above.

Action Memos are Administrative Decisions issued by the Designated Official and are the functional equivalent of Interpretations issued pursuant to IMC 18.01.050. General Action Memos that are applicable both to current and future use of the Development Agreement shall be distributed to all parties (i.e., current and future Project Builders) and Master Developer. Action Memos regarding specific applications or situations shall be distributed to the affected parties, as well as the Master Developer, though broader

distribution is permissible if appropriate. A comprehensive catalogue of all Action Memos shall be maintained by the Designated Official, and be made available to interested parties. Action Memos and Administrative Decisions issued pursuant to this Agreement shall have the same effect and be enforceable as a provision of IMC Chapter 18.

6.2 Administrative Modifications

Any modification that does not meet the description of an Action Memo as described above, or meets the criteria as described below in [Section 6.3](#) (Major Modification that require Council approval), will be considered an Administrative Modification.

6.2.1 Authority

Unless otherwise specified, the Designated Official may vary the specific requirements of the Development Agreement as an Administrative Modification, pursuant to the procedures set forth in this Appendix so long as the proposed amendment is consistent with any specifically-identified criteria and the vision described in Appendix A (Goals) and Appendix B (Design Guidelines) of this Agreement.

6.2.2 Purpose

The purpose and intent of Administrative Modification is to provide for flexibility that is compatible with the Project character and vision established in the Goals (Appendix A) and Design Guidelines (Appendix B), without permitting an adjustment that negatively impacts the Project or surrounding uses. The proposed modification will be reviewed against the Criteria established in the Appendix in which the provision to be modified is located, or if no Criteria are provided in the Appendix, then against the Flexibility Objectives located in the Main Body, [Section 21-18.1](#).

6.2.3 Process

Through Administrative Review the Designated Official with concurrence from the Master Developer has the authority to make decisions regarding Administrative Modification. The Designated Official shall consider the application information, which has been provided by the applicant, regarding the approval criteria located in each Appendix as well as the Flexibility Objectives located in the Main Body. The Designated Official's decision on the Administrative Modification of standards is final unless appealed, as provided in Appendix [L-D](#) (Permitting) of this Agreement.

6.3 Major Modifications

Any Major Modification to the Development Agreement shall be decided by the City Council and must have the concurrence of the Master Developer. Major Modifications shall be limited to the following requests:

- Increase in Entitlement
- Changes to Project Boundaries

- Changes to approved land uses
- Increase in building height
- Change to the Term
- Changes to the procedures listed in this Appendix ~~D~~ (Permitting)
- Changes to the Required Project Elements (Section 2 of the Main Body)

Exhibit DL-1 Noticing Requirements

	AMM	SDP	LLA	PP	FP	SP
Notice of Application - Adj Property Owners & Parties of Record	no	Yes	Yes	Yes	yes	Yes
Notice of Meeting - Adj Property Owners & Parties of Record	No	Yes*	no	yes	yes	No
Notice of Decision - Adjacent Property Owners	no	no	no	no	no	No
Notice of Decision - Parties of Record	yes	yes	yes	yes	yes	Yes
Notice of Decision - Applicant	yes	yes	yes	yes	yes	Yes
Legal Notice to Paper	no	Yes*	no	yes	yes	No
Site posting	no	Yes*	no	yes	no	No
Notice on website	yes	yes	yes	yes	yes	yes

*for applications >3 acres

- AMM – Administrative Minor modification
- SDP – Site Development Permit
- LLA – Lot Line Adjustment
- PP – Preliminary Plat
- FP – Final Plat
- SP – Short Plat
- CAS – Critical Area Studies (Notice shall be provided on the City webpage)
- SEPA – revisions to the SEPA Project Envelope will be noticed similar to a SDP

NOTE: All Appendix E graphics have not been updated, but will prior to submittal to Council for decision.

APPENDIX E – Circulation Standards

- Section 1.0 Purpose, and Intent ~~and Guidelines~~**
- Section 2.0 Applicability**
- Section 3.0 Master Circulation Plan-Concept**
- Section 4.0 Circulation Requirements**
- Section 5.0 Circulation Types and Descriptions**
- Section 6.0 Circulation Users, Surfaces, Amenities**
- Section 7.0 Right-of-Way Use**
- Section 8.0 Administrative Modification of Standards**
- ~~Exhibit D-1 Master Circulation Plan Trails~~
- ~~Exhibit D-2 Master Circulation Plan Bike Routes~~
- ~~Exhibit D-3 Master Circulation Plan Streets~~

1.0 Purpose, and Intent ~~and Guidelines~~

~~1.1 Purpose and Intent~~

The purpose of this Appendix is to establish standards for the design, configuration and performance of circulation within the Project; to support the overall vehicular mobility of the City and to provide consistency with the City's bike and pedestrian a ~~detailed~~-bike and pedestrian connection plan-for the Property that supports the City's goal to plan for citywide bicycle and pedestrian mobility. Circulation encompasses all public and private facilities necessary for motorized and non-motorized movement including pedestrians, bicycles, and vehicles. Circulation is intended to:

- A. Ensure adequate, safe, and reasonable access and connectivity to and through the Project;
- B. Allow for flexibility in the design and location of circulation facilities;
- C. Establish a Sociable Public Realm that helps to define the character and image of the Project;
- D. Establish criteria that clearly identifies that pedestrians and non-motorized transportation as well as street character are prioritized over motorized transportation and traffic volumes;
- E. Provide a variety of facilities that accommodate the multiple functions that may occur within Circulation Facilities such as connectivity, recreation, passive use, informal gathering, stormwater, and view preservation;
- F. Accommodate incremental and phased development;
- G. Promote the use of circulation facilities as stormwater management facilities;
- ~~H-G.~~ Provide facilities appropriate for the anticipated use with a minimum of paving;

~~H.H.~~ Allows flexibility to adapt to changing market needs and implement changing community priorities over the span of a multi-decade Development Agreement.

2.0 Applicability

These standards apply to all new vehicular (streets, alleys, private drives and other vehicular access ways) and non-vehicular (trails, sidewalks, shared surfaces, and other non-motorized pedestrian and bike ways except as noted below) routes proposed within the Project. Public and private facilities regulated by this Appendix will be built to the same standards. The Designated Official shall ultimately determine whether certain types of non-motorized connections, as noted below, are exempt from the provisions of this Appendix.

- A. Regulated pedestrian routes, often trails or sidewalks, are those which are necessary to create a connected, direct, easy to use pedestrian friendly community. They are regulated by this Development Agreement's standards and guidelines.
- B. Non-regulated paths are informal routes added for convenience but not necessity. However, it is at the ~~Property Administrator's~~ Master Developer's discretion which Circulation facility is used.

3.0 Master Circulation Concept

Master Circulation concept is:

- 3.1 Pedestrian circulation begins with the existing circulation on sidewalks and trails. Circulation Guidelines and the preliminary plat which created the Project (PP05-004IH), indicate additional circulation needs in the undeveloped block between NE Discovery and NE Blakely Drives, 7th and 8th Avenues NE. Final locations will be established through land use permitting.
- 3.2 Bike circulation will be evaluated and identified, if necessary, during land use permitting.
- 3.3 Vehicular circulation is considered complete though additional circulation, internal to the undeveloped block may be identified during land use permitting.
- 3.4 Minor modifications and significant revisions shall be reviewed consistent with the provisions of Section 8 of this Appendix and Appendix ~~LD~~ (Permitting) as well as consistency with the Development Agreement including the Project's Goals (Appendix A) and Design Guidelines (Appendix B). The submittal requirements shall be established by the Designated Official.

4.0 Circulation Requirements

Section 4.0 describes the general requirements for Circulation incorporated into the Project. The following requirements apply to all circulation types, unless explicitly indicated otherwise:

- A. **Bike Lanes:** Designated bike lanes will be a minimum of five (5) feet in width.
- B. **Bike Rail:** May be required in association with stairs where they are part of a bicycle route.

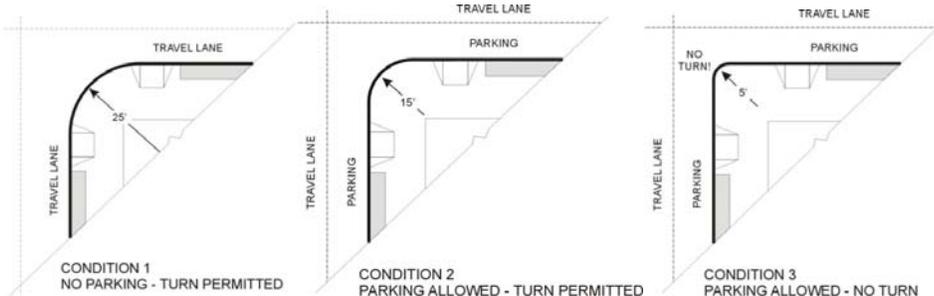
~~C.~~ **Boardwalks:** Signs requiring bicyclists to dismount on boardwalks shall be provided unless the Tread is a minimum of eight (8) feet wide.

~~D.C.~~ **Building Entrances:** Primary building entrances may not be accessed from [Urban Walks](#), Alleys, Paths, or non-pedestrian oriented Circulation Facilities or parking lots, though secondary pedestrian entrances may be located from these facilities.

~~E.D.~~ **Closures:** Circulation facility closures may occur as long as local emergency services are maintained and alternative access is identified and provided:

1. Privately owned Circulation Facilities may be temporarily closed at the owner's discretion.
2. Publicly owned circulation facilities may be periodically closed for maintenance or special events, as approved by the Designated Official.

~~F.E.~~ **Curb radii:** Curb radii for vehicular circulation are:



~~G.F.~~ **Curb ramps:** Curb ramps for pedestrians shall maintain the direction of travel and point a user at the opposite ramp, and not into a travel lane.

~~H.G.~~ **Curbs:** Where curbs are required, all curbs shall be vertical, except where the Designated Official determines alternative curbs are necessary for unique access requirements such as fire or garbage truck turning movements on narrow streets. No extruded curbs are allowed.

~~I.H.~~ **Drainage:** Adequate drainage shall be provided without directing stormwater from circulation facilities onto private property.

~~J.I.~~ **Driveway Design:** see Appendix [H-G](#) (Parking), [Section 8.2](#).

~~K.J.~~ **Easements:** Private circulation facilities may require easements to the City to maintain utilities, access, pedestrian connections, etc.

~~L.K.~~ **Fences:** Open, low fences may be constructed at the outside edge of pedestrian circulation facilities, such as a trail border or sidewalk. Fences may not be located within required landscape such as Borders.

~~M.L.~~ **Grades:** Grades up to and including 12% are allowed on all streets and alleys. Grades up to 15% are allowed on alleys and neighborhood streets when the 15%

section is no more than 300 feet long and is broken by a transition that is 12% or less for at least 50 feet. Intersections with streets steeper than 10% may deviate from conventional vertical curve requirements when, in the opinion of the Designated Official, the intersection design has been mitigated through other design elements.

N.M. Intersections Landings: Street intersection landings may be modified for low volume street intersections and as approved by the Designated Official. The modification should consider the benefits of a reduction in maximum and average road grade in relation to the benefits of the landing.

O.N. Lighting, Circulation Facilities: See Appendix H, for Lighting standards and guidelines.

P.O. Ownership: Roadways may be privately owned or publically owned. Whether public or private, roadways shall be built and maintained to the same standards. Private roads shall include easements to allow public access.

Q.P. Paving Type: Asphalt and concrete pavement may be pervious in order to control stormwater and meet sustainability objectives. Pervious paving must be supported by geotechnical analysis that it will not result in a public or private property nuisance or destabilize adjacent hillsides.

R.Q. Pedestrian Access to Buildings: Pedestrian access shall be directly from Circulation Facilities that include a facility provided for pedestrians such as a sidewalk or trail.

S.R. Pedestrian Crossings and Routes: The design of pedestrian crossings should convey that pedestrians have priority. Pedestrian routes shall maintain a generally direct route.

- i. This would necessitate that the design of vehicular circulation minimize the distance that pedestrians have to cross vehicular circulation areas. Techniques might include bulb outs, medians, refuges, or special treatments and enhancements at intersections, mid-block, or other pedestrian crossings.
- ii. Where pedestrian-only circulation facilities, such as trails, cross vehicular circulation facilities (such as streets) the crossing shall be designed to draw the driver's attention to the possible presence of pedestrians. For example, these crossings might use pedestrian tables or changes in material (e.g., concrete, pavers; not solely paint or striping). Raised crosswalks shall not be used.
- iii. Where pedestrian facilities cross driveways, all grade transition shall occur in the planter strip area and outside of the sidewalk area or pedestrian route. The sidewalk or trail shall be continuous, with no perceived grade change.

T.S. Phasing: In the event a Circulation Facility is phased, the Designated Official may elect to apply additional conditions to ensure each phase complies with the Development Agreement, such as but not limited to, access, safety, fire, parking, etc.

U.T. Routes: To the extent possible, multiple routes shall be provided to each land use and building. On-site connections should be configured to allow multiple routes to any destination and to minimize, for vehicular routes, the length and number of queuing lanes needed for signalized intersections.

~~V.U.~~ **Sidewalks, minimum width:** 6 ft.

~~W.V.~~ **Sight distance, non-vehicular:** Corridors shall allow for adequate sight distances, based on use(s) and locations.

~~X.W.~~ **Sight distance, vehicular:** Sight distance is not regulated for private roads and controlled intersections. Sight distance on public ways shall be 150 feet entering and stopping.

~~Y.X.~~ **Signage:** Provide signage or other indicators for user navigation, wayfinding, and safety where appropriate. See Signs (Appendix I) for available sign types.

~~Z.Y.~~ **Signage Design:** Design signage that is compatible with the character of the community. See Design Guidelines (Appendix B).

~~AA.Z.~~ **Slopes:** Non-motorized circulation shall be located in areas with minimum slopes, where possible, to provide access to people of various age groups and abilities. Where slopes cannot be avoided, non-motorized surfaces up to 12% may use soft surfaces where that surface type is allowed by [Table 6.1](#). Slopes between 12% and 15% must be hard or stabilized surfaces as appropriate for the trail type. Where slopes are 12% or greater, stairs shall be considered. Anywhere steps are used outside of buildings, there must be a minimum of two steps, and they must be generally level, [as determined by the Designated Official](#).

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~~BB.AA.~~ **Street Trees:** All Circulation Facilities with borders in excess of three feet will contain regularly spaced street trees. Trees will generally be placed every 30 feet.

~~CC.BB.~~ **Traffic-calming:** For vehicular routes and/or where pedestrians mix with non-motorized, wheeled equipment such as bicycles, roller-bladers, skate boarders (the specific solution shall be reviewed on a case by case basis), the following traffic-calming techniques are encouraged: chicanes, traffic circles, special striping, special paving, pedestrian tables.

~~DD.CC.~~ **Vehicular Control:** Bollards or other devices shall be used where it is necessary to control or direct vehicular access, or segregate pedestrians and vehicular uses. Examples are where a street transitions to a trail, or where vehicular access is limited to emergency and maintenance vehicles. Bollards shall be designed to be removable where vehicular access is required or desirable. Bollards may be internally illuminated (see Appendix I) and should be well-marked and visible during day and night.

~~EE.DD.~~ **Vehicular Speed:** all Facilities intended for motorized vehicles will be designed for a travel speed of 25 miles per hour.

5.0 Circulation Types and Descriptions

This section describes the types of non-motorized and motorized connections, and their associated performance and design standards. The purpose of developing different circulation facilities is to provide the community with a variety of pedestrian oriented, environmentally sensitive, and practical tools to respond to the intensities of use and context where the circulation facility will be used. There are eight types of circulation facilities as follows:

- 5.1 Urban Trail
- 5.2 Urban Walk
- 5.3 Neighborhood Street
- 5.4 Mews
- 5.5 Alley
- 5.6 Existing Streets
- 5.7 Paths
- 5.8 Fire Turnarounds
- [5.9 Pedestrian Bridge](#)

Note: In these standards, Corridor Width is the total sum of the elements including vehicular and pedestrian facilities. The dimensions of the elements shall not be increased or decreased except with the approval of the Designated Official and the Designated Official will determine if an Administrative Modification is necessary. Only pedestrian, bicycle or landscape element widths should be increased.

See [Section 6.0](#) for additional provisions.

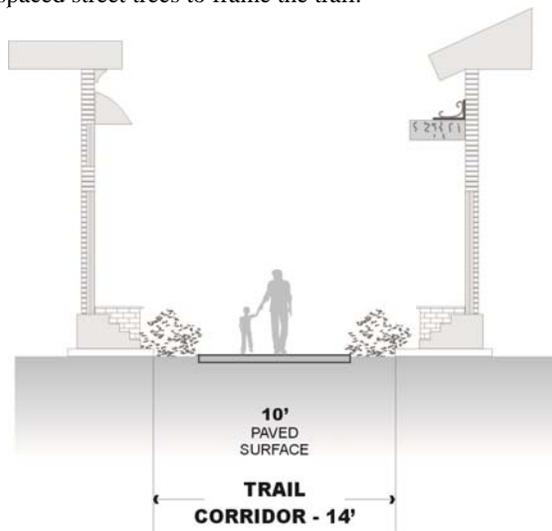
5.1 Urban Trail

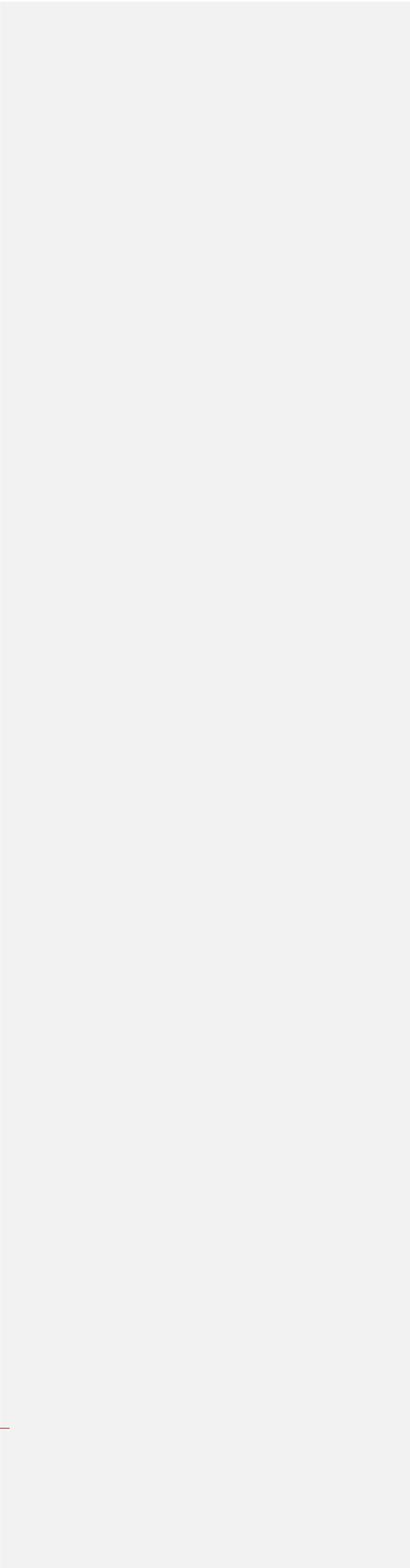
Corridor Width:	14-16 feet
Trail Width:	10 feet, 12 ft if bicycles will use the trail
Vehicular Pavement:	0 feet (restricted use, except Fire and emergency uses)
Bike Lane:	None Shared
Landscaping:	2 foot border each side, Corridor may be widened for open space and gathering areas.

Urban Trails are pedestrian-scale non-motorized corridors for pedestrians (and possibly bicyclists) that provide connections between vehicular or other trail corridors, reduce block lengths and increases block permeability, and create usable outdoor spaces.

Urban trails have plantings in a continuous border, may have a variety of non-asphalt hardscape, and may be intimate connections or overt access routes. They may be used to provide primary pedestrian access to commercial and retail spaces. Trail width may increase depending on the adjacent uses, user demand, topography, and site design. The trail may also be widened where it is appropriate to incorporate a gathering space, outdoor dining area, corridor character, or similar uses. In any setting, the Urban Trail must, however, contain a legible and direct through-route along the corridor length [even where they become part of a Community Space](#).

A minimum Border width is required for Urban Trails but it may increase beyond the minimum width in response to the adjacent uses. At the edge of the border, designs should use elements such as hedges, raised patios, or dense plantings to delineate individual spaces, such as businesses. The border usually includes regularly spaced street trees to frame the trail.

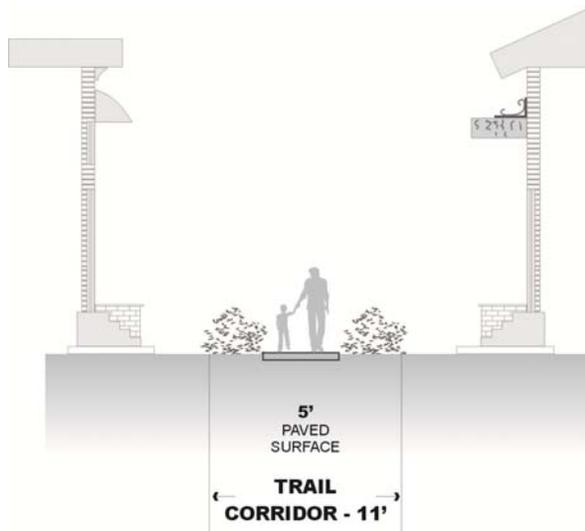




5.2 Urban Walk

Corridor Width: 14~~2~~ feet
Trail Width: 6 feet (paved concrete (may be pervious) or special paving)
Vehicular Pavement: 0 feet (restricted use)
Bike Lane: None
Landscaping: 3 foot border each side, Corridor may be widened for open space and gathering areas.

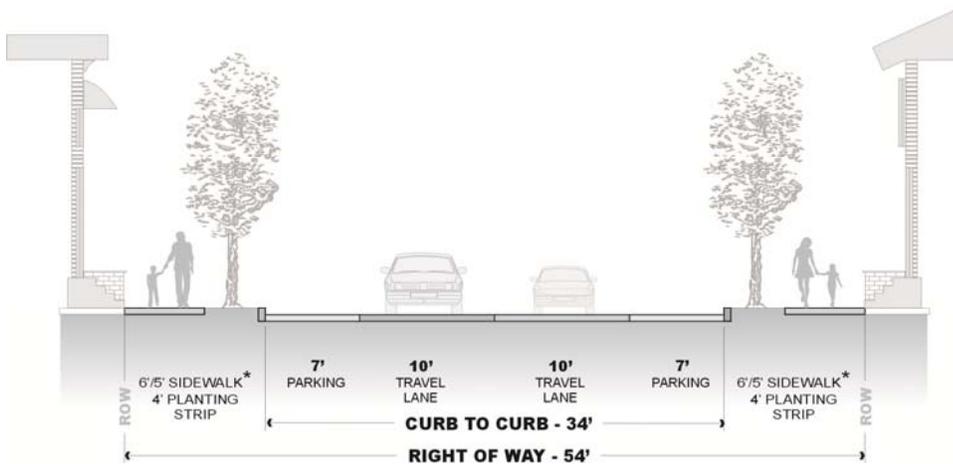
Urban Walks are -required pedestrian routes, essentially sidewalks, which are not associated with vehicular facilities. They differ from Urban Trails in that they are used when a narrow, pedestrian only facility is necessary, rather than a wider pedestrian facility that also accommodates bikes, emergency vehicle access, adjacent uses (e.g., cafe tables, plazas) primary pedestrian entries, and/or general place-making.



5.3 Neighborhood Street

Corridor Width:	54 feet (40' w/o on-street parking)
Sidewalk Width:	6 feet (one each side)
Vehicular Pavement:	20 feet (28 feet with bike lanes)
Number of Lanes:	2 (one each way)
Bike Lane:	Optional (depending if on bike route). 5 feet if provided
On-Street Parking:	7 feet (optional, each side)
Raingardens:	11 feet. Takes the place of the on-street parking and the adjacent planting strip where provided. May be used at a ratio of 5:1 (one parking space may be used for every 4 spaces provided, or the fifth parking space may be used for a rain garden)
Landscaping:	4 foot planting strip

Neighborhood Streets connect the public spaces and businesses with eExisting or additional vehicular Circulation Facilities. Neighborhood streets are designed to be a part of an interconnected and comprehensible circulation network, providing connectivity for pedestrians, bicycles, and vehicles. Bicycles will either be integrated into the travel lanes or be separated in bike lanes. This will be determined based on the land use permit review as well as factors such as vehicular traffic volumes and speeds, the types of vehicles likely to use the street, existing or anticipated bike lanes or trails to ensure clarity and continuity of bicycle circulation.

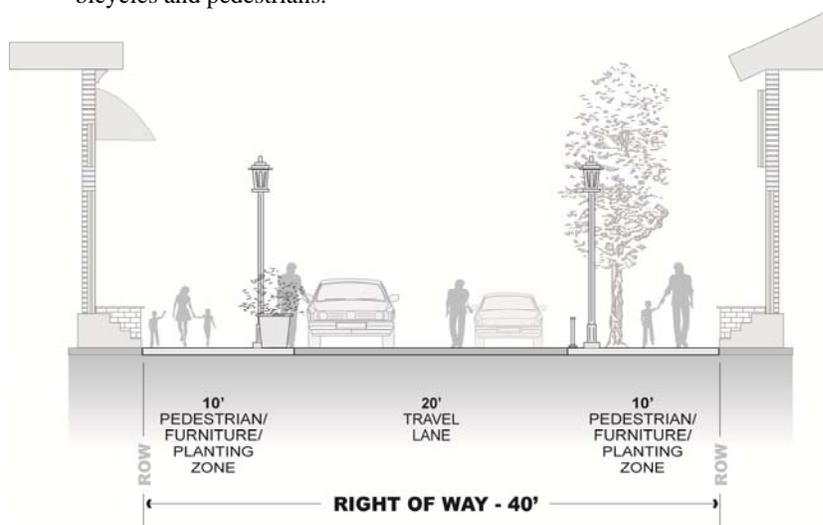


5.4 Mews

Corridor Width:	Variable, 38 feet minimum
Sidewalk Width:	10' Pedestrian Zone each side (minimum)
Vehicular Pavement:	18 feet
Number of Lanes:	2 (one each way)
Bike Lane:	None
On-Street Parking:	As Appropriate (7 feet in width if provided)
Landscaping:	4 feet minimum, with Street Trees in the Pedestrian Zone

Mews are special use streets that 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. Mews are as narrow as possible to form intimate and memorable spaces. They feature a continuous surface throughout the paved portion of the corridor section, thus pedestrian 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 the use of vertical curbs. Flush curbs may be used. To create the character and convey the pedestrian priority of the space, Mews are constructed in concrete or other non-asphalt paving. Materials may include pervious or porous materials.

Pedestrian and vehicular areas might be combined or they might 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.



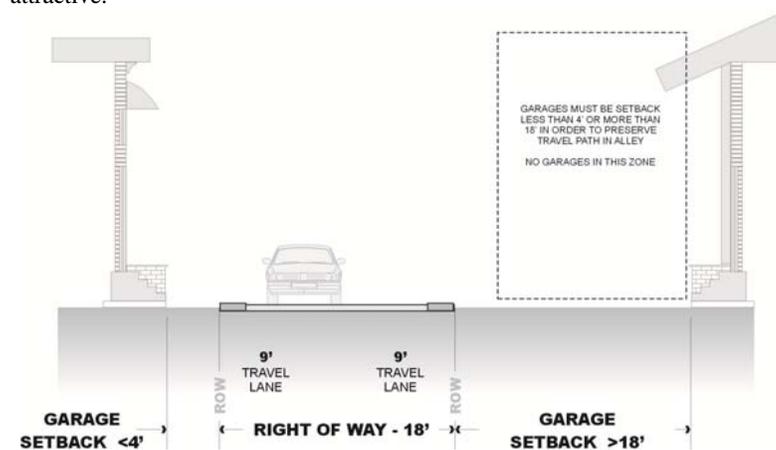
5.5 Alley

Corridor Width:	18 feet
Sidewalk Width:	None
Vehicular Pavement:	18 feet (12 feet asphalt, maximum)
Number of Lanes:	NA
Bike Lane:	None
On-Street Parking:	None
Landscaping:	None required, but encouraged on adjacent private property

Alleys are predominately vehicular corridors located behind commercial, or retail uses. Alleys provide vehicular access to service facilities and parking, reduce the number of driveway entrances, enhance the streetscape by eliminating driveways and increasing the amount of landscape area, and provide the primary vehicular access to the parcels served by the alley. Main pedestrian building entries may not be located on alleys, but secondary ones may be located there.

The edge of the alley paving has no curb and no parking is permitted within the alley, though this may be modified when storm drainage curbs are useful or additional parking may be appropriate. The alley may also be widened adjacent to and to facilitate placing services such as loading, and waste enclosures on it. All alleys must have an inverted crown section unless approved by the Designated Official.

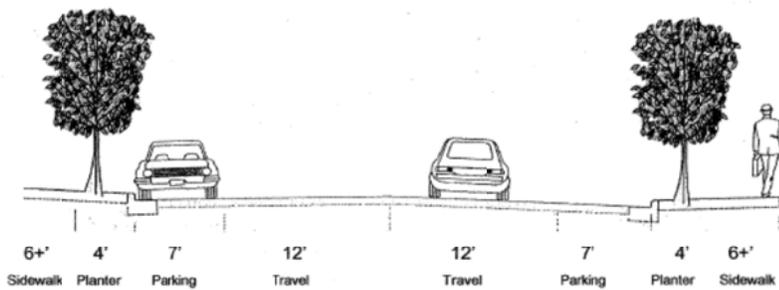
Generally buildings are setback from alleys to provide landscape and ensure vehicular turning movements can be accommodated. The appropriate setback will be determined based on the adjacent land use, the size of delivery and/or service vehicles likely to use the alley, the anticipated times and frequency of use of the alley, the desired character of the alley, and sightlines for vehicles entering or exiting garages, service, and/or loading facilities. Overall the alley should be clean, neat, and attractive.



5.6 Existing Streets

5.6.1 7th Avenue NE, NE Blakely Drive, 8th Avenue NE
 All but NE Discovery Drive have been developed as Non-Residential Streets under the Issaquah Highlands Development Agreement. That standard is adopted by this agreement for those streets, and those streets only, and will be subject to the implementation and modifications appropriate to that standard.

Non-Residential Parallel Parking Street



ADT	Design Speed (mph)	Pavement Width	# of Travel Lanes	Travel Lane Width	Median	Bike Lanes	Planter strip	Sidewalk	Parking Allowed	Comments
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Non-residential Parallel Parking Street										
1,000-4,000	25	38	2	12	none	none	none ¹	6'	Both sides @ 7'	¹ street trees planted in tree wells

5.6.2 Discovery Drive
 Discovery Drive is partially built under [a Utility Permit issued in conjunction with the currently-expired Microsoft Site Development Permit](#) using a standard adopted for that project. The final form of that roadway will be determined in conjunction with the land uses north of this Project, i.e. north of NE Discovery Drive, and west of 9th Avenue NE. However, NE Discovery Drive is sufficient to construct the Project and the [Swedish Master Developer](#) is not responsible for building additional roadway.
NOTE: THIS HAS NOT BEEN FINALIZED

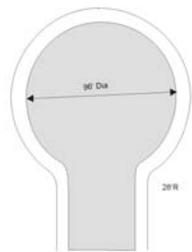
5.7 Path

Paths are redundant, optional, unregulated routes provided at the applicant's discretion. Paths are subject to the Design Guidelines of Appendix B regarding pedestrian facilities as well as best practices, but because they are redundant and optional, they are not regulated by standards.

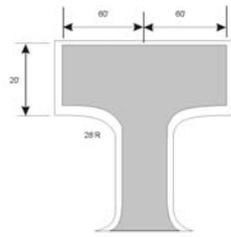
5.8 Fire Turnaround

Fire Turnarounds are provided at the end of emergency access routes to facilitate emergency vehicle egress. The Fire Turnaround dimensions should be embedded into another facility such as a plaza, alley, or a shared surface so that they do not appear to be accessible to most vehicles. Curbs are not required and will be considered based on the area's uses.

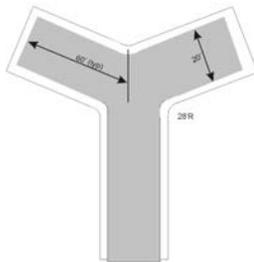
FIRE APPARATUS TURNAROUNDS*



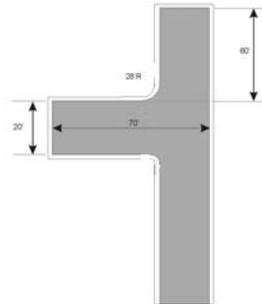
Cul-de-sac



Hammerhead



"Y" Hammerhead



Right-Angle Hammerhead

*Other solutions may be acceptable subject to Fire Department review. Drawings are not to scale.

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5.9 Pedestrian (Sky) Bridge

In a setting such as a medical campus, Sky Bridges can be an important circulation element because they allow for easy, climate controlled connections, such as over streets. However, an extensive system of pedestrian bridges should generally be avoided as they drain pedestrian activity from the street, diluting the density of pedestrians and customers, the continuity of businesses, and interest along the street.

A Sky Bridge across NE Blakely Drive from the existing building to a building on the north side of NE Blakely Drive is allowed by this agreement, but the specific location and design will comply with the Design Guidelines (Appendix B) and other regulations such as ADA and road clearances. Other Sky Bridges, whether across right-of-way or private circulation facility will be reviewed through the land use permit process and there will be no more than one per Block face, nor shall one be located within 500 feet of another bridge crossing the same facility, even if located on separate Blocks.

During the land use permit review for proposed uses which include a Pedestrian Bridge(s), the applicant will indicate what the public benefits and mitigations are, to avoid the potential negative consequences of a pedestrian bridge, and whether reasonable alternatives exist (such as at-grade breezeways or climate controlled passageways). Generally speaking, the minimal number of pedestrian bridges necessary to achieve connectivity should be employed. The greater the system of pedestrian bridges, the more likely the negative impacts cannot be avoided.

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6.0 Circulation Users, Surfaces, and Amenities

6.1 Dimension Table

The following table identifies the dimensional requirements of each Circulation type:

Facility	Corridor Width (min)	Sidewalk /Width (min)	Vehicular Pavement Width	Number of Lanes	Bike Lane	On-street Parking (7 feet)	Landscape	Material *
Urban Trail	14-16 ft	10-12 ft	None	NA	Shared	No	2 ft min border ea. side	Concrete or pavers only
Urban Walk	12 ft	6 ft	None	NA	No	No	3 ft min border ea. side	Concrete or pavers only
Neighborhood Street	54 ft	6 ft	20 ft or 18 ft	2	Optional	Optional	4 ft ea. side	Asphalt, concrete or pavers
Mews	38 ft min	10 ft ea side	18 ft min	2	None	Optional	4 ft ea. side	Concrete or pavers only
Alley	18 ft	None	18 ft	NA	No	No	No	Asphalt with 3ft concrete shiners ea side

** Materials noted for vehicular Circulation Facilities refer to the driving surface only. Adjacent sidewalks must be concrete, pavers or similar material, no asphalt allowed.*

Dimension Table Notes:

1. Corridor Width is the total sum of the elements. The dimensions of the elements shall not be increased or decreased except upon request by the Applicant and with the approval of the Designated Official. The Designated Official will determine if an Administrative Modification is necessary. Only pedestrian, bicycle, and landscape elements should be increased.
2. Stairs, ramps, and similar facilities may be required for safety reasons or as prescribed in other Sections.

6.2 Corridor Users Table

The following table identifies the primary (P) and secondary (S) users for all Circulation Facilities. Users prohibited below (X) or not listed in the table are prohibited, unless otherwise approved by the Designated Official.

Facility	Pedestrians	Bicycles	Roller Skates & Blades	Skate-boards	Vehicles	Comments
Urban Trail	P	S*	S	X	X	Only Emergency Vehicles allowed.
Urban Walk	P	X	X	X	X	No vehicles allowed
Neighborhood Street	P	<u>P/S**</u>	S	X	P	
Mews	P	P	S	S	P	
Alley	X	S	S	S	P	

* Increased trail width required to accommodate bicyclists.

** Primary when Bike Lanes are provided, Secondary when Bike Lanes are not.

Corridor User Table Notes:

P – Primary User for whom Circulation facility is designed

S – Secondary User(s) are permitted when the facility can be designed to make the secondary uses compatible, safe, and acceptable with pedestrian activity. Secondary users may encounter segments of a corridor which will require caution or a detour due to specific surfacing. In evaluating the inclusion of bicycles, issues such as inconvenient alternative bicycle routes, available tread width, and the ability to ensure pedestrian safety (e.g., site distance, grade) must be considered.

X – Prohibited User

7.0 Right-of-Way Use

Use of the sidewalk pedestrian area of Public Right-of-way is governed by IMC 12.05 (Ordinance 2421), as amended.

8.0 Administrative Modification of Standards

8.1 Approval Criteria

Approval must be based on a determination that the modification is consistent with the purpose and intent of this Appendix. The following approval criteria, in conjunction with Appendix LD (Permitting), shall be used to determine whether an Administrative Modification shall be granted for these Corridor Standards:

- A. The modification(s) will be equal to, or superior in, fulfilling the intent and purpose of the corridor requirements;
- B. The modification(s) will be equal to, or superior in, fulfilling the purpose of this Appendix DE (Circulation) as well as the Project Goals (Appendix A) and Design Guidelines (Appendix B) such as improving pedestrian circulation and safety or creating the Sociable Public Realm.
- C. The modification(s) does not negatively impact the abutting Property Owners in a significant manner, as determined by the Designated Official;

- D. The modification(s) does not negatively impact water quality in a significant manner, as determined by the Designated official;
- E. The modification(s) will not create significant negative impacts on public services, as determined by the Designated official; and
- F. The granting of the modification(s) will not be materially detrimental to the public safety, as determined by the Designated Official.

8.2 Case by Case Modifications

The following potential modifications may be considered by the Designated Official on a case by case basis:

- A. Sidewalk width: Occasionally, a roadway might benefit from a reduction in overall width due to topography or adjacent critical areas. The sidewalk on one side may be reduced (potentially eliminated) when the roadway is adjacent to a Critical Area, there is not enough space to realign the roadway, and the anticipated pedestrian volumes are low and the resulting benefit to the street network or neighborhood is substantial. An estimated low demand for pedestrians is not an acceptable basis for sidewalk elimination. Removal or reduction of parking and/or other vehicular elements should be accomplished prior to reducing or removing pedestrian elements such as sidewalks.
- B. Alley curb: Curbs in alleys could be considered for directing stormwater when an inverted crown cannot be constructed or when parking is allowed adjacent to an alley. Review and approval may occur with the land use permit or with construction permits. The use of curbs does not require a separate modification unless they are proposed for a use other than parking or stormwater, as described above.
- C. Alley parking: based on adjacent uses and to reduce the need for surface parking, parking served by an alley may be allowed when the alley is widened by the appropriate width necessary for the added parking. Review and approval may occur with the land use permit or with construction permits.
- D. Removal of on-street parking, one side or both: On street parking may be eliminated when there are no adjacent street uses or need for parking and when the roadway or neighborhood gains substantial benefit from the elimination.

~~Exhibits D-1, D-2, D-3, D-4 DELETED~~

APPENDIX F - Utilities

Section 1.0	Purpose and Intent
Section 2.0	Water
Section 3.0	Sewer
Section 4.0	Stormwater
Section 5.0	Administrative Modification of Standards
Section 6.0	Master Drainage Plan

1.0 Purpose and Intent

The purpose of this Appendix is to establish standards for the design, configuration and performance of utility service within the Project. Utility service encompasses all public and private facilities necessary to provide potable and reclaimed water supply, sanitary sewer service and stormwater service. These services are intended to:

- A. Ensure adequate, safe, and reasonable supply of potable water for public consumption, fire protection and irrigation;
- B. Ensure the adequate, safe and reliable collection of sewage or contaminated water and the conveyance of that sewage to offsite treatment systems;
- C. Ensure the collection, treatment and conveyance of stormwater to prevent public nuisances or hazards, protect the environment and preserve resources;
- D. Allow for flexibility in the design, location and operation of utility systems to minimize construction and maintenance costs, respond to market needs and take advantage of opportunities to improve efficiency and effectiveness;
- E. Minimize the impact of utility systems on the public and minimize the intrusion of utility systems into the sociable public realm;
- F. Accommodate incremental redevelopment;
- G. Minimize the detrimental impacts of paved surfaces, maximize the beneficial impacts of green spaces, landscaping and public gathering areas.
- H. Not interfere with the provision, placement or use of above-grade features, amenities and buildings. Utilities should be second in priority to the provision of good design and the implementation of the Design Guidelines (Appendix B). They should not dictate the location of amenities and buildings but, rather, should be provided in spaces not needed for or affecting the optimum or effective placement of buildings or amenities, including landscaping and pedestrian facilities.

2.0 Water

The Master Developer shall provide water facilities for the Project at its cost.

All new water system facilities (on and off-site required for service to the Project) shall be designed and constructed in accordance with currently-adopted City policies and standards and will become part of the City's system upon acceptance by the Designated Official. No services

will be turned on until the facilities serving them are deemed substantially complete, as determined by the Designated Official, following the posting of all sureties for remaining “punchlist” items.

The current City municipal water system has capacity to serve this Project.

All connections to the City’s existing system shall pay the full Regional Connection Facilities Charge in effect at the time of connection, and any other regional charges.

The City shall be the water purveyor of the overall system including all facilities designed to provide Fire Flow, Standby Storage, Equalizing Storage and Operating Storage (definitions for those components are contained in the City’s Comprehensive water System Plan) and those facilities shall be designed and installed to City standards and policies. Local Connection Charges are not applicable and shall not be levied or paid.

~~Additional water supply facilities may be provided by the Master Developer, at the Master Developers Cost and Discretion, to supply non-potable water (Catastrophic Supply) during emergency conditions when potable water supply is not available from the City or the City’s municipal system. Catastrophic Supply facilities may be located on or off-site and may be owned and operated by the Master Developer (or their designated representative) as long as the Catastrophic Supply sources are separated from the Municipal Water System by a suitable cross connection control device, as determined by the Designated Official, and are only used after the Mayor has declared a water supply emergency. The capital and operating costs of Catastrophic Supply facilities shall be the responsibility of the Master Developer. Prior to issuing the first Utility Permit for the Project, the Master Developer shall abandon the existing well (partially completed) in accordance with Ecology standards.~~

2.1 Water Conservation

~~All phases of the Project shall incorporate water conservation planning in order to limit average day demand to 197 gallons per day per ERU and max day demands to 495 gallons per day per ERU. of the Project shall incorporate water conservation planning in order to limit average day demand to 6,100 gallons per day per gross acre and peak day demands to 15,500 gallons per day per gross acre. Measurement and enforcement shall be averaged over the entire Property.~~

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3.0 Sewer

The Master Developer shall provide the sewer facilities for the Project at its cost.

All sanitary sewer facilities needed to serve the Project shall be provided by the Developer. This includes all on-site and off-site collection and pumping systems (if needed). Sewer may be discharged to the connections provided off of Discovery Drive; however, no connections can be

made directly to the Discovery Drive pipeline as this facility is encased for maintenance purposes.

The off-site sewer system has capacity for this Project and no off-site sewer improvements are necessary. Local Connection Charges are not applicable and will not levied or paid for sewer connections.

Non-potable water from processing operations may be discharged to the sanitary sewer system as long as the discharge is off-peak ~~when-so that~~ there is sufficient capacity in the off-site sewer system. The Master Developer shall develop and maintain operational processes and restrictions to prevent off-site surcharges due to process water disposal.

4.0 Stormwater

All stormwater facilities (collection, conveyance, treatment, detention and outfall) needed to serve the Project shall be provided by the Master Developer and will meet current City standards and those State and Federal standards in effect at the time of permitting. Where a conflict exists, the Master Developer shall comply with the more stringent standard. Notwithstanding any other provision of this Agreement, Swedish shall comply with Ecology's Phase II Permit, as now exists or is modified in the future, and shall comply with any other subsequent state or federal permits that modify, replace or supplement the Phase II Permit.

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4.1 Design and Construction Standards

Stormwater facilities must be provided consistent with the Standards in the City of Issaquah Municipal Code, Engineering Standards and this Development Agreement. Municipal Code Standards are in *Title 13, Chapter 13.28, Surface Water Runoff Policy*. The Municipal Code references the 2009 King County Surface Water Design Manual (KCSWDM) Standards (as amended by the City) and the Ecology Phase II NPDES Permit Standards and those standards are incorporated by reference. These standards are in effect for the term of this Development Agreement.

The Master Drainage Plan submitted with the first building construction plans will evaluate the Project and offer a design that contemplates required facilities for the entire buildout. The existing built property will be calculated based on Issaquah Highlands requirements.

4.2 Required Facilities

The stormwater facilities necessary for the Project will consist of the following major elements:

4.2.1 Collection

Pipelines within public rights-of-way, easements or private property that connects impervious surfaces to treatment, detention or outfall are Collection pipes. Collection pipes shall be designed in accordance with City standards.

4.2.2 Detention

Detention is required to match predevelopment discharge conditions in accordance with the KCSWDM and Ecology Phase II NPDES Permit. Some detention has been previously provided for the Project and this amount is detailed in a report by Mead and Hunt dated 24 August

| 2012 ~~????~~ This detention volume may be credited against the volume necessary to meet the current standards. Detention may be provided on-site or off-site at the Master Developer's discretion. Excess volume contained in existing facilities may be used and credited against detention requirements with approval of the City.

4.2.3 Treatment

Treatment is required for runoff from all impervious surfaces that might come in contact with motorized vehicles (cars, trucks, buses, motorcycles, etc) including roads, parking lots, parking strips, alleys, loading docks, etc. Runoff from "clean" pervious surfaces and surfaces that do not include motorized vehicle contact (rooftops, plazas, walkways, landscape areas) are not required to be treated as long as those surfaces are covered by BMPs that assure clean runoff. Treatment facilities shall be designed in accordance with City standards.

4.2.4 Outfall

Clean stormwater may be discharged to on-site outfall facility or to new outfall facilities at the discretion of the Master Developer. Outfall to existing facilities must meet City Standards and be in compliance with the original design requirements for those facilities. Outfall to new facilities must be in compliance with City Standards.

4.3 Technical Information Reports (TIRs)

| A ~~Master~~-TIR is required prior to the first construction permit that approves Impervious Surfaces. The TIR shall be developed to be compliant with City Standards and this Development Agreement and must be approved by the City. Subsequent permits shall be in compliance with the Master TIR or include a TIR revision that must be approved by the City. The ~~Master~~-TIR must be included in the Master Drainage Plan.

4.4 Master Drainage Plan

A Master Drainage Plan (MDP) is required prior to the first construction permit that approves Impervious Surfaces. The MDP must be prepared in accordance with City Standards and must be approved by the City. The MDP must include a Comprehensive Stormwater Model that is compatible with the City's model at the time of permitting. This model must be updated by the Master Developer with each subsequent land use permit or utility permit and the updated model must be delivered to the City prior to the commencement of work under that permit.

4.5 Material and Equipment Restrictions

4.5.1 Construction Materials

| Uncoated copper and galvanized materials cannot be utilized as materials on site unless they are not exposed to weather or no practical alternative exists. Galvanized stormwater pipes may not be used under any circumstances.

4.5.2

Underground storage tanks

| Underground tanks, including any tanks used to store diesel or gasoline fuel for backup power supply purposes, shall be limited to two additional tanks of up to 50,000 gallons. All tanks shall meet the applicable Ecology standards and City of Issaquah Cara I and CARA II standards. In addition, all facilities shall have the following features:

1. ALL tanks and piping shall be double walled and the interstitial space shall be monitored and alarmed in real-time.
2. All tanks and piping, in addition to being double-walled, shall be placed within an area that is protected by a continuous impermeable geo-membrane and the geo-membrane area shall be sealed so that surface and groundwater do not intrude within the sealed area. The interior shall be monitored and alarmed in real time for the presence of hazardous materials.
3. The Master Developer shall implement and maintain a product inventory system that reconciles the delivered and used volume in sufficient detail to identify a tertiary leak in the fuel system. The results of the inventory program shall be periodically delivered to the City for oversight.
4. All real-time alarms (for leakage and spills) shall be piggy-backed onto the City's Municipal Telemetry and Supervisory Control System and displayed in real-time in a format and location suitable to the City.
5. All fuel storage systems shall be set-back from any well-type penetrations into the aquifer, or well casings, a distance of not less than 400'.

4.6 — Monitoring

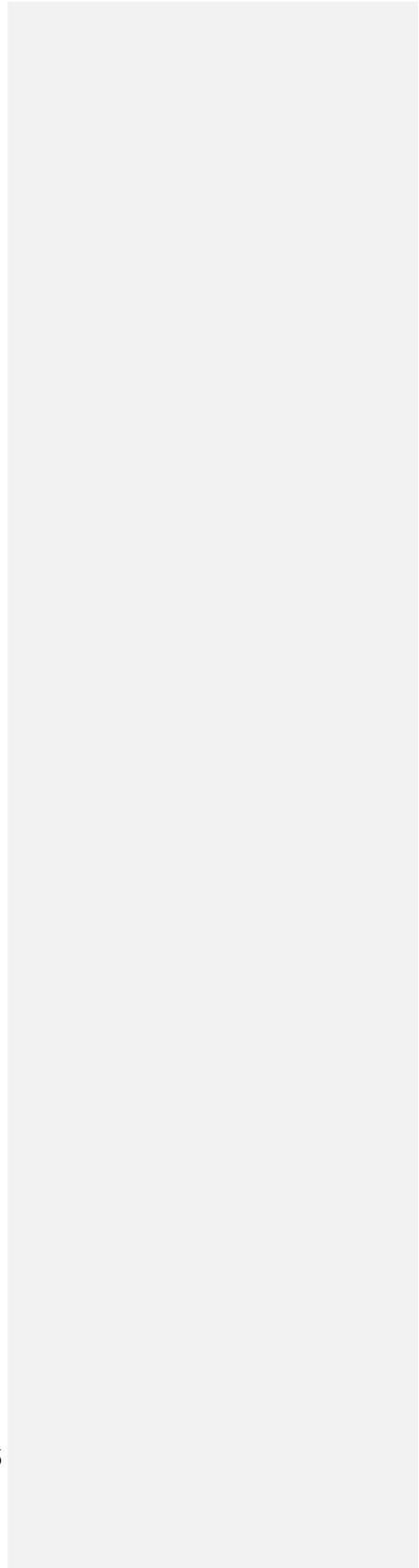
~~Stormwater facilities provided under this development Agreement are exempt from long term monitoring except for proof of compliance with the approved designs (which generally occurs within the one year guarantee period and is provided by the Contractor of that facility).~~

5.0 Administrative Modification of Standards

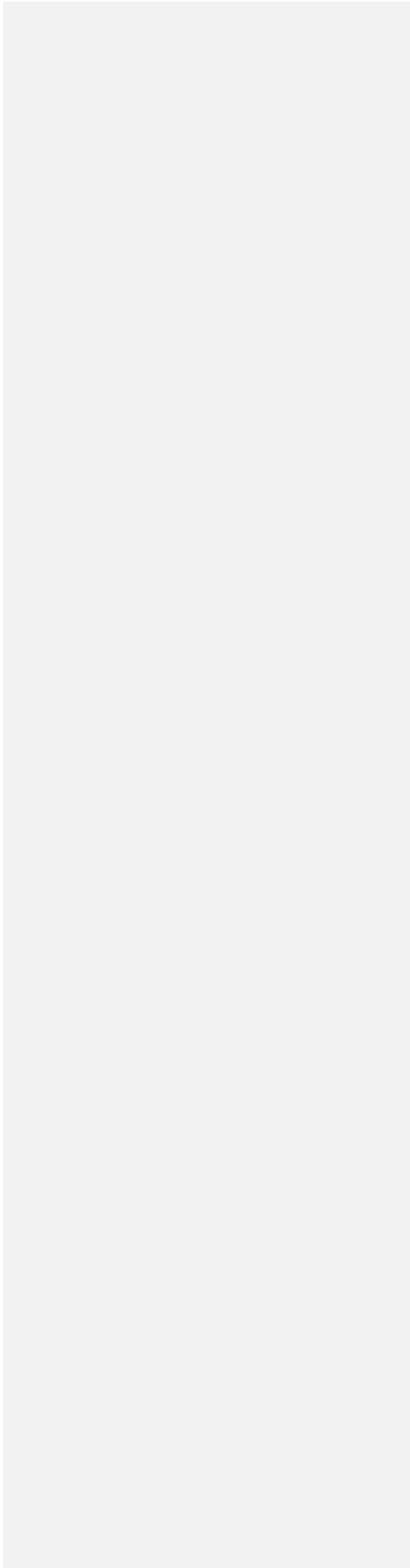
Approval criteria for the administrative modification of utilities standards in this Appendix are as follows, noting that the City may not have purview to modify NPDES Phase II or King County Storm Manual:

- A. *Purpose:* The proposal is consistent with the Project purpose and vision as described in this Appendix as well as Appendices A and B, including priority for pedestrian orientation and creation of a Sociable Public Realm.
- B. *Access:* The proposal will not create negative impacts to the abutting properties or right-of-ways, dedicated tracts, or easements;
- C. *Compatibility:* The proposal is compatible with the character and the utility functionality of the surrounding properties and their utilities;
- D. *Intent:* The modification of the standards will, as determined by the Designated Official, be equal to, or superior in, fulfilling the intent and purpose of the original requirements;
- E. *Safety:* The proposal does not negatively impact any safety features of the project, nor create any hazardous features as determined by the Designated Official; and
- F. *Services:* The proposal will not create negative impacts to public services, including fire and emergency services, and will not impose unreasonable operational or maintenance impacts to the City including the need to purchase or operate unique equipment or incur the costs of service personnel not currently employed by the Designated Official.

Figure 1 (Project Boundary)



| **Figure 2 (Utility Boundary)**



APPENDIX G – Parking Standards

Section 1.0	General Provisions
Section 2.0	Provisions of Required Parking
Section 3.0	Tables of Required Parking: Vehicular and Bicycle
Section 4.0	Parking Districts
Section 5.0	Parking Tools
Section 6.0	Barrier-Free Spaces
Section 7.0	Loading Spaces
Section 8.0	Stacking Spaces/Drive-Through Window Facilities
Section 9.0	Parking Lot Design and Construction Standards
Section 10.0	Administrative Modification of Parking Standards
Section 11.0	Parking Lot and Stall Dimension Standards

1.0 General Provisions

1.1 Purpose and Intent of Parking Standards

The purpose of this Section is to establish standards for the design, configuration and performance of parking within the Project as well as to implement the vision established in Goals (Appendix A) and Design Guidelines (Appendix B). Parking encompasses all public and private facilities necessary for the storage of motorized and non-motorized transportation vehicles including bicycles and automobiles. The purpose of requiring parking as a condition of development is to provide an adequate amount of parking for a specific use, recognizing that a balance must be reached between: *Insufficient Parking*, leading to parking violations on abutting streets as well as unauthorized parking in nearby private lots or bicycles chained to streetlights and benches; and *Excessive Parking*, wasting space and resources that could be better utilized for people, landscape, etc. Parking is intended to:

- A. Ensure adequate, safe, and reasonable storage of and access to parking facilities;
- B. Allow for flexibility in the design and location of parking facilities;
- C. Contribute to the creation of a Sociable Public Realm that defines the character and image of the Development, by minimizing the presence and/or impact of vehicular parking lots and garages;
- D. Establish criteria that clearly identifies that pedestrians and non-motorized transportation as well as street character are prioritized over motorized transportation;
- E. Efficiently and effectively use the parking provided;
- F. Encourage the use of on-street parking and allow it to meet as much of the required parking as possible;

- G. Encourage the use of parking garages to meet parking requirements, rather than surface parking lots;
- H. Encourage multiple functions for parking facilities such as markets, fairs, recreation, stormwater, shuttle/bus loading zones, etc.;
- I. Provide facilities appropriate for the anticipated use with a minimum of paving;
- J. Work to reduce the use of fossil fuels and production of air pollution;
- K. Follow progressive trends in parking technology and management; and
- L. Allow flexibility to adapt to changing market needs and implement changing community priorities.

1.2 Applicability

- A. *General*: These standards apply to all new vehicular and non-motorized parking proposed within the Project.
- B. *Existing Uses*: ~~Unless an expansion or change of use is requested, these provisions shall not be applicable to the entire Project uses which conform to parking requirements existing prior to the effective date of such provisions. A change of tenant that retains the same or similar use shall not be required to "upgrade" to meet the parking standards of this Chapter. If there is a conflict regarding a specific interpretation of a "similar" use of the new tenant, the Designated Official shall make an interpretation.~~
- C. *New Developments or a Change of Use*: These provisions are applicable to new developments and to change of use for existing developments.
- D. *Substantial Remodels or Additions*: These provisions are applicable to substantial remodels or additions which expand the gross floor area of the use by twenty-five percent (25%) or greater.
- E. No other parking code will be applicable to the Project, except as noted herein, and if consistent with the intent of the Development Agreement.

2.0 Provisions of Required Parking

2.1 Conformance

All off-street parking shall comply with the provisions of this Appendix. On-street parking dimensions and locations are governed by Circulation (Appendix ~~DE~~) and Section 10 of this Appendix.

2.2 Permit Required

Parking or loading spaces shall not be created, constructed, located, relocated or modified after the effective date of these provisions without first obtaining a Land Use Permit, Building Permit, and/or Utility Permit.

2.3 Use of Required Parking

Required off-street parking is intended to provide vehicle parking only for residents, customers, patrons, visitors, and employees. Area devoted to parking

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may not be used for any other purpose, except as authorized by this Appendix. Except in designated areas, required parking shall generally not be used for the storage of motorized vehicles, trailers, boats or materials or the sale, repair or servicing of any vehicle. On-street parking is intended for the general use of the community and will not be signed for restricted use, unless approved by the Designated Official.

2.4 Unlawful Elimination of Required Parking or Loading Spaces

An owner or operator of any building or land use affected by this section shall not eliminate or reduce required parking or loading facilities without the establishment of alternative parking or loading facilities which meet the requirements of this [Appendix GH](#).

2.5 Change or Expansion in Current Use

When a change of use is proposed for an existing structure, required parking shall be provided, according to the parking standards within this Appendix. If the proposed use requires more parking than the previous use, the applicant shall provide that additional parking as an approval condition of development except as otherwise allowed by this Appendix. If the new use requires more parking than the previous use, yet the applicant can provide information showing that the new use has adequate parking, the applicant may submit for a reduction as established in [Section 4.5](#) below, subject to administrative review per Permitting ([Appendix OD](#)).

2.6 Maintenance

All parking areas shall be maintained by the Master Developer or designee.

3.0 ~~Tables of Required Parking: Vehicular, and Bicycle-Bicycle and Motorcycle~~

The intent of the following parking standards is to provide adequate vehicular, ~~and~~ bicycle ~~and motorcycle~~ parking for uses within the Project. See [Section 4.0](#) and [5.0](#) for additional information on Parking Districts and Tools, respectively.

3.1 Computation of Required Vehicular Spaces

- A. Specific parking requirements are listed in the Table of Required Vehicular Parking at the end of this section.
- B. *Fraction*: If the calculation of the number of vehicular parking spaces in the Table of Vehicular Parking Spaces contains a fraction, such number shall be rounded up or down to the next whole number:
 1. fractions less than one-half (.5) shall be rounded down to the whole number; and
 2. fractions which are one-half (.5) and greater shall be rounded up to the next higher whole number.
- C. ~~*Mixed Accessory Retail Use*: When different uses occupy a single structure or parcel, the total required vehicular parking spaces shall be the sum of the requirements of the individual uses, except as otherwise allowed by this~~

~~Appendix~~The up to 60,000 square feet of accessory retail use will not require dedicated parking spaces and shall not be included in the parking calculation as these uses are intended for users of the permitted hospital and medical uses. However, accessory retail uses shall provide loading spaces as specified in Section 6.4 of this Appendix.

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3.2 Unspecified Uses

If this section does not specify a vehicular, ~~or~~ bicycle, ~~or motorcycle~~ parking requirement for a proposed use in the Tables of Vehicular (Section 3.3), ~~or~~ Bicycle Parking Spaces (Section 3.4), ~~or Motorcycle Parking (Section 3.5)~~, the Designated Official shall establish the minimum requirement based on the nearest comparable use. The Designated Official may require that the applicant provide sufficient information to demonstrate that the vehicular or bicycle parking demand for the proposed land use will be satisfied, based upon existing land uses the same or similar to the proposed use. If the gross floor area of the proposed use exceeds ten thousand (10,000) square feet, the applicant may be required to provide a vehicular parking study for the proposed use prepared by a professional with expertise in traffic and vehicular parking analyses.

3.3 Table of Vehicular Parking Spaces

LAND USE (NSF: Net Square Footage)	MINIMUM NUMBER OF PARKING SPACES REQUIRED	MAXIMUM NUMBER OF PARKING SPACES ALLOWED
RETAIL including the following stores department, drug, pharmacy, feed, agricultural, grocery, convenience, hardware, liquor, paint, wallpaper, parts and accessories, plants, nursery, plumbing, wholesale, outlet,	antique, appliance, bakery, bookstore, brewery, winery, confectionery, candy, fabric, florist, formal wear, tuxedo rental, furniture, gift, hobbies, toys, games, jewelry, laundromat, leather work and sales, locksmith,	meat market, butcher, pawn, pet, photographic studio, photo supplies, second hand, consignment, shoe sales and repair, sporting goods, bicycle, stationery, card, video
<ul style="list-style-type: none"> ▪ Less than 15,000 NSF (up to 3,000 NSF, see Small Business Waiver, Section 4.5) ▪ More than 15,000 NSF 	2 spaces per 1,000 NSF	<ul style="list-style-type: none"> ▪ 5 per 1,000 NSF ▪ 4 per 1,000 NSF
COMMERCIAL		
Office Uses including the following: office, professional, or corporate, private and non-profit organizations.	2 spaces per 1,000 NSF	4 per 1,000 NSF
Community Business Uses		
Temporary Lodging		1.5 per sleeping room

Assisted Care, Rehab, Nursing		1 per 3 beds
<i>Dining, Leisure, Entertainment</i> including the following: adult entertainment, amusement parlors, bar, tavern, billiard hall, pool hall, video arcade, banquet, reception delicatessen, restaurant, café, tasting area accessory to food or beverage manufacturing and production.		10 per 1,000 NSF
Theater, Live and Movie		1 per 4 fixed seats and/or 1 space per 3 permitted occupants for areas w/out fixed seating
<i>Cultural Facilities</i> including the following: club houses, community center, conference center, library, museum, art gallery, stadium and arena (with or without open air amphitheater)		1 per 3 fixed seats and/or 1 per 100 sq. ft. of assembly area without seating
<i>Personal Services</i> including the following: barber shop, beauty shop, nail salon, dry cleaning, pressing shop, funeral home, mortuary, health club, gym, aerobic studio, karate school, dance school, massage therapist, tanning salon, veterinary clinic		4 per 1,000 NSF
Day Care Operations (not operated as a home occupation)		1 space per 6 attendees at maximum occupancy and 1 space per employee at max. shift
<i>Small Health Services</i> including the following: ambulance(private), emergency facility (private), medical offices, dental offices, outpatient clinic, social services.		5 per 1,000 NSF
GENERAL COMMERCIAL USES		
<i>Business Services</i> including the following: rental, leasing, vehicle sales, dealership	2 spaces per 1000 NSF	2 per 1,000 NSF, including indoor display showrooms

Printing and Publishing		5 per 1,000 NSF
Large Health Services		
Hospital		3 spaces per bed
Laboratory Facility		5 per 1,000 NSF
Commercial Services including the following: building material storage and sales, cold storage plant, freight terminal, frozen food locker, rental equipment shop, storage of machinery (indoor), warehouse storage, tire rebuilding and recapping.		2 per 1,000 NSF
Distribution Center		3.3 per 1,000 NSF of office use and 1 space per 500 NSF of distribution operation area.
Storage, Mini (completely enclosed)		1 per 20 storage units
RECREATIONAL		
Neighborhood Park and Picnic Area	No minimum	2 per picnic table
Swimming Pool (Public)		1 space for each 3 fixed seats (18 inches on a bench or bleacher is considered a seat); 1 per 150 sq. ft. of water area.
Tot lot/Play area		none
Trail Head in Urban Open Space		Multi Purpose: 10 cars

3.4 Bicycle Parking

A. Table of Bicycle Parking Spaces

At the time of new construction or a Change in Use, the applicant shall provide bicycle parking areas as specified below.

LAND USE	MINIMUM NUMBER OF PARKING SPACES REQUIRED
OFFICE, DAY CARE, USES NOT LISTED	No less than 2.0 spaces per building 1.0 spaces per 10,000 sq.ft.
RETAIL, PERSONAL SERVICES	No less than 2.0 spaces per building 1.0 spaces per 5,000 sq.ft.
LODGING	No less than 2.0 spaces per building; 1 per 20 rentable rooms.
EATING AND DRINKING	No less than 2.0 spaces per building; 1 per 4,000 sq.ft.
RECREATION	Based on size and type of facility; reviewed with land use permit

B. Exception

The Master Developer may reduce the number of required bicycle parking spaces provided, as determined by the Designated Official, by demonstrating an adequate number of unused spaces exist within the Neighborhood Project.

3.5 **Motorcycle Parking**

A. Required Motorcycle Parking Spaces

1. All non-residential uses containing twenty (20) or more parking spaces shall provide parking spaces for motorcycles.
2. Motorcycle spaces shall be provided at one (1) per thirty-six (36) of the required automobile spaces with at least one (1) motorcycle space provided for uses meeting the threshold in 3.4.A.1.
3. The Designated Official may exempt those non-residential uses that would not normally have motorcycle-riding clientele (such as warehouses, storage facilities, automobile services, etc.) from motorcycle parking.

4.0 **Parking Districts**

4.1 **Intent**

The intent of the requirements for the Parking District is to:

- A. Provide adequate vehicular, ~~and~~ bicycle and motorcycle parking for uses within the Parking District.
- B. Shift from car focused to a pedestrian-oriented and Park Once philosophy.
- C. Take advantage of **nearby** transit and other facilities, such as those for the bicycle.
- ~~D. Provide incentives to encourage a transition from surface parking to structured parking.~~
- ~~E-D.~~ Share parking, so it is used efficiently and space devoted to parking is minimized.

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~~F. Allow flexibility in the timing of parking construction, so that its construction can be efficient and related to construction phasing and demand for parking.~~

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4.2 **District Establishment**

The Project is composed of **one** Parking District and the provision of parking spaces for a specific building may be located on other parcels within the Property,s separated by SR 900: Hyla Crossing District and Rowley Center District. Other properties may be added to these Districts. In an Expansion Area's adoption process, a new property added to the Project shall be associated with an existing District, or establish a new one.

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4.3 **Tracking District Parking**

The vehicular and bicycle parking ~~in each District~~ will be tracked on a District-wide basis. The purpose of the Parking District Tracking is to ensure neither an

under or oversupply of parking is available. Tracking will account for all parking within the district including vehicular parking located in surface, on-street, structures, etc.; motorcycle parking; and bicycle parking located in racks, lockers, rights-of-way, private access, etc.

A. *Parking District Tracking of Motorized Vehicles:*

When submitting a proposal for land use or construction approval, or a change of use, the Master Developer shall provide a Tracking Chart for all existing and proposed vehicular parking in the District.

1. For any use existing at the time of the Development Agreement's adoption, the Tracking Chart shall indicate for each existing use the number of existing vehicular parking stalls associated with that use. If no change is proposed for that existing use, the applicant or Master Developer shall not be required to modify the existing uses' number of vehicular parking stalls.
2. With each proposal for any new land use permit, construction permit, or change of use after the adoption of the Development Agreement, the Tracking Chart shall indicate the following information on parking stalls using Table 3.34 above. In addition, for any previous land use, construction, or change of use permit approved subsequent to the adoption of the Development Agreement, the Tracking Chart shall indicate the same information on parking stalls associated with that permit:
 - Maximum Allowable Parking Spaces.
 - Minimum Allowable Parking Spaces.
 - Proposed/Constructed Parking Spaces.
3. With the first land use, construction or change of use permit subsequent to the approval of the Development Agreement, the Master Developer and City will develop a mutually satisfactory Tracking Chart:
The Tracking Chart shall calculate the total existing Parking District spaces as well as the proposed project's parking based on Sections 4.3.A.1 and 4.3.A.2, so as to determine that the District Parking is sufficient for the proposal. Following the initial development of the chart, the Tracking Chart's format and methods may be modified, if mutually agreeable to both the Master Developer and City.
4. When reviewing the sufficiency of the parking proposed with a land use, construction, or change of use permit:
 - a. If the total Parking District spaces are between the total minimum and maximum allowable parking spaces, the proposal's parking is sufficient.
 - b. If the Parking District spaces are less than the District's total minimum allowable parking spaces, the applicant must either increase the parking provided or apply to use parking credits as provided in Section 4.5 below.
 - c. If the Parking District spaces are more than the District's total maximum allowable parking spaces, the applicant must either decrease the parking provided or use Modification(s) as provided in Section 4.4

below.

B. *Parking District Tracking of bicycles:*

When submitting a proposal for land use or construction approval, or a change of use, the Master Developer shall provide a Tracking Chart for all existing and proposed bicycle parking in the District. Using a similar approach as shown in Section 4.3.A for vehicular parking, bicycle parking shall be counted for:

- uses existing prior to the Development Agreement
- for previously approved land use, construction, or change of use permits approved subsequent to the Development Agreement
- bicycle parking included in the proposal.

The total of the existing, previously ~~approved~~provided, and proposed bicycle parking must meet or exceed the total ~~to-date number of of the existing, previously approved, and the minimum parkingspaces~~, as required by Section 3.5 above.

4.4 Modification of Maximum District Vehicular Parking:

If the proposed Parking District spaces exceeds the District's maximum allowable parking spaces, the Applicant must take one or more of the following actions. If by taking one or more of the actions in this section, the Parking District spaces are equal to or less than the maximum district parking, the proposal's parking will be approved:

- A. Remove a portion of the existing, previously approved, or proposed surface parking.
- B. If the existing, previously approved, or proposed parking includes a structured parking facility or electric vehicle charging stations, those parking stalls may be subtracted from the Parking District spaces, when calculating the maximum district parking.
- C. The Designated Official may approve other actions, consistent with the intent of this Appendix.

4.5 Modification of Minimum District Vehicular Parking:

The applicant may receive reductions to the Parking District's minimum allowable parking spaces in one or more of the following methods. Note that methods 4.5.A through 4.5.E as well as 4.5.G do not require a Transportation Demand Management Study as described in Section 4.5.F:

- A. *Shuttle*: The majority of customers or employees arrive by shuttle service. The credit will be determined by the Designated Official based on the information provided by the Applicant.
- B. *Valet*: The majority of customers use valet parking. The credit will be determined by the Designated Official based on the information provided by the Applicant.
- C. *Transit Access*: Buildings with a primary pedestrian entrance within 1300 ft of ~~the Issaquah Park and Ride~~ a **METRO or Sound Transit bus stop** may

reduce their required parking by 20% without a parking study. See [Section 4.5.F](#) for additional reductions in response to a Parking Study.

FD. *Transportation Demand Management Study* ([see Appendix K \(Sustainability\)](#)): The Master Developer may receive additional reductions in required parking with a Study looking at multiple comparable projects in the Pacific Northwest. The Transportation Demand Management Study must be performed by a traffic or parking professional selected jointly by the City and the Master Developer or Applicant. Additional required parking reductions may be received for some or all of the following as well as other reasonable criteria accepted by both the City and the Master Developer and verified through the Study:

1. Demonstrable pedestrian, bicycle, or mass transit use by employees, ~~residents~~, or customers which replaces automobile use.
2. ~~Density of over 12 du/acre.~~
3. ~~Income restricted housing under 80% of Average Median Income~~
4. Presence or provision of basic daily uses within 1300 ft such as grocery/corner store, drug store, and child care; and/or weekly uses such as bank, convenience store, restaurant, theater.
5. Transit Access reduction beyond 20%.

GE. *Off-Site Shared Parking*

1. *Purpose:* The purpose of shared parking is to efficiently use parking resources where the potential for shared parking with abutting land uses has been analyzed and to efficiently use parking facilities for more than one (1) use, specifically uses whose prime hours of operation do not overlap. The intent of this provision is to decrease the amount of parking provided for a specific use by sharing adjacent underutilized parking facilities. As ~~each~~ [Parking District](#) ~~the Project~~ has a District Shared Parking Agreement as described in [Section 4.6.B](#), this [Section 4.5.G](#) is for Shared Parking outside of the Project, for example between the Project and adjacent properties and/or between the Master Developer and third parties or the City.
2. *Review for Shared Parking:*
 - a. Existing Buildings: Shared parking may be approved administratively by the Designated Official for existing buildings through Administrative Review in Permitting ([Appendix DΘ](#));
 - b. New projects/buildings: Shared parking for new projects or buildings does not require a separate review process, and may be approved within the site plan review process under which the project is being reviewed.
 - c. Shared parking will only be permitted if prime hours of operation do not overlap, or if the overlap is less than one-half hour. Prime Hours of Operation are defined as: The time span during which a business or facility has its highest level of activity from employees, clients, customers and/or other users.
3. *Spaces Required:* Number of spaces required for shared parking: If the businesses have non-overlapping prime hours of operation as defined in [Section 4.5.GE.2.c](#), the property owner(s) shall provide parking spaces

equal to those required of the business with the greater of the applicable individual parking requirements.

4. *Approval Criteria for Shared Parking:* Shared parking for businesses with non-overlapping prime hours of operation may be approved if all of the following approval criteria are met:

- a. Location: The location of the parking facilities must be:
 - i. Generally within a reasonable walking or sight distance or otherwise associated with the uses which are involved in the shared parking contract. It may not be more than eight hundred (800) feet from the property line of the business it is serving; and
 - ii. Parking facilities are permitted outright, or through a specific site plan review process.
- b. Pedestrian Connection: A convenient pedestrian connection shall be provided between the shared uses and the parking facilities. This pedestrian connection shall be designed as barrier free and built with appropriate lighting and safety considerations.
- c. Signage: The availability of parking for each use is indicated by directional signs governed by the Signs Standards in Appendix L.
- ~~d. Shared Parking Contract: A contract is enacted, signed by all the owners/operators of the shared uses and the City, which provides for City enforcement. The shared parking contract shall:
 - i. Provide that the land comprising the required shared parking facilities shall not be encroached upon, used, sold, leased, or conveyed for any purpose except in conjunction with the building or use which the required parking serves, so long as the shared parking facilities are needed;
 - ii. Indicate Prime Hours of Operation for shared uses;
 - iii. Assign maintenance provisions for the parking facilities and landscaping;
 - iv. Designate potential times of overflow, and a parking plan which will be implemented in the event of overflow; and
 - v. The parking contract approved by the Designated Official shall be filed with the deed of the parcels involved, so that the agreement is binding upon successors.~~
- ~~e. Contract Changes: Changes to the contract, or a redrafting of the original enacted contract must be reviewed and approved through the Administrative Review process before the shared parking contract is within compliance of this Appendix. Termination of this contract may occur through an approval through Administrative Review.~~

4.6 Use of District Vehicular Parking

- A. All vehicular parking spaces within a Parking District should be shared and not assigned, including on-street, surface, and structured parking, except for parking that meets a code requirement (such as 4.6.A.1 and 4.6.A.2 below) or that improves the efficiency or space utilization of parking (such as 4.6.A.3 through 4.6.A.5 below):

1. Designated parking spaces exclusively for the disabled shall be provided in compliance with the International Building Code, The Federal Accessibility Guidelines, and/or State regulations.
2. Loading spaces, as required by this Appendix ~~FG~~ (Parking), shall be set aside exclusively for loading purposes during designated hours of use established by the Designated Official. These hours shall be identified during Land Use and construction permit review.
3. Carpool, vanpool, car sharing (ZipCar, Car2Go), and other High Occupancy Vehicle parking associated with a Transportation Management Plan (TMP) per the MTFAs in Appendix Q, or as approved by the Designated Official.
4. Designated alternative fuel vehicles, electric vehicle parking or charging stations.
5. Tandem Parking as specified in Section 5.3.C.2.
6. Other specialized parking that must be designated to be effective, functional, and/or successful, and approved by the Designated Official.

A small percentage of the parking spaces in the Parking District may be reserved to facilitate attracting a particular tenant; however, in general the use of reserved parking will thwart the success of a Park Once Parking District, thus interfering with achieving the Project vision.

~~B. With the first permit for building construction within each District, the Master Developer must execute and record a District Shared Parking Agreement for the District allowing uses within the District to share the parking located within the District, including surface, on-street, and structured parking. The District Shared Parking Agreement must run with the land and thus must have a provision that it cannot be revoked or modified to exclude buildings, properties, businesses, or uses within the District without the Designated Official's approval, such as the above exemptions. The District Shared Parking Agreements must also be applicable to Successors and Assigns. The District Shared Parking Agreement in this Section 4.6 will not use the criteria and other provisions of Section 4.5.G.~~

~~C. The Master Developer may terminate the District Shared Parking Agreement with the sale of a property to a third party. At that time, the property being removed from the District Shared Parking Agreement, as well as any parking that is reliant on that property for Shared Parking, shall demonstrate that they have all code required parking on site or can provide another code allowed method for providing parking.~~

DB. It is the Master Developer's right and responsibility to implement parking management techniques and strategies, beyond those required in this Development Agreement to achieve the Agreement's parking objectives, such as: tenant, employee, and resident education; on-line tools for ride match, shared facilities, interactive facility maps, resources, etc.; parking cash out; un-bundled parking; parking fees and metering including parking on private streets; priority parking for carpools, electric vehicles, etc. (except as required or negotiated as part of a TMP (see Appendix K, Sustainability)); ~~see IMC~~

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~~18.09.120~~; car and bike sharing; constructing a quality pedestrian and bicycle environment within the Districts; etc.

5.0 Parking Tools

4.1 Intent

The purpose of the Parking Tools are to provide methods, incentives, techniques that will enable each Implementing Approval to decrease the reliance on the automobile, diminish the percentage of land dedicated to parking, and reduce the amount of parking needed to support the Project's uses while providing adequate parking for the Project's uses and users.

4.2 ~~IN-PARKING-DISTRICT~~ Parking Stall Sizes and Use

- A. Three parking stall sizes are available: standard, compact, and micro. See Section 10.0 for dimensional standards as well as dimensional standards for motorcycle parking. Standard parking stalls may not exceed the dimensions listed in Section 10.0. Any stall whose dimensions are less than the Standard stall in one or both directions, but no less than the Compact stall size listed in Section 10.0, are considered Compact stalls. Any stall whose dimensions are less than the Compact stall in one or both directions, but no less than the Micro stall size listed in Section 10.0, are considered Micro stalls. Stalls smaller than Micro may be provided for motorcycles as long as they meet the minimum requirement.
- B. Required parking may choose the following mix of parking stalls sizes:
 - Standard stalls: up to 100% of total required parking
 - Compact stalls: up to 50-60% of total required parking (as determined by the Designated Official).
 - Micro stalls: up to 5% of total required parking
 - Motorcycle stalls: Automobile parking requirements may be reduced one (1) space for every four (4) motorcycle spaces, provided up to a maximum five (5) percent of the total required automobile spaces.
- C. Locational criteria for compact and micro stalls is as follows:
 1. Compact and Micro stalls may not be located on a fire lane unless their length is equivalent to a standard stall; OR, for single loaded parking, the stall length and the fire lane width is equal to at least 37 feet. with two lanes that are a minimum of 9 feet wide; for double loaded parking, both stall lengths and the fire lane width is equal to at least 56 feet with two lanes that are a minimum of 9 feet wide; or, as otherwise approved by Designated Official.
 2. Parking spaces which are closest to the building's entrances are not compact spaces.
 3. Motorcycle spaces shall be located according to the same criteria and standards that are applicable to Micro parking spaces.

- D. For both Structured and Surface Parking, drive aisles widths are linked to stall angle and stall lengths. Specified drive aisle widths given in Section 10.0 are the maximums, except as follows:
 - 1. Where stalls of various sizes are mixed along a drive aisle, the largest drive aisle width associated with the largest stall size present is required.
 - 2. For design simplicity the parking layout may continue the use of the larger drive aisle in certain circumstances, e.g., where a drive aisle transitions from one stall size to another, structural columns placement, or similar situations.

4.34 Tandem Parking

- A. *Purpose:* The purpose of tandem parking is to allow flexibility in the parking provisions, which provides for a more attractive streetscape and pedestrian-friendly environment by more efficiently using the land.
- B. *Approval Criteria for Retail and Commercial:* Because of the need for individual occupants to coordinate parking on a large scale, tandem parking is permitted only for employees and then only if all the following criteria are met.
 - 1. No more than twenty-five (25) tandem parking stalls (equaling fifty (50) parking spaces) may be provided;
 - 2. Parking spaces are assigned to all employees;
 - 3. Tandem parking stalls must be of standard size with an overall tandem stall size of 9 feet x 37.5 feet;
 - 4. Adequate visitor parking is provided; and,
 - 5. Tandem parking shall not be used for the storage of boats, trailers, recreational vehicles, or materials.
- C. *Exception for Retail and Commercial Customers:* Tandem parking is permitted for customers of retail and commercial uses if all of the following criteria are met during business hours:
 - 1. Valet parking is provided for customers;
 - 2. Tandem parking spaces for customers are available only for valet parking use; and,
 - 3. Retail and commercial approval criteria 3, 4, and 5 in Section 4.4.C are met.
- E. Tandem parking is permitted at vehicle repair shops when valet parking is provided for customers.
- F. ~~Tandem parking in residential development may not have more than two cars in a row.~~ Tandem parking in retail and commercial may have more than two cars in a row when parking has an attendant or valet, and is reviewed by the Designated Official.

5.0 Barrier-Free Spaces

The property owner shall provide parking in accordance with the International Building Code (WAC Chapter 51-50, Chapter 11), as currently written or amended. These parking

requirements shall not be calculated as additional parking stalls to the requirement established in the Table of Parking Spaces ([Section 3.3](#)).

6.0 Loading Spaces

6.1 Purpose of Required Loading Spaces

The purpose of requiring loading spaces is to provide for adequate room on-street or on-site for the loading and unloading of commercial vehicles which are associated with the proposed development.

6.2 When Required

Whenever the normal operation of any development requires that goods, merchandise, or equipment be routinely delivered to or shipped from that development, a sufficient loading and unloading area shall be provided to accommodate the delivery or shipment operations in a safe and convenient manner.

6.3 Loading Space Requirements

- A. *Shared Loading and Maneuvering Space:* Multiple uses which do not have conflicting loading times may share loading spaces and maneuvering space. Shared loading and shared maneuvering spaces are subject to Administrative Review.
- B. *On-Street Loading Spaces:* A use which requires only (1) Type A loading space and is serviced by vehicles which are no more than twenty (20) feet in length may use an on-street loading space. On-street loading spaces are subject to Administrative Review.
- C. *Change or Expansion in Current Use:* When a change of use is proposed for an existing structure, required loading shall be provided, according to the loading standards within this section. If the proposed use requires more loading than the previous use, the applicant shall provide additional loading space as an approval condition of development, unless the applicant can provide information showing that the use has adequate loading.
- D. *Other Parking Requirements:* No area allocated to loading and unloading facilities may be used to satisfy the other parking requirements of this Appendix, nor shall any portion of any other parking requirements of this Appendix be used to satisfy the area requirements for loading and unloading facilities, except for the maneuvering and circulation portions of such areas.
- E. *Signage and Hours:* Loading areas shall be signed. Hours of use shall be established through Administrative Review. If a Loading Space is not necessary during certain hours or days based on the use it serves, the Loading Space may be available for general parking; however, 6.3.D is still in effect.
- F. *Size:* All required loading facilities shall be designed such that vehicles engaging in loading or unloading activities shall not interfere with the public use of streets, alleys or sidewalks. Maneuvering space of not less than fifty-two (52) feet in length shall be provided abutting the loading dock, and this

maneuvering space shall not include any area designated or used for off-street parking, storage or trash dumpsters.

- G. *Types*: Type A Loading Space shall be at least twenty-five (25) feet in depth and ten (10) feet in width, except that on-street loading spaces may be the width of adjacent parallel parking as established by Circulation (Appendix D) and Section 10 of this Appendix. Type B Loading Space shall be at least fifty (50) feet in depth and twelve (12) feet in width.
- H. *Overhang*: All buildings with overhangs that project over loading spaces shall have a vertical overhang clearance of not less than fourteen (14) feet, exclusive of access aisle, platform or maneuvering area.
- I. *Fraction*: If the calculation for the number of loading spaces results in a fraction, the number or required spaces shall be rounded up or down to the next whole number using the method identified in Section 3.1.B.

6.4 Computation of Required Loading Spaces

Table 1 Computation of Required Loading Spaces		
Type of Use	Type A	Type B
Commercial: 30,000 net sq.ft. (nsf) or less		
Retail, Restaurant, etc.	<ul style="list-style-type: none"> • 1 loading for first 10,000 nsf • 1 loading space for next 20,000 nsf 	
Office	<ul style="list-style-type: none"> • 1 loading space 	
Commercial: More than 30,000 net sq.ft. (nsf)		
Retail Restaurant, etc.	<ul style="list-style-type: none"> • 1 loading space per 30,000 nsf 	<ul style="list-style-type: none"> • 1 loading space per 30,000 nsf
Office	<ul style="list-style-type: none"> • 1 loading space per 30,000 nsf 	

** does not apply to fee simple townhomes unless otherwise determined by the Designated Official*

6.5 Shuttle/Bus Load Zones

If and when the Property is served by transit or shuttle service, as envisioned in the Section 2.2 of this Agreement, the Master Developer may request the City allow the designation of on-street loading spaces, sized appropriately for the vehicles to be used. The location of these load zones shall, among other things, take into consideration building entrances accessible routes and weather protection.

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7.0 Stacking Spaces/Drive-Through Window Facilities

A stacking space shall be an area measuring eight (8) feet by twenty (20) feet with direct forward access to a service window of a drive-through facility. Individual spaces within the lane may not be delineated with pavement markings. Stacking lanes may not block a

pedestrian route. Stacking spaces may count toward the minimum required parking spaces, and must count toward the maximum.

8.0 Structured and Surface Parking Design and Construction Standards

8.1 Purpose

The purpose of design and construction standards for Structured and Surface parking is to provide safe access and parking areas for vehicles, as well as safe access from parking spaces to the specific use for persons using the parking.

8.2 General Design and Construction Standards

- A. *Dimensions*: The dimensional requirements for Structured and Surface parking, including the size of standard, compact, and micro parking spaces and drive aisles are provided in [Section 10.0](#) below.
- B. *Surface Parking Lot Materials*: All parking and circulation areas must be hard surfaced, consistent with the City of Issaquah's current construction standards for parking lots. Turf-block or other similar alternative surface may be permitted only if all of the following approval criteria are met:
 1. *Barrier Free*: Those portions of the parking and pedestrian area are surfaced according to barrier free regulations.
 2. *Access to Right-of-way*: At least twenty (20) feet of the initial vehicular entrance leading to all the right-of-ways are paved in order to minimize any dust, gravel or other material from being transported from the parking area to adjacent streets or alleys;
 3. *Character/Location*: The alternative surface may be appropriate because of the character of the use and/or the character of the location; and,
 4. *Parking Standards*: The alternative surface meets all other parking standards, excluding striping but including landscaping and screening.
- C. *Marking*: The property owner shall identify required parking stalls, stall types, directional arrows and crosswalks within parking areas using paint or other methods approved by the Designated Official. Display areas which are not required parking areas, such as a car dealership or rental display area, are not required to be marked as individual stalls.
- D. *Driveways*:
 1. Driveways will be designed and sized to prioritize Pedestrian Friendliness while maintaining functionality for vehicles.
 2. *Combined Driveways*: The owners of adjoining properties shall provide combined driveways wherever practical. In conjunction with approval of a development, the City may require a property owner to provide an access and circulation easement to an abutting owner where joint access is reasonable to serve future development.
 3. Non-residential driveway cuts (between the curb and the sidewalk) shall be no wider than 24 feet except where the specific functionality of a driveway requires it. For instance, if the driveway has more than one in and one out lane. In no case shall the driveway cut be wider than 36 feet.

Behind the sidewalk, the driveway width shall be governed by the facility, but generally 20 feet wide.

4. Each ~~residential unit~~occupied building shall have direct pedestrian connections from the sidewalk or pedestrian system, separate from the driveway
- E. *Wheelstops*: When wheelstops are provided, they shall be positioned eighteen (18) inches into the parking stall. Wheelstops shall not be used in conjunction with curbs. Parking shall use one or the other method to ensure cars are contained within the parking lot and that cars do not overhang into areas not intended for parking such as walkways or planting areas, except as allowed in Section 8.2.F. below.
- F. *Parking Stall Length in Surface Parking or non-parallel parking*: Parking stalls which have low landscape or additional hardscape (by moving the curb) at the head of the stall, may reduce the paved portion of the stall length by 2 feet as long as the vehicle can hang into the landscape or hardscape by 2 feet without reducing or impacting pedestrian walkway widths or the proposed landscape. Landscape in appropriate locations may be counted to the 10% of parking lot landscape requirement, as identified in Appendix EH (Landscaping), Section 7.1.B. Vehicle overhang must be indicated on all land use and construction drawings using this technique.
- G. *Inner Circulation Required*: Vehicle circulation for all off-street parking areas on the site shall be contained within the proposed parking lot or structure.
- H. *Lighting*: See Appendix H (Lighting).

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8.3 Internal Pedestrian Walkways Standards

- A. *Provision and Location*: Safe pedestrian circulation through the parking area (Structured or Surface Parking) is a major factor for a successful parking layout. The Property Owner shall provide internal walkways within the parking area and around the building to the extent necessary to assure safe access to the building from the parking area, abutting properties, and pedestrian routes such as Circulation facilities, Community Spaces, etc. All required internal walkways must be located and constructed as an integrated part of existing sidewalks and pedestrian trails, and must coordinate with City plans for pedestrian circulation.
- B. *Lighting and Marking*: The internal pedestrian walkways are required to be marked either with contrasting material or marking, including but not limited to white concrete in an asphalt area, visually obvious paint stripes or other clearly defined pattern. Provision shall be made to ensure that vehicles may not drive over or impinge into the minimum width of the pedestrian walkway. Night lighting must be provided where stairs, curbs, ramps, abrupt changes in walk direction and crossing vehicle lanes occur. See Appendix H (Lighting), for more information on Lighting.
- C. *Standards*: Pedestrian walkways within parking areas shall be a minimum five (5) feet in width, excluding any indicated parking overhang area.

8.4 Landscaping and Screening Standards

The property owner shall provide landscaping and screening as required in the Landscape Standards (Appendix ~~E~~H), which includes non-plant material screening for Structured Parking.

8.5 Time of Completion

- A. *Prior Installation of Required Parking:* All parking improvements including striping and graphics required by this Appendix shall be installed prior to any change in the use of land or structures and prior to the occupancy of any new or enlarged structure.
- B. *Delay of Installation:*
 - 1. *Delayed Parking:* Upon approval of the Designated Official, completion of the affected portion of the required parking improvements may be delayed due to inclement weather or poor soil conditions (e.g., settling of fill). Requests for such delays shall be submitted in writing and shall explain the reason for the request and an estimated completion date for the improvements. No delay shall be longer than six (6) months, and all approved delays shall be bonded pursuant to the City's estimate of the value of the delayed improvements.
- C. *Phasing:* In the event the project is phased, the Designated 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.
- D. *Phased Occupancy:* In the event that a building is occupied in phases, the Property Owner and Designated Official may determine that only a portion of the required parking is necessary with each phase. The calculation shall be based on the parking as calculated and/or modified by this Appendix. However, all parking shall be constructed and completed by final Certificate of Occupancy or final Tenant Improvement, whichever is later. The City may require a bond for any portion of the parking which is delayed.
- E. *Maintenance:* Prior to completing a project or during a Delay of Installation, interim landscape shall discourage invasive plants from sprouting and establishing. Routine maintenance of these areas will look for and remove invasive plants.

8.6 Exceptions

Produce stands, Outdoor Vendors such as food carts and trucks, and Christmas tree stands are exempt from obtaining a Special Events Street Use Permit for parking; however, they shall be processed through Administrative review per Appendix ~~L~~D (Permitting).

8.7 Bike Parking Design

- A. Bike parking shall be positioned to not block sidewalk, walkways, entrances, etc., when the parking is partially or full of bicycles.

- B. Each bicycle shall be accessible, and the bike parking functional, in the location selected as well as when it is full of or partially used by bicycles.
- C. Bike parking shall allow the bicycle's frame to be secured with at least two points of contact.
- D. Decorative bike parking shall be readily identifiable and built to the same standards as other bicycle parking so their design does not compromise the intended function.
- E. If a bicycle rack is provided, it should be securely anchored to the ground or wall.

9.0 Administrative Modification of Parking Standards

9.1 Modifications of Parking Spaces

Modification of the required number of parking spaces shall use the criteria and methods identified in Section 4.0. Approval criteria for the administrative modification of other parking standards are as follows:

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- A. *Purpose*: The proposal is consistent with the Project purpose and vision as described in this Appendix as well as Appendices A and B (Goals and Design Guidelines), including priority for pedestrian orientation and creation of a Sociable Public Realm.
- B. *Access*: The proposal will not create negative impacts to the abutting properties or right-of-ways, dedicated tracts, or easements;
- C. *Compatibility*: The proposal is compatible with the character of the surrounding properties and their parking facilities;
- D. *Intent*: The modification of the standards will be equal to, or superior in, fulfilling the intent and purpose of the original requirements;
- E. *Safety*: The proposal does not negatively impact any safety features of the project, nor create any hazardous features; and
- F. *Services*: The proposal will not create negative impacts to public services, including fire and emergency services.

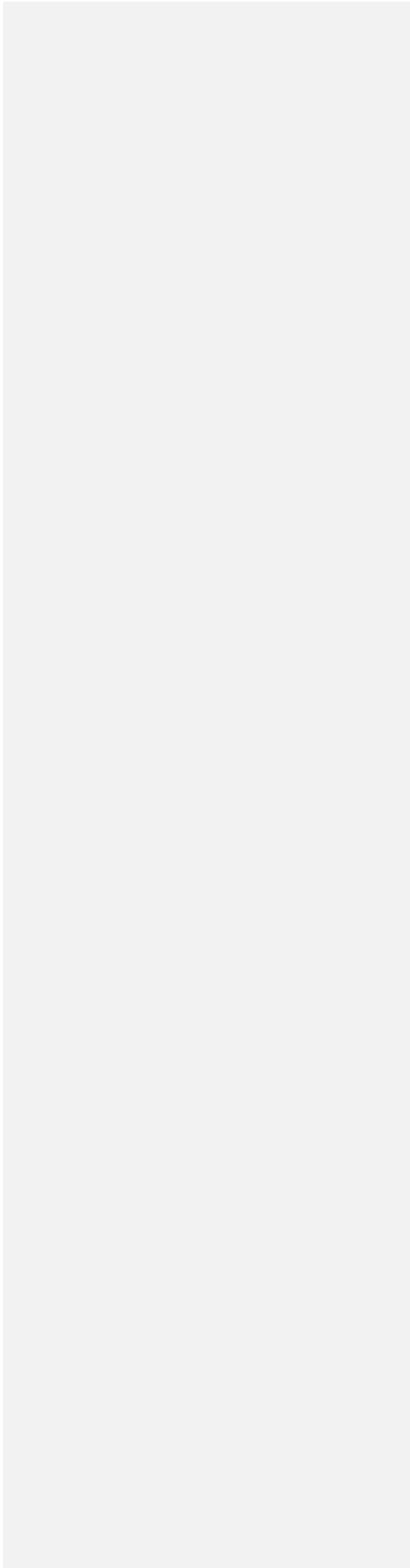
9.2 Case by Case Modifications

The following potential modifications were identified for consideration on a case by case basis:

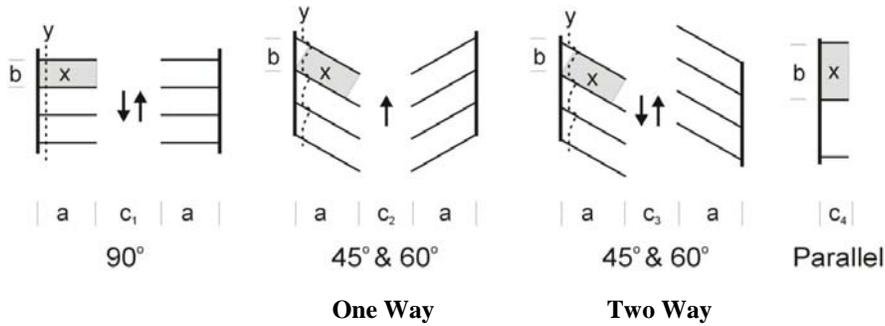
- A. The Applicant may propose a different percentage of stall sizes than is specified Section 4.3.B based on the evolution of car sizes and information on the mixture of cars.
- B. Section 4.4, Tandem Parking, may be modified to incorporate changes in technology such as "stackers" which allow vertical stacking of cars where garages have sufficient ceiling heights.

10.0 Structured and Surface Parking Stall and Drive Aisle Dimension Standards

The following diagram and table describes the dimensions and configurations for parking stalls and drive aisles in either parking lots or structured parking.



10.1 Sizes and Configurations



		x	a	b	c ₁	c ₂	c ₃	c ₄
Standard	90°	18.5' x 9'	18.5'	9'	24'	-	-	-
	60°	18.5' x 9'	20.5'	7'	-	16'	22'	-
	45°	18.5' x 9'	19.5'	6.5'	-	12'	20'	-
Compact	90°	16' x 8'	16'	8'	22'	-	-	-
	60°	16' x 8'	18'	7'	-	16'	20'	-
	45°	16' x 8'	17'	5.5'	-	12'	20'	-
Micro	90°	12' x 7'	12'	7'	18'	-	-	-
	60°	12' x 7'	14'	6'	-	16'	18'	-
	45°	12' x 7'	13.5'	5'	-	12'	18'	-
Parallel		20' x 7'	-	20'	-	-	-	7'
Motorcycle		8' x 4'*						

* Motorcycle drive aisles shall comply with the adjacent automobile drive aisle dimensions.

10.2 Table Notes

The following provide notes and additional information for using the information in [Section 10.1](#).

A. See [Section 8.2](#) for additional information on the use of the various stall sizes.

B. *Bumper Overhang*:

1. On the diagrams, “y” is the bumper overhang.
2. See [Section 8.2.F](#) for additional information on bumper overhang.

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3. Generally it is assumed bumper overhang is 2 feet however with certain angles and certain size vehicles, a larger or smaller overhang may actually exist. The Master Developer may provide additional information on the actual configuration so the Designated Official may determine if another overhang dimension would be appropriate with the proposed configuration.
 4. This area may be used for walkway extension, alternative materials, landscaping, or rain garden per [Section 8.2.F](#). Unless wheelstops are used, the area may not be asphalt. See [Section 8.2.E](#) for more information on wheelstops. In any case this area must be protected so that cars may not continue driving into this area.
- C. Drive aisles that will not be used by cars for backing will be limited to 18-20 feet wide for two way traffic and 14 feet for one way traffic.

APPENDIX H – LANDSCAPING STANDARDS

Section 1.0	Purpose and Intent
Section 2.0	Scope
Section 3.0	Landscape Plan
Section 4.0	Maintenance
Section 5.0	Landscape Requirements for Circulation Elements
Section 6.0	Landscape Requirements for Community Spaces
Section 7.0	Landscape and Decorative Requirements for Parking Areas
Section 8.0	Fences
Section 9.0	Preservation of Trees
Section 10.0	Landscape Requirements and Specifications
Section 11.0	Administrative Modification of Standards
Section 12.0	Construction Details

1.0 Purpose and Intent

The purpose and intent of this Appendix is to create attractive, healthy landscapes on all portions of public and private property in the Project and serve as general minimum standards in describing the extent of beautification desired. These standards are not intended to impose rigid and inflexible standards upon either the designer or the site plan; rather, they are to serve as general minimum standards. This Appendix provides guidance regarding appropriate types of landscaping to achieve the Goals (Appendix A) and Design Guidelines (Appendix B).

Minimum requirements and standards are established to:

- A. Create a Sociable Public Realm that helps to define the character and image of the Project;
- B. Promote safety and provide privacy within the context of a socially gregarious community;
- C. Choose plants for all planting areas that provide year-round beauty and are well suited to the Project site;
- D. Support a pedestrian and bicycle oriented environment;
- E. Provide safety to pedestrian and vehicular traffic.
- F. Promote wise and efficient use of potable water resources;
- G. Protect water quality and quantity;
- H. Ensure appropriate plant material selection and spacing for proposed locations and uses.
- I. Create an aesthetically pleasing view of the development from offsite.

2.0 Scope

2.1 Application of Provisions

The provisions of this Appendix shall apply to all uses in the Project on properties ~~not governed by Appendix G (Critical Areas)~~. This Appendix applies to the Project in lieu of IMC 18.12 (Landscaping and Tree Protection). No other landscape code will be applicable to the Project, except as noted herein, and if consistent with the intent of this Agreement.

2.2 Site Stabilization

- A. Should any construction site covered by the terms of this Agreement remain cleared and unworked for more than 30 days, the Master Developer shall provide necessary soil coverage to stabilize the site from erosion or the establishment of invasive plants.

- B. Should the site within the Project remain unworked for six (6) months, the site will receive amended topsoil and be revegetated with living groundcover and shrubs. If the area contains open space, trees will be included in the revegetation. Selected plants and maintenance shall remove or prevent the establishment of invasive plants.

3.0 Landscape Plan

Any surficial or above-grade equipment, utilities, or appurtenances not shown as part of the approved landscape plan shall be considered a significant revision and will require a revision to be submitted and approved. Additional planting or other screening elements may be required by Appendix B (Design Guidelines).

4.0 Maintenance

A. General guidelines for regular maintenance procedures shall be as follows:

TASK	FREQUENCY
Litter Pickup	Weekly ⁽¹⁾
Mowing Turf	Weekly, April through October
Weeding Planting Beds	Monthly or as needed
Sweeping	Sidewalks Weekly, Parking Lots Monthly
Tree Replacement	Inventory annually

- (1) Litter pickup shall be weekly, unless more frequent litter pickup is necessary to maintain a clean appearance of landscape areas.

The above guidelines are to serve as a standard for normal expected maintenance operations; however, it is also recognized that the Master Developer will determine the frequency of need for maintenance based on actual conditions, such as variations due to weather conditions, seasonal events, intensity of use, etc. The Master Developer is also encouraged to seek out methods for reducing the on-going maintenance costs of landscaped areas.

- B. Landscaping installed to meet the requirements of this Agreement must be maintained in perpetuity by the Master Developer or its assignee.

5.0 Landscape Requirements for Circulation Elements

Circulation is one of the primary ways people experience a community. Appropriately incorporating landscape into the streets, trails, walks, and other Circulation facilities will both humanize and achieve the urban character established in the Goals (Appendix A) and Design Guidelines (Appendix B) and as further described in Circulation (Appendix ~~D~~E).

5.1 Street Trees

Street Trees provide shade, visual amenity, and buffer pedestrians and bicyclists from vehicular movement.

- A. Street Trees shall be ~~determined~~ proposed by the Master Developer and be consistent with part of the Issaquah Highlands approved Street Tree Plan. This Plan must be approved by the Designated Official prior to approval of the first permit for a Circulation facility. The Street Tree Plan may be revised as additional or new information regarding the Project is available. Revisions will be handled as follows:
 1. Privately owned Circulation facilities: the Designated Official will be given the option for input on revisions to street tree plans.
 2. Publicly owned Circulation facilities: the Designated Official will have approval over revisions to the street tree plans.

- B. Street trees shall be required, as identified in Appendix ~~DE~~ (Circulation). Character, type of facility, adjacent uses, and a sense of overall comfort and urban design, etc., will determine tree appropriateness along other types of circulation facilities.
- C. Where street trees are required, they shall be provided at 30 feet on center; see Section 11.2.A for circumstances where there may be a modification of tree spacing.
- D. The use of a Root Barrier is encouraged adjacent to privately owned and maintained paved surfaces. The use of a Root Barrier is required adjacent to publicly owned paved surfaces such as curbs, streets, sidewalks, alleys, trails, and similar areas.
- E. Where tree wells are used, they shall be a minimum of 4 foot x 6 foot or equivalent square footage. ~~Where adjacent uses are intense or sidewalks are standard width, tree grates may shall be required provided;~~ The Master Developer may also choose to use grates for character purposes. If tree grates are provided, grates shall have knock-out rings.
- F. The Master Developer may also choose to use raised planters for street trees along Mews, as shown in Appendix ~~DE~~ (Circulation). The planter size shall be based on mature tree size, root structure, and tree health. Placement and design of the raised planter shall consider safety, functionality, and urban design character, such as door swings, visibility, and adjacent uses. It will be the responsibility of the adjacent property owner to maintain the raised planters, whether they contain trees or solely landscape.
- ~~F-G.~~ Street tree types (genus and species), installation (tree wells or parking strips), spacing, and alignment shall match or closely align with that on the other side of the facility, unless some other provision allows for variation (e.g. design guidelines, etc.).

5.2 Landscape in Circulation Facilities

The following requirements apply to landscaped areas in Circulation (Appendix ~~DE~~).

- A. Landscape adjacent to Circulation facilities shall be selected and maintained so as to avoid situations that would be hazardous to safety, visibility, and clearances of users.
- B. All pruning shall be done in accordance with the most recently adopted version of the International Society of Arboriculture Standards.
- C. Circulation corridor plantings shall be compatible with adjacent landscaping in terms of irrigation, maintenance, and style.
- D. Border plantings are allowed to count toward other required landscape elements.
- E. All planting areas shall contain vegetation.

6.0 Landscape Requirements for Community Spaces

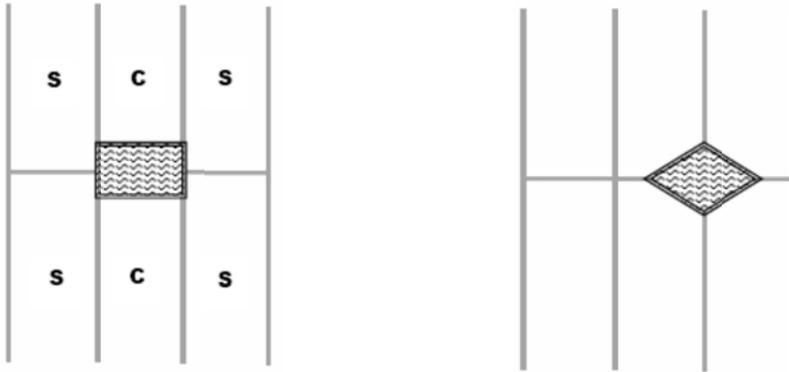
Community Space can be large areas such as lakes, ponds, lawns, or small spots where plant materials have been installed or preserved. Community Spaces can be active or passive areas that provide recreation, screening, storm drainage and wildlife habitat as well as provide a transition from developed more orderly areas to undeveloped natural areas. All planting areas shall contain vegetation, installed based on an approved plan, which is consistent with this Agreement and the Traditional Townscape character.

7.0 Landscape and Decorative Requirements for Parking Areas

The purpose of landscaping or decorative elements in association with parking areas is to soften the visual appearance, reduce the impacts on adjacent pedestrians, screen views of parking, add shade, limit the amount of continuous impervious surface, and reinforce safe pedestrian access to buildings and connecting sidewalks. A variety of deciduous and conifer trees (around the perimeter) shall be used allowing for shading in the summer and light during the winter months.

7.1 Regulation of Parking Lots

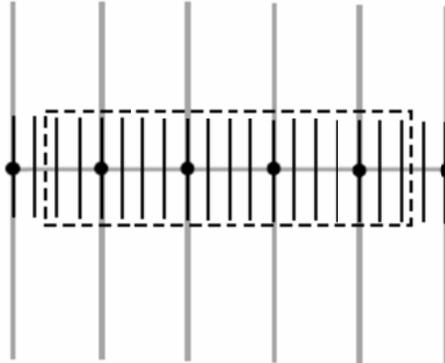
- A. **Small Parking Lots:** Parking Lots less than a total of 2,300 square feet in size may provide required landscaping area along the edges, rather than in the interior, so long as the following are met:
1. At least one tree for every six stalls shall be provided in the edge landscaping; and
 2. No more than four (4) standard spaces, five (5) compact spaces, six (6) micro spaces, or three (3) ADA stalls (with two associated walkways/loading areas) shall be placed in a continuous row.
- B. **Interior Landscape:** Landscaping in the interior of parking lots is intended to diminish the effects of paving and shall consist of all of the following:
1. One (1) tree for every six (6) parking stalls;
 2. The total of all interior landscaped areas, excluding Edge Landscape as required by [Section 7.1.C](#), shall be equal to or greater than ten (10) percent of the Parking Lot area;
 3. Except where pedestrian access is provided, evergreen living groundcover and/or shrubs shall be spaced to achieve 100% Landscape Coverage in three years;
 4. A landscaped area shall be provided at the end of parking aisles.
- C. **Edge Landscape:** Landscaping along Parking Lot edges abutting public rights-of-way, Circulation facilities, or Community Spaces shall be provided to create a Pedestrian Friendly environment and shall consist of the following:
1. Living groundcover planted and spaced to achieve 100% landscape coverage (except for pass-thru spaces for pedestrians) in three (3) years for areas not otherwise planted with shrubs or trees or occupied by non-vegetative improvements; and,
 2. Shrubs, at least two feet high at installation, to provide a continuous three (3) feet height hedge at maturity. These landscaped buffers for parking lot areas shall have a minimum width of three (3) feet; or
 3. 3-foot tall fencing or wall; or
 4. A combination of [Section 7.1.C.2](#) and [Section 7.1.C.3](#).
- D. **Alternatives to Parking Lot Landscaping** To allow for flexibility and improve parking lot efficiency, the following alternatives [to Sections 7.1.B](#) and [7.1.C](#) requirements may be selected by the Applicant:
1. Tree wells at the head of a parking stall(s) may be used. Tree wells shall be a minimum of 40 square feet with additional space for root growth provided by structural soils, Silva Cells, or other methods that achieve a similar purpose. See [Section 10.4](#) for more information. The trees shall be located such that they are protected from the cars at the trees' mature size. Protection mechanisms may include the size of planter, size of stall, curbs, tree guards, etc.



Two methods of providing Tree Wells in Parking Lots. [S – standard stall; C – compact stall]

2. Parking Lot Tree Replacement: Architectural elements with horizontal components that visually break up and create shade in a Parking Lot may be substituted for Section 7.1.B.1. Architectural elements could be arbors, trellises, solar panels, etc. Each 500 square feet of horizontal element replaces a required tree. The appropriate height for the horizontal element, relative to surrounding grade, would be determined based on surrounding uses and safety. This would be generally 5 foot of clearance for parked cars and 8 foot of clearance for areas where pedestrians are likely to be.

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A method for replacing required trees with architectural elements; the dashed box approximates one tree.

3. Parking Lot Edge Treatment to replace Interior Parking Lot Landscape: Architectural elements at the edge of a Parking Lot may count towards Section 7.1.B.2 if the architectural elements meet the following requirements (This provision may replace the entire requirement in Section 7.1.B.2. Any reduction in required trees must be met separately.):
 - a. The proposed architectural elements shall contribute to a Pedestrian Friendly environment and generally screen the Parking Lot from Circulation facilities or Community Spaces.

- b. Provision of architectural elements which provide weather protection for adjacent pedestrians is encouraged though not required by this Appendix; other Appendices may require them.
- c. All horizontal and certain vertical components of an architectural element at the edge of a Parking Lot will count one for one, (i.e., one square foot of architectural element equals one square foot of required Interior Landscape). Appropriate elements might include walls, trellises, arbors, solar panels, and/or artwork.
- d. Any portion of a vertical component above 3 feet in height may contribute to the landscape reduction, provided the overall height of the architectural element is at least 6 feet.
- e. The height of the horizontal elements must be placed at least 5 feet above the adjacent grade, unless the adjacent area is a walkway or place where people might be; in that case, the horizontal element must be 8 feet above the adjacent grade.
- f. The architectural elements must allow pedestrians frequent physical and visual connections in and out of the parking lot. The frequency of visual and physical connections will be based on factors, such as:
 - the need for connections and access to businesses, uses, activities, etc;
 - the location of Circulation facilities;
 - the level of vehicular traffic adjacent to pedestrian routes;
 - the presence or absence of adjacent street trees and on-street parking;
 - sidewalk width and activities;
 - safety issues such as sight lines at driveways and other vehicular entrances; and,
 - the opacity, types, and heights of architectural elements selected.

7.2 Regulation of Parking Structures

While structured parking is encouraged, exposed garage structures and rooftop parking have negative impacts that must be minimized without unduly discouraging their construction. Exposed garage walls will be made more Pedestrian Friendly through treatments. Rooftop parking is considered equivalent to a surface parking lot and must be modulated by either landscaping or non-landscaping methods.

- A. Perimeter Requirements: Treatments along exposed Parking Structures abutting public rights-of-way, Circulation facilities, or Community Spaces shall have visually and texturally interesting Pedestrian Friendly treatments, except where there are pedestrian or vehicular entries/exits to the Parking Structure. Treatment options are:
1. Landscape growing on the building or an attached structure, such as, Green Walls; or
 2. A landscape area at least ten (10) feet wide composed of a combination of evergreen and deciduous trees, evergreen shrubs, and groundcover. The landscape materials may be clustered, staggered, or regularly spaced, as long as screening is achieved. The minimum required number of each landscape material is based on the linear footage of exposed Parking Structure frontage as follows: 1 tree per 20 linear feet, 1 shrub per 5 linear feet, and groundcover to provide 100% Landscape Coverage in three (3) years; or
 3. Architectural elements and/or art; or
 4. Any combination of two of the following: Sections 7.2.A.1, 7.2.A.2, and/or 7.2.A.3.

- B. Rooftop Requirements: The purpose of architectural elements or landscape for rooftop parking is to soften the visual appearance of the rooftop, screen views of the rooftop, add shade, break up the visual appearance of rooftop parking, and reinforce safe pedestrian access to stairwells and elevators.
1. Interior:
 - a. The square footage of all horizontal architectural elements or landscape interior to the rooftop parking shall be equal to or greater than ten (10) percent of the total rooftop parking area.
 - b. The Applicant may choose to use architectural elements and/or landscape.
 - c. The design, placement, distribution, etc must achieve the purpose stated in Section 7.2.B.
 - d. Horizontal architectural elements shall be 5 feet above areas used only by cars and 8 feet above areas used by people.
 - e. No perimeter treatment may contribute to the 10% Interior requirement, except that portion which is greater than 5 feet in height; however, this provision may not be used to meet more than 50% of the Interior requirement.
 2. Perimeter:
 - a. Architectural elements or landscape shall provide a visual screen at least three (3) feet in height around the entire perimeter of the rooftop.
 - b. On sides of the rooftop parking where adjacent or nearby occupied buildings are tall enough to look across or down upon the roof, architectural elements or landscape shall provide a visual screen at least five (5) feet in height.
 - c. Architectural elements or landscape provided to meet the requirements of this Section, and which are visible from the exterior of the Parking Structure, shall be consistent with and/or complimentary to the exterior architecture.

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8.0 Fences and Walls

- A. Fencing and walls shall be subject to the guidelines in the Design Guidelines (Appendix B).
- B. Walls over 4 feet in height shall provide landscape to soften the walls. Typically this would be climbing vines, plants that trail from above (for shorter walls), and possibly landscape whose mature height is tall enough to screen the wall. Walls that will not be visible from pedestrian Circulation facilities, off site, and/or from a building, do not require landscape screening.

9.0 Preservation of Trees

- 9.1 This Section shall apply only after the Buildout Period.
- 9.2 Individual deciduous trees or clusters of trees with outstanding qualities, form and health shall be retained whenever possible. The soil around retained trees shall remain undisturbed with a disturbance-free zone extending beyond their driplines. The soil grade around an individual tree within a cluster designated for retention shall not be altered within the dripline of the tree or within 15 feet of its trunk, whichever is greater. Trees shall not be designated for retention if they are dead or in a declining state, or if they are hazardous.
- 9.3 No tree shall be removed for the purpose of private view enhancement. Trees, not planted as part of a landscape or revegetation plan or protected by a conservation easement (i.e., “volunteers”) may be removed at the discretion of the Master Developer.

9.4 The Designated Official may require certain tree protection measures. These measures may include, but are not limited to: temporary fencing corresponding to the dripline of the trees to be retained or the disturbance-free zone for trees of outstanding qualities, form and health, tunneling instead of trenching, stump grinding instead of stump pulling and traffic routing to prevent excessive soil compaction. The Designated Official may also require the hiring of an Arboricultural Consultant at the Applicant's expense to determine measures that may need to be taken to preserve significant trees.

9.5 If a significant tree designated for retention has been removed, the Applicant shall be responsible for the following:

- A. Pay the City the established monetary value of that tree, as determined by the Designated Official, using resources qualified to determine replacement value; or
- B. Pay for the replacement cost for all trees that are replanted on the property from which the significant tree was removed; or
- C. Replace the tree according to the following guidelines:
 - 1. The replacement trees shall equal the diameter of the tree removed, i.e. if one twelve (12) inch diameter tree is removed, the required replacements would consist of four three (3) inch trees, three four (4) inch trees, or six two (2) inch trees.
 - 2. All replacement trees that are deciduous must be a minimum of one-and-one-half (1-1/2) inches in diameter and all evergreens must be a minimum of six (6) feet in height.
 - 3. If it is determined that the site does not have the necessary space for the replacement trees, then the Designated Official may require the replacement trees be planted elsewhere within the Project, or that the money for the purchase of the trees be placed in a tree fund, allocated as determined by the Designated Official.
 - 4. If a significant tree designated for retention has been willfully damaged by other than natural causes in the following manner, the Master Developer shall post with the City an acceptable security, worth the established monetary value of the tree. Willful damage includes:
 - a) Wounding of its trunk;
 - b) Wounding of major structural branches;
 - c) Grading, trenching, or filling of its root zone within the area designated to be disturbance free;
 - d) Soil compaction due to heavy vehicle traffic within its root zone which was designated disturbance free; or
 - e) Change in drainage.

10.0 Landscape Requirements and Specifications

The following landscape requirements and specifications shall apply to all landscaping required under this Appendix. A landscape professional, selected jointly by the Designated Official and the Master Developer, is authorized to make recommendations for adjustments to the following standards on a case-by-case basis.

10.1 Centennial Tree

"Eddie's White Wonder" Dogwood (*Cornus "Eddie's White Wonder"*) has been chosen as Issaquah's official Centennial Tree. Applicants are therefore encouraged to use it as a single specimen or in small group plantings.

10.2 Drainage

All landscape areas shall be adequately drained, ~~with consideration of existing high water table,~~ either through natural or man-made drainage systems. Where the high water table may interfere with the health and establishment of street trees or other required trees, tree pits may be drained to the storm drainage system.

10.3 Fertilizer, Herbicide, and Pesticide Use

All fertilizer, herbicide, and pesticide applications, including broad spectrum applications, “weed and feed”, and pre-emergent pesticides, shall conform to the Best Management Practices and Landscape Contractor Manual for the Project, distributed by the Master Developer, following initial review and approval by the Designated Official. Generally this will mean the use of “organic”, “slow release” or “controlled release” fertilizers that are low in phosphorous. For herbicide and pesticide applications, use of the least toxic chemical/organic products as part of an Integrated Pest Management approach is allowed. Fertilizer, herbicide, and pesticide applications shall be made in a manner that will inhibit their entry into waterways, wetlands, and storm drains.

10.4 Structural Soils

Where small landscape islands (40 square feet or less) or other limited spaces are used for trees, structural soils or a product such as Silva cells shall be provided surrounding the exposed planting area to increase the effective growing area for the tree to at least 100-150 square feet based on the mature size or root structure of the tree. Other methods or products may be proposed and accepted by the Designated Official if they achieve the purposes described here, improve the health and growth potential of the tree, and reduce potential damage to surrounding paving and hard surfaces.

10.5 Plant Selection

All perennial plants shall be adapted to their sites (sun exposure, cold hardiness, hydrozones, soil type, soil pH, etc.). Plants, excluding annuals, with differing environmental/cultural requirements shall not be used together if desirable circumstances cannot be provided for both. New perennial plant materials shall consist of at least one the following: native, drought tolerant varieties, or non-native species that have adapted to the climatic conditions of the greater Issaquah region. All plants shall be selected and sited taking into consideration the mature size of the plant and the space allowed for the plant to grow unobstructed. Plants shall be selected that are appropriate for the provided space in order to minimize persistent pruning, except where regular shearing is a desired appearance and where it is determined by the Designated Official to not be harmful to the plant. Within the first 15 years after planting, trees that create a nuisance (e.g., invasive roots, dripping sap) may be removed and replaced with appropriate trees that meet at least the minimum plant size specified in Section 10.6.

No plants listed on local, county or state invasive/noxious plant lists may be proposed within the Project.

10.6 Plant Sizes

- A. Minimum Plant Sizes and Maximum Plant Spacing for Landscape Areas shall be as follows:
1. Groundcovers: 4 inch pot with 12 inch spacing or 1 gallon pot with 18 inch spacing;
 2. Evergreen / Deciduous Shrub: 2 or 3 gallon pot or balled and burlapped equivalent;

3. Deciduous Tree: 1 1/2 inch caliper, 10 foot to 12 foot height; and
 4. Evergreen Tree: 6 foot height to uppermost branching point.
 - ~~5. Deciduous and Evergreen Trees planted in Exhibit E-1 Slope Areas, as well as other sloped areas approved by the Designated Official (generally greater than 3:1), may be reduced to 3 feet in height to improve their chances of adapting to their sloped condition.~~
- B. Plant size or spacing specified above in Section 10.6.A may be modified with a letter from a licensed Landscape Architect indicating that the smaller plant size or larger plant spacing will achieve the same effect and/or coverage within the maintenance period established in Appendix ~~D~~ (Permitting). Consideration of the site topography and wind and sun exposure shall be given when selecting tree size and species.

10.7 Plant Standards

All plant materials used shall meet the most recent American Association of Nurseryman Standards for nursery stock: ANSI 260.1.

10.8 Tree Pruning and Landscape Removal

- A. Applicability
1. This Section shall apply to the removal of landscape material for all landscape areas approved by the Designated Official as part of the permitting process. On properties without a conservation easement and/or that do not contain Critical Areas or their Buffers, pruning for maintenance purposes shall not be restricted by this Section.
 2. Any activities undertaken in Critical Areas or encumbered properties shall be consistent with ~~Critical Areas (Appendix G) and the Allowed Critical Area Activities in that Appendix~~ the provisions of the Municipal Code.
- B. Pruning and Landscape Removal for Views/Aesthetics
1. Timing: pruning/landscape material removal shall be performed annually by the Master Developer.
 2. Approval: prior to any removal of material, the owner must receive approval by the Architectural Review Committee and authorization from the Designated Official. No pruning or removal activity shall be approved that results in soil instability or negates the purpose of the landscape material.
 3. Work: All pruning or landscape material removed for views or aesthetic reasons shall require that all work be done in a competent and workmanlike manner in accordance with the International Society of Arboriculture Standards (ANSI) Z133.1. The Designated Official may require a security for all work, and may require that such work be supervised by a landscape architect, arborist, forester or other professional to ensure work is performed in accordance with approved plans.
- C. Tree and Landscape Removal for Safety
1. Removal of landscape material shall be authorized by the Designated Official based on either of the following:
 - a) The recommendations of a qualified professional for cases where, given the potential of a tree to damage property or pose safety risks for residents due to the instability of the tree, removal may be necessary.
 - b) In cases where landscape material is determined by a qualified professional to be a fire hazard, removal may be necessary.

D. Violations

1. Unauthorized pruning of trees or clearing of landscape material may result in fines of up to one thousand dollars (\$1,000) per incident against the owner or anyone acting on behalf of an owner.
2. Unpaid fines and charges shall result in a charge and continuing lien upon the parcel or living unit of the owner responsible for the violation(s).
3. Fines and charges not paid within thirty (30) days of notification shall bear interest at a rate of six percent (6%) per annum until paid, but not exceeding the maximum rate permitted by law.

10.9 Shrub Pruning

Shrubs used for screening purposes shall have a predetermined minimum desired height shown on the landscape plan. Once the desired height is reached, they will not be pruned below that height, except occasionally on the recommendation of a qualified landscape professional for the plant's health and to retain the form of the plant. In this situation, "occasionally" means no more frequently than once every five years. A plant which must be significantly cut back more frequently should not be used where the regular presence of the shrub is desirable or required.

10.10 Soil Porosity

Soils in planting areas shall have adequate porosity to allow root growth. Soils which have been compacted to a density greater than 85 % Maximum Dry Density or MDD (penetrable with a hand shovel) shall be loosened to increase aeration to a minimum depth of 18 inches, or to the depth of the largest plant root ball, whichever is greater. Imported topsoils shall be tilled into existing soils to prevent a distinct soil interface from forming. After soil preparation is completed, motorized vehicles shall be kept off the area to prevent compaction and damage to underground irrigation systems and utilities.

10.11 Tree Protection

Where vehicles may overhang into required landscape areas, trees shall be located such that they are not damaged by parked vehicles. Trees in lawn areas are required to have a mulched bed extending a minimum of twenty-four (24) inches in all directions from the base of the tree. In addition, protective devices such as bollards, trunk guards, root guards, etc., may be required in some situations.

10.12 Water-Wise Planting and Irrigation

Plants having similar water use characteristics (hydrozones) shall be grouped together and an irrigation system designed to minimize total water usage.

10.13 Water-Wise Mulches and Soil Amendments

- A. Soil amendments may be necessary, as determined by the Designated Official, for a healthy growing medium, which will increase the survival rate for new planting, improve drainage, and reduce on-going maintenance requirements.
- B. Mulch new planting areas to minimize evaporation, reduce weed growth and slow erosion.
- C. All mulches used in planter beds shall be feathered to the base of the plants.
- D. Moisture polymers may be added to soil to reduce the watering requirements.
- E. Water tubes may also be added to the tree plantings to allow water to penetrate the soil.

10.14 Restoration of cleared areas

Following grading and construction activities, or if the property remains inactive for six (6) months, the Master Developer shall submit a restoration proposal to the Designated Official for review and approval that includes:

1. Timing for completion;
2. Proposed material (to include groundcover, shrubs and trees, as appropriate); and,
3. Temporary water supply, if necessary.

The proposal need not be a graphic representation of the area, but may consist of a letter outlining the items above. This commitment must be completed, or bonded for, prior to Designated Official acceptance or granting Final inspections and/or Certificates of Occupancy.

10.15 Provision of Top Soil

Provide a minimum of twelve (12) inches of amended topsoil in all planted areas governed by a landscape plan. For plantings on all private property, adequate amended topsoil should be provided to encourage on-lot landscaping. For ~~the replanting of the slopes shown on Exhibit E-1 as well as other~~ areas where surface stability may be a concern, shrub and tree pits shall contain twelve (12) inches of amended topsoil, but other planting areas shall incorporate topsoil as possible while maintaining slope stability. The topsoil requirement takes precedence over the Construction Details shown in Section 123.0.

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11.0 Administrative Modification of Standards

11.1 Approval Criteria

Approval must be based on a determination that the modification is consistent with the purpose and intent of this Appendix as well as Appendix A (Goals) and Appendix B (Design Guidelines). The following approval criteria in conjunction with Permitting (Appendix ~~D+~~) shall be used to determine whether an Administrative Modification shall be granted for landscape standards:

- A. The modification(s) will be equal to, or superior in, fulfilling the intent and purpose of the landscape requirement;
- B. The modification(s) does not negatively impact the abutting property in a significant manner;
- C. The landscape modification(s) shall provide consistency with the intent, scale, and character of the uses(s) involved;
- D. The intent and purpose of the required screening and/or buffering of uses for specific areas (for example, waste collection, service/loading, and parking areas) are not jeopardized; and
- E. The modification(s) does not negatively impact water quality in a significant manner.

11.2 Case by Case Modifications

The following potential modifications will be considered on a case by case basis:

- A. **Street Tree spacing:** the Master Developer may propose to vary the spacing based on a response to the context while also respecting the Project vision and urban design as established through the Goals (Appendix A) and Design Guidelines (Appendix B), in addition to the purpose of street trees as described in Section 5.1. Review and approval may occur with the land use permit or as a separate modification with construction permits. Potential examples include:

1. The presence of a Community Space, primary building entries, or additional building setback where modified tree spacing could integrate the sidewalk into the space or enhance its presence.
 2. Types of street trees selected. For instance, the use of trees with smaller or larger tree canopies may indicate the need to increase or decrease spacing, as long as long-term tree health is maintained.
 3. Types and intensity of uses in the sidewalk and/or planting strip. For instance the use of a planting strip as a rain garden may dictate the need to modify tree space.
 4. Use of architectural or landscape elements that achieve the same purpose as street trees.
 5. Urban design characteristics.
- B. **Replacement Trees:** Tree sizes specified in [Section 9.5.C.2](#) are for urban trees and may not be appropriate in some circumstances. For example if the tree to be retained is multi-stemmed or the appropriate replacement tree is multi-stemmed. Consideration may be given to alternative methods for meeting the intent of the regulations.

CONCEPTUAL SLOPE PLANTING DRAWINGS REMOVED

12.0 Construction Details

- Detail E-1 Grass areas and planting strips
- Detail E-2 Street tree planting with tree grate
- Detail E-3 Tree protection
- Detail E-4 Conifer tree planting and staking
- Detail E-5 Typical shrub planting
- Detail E-6 Street tree planting in strips and wells
- Detail E-7 Typical tree planting
- Detail E-8 Tree and shrub planting on slopes

GRASS AREAS & MEADOWS

GRASS AREAS MAY BE ONE OF THREE TYPES: MOWED LAWN, ROUGH LAWN (NON-IRRIGATED) OR WILD FLOWER MEADOW (NON-IRRIGATED.) THEY MAY BE SOODED, SEEDED OR HYDROSEDED.

1. SOO: USE A 70/30 PERENNIAL RYEGRASS/FINE FESCUE MIX AS SUPPLIED BY COUNTRY GREEN TURF FARMS OR APPROVED EQUAL. NO NETTING ALLOWED.
2. SEED: LOW WATER USE SEED MIX (ORCHARD SEED MIX) OR "LOW GROW" AS DEVELOPED BY COUNTRY GREEN TURF FARMS OR APPROVED EQUAL, COMPOSED OF 60% ELF-PERENNIAL RYEGRASS, 30% CREEPING RED FESCUE, AND 10% HARD FESCUE AT 5#/1000 SF.

3. WILDFLOWER SEED COMBINATION: ECO-LAWN OR SIMILAR MIX COMPOSED OF FINE FESCUES AND NATIVE WILDFLOWERS. GRASS SEED INCLUDES A BLEND OF SHEEPS FESCUE, SLENDER FESCUE, CREEPING RED FESCUE, CHEWINGS FESCUE, AND HARD FESCUE TO WITHSTAND SHADE AND DROUGHT. WILDFLOWERS MAY BE ANNUAL OR PERENNIAL, NATIVE TO WESTERN WASHINGTON, AND NON-WEEDY AS DEFINED BY THE KING COUNTY NOXIOUS WEED DIVISION. PRODUCTS SIMILAR TO ECO-LAWN, A TRADEMARK NAME, CAN BE CREATED FOR SPECIFIC LOCAL CONDITIONS THROUGH FROSTY HOLLOW ECOLOGICAL RESTORATION COMPANY OR APPROVED.

SOIL CONDITIONS FOR SOODED AREAS AND MOWED LAWNS MUST DRAIN THROUGHOUT THE YEAR ALL AREAS FOR THIS TREATMENT TO BE SLOPED AT A MINIMUM OF 2% TO DRAIN. LAWNS TO BE MOWED SHALL BE NO STEEPER THAN 3:1 (3' HORIZONTAL TO 1' VERTICAL MEASUREMENT). IF THE AREA HAS BEEN COMPACTED SO THAT IT IS NOT EASILY PENETRATED WITH A SHOVEL, SUBGRADE WILL REQUIRE LOOSENING TO A DEPTH OF 8". IN GRASS AREAS ONLY USE A SANDY MIX (WINTER MIX DESCRIBED BELOW), APPLY 4-8 INCHES OF TOPSOIL, AND TILL INTO LOOSENED SUBGRADE. APPLY ADDITIONAL SOIL IN LIFTS TO FINISH GRADE AND SLOPE TO DRAIN. APPLY DOLOMITE LIME AT A RATE TO ACHIEVE A PH SUITABLE FOR THE SEED MIXTURE PROPOSED. LAWN FERTILIZER TO SUIT THE CONDITIONS TO BE APPLIED PER MANUFACTURER'S INSTRUCTIONS.

FOR PLANTING BEDS USE A TWO-WAY MIX OF SANDY LOAM AND COMPOST 50/50 APPLIED IN THE SAME METHOD AS DESCRIBED ABOVE. DO NOT USE SAND IN PLANTING BEDS.

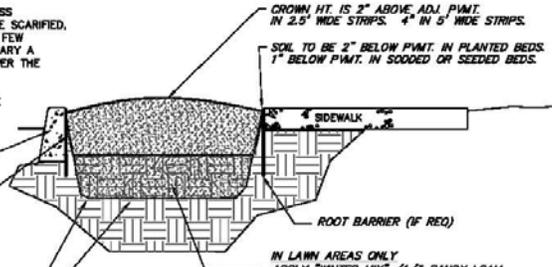
SOIL CONDITIONS FOR WILDFLOWERS AND NATIVE GRASS TREATMENT ARE LESS DEMANDING. THE SOIL MAY BE SCARIFIED, ROCK PICKED, AND HYDROSEDED IF SEED REQUIRES FEW NUTRIENTS AND LEAN SOIL. IF RICH SOIL IS NECESSARY A FERTILIZER OR FORTIFIED MULCH MAY BE APPLIED OVER THE AREA PRIOR TO SEEDING OR WITH THE SEED.

ALL NON-IRRIGATED BEDS TO BE SEEDED ARE TO BE PLANTED IN SPRING DURING APRIL AND MAY OR IN FALL FROM SEPTEMBER UNTIL OCTOBER 15.

EXISTING CONCRETE CURB

DO NOT UNDERMINE SIDEWALK OR CURB BACKFILL AGAINST CURB ON STREET AND AGAINST SIDEWALK

SCARIFY SIDES
COMPACT SOIL UNDER PLANT TO AVOID SETTLING



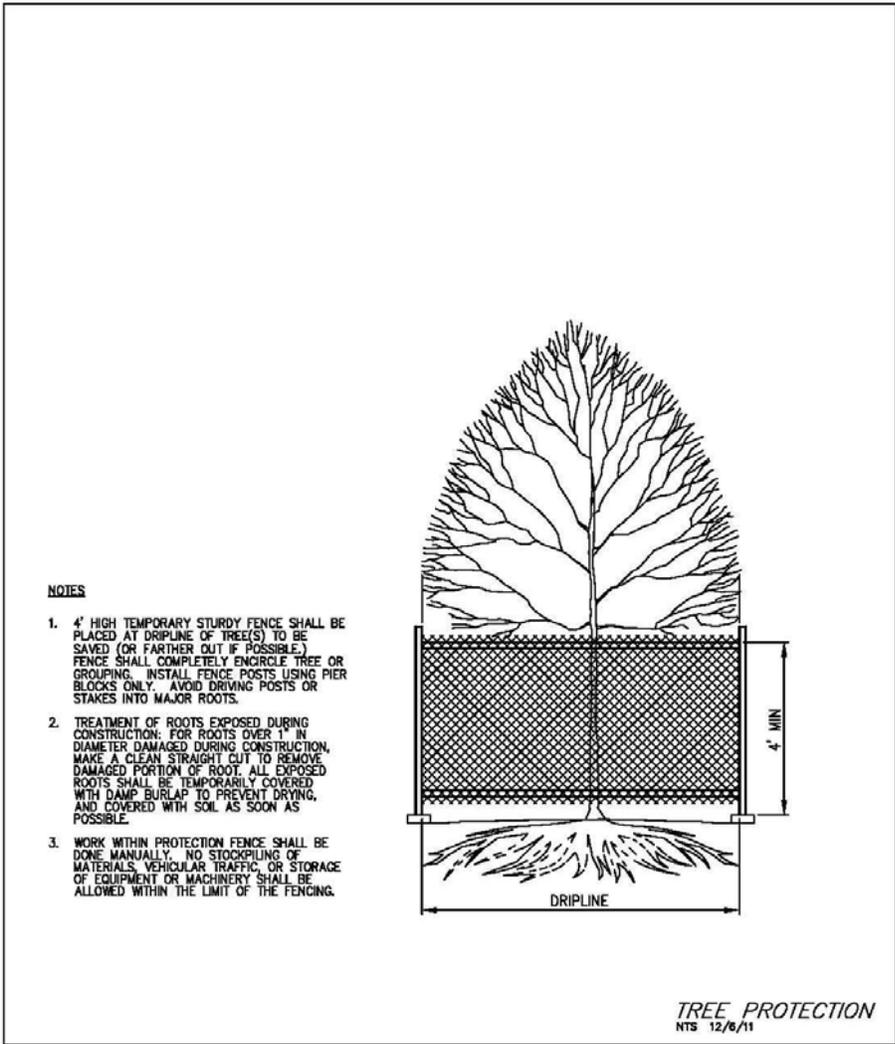
SOIL PLACEMENT

1. THIS DETAIL COMBINES GRASS AND MEADOW TREATMENTS WITH SOIL PLACEMENT AND STRIP PLANTING REQUIREMENTS SINCE MANY STRIPS IN PUBLIC R.O.W. ARE GRASSED. OPEN AREAS OF LAWN AND MEADOWS ARE LESS RESTRICTIVE AND DON'T REQUIRE A DRAWING.
2. SUB-GRADE IN THE STREETSCAPE PLANTING STRIPS ARE 8" BELOW FINISH GRADE. ROTOTILL ENTIRE STRIP DOWN TO 12" BELOW FINISH GRADE. APPLY "WINTER MIX" (1/3 SANDY LOAM, 1/3 SAND, & 1/3 COMPOST) TO ACHIEVE FINAL GRADE IN 4" LIFTS. INCORPORATE BOTTOM LIFT THOROUGHLY INTO SUB-GRADE SOIL. EACH LIFT TO BE COMPACTED TO MINIMIZE SETTLING.
3. PLANTING STRIPS ARE TO BE CROWNED SLIGHTLY IN THE CENTER FOR DRAINAGE (4" IN 5' STRIP). PLANTING STRIPS IN PUBLIC R.O.W. ARE 5' WIDE.
4. FINISH GRADE TO BE 1" BELOW ADJ. PAVEMENT & CURBS IN AREAS TO RECEIVE SOO OR SEED, 2" IN AREAS TO BE PLANTED IN GROUNDCOVER OR SHRUBS

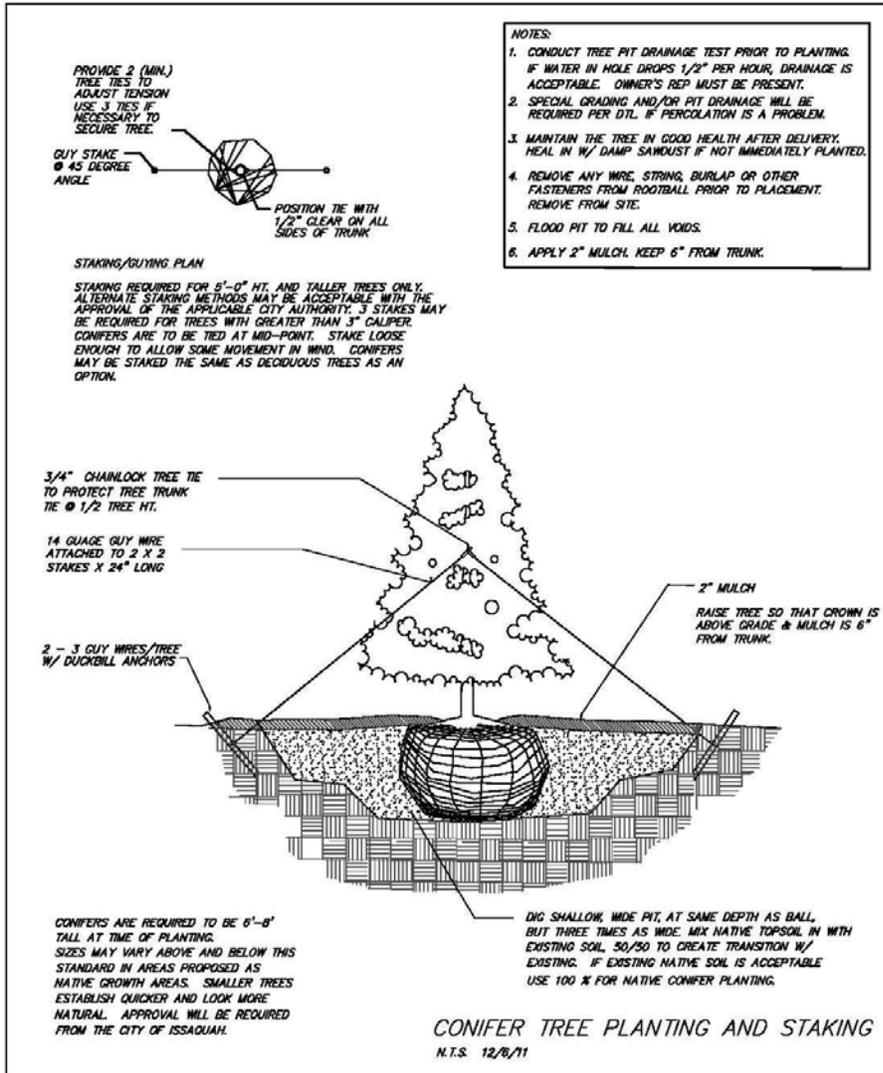
GRASS AREAS & PLANTING STRIPS

TYPICAL SOIL INSTALLATION
NTS 12/16/2011

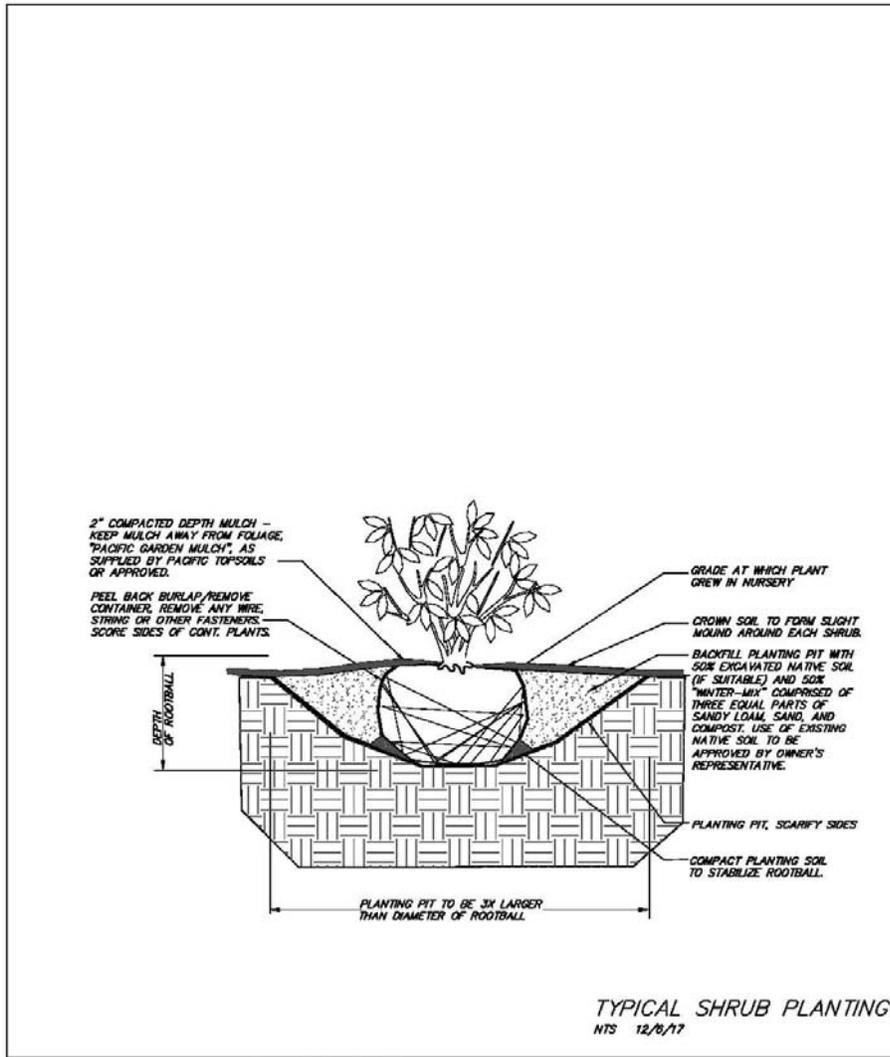
Detail E-1



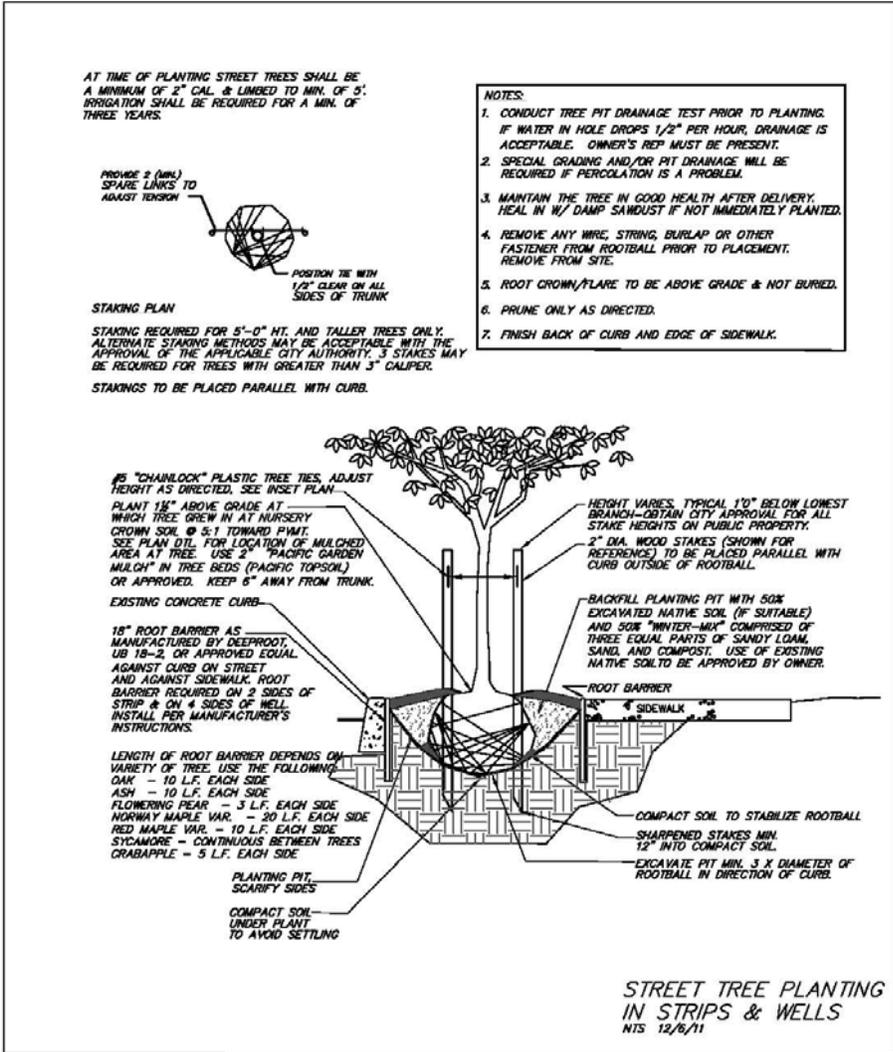
Detail E-3



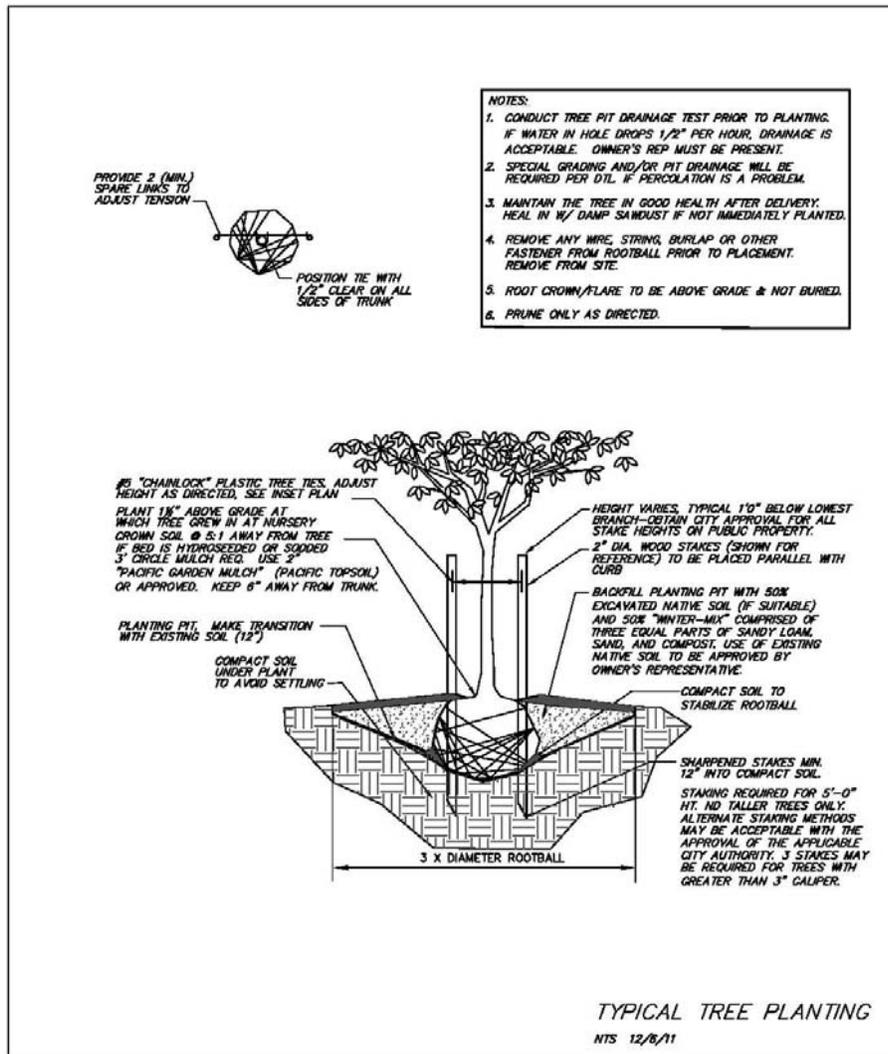
Detail E-4



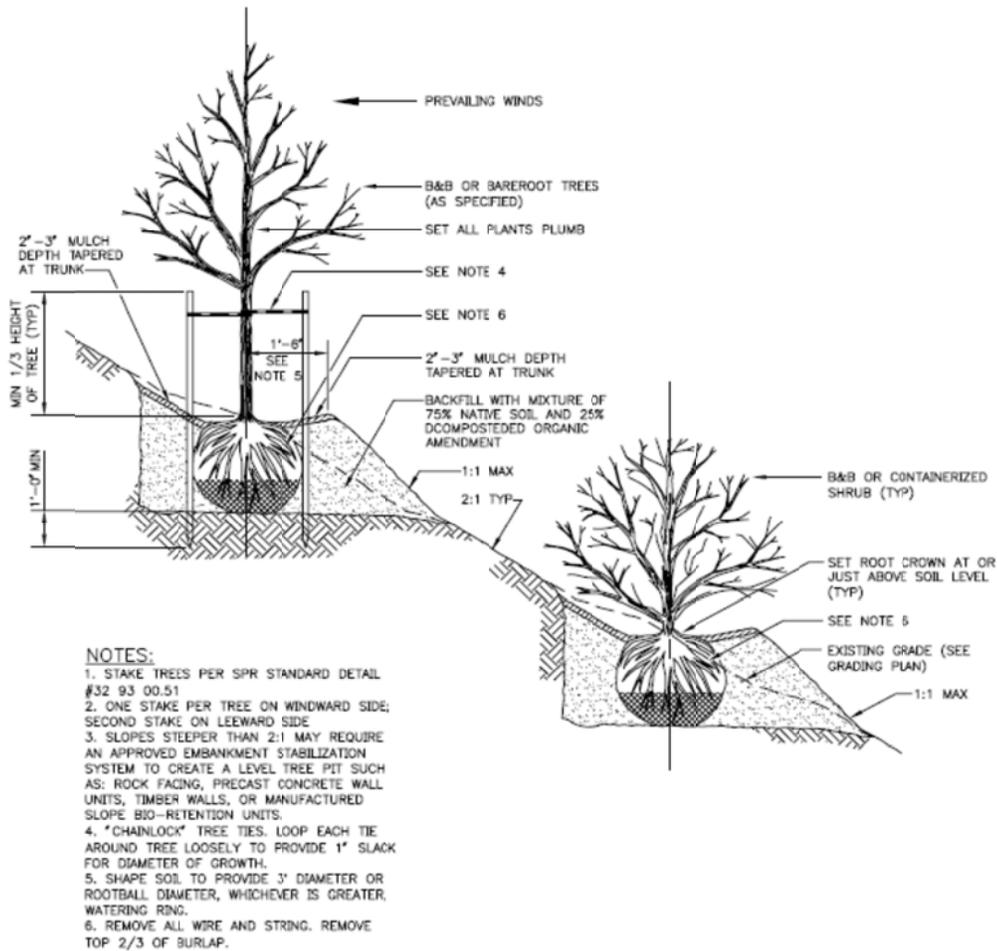
Detail E-5



Detail E-6



Detail E-7



Detail E-8 Tree and Shrub Planting on Slopes

APPENDIX I — SIGN STANDARDS

Section 1.0	Purpose
Section 2.0	Definitions
Section 3.0	General Permit Provisions
Section 4.0	Permanent Signs
Section 5.0	Temporary Signs
Section 6.0	Signs on the Public Rights of Way and Private Street Corridors
Section 7.0	Prohibited Signs and Devices
Section 8.0	Non-Conforming Signs
Section 9.0	Administration & Enforcement

1.0 Purpose

The purpose of this Appendix is to establish standards for the regulation of design, placement, size, renovation, and proper maintenance of all exterior signs and sign structures within the Project in order to:

- A. Contribute to the economic well being of the community;
- B. Encourage signage that is both functional and attractive and that clearly responds to the needs of the public in locating a residence or business establishment as well as general wayfinding;
- C. Support the Project vision as described in Goals (Appendix A) and Urban Design Guidelines (Appendix [BS](#));
- D. Recognize the role signs have in creating a visually interesting and attractive place as well as contributing to good overall urban design, while avoiding visual distraction, clutter, chaos, obstructions, and an overly busy public environment;
- E. Provide signs that are pedestrian and bicycle oriented;
- F. Ensure that signage is compatible with the natural beauty of the Project and the surrounding area;
- G. Promote traffic safety and to protect the health, property, and general welfare of its citizens; and,
- H. Ensure signage is compatible with the adjacent architecture and the unique character and natural beauty of Issaquah Highlands.-

No other sign code will be applicable to the Project Areas, except as noted herein, and if consistent with the intent of this Development Agreement.

2.0 Definitions

See also the Main Body of the Development Agreement, [Section 6](#), for General Definitions.

2.1 A-frame Movable Sign

See “Movable Sign” and “Outdoor Vendor Sign”.

2.2 Abandoned Sign

A sign which no longer identifies or advertises a bona fide business, lessor, service, owner, product or activity, and/or for which no legal owner can be found.

2.3 Address Sign

A sign displaying the street number or name of the occupant of the premises, or both.

2.4 Advertising

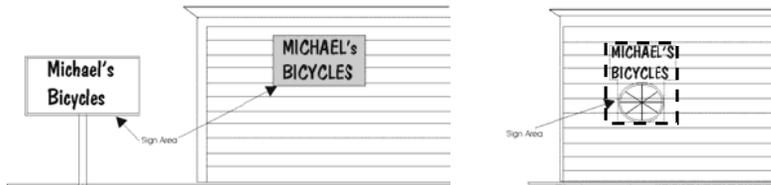
A sign directing attention to a business, profession, commodity, service or entertainment conducted, sold or offered.

2.5 Architect, Engineer, Contractor Sign

See “Construction Purpose sign”.

2.6 Area of Sign

The sum of all display areas as determined by circumscribing the exterior limits on the mass of each display erected on one (1) sign structure with a circle, triangle, or quadrangle connecting all extreme points. The structure supporting a sign or the painted or architectural background of a sign is not included in determining the area of the sign unless the structure or background is designed in a manner to visually amplify the sign itself.

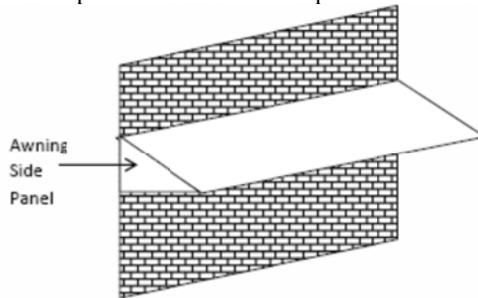


2.7 Awning

An architectural projection roofed with flexible, sturdy material supported from an exterior wall of a building and/or other sign structures.

2.8 Awning Side Panel

A solid panel that is sometimes present on the side of an awning.



2.9 Banner

Flexible, sturdy material on which a sign is painted, printed or sewn. Banners are attached to buildings or other structures. Banners shall not be attached to flexible poles or structures, and shall be supported between bars to prevent fluttering.

2.10 Billboard

A ground, wall, or roof sign erected, constructed, or maintained for the purpose of displaying outdoor advertising, and directing attention to a business, profession, commodity, service or entertainment conducted, sold or offered elsewhere than upon the lot where the sign is located. The definition shall not be held to include real estate sign advertising for sale, rent, or lease on the property which it stands.

2.11 Blade Sign

A sign perpendicular to the building face. It is a type of Pedestrian-Oriented sign.

2.12 Bus Shelter Sign

A sign placed at a public bus shelter that provides a directory of store sponsors/tenants, including bus route maps and bus route information.

2.13 Business Identification Sign

A sign that identifies the name of a business.

2.14 Box Sign

A wall sign contained completely with a box, frame, or similar enclosure. Box Signs are typically backlit with a plastic or plexi-glass face. They are also called “can” or “cabinet” signs.

2.15 Cabinet Sign

See Box Sign.

2.16 Calendar Year

The period of time from January 1 to December 31 of any given year.

2.17 Canopy

A permanent, rigid architectural projection supported from an exterior wall of a building and/or other structures.

2.18 Changeable Copy

That portion of sign copy which may be easily changed by manual/mechanical means or lighting effects without reworking, repainting, or otherwise altering the physical composition of the sign, for the primary objective of displaying frequently changing copy incident to the sign owner's business.

2.19 Changeable Image Sign

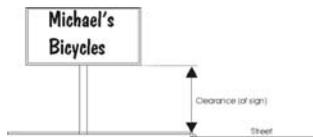
A sign which changes messages or background by means of electrical, kinetic, solar or mechanical energy.

2.20 Channel or Wall-Mounted Letters

Signage composed of letters individually mounted or painted on a structure or wall, without a border or decorative enclosure.

2.21 Clearance (of a sign)

The smallest vertical distance between the grade of the adjacent Circulation facility and the lowest point of any sign, including framework and embellishments, extending over that grade.



2.22 Community Facilities Sign

Any temporary or permanent sign erected and maintained by any public or quasi-public agency, including city, county, school district, special district, state or federal, or by any religious or charitable institution for designation or identification of public, charitable or religious facility property.

2.23 Community Facilities Directional Sign

A sign that provides directions for public buildings such as public schools, libraries, hospitals, and other similar public service facilities.

2.24 Construction Purpose Sign

A temporary sign for informational purpose which identifies the architect, engineers, contractors and other individuals, or firms involved with the construction of a building or other site improvements announcing the purpose of the building, site improvements, or enterprise, which is ~~constructed~~ erected during the construction period.

2.25 Credit Sign

A sign advertising that credit is available.

2.26 Directional Sign

A sign limited to directional messages, principally for pedestrian or vehicular traffic, such as “one-way”, “entrance”, and “exit”. Directional signs indicating entrance, exit, one-way circulation, drive-up window, etc. and informational signs containing no advertising matter beyond that necessary to accomplish their directional or informational purpose will not be considered advertising signs. See also Information sign.

2.27 Directional Sign, Business and Civic

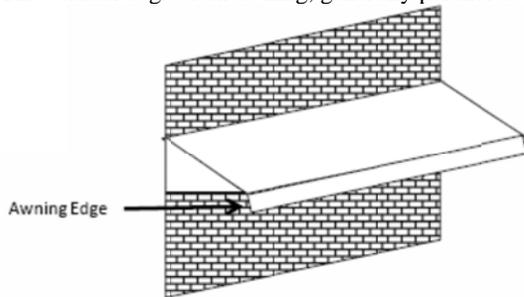
A sign used to assist pedestrians, bicyclists, and drivers in locating businesses and civic activities within a Neighborhood. Business and Civic Directional Signs should also be used to establish district character.

2.28 Double Faced Sign

A sign with two (2) faces on opposite sides of each other.

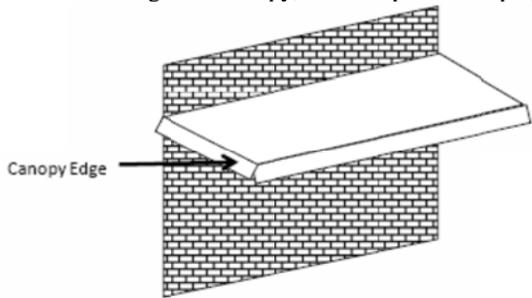
2.29 Edge, Awning

The vertical edge of an awning, generally parallel to the façade.



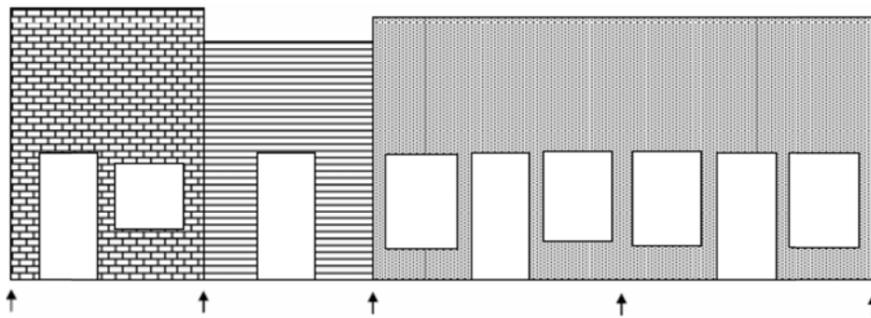
2.30 Edge, Canopy

The vertical edge of a canopy, whether parallel or perpendicular to the façade.



2.31 Edge, Façade

The edge of a façade associated with a ground floor business, as indicated by arrows below.



2.32 Erect

To build, construct, alter, repair, display, relocate, reface, attach, hang, place, suspend, affix or maintain any sign, and also includes the painting of exterior wall signs.

2.33 Event Signs for Nonprofit Organizations

See Special or One-time Events sign.

2.34 Façade Area

That portion of a frontal plane of a building owned or leased by a business. The Façade Area is calculated by multiplying the relevant façade length by the relevant façade height.

2.35 Flags

A flexible cloth or cloth-like material printed or sewn with decorative image, sign message, or symbol of governmental body or other organization. Flags shall not be attached to flexible poles or structures. See also Banner.

2.36 For Sale/Rent/Lease Sign

See “Real estate, for sale/rent/lease sign”.

2.37 Franchise Sign

A sign whose display surface is divided between the product or service advertised and premises identification when the product or service advertised is not the primary product or service line available on the premises.

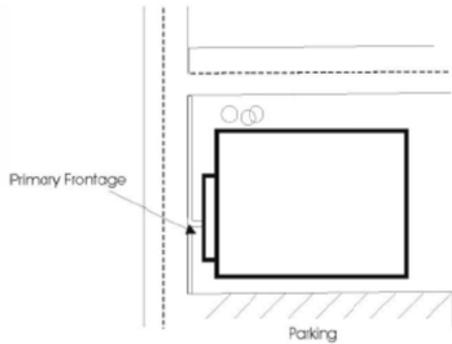


2.38 Free Standing Sign

See “Monument sign”.

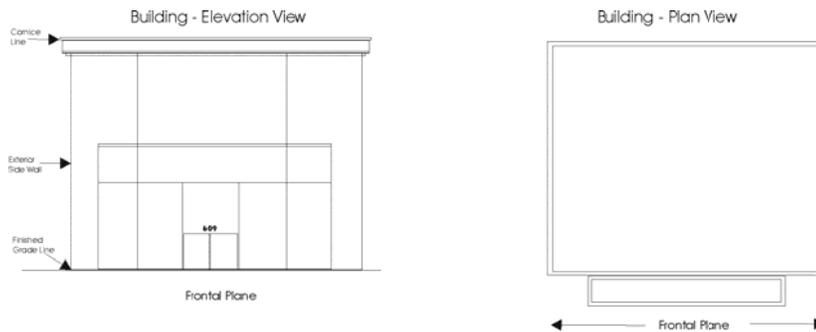
2.39 Frontage, Primary

The side of the building providing the main vehicle and/or pedestrian access, and/or the business primary orientation as determined by the Responsible Official.



2.40 Frontal Plane

The surface area found within the perimeter bounded by the finished grade, the cornice line, and exterior side walls not including intermediate walls perpendicular to such surface area.



2.41 Fuel Price Sign

A nonmovable sign advertising the price of motor fuel.

2.42 Garage/Yard Sale Sign

A temporary sign advertising the sale of personal property used to dispose of personal household possessions and including sample sales. It is not for the use of any commercial venture.

2.43 Grand Opening Event

The celebration or promotional period beginning on or shortly after the date when a new business or use is open for business. Grand opening events must be related to: a change of business location; construction of a new business structure; major remodeling; change of ownership; change of name; or change in the type of business engaged in by an existing business.

2.44 Government sign

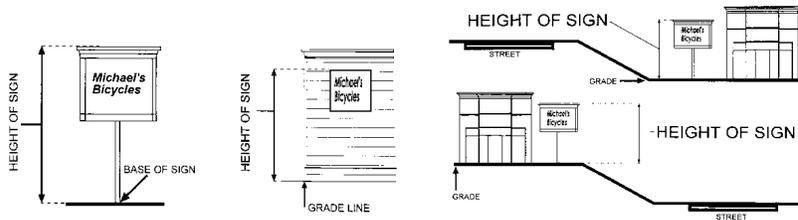
Any temporary or permanent sign erected and maintained by the City of Issaquah, county, state, or federal government or governmental or quasi governmental agency or body for designation or for identification of any park, school, public service, facility, hospital, historical site or property, etc.

2.45 Halo Lighting

A method of sign illumination that consists of a light source external to the sign or sign elements and mounted behind the sign or sign elements. The sign elements of a sign illuminated through halo lighting shall be opaque, so that the light does not appear to emit from within or through the sign elements.

2.46 Height (of Sign)

For a freestanding sign, the vertical distance measured from the curb grade of the nearest Circulation facility to the highest point of the sign or sign structure; and for a sign attached to a building, the vertical distance measured from the building grade to the highest point of the sign or structure.



2.47 Holiday Sign

A temporary sign, in the nature of decorations, clearly incidental to and customarily and commonly associated with any national, local or religious holiday.

2.48 Hospital

~~A building requiring a license pursuant to Chapter 70.41 RCW and designed and used for the medical, surgical diagnosis, treatment and housing of persons under the care of doctors and nurses and including ancillary uses such as cafeterias, florists and patient and visitor-related services. Rest homes, nursing homes, convalescent homes, clinics, and medical office buildings are not included.~~

2.492.48 Illuminated Sign

A sign with an artificial light source incorporated internally or externally for the purpose of illuminating the sign.

2.502.49 Indoor Window Sign

See window sign.

2.512.50 Information Sign

A sign which is incidental and necessary for public safety and convenience and general information that has a purpose secondary to the use of the property on which it is located. See also "Directional sign".

2.522.51 Interpretive Markers

Pedestrian-oriented signs which provide Wayfinding throughout the Project, including signs marking critical areas, trails, and stormwater detention facilities.

2.532.52 Land Use and Construction Notice Sign

A sign that is used for notification of major land use or construction activity.

2.542.53 Large Inflatable Object

A large balloon or balloon-like object, greater than eighteen (18) inches in any dimension, that uses blown air or gas to keep it inflated.

2.552.54 Legal Sign

A sign that meets the requirements of these standards or has received legal nonconforming status.

2.562.55 Mansard

A sloped roof or roof-like facade architecturally comparable to a building wall.

2.572.56 Marquee

A hood or structure generally placed over the entrance to a hotel or theater.

2.582.57 Marquee Sign

Signage on a Marquee stating the permanent name of the establishment and/or, in the case of theaters, changeable copy regarding the title of the play or movie, and the artist(s), appearing or soon appearing at that venue.

2.592.58 Memorial Sign

A sign, tablet or plaque memorializing a person, event, structure or site.

2.602.59 Monument Sign

A self-supporting sign not attached to any building, wall or fence, but in a fixed location, including ground mount and monument signs.

2.612.60 Movable Sign

A portable 2-faced, A-frame or sandwich board style sign which is readily movable and has no permanent attachment to a building, structure or the ground.

2.622.61 Multi-business Development

A development which includes two (2) or more businesses which share a single structure or separate structures which are physically attached.

2.632.62 Multi-business Wall Sign

An on-premises sign which identifies tenants and may identify building name for a multi-business development.

2.642.63 Name plate

A non-electrical on-premise identification sign giving only the name, address, and/or occupation of an occupant or group of occupants and not exceeding two (2) square feet in size.

2.652.64 Neighborhood

An area defined by topography, sensitive area, land use, activity, significant streets, and/or other feature that is distinguishable from adjacent areas. A project by single builder is not a neighborhood unless it is defined by one or more of the above features.

2.662.65 Noncommercial Temporary Sign

See Holiday sign.

2.672.66 Non-conforming Sign

A sign existing at the effective date of this Development Agreement which could not be built under the terms of this Appendix.

2.682.67 Off Premises Directional Sign

A sign erected for the purpose of directing pedestrian or vehicular traffic to a facility, service, or business located in the Project.

2.692.68 Off Premises Sign

A sign relating, through its message and content, to a business activity, use, product, or service not available on the premises within the individual property or **Neighborhood Project** on which the sign is erected.

2.702.69 On-Premises Sign

A sign which carries only advertising strictly applicable to a lawful use of the premises (individual property or Neighborhood) on which it is located, including signs or sign devices indicating the business transacted, principal services rendered, and goods sold or produced on the premises, name of the business and name of the person, firm, or corporation occupying the premises.

2.712.70 Open Houses

The welcoming of viewers to a piece of residential real estate which is being offered for sale.

2.722.71 Outdoor Commercial Sign:

A Sign which is temporary in nature. For example:

- A. Used while a permanent wall sign is fabricated and/or undergoing the permit review process; or
- B. Advertises temporary event such as a sale or other commercial event for a permanent business.

2.732.72 Outdoor Vendor, carts and trucks

A food cart or truck with a mobile kitchen or canteen that is set up on the street or on an adjacent property to facilitate the sale and marketing of food. The food may be prepared off-site or from the cart or truck. Examples include hot dogs, pretzels, chestnuts, ice cream, pizza, crepes, beverages, tacos.

2.742.73 Outdoor Vendor, yard activities

Temporary, seasonal, and/or occasional outdoor retail sales from vehicles or temporary stands, often located in a parking lot, empty property, or street. Either an individual needing a property to accommodate produce or products, such as Christmas trees or fruit stand, or multiple individuals gathering to sell produce, products, crafts, etc. such as a farmer's market, craft or arts fair.

2.752.74 Painted Wall Mural

A mural generally applied to a wall having an insignificant commercial message.

2.762.75 Painted Wall Sign

A permanent sign, mural or graphic design painted directly onto a building surface and containing advertising, a commercial message or identification.

2.772.76 Pedestrian-Oriented Sign

A permanent, non-illuminated sign, the primary purpose of which is to provide information for pedestrians and bicyclists. Blade signs are a type of pedestrian oriented signs.

2.782.77 Pennant

A string on which hangs a series of long, tapering, triangular flags.

2.792.78 Person

Any person, firm, partnership, association, corporation, company, institution, or organization of any kind.

2.802.79 Political Sign

Temporary signs for local, state or national purposes advertising a candidate or candidates for public elective office or a political party, signs urging a particular vote on a public issue or referendum decided by ballot, or signs expressing a non-commercial view point.

2.812.80 Poster

A decorative placard or advertisement associated with music performances, cultural events, movies or live or playhouse theaters.

2.822.81 Primary Sign

See Section 2.98.

2.832.82 Private Property Sign

A sign on private property which limits access, parking admittance, or pertains to security provisions, or which defines entrances or exits.

2.842.83 Projection Sign

A sign that is wholly or partly dependent upon a building for support and which projects more than 12 inches from such building.

2.852.84 Public Notification Sign

See Land use and construction notice sign.

2.862.85 Public Service Information Sign

A sign that indicates danger and/or service and safety information.

2.872.86 Public Service Sign

See Service organization sign.

2.882.87 Reader Board

A sign, or part of a sign, on which the letters are readily replaceable, so that its message may be changed from time to time at will by manual/mechanical means or lighting effects without reworking, repainting, or otherwise altering the physical composition of the sign, and whose primary function is the capacity to display frequently changing advertising copy incident to the sign owner's business or other messages related to Community Facilities. Also known as a "changeable copy sign."

2.892.88 Real Estate Directional Arrow Sign, Off Premises

A portable and temporary directional sign that is intended to assist people finding the location of difficult to locate property that is for sale, rent or lease.

2.902.89 Real Estate Sign, For Sale, Rent, Lease

An on-premises, or off-premises sign advertising that the property is for sale rent or lease.

2.912.90 Real Estate Sign, Off- Premises (Open-House Signs)

A portable and temporary sign advertising, or assisting people in locating, property that is for sale, rent, or lease.

2.922.91 Real Estate Sign, On-Premises

A portable and temporary sign or within a monument sign advertising a property that is for sale, rent or lease that is located on the site which is for sale, rent, or lease. This includes temporary signs located at the entrance of a residential neighborhood advertising the sale of lots, subdivision, houses or dwelling units.

2.932.92 Residential identification sign

A free standing or wall sign identifying a condominium or apartment complex.

2.942.93 Roof Sign

A sign erected or constructed wholly upon and over the roof of any building and supported solely on the roof structure. Signs standing out horizontally from a mansard roof are considered wall signs.

2.952.94 Rotating Sign

Any sign or portion of a sign that revolves on a fixed axis.

2.962.95 Sandwich Board Sign

See "Movable sign".

2.972.96 Secondary Sign

See Section 2.1001.

2.982.97 Service Organization Sign

A sign sponsored by service or fraternal organizations, clubs, and similar organizations located in the City of Issaquah.

2.992.98 Sign

Any material, structure, or device, or part thereof, composed of letter or pictorial matter, or on which lettered or pictorial matter is placed when used or located outside or on the exterior of any building, including an inside window display area, for display of an advertisement, announcement, notice, directional matter, or name; and includes sign frames, billboards, readerboards, sign boards, painted wall signs, hanging signs, illuminated signs, pennants, fluttering devices, projecting signs or ground signs; and also includes any announcement, notice, directional matter, or name; and also includes any announcement, declaration, demonstration, display, illustration, or insignia used to advertise or promote the interest of any person or business when the same is placed in view of the general public. It does not include signs erected and maintained pursuant to and in discharge of any governmental function.

2.1002.99 Sign, Additional

Signage provided in addition to primary and secondary signage that assists pedestrians, bicyclists, and drivers in finding a business as well as making the street more varied and visually interesting.

2.1012.100 Sign, Primary

The primary advertising for a business, enterprise, community facility, as determined by the Responsible Official.

2.1022.101 Sign, Secondary

A smaller sign that is not the primary sign of the business, as determined by the Responsible Official.

2.1032.102 Sign Structure

Any structure that supports or is designed to support any sign as defined in this Appendix. A "sign structure" may be a single pole and may or may not be an integral part of the building.



2.1042.103 Signs Within a Building

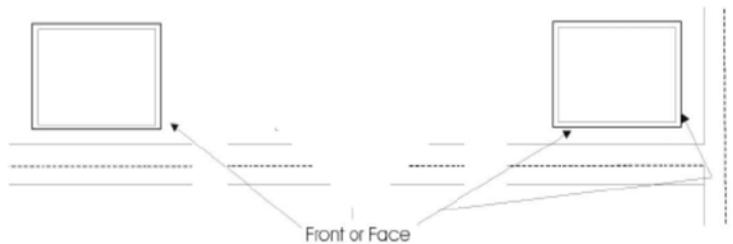
See "Window sign".

2.1052.104 Special or One-time Events

Activities concerning a drive or event of a political, civic, seasonal, cultural, philanthropic, educational or religious event or organization which will occur intermittently.

2.1062.105 Street Frontage

The side of the building facing a street which abuts the property on which the building is located. The primary signs shall be placed on the Primary Frontage providing pedestrian access, unless the Responsible Official determines another configuration will better serve the public.



2.1072.106 Temporary Sign

Any sign, intended to be displayed for a limited period of time.

2.1082.107 Tenant Directory Sign

See Multi-business wall sign.

2.1092.108 Umbrella Sign

A commercial/product type sign placed on umbrellas with outside dining tables.

2.110 Urban Village Development Commission

~~The commission responsible for recommending development standards as needed for Issaquah Highlands, recommending design guidelines, and reviewing specified land use matters.~~

2.1112.109 Visible

Something that can be seen from a Public Space, Circulation Facility (Appendix E), or Community Space (~~Appendix D~~). A sign which is not visible is not regulated by this Appendix. Any sign which is located within a building and which is clearly intended to be visible primarily to people located within the building is also not considered visible.

2.1122.110 Wall Sign

Any sign attached to and supported by a wall of a building, or the wall of a structure, including a mansard roof, with the exposed face of the sign in a plane parallel to the plane of the wall.

2.1132.111 Window Sign

Any sign which is painted or mounted onto an exterior of a window pane, or which is hung directly inside the window including advertisements for services or products in the form of decals, emblems, paint, exposed neon, banners, etc. within three (3) feet of the window pane. Any sign placed behind glass or within a building and located in such a manner as to have an obvious intent to capture interest of those outside the building, shall be considered a wall sign and shall be treated in the same manner. The term does not include merchandise visible through the window.

~~2.1142.112~~ **Window Sign, Temporary Indoor**

Any sign of a temporary nature displayed within a commercial building on the inside of the glass or in close proximity to the window and intended to be viewed by persons outside of the building.

3.0 General Permit Provisions

3.1 Permit – Required

Unless exempted by Section 3.3 of this Appendix, a sign may not be erected without a permit.

3.2 Sign Illumination

Lighting for signs shall be held to the minimum needed to convey the sign’s message. Sign lighting shall not be so bright and distracting as to be a traffic hazard. Lighting of signs shall be in character with the Urban Design Guidelines (Appendix 5B), specifically the Signs and Lighting sections. For signs comprised of channel letters, the interior of such signs shall not contain reflective material that enhances the brightness of the sign, i.e. unpainted metal, mirror type surfacing.

3.3 Permit – Exceptions

The following shall not require a permit when all conditions listed for a specific sign are met. All exempt signs shall be non-electrical and non-illuminated, except when specifically allowed below. These exceptions shall not be construed as relieving the owner of any sign for the responsibility of its erection, maintenance, and removal, and its compliance with the provisions of this Appendix, or any other law or ordinance regulating the same.

A. Address sign:

1. One (1) sign allowed displaying the street number and/or name of the occupant of the premises;
2. Such signs may be attached to the building or may be on a post no more than four (4) feet high, and setback at least three (3) feet from the property line;
3. Such signs may include identification of an on premises professional office or customary home occupation (see also home occupation sign Section 3.3.N of this Appendix);
4. Such signs may not exceed two (2) square feet in area.
5. Such signs shall be limited to a maximum letter height of six (6) inches.
6. Commercial address signs may be electrified and/or illuminated.

B. Balloons:

1. Balloons shall be made of biodegradable latex type material, less than eighteen (18) inches in diameter and securely attached to private property;
2. A maximum 15 balloons per business or residence are allowed;
3. Multiple balloons shall be clustered;
4. Balloons shall not be attached to a product for sale;
5. Balloons shall not extend above the roof-line;
6. Deflated balloons must be removed immediately; and
7. Balloons shall not create a traffic or pedestrian hazard.

C. Banners, decorative and event:

1. Banners may not be used for advertising name and/or logo of business, development or products except as necessary to locate event;
 2. With the permission of the owner, decorative and event banners up to ten (10) square feet may be placed on privately-owned light standards over fifteen (15) feet in height and banners up to five (5) square feet may be placed on similar light standards under fifteen (15) feet in height;
 3. With the permission of the owner, decorative and event banners up to four (4) square feet may be attached to a privately-owned pole or to a building. A business is limited to two (2) such banners;
 4. All banners shall maintain a minimum 7 foot clearance to the Circulation facility surface;
 5. Banners are limited to 60 days per Calendar Year and shall be kept in good condition for their allowed duration. Banners, including all signs of banner-like material, are not allowed as permanent signs;
 6. See Grand Opening events, Section 5.9, Outdoor Commercial signs, Section 5.12, and Special or One Time Event, Section 5.16 for permitted temporary banners and signs.
 7. Banners may not be attached to traffic lights, utility poles, or similar equipment without a permit.
- D. Bus Shelter sign:
1. Bus shelters may have a directory of store sponsors/tenants and bus route maps/information without advertising;
 2. The sign size shall not exceed four (4) square feet;
 3. Artwork located in bus shelters is allowed following review and approval by the ARC.
- E. Business Identification sign:
1. One (1) business identification sign allowed per business;
 2. Sign shall not contain advertising, but shall contain business name and address only;
 3. Sign shall not exceed two (2) square feet in area;
 4. Sign shall be permanently affixed on a plane parallel to a wall located entirely on the parcel on which the business is located;
- F. Changeable Copy: No permit required for the changing of the advertising copy or message on a lawfully erected, painted or printed sign, theater marquee, or similar signs specifically designed for the use of changeable copy.
- G. Community Facilities, Charitable or Religious Institution Bulletin Board:
- ~~1. One (1) bulletin board sign located on premises allowed per site;~~
 - ~~2. Board may not exceed twelve (12) square feet in area;~~
 - ~~3. Board may only be externally illuminated. Not applicable~~
- H. Construction Purpose/Contract/"Coming Soon" signs:
1. One (1) construction purpose/contract or "coming soon" sign allowed for each street frontage of site under construction.
 2. Excepted signs shall not exceed eight (8) square feet in area and ten (10) feet in height (Commercial Construction/Contractor signs exceeding eight square feet permitted per Section 5.6 of this Appendix);
 3. Signs may denote the architect, engineer or contractor, and other firms and individuals included in the site improvement as well as the business or institution intending to occupy the completed project;

4. Signs must be set back a minimum distance of five (5) feet from the street frontage and ten (10) feet from adjoining properties unless exceptions are made by the Responsible Official;
 5. Signs may be posted for the duration of the construction period.
- I. Credit signs:
- ~~1. One (1) sign advertising that credit is available from companies which supply credit allowed for each street frontage of the premises;~~ 1. Not applicable
 - ~~2. Signs may not exceed two (2) square feet in area;~~
 - ~~3. The name or logo of more than one company can be shown on the sign.~~
- J. Directional/Information signs and Interpretive Markers:
1. Directional/Informational signs and Interpretive Markers must be located on premises;
 2. Excepted signs may not exceed (4) square feet in area per face; 2 face maximum
 3. Signs shall not contain advertising except as necessary to convey directions;
 4. Directional/Information Signs exceeding 4 sq. ft. permitted per Section 4.13 of this Appendix.
- K. Flags:
1. Flags must be of Country, State, City, or other governmental body;
 2. Flags must not exceed twenty five (25) square feet in area each
 3. Flags for other entities permitted per Section 5.14 of this Appendix.
- L. Garage/Yard Sale signs:
- ~~1. Two movable Garage/Yard sale signs allowed per sale;~~ 1. Not applicable
 - ~~2. Signs shall not exceed six (6) square feet per sign face or two signs on sticks not exceeding four (4) square feet per sign face;~~
 - ~~3. Sale shall not be advertised for a period exceeding three (3) days;~~
 - ~~4. Signs may be placed on public street right of way or private property with owner's permission;~~
 - ~~5. Signs shall not be placed on public utility poles, street signs, street features and fixtures, or fences. With the permission of the owner, signs may be attached to private utility/infrastructure features such as poles, pedestals, fences, etc.~~
- M. Holiday decoration signs:
1. Excepted Holiday decorations/signs shall be noncommercial and customary for seasons or special holidays such as Thanksgiving, Christmas, and Independence Day;
 2. Holiday decorations/signs shall be removed within ten (10) days after the holiday.
 3. Shall not include signs prohibited per Section 7.0 of this Appendix.
- N. Home occupation sign:
- ~~1. A nameplate may display the name of the occupant and/or the name of the home occupation.~~ 1. Not applicable
 - ~~2. The nameplate shall be attached to the dwelling and shall not exceed two (2) square feet in area. The nameplate shall be compatible with the architectural character of the neighborhood. Only one (1) nameplate shall be allowed. In the case where the home is not visible from the street, the nameplate may be placed near the road on the owner's property, but not in the right of way.~~
 - ~~3. See also Address sign (Section 3.3.A of this Appendix) and Home Occupation Regulations in Land Use (Appendix B).~~
- O. Land use and construction sign: Public Notification Signs: Signs on private property for public notification of major land use or construction activity.

- P. Maintenance or Cleaning: Replacement of signs allowed without permit following temporary removal for maintenance or cleaning of signs or following temporary removal for permitted building façade changes. This exception shall not include any structural, electrical, copy, re-facing or color change.
- Q. Memorial sign:
1. Memorial signs may only contain the names of the building and date of its erection;
 2. Signs shall be either cut into masonry surface or constructed of bronze or other noncombustible materials;
 3. Signs shall not exceed six (6) square feet in area.
 4. Limited to one (1) Memorial sign per building façade facing a Public Space.
- R. Noncommercial temporary signs: See Holiday decoration sign
- S. Political sign:
- ~~1. Political signs shall not exceed four (4) square feet in size (political signs exceeding 4 square feet permitted per Section 5.14 of this Appendix); Political signs shall be stationary;~~
 - ~~2. Political signs must be removed within seven (7) days after the election or event for which the sign is displayed, except that signs promoting the successful candidate in a primary election may remain displayed until seven (7) days following the immediate subsequent general or special election.~~
 - ~~3. Political signs shall be located on private property with the property owner's consent, or may be located in a City street right of way or private street corridor.~~
 - ~~4.1. Sign may not impede vehicular or pedestrian movement, or pose a safety hazard, as determined by the Responsible Official. Not applicable~~
- T. Posters:
1. Posters shall be related to performances (upcoming or current) associated with music performances, cultural events, movies and live or playhouse theater;
 2. Posters shall be displayed at the theater in enclosed cases or kiosks outside the theater.
- U. Private Property Signs:
1. Private traffic and pedestrian signs are allowed on private property;
 2. Size limited as follows: twelve (12) inches by eighteen (18) inches or smaller which limit access, parking admittance or pertain to security provisions; signs eighteen (18) inches by eighteen (18) inches or smaller defining entrance or exits; and octagonal stop signs twenty-four (24) inches or smaller.
- V. Public Notification sign: Signs of governmental agencies notifying the public of activities such as land use applications and public hearings. Such signs shall be governed by the public notification requirements in effect; if no public notifications are in effect, the sign shall be governed as a Temporary sign;
- W. Public service information sign: Signs of public service companies and governmental agencies indicating danger and/or service and safety information. Such signs shall generally not exceed 8 square feet unless specific conditions warrant a larger sign for the clear display of danger or safety information;
- X. Real estate signs, off premises (residential open house signs):
1. Residential open house signs are limited to two-faced, A-frame signs, with maximum dimensions of six (6) square feet per face, and maximum height four (4) feet;
 2. Signs may be placed on the public right-of-way in residential areas; i.e. residential open house signs not allowed in Retail areas of Gilman, Front, Sunset, etc.;

3. No more than three (3) signs per property per agent for any one (1) residential open house may be displayed at one time; except if the agent has more than one listed property in a development, the agent's total number of such signs for the development shall be limited to four (4);
 4. Signs may only be displayed between dawn and dusk;
 5. Signs shall not be placed where they will constitute a hazard by blocking vision or blocking safe movement of either vehicles or pedestrians;
 6. No off-premises real estate signs shall be allowed for advertising of sale or rental opportunities of commercial property.
- Y. Real estate signs, off premises directional arrows:
1. Directional arrow real estate signs are limited to a maximum of one and a half (1-1/2) square feet and signs shall not exceed twenty-four (24) inches in height from existing grade.
 2. Signs may be placed in the public right-of-way or on private property with the owner's permission. They shall not block driveways or be affixed to utility poles, trees or traffic signs. Signs shall not be placed where they will constitute a hazard by blocking vision or blocking safe movement of either vehicles or pedestrians.
 3. One (1) sign per house or condominium unit is allowed, except a maximum of three (3) signs shall be allowed if locating the house or condominium unit requires a minimum of three vehicular turns from the closest arterial street or requires use of private roads for access.
 4. Signs may not be displayed prior to preliminary plat approval for single family and building permit approval for multifamily residential.
 5. Signs must be removed when the sale closes, or in case of a rental or lease, when the tenant takes possession.
 6. No off premise real estate directional arrow sign shall be allowed for advertising of sale or rental opportunities of commercial property, without a permit.
- Z. Real Estate, on-premises For Sale, Lease or Rent or Unit Occupied:
1. One (1) temporary on-premises For Sale, Lease or Rent sign is allowed for each street frontage of the premises not to exceed two (2);
 2. Signs shall not exceed six (6) square feet for all sign face area, maximum height 4 feet; (on-premises real estate signs exceeding six square feet are permitted per Section 5.15 of this Appendix);
 3. Signs shall offer the immediate premises for sale, lease or rent;
 4. Signs may remain in place on premises until ten (10) days after the property is sold, rented, or leased.
 5. Signs indicating that a unit is occupied shall have a maximum sign area of one square foot per side.
- AA. Umbrellas: Signs placed on outdoor table umbrellas. Product identification is allowed on movable umbrellas in commercial zones, e.g., restaurant dining tables.
- BB. Utility or Public street features: utility poles, street sign poles, traffic signal equipment and poles, garbage receptacles, benches, bridges, railings, and railing supports, boardwalks, fences, and retaining walls may have non-advertising materials and/or art applied to them if it does not interfere with its functionality or compromise it. Publicly owned elements must be reviewed and approved by the Responsible Official prior to installation; privately owned elements must be approved by the property owner prior to installation. For instance, a bridge or wall might have the year of construction. Utility

boxes and traffic equipment might have art, historical information, maps, etc applied to certain portions of the boxes.

CC. Window sign, temporary indoor:

1. Temporary indoor window signs include advertisements for services or products in the form of decals, emblems, paint, exposed neon, banners, etc.;
2. Temporary indoor window signs are limited to thirty (30) days;
3. Signs shall not exceed twenty-five (25) percent of the total of all window area and no portion of such sign shall be more than twenty (20) feet above finished grade.
Temporary window signs may not be used in windows on more than two (2) sides of a business location;
4. Businesses are encouraged to group signage for maximum window exposure; and
5. Window signs such as open/closed, store hours, address, etc., shall be exempt from the thirty (30) day and twenty-five (25) percent area limitations.

4.0 Permanent Signs

4.1 Permitted Number and Types of Permanent Signs

- A. Number of Permitted Primary and Secondary Signs: Each individual business establishment may have a maximum of one (1) primary sign and one (1) secondary sign, except as permitted in Section 4.1.B. Sign area and letter height shall be calculated based on the wall on which the sign is attached. Both the primary and secondary wall signs may be placed on the same wall if a business has only one exterior wall that faces a Circulation facility excluding alleys.
- B. Number of Permitted Primary and Secondary signs for Multi-sided and Multi-entry Businesses:
 1. Where a ground-level business faces two (2) or more street (or other public space such as a Circulation facility or Community Space, as determined by the Responsible Official) and has pedestrian oriented entries on at least two different sides of the building facing a street (or other Public Space as determined by the Responsible Official), the business may have two primary and up to two secondary signs. Each primary sign shall be located on the façade where the pedestrian entry is located and will be calculated as specified in Section 4.2. For each façade that does not have a primary sign, one secondary sign will be allowed, not to exceed two total secondary signs; secondary sign size will be calculated as specified in Section 4.3. If the business has only two facades, the secondary sign may be placed on a façade with one of the primary signs. To qualify as a pedestrian oriented entry, the entry must be open during regular business hours and be designed to draw the pedestrian's attention to the entry's presence by, for example, changes in weather protection (higher or lower than adjacent weather protection), changes in building plane (building projecting or being set in), changes in building materials, changes in building height (a tower). The pedestrian oriented entries may open into the same foyer, room, etc., as long as they are distinctly located on different sides of the building with architectural treatment described above.
 2. A business whose façade is a minimum of 100 ft in length and facing a street (or other Public Space such as a Circulation facility or Community Space, as determined by the Responsible Official) may have two primary signs provided:
 - a. The business has two pedestrian entries significantly separated from each other (a minimum of 50% of the business's façade length);

- b. Both entries are open during regular business hours;
- c. The sum of the two sign sizes does not exceed the total primary sign size permitted in Section 4.2; and,
- d. Each sign is located in proximity to the pedestrian entry.

In addition, if the business faces other streets (or other public space such as a Circulation facility or Community Space, as determined by the Responsible Official), the business may have up to two (2) secondary signs. For each façade that does not have a primary sign, one secondary sign will be allowed, not to exceed two total secondary signs; secondary sign size will be calculated as specified in Section 4.3. If the business has only one façade, one secondary sign may be placed on the façade with the two primary signs.

- C. Multiple businesses within common building: When multiple business establishments are within a common building, the calculation of sign area for an individual business shall be related to the portion of the building façade area owned or leased by that business.
- D. Corner businesses within a multi-building development: When multiple business establishments are located within a single building which is one (1) of two (2) or more buildings making up a development designed as one complex, those businesses solely on an interior corner or corners of such building shall be allowed a wall sign on street frontage which does not have an entrance to a maximum size allowed under Section 4.2, provided that such businesses do not have a wall sign allowance on that street frontage under some other section of this Appendix. For purposes of this section, interior corner shall be defined as a corner of the building, neither wall of which faces, or is less than forty five (45) degrees out of alignment with an abutting public street.
- E. Businesses with no street frontage: In those instances where a business has no street frontage on any street, the Responsible Official may approve one (1) wall sign on one (1) exterior wall of the building space used by that business. With approval by the building owner, a business with no street frontage shall be allowed one (1) sign that is maximum of 15 sq.ft. in size for their business name and/or logo. Each size will count toward the maximum sign area allowed on that building face.
- F. (Reserved).
- G. Box or cabinet signs are prohibited as Permanent Signs.
- H. No Permanent Signs, as listed in Section 4.0, may be placed higher than 65 ft above Final Grade.
- I. The following table illustrates the number and types of permanent signs a business is allowed:

<u>Primary Signs</u>	<u>Secondary Signs</u>	<u>Additional Signs</u>
<p>A business may choose ONE of the following signs (except as allowed in <u>Section 4.1.B</u>):</p> <ul style="list-style-type: none"> • Awning Sign • Canopy Sign • Franchise Sign • Free Standing Sign • Fuel Price Sign • Marquee Sign • Painted Wall Mural • Painted Wall Sign • Projection Sign • Wall Sign • Window Sign 	<p>A business may choose ONE of the following signs (except as allowed in <u>Section 4.1.B</u>):</p> <ul style="list-style-type: none"> • Awning Sign • Canopy Sign • Franchise Sign • Free Standing Sign • Painted Wall Mural • Painted Wall Sign • Projection Sign • Wall Sign • Window Sign 	<p>A business may choose a combination of the following signs; see appropriate portions of <u>Section 4</u> to determine applicability, number, and other details:</p> <ul style="list-style-type: none"> • Address Sign • Awning Signs • Banners • Canopy • Directional and Info. • Flags • Memorial Sign • Movable Sign • Multi-business wall sign • Ped.-Oriented • Window Sign

4.2 Primary Signs

- A. Primary Sign Areas: The primary sign shall not exceed the following maximum sign area as indicated following the Facade Area on which the sign is attached:

FACADE AREA	MAXIMUM SIGN AREA
0 - 100 sq. ft.	15%
100 - 199 sq. ft.	13%
200 - 499 sq. ft.	10%
500 - 999 sq. ft.	10%, up to 75 sq. ft. maximum
1,000 - 1,499 sq. ft.	9%, up to 100 sq. ft. maximum
1,500 - 2,999 sq. ft.	8%, up to 150 sq. ft. maximum
3,000 sq. ft. or greater	6%, up to 200 sq. ft. maximum

- B. Each sign shall have maximum letter size as follows, based on the linear footage of the façade on which the sign will be located. In multi-tenant buildings, the maximum letter size for a business's primary sign is based on the portion of the façade's linear footage owned or leased by that business:
1. Two (2) foot average and three (3) foot maximum letter size for signs on facades from 0 to 100 ft in length.
 2. Three (3) foot average and four (4) foot maximum letter size for signs from 101 to 300 ft in length.
 3. Four (4) foot average and five (5) foot maximum letter size for signs on facades over 300 feet in length.
 4. To calculate the average letter size, the height of each letter in the name shall be measured, summed, and divided by the total number of letters. Subtitles shall be excluded from the calculation of average letter size; subtitles shall use average letter

size as the maximum letter size. Examples of subtitles are: “salon & spa”, “espresso bar & bakery”, and “wine bar & restaurant”.

- C. A primary sign shall be located on the portion of a building’s façade associated with the business it is advertising, except Projection signs.

4.3 Secondary Signs

- A. Area: The secondary sign shall be no larger than five (5) percent of the facade area on which is located, up to thirty (30) square feet.
- B. Letter Size: The secondary sign maximum letter height of three (3) feet and average letter height of two (2) feet as calculated in Section 4.2.B.4.
- C. A secondary sign shall be located on the portion of a building’s façade associated with the business it is advertising, except Projection signs.

4.4 Additional Signs

Additional Signs are provided in addition to the Primary and Secondary Signs. Their purpose is to, through the use of small, minor signage, assist pedestrians, bicyclists, and drivers to find businesses as well as add visual interest and variety to the Circulation facility and positively contributes to its character. Additional signage also provides a business flexibility in advertising their business during the period when street trees are growing and may not be sizeable enough to be limbed up. Unless specifically allowed in the standards for the individual sign, Additional Signs shall be non-electrical and non-illuminated.

4.5 Address Signs: (See Excepted signs Section 3.3.A of this Appendix).

- A. As a Primary Sign: Address signs shall not be used as Primary Signs.
- B. As a Secondary Sign: Address signs shall not be used as Secondary Signs.
- C. As an Additional Sign: The numerals of an address may be larger than the exception size when designed as an integral part of the building’s design and imagery.

4.6 Automobile Fueling Station Signs

~~A. Primary Signs: Fueling stations selling motor fuel to the public, including those with convenience stores, accessory restaurants or other retail, self-service car washes, and facilities having service bays for vehicle service and repair, may have primary signs as follows:~~

Class	Type	Maximum Number	Maximum Sign Area	Maximum Sign Height	Location	Lighting [†]
Station Identification and Pricing ³	Integrated with Monument sign allowed in <u>Section 9.6</u>	One per street frontage ²	50-sq. ft. per face, two faces maximum.	10 feet.	At least 2 ft. from any property line.	Allowed.
	Freestanding		15-sq. ft. per face, two faces maximum.			
Canopy Logo	Wall	One per street frontage, not to exceed a total of two.	12-sq. ft.	2-feet.	Shall be on the face of the canopy covering the pump island(s).	Allowed.
Car Wash	Wall or painted	One	15-sq. ft.	2-feet.	Shall be on the	Not

Class	Type	Maximum Number	Maximum Sign Area	Maximum Sign Height	Location	Lighting [†]
	wall				ear-wash structure.	allowed.
	Integrated with Station Identification and Pricing sign	See Station Identification and Pricing signs, above.				
Accessory Retail or Restaurant	Wall	One	20 sq. ft. or 10% of the facade area, whichever is more.	3 feet.	Shall be above the primary entrance, or on the facade of the tenant space.	Allowed.
	Integrated with Station Identification and Pricing sign	See Station Identification and Pricing signs, above.				
Convenience Store	Wall	One	20 sq. ft. or 10% of the facade area, whichever is more.	See <u>Section 4.33</u> , Wall Signs.		

Footnotes:

- 1.— See service station sign illumination provisions in subsection (C) of this section.
- 2.— The sign(s) may include the identification of the service station and fuel prices. No other price signs are allowed.
- 3.— Only one pricing sign integrated with the monument sign allowed in Section 9.6.D. Monument signs (freestanding signs), shall be allowed.

B. Sign Illumination: Sign illumination shall comply with Section 4.2, Sign Illumination.

C. Motor Fuel Sales as Secondary Use: Any business selling motor fuel to the public as a secondary use may have:

- 1.— One (1) permanently mounted fuel price sign. Such sign shall not exceed ten (10) feet in height and fifteen (15) square feet in area for each face with a maximum of two (2) faces. Such sign may be incorporated with the monument sign if allowed in Section 9.6 for the primary use; however, in no instance may the fuel price sign itself exceed ten (10) feet in height and fifteen (15) square feet in area for each face with a maximum of two (2) faces.
- 2.— One (1) canopy logo sign per street frontage providing direct vehicular entrance to the fuel station.

D. Movable fuel price signs are not allowed.

E. Applicability: Signage required by state and/or federal laws and/or regulations concerning pump inspections, safety warnings, or other mandated materials are exempt from the provisions of this section.

4.74.6 Awning Signs

- A. As a Primary and Secondary Sign: The area of the copy and/or logo shall be used in determining the sign area as allowed by other sections of this Appendix. The awning may be externally illuminated with appropriate lighting; no internal illumination which would be visible through or above the awning will be allowed. Awnings shall maintain a minimum clearance of 8 feet.
- B. As an Additional Sign: To encourage weather protection for pedestrians beyond that provided at the business or building entry and to ensure pedestrians can identify a business, a business that provides an awning which offers reasonable protection for pedestrians is allowed the following additional awning signs:
 1. If the business did not use the awning for primary signage: For each awning, the business name or logo only, in letters or sign area no more than six (6) inches tall on the awning edge parallel to the façade.
 2. If the awning has a solid side panel, the side panel closest to each façade edge of the business, may have the business name or logo only, in letters no more than six (6) inches tall. A business which selects this may have no more than two side panel signs per façade.
 3. In this case “reasonable protection” means at 8 ft above the sidewalk, an awning that extends at least 6 ft over the sidewalk, and up to an awning 12 ft above the sidewalk which extends at least 8 ft over the sidewalk. For heights in between 8 ft and 12 ft above the sidewalk, the minimum extension over the sidewalk shall be extrapolated between 6 ft and 8 ft of extension.

4.84.7 Banners (See Excepted signs Section 3.3.C of this Appendix).

- A. As a Primary Sign: Banners shall not be used as Primary Signs
- B. As a Secondary Sign: Banners shall not be used as Secondary Signs
- C. As an Additional Sign: *For an individual business*: Banners associated with a business may only contain the name of the business and/or its logo. It may not include any information about individual products or the franchise logos or products sold at the business. The banner must be attached to a pole or to the building. Each banner is limited to six (6) square feet in size. Each business may have a banner for each 40 ft of linear street frontage, with a minimum of two (2) banners. (For example, a business with a 30 ft of street frontage could have 2 banners; a business with a 120 ft of street frontage could have 3 banners.) All banners shall maintain a minimum 7 foot clearance to the Circulation facility surface. A business may not have both these banners and the decorative banners allowed by Section 3.3.C.

For a neighborhood or shopping area: Banners associated with a neighborhood or shopping area may only contain the name of the neighborhood or shopping area, and/or its logo. It may not include any information about individual products, or the franchise logos, or individual stores. The banner must be attached to a pole (e.g. light pole). Each banner is limited to ten (10) square feet in size. Only the Master Developer may apply to install neighborhood or shopping area Banners to ensure locations are appropriate and coordinated. All banners shall maintain a minimum 7 foot clearance to the Circulation facility surface. A neighborhood or shopping area may not have both these banners and the decorative banners allowed by Section 3.3.C.

4.94.8 Blade Signs: See Pedestrian Oriented Sign

4.104.9 Canopy Signs

- A. **As a Primary and Secondary Sign:** A Canopy Sign shall only display the name of the business, its logo, and address. Letters or logo on a Canopy Sign are allowed on and above the face of the canopy. The area of the copy shall be used in determining the sign areas, per [Section 4.2](#) of this Appendix. The area of the copy may be externally illuminated with appropriate lighting, including front, channel letters, or halo style illumination. No internal illumination which would be visible through or above the canopy will be allowed. If the canopy is mounted on a multi-tenant building, the canopy sign shall be consistent in color, size, material and letter size with all tenants in the building. Canopies shall maintain a minimum clearance of 8 feet.
- B. **As an Additional Sign:** To encourage weather protection for pedestrians beyond that provided at the building or business entry and to ensure pedestrians can identify a business, a business that provides a canopy which offers reasonable protection for pedestrians is allowed the following additional canopy signs:
 - 1. If the business did not use the canopy for primary signage: For each canopy, the business name or logo only, in letters or sign area no more than six (6) inches tall on the canopy edge parallel to the façade.
 - 2. If the canopy has a solid side edge, the side edge closest to each façade edge of the business, may have the business name or logo only, in letters no more than six (6) inches tall. A business which selects this may have no more than two side edge signs per façade.
 - 3. In this case “reasonable protection” means at 8 ft above the sidewalk, a canopy that extends at least 6 ft over the sidewalk, and up to a canopy 12 ft above the sidewalk which extends at least 8 ft over the sidewalk. For heights in between 8 ft and 12 ft above the sidewalk, the minimum extension over the sidewalk shall be extrapolated between 6 ft and 8 ft of extension.

4.114.10 Community Facilities/Religious Facilities Signs

Each noncommercial use such as churches, schools, city parks, fire stations, police stations, municipal buildings, public libraries, community centers and other similar noncommercial uses may have no more than three (3) signs totaling no more than 24 square feet in area. Such signs shall be set back a minimum of two (2) feet from the property line, and shall not exceed six (6) feet in height. A wall sign shall not exceed twenty-four (24) square feet in area and shall not exceed ten (10) feet in height. Reader boards may be permitted with noncommercial uses, however, a reader board shall count as part of the noncommercial sign square footage and reader boards shall not be backlit. All Community Facilities/Religious Facilities signs shall be unobtrusive, in keeping with the character of the neighborhood and shall be constructed of quality materials. Community Facilities/Religious Facilities bulletin board: see Excepted signs, [Section 3.3.G](#) of this Appendix.

4.124.11 (Reserved)

4.134.12 Directional & Information Signs (Signs not exceeding four (4) square feet do not require a permit per [Section 3.3.J](#) of this Appendix.)

- A. **As a Primary Sign:** Directional and information signs shall not be used as Primary Signs

B. As a Secondary Sign: Directional and information signs shall not be used as Secondary Signs

C. As an Additional Sign:

1. Directional and information signs are incidental and are necessary for public safety and convenience and generally contain information that is a secondary to the use of the property on which it is located. That said, in a more complete, compact, and connected project, directional and information signs are essential for functionality and Wayfinding as well as civic, education, history, art, and contributing to the overall district character. Examples directional and information signs include “entrance”, “exit”, “one-way”, “circulation”, “loading only”, “public telephone”, “drive-up window”, “drive through window menu boards”, “restroom”, “open”, “closed”, and other similar directives unless approved by the Responsible Official and shall not contain advertising matter beyond that necessary to accomplish their directional or informational purpose. Signs may be single or double faced and shall not exceed twelve (12) square feet per face. Directional signs indicating entrance, exit, one way circulation, drive-up window, etc., and information signs containing no advertising matter beyond that necessary to accomplish their directional or information purpose will not be considered advertising signs.

2. Structured parking is allowed one informational sign at each entry indicating the status of parking (i.e. open, full, etc.). Signs may provide the status of each level of the multi-stories garage. Additional signs may be provided internally which are not Visible. Changeable copy of letters and/or numbers providing this information are limited to six inches (6”) in height. The Changeable Copy portion of the informational sign, indicating the status of the parking availability, may be electronically lit (e.g. LEDs) and remotely changed. Signs may be single- or double-faced and shall not exceed twelve (12) square feet per face, and shall not contain advertising matter beyond that necessary to accomplish their directional or informational purpose.



4.144.13 Directional Signs, Business and Civic

A. As a Primary Sign: Business and Civic Directional signs shall not be used as Primary Signs.

B. As a Secondary Sign: Business and Civic Directional signs shall not be used as Secondary Signs.

C. As an Additional Sign: Business and Civic Directional Signs are allowed on private property or in the Right of Way (off-premises) for the purpose of locating business and civic uses including recreation, parks, plazas, trails, government, educational, and similar facilities. Business and Civic Directional Signs design must reinforce the character of the district in which they are located by complimenting the district image

and positively contribute to the urban streetscape; see examples below. Business and Civic Directional Signs should be placed at key intersections or decision points, and designed predominately for pedestrians and bicyclists, though the signage should be useful to drivers as well. Business and Civic Directional Signs shall be sited to facilitate use by both pedestrians and vehicles, such as in the planting strip between the curb and sidewalk, and shall take into account car door swings, vehicular sightlines, pedestrian routes, etc. when locating them. Signs may only include maps, business names and logos, directional arrows, distances. Each Business and Civic Directional Sign kiosk shall include space for at least one civic directional sign. Individual signs for a business or civic use shall have letters no larger than five (5) inches in height and a sign for each business or civic use within the kiosk is limited to .75 square feet; except the Master Developer may request that the letter/logo size be increased up to twelve (12) inches in height on sides of the kiosk oriented to vehicles. In the case where the letters are permitted to be increased, the panel containing the sign may be no longer than three (3) feet. Where the 12-inch letters are used on the vehicular-oriented side of the kiosk, at least one side of the kiosk shall use five (5) inch letters/logo oriented to pedestrians; and, the kiosk must be a multi-sided kiosk style such as the one provided in the image on the right below. Without further review, these kiosks are initially approved for Discover Drive NE, NE 8th Avenue, Blakely Drive NE, and NE 7th Avenue. A kiosk containing the Business and Civic Directional Signs may also include a sponsor's name and logo which are limited to six (6) inches in height, one per each side of the kiosk; on circular kiosks two name/logos will be permitted. The Master Developer is encouraged to look for opportunities to incorporate advances in technology to improve community or business information available through the kiosk. Only the Master Developer may apply to install a Business and Civic Directional Signs to ensure locations are appropriate and coordinated. The Master Developer is responsible for maintenance and inspection of the Business and Civic Directional Signs once installed.

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4.154.14 Flags (See Excepted signs Section 3.3.K of this Appendix).

- A. As a Primary Sign: Flags shall not be used as Primary Signs
- B. As a Secondary Sign: Flags shall not be used as Secondary Signs
- C. As an Additional Sign: Country, state, city and other governmental body flags not exceeding twenty-five (25) square feet are excepted per Section 3.3.K of this Appendix.

For flags larger than 25 square feet a permit is needed. The Responsible Official will review the permit based on the location and size of the flag so as to not be distracting to drivers and a nuisance to nearby property owners, businesses, or residents (e.g. noise, visual impacts). The Responsible Official may also allow up to one (1) flag with the businesses name or logo, if flown with at least one governmental flag. The business flag is limited to twenty-five (25) square feet which may not be modified.

4.164.15 Franchise Signs

- A. As a Primary or Secondary Sign: One franchise sign is permitted per business provided the Responsible Official determines that the sign meets one of the following conditions:
1. The applicant must show that the sign is characterized and documented as original or extraordinary by the standards of the advertising industry or any industry or organization that designs, creates or reviews signs;
 2. The sign is similar and consistent in style with the building's architectural character, and documented as such with photographs and/or drawing examples of buildings and signs in the same style or character; or,
 3. The sign is, or its design replicates, a sign that is at least 30 years old and in good condition; or is considered to be historic or of historic value by the advertising industry or any industry or organization that designs, creates or reviews signs. However, such an opinion of historic value may not come from an entity that was involved in the design or production of the sign being reviewed, and must be jointly selected by the City and Master Developer.

A franchise sign permitted under the above conditions shall be considered either the primary or secondary sign of the business and shall be governed by Section 4.1 thru 4.3 of this Appendix.

- B. As an Additional Sign: Franchise Signs shall not be used as Additional Signs

4.174.16 Free Standing Signs: See "Monument Signs" or Section 9.6, Case by Case Modifications.

4.184.17 Interpretive Markers

Pedestrian-oriented signs that provide wayfinding throughout the Project, including signs marking critical areas, trails, and stormwater detention facilities. Signs may be single or double faced and shall not exceed four (4) square feet per face for information for pedestrians. Interpretive Markers not exceeding four (4) square feet are excepted per Section 3.3.J of this Appendix.

4.194.18 Marquee Signs

- A. As a Primary Sign: Marquee signs are limited to schools, movie and performing arts theaters, and theatrical playhouses. Such signs may be painted on or attached flat against the surface of, but not extending beyond or below or attached to the underside of the overhang. Letter sizing may not exceed twelve (12) inches in height on the changeable portion of any marquee. The maximum height of the area of the sign itself shall be ten (10) feet. One sign allowed per street frontage, not to exceed two (2). A minimum clearance of eight (8) feet shall be required or as determined by the International Building Code.
- B. As a Secondary Sign: Marquee Signs shall not be used as Secondary Signs

- C. As an Additional Sign: Marquee Signs shall not be used as Additional Signs

4.204.19 Memorial Sign: See Excepted Signs Section 3.3.Q of this Appendix.

- A. As a Primary Sign: Memorial Signs shall not be used as Primary Signs.
- B. As a Secondary Sign: Memorial Signs shall not be used as Secondary Signs.
- C. As an Additional Sign: As a permitted Additional Sign, Memorial Signs must meet the same criteria established for them in Excepted Signs and shall not be electrified though they may be externally illuminated; however, as a permitted Permanent sign they shall:
 1. Contain only the building name
 2. Be no larger than 28 sq.ft. with a maximum letter size of 2 ft.
 3. Limited to one (1) Memorial sign per building façade facing a Public Space.
 4. The Excepted Memorial sign with the building date may be used in combination with the Permitted Memorial sign with the building name.

4.214.20 Monument Signs (Free-standing signs) See Section 9.6, Case by Case Modifications

4.224.21 Movable Signs, Commercial

- A. As a Primary Sign: Movable signs shall not be used as Primary Signs
- B. As a Secondary Sign: Movable signs shall not be used as Secondary Signs
- C. As an Additional Sign: Display of Commercial A-frame movable signs shall be restricted to the business' hours of operation. Only one (1) movable sign is permitted per business. Commercial A-frame movable signs shall not exceed six (6) square feet in size per face and shall not be more than four (4) feet in height. These signs shall be placed only on private property or within a Circulation facility excluding alleys. Movable signs that are unsafe to pedestrians or motorists may be removed pursuant to the provisions of this Appendix. Location and allowable distance for signs may be modified, in conjunction with Permitting (Appendix O) by the Responsible Official.

4.234.22 Multi-Business Wall Sign

- A. As a Primary Sign: Multi-business wall signs shall not be used as Primary Signs
- B. As a Secondary Sign: Multi-business wall signs shall not be used as Secondary Signs
- C. As an Additional Sign: A multi-business wall sign may identify the building name and/or address of a multi-business development, followed by tenant listings. The sign shall not exceed sixteen (16) square feet in area and shall not extend higher than six (6) feet above the ground. The sign shall not be illuminated; they may be externally lit. A multi-business development with more than one (1) street frontage may have a maximum of two (2) multi-business wall signs. Combined dimensions of the two signs must be within the maximum allowable area (sixteen (16) square feet).

4.244.23 Neighborhood Identification Sign

A Neighborhood may provide a Monument Sign as long as it meets the following conditions:

- A. Each entrance to a Neighborhood may have a Neighborhood Identification Sign.
- B. The sign is limited to thirty-two (32) sq.ft.
- C. The sign is limited to ten (10) ft in height including the frame or structure on which it is mounted.
- D. The sign is limited to the name of the neighborhood and a Neighborhood logo.
- E. The sign may have exterior illumination only.

- F. Neighborhood Identification Signs for each Neighborhood will be consistent in size, material, color, mountings and text style.

4.254.24 Non-Commercial Use Signs: see Community Facilities/Religious Facilities.

4.264.25 Painted Wall Murals

- A. As a Primary or Secondary Sign: Only the portion of a painted wall mural which contains a logo, trademark or other commercial message shall be governed by the requirements of this Appendix. That portion of the mural which contains a logo, trademark, or other commercial or advertising message shall be governed by Section 4.27, Painted Wall Signs. Wall preparation, anti-graffiti coating, ultra violet coating and plastic coating for murals with southern exposure shall be required. Maintenance shall be required for any portion of the painted mural that is unreadable or unsightly due to weather, sunlight or graffiti.
- B. As an Additional Sign: Painted Wall Murals may not be used as Additional Signs

4.274.26 Painted Wall Signs

- A. As a Primary or Secondary Sign: A painted border shall not be included in the overall dimensional size limitations. Any such sign shall be painted out within thirty (30) days of change in occupancy. Exceptions may be granted to landmark and mural signs that may be preserved and maintained if they no longer pertain to the present use of the premises. Maintenance shall be required for any portion of the painted wall sign that is unreadable or unsightly due to weather, sunlight or graffiti.
- B. As an Additional Sign: Painted Wall Signs may not be used as Additional Signs

4.284.27 Pedestrian-Oriented Signs (including Blade Signs)

- A. As a Primary Sign: Pedestrian Oriented/Blade Signs shall not be used as Primary Signs; see Projection Signs.
- B. As a Secondary Sign: Pedestrian Oriented/Blade Signs shall not be used as Secondary Signs.
- C. As an Additional Sign: All pedestrian-oriented signs shall be limited to one (1) sign per business for each façade facing a Circulation facility excluding alleys without pedestrian entries to the business associated with the Pedestrian-Oriented sign.
 - 1. Pedestrian-oriented shall be limited to four (4) square feet maximum per sign face;
 - 2. Pedestrian-oriented may be externally illuminated; no internal illumination is allowed.
 - 3. Pedestrian oriented shall be in character with adjacent land use.
 - 4. Pedestrian oriented that hang or otherwise project over sidewalk or other pedestrian way:
 - a. Minimum clearance shall be eight (8) feet;
 - b. Minimum setback shall be two (2) feet from curb or edge of vehicular surface;
 - c. No projection beyond the awning, canopy, or marquee, if any; and
 - d.No higher than twelve (12) feet.
 - 5. A business in a multi-business development may display a pedestrian-oriented/blade sign on a wall other than their tenant space when all these conditions apply:
 - a. The tenant's pedestrian entrance is not visible from the Circulation facility;

- b. The pedestrian-oriented/blade sign is displayed on the multi-business development wall most adjacent to the tenant's pedestrian entrance; and,
- c. The tenant has approval of multi-business development property owner/manager.

4.294.28 Projection Signs

- A. **As a Primary Sign:** If the two sides of a projection sign are parallel or the interior angle of the "V" sign is 90 degrees or less, then only one side of the sign is counted to the maximum sign size; if the interior angle of the "V" sign is greater than 90 degrees, then both sides of the sign are counted to the maximum sign size. The area of the copy may be externally illuminated with appropriate lighting; no internal illumination will be allowed. If the projection sign is mounted on a multi-tenant building, the projection sign shall only be adjacent to that floor of the building where the business is located, unless the building owner provides written permission to the Responsible Official allowing the sign to extend beyond the business' leased space. Projection signs shall not extend above the parapet or eave unless the projection sign is for a cinema or theater when it will be governed by building height limits. Projection signs may extend outward up to seventy-five (75) percent of the width of the abutting sidewalk but no more than six (6) feet from the wall it is mounted on. Minimum clearance of a projection sign from a pedestrian facility shall be eight (8) feet. Thirty (30) percent, or up to 10 sq. ft., whichever is less, of the face of a projection sign may rotate.
- B. **As a Secondary Sign:** The sides of a Secondary Projection Sign must be parallel. The area of the copy may be externally illuminated with appropriate lighting. No internal illumination will be allowed. Secondary Projection Signs shall not extend above the parapet or eave unless the projection sign is for a cinema or theater when it will be governed by building height limits. Secondary Projection signs may extend outward up to seventy-five (75) percent of the width of the abutting sidewalk but no more than six (6) feet from the wall it is mounted on and may be no more than fifteen (15) square feet in sign area. Minimum clearance of a projection sign shall be eight (8) feet.
- C. **As an Additional Sign:** Projection Signs may not be used as Additional Signs; see Pedestrian Oriented Signs.

4.304.29 Public service signs - See Service Organization Sign.

4.314.30 Residential Neighborhood Identification Signs - See Monument Signs, Section 9.6 of this Appendix.

4.324.31 Service Organization Signs

Service Organizations signs may be allowed in parks, plazas, and other public gathering areas, either on public right-of-way or on private property. Service Organization signs shall not be permitted in residential uses and shall contain no advertising except community events and announcements. Each organization sign, symbol or emblem on a public service sign shall not exceed four (4) square feet in sign area. The signs shall be limited to a maximum of fifty (50) square feet on any one side and shall not exceed ten (10) feet in height.

4.334.32 Wall Signs

- A. As a Primary and/or Secondary Sign: Signs standing out horizontally from a mansard roof are considered wall signs; however, they may not extend vertically above the top of the mansard. No part of the sign shall extend above the roof.
- B. As an Additional Sign: Only Business Identification signs, Section 3.3.E, may be used as an Additional Signs.

4.344.33 Window signs; Permanent indoor

- A. As a Primary and/or Secondary Sign: Permanent indoor window signs are those which identify the business, products or services and are intended to be in place more than thirty (30) days.
 1. The combination of all window signs, temporary and permanent, shall not exceed twenty five (25) percent of the total window area. The combination of additional graphics, artwork, photos, decorations shall not exceed an additional twenty five (25) percent, for a total of fifty (50) percent window area, except when a space is empty, unoccupied, or under construction. Then its windows may be fully obscured though art, decoration, graphics etc. Window signs such as open/closed, store hours, address, and other necessary direction and information signs shall be exempt from total area limitations.
 2. Businesses are encouraged to group signage for maximum window exposure.
- B. As an Additional Sign: For each window that a business has facing a Public Space or Circulation facility excluding alleys, and which has not been used as a Primary or Secondary sign, the business may have a Window sign, containing only the business name or its logo; however, the maximum number of Window Signs (primary, secondary, and/or additional) shall not exceed the façade’s linear footage divided by 20. (For example, a 60 ft façade could have up to three window signs: $60 \text{ linear feet of façade} \div 20 \text{ per window sign} = 3 \text{ window signs}$) Maximum letter or logo height for Additional Window Signs is twelve (12) inches. The Additional Window Signs contribute to the window coverage calculation specified in Section 4.34.A.

5.0 Temporary Signs

5.1 Area, Height Limit & Setback

Individual temporary signs or a series of signs intended to be read or viewed as one (1) sign shall not exceed thirty-two (32) feet in area and six (6) ft in height. Temporary signs shall be set back a minimum of two (2) feet from the property lines of the property on which it is located if such setback is available. The location of temporary signs shall not hinder sight distance for motorists from either intersections or driveways, block pedestrian and bicycle ways. Temporary signs are non-electrical and non-illuminated unless specified otherwise below. Unless listed as Excepted in Section 3.3, all Temporary signs require a permit.

5.2 Location

Temporary signs must be placed on the subject property. Temporary signs are not allowed on or above City street right-of-way unless excepted by Section 6.3 of this Appendix. Signs shall not create a hazard to either pedestrians or motorists as determined by the Responsible Official. No Temporary Signs may be placed higher than 65 ft above surrounding grade.

5.3 Time Limit Generally

Temporary signs not otherwise limited in time within the provisions of this Appendix will be limited to a period of one hundred and twenty (120) consecutive days within a Calendar Year.

5.4 **Balloons-** See Excepted Signs [Section 3.3.B](#) of this Appendix.

5.5 **Banners** - See Excepted Signs [Section 3.3.C](#) of this Appendix.

5.6 **Construction Purpose, Contractor, and “Coming Soon” signs** (Signs not exceeding eight (8) square feet do not require a permit per Excepted Signs, [Section 3.3.H](#) of this Appendix.)

Construction Purpose, Contractor, “Coming Soon” signs shall be limited to one (1) per street frontage of site under construction. Signs associated with commercial or mixed uses shall not exceed thirty-two (32) square feet and signs associated with residential only uses shall not exceed eight (8) square feet. The height of any of these signs shall not exceed ten (10) feet. The signs may be posted for the duration of the construction period, which is defined by having an active building permit. The sign(s) must be set back a minimum distance of five (5) feet from the street frontage and ten (10) feet from adjoining properties unless exceptions are made by the Responsible Official.

5.7 **Event signs for nonprofit organizations:** See Special or one-time events sign, [Section 5.16](#) of this Appendix.

5.8 **Garage/Yard Sales Signs** - ~~See Excepted Signs [Section 3.3.L](#) of this Appendix~~ [Not applicable](#).

5.9 Grand Opening Events

Grand openings are allowed for both new business openings and for new ownerships. The following regulations shall apply to all grand opening events:

- A. All signs not exempted by [Section 3.3](#) of this Appendix shall be briefly described on a single permit for the grand opening period.
- B. All signs shall be located on or above private property.
- C. All signs specifically approved as part of the grand opening event shall be deemed temporary signs per this Appendix and the time period the sign may be displayed will be determined by the Responsible Official. A grand opening event period shall not exceed 30 days.
- D. During the period of a grand opening, the total surface area of all signs may equal up to three hundred (300) percent of that which would be allowed as Primary and Secondary signage. There is no limit as to the number of individual signs; provided, however, the restrictions contained in [Section 7](#) of this Appendix (Prohibited Signs and Devices) shall remain in effect.
- E. Flags, clusters of lights and banners are allowed for grand openings.
- F. Search lights, laser lights and large inflatable objects may be allowed with grand opening events with a special events permit issued by the City.
- G. No more than one grand opening event, for the purpose of this definition, may occur for any one business location within any twelve (12) month period, provided that each separate business location within a complex of two or more businesses shall be entitled

to a grand opening event separate from the grand opening event for the complex as a whole.

5.10 Holiday Decoration Sign - See Excepted Signs Section 3.3.M of this Appendix.

5.11 Movable sign, Special events A-frame

Special events A-frame movable signs may be allowed to advertise any event for which a “special events permit” has been issued by the City, such as Salmon Days, and to give directions to the event or to event parking. Special events A-frame movable signs shall not exceed six (6) square feet per face and shall not exceed four (4) feet in height. The location of the sign, where allowed by the permit, shall not create a hazard to either pedestrians or motorists by blocking vision or movement of people or vehicles. The location and number of Movable signs shall be described in the permit. The signs may be placed on City property if appropriate but they may not be located in sidewalks, pedestrian facilities, or bikeways. Movable A-frame signs shall be maintained in an aesthetically good condition. Movable signs which are hand-written, have irregular letting, or are on cardboard are prohibited. The signs shall be removed promptly.

5.12 Outdoor Commercial Signs

- A. All temporary outdoor signs shall be wall signs except as allowed by this Appendix.
- B. All temporary outdoor commercial signs shall be located on the side of the building which faces the street frontage.
- C. No more than one (1) temporary outdoor commercial sign may be displayed at any one time by a single business.
- D. Temporary outdoor commercial signs shall not exceed five (5) percent of the individual business’ building face on the street frontage or thirty two (32) square feet, whichever is less.
- E. Any single business shall be permitted a total display period for temporary signs not to exceed sixty (60) days in any one (1) Calendar Year.
- F. An exception may be granted at the discretion of the Responsible Designated Official from regulations contained in subsections “a” and “b” of this Section consistent with criteria in Section 9.5, though a modification is not required.

5.13 Outdoor Vendor Signs

This section does not apply if a special event or grand opening permit has been issued.

- A. Outdoor Vendor, carts and trucks (individual or multiple): A vendor cart or truck is permitted a maximum of two primary signs having a combined sign area not exceeding twenty (20) square feet. The signage may be attached to the cart or truck and to any awning, umbrella, or tent providing weather protection for the cart or truck. The design of the signage shall be integrated with the design of the cart or truck, and have a maximum letter size of 18 inches. Separate, detached signs are not permitted.
- B. Outdoor Vendors, yard activities (e.g. Christmas tree lots, fruit stands, farmer’s market): An Outdoor Vendor may have either:
 - 1. One (1) sixteen (16) sq.ft. sign and one (1) movable A-frame sign; or
 - 2. A maximum of two (2) movable A-frame signs.

Movable A-frame signs allowed by Section 5.13 may be displayed only during the hours of 6:00 AM to 9:00 PM or closing, whichever is earlier, on days the vendor displaying such sign(s) is open for business. Temporary outdoor vendors signs must be

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located on private property. The signs are limited to a maximum of six (6) square feet per face and a height limit of four (4) feet. Such signs are permitted for a duration of not more than sixty (60) days and not more than one hundred twenty (120) days within a one (1) Calendar Year. If a group of vendor carts and/or trucks are located together, each cart or truck may have the signs allowed by Section 5.13.A and may not have the A-frame signs.

5.14 Political signs

Not applicable Permit requirements and conditions for political signs are shown on Table 1 below. The owner of any political sign is responsible for its removal and compliance with all other provisions of this chapter, or any other law or ordinance regulating the same. The “owner” of a political sign is the permittee, private property owner, or candidate or organization sponsoring the sign message.

A. Locating Political Signs on the Right of Way:

1. ~~Political signs located on the public right of way shall comply with the requirements of Table 1 below and the restrictions contained in IMC 18.11.450, Placement.~~
2. ~~No political sign shall be suspended across any portion of a public right of way.~~
3. ~~Political signs are not permitted on railroad rights of way or lands that were previously railroad rights of way and now used for public purposes, including where railroad rights of way overlap street rights of way.~~

B. Removal of Political Signs:

1. ~~Ballot Measure/Election: For those political signs promoting a ballot issue or election, political signs must be removed within seven (7) days after the election or event for which the sign is displayed, except that signs promoting the successful candidate in a primary election may remain displayed until seven (7) days following the immediate subsequent general or special election.~~
2. ~~Public Issue: Political signs promoting a public issue that is not connected to an election or ballot measure and that are required to have permit must be removed one hundred twenty (120) days after initial installation unless the permit is renewed.~~

Table 1 Political signs: Ballot measure/election and public issue

Conditions	Political Signs That DO NOT Require a Permit		Political Signs That Require a Permit
	On Public Right-of-Way	On Private Property	On Private Property
Sign Size	Maximum up to 4 sq. ft. per face		Greater than 4 sq. ft. per face and not larger than 32 sq. ft. per face
Sign Height	Not more than 6 feet in height		
Two-Sided Signs	Two sided signs are permitted		
Safety Provisions	Shall not impede vehicular or pedestrian movement or line of sight, pose a safety hazard, or be located on public fences, public retaining walls, utility poles or street sign poles (IMC 18.11.480(W))		Shall not impede vehicular or pedestrian movement or line of sight, pose a safety hazard, or be located on public fences, public retaining walls, utility poles or street sign

		poles (IMC 18.11.480(W))
Lighting	Signs shall not be lighted	
Moving Signs	Signs shall be stationary	
Location	See IMC 18.11.410(A)	Shall meet safety provisions and be located with property owner's consent
Removal	Ballot Measure/Election: Within 7 days of the election.	
	Public Issue: Removed within 120 days of installation	Removal not required

5.15 Real estate signs, on premises (For Sale/Lease/Rent) (Signs not exceeding six (6) square feet do not require a permit per Excepted Signs, Section 3.3 of this Appendix.)

~~A. Residential Property: Signs advertising the commercial sale of lots and/or houses in a subdivision or units (condominiums) may be located on land which is part of the subject development at the entrance of the development; provided, that not more than one (1) such sign no larger than thirty two (32) square feet in area, and ten (10) feet in height, may be installed at one time at any one entrance. The display of such signs shall be limited to a twelve (12) month period. Prior to the end of the twelve (12) month period, the applicant may request extensions of time, each of which may not exceed six (6) months, otherwise the sign shall be removed.~~

~~B.A. Commercial Property:~~

Signs advertising commercial or industrial property shall be limited to one (1) single or double faced sign per street frontage. Signs may be displayed only while the building or a portion thereof is actually for sale, rent or lease. The sign(s) may not exceed thirty-two (32) square feet in surface area. If V-shaped, the total surface area shall not exceed thirty-two (32) square feet in area. If freestanding the sign may not exceed six (6) feet in height. Maximum height for wall sign shall be ten (10) feet. Sign shall be located more than ten (10) feet from any intersection of two Circulation facilities, and wholly on the property for sale or rent. Apartment building “for rent” signs are governed by Subsection A of this Section. Commercial for sale/rent/lease signs shall be limited to a twelve (12) month period. Any extensions shall require a new sign permit.

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5.16 Special or One-time Events Sign

Temporary signs promoting a one-time or intermittent drive or event sponsored by a political, civic, seasonal, cultural, philanthropic, educational or religious event or organization are permitted for a period not to exceed thirty (30) days in a six (6) month period. Maximum height for freestanding sign is six (6) feet. See also “Movable sign, Special events A-frame.”

Special or One-time Events Signs shall comply with all restrictions applicable to movable signs as set forth herein.

- A. All signs not exempted by Section 3.3 shall be briefly described on a single permit for the one-time event period.
- B. All signs specifically approved as part of a Special or One-time Event shall be deemed Temporary per this Section 5.0, and are limited to two (2) weeks preceding the event and ten (10) days following the event.
- C. During the period of a one-time event, the total surface area of all signs, banners, and flags may equal up to 300 percent of that which would be allowed as permanent

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signage. Each banner or flag is limited to thirty-two (32) square feet. There is no limit as to the number of individual signs, banners or flags; provided, however, the restrictions contained in Section 7.0 of this Appendix (Prohibited Signs) shall remain in effect.

- D. Banners must be attached to light standards and may only contain the name and dates of the event and artwork or a logo associated with the event.
- E. Banners may not span the street, unless under special circumstances.

5.17 Temporary Signs For Nonprofit Organizations See: Special or one-time event sign and Movable sign, Special events A-frame.

5.18 Window Signs, Temporary Indoor. See Excepted Signs Section 3.3.CC of this Appendix.

5.19 Model Home and Sales, Rental or Leasing Offices

~~Model home, sales, rental or leasing office signs, flags and banners shall be permitted on the premises which serves said purpose~~Not applicable.

6.0 Signs on Public Rights-of-way and Private Street Corridors

6.1 Scope

Nothing in this Appendix shall be interpreted as controlling public information signs placed on the public rights-of-way or private street corridors by any governmental agency or public utility.

6.2 Placement

Public service directional signs for public buildings, such as public schools, libraries, hospitals and other similar public service facilities, may be placed entirely on public rights-of-way or private street corridors. No sign shall be allowed in traffic islands, roundabouts, or medians.

6.3 Exceptions

No sign shall be placed on or above the public rights-of-way or within private street corridors with the following exceptions:

- A. Signs defined in Section 6.0 of this Appendix (R-O-W Scope and Placement for public service and governmental agency signs);
- B. Awning signs, per Section 4.7 of this Appendix;
- C. Banners, per Sections 3.3.C and 4.8 of this Appendix;
- D. Flags, per Sections 3.3.K and 4.15 of this Appendix;
- E. Canopy signs, per Section 4.10 of this Appendix;
- F. Grand Opening Event Signs per Section 5.9 of this Appendix;
- G. Marquee signs, per Section 4.19 of this Appendix;
- H. Monument signs per Section 9.6 of this Appendix;
- I. Movable sign, Special Events A-frame per Sections 4.22 and 5.11 of this Appendix;
- J. Outdoor Vendors (carts and trucks or yard activities) per Section 5.13 of this Appendix; however, Outdoor Vendors in public right-of-way shall obtain a Special Use Permit.
- K. Pedestrian oriented/Blade signs per Section 4.28 of this Appendix.
- L. ~~Political signs per Sections 3.3.S and 5.14 of this Appendix~~Not applicable;

- M. Projection signs per Section 4.29 of this Appendix;
- N. ~~Real estate signs, off premise residential (residential open house signs) per Section 3.3.X of this Appendix~~not applicable;
- O. ~~Real estate signs, off premise directional arrows per Section 3.3.Y of this Appendix~~Not applicable;
- P. Special or One-time Event Signs per Section 5.16 of this Appendix;
- Q. Wall signs not extending more than twelve (12) inches over the public rights-of-way or private street corridors on structures located on or within twelve (12) inches of the public rights-of-way or private street corridors. This exception applies only eight (8) feet or more above the grade of the public rights-of-way or private street corridors per Section 4.33 of this Appendix.
- R. Permanent Signs allowed on public street right-of-way by an approved Right-of-way Use Permit as described in Circulation (Appendix E). Signs in Private Street Corridors through an approved Sign Permit;
- S. Directional Sign, Business and Civic per Section 4.14 of this Appendix.

6.4 Insurance & Indemnity

Any sign(s) which are allowed to be placed on or over the public right-of-way must comply with the provisions of the City's Sidewalk Use District IMC 12.05.

7.0 Prohibited Signs & Devices

7.1 Listing of Specifically Prohibited Signs and Devices

The following signs or devices are specifically prohibited and violators shall be subject to the penalty provisions set out in Issaquah Municipal Code 1.36.030:

- A. Abandoned signs
- B. Billboards
- C. Blinking or flashing lights. Any sign illuminated by or containing blinking, flashing, intermittent, or moving light or lights, except the time and temperature portion of a sign.
- D. Changeable image signs.
- E. Fuel price signs, movable.
- F. Internally illuminated/backlit awning and canopy signs where light shines through the material.
- G. Illuminated signs that allow beams and illumination upon a street, highway, sidewalk, or that may constitute a traffic hazard or public nuisance.
- H. Large inflatable objects (except with a special events permit or as a holiday sign for a recognized public holiday).
- I. Laser lights and search lights (except with a special events permit)
- J. Monument signs exceeding ten (10) feet in height, except as allowed by Section 9.6.4.e.
- K. Natural features & Street furniture: Signs, balloons or devices affixed or painted on street furniture, trees, rocks, or other natural features, which do not have a permit as a Permanent Sign.
- L. Parked vehicles, trailers or carts with signs. Signs pertaining to or associated with any business along a public right-of-way which are attached, painted or otherwise affixed to parked vehicles, trailers or carts and are visible from a public right-of-way are prohibited except when the vehicle/trailer is:
 1. An authorized government vehicle; or

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2. Being temporarily loaded or unloaded; or
 3. On private property where the business is located; and:
 - a. Within one hundred (100) feet of the space occupied by the business being promoted; and
 - b. Is parked for a period not exceeding twenty-four (24) consecutive hours; and
 - c. Is promoting a business with a valid City business license.
 4. An Outdoor Vendor consistent with the provisions of this Appendix and Temporary Uses in Appendix C (Land Uses).
- M. Posters not associated with music performances, cultural events, movies and live or playhouse theaters.
- N. Readerboards, except for those allowed with noncommercial signs and marquee signs and those which are already in place and are legal nonconforming.
- O. Readerboards, portable.
- P. Real estate; Off premises Commercial, including movable open house signs and directional arrows located on private property or public rights-of-way.
- Q. Reflective material in signage including highly reflective metallic finishes, sequin studded materials or fluorescent colors.
- R. Revolving signs or signs with movable parts except barber poles and numerical signs indicating parts of clocks or thermometers, and except as allowed on Projection Signs [Section 4.29](#).
- S. Roof Signs, except as otherwise allowed in this Appendix.
- T. Strings of pennants, ribbons, streamers, spinners, mylar balloons, or other similar moving or fluttering devices, or moving or revolving devices of a carnival like nature.
- U. Traffic hazard or public nuisance created by signs including:
 1. signs with advertising copy which imitate official traffic signs, or signals or use such words as "stop," "look," "danger," "caution," "warnings" or "go slow";
 2. signs that may confuse motorists or detract from any legal traffic control device as determined by the Responsible Official; and,
 3. any sign placed in such a manner that it obscures the vision of a motorist as determined by Responsible Official.
- V. Utility or Public street feature; Signs, balloons or devices affixed to or painted on, including: utility poles, street sign poles, traffic signal equipment and poles, garbage receptacles, benches, bridges, railings, and railing supports, boardwalks, fences, retaining walls, bus shelters (except for those activities and signs allowed under [Sections 3.3.D](#) and [3.3.BB](#)) and other types of street furniture, with the following exceptions: Political signs may be located on privately owned fences and privately owned retaining walls in residential areas.
- W. Any off premises sign, including any sign located on any property other than that property on which the business is located, except off premises signs permitted on public right of way per [Section 6.0](#) of this Appendix.

8.0 Non-Conforming Signs

8.1 Classification

Signs in existence at the effective date of the Development Agreement that do not comply with the standards of this chapter shall be deemed legally non-conforming and may continue to exist per [Section 8.2](#), Legal non-conforming signs. Legal non-conforming

status may not apply to signs that have received notice of infraction prior to the effective date of the Development Agreement.

8.2 Legal Non-conforming Signs

- A. Nothing in this Section shall relieve the owner or user of a legal non-conforming sign or owner of the property on which such non-conforming sign is located, from the provisions of this Appendix regarding safety, maintenance and repair of signs; provided, however, that any repainting, cleaning and other normal maintenance or repair of the sign or sign structure shall not modify the sign structure or copy in any way which makes it more non-conforming or the sign may lose its non-conforming status.
- B. Cleaning and Maintenance: Legal non-conforming signs may be removed for cleaning and routine maintenance, i.e. repainting, cleaning, changing of lighting and wiring, and may be replaced without being brought into conformance with this Appendix. Legal non-conforming signs may continue to exist, except as follows, when the sign shall be brought into conformance immediately with this Appendix:
 - 1. Any legal non-conforming sign that undergoes a name change, or has 20% or more of the sign face (except billboards) or structure changed.
 - 2. Any legal non-conforming sign that is damaged in excess of 50% of the original value of the sign.
 - 3. Any legal nonconforming sign that is relocated or replaced.

9.0 Administration & Enforcement

9.1 Maintenance and Removal

No sign shall hereafter be erected or re-erected except as provided by this Appendix and a permit for same has been issued by the Responsible Official unless such sign is excepted under Section 3.3 of this Appendix.

- A. Unsafe or Poorly Maintained Signs: All signs, together with all of their supports, braces, guys and anchors, shall be kept in repair and in proper state of preservation including ensuring signs are safe and secure. Furthermore, the display surface of all signs shall be kept neatly painted or posted at all times. If the Responsible Official finds that any sign regulated by this Appendix is unsafe, not properly secured, or not maintained and repaired, he/she shall give written notice to the named owner of the sign and the named owner of the land on which the sign is erected, who shall remove or repair the sign within a specified time from the date of the notice. If the sign is not removed and repaired, the Responsible Official shall revoke the permit issued for such sign, as provided in this Appendix, and shall notify the City Attorney's office for appropriate legal action. The situation may additionally be remedied by the City via sign repair or removal, and the sign owner shall be billed for the cost of their removal. The Responsible Official may cause any sign which he determines to be a source of immediate peril to persons or property to be removed summarily without notice.
- B. Expired Signs: Any sign existing on or after the effective date of this Appendix, which no longer advertises an existing business conducted or product sold on the premises, shall be removed by the owner of the premises upon which such is located after notice. The Responsible Official, upon determining that such sign exists, shall notify the owner of the premises in writing to remove the sign within 30 days from the date of such

notice. Upon application, the Responsible Official may extend the removal requirement for a period not to exceed 90 days.

- C. Other Violations: In the event of a violation of any other provisions of this Appendix the Responsible Official shall give written notice, specifying the violation, to the holder of the sign permit, or, if no permit exists, to the named owner of the land where the sign is erected, to correct the violation or remove such a sign. Non-conforming temporary signs located on public right-of-way may be removed without notice.

9.2 Recovery of Removed Signs

All signs removed by the City shall be available for recovery by the owner of such sign for a period of two (2) weeks, after which they will be destroyed.

- A. Recovery of any sign removed by the City shall be subject to payment of a sign recovery fee in accordance with the City's adopted fee schedule
- B. The City shall not be responsible for damages or loss during removal or storage.

9.3 Violations of this Appendix

Violations of any portion of the these sign standards shall be subject to the code enforcement and penalty provisions set out in Issaquah Municipal Code, Chapter 1.36.

9.4 Administration

- A. Responsibility: The ultimate responsibility for any sign shall be borne by the legal owner of the property on which the sign is located. The Responsible Official may require when necessary that the property owner or agent be party to or applicant for any required sign permit.
- B. Right of Entry: Whenever necessary to make an inspection to enforce any of the provisions of this Appendix, or whenever the Responsible Official has reasonable cause to believe that there exists any sign or any condition which makes such sign unsafe, the Responsible Official may enter the premises or building on which such sign is located at all reasonable times to inspect the sign or to perform any duty imposed on him by this Appendix; provided, that if such building or premises on which the sign is located is occupied, he shall first present proper credentials and request entry; and if such building or premises is unoccupied, he shall first make a reasonable effort to locate the owner or other persons having charge or control of the building or premises and request entry. If such entry is refused, the Responsible Official shall have recourse to every remedy provided by law to secure entry. No owner or occupant or any other person having charge, care, or control of any building or premises shall fail or neglect, after proper request is made as provided in this Appendix, to promptly permit entry therein by the Responsible Official or his authorized representative for the purpose of inspection and examination pursuant to this Appendix.
- C. Inspections:
 - 1. All signs controlled by this Appendix shall be subject to periodic inspection by the Responsible Official. Records of all such inspections shall be kept in the files of the Permit Center.
 - a. Prior to mounting the sign on the building elevation, an applicant shall contact the Permit Center for a sign inspection to determine that the sign(s) is the same as that shown on the approved plan.
 - b. Signs requiring phased assembly should be inspected once fully mounted on the wall.

2. Footing inspections shall be made by the Responsible Official for all signs having footings.

9.5 Administrative Modification of Standards

Adjustments to specific provisions of this Appendix shall be through an Administrative Modification, pursuant to Permitting (Appendix O).

- A. Specific Criteria for an Administrative Modification to this Appendix: This chapter may be adjusted administratively when the Responsible Official determines all the following Criteria are met:
 1. The modification will be equal to, or superior in, fulfilling the purpose and intent of the sign regulations, Goals (Appendix A), and Design Guidelines (Appendix B);
 2. The granting of such modification will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity of the subject property;
 3. No modification may be granted that would increase the number of signs allowed by this Appendix or that would allow a type of sign which is prohibited by this Appendix.
 4. The proposal does not negatively impact any safety features of the project nor create any hazardous features.
 - 4.5. If the modification facilitates the public locating the portion of the Project which has been deemed an “essential public facility”, other Project-specific modifications may be allowed.
- ~~B~~. Conditions: Conditions may be imposed upon the grant of any Administrative Modification. Unless otherwise specified, the Administrative Modification shall be subject to all plans, specifications, and conditions set forth in the application.

9.6 Case by case modifications: The following potential modifications were identified for consideration on a case by case basis:

1. **(Reserved).**
2. **Extension of Time Limits for Grand Opening or Special/One-time Event signs:** Sections 5.9 and 5.16. The Responsible Official may allow the extension of these sign permits based on the length and significance of the event.
3. **Removal of Signs:** The Responsible Official may consider allowing certain business signs, such as Permanent Primary signs, to remain when a business no longer occupies a space, contrary to other provisions of this Appendix. The purpose of allowing the signs to remain past the date when they are to be removed would be to maintain the appearance of a Neighborhood in the Project and to encourage economic activity in the Neighborhood, prior to the occupancy of the space, especially when the business or building faces major roads. The signs related to unoccupied spaces shall not remain indefinitely.
4. **Monument/Freestanding Signs:** Monument Signs will be reviewed on a case-by-case basis. While these signs may be necessary, they are not always consistent with the Project vision. In a dense, mixed-use community, there isn't always the land available or need for these signs. An Applicant may apply to use Monument Signs with an

accompanying Narrative describing how these signs: 1) Comply with each element in Section 1.0 Purpose of this Appendix; and 2) Are consistent with and implement the relevant Urban Design Guidelines Neighborhood Type in Appendix BS. This will be the basis for their approval or denial. These signs shall comply with all the Permanent Sign standards listed in Section 4.

- a. Individual Business: An individual business located on a separate lot and not legally part of a multi-business development may use one monument sign as either a primary sign or a secondary sign; it will not be allowed as an Additional Sign. The sign may not be located closer than two feet from any property line. The overall height of the sign shall not exceed ten (10) feet. No more than one (1) monument sign may be erected for any one (1) business. No sign may obstruct the view of motor vehicle operators entering or leaving any parking area, service drive, private driveway, street, alley or other thoroughfare.
- b. Multi-Business Development: Monument signs are permitted for the purpose of identifying the development and the tenant or occupants of any multi-business development. A development shall mean one or more buildings under a common development scheme or common ownership. One (1) monument sign may be erected for the purpose of identifying the development and some or all of the tenants or occupants of the development at each point of vehicle entrance from public right-of-way to such development. A monument sign shall not exceed ten (10) feet in height and one hundred (100) square feet total for all faces with a maximum of fifty (50) square feet for any one face. Neither the portion of the sign structure providing support nor the frame shall be counted in determining the square footage of the sign. Information displayed for any individual business shall not exceed the business name and logo. The area of the monument sign shall be deducted when calculating the area allowed for wall mounted signs for the development or business; it will not be allowed as an Additional sign. Each sign shall be located at least two (2) feet from any vehicle entrance. No sign shall obstruct the view of motor vehicle operators entering or leaving any parking area, service drive, private driveway, street, alley, or other thoroughfare.
- c. Multifamily Areas Identification signs: For multi-family residential areas, other than duplexes, one (1) permanent externally illuminated building identification sign consistent with the Project character and landscape as established in the Design Guidelines (Appendix B) shall be permitted for each street frontage. These signs may be up to two (2) square feet in size for each residential unit, but in no case may a sign area be greater than thirty-two (32) square feet and shall not exceed ten (10) feet in height. The sign shall not be located in the right-of-way or pose a traffic visibility problem, shall not be closer than two feet to the property line or back of curb, whichever is farther, shall only have the name of the project, a logo or graphic, and/or an address. Natural features such as boulders may be used.
- d. Lighting: Lighting for freestanding/monument signs shall be consistent with the Design Guidelines (Appendix B), specifically the Signs and Lighting sections.
- e. A Monument/Free Standing sign structure may be allowed to extend to twelve (12) feet in height meeting the following requirements:
 1. The design of the sign contributes to the Sociable Public Realm;
 2. The sign is designed to be architecturally compatible with the Project;
 3. Signs shall be located as close to the sidewalk as possible where buildings are not present to contribute to the pedestrian-oriented street wall and to be

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consistent with Appendix B (Design Guidelines), but shall not be closer than two (2) feet from the back of the sidewalk;

4. Signs shall not be approved prior to a Land Use Permit so its relationship to the nearest building and entrances may be understood;
5. No advertising or material, structure or device meeting the definition of a Monument or Free Standing Sign shall be elevated above 10 feet over surrounding finished grade.

APPENDIX J - Lighting

Section 1.0 Purpose and Intent

Section 2.0 Lighting Standards

Section 3.0 Lighting Guidelines

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1.0 Purpose and Intent

The Purpose of this Appendix is to establish standards for the design and performance of lighting within the Project as well as to implement the vision established in Goals (Appendix A) and Design Guidelines (Appendix B).

A vibrant, mixed-use Project relies on being active most of the day and into the evening. Thus lighting is necessary to encourage Pedestrian Friendliness and pedestrian activity beyond daylight hours. The quality of light can have a strong positive impact on the overall quality of the nighttime environment. Furthermore, due to the long nights during the Pacific Northwest winters, lighting can have a significant impact on the use of exterior, outdoor areas during hours when most people are awake, yet it is dark. Creating a hierarchy of light that addresses the safety and security of both pedestrian and vehicular traffic as well as creating wonder and delight are critical to a successful after dark environment. To encourage more pedestrian activity, visibility must be enhanced through the quality of the light and its sources, in addition to the right mix of uniform illumination and special feature lighting.

Beyond encouraging people to walk and bicycle after dark and use the Community Spaces, the types and locations of lights contribute to the Sociable Public Realm not only in the nature of light, but the nature of the fixtures. Streetlights, lit bollards, sconces, and gooseneck lamps, for example, all have a presence that shapes the urban character, whether they are illuminated or not. As urban design elements, light fixtures contribute to Neighborhood character and create Pedestrian Friendly Public Spaces, and thus should be selected on their ability to achieve the Project vision, goals, and guidelines.

Lighting is intended to:

- A. Ensure a safe, attractive, functional environment that is active after dark;
- B. Assist users in intuitively understanding the Project;
- C. Provide for the needs of residents, businesses, pedestrians, and bicyclists while minimizing negative lighting impacts;
- D. Reinforce the Project's urban design aspects.

2.0 Lighting Standards

A high quality lighting environment provides the right balance between appropriate light level, high color quality light, uniformity and special focus or feature lighting and glare control. Over time, as specific streets or areas develop, a specific color temperature, light source, or lamppost may be selected to create an identifying and unifying element for the Project. Illumination of the entire volume (horizontal and vertical elements) is a key ingredient in perception of the space. Illuminating only the horizontal (ground) plane will result in uninteresting and potentially dangerous spaces. And while site lighting is necessary and beneficial for these reasons, it has the potential for negative impacts such as contributing to sky glow and creating situations where lights are visible beyond the site.

The *Illuminating Engineering Society of North America (IESNA)* handbook provides guidance for illumination for a variety of space types and should be used as a guideline. It also provides recommendations for maximum and minimum illumination levels as well as uniformity ratios where appropriate. These recommendations evolve over time so the most current edition of the handbook should be used. To assist design teams, a table of recommended illuminance has been included here for some of the most common area types; see [Section 2.1](#) below. In addition to illuminance, uplight and glare control are described throughout this document and in [Section 2.2](#). In addition to Washington State energy code requirements, the implementation of further sustainable strategies is encouraged. This may include the selection of light fixture sources to minimize the use of mercury and controls that go beyond code requirements by providing a finer level of control through dimming and changes in intensity keyed to time of day activity levels. The Project will use the regulatory documents mentioned here in addition to the following guidelines (and in [Section 2.1](#) standards) to control lighting. As these are functionally equivalent and specifically tailored to the Project, IMC 18.07.107 (Outdoor Lighting) will not be applicable or utilized.

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2.1 Illumination Level Standards

Vehicular circulation	Standard	Minimum average (initial) illumination on the finished driving surface (fc)	Average to Minimum Ratio
	Neighborhood Street Existing Streets	0.8 concrete, 1.0 very smooth asphalt	6:1
	Mews	1.2 60% gravel or dark aggregate asphalt 0.6	6:1
	Alleys	0.4	10:1

Local Intersections	Standard	Minimum average (initial) illumination on the finished driving surface (fc)	Average to Minimum Ratio
	Where Pedestrian Area Conflict are:	Note: These values assume 60% gravel or dark aggregate asphalt. For lighter colored surfaces, subtract 0.1 from the following values.	
	High (Existing Streets, Neighborhood Street)	1.2	6:1
	Medium (Mews)	0.9	6:1
	Low (Alleys)	0.5	6:1

Pedestrian Circulation		Minimum average (initial) illumination on the finished driving surface (fc)	Vertical Illuminance (fc)*
	Pedestrian and Bicycle Trails with a vehicular component (Existing and Neighborhood Hillside Streets & Mews)	1.3	0.9**
	Alleys	Same as vehicular	70% of horizontal value
	Pedestrian and Bicycle Trails without a vehicular component	0.65	0.65
	Critical Area Trails	no lighting	

* Measured in a vertical plane, 5'0" above grade.
 ** Where security is a concern use 2x the horizontal illuminance level.

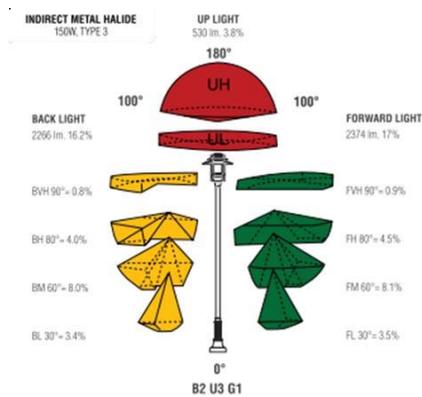
Community Spaces	Parks	Designated walking paths intended to be used after dark should be illuminated similar to pedestrian and vehicular trails without vehicular traffic.
	Plazas	Plazas vary widely in their design. Lighting should be developed to safely illuminate walkways, changes in elevation such as stairs and highlight special feature elements.

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Parking	Guidelines	Minimum average (initial) illumination on the finished surface (fc)	Vertical Illuminance (fc)*	Maximum to Minimum Uniformity
	Structured above grade parking		1.3	0.65
Surface parking and roof top parking		0.3	0.15	20:1

Note: fc = footcandles

2.2 BUG (Backlight, Uplight, and Glare) Standards



Example of the BUG (backlight, Uplight and glare) rating for a lighting fixture. While a large portion of uplight is undesirable, a small portion is useful to cast a soft light on the undersides of tree canopies, or the façade of a nearby building. The U in the BUG rating can be up to 3 for lampposts and bollards in pedestrian zones. For very urban plazas it can be up to 4 at the discretion of the reviewer. For street lighting, the U should be equal to 0. For spaces that are both street and pedestrian zones such as a woonerf, the BUG rating can be up to a 3.

BUG, U=0, G≤2	BUG, U=2, G=3	BUG, U=3, G=1	BUG, U=4, G=2	BUG, U=5
Emits no light above 90 degrees	Zonal lumens from 90-180 degrees = 11-50	Zonal lumens from 90-180 degrees =51-500	Zonal lumens from 90-180 degrees=501-1000	Zonal lumens from 90-180 degrees > 1,000
Acceptable for roads and all pedestrian areas	Acceptable in Pedestrian areas	Acceptable in Pedestrian areas	Acceptable in the most urban plaza areas	Not acceptable in any area

Note that similar looking fixtures from other manufacturers or even from the same manufacturer may have different BUG ratings. Fixture specific photometry must be checked to determine the BUG rating.

The fixtures shown here are for illustration purposes only and are not meant to recommend or discourage the use of any specific manufacturer.

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2.3 Design and Fixture Standards

2.3.1 Lighting should be scaled to the pedestrian. Pole heights shall not exceed 15 feet in height.

2.3.2 Lighting for the vehicular component of Circulation facilities shall have a U value of zero (0), which is consistent with the light shielding of a full cut-off fixtures. All other lights selected for the Project shall be chosen to provide safe, though minimal levels of lighting and reduce off-site impacts of lighting. Strobes and flashing lights are prohibited.



Full cut off fixture



Lighting at a pedestrian crossing.

2.3.3 Lighting of pedestrian walkways and routes shall be provided where stairs, curbs, ramps, abrupt changes in walk direction, and crossing vehicle lanes occur.

2.3.4 Engage the services of a qualified Lighting Designer as part of the design team, when the information in Sections 2.1 and 2.2 is insufficient for design purposes.

2.3.5 Computer generated point-by-point calculations using photometry shall be provided with permits for construction. The photometric plan shall come from approved laboratories to substantiate the appropriateness of proposed lighting. The illumination calculation shall include all fixtures that contribute light to the site (poles, bollards, building mounted lighting), including adjacent street lights and adjacent surface

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parking lot lighting. Low wattage decorative fixtures such as sconces or porch lights may be excluded from the calculation.

2.3.6 Lighting shall be collaboratively designed so that its impacts are not compounded in portions of the site by overlapping illumination patterns from Circulation facilities, Public Spaces, Community Spaces, the building (interior and exterior sources), adjacent off- site lighting, and parking facilities.



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2.3.7 Night time illumination of public art, monuments, water features and flags, as well as lighting of similar elements, is encouraged but should be done in a thoughtful way that does not create unnecessary glare or sky glow. This type of non-essential illumination will be controlled with a timing device to turn the lights off or to a substantially reduced level after close of business. Motion sensor lighting may be necessary for security and some uses must function all night.

The street trees and lights have been coordinated, ensuring good lighting and no conflicts with trees. This much separation is not necessary in all circumstances.

2.3.8 Light poles can be located in pairs directly across the vehicular Circulation facilities from each other or staggered, as appropriate to the Project character.

2.3.9 Light poles and fixtures must be coordinated with the tree layout and other street elements, especially those that impact the fixture's ability to illuminate the intended area.



The rooftop lighting of this parking garage is placed central to both give good distribution and to keep the light from spilling to areas other than the roof.



A fountain provides places to play during the day and playful lights at night.

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2.3.10 Lighting in exposed parking areas, including surface parking lots and garage rooftops shall be designed and installed to avoid direct light spill, glare, and reflection of light. Comply with IES recommendations (summarized in Section 2.1) for light level and uniformity.

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2.3.11 Structured Parking, including the roof, shall ensure no direct light spill from fixtures or vehicles. Minimize glare spilling from the garage to the adjacent roadways, off-site views, and residential areas, and eliminate or significantly reduce visibility of light sources by shielding the view of the light fixtures when viewed from outside the garage. Techniques include limiting openings or screening openings with architectural and/or landscape elements. Fixture selection shall provide for adequate illumination, as well as fixture location, lenses, and type.

2.3.12 Light sources should provide high color quality white light with a minimum CRI (color rendering index) of 75 for street lighting and 80 for all other lighting. Color temperature shall not exceed 3500K.

2.3.13 Generally lighting should be directed downward but some limited uplighting is allowed using the BUG ratings in Section 2.2. Additionally, use care in selecting building and paving materials to minimize glare associated with highly reflective materials.

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2.3.14 Maintain the same characteristics as originally approved when replacing bulbs (lamps).

2.3.14^{2.3.15} In portions of the Project that are not expected to be used after dusk and before dawn, lighting shall either be designed to be significantly lower (providing the minimum necessary to maintain security) than for areas anticipated for nighttime use; or fixtures shall be chosen that can be dimmed to reach a similar level of lighting.

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3.0 Lighting Guidelines

The following guidelines are provided to facilitate lighting design consistent with the purpose of this Appendix as well as the overall Project goals, guidelines, and vision. These guidelines propose and describe ways of implementing the vision, goals, and guidelines, sometimes with specific examples. However, there are likely to be design solutions that have not been anticipated by these guidelines. This is welcomed as long as the proposed design fulfills the intent of the Project vision and goals, as well as the Design Guidelines. In other words, the vision is fixed, but the method for implementing the vision may vary in response to many different needs as the community and these new Neighborhoods evolve over time. See the introduction to the Design Guidelines (Appendix B) for additional information on how the guidelines shall be used.

3.1 General Guidelines

3.1.1 Lighting should positively contribute to creating and shaping Public Space and the Sociable Public Realm, being Pedestrian Friendly, and contribute to an urban character.



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3.1.2 Include lighting to enhance the pedestrian realm.

3.1.3 Design lighting to intuitively guide people through an area.

3.1.4 Select lighting style, levels, and fixtures that contribute to developing a Project character.

Lighting intensity varies to guide the pedestrian through the space. Higher lighting levels are provided at entries and stairs where as other parts of the space are lit to a lower level, for instance to improve perceived safety.

3.1.5 Lighting should enhance public safety and comfort, while balancing and minimizing sky glow and off-site lamp visibility. Keep in mind that illumination levels vary depending on activities. Spaces will be more interesting if overall lighting is at a low level (like those in the lighting table Section 2.1) appropriate to its location, and special elements are emphasized with light such as primary building entries and architectural features. Also, use slightly higher illumination levels than the surroundings in situations where additional user attention is needed such as stairs, ramps, abrupt changes in walking direction, crossing vehicle lanes, or other changes in elevation can be tripping hazards. Avoid high intensity lighting located in close proximity to residential units. Refer to IES recommendations and Section 2.1 for each area type.

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3.1.6 Incorporate lighting that provides surprise, delight, glow, and "magic".

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3.1.7 Encourage the use of festive or special lighting, including lighting that responds to seasonal opportunities.

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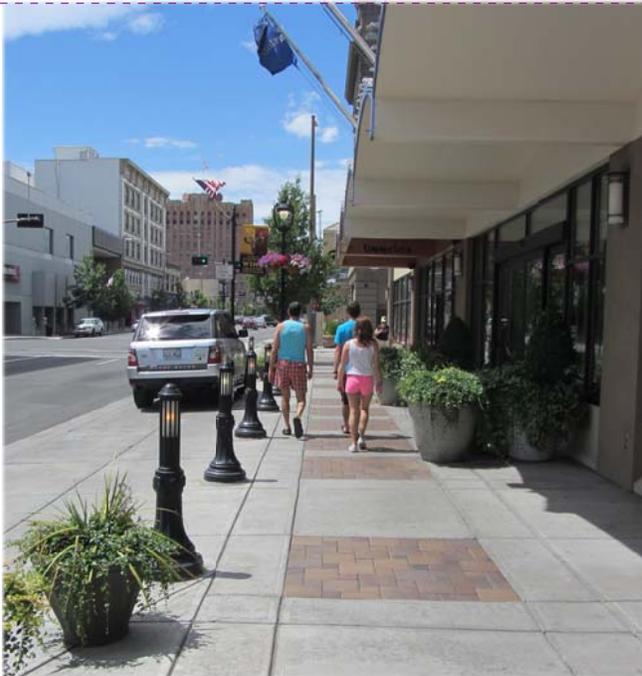


Glow can be an important component of creating a space with friendly lighting. And the fixtures make an architectural statement, contributing to the plaza's character.

3.1.8 Lighting design and the selection of light fixtures should enhance urban design.

3.1.9 Internally illuminated bollards may be used, and are appropriate to highlight pedestrian routes, demark changes between users (e.g., pedestrian and vehicular areas), steps or other grade changes. Internally illuminated bollards should not be the only light source when it is useful to illuminate people's faces, to create a sense of safety.

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Internally lit bollards add visual interest and help pedestrians understand how to use the area. In this instance they are used to identify the edge between a hotel loading zone and the sidewalk. They are not good when it is important to see people's faces, i.e. when perceived safety is important. Thus other lights have been provided.

3.2 Circulation Guidelines: Vehicular

3.2.1 Vehicular Circulation facilities vary in their width as well as the type and volume of traffic they carry, and the amount of pedestrian activity they accommodate. As speeds and the number of pedestrians increase, the opportunity for conflict between pedestrians and vehicles also increases. The lighting system must address this and to that end will follow the light level recommendations of the Illuminating Engineering Society of North America (IESNA) as summarized in Section 2.1.

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3.2.2 Light fixtures style and placement should be in keeping with the Project character and scale.

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3.2.3 Existing and Neighborhood Streets will have the highest level of activity for vehicles, pedestrians and bicycles. As such they will require the highest and most uniform light level of all of the street types.

3.2.4 Narrow streets and slower traffic, such as Mews, allow for lower levels of illumination and provide the possibility of building mounted lighting or catenary systems in lieu of traditional poles. The bollards which may demark the pedestrian and vehicular zones may be illuminated but are not sufficient as the only lighting element.

3.2.5 ~~The light levels on shared facilities, such as Hillside Street, and in some cases the Character Street, can be less uniform as traffic speeds are slower and traffic volumes are lower. Intersections or crosswalks should have the highest level of illumination reserved.~~



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3.2.6 On low volume vehicular Circulation facilities, such as Alleys, limited lighting is provided to ensure for safety. Appropriate lighting may be provided by individual unit lights rather than streetlights. Lighting should be placed to eliminate glare into adjacent uses. If lighting in alleys is located on private structures instead of independent fixtures, such as poles, lighting should be programmed to come on at dusk and be uniformly reduced at a specified time.

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Though the fixtures are too tall, the bulbs are recessed to avoid a bright point source, blinding those driving or walking. The streetlights also form a clear edge between zones for driving and walking.

3.3 Circulation Guidelines: Pedestrian, Bicycle, and Trails

3.3.1 In general trail and pedestrian only routes should have lighting that creates a sense of safety without adversely affecting the surrounding uses, such as abutting residences and critical area habitats.

3.3.2 Poles may be located on just one side of the pedestrian and bicycle facilities or paired or staggered like vehicular Circulation facilities, as is appropriate to the character of the facility, urban design, and adjacent uses.



An appropriate execution of pedestrian/plaza lighting.

3.3.3 Where pedestrian and/or bicycle facilities are part of Circulation facilities that also have a vehicular component, light fixtures should be provided that meet the needs of all users rather than providing light fixtures for each user separately.

3.3.4 Pedestrian and bicycle Circulation facilities, without a vehicular component, should be illuminated with light fixtures if appropriate to the character of the space. Where pedestrians are likely to be crossing bicycle traffic, light levels should be slightly higher than where traffic is moving in a linear direction. Some spill light beyond the edges of the path is desirable to provide a sense of security.



3.3.5 Trail lighting that is scaled for pedestrians and bicyclists. Frequent fixtures create a uniform lighting level.

3.3.6 Paths and other unregulated walkways may be illuminated at the builder's discretion since these are considered redundant or unnecessary routes.

3.3.6.7 Consider adding power outlets in Circulation facility lights to accommodate seasonal decorating and other special, festive events.

3.4 Community Space Guidelines

3.4.1 Community Spaces can take many forms, including hardscape, planted areas, furniture, and building elements, such as pergolas and kiosks, plus activities ranging from active to passive. Light levels and fixture designs should respond to and support the anticipated

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range of activities, be compatible with the surrounding area, and limited to whatever is necessary to provide for the use and safety of the likely range of users. For example, a plaza might have its highest level of illumination during hours the plaza and/or a restaurant is active, and then have reduced light levels after closing.

3.4.2 ▲ Illuminate primary walkways in Community Spaces to provide a sense of safe passage. Light the walking surface and extend it to elevations high enough so the faces of pedestrians are illuminated as they walk along. Small Community Spaces adjacent to Circulation facilities may not need additional light to meet this guideline.

3.4.3 Community Space lighting should have low levels of uniform illumination for safety, with higher levels for focal points or areas of high activity.

3.4.4 Along and within Community Spaces, provide lights that are pedestrian scale and contribute to the urban character.

3.4.5 Encourage the use of festive or special lighting within Community Spaces. This may include lights that are interesting, entertaining, and programmable, but which provide little additional illumination, such as LEDs. This decorative lighting should not include uplighting.

3.4.6 Combine elements for delight and sensory impact, such as illumination of water.



LED lights in the pavillion and plaza allow changing colors at night, creating an engaging element. In the lower image, the area under the pavillion is lit to a higher level than the rest of the plaza since this is the area most likely to be used at night.

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▲ Catenary lights (lights on cables, hanging between buildings or poles) create, or add to, an intimate setting. They form a kind of ceiling for the Public Space and place lights where lamp posts may not be convenient or desirable.



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3.4.7 Children’s play areas may be illuminated if they are intended for use after dark. Lights should be controlled so that they are "off" after hours.

3.4.8 Recreation that is not intended for use after dark should not be illuminated.

3.5 Parking Guidelines

3.5.1 Consider painting the interior of the garage a very light value (white or near white) to improve visibility and reduce contrast.

3.5.2 The design of lighting standards in exposed parking ~~such as parking lots and garage rooftops~~ should be full out off fixtures, no taller than 15 feet, and appropriate to the character of the Project and abutting areas.

3.5.3 Light standards should not be located where they may interfere with parking stalls, stacking areas, ingress or egress, or marked pedestrian routes.



Pedestrian scale lights located along a parking lot walkway, highlighting potential pedestrian/vehicular conflicts.

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3.6 Building Guidelines

3.6.1 Site and design buildings to take advantage of natural daylight.

3.6.2 Design lighting to highlight primary building entrances or individual entrances to retail uses.

3.6.3 Consider using lights to emphasize architectural elements.

3.6.4 Lighting can be part of the architectural statement.

3.6.5 Do not use neon as an architectural element or to outline buildings.

3.6.6 Lighting at ~~service station or similar~~ canopies, ~~such as that provided for the ambulance bay,~~ must be recessed with no lenses protruding below the finished ceiling. Indirect lighting, contained to the underside of the canopy, is also acceptable. ~~Sales frontage (for instance for car lots) and all outdoor sales areas must be controlled such that they can be~~

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reduced to 25% of full output after business hours. Fixtures must be shielded so that no light is emitted above 90 degrees.

3.6.7 External lighting should consider visual impacts from off-site views.



The light emphasizes the architecture, and the garage doors provide a unique connection between indoors and out.

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3.7 Landscape Guidelines

3.7.1 Use landscape and walkway lighting to accent the views of landscaping and serve a security function.

3.7.2 Cast shadows from landscape to add to the textures especially during the winter

3.7.3 Consider incorporating power outlets in planted areas, especially with trees, to facilitate the use of seasonal lighting.

3.7.4 Do not permanently attach lighting to trees.



Consider how plants will look in the winter including the shadows they cast.

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3.8 Sign Guidelines

Some signs may not be illuminated or do not need to be illuminated as ambient lighting will suffice. Where signs may be illuminated or need to be, lighting should be kept to the minimum needed to convey the sign's message, in keeping with the character of the area in which the sign is located, not be distracting or blinding, and positively contribute to the Public Space.

Sign illumination that is encouraged includes:

- Halo light signage where the light source is concealed behind the letters or logo image and the letters float in front of a solid surface
- Signs with external illumination where the light source is concealed from normal viewing angles
- Light boxes that are translucent only where the letters or logo occur, and the remainder of the enclosure is opaque.



Neon sign lighting may be appropriate if done in a tasteful manner. (Note: parking lots are not allowed in front of buildings; on-street parking is encouraged.)



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APPENDIX K – Sustainability

Section 1.0	Purpose & Intent
Section 2.0	Goals
Section 3.0	Foundation
Section 4.0	Tools
Section 5.0	Guiding Principles
Section 6.0	Sustainability Review

1.0 Purpose & Intent

The purpose of this Appendix is to establish a strategy for the new construction on the Property as a sustainable development consistent with the sustainable land use envisioned by the Growth Management Act and the City's Comprehensive Plan. Effective sustainable development contemplates the carrying capacity of natural systems and the social and economic challenges facing humanity.

Although sustainability may be described as a 3-legged stool, this Appendix focuses on one aspect of sustainability: environmental. Through commitments for reduction in energy and resource consumption, Swedish will continue to demonstrate its place as an industry leader in Sustainability. The social commitment of Swedish Health Services lies outside of this Agreement in the number of community programs including education and direct community assistance it provides as part of its business plan. Likewise, the economic sustainability of Swedish as an organization benefits from its ability to grow and utilize all of the hospital beds allocated by the state.

The City places a high priority on sustainability, and is known regionally for its innovative approach to achieving sustainability goals. Specific areas of focus include reducing the City's 2007 carbon emissions (established as 281,000 metric tons of CO₂ equivalent by the City's draft Energy/Carbon plan) by 80% by 2050. Building operations account for about 40% of CO₂ emissions nationally, and about 30% comes from transportation.

Swedish is committed to sustainability. It received the 2013 Vista Award for Infrastructure for the Swedish Hospital Central Utility Plant. Swedish incorporated numerous "Green" improvements into the hospital.

The City and the Master Developer have demonstrated their commitment to sustainability and for setting an example for resource conservation, green building and sustainability at large through construction of Swedish Issaquah Medical Center. To that end, the parties agree on the following:

- the sustainability field is a dynamic influence on the development community and one that is evolving rapidly;
- the Property should address the three constituent parts of sustainability (environmental, economic, and social); and
- a continued evaluation process during the Term of this Agreement that will allow the City and the Master Developer to improve the effectiveness of sustainability-related components of the Project and the Community over the course of its buildout.

2.0 Goals

- 2.1 Energy Efficiency and Carbon Reduction. Make buildings more energy efficient and deliver energy with renewable technologies to reduce carbon emissions, consistent with the City's carbon emissions goals.
- 2.2 Waste Reduction. Reduce waste, reusing where possible, and striving for zero waste to landfill.
- 2.3 Sustainable Materials. Use sustainable products, with low embodied energy, made from renewable, sustainably harvested, or waste resources.
- 2.4 Sustainable Water. Use water more efficiently in buildings and landscaping; manage stormwater and landscaping to prevent pollution and to reduce potable water demand.
- 2.5 Sustainable Mobility. Encourage low-carbon and mass transportation to reduce emissions. Provide a transit, pedestrian, and bicycle oriented development that results in reduction in vehicle miles traveled, lowering CO2 emissions and improving air quality.
- 2.6 Salmon Protection. Salmon are the icon of Issaquah and their protection is a paramount community concern.
- 2.7 Health and Happiness. Encourage active, sociable, meaningful lives to promote good health and well being.
- 2.8 Economics. Success is enhanced when it is economically practical to implement sustainable techniques.
- 2.9 Innovation. Use creative, cost effective solutions to achieve significant reductions in environmental impacts.

3.0 Tools

- 3.1 Land use; proximity to Transit; pedestrian, bicycle, and transit orientation
Development on the Property will result in a compact, urban development near a regional transit center and is part of a mixed-use community. This Development Agreement addresses providing pedestrian and bicycle connections to the transit center as well as other areas. In addition, it requires bicycle facilities and routes. Swedish also supports ride sharing to reduce single occupancy vehicle trips. This orientation inherently supports fewer single occupancy vehicle trips, a high sustainability priority.
- 3.2 Building form
The Project predominantly consists of a hospital and medical offices. Project entitlement will be consolidated into a few, midrise buildings. These land uses are established in Appendix C ([Land Use](#)).

3.4 Sustainable Building

For all new construction (building core and shell) within the Project, the Master Developer shall incorporate sustainability measures, as provided ~~of~~for in this Section 3.4.

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3.4.1 Leadership Innovation

The Master Developer will target energy efficiency performance in all development entitled through this Agreement to a level similar to that of the hospital and build to LEED Silver equivalency, or higher. In addition, new construction in the Project will provide at least one (1) significantly-sustainable innovation drawn from the following list:

- a. Funicular or gondola to facilitate non-vehicular connection from Issaquah Highlands to the valley floor, potentially in partnership with others owning nearby properties;
- b. Sewage heat recovery system;
- c. Use of alternative or renewable energy production (i.e. photovoltaic (PV), geo-thermal, wind turbines, etc.) to generate measurable power for building need (~~up to 5~~at least 2%, or as mutually agreed based on engineering calculations);
- d. Building energy optimization strategy to reduce total modeled design energy demand to 30% less than that mandated by State Energy Code or ASHRAE 90.1;
- e. LEED Gold or Platinum design equivalency;
- f. EnergyStar 75+ certification; or,
- g. An equivalent innovation as determined by the Designated Official and as allowed through Section 5 of this Appendix.

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3.4.2 Technology Innovation

The Master Developer shall, in addition to the Leadership Innovation, include in the Project a minimum of one (1) sustainability innovations focused on techniques and technologies which are tested but not commonplace, and which would benefit the community by demonstration. Alternatively, achievement of a second Leadership Innovation shall substitute for achievement of the Technology Innovation. Applicable innovations include:

- a. Energy and Water sub-metering for all floors and 2,000+ square foot spaces;
- b. Tenant and public (customer and visitor) energy feedback displays;
- ~~c.~~ c. Rainwater reuse for irrigation and/or non-drinking interior uses such as toilets;
- ~~d.~~ d. EnergyStar 75+ certification;
- ~~e.~~ e. FSC wood use (50% minimum by cost);
- ~~f.~~ f. Development and implementation of a Local First or organic for food services for 3 years;
- ~~g.~~ g. Purchase green power for 30% of building energy for 2 years;
- ~~h.~~ h. Recycle 90% of construction waste;
- ~~i.~~ i. Divert 65% of waste in operations from landfill or traditional disposal;

- ~~i.~~ Reduce modeled potable water use by 30% through innovative measures;
- ~~j.~~ Provide electric vehicle (EV) priority parking and charging stations for each building; or,
- ~~k.~~ Other equivalent innovations as determined by the Designated Official and as allowed by Section 5 of this Appendix.

3.4 TMP and CTR

Important to the Sustainability of any urban project is a reduction in the number of vehicular trips generated by the land use. The Master Developer shall prepare and periodically update its Transportation Management Plan and Commute Trip Reduction strategies.

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4.0 Sustainability Review

4.1 Purpose

The Master Developer shall prepare a Sustainability Review at a frequency established below. The purpose of the review is to look at how the permitted and/or proposed development meets the intent of the Goals and determine if sustainability related requirements require modification. The Sustainability Review is to describe how the goals have been incorporated into the project over the reporting period; what changes can be made to ensure all principles are being incorporated; what opportunities might be taken in subsequent proposals to improve or advance the sustainability of the Project; and, how successful this approach has been in the development of the Project. If certain measures have become commonplace, then they shall no longer be considered innovations and shall be mutually agreed to be removed from the Innovation lists.

4.2 Schedule

The Sustainability Review will occur within one year following occupancy of each building in the Project.

4.3 Contents

The review shall be written for the general public and will be a format chosen by Swedish and agreed upon by the Designated Official. At a minimum, the review should contain the following points:

- Narrative description of how the permits issued or applied for during the plan period meet the intent of the Principles;
- Quantitative measures available to support the narrative;
- Summary of key findings; and,
- Proposed areas for improvement based on new sustainability techniques and measures and appropriate modifications to the sustainability requirements of this Chapter/Appendix.

5.0 Administrative Modification of Standards

Adjustment to specific provisions of this Appendix shall be through an Administrative Modification, pursuant to the provisions of Appendix D (Permitting).

A. Specific criteria, as approved by the Designated Official, for an Administrative Modification of this Appendix shall meet the following:

- a. The modification shall be equal to, or superior in, fulfilling the intent, purpose and goals of this Appendix (Sections 1.0 and 2.0) and the Project Goals (Appendix A);
- b. The granting of such modification will not be materially detrimental to the public welfare or injurious to the Property or improvements in the vicinity of the Property; and,
- c. The proposal does not negatively impact any safety features of the project nor create any hazarus features.

B. Conditions: Conditions may be imposed upon the granting of any Administrative Modification. Unless otherwise specified, the Administrative Modification shall be subject to all plans, specifications, and conditions set forth in the application.

C. Case by case modifications:

- a. In the event that the LEED Program does not exist at the time of Building Permit application for any portion of the Project, an equivalent level of sustainability shall be provided and specified through a modification process.
- b. If the energy or other reductions specified in this Appendix become unreasonable due to advancing requirements in the energy code, then other measures may be substituted to demonsrate a leadership in energy efficiency.

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APPENDIX L –SEPA Compliance for Implementing Approvals

- 1.0 Previous SEPA Documents
 - 2.0 Project Envelope Defined
 - 3.0 Implementing Approvals Defined
 - 4.0 SEPA Process for Project Implementing Approvals
- Exhibit L-1 Mitigation Measures

1.0 Previous SEPA Review

The Parties acknowledge the impacts of and mitigations for the Allowable Development have been previously reviewed for environmental impacts. Specifically, the following SEPA documents have been considered and incorporated by reference:

- Grand Ridge EIS – 1995.
- Interstate 90 South Sammamish Plateau Access Road and Sunset Interchange modifications – 1999.
- City of Issaquah Revised Action Memo – 23 March 2000.
- Transpo Phase 1C Traffic Analysis – February 2002.
- SEP07-001IH (Block 9)
- Transpo Issaquah Highlands Town Center Traffic Operations Report – 12 October 2007.
- Nelson/Nygaard 3rd Draft Memorandum, *Trip Generation Projection for New Development*, October 2008.
- SEP10-001WS (WSDOT Expansion Area)
- Transpo Memo – 14 March 2013.

2.0 Project Envelope Defined

The Project and impacts analyzed in the Mitigated Determination of Non-Significance (SEP _____), Swedish/Providence Development Agreement, include all permitting, approvals, and construction that are part of the Project Envelope. The “Project Envelope” means and includes:

- A. Allowable Development within the Project area and construction of any combination of uses permitted in Appendix C (Land Use), at the maximum densities and intensities allowed under this Agreement subject to the following limitation:
 - a. PM Peak Traffic Trips may not exceed _____ without additional street improvements and/or mitigations.
- B. Master Developer’s Authorized Modifications under Appendix D (Permitting);
- C. Project mitigations as identified in the Main body and this Appendix L (SEPA);
- D. Project infrastructure including water, sewer and stormwater facilities necessary to serve the Property; and,
- E. All improvements outside the Property that are proposed as elements of the Project; or, that are required by the City or other governmental entity with jurisdiction in order to mitigate impacts of the Project that have been disclosed and discussed in the Project MDNS.

3.0 Implementing Approvals Defined

The Implementing Approvals for the Project mean and include any permit, license, or other approval issued by the City in order to develop the Project in accordance with this Development Agreement and that have been analyzed in the Project MDNS, including but not limited to: preliminary and final plats, grading and other site clearing approvals for the entitled development, site development permits, installation of on-site and off-site infrastructure as described in this Agreement and the Exhibits, and building permits up to the maximums within the Project. These permits and approvals are collectively denominated “Implementing Approvals” for the buildout of the Project.

4.0 SEPA Process for Project Implementing Approvals

Upon receipt of any application for an Implementing Approval within the Project, the City shall undertake SEPA compliance in accordance with SEPA, RCW 43.21C.031(1), and applicable SEPA implementing regulations, WAC Ch. 197-11, and IMC 18.10.010 through 18.10.330, and, to the extent not inconsistent with such laws and regulations, as follows:

4.1 Step 1 – Project Envelope Determination

The Designated Official shall determine if the requested Implementing Approval is within the Project Envelope. The Designated Official may request the applicant to provide reasonable information to the extent needed to determine whether the requested Implementing Approval is within the Project Envelope.

- A. If the requested Implementing Approval is so determined as being within the Project Envelope, then the existing Project SEPA Decision shall be utilized, the City shall issue a DNS in conjunction with the land use permit and no further SEPA checklist or threshold determination is required (*see* WAC 197-11-600(4)(a));
- B. If the application is beyond the Project Envelope, then a threshold determination shall be required under Step 2 below.

4.2 Step 2 – Threshold Determination

If the requested Implementing Approval exceeds the Project Envelope, then the City shall prepare a new SEPA threshold determination, taking into account the existing Project MDNS and the governing Development Standards under this Agreement which address environmental mitigation for the Project. Any studies or other information requested by the City from the applicant shall relate only to those potential adverse impacts not adequately covered by the existing SEPA Decision. The City shall, to the fullest extent possible, issue a determination of nonsignificance (DNS) or a revised mitigated DNS (MDNS) if new information is presented. However, if a requested implementing proposal is believed to be a significant change and beyond the established Project Envelope, and is likely to cause potential significant adverse environmental impacts, a new Threshold Determination will be required. The City’s approval of “Administrative Minor Modifications” under Appendix D (Permitting) shall not be deemed a significant change requiring any new SEPA threshold determination.

4.3 Step 4 – Modified Development Standards

If the new Threshold Determination discloses that additional mitigation is required to avoid imminent public health and safety hazards, then the Development Standards applicable to the Project may be modified pursuant to the procedure set forth in Appendix D (Permitting).

Exhibit L-1 SUMMARY OF MITIGATION MEASURES

Mitigation Measures	Prior to Construction	During Construction	Post Construction
1.			
2.			
3.			
4.			
5.			