

CITY OF ISSAQUAH
City Council
Mobility & Infrastructure Committee

6:30 PM
October 14, 2025

MINUTES

Council Chambers, 135 E.
Sunset Way, Issaquah WA

COUNCIL AND ADMINISTRATIVE PERSONNEL PRESENT

Committee Members:

Russell Joe, Chair
Barbara de Michele
Chris Reh

Administration/Staff:

Andrea Lehner, Deputy City Administrator
T. Cassidy Mueller, Deputy City Clerk

CALL TO ORDER

Acting Chair de Michele called the meeting to order at 6:31 PM.

PUBLIC COMMENT - NONE

No members of the public spoke.

APPROVAL OF MINUTES

- a) Minutes of September 16, 2025. There being no changes, the minutes were unanimously approved as presented.

AGENDA ITEMS

- a) **COM 0167 - Intelligent Transportation System Plan Update**

Presented by:

John Mortenson, Transportation Engineering Manager

Councilmember Joe arrived and assumed the role of Chair at 6:41 PM.

Committee comments included:

- Agreement that the projects described seem beneficial.
- Disappointment over the timeline and funding needed to implement the projects.
- Appreciation to the City staff for carrying this project forward despite being short-staffed.

- b) **COM 0181 - Sustainable Building and Infrastructure Policy Update**

Presented by:

David Reedy, Sustainability Coordinator

The Committee agreed with Administration's recommendation to apply the Envision toolkit to pilot projects first to better understand impacts. The Committee recommended that a goal for certification level be set for the pilots, with pilot data informing a recommended certification level. The Committee recommended that the item be brought to the City Council on the Consent Calendar.

Other Committee comments included:

- Request for advisory bodies to be updated on the impact and final action for items they advised on.
- Setting clear and specific pilot program goals.
- Focus on communications with the public and businesses about the program.

ANNOUNCEMENTS - NONE

There were no announcements.

ADJOURNMENT

There being no further business, the meeting was adjourned at approximately 8:00 PM.

T. Cassidy Mueller, Deputy City Clerk



Staff Report

COM # 0110 – Street Standards Landscaping

Meeting Date March 10, 2026
Department PW - Public Works
Staff Lead John Mortenson, Transportation Engineering Manager

Attachments

- A. Matrix of Updates to IMC 18.606 and Street Standards
- B. Draft Ordinance Amending Street Standards
 - a. Redlined Street Standards
 - b. Street Standards with Amendments Incorporated
- C. Draft Ordinance Amending IMC 18.606 – Landscaping
 - a. Redlined IMC 18.606 Sections

Direction Needed from Committee

The Administration seeks the Committee's concurrence to adopt the proposed revisions to the Street Standards and IMC Chapter 18.606, Landscaping at the Regular Council Meeting on March 30, 2026.

Recommendation

The Administration recommends the Committee support adopting the proposed amendments to the Street Standards and IMC Chapter 18.606, Landscaping at the Regular Council Meeting on March 30, 2026.

Background

The [City of Issaquah Street Standards](#) are adopted by reference by Issaquah Municipal Code 12.04.010. The City Council last adopted the Street Standards at the Regular Council meeting on May, 19, 2025 ([AB 9021](#)). The Street Standards provide guidance for design and construction of municipal streets, private streets, and public and private parking lots within the City of Issaquah. The Administration is proposing updates to the landscaping requirements in the Street Standards to align them with the Environmental & Climate Stewardship element of the Comprehensive Plan and the critical areas code in IMC [18.802](#). The Administration is also proposing conforming amendments to IMC Chapter [18.606](#) Landscaping. Included with this update to the Street Standards are routine and housekeeping amendments.

Issaquah's Street Standards Design Section F states that landscaping in the form of planting strips with street trees shall be consistent with IMC [18.606.170](#). The regulations stipulate that all pedestrian facilities be buffered with trees and shrubs, appropriate in size, scale, planter type, and character to the type of facility or subarea. It requires the planter strips to be a minimum of five feet between the sidewalk and back of curb. These standards dictate that, no matter the context of the sidewalk, a five-foot landscaping strip with new trees and/or foliage must be planted.

IMC [18.606.190](#) states that the only allowable deviations from street tree requirements are if there is a public safety risk. This means that the existence of older established trees along a given sidewalk installation project would not be prioritized. Based on this code, projects would also not be able to deviate from the IMC, even if the project would impact existing trees or critical areas such as geologically hazardous areas, wetlands, fish and wildlife habitat conservation areas, and streams.

The rigidity of this code is inconsistent with the City's Comprehensive Plan. The Environmental & Climate Stewardship element of the Comprehensive Plan prioritizes preserving trees and tree canopy within the city. Goal D states, "Maintain and enhance citywide tree canopy for the numerous economic, environmental, and aesthetic benefits that trees provide." Within this goal, Policy D2 states, "Retain and increase existing trees in critical areas and their buffers along designated walking and bicycling corridors and in other green spaces."

Issaquah Municipal Code [18.802](#) protects five critical areas through regulations. The five critical areas are geologically Hazardous Areas, Wetlands, Fish and Wildlife Habitat Conservation Areas (FWHCAs), Streams, and Critical Aquifer Recharge Areas (CARAs). IMC [18.802.050](#) establishes mitigation sequencing to ensure no net loss of ecological function of the critical areas except critical aquifer recharge areas. Activities and development on sites containing critical areas, except critical aquifer recharge areas, must follow the sequence of steps listed below in order of priority:

1. Avoid impacts altogether by not taking a certain action or parts of an action;
2. Minimize impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts;
3. Rectify impacts by repairing, rehabilitating or restoring the affected environment;
4. Compensate for the impact by replacing, restoring, creating, enhancing or providing substitute resources or environments;
5. Monitor the impact and the compensation projects and taking appropriate corrective measures.

The highest two priorities in mitigation sequencing are to avoid and minimize impacts to critical areas. The current City code does not allow reduction of the landscaping area between the back of the curb and the sidewalk for mitigation sequencing because the only allowable deviation is to address a public safety risk.