

Development Commission
September 6, 2017

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**CITY OF ISSAQUAH
DEVELOPMENT COMMISSION
September 6, 2017**

City Hall South
Council Chambers

135 E Sunset Way
Issaquah, WA

COMMISSION MEMBERS PRESENT

Richard SOWA, CHAIR
Melvin MORGAN
Michael BRENNAN
Ray LEONG
Robert BAKH
Randolph HARRISON
Kevin PRICE
Jasmina MIHOVA
Richard SANFORD
Carl SWEDBERG
Ryan ROETER

STAFF PRESENT

Keith Niven, Director
Sherry Smith, Recording Secretary

MEMBERS NOT PRESENT

VISITORS PRESENT

David MacDuff – IS Property Investments
Rich Wagner, Baylis Brand Wagner Architects
Linda Springman, Resident
Tom McDonald, Resident
Pat Duke, Resident

CALL TO ORDER

SOWA called the meeting to order at 7:00 p.m. and asked for a motion to approve the minutes. SANFORD referred to Page 16 of the minutes for an amendment. The name spelled ROEHL should be ROETER. Same on Page 17, row 81 of 93.

APPROVAL OF MINUTES

MOVED BY MORGAN, SECONDED BY BRENNAN, to approve the minutes of the July 19, 2017. **MOTION CARRIED.**

MOVED BY MORGAN, SECONDED BY BRENNAN, to approve the minutes of the July 26, 2017 with the amendment. **MOTION CARRIED.**

MOVED BY MORGAN, SECONDED BY BRENNAN, to approve the minutes of the August 2, 2017. **MOTION CARRIED.**

Nivens presented Kelkari Phases 2 and 3 – review of an amendment to an existing approval. He took the original staff report and added commentary, conditions, and text to show what the differences and additions are. *Nivens* reviewed the location of the project, both sides of Sunrise Place SW. Phase 1 of Kelkari was constructed in 1999 and includes 63 residential units. The current proposal is for 72 townhouses on common parcels. This is a Level 2 review. Administration believes the application is so complicated that they wanted to allow for additional public comment.

Nivens read through the recommendations starting with #4. Kelkari shall be responsible for the following for traffic mitigation as prorated with the Foothills project:

- a) Sunrise Place SW shall be improved to meet current street cross-sections or the equivalent, and shall have thirty-two (32) feet of paving and sidewalk on one side. COMPLETE – Sunrise Place SW is currently 28 feet, part of the request is to leave it and not increase to 32 feet. Administration believes 28 feet is enough.
- b) Widen and rechannel the intersection of Newport Way and Wildwood Blvd. SW. The design tentatively includes separate left and right turn lanes from Wildwood Blvd. SW onto Newport Way and a single lane from Newport Way onto Wildwood Blvd. SW. A concomitant agreement is also required for full signalization of this intersection if warranted by future traffic (of which Kalkari-related traffic forms a substantial part) or accident conditions and if such signalization will cause a demonstrable improvement in traffic flow. COMPLETE
- c) The right-of-way across the Kelkari site shall be a fifty (50) foot right-of-way and shall be improved with thirty-two feet of paving and five (5) foot sidewalks on both sides of the roadway. COMPLETE
- d) The applicant shall sign a concomitant agreement for the cost of applicant's fair share of a pedestrian crossing on the Clark Street Bridge, as required under the mitigation section of the Foothills DEIS, p. 148 in the traffic study. NO LONGER APPLICABLE
- e) Construction of a school bus turn out, if required by the school district, at the intersection of Wildwood and Sunrise Place. NOT REQUIRED
- f) Replace the existing culvert at Cabin "Creek with a bottomless arch culvert designed to the specification of and approved by the City's Public Works Department. THE CULVERT HAS BEEN REPLACED.

Kelkari shall be fully responsible for the following required mitigation:

- a) Additional easement areas or dedications shall be made to the City as may be required during final design stage to ensure adequate line of sight is provided at all intersections and junctions of the roadway system. REQUIRED.
- b) Rights-of-way for the cul-de-sac roads shall measure thirty-seven (37) feet in width. These rights-of-way shall become City streets and shall be improved with 24 feet of paving which accommodates a 5-foot sidewalk on one side of the road. THE APPLICATION PROPOSES NO CUL-DE-SACS. NO LONGER APPLICABLE.
- c) Provide the City with slope easements or construct retaining walls in the right-of-way at the direction of Public Works per Public Works requirements for the public

roadways and show these easements on the final plat. COMPLETE.

- d) Work METRO to develop a Transportation Management Plan for that development which incorporates the following: Provide a free one-month bus pass to renters (peak hour, two zone); and distribute transit and ride-sharing information to renters of the apartments which includes a map of the routes to take to the nearest transit routes. Also, discuss with METRO the impact of the development on the METRO park and Ride Lot and bus use and any measures, if any, to mitigate impacts. NOT NECESSARY.
5. The applicant shall maintain a minimum 50-foot buffer from the Ordinary High Water Mark of Cabin Creek in addition to a minimum building setback of 15 feet to the stream buffer. COMPLETE.
6. The applicant shall maintain a minimum buffer of 10 feet from the top-toe of all steep slopes plus maintain a minimum building setback of 15 feet from the slope buffers. Native Growth Protection Easement signs which are for the identification of protection of steep sloped areas shall be placed at steep sloped areas as required by the Public Works Department. MAN-MADE STEEP SLOPES MAY BE REGRADED PURSUANT TO CITY CODE. BUFFERS FOR STEEP SLOPE CRITICAL AREAS, INCLUDING PROTECTION EASEMENTS AND SIGNAGE IS GOVERNED BY IMC 18.10. CITY CODES ALLOWS FOR MINOR INTRUSIONS ON STEEP SLOPES.
7. Prior to issuance of a Building Permit, the applicant shall establish a mechanism acceptable to the City which notifies future buyers of the apartment/condominium units or lots that the steep slope buffers were reduced and that development has occurred within 50 feet of a steep slope. The applicant shall execute an agreement that indemnifies and holds the City harmless for development within 50 feet of the steep slopes. REQUIRED.
8. A Building Permit and a Public Works construction permit shall first be issued prior to construction of the project. REQUIRED, UNLESS OTHERWISE APPROVED BY THE DIRECTOR. NOT ALWAYS THE PRACTICE TO REQUIRE BOTH.
9. Prior to issuance of the building permit for Phase I, the applicant shall make connections between the service areas of the Wildwood and Mt. Hood water reservoirs per the approval of the Public Works Department to provide adequate fire flow. The cost of the connections shall be responsible by the applicant. Phase 2 and Phase 3 of Kelkari shall also not go forward until the City can assure adequate fire flow. COMPLETE.
10. The applicant shall participate in the cost of the proposed 480 Zone water reservoir. COMPLETE.
11. Prior to issuance of the Building Permit, the Public Works Department shall approve the final design of the storm water system. REQUIRED.

12. The Public Works Department shall have final approval of the textured concrete that is proposed to be used across SW Sunrise Place, linking the north and south sides of the project. NO TEXTURED CONCRETE SHALL BE PLACED ACROSS SUNRISE PLACE, UNLESS IT IS DETERMINED NECESSARY BY THE CITY AS A VISUAL CUE FOR THE PEDESTRIAN CROSSINGS. OTHER MEANS SUCH AS PEDESTRIAN CROSSING SIGNAGE SHALL BE EXPLORED.
13. All compact and accessible parking stalls shall be appropriately labeled. REQUIRED.
14. The applicant shall enter discussion with the Issaquah School District concerning bus route access to the site. COMPLETED.
15. All significant trees within the vicinity of site construction that are proposed to be saved, shall be protected in accordance with Section 18.12.180D (Preservation of Trees) of the Land Use Code. Those measures may include but are not limited to fencing around trees. REQUIRED.
16. The area north of Building 3 between the trail and the slope of Cabin Creek and the area between Buildings 4 and 6 and portion of the periphery of Buildings 9 and 10 shall be landscaped more extensively. Additional riparian landscaping shall also be placed in wetland buffers. REQUIRED.
17. All landscaping shall be irrigated as required by Chapter 18.12.160(d) of the IMC. REQUIRED.
18. Any changes or substitutions to the landscaping shall be approved first by the Planning Department (DEVELOPMENT SERVICES DEPARTMENT) before being implemented. REQUIRED.
19. A cash deposit worth 50% of the value of the landscaped material shall be posted with the City prior to receipt of a temporary or final Certificate of Occupancy as required by Chapter 18.12.050(A) of the IMC. REQUIRED. SHOULD BE 18.12.160(a2) CASH DEPOSIT OR OTHER SURETY.
20. A monitoring and maintenance plan for both the Cabin Creek stream restoration and wetland enhancement shall be provided. COMPLETE.
21. A Sign Permit shall be required to be issued by the City prior to installation of the monument signs. The proposed monument signs shall also have a minimum 2-foot setback from the property line. Safe sight distance must also be met. PART OF THIS PROPOSAL IS TO MOVE THE CURRENT KELKARI SIGN.
22. Parking for 32 bicycles shall be required based upon chapter 18.09.030(I) of the Land Use Code. Bicycle parking racks shall be placed on both the north and south parcels of the project site. The locations and design of the bike racks shall be provided with the building permits. BIKE RACKS SHALL BE INCLUDED IN PASE 2 AND 3 AS PART

OF THE COMMON AREA IMPROVEMENTS. THESE RACKS NEED NOT ACCOMMODATE 32 BICYCLES, BUT SUFFICIENT QUANTIFY (7 PER PHASE) SHALL BE PROVIDED FOR GUESTS AND THE CONVENIENCE OF RESIDENTS. THIS REQUIREMENT WILL BE REVIEWED.

23. Details of the lighting fixtures and standards shall be provided with the building permit. REQUIRED.
24. All common use facilities such as recreational facilities, garbage and recycling collections areas, mailbox locations, foyers and management office shall be accessible, as required by WAC 1103.1.8.1. In addition, advance warning demarcation is required at curb handicap ramps. REQUIRED.
25. The following conditions shall be implemented as required by the Police Department.
- Building Security: Request commercial quality locking mechanisms and dead bolt locks and peepholes on exterior PERSONAL doors. Consideration should be given to security of exterior windows and sliding glass doors to prevent unauthorized entry. Lighting should be provided for PERSONAL entrance and exits. NOT APPLICABLE FOR TOWNHOME PROJECT.
 - The buildings and units should contain a highly visible and lighted address identifier for nighttime identification for emergency responders (6-inch minimum). REQUIRED.
 - An agreement and posting of parking areas for unauthorized vehicle impounds. NOT APPLICABLE FOR TOWNHOME PROJECT.
26. The following conditions shall be implemented as required by the Fire Department: (EASTSIDE FIRE AND RESCUE)
- The buildings shall be fully sprinkled. IF REQUIRED BY CITY CODE.
 - Portable fire extinguishers will be required. IF REQUIRED BY CITY CODE.
 - Stortz fittings will be required on fire hydrants and before any combustible materials are placed on site. REQUIRED.
 - Fire lanes are to be painted red with white letters stating "Fire Lane No Parking". REQUIRED.
 - An approved monitoring fire alarm system shall be installed. NOT APPLICABLE TO A TOWNHOME PROJECT.
 - A Knox-box shall be required. The location is to be determined by the Fire Department. NOT APPLICABLE TO A TOWNHOME PROJECT.

New Conditions

- A. Increase the modulation in the building fronts from 2 feet to 3 feet. IN CITY CODE.
- B. Buildings will be a minimum of 10 feet from Sunrise Place.
- C. The relocated project signage is not approved as part of this permit approval and shall require a separate sign permit.
- D. Continue the sidewalk along the west side of Phase 3 to connect to Sunrise Place. The additional impacts to critical areas may be mitigated through the planting of additional vegetation in the surrounding area. *NIVENS SHOWED A PHOTO AND POINTED OUT THE SIDEWALK AREA THAT SHOULD CONNECT.*
- E. In lieu of street trees on the private roads serving Phases 2 and 3, an equivalent number of trees shall be planted on the property. This calculation shall be provided with the submittal of the landscape plans. *NIVENS SHOWED ON THE PHOTO THE TREES NEED TO BE INCLUDED IN PROJECT. ALL COMMISSIONERS WANT 11 X 17 PLANS. NIVENS WILL PUT THEM IN THE MAIL.*
- F. Each garage will be large enough to accommodate 2 standard-size parking spaces and have room for waste bins, and any heating or other mechanical devices. This condition will be verified with Building permit review.
- G. Tree replacement calculations to meet the Tree Retention requirements shall be provided with the Landscape Permit. Calculations will be included in the landscape plans to demonstrate compliance.
- H. The Site Work permit shall comply with current stormwater requirements.
- I. All internal roadways will be private.
- J. Continue the Phase 2 sidewalk at the southern end to the southern property line and provide a pedestrian connection to the existing trail. *NIVENS SHOWED THE SIDEWALK ON THE PHOTO.*
- K. City wet utility easement locations will be reviewed and approved as part of the final BSP review.
- L. Building colors will match those of Kelkari Phase 1. Colors will be earth tone – no brighter colors shall be allowed. *NIVENS SHOWED THE AREA ON THE PHOTO.*
- M. As part of the Site Work permit, the applicant will need to demonstrate how the construction of the proposed wall will occur without impacting the adjacent critical area.

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David MacDuff – IS Property Investments, LLC, 419 Occidental Avenue S, Suite 300, Seattle, WA 98104

McDuff explained that they will make a formal presentation on September 20.

PUBLIC COMMENTS – 7:40 PM

Proposed Permit Amendments for Kelkari Phase 2 and 3

Rich Wagner - Baylis Brand Wagner Architects – 10801 Main Street, Bellevue, WA 98004

He has been on the project since 1997 and appreciates the diligence of the staff. He offered to answer any questions and will return on the 20th. The currently approved project is much greater in buildings, more density and more parking. Wagner explained that this new project will have much less impact than originally approved. He showed a photo and explained the different areas that will have less impact than originally approved.

Linda Springman, 1015 1st PL SE, Issaquah, WA 98027

Springman is a resident of property by Kelkari. They have owned a house since the Foothills development was built. They knew the development was planned including all 3 phases. She agrees that this process takes way too long. This project has gone back three years. The MSP Extension Application was asked for in March of 2014. The Master Site Plan application was to give a 3-year extension to the project to allow the project to restart. The 3-year extension was done and comments were asked for. She submitted comment on this. This has expired. SEPA determination of non-significance. Some processes have been created for input. She received a letter on Dec 21, 2016 announcing the DNS decision announcing a comment period from Dec 14 to Dec 28 was open. All during the holidays. She hand-wrote a note and dropped it in the mail, then sent email to two staff members and got bounced back they were out of the office to January 3 and 9 respectively. She wanted a 3-week extension, and it was denied. Throughout the 150 pages there are references to the current plan and how it relates to the original plan. Just referencing the permit issued 19 years ago is not a valid process. She believes it is a beautiful development as it was presented today. Environmental Stability issues - Since the development was approved there have been significant issues in WA state with Talus landslide and Osa, and another slide within 500 feet of the project. She thinks it needs more of a look. Traffic – she doesn't think it was planned 20 years ago that we would be in the situation we are with traffic. There is a significant problem with Newport and Wildwood – the traffic is very bad from Newport out to Front Street, and traffic is backed up past the Target most nights. She was told she was wrong. She wanted to suggest a solution and was told her that her solution would make it worse. She would love to see a project timeline with a build plan to understand how it will impact summers, kids, etc. There is a reference to Sunrise Place and parking on one side, and there is fire zone on other side, but there is nothing posted or red markers. There are cars parked on both sides and only one car can drive through. This needs to be addressed.

Tom McDonald 1227 Sunrise PL SE Issaquah, WA 98027

President of Foothills Association

Traffic at Wildwood and Newport does back up to Target. People cannot get into Wildwood. Environmental Justice – neighbors have not been notified how traffic will be impacted during development. Matt has written several correspondence letters and he wants to make sure the City has received them. The signboard – the meeting was not accurately advertised for residents.

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He wants to make sure he is on the list for notification. Referring to the slide - First Place intersection - retaining wall may hamper the development. Reference to the 28-foot lane width – Lanes should be 32 feet wide because of cars parking on the side and the Fire Department cannot get down the lane. You can't turn around with cars parked on the side. Referencing a signal at Wildwood and Sunrise – No signal please. Line of sight – seeing down the hill is an issue. Retaining wall is on private property so residents should maintain. Bikes would be vandalized on bike racks. Sidewalk coming on the east side where it connects to the gravel trail and a series of steps are not ADA accessible. Does not understand the garage reduction. Are Federal ADA requirements met? Power grid – currently in Sunrise there are many power draws – could be an issue with the new Townhomes.

Pat Duke - 375 SE Croston Lane, Issaquah, WA 98027

She has lived in Issaquah for 31 years. Where is the Phase 2 and 3 in relation to the Sunrise Place trailhead? She is a native plant steward and she has just been on the trail and says it's amazing with year-round creeks. She would like information on that. There is also extraordinary timbers and plants on it. She would hate to see the trees cut down. She would love to take anyone on the little hike at any time. She would like the people making the decision to see the area and hopes it will not be disturbed. A huge factor with flooding are pervious surfaces. Loves how the timber area mitigates any possibility of flooding.

End of Public Comments – 8:05 p.m.

MORGAN – Questioned the expiration of the MSP extension. *Nivens* – we will provide a response memo to all the questions that came up this evening. There was an application made by the current applicant that came in during the timeframe. Now, we are beyond that. If the company walks away from the project, the original decision has run its terms. It will put the original SDP and Master Site Plan at an expiration point.

BRENNAN – Does this application continue to stay vested at the time of application or current regulations? *Nivens* – some of both. The City used some judgements which conditions were vested and others were not. For example, the tree retention was not originally applied to this permit. Phase 2 has been graded so it won't apply, but the tree retention should apply to Phase 3. Some of it is procedural, but there are reasons also to provide an extra level of care for the geology of the project.

SANFORD – Increasing the Phase 3 access way from 24 feet in width to 26 feet in width? – page 34 of 150/10 of 94. *Nivens* - He does not believe that to be accurate. Most interior roadways are 20 feet which is what is the minimum required for Fire. Wagner – This reference a curb cut and is existing going into Phase 3. He believes it is 26 then reduces to 20 feet. *Nivens* will clarify.

MORGAN – Impervious – question on amendments for #4. *Nivens* will reconcile that piece after looking at the SEPA decision. Is one of the requirements is there could not be any additional impervious? MORGAN – changes in impervious? *Nivens* – the impervious would need to balance out.

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LEONG – The traffic issue everyone is concerned – are we using 20 years traffic data or is there an amendment? The Fire Department approved it? How can they turn their engine around, or a school bus at the dead-end street? How are we adjusting to the additional traffic? *Nivens* – there will be a more detailed response. As long as the permit was retained as an active permit it was vested to traffic for 126 condominiums. What is being proposed today is 72 and not 126 which will reduce the actual trips. The units are already in the City’s model. The ends have to meet the dimensional requirement to turn a fire truck. They have reviewed the plans and approved them. LEONG – the reality is the traffic is there every day and there are more construction projects across from the school that will add additional traffic. How can that be explained to the neighbors? *Nivens* – the model says it meets the City’s concurrency requirements. The issue is regional traffic cutting through the City. The rights the property has to develop is based on the City’s concurrency plan. It doesn’t change the many traffic backups. The City has just created a new position and approved a transportation board that will commence in 2018. Traffic is the number one issue with the city.

SOWA reminded others there will be a response memo. *Nivens* - Even if you didn’t speak, please sign up so you can get a copy of the memo.

BRENNAN – Removal of medium and trees – Will the road system within the three developments be consistent or will it create a different experience? Wagner – The access down Cabin Creek Lane will change its appearance. Originally approved was parking along the front, now proposing the drive down Sunrise and Cabin Creek Lane will be A units, only two stories high. He explained which ones will serve the garages and which ones have street parking. He showed where there are sidewalks and curbs, and they are proposing additional lighting. The characters on the roads will be very similar. BRENNAN – What is the plan for the street trees and revegetation? The applicant has authorized a tree survey. There will be some trees removed. The landscape architect is putting a lot of effort in how the trees will be used, not just the count. They are using the landscape to create outdoor spaces. BRENNAN – comments to trail and sidewalk connectivity – How does it fit together from a pedestrian and trail user standpoint. Wagner would be happy to take the tour with Ms. Duke. He reviewed all the sidewalks on the slide and showed where new ones will be and how they will be connected.

MORGAN - Original building square footage, and proposed and Original proposed parking stalls and current. Wagner referred to Exhibit E1 that shows the reduction of 95,000 square footage. Phase 2, a lot of the parking is below the building, and quite a bit of surface parking shared with the community center. BRENNAN would like to see the original parking and current parking totals. *Nivens* will add the photo Wagner shared with the Commission.

BRENNAN – Condition A talks about changing building modulation. Wagner stated they were wrestling with the modulation. They do not want the buildings to be flat. All of the unit entries are covered with a small stoop with a cover. The Commission wants to spend more time looking at that on Sept. 20.

Parking is on 52 of 150.

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BRENNAN – Condition L – Building colors will match. Wagner shared the intent was to match, staff stated colors would match, so they match. *Nivens* – this will be a conversation on the 20th!

LEONG – The theme is National Lodge? *Nivens* – it would not apply to this project. Those standards are for Central Issaquah.

MORGAN – The original condition for the 32 feet and 28 feet – Requests the City to include the explanation why the City thinks it's complete – Item C.

SOWA – Looking at what was approved and the current rules and regulations, some of the logic on how the decisions were made.

The meeting was adjourned at 8:40 p.m.

Respectfully submitted,

Sherry Smith
Recording Secretary