

Development Commission  
September 20, 2017

**CITY OF ISSAQUAH  
DEVELOPMENT COMMISSION  
September 20, 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  
Richard SANFORD  
Jasmina MIHOVA  
Kevin PRICE

**STAFF PRESENT**

Keith Niven, Director  
Sherry Smith, Recording Secretary  
Daniel Martinez, City Planner

**MEMBERS NOT PRESENT**

Randolph HARRISON

**VISITORS PRESENT**

David MacDuff – IS Property Investments  
Rich Wagner, Baylis Brand Wagner Architects  
Ted Schepper – Terra Associates  
Jim Olsen, Corp Design  
Linda Springman, Resident  
Tom McDonald, Resident  
Pat Duke, Resident  
JoAnn VanDeursen, Resident  
Skip Rowley, Project Property Owner  
Diedre Widen, Resident  
Steve Pereira, Resident  
Richard Kindall

**CALL TO ORDER**

SOWA called the meeting to order at 7:00 p.m. and asked for a motion to approve the minutes.

BRENNAN referred to Page 9, under BRENNAN - should read “removal of median and trees”.  
*Niven* stated that HARRISON or SWEDBERG did not attend the September 6 meeting and should be listed as NOT PRESENT.

**APPROVAL OF MINUTES**

**MOVED BY BRENNAN, SECONDED BY MORGAN**, to approve the minutes of September 6, 2017, with amendments. **MOTION CARRIED.**

*Martinez* stated the packet went out to all those who signed up as well as commissioners. There are also additional copies available. He asked for questions from the commissioners.

LEONG – Referred to Page 7 and 21 of 36 under the traffic issue. On the last paragraph stating there is no plan to install a signal light at Wildwood and Sunset. *Martinez* – That issue was

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raised at the last meeting about a traffic light at Wildwood and Sunrise. Staff concurred it does not meet the criteria to install a signal. *Nivens* – There are a number of warrants that need to be met. Some have to do with safety and others have to do with delay. There are not enough trips to warrant a traffic light. LEONG – was there some talk about a roundabout? *Nivens* – Unaware of the history, but maybe someone in the audience can address that. There is an additional reduction in trips which may be the reason why we aren't talking about traffic control.

*Martinez* – Any other questions? – SANFORD - page 23 of 36 under Landslide Potential. Can you summarize some of the points made for the geotechnical report? *Nivens* suggested addressing this during the applicant's presentation.

MORGAN – Page 19 of 22 – last paragraph, the walls being split up – would that change the impervious surface? *Nivens* – The condition is to lessen the impact of the 20-foot wall. The applicant stated they would stay within their pervious application.

BRENNAN – Page 33 of 36 – Storm drainage and storm water facilities. Where would additional facilities be placed? *Martinez* – There was an updated condition for H and N. *Nivens* – Condition H, as noted in the Table on Page 4 of this briefing Response Memo, identified the project is vested to prior storm water approvals. However, the City has identified some downstream concerns. The applicant has agreed to work with the City on potential solutions to these concerns. The project will address the downstream systems that may be directly impacted by the development or propose alternate solutions for discharge location/methods. *Nivens* – This is talking about the offsite discharge points. There are some existing erosion points of Issaquah Creek. But there is also a City storm water facility that discharges to the wetland structure to the south and that facility over capacity. The applicant and the City will be providing better clarity with additional engineering.

Condition N: There will be no construction traffic allowed to use the cul-de-sac on Sunrise Place or 1<sup>st</sup> Place as a turnaround. This Condition will be placed on the Site work and Building Permits. *Nivens* – Because we heard additional concerns this Condition has been changed to include 1<sup>st</sup> Place and Sunrise Place.

*Martinez* – There was some concern there was not enough recreation space in Kelkari proper. Another concern addressed related to construction hours and they would like limited from 8:00 to 4:00. The standard is 7:00 to 6:00.

David MacDuff, Intercorp - 411 S 1<sup>st</sup> Avenue Seattle 98104  
Rich Wagner will make his presentation first.

Rich Wagner – Baylis Brand Wagner Architects – 10801 Main Street, Bellevue, WA 98004  
Wagner has worked on the project since its conception. He presented a slide of Kelkari Townhouses. This is an application to approve a minor amendment to an already approved project. He then presented additional slides showing the existing facilities. He identified the large roof planes and the extensive modulation as well as the extensive railings and large windows. He then showed slides of the amenities of Phase I. Wagner pointed out the “A” units in the proposed project stating there are no garages in front and they are only two stories.

Wagner showed the original site plan that was previously approved. He referred to Exhibit 1 in the packet. We are working with less units, square footage, traffic, site disturbance, retaining walls and impact. There will be 15 acres in open space and forest. It will remain under the control of the homeowner's association. Wagner then showed the proposed site plan and landscape plan. He pointed out the private roads, paths and trails. A small portion of the trail has a stairway that will be rebuilt. Phase 2 sidewalks – the sidewalks will be completed on Cabin Creek. Wherever there is a front door, there will be a sidewalk. The landscaping will be very robust with heavy buffering. It will be similar to the existing landscaping in Phase I. He feels there are a lot of play areas for children as well as open space in the project. They are proposing that the hammerhead turnaround be used as a play area for children with chalk, hopscotch, etc. Wagner showed a slide listing all of the total reductions including a difference of 49 percent in daily trips and a half acre less in site disturbance. Retaining walls have dropped off by 11 percent of what was originally approved. Through the Design and Permitting processes, the applicant will balance the impervious areas. The City did hire a peer review for this project. He hopes that the presentation has been so compelling that the Commission can endorse the application this evening.

Ted Schepper, President of Terra Associates - 12220 113<sup>th</sup> Avenue NE, Suite 130, Kirkland, WA 98033

Schepper referred to SANFORD's request as to what Golder has required of them in terms of the peer review and the additional information they wanted to see to support the requested modifications in terms of the steep slopes impacts. Schepper explained he has been involved with the project since the early 1990's. In September 2015 16 additional test borings were drilled and we prepared a geotechnical report which updated the original geotechnical report from the mid-90's. The city then had Golder do a peer review on the work that was done and as a result they had to produce an additional report specific related to addressing the critical areas or a Critical Areas Report. We provided additional stability analysis that involved taking material engineering principles and apply it to materials that do not have uniform properties. They had us do a stability analysis. They also had us expand on the proximity of the Foothills slide approximately 500 feet SE of Phase III of this project. The areas have very different geology. The geology at the bottom of the Foothills slide, that occurred in November of 1995 as a result of some grading that took place in October and into November. They had a cut and opened up a silt and clay formation and that's what started moving. On the Kelkari site there are no silt and clay formations. Basically, there are fill materials associated with previous grading at the site. Below that is an outwash of gravel deposit and below that is sandstone and siltstone bedrock. Very different geology and ground conditions. On the Foothills slide they started the grading activity at the worst time of the year at the beginning of winter and there was significant rainfall and things started to move. In response to that moving they started trying to install some surface drainage to capture clay groundwater that was impacted in the slide. The final resolution of the Foothills was a system of drains and that was completed in 1996. We will be more pro-active than that. We know on Phase 3 on the west side there is quite a bit of groundwater coming out of that hillside so the first thing that will be done is to install a subsurface drain that will capture and control that groundwater and that water will be routed down to help feed the hydrology in the wetland areas to the east of Phase 3. Those are the main difference between the Foothills and the Phase 2 and 3 of Kelkari project.

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PRICE – Site disturbance Plan – Are the ECA areas delineated on that? Is that the blue hatched area? Schepper – No.

PRICE – what is the hatch area –Wagner – that is the wetland area.

Jim Olsen, Core Design, 14711 NE 29<sup>TH</sup> PL Suite 101, Bellevue, WA

Storm drainage – Condition H – We are vested to the standards at the time of the original approval. We met with the City two additional times on this because they voiced concern about downstream systems. Both are existing issues that occurred today. None with an impact with this project, and one erosion problem that occurred last fall due to the excess rain that we had last fall. Core Design has provided several alternatives that might mitigate or at least alleviate the problems. The City is reviewing those currently, and it is safe to say the City believes it is a problem that can be solved with regards to their systems that they have existing issues with.

Impervious Surface – There is a slight increase. We have discussed with the City about modifying the site place to reduce surface where we can or provide pervious material to bring us in compliance with the pervious surface.

BRENNAN – Is there any onsite detention? We are dealing with offsite of storm drainage outfall? Olsen – At this point the issues that were referenced indirectly with that condition are existing City issues that are offsite. They have a flow spreader that is failing or is surcharged, and they have a pipe that has been crushed that will have to be replaced.

Wagner – There are substantial systems in place as part of Phase III.

SOWA – Requested an explanation regarding the Traffic Signal

Michael Reed Transportation Engineering NW - POB 65254 Seattle, WA 98155

Signal warrants – They adhere to the MUTCD manual as do all federal, local and state agencies – mainly for liability reasons. He explained the different kinds of warrants. PRICE – There is a pedestrian crossing proposed – were there any studies or is there a traffic signal proposed at that crossing? The one that crosses Sunrise Place SW. Reed – From a warrant standpoint it would not meet it from a pedestrian demand or a traffic standpoint. And the site distances are good.

MORGAN – NW Corner Unit – sidewalk from there to Sunrise suggests pedestrians would go straight across to the other sidewalk. Is it worth putting the additional sidewalk in? Niven – That was a staff-generated condition. If you were walking from Phase 3 to Wildwood – where would you go? MORGAN explained where he would personally cross. Reed – pedestrians will take a different route to get to the same destination. They will go wherever they feel more comfortable.

LEONG – Sunrise PL SW – where does that lead to? Reed – It connects to other neighborhoods. LEONG - how many other homes? Audience stated 38. LEONG - will there be a welcome sign? Reed – there is an existing sign that will be relocated as well as another sign.

PRICE – The existing trail that is being moved 15 feet, and reconstruction of a stair – does that connect to a trail across the street? Wagner – No, pedestrians need to cross the street to connect to the trail. A crosswalk is not supported there.

LEONG – Are the floor plans of Phase 2 and 3 similar to Phase I? Wagner – no. Phase I are condominiums, flat apartments 3 floors, serviced with an elevator parking in a daylight garage. Phase II and III will be townhomes. 3 stories, but each townhome will have its own entrance. Slide 22 – Wagner identified the proposed photos and the existing photos of Phase I. LEONG enjoys the additional modulation.

PRICE – Square footage has gone down – in the previous unit, how many bedrooms? Wagner – average 2 bedrooms. The current ones have 3 and 4 bedrooms or office. PRICE – Do you feel density could be lower with the proposed scheme? Wagner - There could potentially be more density in occupants, due to the larger units. There is plenty of parking and guest parking. No one wants to put their car in the garage. PRICE – will the townhomes participate in the association and have access to the amenities? Wagner – Yes and yes. The residents of Phase I will also have access of two and three.

### **PUBLIC COMMENT OPEN AT 8:20**

#### JoAnn VanDeursen Phase I Bldg. C second floor, 1 bedroom corner unit

Her most memorable thing of the summer is coming into Kelkari with beautiful trees not being cut down and the deer crossing Cabin Creek Lane by the clubhouse where the new buildings are going. What will happen to the deer? This is her second meeting. She went to the town hall and the meeting was very contentious, and her question never got answered. How many trees will be cut down, what will happen to the deer, and the noise? She stated that *Nivens*, said there is a condition the construction will not use the turnaround by on Sunrise. Where she lives there is a small turnaround – Will the construction people come down the street and turn around by the C building then go out? Her bedroom is right on the street. Please keep the dump trucks and trucks out of that area. There is supposed to be a trail along the C building – that’s all grown up now. How will they squeeze a trail into a wetland?

#### Linda Springman 1015 1<sup>st</sup> PL SE Issaquah – Foothills development below Phase 1

Some of the things she brought up at the last meeting were addressed. Others were explained away and not addressed. She strongly believes that decisions that were made 20 years ago should not be using the same data. Page 19 shows the standards. Two areas of biggest concern - the use of 1999 standards – for geotechnical and the traffic impact fee. She wants to know what has changed in the standards since that time. The traffic area concern is at the intersection of Newport Way and Wildwood. Traffic is jammed up clear past the school. She suggests a traffic study – traffic signal review to see what the backups are like to try to remediate that. Geo surveys – The stability of the ground – something within 500 feet where there a landslide is of great concern to her. Talus and Oso had a landslide even after surveys were done. She referred to Item 7 in the packet two weeks ago that talks about the steep slope indemnification. There was only one place in the 150 pages that discussed landslides and it said “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

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feet of the steep slopes.” To her it appears the City has a concern also. She would like further review done. Please triple check that nothing will happen.

Mariann Crane - 1232 Sunrise Pl SE Issaquah, WA 98027

She agrees with everything Springman said. One of her concerns is parking and access into the Foothills where there are 38 homes. Will traffic be restricted to one side of the street? They need some kind of assurance that will happen. The Issaquah School District said they can't get their busses through there. And where will emergency vehicles have access? Where will construction workers park? She suggested that it should be designated a fire lane. She urges the City to consider that, and see that it is enforced. There will probably be 2-3 cars in each of the townhouses. The chart says only 26 cars will make a trip? There could be 150 cars. She would like some clarification.

Richard Kindall - 116 NW 70<sup>th</sup> Seattle, WA 98117

He submitted two letters from area residents that could not be here tonight.

Tom McDonald - 1227 Sunrise PL SE, Issaquah, WA 98027

He believes Kelkari is a nice development architecturally. Residents will probably have to work to pay for the homes. There will most likely be more than 26 trips. He agrees with no traffic light at Sunrise and Wildwood, but Wildwood and Newport has a problem, and should have a light. Appreciates the info regarding the turnaround in the cul-de-sac. Play areas – if there is nothing in Phase 2 and 3 like the areas that are in Phase 1, occupants will migrate into Phase I.

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

She walks the trails in that area frequently. She invited LEONG for a walk. She was there last week. The planning is very well done. There is a tremendous amount of water coming down the hill. She extended her invitation to join her on the hike to see the area. She agrees with MORGAN that it seems natural to cross the sidewalk across Sunset, and walk where the sidewalk is currently – not sure the additional sidewalks are needed. She agrees there will be at least 144 car trips daily. Wildwood and Newport is hazardous for both cars and pedestrians. She described a blind corner making it uncomfortable crossing twice to go to the salmon hatchery. She requests a traffic study at Wildwood and Newport Way. She would like the old standards looked at again to make sure they are appropriate today.

Skip Rowley – 1595 NW Gilman Blvd., Issaquah, WA 98027

Rowley explained his family is the original developer of Kelkari Phase I. The piece of property has been in their family since 1954. They went through three different architects until they found Wagner. He feels they have done a great job with Kelkari Phase 1, and are doing a great job with the new Phases also. The only developer they wanted was Intercorp. He believes the soils on the property are fine, and there will not be a slide. Intercorp has done a fantastic job in working with the staff. The issues with the 1999 rules – everything has been updated.

Diedre Widen - 1000 Cabin Creek Lane NW B301, Issaquah, WA 98027

She will get the view of the big new building right out her window. She enjoys the deer and the view. She believes Intercorp has done a good job. She is comfortable and confident in what is

going to happen. Concern: Changes to the neighborhood – traffic. She tries not to go out after 3:00 because traffic is ridiculous. She would like a study of the traffic with the new homes as well as the traffic on Cabin Creek Lane. Parking for all the additional cars is an issue.

Steve Pereira - 170 NE dogwood St, Issaquah, WA 98027

A concern has to do with a cumulative effect of traffic and whether or not there should be a light at this one particular intersection. It seems that until you get to the point where traffic is impacted there is no fees that are paid for that. Maybe there should be a cumulative affect or a fee paid into by developers for the eventual cost that's going to occur when that gets to a certain point. This particular intersection at some point – is there a way to mitigate traffic that goes up and down that on the existing roads. Maybe that should be part of the consideration of how you would mitigate the traffic that's already reported to be bad and how development gets improved or not approved based on the cumulative effect and crunch points where traffic congestion happens. That's maybe broader than the scope of this body, but that was worth saying. Somebody mentioned the trail and he's not sure if it's the responsibility of the Kelkari going forward. Referring to the language addressed that the city would be indemnified to the risk of landslide – it gives some idea that there is a risk of landslide possibility. If there is a perceived risk, until that gets considered, it shouldn't simply be waived aside. He still has concerns about the pervious/impervious surface. He'd like to see the specific things the developer will put in before it gets approved by the Commission. And there will be other questions as to whether things should be mitigated – those should be developed and proposed before the Commission approves those pending that feedback.

#### **PUBLIC COMMENT CLOSED 8:57**

**BRENNAN** – How is the traffic count determined? Is there a standard or is it judgement? How was the trip generation established?

Reed – There is an existing count on Sunrise. If there are 38 single family homes and 50 current ones in Kelkari round to 100 units on Sunrise. Right now, there are only 50 vehicles at peak hours that use that street but yet there are 100 homes. That is one-half trip per home. Trip studies have been completed in Seattle. The trip rate in downtown Seattle is less than 10 percent of units sometimes 5 percent. A traffic analysis was done with new information. We took those numbers, used standard ITE rates, and applied those rates for the proposed 72 units and took the difference. Single family homes are the largest trip generator of any residential use – but because of the condos we are on the lower end of the trip generation scale. **BRENNAN** – Truck routes – how will trucks turn around there. Reed – The contractor realizes he isn't storing materials, or parking his vehicles, so they will need to provide the turn-around space on site as they are staging the property. He can see there could be conditions of no construction parking or no equipment store on Sunrise. **BRENNAN** – Traffic control, truck routes - How does the city deal with that process? *Niven* – Sunrise PL is a public street and the city will not be likely regulating contractor parking on that street. It's public right of way. As part of the construction pre-con meeting which happens after we issue the permits, but before they start construction, we will talk about the condition, and how they will achieve the intent of the condition. It will be a challenge for the larger vehicles to turn around. But it should not be a big concern. The truck delivery traffic only has one way in and out and that's via Newport, Wildwood and then Sunrise.

Wagner – Every project has a traffic mitigation fee. Many of them were paid for in Phase 1 for any of the impacts of Phase 2 and 3. There will be trip mitigation fees paid by the developer when the permit is being issued. It's the City's decision where those fees are used.

BRENNAN – Geotechnical comments regarding a stable site condition with this project. There is some confusion about the standards. There were studies done during the first phase. Explain a bit about the nature of the investigation and standards that were applied.

Ted Schepper, President of Terra Associates - 12220 113<sup>th</sup> Avenue NE, Suite 130, Kirkland, WA 98033

The standards in place in 1999 are the same as they are today in terms of the development standards, and they all stem from the GMA back in 1990 when King County came out with the standards for steep slopes/landslides and defined a steep slope as a 40 percent grade or steeper. Any steep slope that exceeds a height of 20 feet you will have a 50-foot buffer or in addition to that a 15-foot building setback line, so total setback 65 feet. The standards allow you to reduce the buffer to 10 feet pending geotechnical analysis that demonstrates that the reduction in the buffer will not result in an increase in a slope instability that could impact the project or thereby the project impacting the slope. The other standard particular to this case is that there is an exemption that allows you to grade steep slopes that were created by previous grading activity. The code allows us to go back into the slopes and regrade them and that's the intent on some of them. Post grading if they still remain at a grading of 40 percent or steeper or exceed a height of 10 feet, then they would still be subject to the setback requirements, which we have. We are maintaining a 10-foot buffer and a 15-foot building setback line from those slopes. The standards are the same. It's been peer reviewed by Golder, but we aren't done yet. We have to update the 2015 geotechnical report. It will include additional stability analysis reflecting what the grading plan actually is. The original report was the conceptual analysis.

BRENNAN- Did you do any sub surface samples – Schepper – Yes, we did. There were 16 test borings on this site. There is a lot of water coming out of the slope, and there are designs to control the impact.

*Nivens* – The city's requirement for indemnification – it is standard practice for the city to require indemnification for any project on a steep to keep the city out of lawsuits and provide an additional piece of information for those buying the homes. It becomes part of the closing documents a buyer will have.

Wagner – Every project contributes to a mitigation fee. The traffic mitigation fees for Phases 1, 2, and 3 have already been paid. Page 42 in the latest staff report.

PRICE – Steep slopes. Speak to the construction methodology. How are the foundations being constructed and how are the retaining walls being constructed in terms are you using pen piles, are you doing a stacked wall and are those required?

Schepper – We completed extensive exploration work in terms of 16 test borings throughout the site because we knew there was fill on the sites so that was a concern. Our original

recommendation for Kelkari, because of the big buildings, with heavy loads, and existing fill materials there could be a risk of settlement if they were sitting on conventional foundations. Those recommendations were to put those big buildings on piles. The additional exploration work that we did out there demonstrated that the fill materials is in decent shape and these are light townhome wood frame structures so they don't weigh a lot. The intention there is that the buildings will be supported on spread conventional spread footings which won't be a problem. The retaining walls themselves long the west side of Phase 3 – two of those walls will be soldier pile walls because we don't have the ability to cut back in and lay back slope into the hillside so those will be soldier pile walls. They will come in and drill shafts, and insert a beam and as they excavate they will lag it and so you support the hillside. The other walls onsite will be reinforced earth fill where geo grids will be used to reinforce the grid behind them and will have either a rockery facing or some other segmental wall facing like the lock and load. Then all the slopes that will be regraded to engineering standards of fill materials. If there's a slope that 20 percent or steeper we bench and cut into that hillside to make sure the fill materials that are placed over that are locked in with that existing slope. Drainage is installed to make sure we don't block off any sub surface drainage on the back side. If there is a remaining slope 40 percent or greater or from a retaining wall, there's a setback from that with the building construction.

LEONG – Soldier walls – retaining walls – Will you just leave it the way it is?

Wagner – The landscape architect will then address how the wall will be faced whether they will be rock walls, block walls, or soldier piles.

BRENNAN – Lots of concern about traffic on Wildwood and Newport – please respond to what the City is doing. *Niven* – Newport has been identified as one of a number of streets in the city overdue for attention. The City is moving forward with a planning effort to do a corridor study. A west part from SR 900 towards Bellevue, and the other is SR900 south. The vision will include some round-a-bouts. In the south part, we deal with regional traffic. The City is also working with King County and re-looking at Issaquah Hobart Road. Anyone interested in having a conversation, Kurt Seaman is the right person to engage in conversation about Newport. BRENNAN – Council has appointed an advisory board? *Niven* – They have formed a board. Those positions will be advertised at the beginning of January.

MORGAN – Asked Wagner to pull up the plan referring to sidewalks. *Nivens* – the removal of a sidewalk is outside of the scope of the Commission's review. Removal of a sidewalk from an approved street section is accomplished through an Administrative Adjustment of Standards (AAS). Commissioners discussed different scenarios such as moms with strollers and kids with bikes. If the applicant wants to request the removal of the sidewalk *Nivens* will consider it. BRENNAN moved to advance the project.

*Nivens* – Construction noise and impacts and hours. The City just went through process of updating off-hours construction practices. Off-hours is they cannot work on Sundays or holidays, and they cannot work on Saturday unless they get concurrence with current neighborhoods. Going beyond normal hours will likely not get approved. There will be a project sign for notification of the residents and will include who to contact for the contractor,

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and the property owner. The City will be providing updates on a monthly basis so owners can know what to expect that month. LEONG – clarify work times. *Nivens* - Weekdays is 7:00 am to 6:00 p.m. They cannot arrive on site until 7:00.

BRENNAN – Motion for approval Kelkari Phases 2 and 3

I move that the Development Commission approve the Administrative Site Development Permit (ASDP 26-00004), Master Site Plan Amendment (MSPA16-00001), and Binding Site Plan Amendment (BSP 16-00001) for the Kelkari Phases 2 and 3, as described and evaluated in the amended Staff Report dated 18 August 2017, with Attachments 1-6, and project drawings and reports; the Briefing Response memo, dated September 14, 2017; the clarification of Condition H relating to Storm water, the revision to condition N adding 1<sup>st</sup> Place to the Condition, and subject to the conditions therein (and as amended tonight). MORGAN seconded. No discussion. Motion carries unanimously.

BRENNAN then moved that the Development Commission direct the Development Services Department to prepare Findings of Fact and conclusions for review and approval by the Development Commission Chairman, affirming the Development Commission’s decision to approve the Kelkari Phase 2 and 3 project, file number ASDP16-00004, MSPA16-00001, and BSP16-00001, subject to the conditions listed in the Staff Report dated 18 August 2017, with Attachments 1-6, and project drawings and reports; the Briefing Response memo, dated 14 September 2017; the clarification of Condition H relating to Storm water, the revision to Condition N adding 1<sup>st</sup> Place to the Condition, and subject to the conditions therein (and as amended tonight). MORGAN seconded. No discussion. Motion carries unanimously.

SOWA shared his appreciation to those attending.

The meeting was adjourned at 9:36 p.m.

Respectfully submitted,

Sherry Smith  
Recording Secretary