

# Central Issaquah Development and Design Standards

Original Effective Date, April 29, 2013 (Ord 2676)

Amended :

September 16, 2013 (Ord 2687)

June 16, 2014 (Ord 2715)

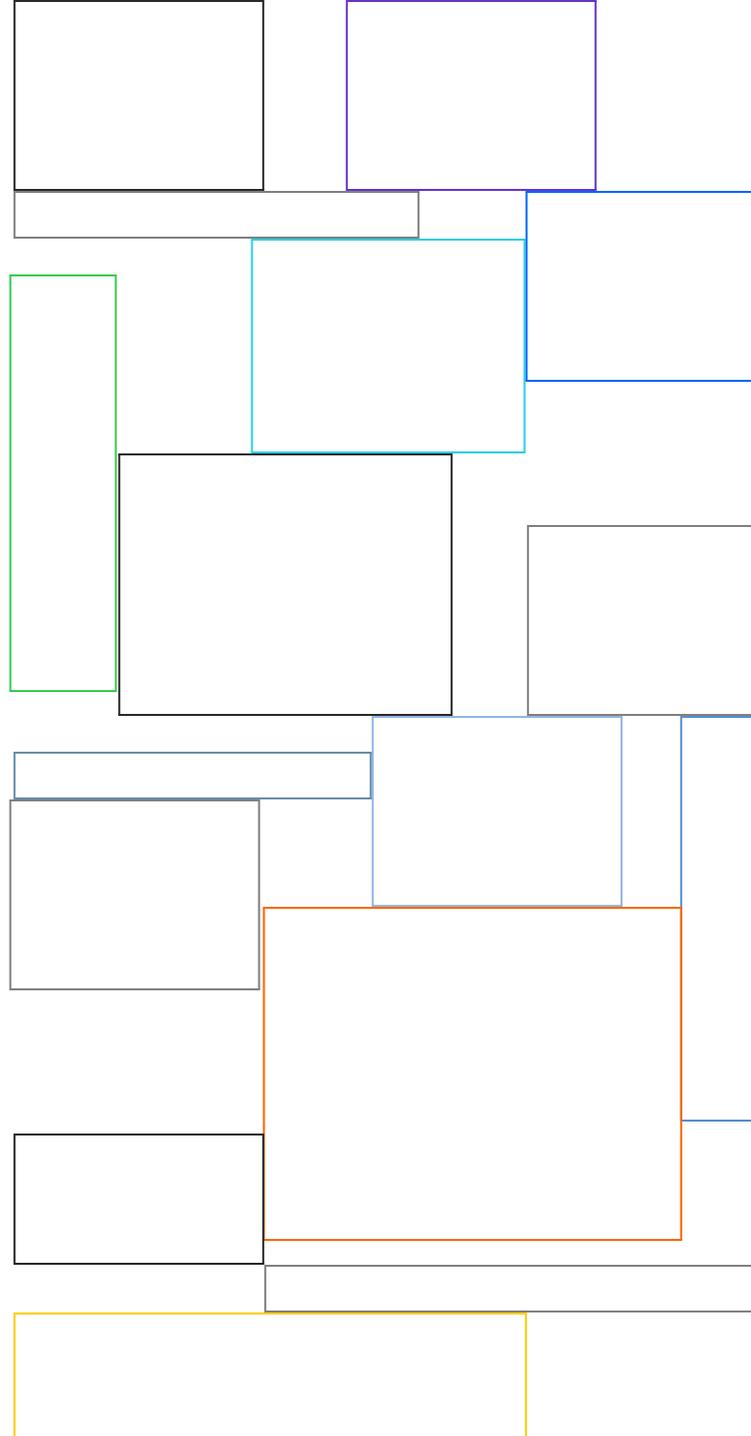
December 22, 2015 (Ord 2754)

July 5, 2016 (Ord 2770)

July 27, 2016 (Ord 2773)

September 28, 2016 (Ord 2779)

Effective Date: September 28, 2016



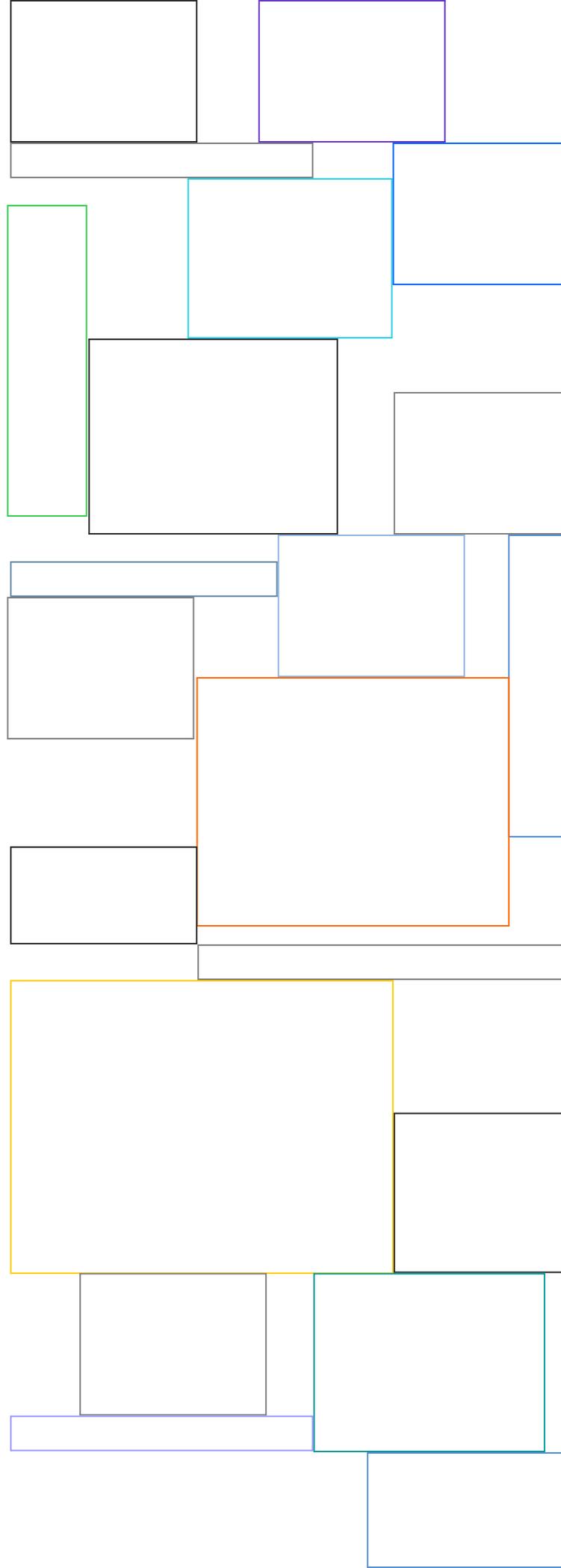
# Table of Contents

## Development Standards

- 1.0 Purpose and Applicability
- 2.0 Definitions
- 3.0 Procedures
- 4.0 Zoning Districts, Uses and Standards Summary
- 5.0 Density Bonus Program
- 6.0 Circulation Facilities
- 7.0 Community Space
- 8.0 Parking
- 9.0 Signs
- 10.0 Landscape

## Design Standards

- 11.0 Site Design
- 12.0 Circulation Design
- 13.0 Community Space
- 14.0 Buildings
- 15.0 Parking
- 16.0 Landscape
- 17.0 Lighting



# 1.0

## Purpose and Applicability

### 1.1 Purpose and Applicability

- A. **Purpose.** The purpose of these standards is to implement the Central Issaquah Plan, inspiring an animated and connected urban community where pedestrians are priority, requiring buildings and open space that are openly inter-related, designing sites that make a positive contribution to the Public Realm, attracting and retaining businesses that complement the Central Issaquah vision, and ultimately, creating a place where people of all income levels and diversities are drawn to live, work and play. These standards promote the construction of developments that will have an appealing and visually engaging Public Realm in order to encourage social interaction, outdoor activity and a pedestrian orientation, and encourage redevelopment of Central Issaquah to a more sustainable, compact, mixed use area.
- B. **Authority.** Unless otherwise noted in this Code, the Director or designee of the Development Services Department shall have the authority to administer this Code.
- C. **Applicability.** The Central Issaquah Development and Design Standards apply to Sites in Central Issaquah except those areas zoned Urban Village. The development and design standards for the areas zoned Urban Village are found in the applicable development agreement.

The purpose of this section is to allow the continued operation of existing uses and existing developments that were legally established when the Central Issaquah Plan became effective and to allow expansion of existing uses and developments that are consistent with the Development and Design Standards. In all cases the development shall strive to comply with the goals and policies of the Central Issaquah Plan.

1. These provisions shall apply to all Development and Redevelopment with the following exceptions listed below. Exceptions listed below shall comply to the fullest extent practical and feasible. Exceptions shall provide a schematic site plan showing build-out to achieve the Development and Design Standards including but not limited to schematic building locations; minimum FAR; water, sewer and storm routes and facilities; Circulation Facilities; and Critical Area designations and buffers. Modification of the proposed site plan may be required to reserve portions of the site to address these schematic infrastructures plans and buildings.

Exceptions:

- a. Change in Land Use categories in the Permitted Land Use Table;
- b. Change to the Building Code Occupancy categories;
- c. Remodels, additions, alterations, etc., including change of tenants and tenant improvements, where construction costs are less than the Redevelopment threshold as established by Chapter 2.0 Definitions.

2. **Supplemental Provisions.** To the extent these standards do not establish Development and Design Standards, process, procedures, or other elements covering a certain subject, element or condition, Development shall be governed by the Issaquah Municipal Code and other City codes.

**D. Interpretations**

1. The Director is authorized to interpret and adjust this Code, acting on the City's initiative, or in response to an inquiry. The purpose of interpretations is to clarify the Code responsibilities, rules, procedures, and requirements, including resolving conflicting or silent text, determining unclassified uses, etc. The vision, goals, and policies within the Central Issaquah Plan are fixed; methods to implement can be flexible. Anyone may request an interpretation of this Code by filing a written request with the Permit Center. The Director shall respond, in writing, to all requests for formal interpretation. Clarifying language of one interpretation of this Code may be used for another interpretation of this Code.
2. **Conflict of Provisions.** If any conflict arises between this Code and another rule, regulation, resolution, ordinance or statute which has been lawfully adopted by the City, the provision that best implements the Central Issaquah Plan goals and policies shall apply as determined by the Director.

**E. Administrative Adjustment of Standards Flexibility**

1. **Purpose.** The purpose of the Administrative Adjustment of Standards is to provide for flexibility in modifying the Development and Design Standards while maintaining consistency with the vision, goals and policies of the Central Issaquah Plan. The vision, goals, and policies within the Central Issaquah Plan are fixed, methods to implement can be flexible.
2. **Scope.** The Director is authorized to adjust the Development and Design Standards, acting on the City's initiative, or in response to an inquiry. No administrative adjustment may be made for standards or requirements listed below, except as otherwise permitted by this code:
  - a. Floor Area Ratio, except as authorized by this Code;
  - b. Any standard, requirement or provision that is not subject to review through this Code;
  - c. Changes to Permit Expiration time periods, except as authorized by this Code;
  - d. Applicability, as established in Chapter 1.0, Section 1.1 C Applicability;
  - e. Change to Levels of Review, except as authorized by this Code;
  - f. Table of Permitted Land Uses: Prohibited uses shall not be permitted;
  - g. Critical Areas, except as authorized by this Code and the Land Use Code;
  - h. Bonus Density, except as authorized by this Code;
  - i. Building Height, except as authorized by this Code;
  - j. Impervious Surface, except as authorized by this Code;
  - k. Signs - No increase in number of signs; no allowance of prohibited signs; no increase above maximum letter height.
3. **Process.** Administrative Adjustments shall be processed through the Level 0 process, except through a Level 2 process for the following requests:
  - a. Setback reductions;
  - b. Parking reductions less than allowed by code;

- c. Landscape reductions adjacent to residential neighbors;
  - d. Other elements determined by the Director that may impact neighbors.  
The adjustment may be consolidated with companion permits or as a stand-alone decision. The Director shall maintain a catalogue of all adjustments to be available for review by interested parties.
4. **Approval Criteria.** A proposed adjustment will be reviewed against the criteria established in the Chapter in which the provision to be modified is located, or if no criteria are provided in the Chapter, then against the following approval criteria:
- a. **Vision.** The proposed alternative is equal or superior to the Central Issaquah Plan vision, goals, and policies;
  - b. **Access.** The proposal will not create negative impacts to the abutting properties or rights-of-way, dedicated tracts, or easements;
  - c. **Compatibility.** The proposal is compatible with the character of the surrounding properties and their potential development under the Central Issaquah Plan;
  - d. **Intent.** The adjustment 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 but not limited to fire and emergency services.
- F. **Code Amendments.** Land Use Code amendments shall be processed as required by the Land Use Code (IMC 18.04).



This page intentionally left blank

# 2.0 Definitions Specific to Central Issaquah

## 2.1 Applicability

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

- A. Specific definitions related to Signs (Chapter 9.0); and,
- B. No defined term is intended to replace or supersede terms defined in other applicable codes (e.g. IBC, IFC, etc.)

## 2.2 Definitions

Defined Term	Definition
<b>Acreage, Developable</b>	The gross site area minus deductions for critical areas and associated buffers as required by Chapter <a href="#">18.10</a> IMC, Environmental Protection and minus deductions for public or private roadways, dedicated right-of-way, exclusively used easements or special purpose overlay districts and Significant Public Plazas and Significant Public Parks as shown on Figure 7B. Used in “X units/Developable Acre” calculation.
<b>Active Transportation</b>	A transportation system that promotes pedestrian mobility, bicycle usage, connectivity to mass transit and complete streets that make room for all modes of transportation.
<b>Administrative Adjustment</b>	Process to revise or alter components of the Development and Design Standards by the Director.
<b>Administrative Approval</b>	Approval authority granted to the Director through the provisions of this Code.
<b>Aerial Zone</b>	The area above a sidewalk that is at least eight feet vertically above the sidewalk surface.
<b>Allee</b>	A formal landscape design consisting of two rows of evenly planted trees lining both sides of a walkway or roadway.
<b>ANSI</b>	American Standard for Nursery Stock (ANSI Z60.1-2004 or the most recent edition) published by the ANLA.
<b>Applicant</b>	The submitter of an application to the City to receive approval through the provisions of this Code.

<b>Arbor</b>	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 may be trained.
<b>Arborist, Certified</b>	An individual who is trained in the art and science of planting, caring for and maintaining individual trees and certified by the International Society of Arboriculture (ISA) and with at least three (3) years of experience as a certified arborist.
<b>Auto-Dependent Uses</b>	Retail and service uses that are more suitable for individual auto access and provides direct services for motor vehicles, but do not include auto sales and rental lots.
<b>Base Site Area</b>	See Site Area, Base.
<b>Bicycle Friendly Community</b>	A Bicycle Friendly Community (BFC) welcomes cyclists by providing safe accommodation for cycling and encouraging people to bike for transportation and recreation. The BFC application provides a comprehensive picture of a community by asking questions across five categories often referred to as the Five Es. These are Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning.
<b>Bicycle Parking Space</b>	A permanently-installed structure designed for parking and securing a bicycle without obstructing sidewalks or walkways, often using a bicycle rack.
<b>Bike Rail</b>	An element provided as part of a stairway to allow bicyclists to roll their bicycles up and down. These elements are also referred to as bike channels, bike ramps, bike stair and bike gutter.
<b>Bike Share</b>	A program in which numbers of bicycles are made available for shared use by individuals who do not own them. Publicly shared bicycles are a mobility service, mainly useful in urban environments for proximity travels. These programs can increase the usage of bicycles in an urban environment by removing some of the primary disadvantages to the individual rider, including loss from theft or vandalism, lack of parking or storage, and maintenance requirements.
<b>Bikestation</b>	A clean, safe place to store a bicycle, locked securely indoors and away from the elements. Often needed when bikes are driven to public transportation, to work or school, shopping or recreation. Often these facilities offer 24 hours service and other amenities such as restrooms, showers and/or changing rooms, bike rental and repair service, easy access to public transportation and day-use lockers.

<b>Blank Wall</b>	Walls without windows, doors, architectural elements or any uninterrupted stretch of wall for at least thirty-five (35) feet.
<b>Border</b>	A planting area adjacent to the Trail Tread or other element. This area provides and ensures a vegetated transition area within the circulation Corridor. Borders may overlap with landscape buffers or building setback areas. Both natural and introduced landscape plantings may be used to fulfill Border requirements.
<b>Boardwalk</b>	An at-grade or slightly elevated pathway for pedestrians, typically constructed of wood though it can be comprised of synthetic wood or metal grates. Boardwalks are often constructed along or through beaches, wetlands or other natural environments.
<b>Build-To-Line</b>	Build-To-Lines identify the required placement of a building or buildings on property frontage between the building and the Circulation Facility property line or private Circulation Facility boundary if there is no property line.
<b>Building</b>	Any structure used or intended for supporting or sheltering any use or occupancy.
<b>Building Base</b>	That portion of the building which extends directly from the ground plane, also referred to as podium.
<b>Building Frontage</b>	The total length in linear feet of a Building, as allowed by this code, adjacent to a Circulation Facility (excluding Alleys) and located within the Build-To-Line range shown on the District Standards Summary Table 4.4.
<b>Caliper</b>	The American Nursery and Landscape Association standard for tree trunk measurement of nursery stock. For young trees, the caliper of the trunk shall be the trunk diameter measured six (6) inches above the ground/rootball. Once the tree is larger, and this measurement becomes generally around 6 inches in diameter, the caliper is measured at diameter-breast-height (dbh).
<b>Canopy</b>	The leaves and branches of a tree from the lowest branch on the trunk to the top.
<b>Canopy Cleaning</b>	The removal of dead, dying, diseased, crowded, weakly attached, low-vigor branches, and watersprouts from a tree's canopy.
<b>Canopy Raising</b>	The removal of the lower branches of a tree in order to provide a height of up to eight (8) feet for pedestrian clearance and up to sixteen (16) feet for vehicular clearance or such other increased height as deemed appropriate for clearance by the City Arborist, provided it does not meet the definition of excessive pruning.

<b>Canopy Thinning</b>	The selective removal of branches not to exceed more than twenty-five (25) percent of the leaf surface to increase light penetration and air movement, and to reduce weight.
<b>Cascade Agenda</b>	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.
<b>Central Issaquah Urban Core</b>	That area of Central Issaquah proposed for most concentrated growth and a mix of uses including residential, retail, office and recreation. The Urban Core is served by transit and will receive focused infrastructure investments to provide amenities and services.
<b>Certified Irrigation Designer (CID)</b>	The certified irrigation designer prepares professional irrigation designs. They evaluate site conditions and determine net irrigation requirements based on the needs of the project and establish specifications and design drawings for the construction of an irrigation project. (Irrigation Association Water Management Committee, 2001, or the most recent edition).
<b>Circulation/Circulation Facilities</b>	Circulation encompasses all public and private facilities necessary for motorized and nonmotorized movement, including pedestrian, bicycles and vehicles.
<b>City Arborist</b>	City employee who is a certified arborist with a degree or extensive training in arboriculture, horticulture, forestry or a related field.
<b>Commercial</b>	Use of a property to include an occupation, employment, or enterprise that is carried by the owner, lessee or licensee.
<b>Commission</b>	City of Issaquah Commission tasked with development review for Central Issaquah.
<b>Community Gardens</b>	A plot of land gardened by a group of people to produce fruit, vegetables, flowers, etc., typically on individual garden allotments within the larger plot of land.
<b>Community Space</b>	The umbrella term designated for lands containing resource protection, 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 are required, others are encouraged.
<b>Complete Community</b>	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.

<b>Corporate Housing</b>	A furnished apartment, condo or house rented on a temporary basis to individuals, military personnel or corporations as an alternative to a traditional hotel or an extended hotel stay.
<b>Corridor</b>	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.
<b>Critical Areas</b>	Any of those areas of King County and the City which are subject to natural hazards or those land features which support unique, fragile, or valuable natural resources including fish, wildlife and other organisms and their habitat and such resources which, in their natural state carry, hold or purify water. Critical areas include the following landform features: erosion hazard areas, coal mine hazard areas, landslide hazard areas, seismic hazard areas, steep slope areas, streams, wetlands, and the adjoining protective buffers.
<b>Critical Root Zone</b>	An area extending one (1) foot beyond the trunk for each inch of dbh.
<b>Crosswalk</b>	A portion of a roadway where pedestrians are encouraged to cross the street; can be marked or unmarked.
<b>Crosswalk, Raised</b>	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.
<b>Cultural Facility</b>	A public or community gathering place or area such as a community center, theatre, amphitheater or sculpture garden.
<b>Dark Skies</b>	A movement to preserve and protect the nighttime environment and our heritage of dark skies through environmentally responsible outdoor lighting.
<b>Deciduous Tree</b>	Woody plants with a minimum mature height generally greater than 15 feet which go dormant in winter and shed their foliage.
<b>Density Bonus</b>	Building area exceeding the base building height and/or Floor Area Ratio (FAR) allowed in exchange for affordable housing and public open space.

<b>Density Bonus Account</b>	The Density Bonus Account is managed by the City for the purpose of acquiring certain public amenities. Primary funding for the account is provided by the Density Bonus Fee paid by developers purchasing additional building area in accordance with this Code and/or in accordance with a development agreement for a specific project zoned “Urban Village” or within a designated expansion area of an urban village.
<b>Density Bonus Fee</b>	The cost, per square foot, of the building area above the base height and/or FAR as established in Chapter 5.0 Density Bonus Program, Section 5.08. The fee is in lieu of providing all or part of the Affordable Housing (see IMC 18.21.020A) and/or open space in exchange for the Density Bonus.
<b>Developable Site Area</b>	See Site Area, Developable
<b>Development</b>	All structures and other modifications of the natural landscape above and below ground or water, including the division of land into two (2) or more parcels, on a particular site. “Development” includes any activity that would require a Land Use Permit or approval from the City or any other local, state, or federal jurisdiction. Development activity includes, but is not limited to, clearing or grading activity, building or construction activity, dredging or filling, etc. Also known as “Project”.
<b>Development Fee</b>	The fees collected by the City to partially fund public facilities to accommodate new growth as empowered through the Growth Management Act (RCW 36.70A) and RCW 82.02.050 through RCW 82.02.100
<b>Development Standards</b>	Collectively, the elements, standards, mitigation measures and other requirements and conditions of development as set forth in this Code.
<b>Diameter/diameter-breast-height (d.b.h.) or (dbh)</b>	The diameter of any tree trunk, measured at four and one-half (4.5) feet above average grade. For trees with multiple leaders at four and one-half (4.5) feet height, the dbh. shall be the combined cumulative total of branches greater than six (6) inches diameter at four and one-half (4.5) feet above the average grade. If a tree has been removed and only the stump remains that is below four and one-half (4.5) feet tall, the size of the tree shall be the diameter of the top of the stump.
<b>Director</b>	The Director or designee of the Development Services Department.
<b>District</b>	The Central Issaquah Plan separates the 1,000+ acres into ten Districts, each with their own vision.

<b>District Vision</b>	Each District Vision within the Central Issaquah Plan is a glimpse of the area’s future. The visions are implemented through the zoning, development and design standards, as well as the maps of park, trail and circulation improvements within the Central Issaquah Plan. District Visions focus on a specific character or attribute as the cornerstone of the redevelopment there. Key Environmental Features are also identified in the Plan as a valuable asset to the District. (See District.)
<b>Dripline</b>	The area located under the outermost reach of a tree’s limbs.
<b>Drought Tolerant Plants</b>	Plants that, once established, can survive with little or no water other than from rainfall or natural runoff.
<b>Dwelling Unit</b>	A room or suite of rooms in a building. The Dwelling Unit is designed for and not occupied by more than one (1) single household doing its own cooking therein, having not more than one (1) kitchen facility, and including facilities for living, sleeping and sanitation. Where an Accessory Dwelling Unit (ADU) is present, there may be a separate kitchen facility for the ADU.
<b>Dwelling Unit, Accessory</b>	A subordinate Dwelling Unit added to, created within, or detached from another Dwelling Unit with a separate entrance that provides basic requirements for living, sleeping, eating, cooking and sanitation.
<b>Easement, Conservation</b>	A voluntary, legally recorded deed restriction that limits the private use of property in order to provide public open space and/or protect riparian corridors, wetlands and wildlife habitat. The easement shall run in perpetuity and may include all or part of a parcel.
<b>Eastside Fire &amp; Rescue (EF&amp;R)</b>	The regional organization that provides fire and emergency services to the City of Issaquah.
<b>Evergreen Tree</b>	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.
<b>Finish Grade</b>	The land surface elevation adjacent to a building after final alterations are completed. The finished grade will not exceed 10 feet over the elevation of the adjacent lowest bounding roadway.
<b>Flex Space</b>	Commercial property that is flexible enough in its design to allow for a variety of office, retail, service and/or Light Industrial uses. Also called Flex Commercial Space. These uses must be contained completely within the building. Uses are prohibited that may

negatively affect adjacent properties, for example through heat, light, sound, or odor generated from operations.

<b>Floor Area, Gross</b>	The sum of the total horizontal areas of the several floors of all buildings on a lot, measured from the interior faces of exterior walls. The term includes basements, elevator shafts and stairwells at each story; floor space used for mechanical equipment with structural head room; interior balconies; and mezzanines. Gross floor area shall not include outside balconies that do not exceed a projection of six (6) feet beyond the exterior walls of the building, rooftop mechanical structures, and structured, underbuilding parking associated with residential units such as garages, carports, or surface parking, or any other forms of parking (Ord 2687 § 1, 2013).
<b>Floor Area Ratio (FAR)</b>	The relationship between the amount of Gross Floor Area in a Building (or Buildings) and the Developable Site Area on which the Building(s) stands. It is obtained by dividing the Gross Floor Area of a Building by the Developable Site Area.
<b>Great Streets</b>	Representative of their places; comfortable and safe for walking; contribute to economic vitality; functionally complete; provide mobility; facilitate placemaking; green.
<b>Green Necklace</b>	A lush urban garden benefiting Central Issaquah and the broader community comprised of community and neighborhood parks, riparian corridor open spaces, tree lined streets, passive and active plazas and other urban spaces connected by a comprehensive trail system on and off roads. The connections extend beyond Central Issaquah to the regional trail system.
<b>Green Space</b>	Land and/or water area at ground/street level with its surface generally open to the sky and predominantly unimproved, set aside to serve the purposes of conserving natural resources and configuring urban development and form. May contribute to the landscape effect through lawn/landscape, gardens, P- patches, and natural space. Hardscape materials, whether pervious or impervious by design, shall not be considered as part of Green Space.
<b>Green Streets</b>	Using natural systems within the Circulation Corridor to manage stormwater, reduce flows, improve water quality and enhance watershed health.
<b>Green Wall</b>	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.
<b>Gross Floor Area</b>	See Floor Area, Gross
<b>Gross Site Area</b>	See Site Area, Gross
<b>Gross Square Feet or Area</b>	See Square Feet, Gross
<b>Groundcover</b>	One (1) or a number of low spreading planting(s) that may be used in mass with the intent of total ground coverage within three (3) years of planting. Rocks, pebbles, sand and similar materials may be used as ground cover substitutes if approved by the Director
<b>Growth Targets</b>	Established by the State, King County and Puget Sound Regional Council for purposes of growth management.
<b>Hedge</b>	A landscape barrier consisting of a continuous, dense planting of shrubs.
<b>Herbicide</b>	A chemical weed or plant killer, applied to leaves, foliage, roots or soil.
<b>High Capacity Transit</b>	Public transit that makes fewer stops, travels at high speeds, has more frequent service and carries more people than local service transit such as typical bus lines.
<b>High-Rise Structure</b>	See Structure, High-Rise.
<b>Homeless Shelter</b>	A Homeless Shelter provides sleeping space for up to 50 homeless persons. It may include restrooms, showers, and laundry facilities. Typically accessory to a religious facility or public facility, it could be a Winter Shelter which is open in the late fall and closes in early spring. Unlike an emergency shelter, a Homeless Shelter could be open all winter, even when the weather is mild, not just during extreme cold or stormy weather. This land use also includes a year-round homeless shelter. Typically, winter and year-round homeless shelters are “closed” during the day so the residents need travel to other locations to spend the day. Shelter occupants are discouraged from congregating around the shelter, therefore locations near transit are important. Although not defined by the State as an “Essential Public Facility”, Issaquah chooses to categorize Homeless Shelter in this category in Table 4.3 Table of Permitted Land Uses.
<b>Home Occupation</b>	A business carried on as a secondary, incidental or accessory use by the permanent resident(s) of the Dwelling Unit for gain or support.

<b>Hydrozone</b>	A grouping of plant species used in a landscape that have similar irrigation watering needs.
<b>Impervious Surface</b>	A hard surface area which either prevents or retards the entry of water into the soil mantle as under natural conditions prior to development, and/or a hard surface area which causes water to run off the surface in greater quantities or at an increased rate of flow from the flow present under natural conditions prior to development. Common impervious surfaces include, but are not limited to, roof tops and eaves, walkways, patios, decks (covered or open slat construction are both considered impervious), driveways, parking lots or storage areas, concrete or asphalt paving, gravel roads, packed earthen materials, rockeries and oiled macadam or other surfaces which similarly impede the natural infiltration of surface and storm water runoff. Open, uncovered retention/detention facilities shall not be considered as impervious surfaces for the purposes of this definition.
<b>Industrial</b>	Use of a property involving heavy and light manufacturing, research and development, factory-office and factory-warehousing activities.
<b>Industrial, Light</b>	Industrial activities where research, processing, fabricating, assembly, or disassembly of items takes place wholly within an enclosed building. These uses are absent: heavy machinery, cranes, and large volumes of hazardous materials.
<b>Informal Gathering Areas</b>	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.
<b>Invasive plants</b>	Plants (such as English ivy, Himalayan blackberry, Japanese knotweed, morning glory, and Scotch broom) that are exotic species and are able to gain dominance over other plants. Invasive plants include noxious weeds per the King County Noxious Weed Control Board as they are required to carry out the mandates of the State Weed Control Law, Chapter 17.10 RCW.
<b>Land Use Action</b>	All Project Permits and including, but not limited to, other related land use actions such as the adoption or amendment of a comprehensive plan, subarea plan, development regulations, and annexations. (See also Project Permit.)
<b>Landscape</b>	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.
<b>Landscape Architect</b>	A person licensed by the State of Washington to engage in the practice of landscape architecture as defined by RCW 18.96.030.
<b>Landscape Coverage</b>	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.
<b>Landscape/Amenity Zone</b>	The area located between the sidewalk and the back of the curb including but not limited to street trees, pedestrian lighting, landscaping and/or seating.
<b>Last Mile</b>	The distance between transit stops and the transit rider's desired location, whether that is work, home, recreation or entertainment. Often the Last Mile is the most problematic for the transit rider. This term is also used for the distance between the transit rider's original location and transit, sometimes called the First Mile.
<b>Light Industrial</b>	See Industrial, Light .
<b>Light Manufacturing</b>	See Manufacturing, Light.
<b>Livable Community</b>	A community's capacity to provide affordable and accessible housing, transportation, recreation, pedestrian friendly elements and amenities, and other services to specifically meet people's needs.
<b>Live/Work Unit</b>	A structure or portion of a structure meets all of the following: 1) that combines a retail, commercial, or manufacturing activity with a residential living space for the owner or an employee; 2) where the resident owner is an employee of the on-site business; 3) where the business conducted receives a valid business license.
<b>Local Improvement District (LID)</b>	A special assessment district in which impacts will specially benefit primarily the property owners in the District.
<b>LID Technical Guidance Manual</b>	"Low Impact Development Technical Guidance Manual for Puget Sound," prepared by the Puget Sound Action Team and the Washington State University Pierce County Extension Services, January 2005, as amended or subsequent guidance as authorized by the Public Works Engineering Director.
<b>Low Impact Development (LID)</b>	A stormwater management and land development strategy applied at the parcel and subdivision scale that emphasizes conservation and use of on-site natural features integrated with engineered,

small-scale hydrologic controls to more closely mimic predevelopment hydrologic functions.

**Low-Rise Structure**

See Structure, Low-Rise

**Manufacturing, Light**

Establishments of thirty thousand (30,000) square feet or less with all operations conducted completely indoors involving the manufacture of finished products or parts, predominantly from previously prepared materials, including processing, fabrication, assembly, treatment, packaging, incidental storage, sales, and distribution of such products, but excluding basic industrial processing with no external transmissions, such as heat, light, sound, or odor generated from operations.

**Mid-Rise Structure**

See Structure, Mid-Rise

**Mixed Use**

Use of a property to include a structure or structures that contain more than one use with a variety of complimentary 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.

**Modulation**

Variations in a building's mass through the use of techniques that reduce the bulkiness of a building or make a building more interesting to the pedestrian.

**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 used by persons with disabilities are not included in this definition.

**Movement Zone**

The area between the outer curb edge and the building façade dedicated to pedestrian traffic. Uses in the Movement Zone must comply with IMC 12.05 Sidewalk Use District.

**Mulch**

An organic material such as bark, sawdust, wood shavings, straw or compost used on the soil surface for moisture retention, weed suppression, soil insulation, or decoration. Water permeable synthetic materials may be substituted as weed barriers but will generally be covered with organic mulch. Impermeable materials shall not be used as mulch or underneath mulch.

**Multi-stemmed Trees**

See "Diameter/diameter-breast-height (dbh.) or (dbh)."

**Multi-tenant Center**

A group of retail shops, restaurants and other businesses with a common interest in soliciting sales, located on a contiguous site(s), designed and built as a unit or organized as a unified and coordinated shopping center or area. It is planned, developed,

owned and managed as a single property, typically with on-site parking provided. The center's size is generally determined by the market characteristics of the trade area served by the center.

<b>Multifamily Residential</b>	More than two Dwelling Units per building.
<b>Neighborhood</b>	An area defined by topography, sensitive area, land use, activity, significant streets, and/or other features that is distinguishable from adjacent areas. Neighborhoods may consist of any land use or combination of land uses (e.g. residential, commercial, mixed use, etc.).
<b>Neighborhood Park</b>	The basic unit of the Community Space system, and serves a social and recreational purpose. The service area is one-fourth to one-half a mile, uninterrupted by major roads or other physical barriers. Neighborhood Park is physically defined as 2.0 or more acres which offer passive/active activities such as tot lots, picnic areas, tennis and/or sport courts, and play fields.
<b>Net Site Area</b>	See Site Area, Net.
<b>Net Square Footage</b>	See Square Feet, Net.
<b>Nursery Stock</b>	Plant material that meets the general specifications of the American Nursery and Landscape Association (ANLA).
<b>Open Space</b>	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.
<b>Park Once District</b>	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 one would with a car-oriented area.
<b>Parking Deck</b>	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.
<b>Parking District</b>	A form of shared parking that is managed so that parking spaces are shared by more than one user, allowing parking facilities to be used more efficiently. Most parking spaces are used only part time by a particular motorist or group, and many parking facilities have a significant portion of unused spaces, with utilization patterns that follow predictable daily, weekly and annual cycles. The goal is to achieve approximately an 85% utilization rate for on-street parking and surface or structured parking utilization rates of 60-75%.

<b>Parking Held in Reserve</b>	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.
<b>Parking Lot or Surface Parking</b>	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.
<b>Parking Module</b>	One (1) or two (2) rows of connected parking stalls of any length accessed by a single drive aisle.
<b>Parking, On Street</b>	<p>Parallel parking within rights-of-way or between curbs of private streets or Circulation Facilities. Exceptions using an Administrative Adjustment of Standards process, could allow head-in or angled parking for retrofits to existing motorized Circulation Facilities where</p> <ol style="list-style-type: none"> <li>1) there is insufficient on-street or off-street parking in a district to supply parking for a significant feature or destination such as a park, public facility or overall district/neighborhood activity center (not an individual project),</li> <li>2) facilities such as a parking structure cannot physically be accommodated, and</li> <li>3) adjacent uses have parking demand. New or redeveloped public or private Circulation Facilities shall comply with adopted standards, i.e. use parallel parking. Additionally, when head-in or angled parking is used to retrofit existing motorized Circulation Facilities, no on-street credit shall be granted towards parking for the adjacent use(s).</li> </ol>
<b>Parking, Structure</b>	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.
<b>Path</b>	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 governed by best practices, design standards and safety.
<b>Pedestrian Bridge</b>	An open air structure that potentially could incorporate weather protection at least one level above the street. Pedestrian bridges

function as an aerial crosswalk.

<b>Pedestrian Friendly</b>	A term describing designs that support and encourage walking. Pedestrian friendly routes are safe, accessible, direct, easy-to-use, and connected. They also use scale, character, materials, and other elements to communicate this priority and create routes that appeal to pedestrians. Also known as “Pedestrian Oriented”.
<b>Pedestrian Table</b>	A traffic calming device designed as a long speed hump with a flat section in the middle. 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.
<b>Pedestrian Zone</b>	The area from the surface of a sidewalk vertically to eight feet (8') above the sidewalk surface.
<b>Permit</b>	Written governmental approval issued by an authorized official, empowering the holder thereof to take some action permitted only upon issuance of written approval. (See also Project Permit.)
<b>Pesticide</b>	Any substance used for the control of insects, mites, mollusks, nematodes, weeds, fungi, bacteria, or rodents, or any substance used as a defoliant, desiccant or growth regulator.
<b>Pioneer Projects</b>	Initial residential projects within the Plan area that are given additional incentives to balance the risk involved in being the first in this market area. Such projects shall receive incentives, such as Multifamily Tax Exemptions, to provide this housing, and relaxed requirements to achieve affordability. Once the maximum number of housing units have been proposed and approved through the Pioneer Project category, relaxed requirements for affordability shall no longer apply. Relaxed requirements do not apply to those projects which elect to use a payment in lieu of constructing affordable units. Relaxed incentives include the ability for the applicant to provide units at a higher level of affordability than is required after the Pioneer Project category housing units have been proposed and approved. An example of a higher level of affordability would be 80% of median income versus 60% of median income.
<b>Plan, Irrigation</b>	A plan which includes all pertinent irrigation and landscape components, including but not limited to irrigation zones, hydrozones, points of connection, valves, controllers, irrigation component specifications and other elements necessary to evaluate the irrigation plans.
<b>Plan, Landscape</b>	A plan, drawn to scale, which clearly delineates existing and

proposed landscape features and structures. Plant materials used shall be listed with common and botanical names and sizes given and all pertinent above-ground features such as detention vaults and ponds, fire hydrants, parking areas, light poles, utility boxes, etc.

<b>Plan, Tree</b>	An evaluation or site plan describing the tree and vegetation resources existing on the site, with information provided such as tree species, size, location, condition, plant community, health, and population estimate.
<b>Planting Area</b>	An area of land to be planted such that it will be fully utilized under the conditions of this code.
<b>Plaza</b>	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.
<b>Pocket Park</b>	The term “Pocket Park” was coined in the 1960’s, 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.
<b>Pop Up</b>	A pop-up involves opening a short-term business, often in an empty retail or other non-residential space as a temporary use. These shops, while typically small and temporary, can build up interest and generate activity for an area.
<b>Primary Internal Circulation Facility</b>	Private street affording access through or adjacent to private property with the same elements (i.e. travel lanes, bike lanes, parking lanes, landscape/amenity zones, walkway type, etc.) as a public street.
<b>Project</b>	See Development.
<b>Project Permit</b>	Project Permit or Project Permit application: Any land use or environmental permit or license required from the City for a project action, including but not limited to Building Permits, subdivisions, Shoreline Substantial Development Permits, Site

Development Plan Review Permits or approvals required by the critical areas regulations (Chapter [18.10](#) IMC), site-specific rezones authorized by a comprehensive plan or subarea plan, but excluding the adoption or amendment of a comprehensive plan, subarea plan, or development regulations. (See also Land use action and Permit.)

<b>Property Line</b>	The line denoting the limits of legal ownership of property.
<b>Property Owner</b>	The legal owner or owners of the property.
<b>Pruning</b>	The proper selective removal of plant parts, including dead, damaged and diseased wood as well as any weak crossing branches per ANSI standards.
<b>Pruning, Excessive</b>	Removal of more than one-quarter (1/4) of the functioning leaf and stem area of a tree in any twelve (12) month period, or removal of foliage so as to cause the unbalancing of a tree, unless greater pruning is approved by the City and is necessary for the health and safety of the tree.
<b>Public</b>	Public is used throughout the code to express the perception of who may or may not use Community Spaces and Circulation Facilities and not to designate ownership.
<b>Public Realm</b>	An area designed to promote social interaction and a sense of community, bring inhabitants together and contribute to an environment that encourages all to linger, share observations and perspectives. 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. 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. Also known as Public Space and Sociable Public Realm.
<b>Regional Growth Center</b>	An urban area designated by the Puget Sound Regional Council that meets the criteria established in the King County Countywide Planning Policies and Vision 2040. Designated areas are approximately 640 acres in size and characterized by compact, pedestrian-oriented development with a mix of housing, jobs retail, services and entertainment. They are focal points for new housing and employment growth, are expected to achieve densities sufficient to support high-capacity transit and are eligible to compete for priority funding for transportation infrastructure.

<b>Redevelopment</b>	Redevelopment is an addition, alteration, or repair where construction costs equal or exceed fifty (50%) percent of the latest King County assessed building improvement value of the Site within a three year period.
<b>Research and Development Lab</b>	A use dedicated to the testing and/or study of scientific and technical processes and/or theories including laboratory testing and/or experimentation with biological materials, chemicals and/or living animals. These uses are not limited to educational or medical research and development. All activities occur within a building.
<b>Research Facility</b>	An accessory use dedicated to the routine study of scientific and technical processes and theories which does not include laboratory testing of known biohazards or living animals. (See also Research and development lab.)
<b>Reserved Seating</b>	Seating along a Circulation Facility or in a Community Space reserved or and associated with a business such as a restaurant or café. Often reserved seating has a low fence to identify it is reserved and/or to allow alcohol to be served.
<b>Residential</b>	A land use that consists of dwelling units, either in a variety of types, such as multifamily and single family, or a sole type.
<b>Retail/Service</b>	Use of property to include businesses selling goods or merchandise to the general public for personal or household consumption and rendering personal, financial and similar services to the general public.
<b>Right-of-Way</b>	A strip of land occupied or intended to be occupied by a street, crosswalk, railroad, electric transmission line, oil or gas pipeline, water main, sanitary or storm sewer main, shade trees, or other special use.
<b>Root Barrier</b>	Physical barriers that redirect tree roots downward thus minimizing surface rooting which can damage foundations, sidewalks, paving and other hard surfaces.
<b>Screen, Visual</b>	A method of reducing the impact of visual intrusions with less offensive or more harmonious elements, such as plants, berms, fences, walls, or any appropriate combination thereof.
<b>Service Area, On-site</b>	Loading and unloading spaces, drive-throughs and associated stacking lane(s), solid waste collection space (recycling, food & yard waste, garbage), and similar elements supporting the development.

<b>Setback</b>	The required minimum horizontal distance between the building line, structure or sign and the related front, side or rear property line. Chimneys, flues, belt courses, sills, pilasters, ornamental features, cornices, eaves, gutters, dormer extensions, greenhouse or bay windows and the like may project into a required setback only as permitted through the provisions of this Code.
<b>Setback, Maximum</b>	See Build-To-Line.
<b>Shared Space</b>	Developable area containing public and/or private space such as plazas, rooftop gardens and Green Space. Shared Space may contain impervious surface such as planters, decks and pervious pavers and surfaces.
<b>Shared Surface</b>	A circulation corridor that is shared by vehicular and non-vehicular users such as cars and pedestrians. Surface materials and signage must be provided that communicate the shared nature of the facility.
<b>Shared Use Corridors/Routes</b>	<p>A multi-use trail intended to serve walkers, joggers, and cyclists and other nonmotorized forms of transportation.</p> <p><b>SHARED USE PATH.</b> A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths are used by pedestrians, skaters, wheelchair users, joggers, and other nonmotorized users. Such facilities are often referred to as trails.</p>
<b>Shrubs</b>	Woody plants, often multi-stemmed, generally less than fifteen (15) feet at maximum height, evergreen or deciduous.
<b>Sidewalk</b>	A paved, hard surfaced or leveled area that is usually located within public rights-of-way and is usually parallel to and separate from the street, and is used as a pedestrian walkway.
<b>Sight area</b>	An area whose dimensions are a linear length by eight (8) feet in height or another unobstructed line of sight as determined by the City's Street Standards.
<b>Site</b>	The total area of a subject property including designated parcels, tracts or areas of land established by a Development Permit such as a Site Development Permit, Master Site Plan, Planned Unit Development, plat, subdivision, or as otherwise permitted by law, to be used, developed or built upon as a unit.

<b>Site Area, Base</b>	The gross site area minus internal private roads and/or exclusively used easements.
<b>Site Area, Developable</b>	The gross site area minus deductions for critical areas and associated buffers as required by Chapter <a href="#">18.10</a> IMC, Environmental Protection and minus deductions for Significant Public Plazas and Significant Public Parks as shown on Figure 7B.
<b>Site Area, Gross</b>	The total area of a Site prior to any deductions for public or private roadways, dedicated right-of-way, exclusively used easements or special purpose overlay districts.
<b>Site Area, Net</b>	The Gross Site Area minus the area used for public or private roadways, dedicated right-of-way, easements and any area in special purpose overlay districts, critical areas and associated buffers as required by Chapter <a href="#">18.10</a> IMC, Environmental Protection.
<b>Skybridge</b>	A fully enclosed structure constructed above City right of way or a private Circulation Facility to facilitate pedestrians crossing a motorized or nonmotorized Circulation Facility or Community Space. The minimum number of Skybridges necessary to achieve connectivity as allowed by this definition shall be employed.
<b>Small Scale Urban</b>	A term used to differentiate between “urban” which includes areas like Seattle and Bellevue with tall buildings over 15 and 20 stories in height and “small scale urban” which includes areas like Mercer Island and Redmond with buildings of 10 to 12 stories in height.
<b>Solar Reflectance Index (SRI)</b>	A metric used to describe the ability for a surface to redirect light, for example a White Roof of 78 SRI or greater.
<b>Square Feet, Gross</b>	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.
<b>Square Feet, Net</b>	<p>The building or unit floor space that may be utilized for the permitted use. The calculation is fifteen percent (15%) less than Gross Square Feet and typically excludes common areas and spaces devoted to heating, structured parking, cooling and other building mechanical equipment</p> <p>For Computation of Required Vehicular Spaces: The total of all floor areas of a building as measured from the interior surface of each exterior wall of the structure including hallways, conference rooms but excluding stairwells and elevator shafts, mechanical rooms, janitorial sink rooms, restrooms, attic space, interior</p>

vehicular parking or loading, lobbies, storage rooms, enclosed porches and balconies.

**Stewardship Plan**

- A comprehensive plan for the long-term protection of property under a conservation easement. Stewardship Plans include:
- a. An inventory of the existing conditions including critical areas and their buffers;
  - b. A site plan showing the location of: existing or proposed development; the critical areas and their buffers, enhancements and the conservation easement;
  - c. Measures to prevent degradation of the values, structure and functions of the critical areas and open space;
  - d. A timeline for completing any enhancements, monitoring and maintenance; and
  - e. Maintenance bonds for the restoration if required by IMC [18.10.810](#).

Stewardship Plans are prepared by the property owner and approved, monitored and enforced by the City.

**Story, Building**

That portion of a building, other than a basement, included between the surface of any floor and the surface of the floor or ceiling above.

**Street**

A public or private thoroughfare affording a principal means of access to abutting property.

**Streetwall**

The first two stories of the building base which are directly adjacent to the Circulation Facility 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.

**Structure, High-Rise**

High-Rise Structures are typically ten (10) or more Stories in height with a common core.

**Structure, Low-Rise**

Low-Rise Structures are typically up to four (4) Stories.

**Structure, Mid-Rise**

Mid-Rise Structures are typically between five (5) and nine (9) Stories.

**Subarea**

An area for which a more detailed land use plan which has been adopted by the City Council as an element of the City's Comprehensive Plan. Examples include Central Issaquah and Olde Town.

<b>Subgrade</b>	The soil levels to support a structure, paving area or the landscape area.
<b>Suburban</b>	A predominantly low-density area located immediately outside of and physically and socioeconomically associated with an urban area or a city. Typically dependent on and designed for the automobile.
<b>Through-block Passage</b>	Paved pedestrian connection that is separated from vehicular areas connecting from a sidewalk adjacent to a street or primary internal drive to a parallel sidewalk adjacent to a street, primary internal drive or alley.
<b>Topsoil</b>	The uppermost layer of soil, usually the top six (6) to eight (8) inches. It has the highest concentration of organic matter and microorganisms, and is where most of the Earth’s biological soil activity occurs. Plants generally concentrate their roots in, and obtain most of their nutrients from, this layer. Topsoil can be measured as the depth from the surface to the subgrade.
<b>Trail</b>	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.
<b>Transit Oriented Development</b>	Development at or near transit facilities that: <ul style="list-style-type: none"> <li>a. Relates directly to, and occurs because of the presence of fast, convenient and reliable transit,</li> <li>b. Is denser and more mixed/diverse than would otherwise occur,</li> <li>c. Has jobs and housing, in balance, and</li> <li>d. Generates and attracts more pedestrian and other nonmotorized trips to/from the community 24/7.</li> </ul>
<b>Tread</b>	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.
<b>Tree</b>	A large, woody plant having one (1) or several self-supporting stems or trunks and numerous branches and a potential minimum height of twenty (20) feet. May be classified as deciduous or evergreen. Trees include standing dead trees, also called snags.
<b>Tree, Hazardous</b>	A hazardous tree is one that is so affected by a significant structural defect or disease or in permanent decline that falling or failure appears imminent, and that otherwise currently poses a threat to life or property and the risk of failure per the most recent adopted ISA standard tree risk assessment evaluation must be rated greater than or equal to “high” as measured on the tree risk

assessment form.

<b>Tree, Landmark</b>	A tree greater than thirty (30) inches dbh.
<b>Tree, Protected</b>	Any tree in a greenbelt, Native Growth Protection Easement (NGPE), environmentally critical area, common area, approved landscape plan, right-of-way, City-owned property or protected by any other measure.
<b>Tree, Significant</b>	A tree at least six (6) inches or greater at dbh. or an alder or cottonwood tree eight (8) inches or greater at dbh. Any trees that are listed on the King County complete weed list shall not be considered significant. The complete King County weed list includes: Class A noxious weeds, Class B noxious weeds, Class C noxious weeds, nonregulated noxious weeds or weeds of concern lists as adopted by King County noxious weed list, in accordance with Chapter 17.10 RCW and Chapter 16-750 WAC.
<b>Trellis</b>	A vertical architectural feature, either free standing or connected to another structure, which is often utilized to support climbing plants.
<b>Universal Design</b>	The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design. Also the broad-spectrum of ideas meant to produce buildings, products and environments that are inherently accessible to both people without disabilities and people with disabilities. The Principles of Universal Design include: Equitable use; Flexibility in use; Simple and intuitive use; Perceptible information; Tolerance for error; Low physical effort; Size and space for approach and use.
<b>Urban</b>	A highly developed area that includes, or is appurtenant to, a central city or place, and contains a variety of industrial, commercial, residential and cultural uses.
<b>Urban Core</b>	The geographic area, identified in the Central Issaquah Plan, containing the Urban Core, Urban Village, Community Facilities-Facilities and Community Facilities-Open Space zoning districts and identified as the potential Regional Growth Center.
<b>Water-Oriented Features</b>	Decorative ponds, waterfalls and/or spray features used as design elements for Community Space or on-site public amenities.
<b>Water-wise</b>	Plantings and irrigation practices that conserve water usage and help protect the aquifer and natural surface waters.
<b>Wayfinding</b>	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.

**Weed**

Thistles, grasses (such as Bermuda grass) or other plants that are a nuisance, hazard, tend to overgrow or choke out more desirable plants, or cause injury to people, animals or a desired flower, garden plant or lawn cover.

**Xeriscape**

Landscape methods that conserve water through the use of drought-tolerant plants and planting techniques and efficient irrigation strategies.

# 3.0 Procedures

Section 3.1	Intent
Section 3.2	Levels of Review
Section 3.3	Options for Changes to Level of Review
Section 3.4	Consolidated Permit Review Process
Section 3.5	Early Coordination and Collaboration
Section 3.6	Application Required
Section 3.7	Complete Application Determination
Section 3.8	Development Review Process and Public Notice
Section 3.9	Decision
Section 3.10	Time Limit
Section 3.11	Permit Expiration and Extension
Section 3.12	Revocation or Modification
Section 3.13	Assurance Devices (Maintenance, Securities and Guarantees)
Section 3.14	Appeals
Section 3.15	Flow Charts for Levels of Review 0-3

## 3.1 Intent

The intent of this Chapter is to foster development/redevelopment through effective and efficient processes that balance flexibility and predictability, encourage smart, creative and innovative solutions and cultivate public/private partnerships that result in win-win solutions.

## 3.2 Levels of Review

**Table 3.2-1: Levels of Review\***

\* The Levels of Review may change based on the Criteria in Section 3.3, Options for Changes to Levels of Review.

Level of Review	Decision-Maker	Permit Examples
Level 0	DSD Director or Designee	<ul style="list-style-type: none"> <li>• Level 0 Permits as listed on Table of Permitted Land Uses, Table 4.3B</li> <li>• Building Permits, Mechanical Permits</li> <li>• Changes of Use to Existing Development: <sup>1</sup> <ul style="list-style-type: none"> <li>- Change of Land Use Category</li> <li>- Change of Building Occupancy Category,</li> <li>- Change of Tenant and/or Tenant Improvements,</li> </ul> </li> <li>• Home Occupations (see IMC 18.07.470)</li> <li>• Amendments and Revisions to Approved Permits (See IMC 18.04.320)</li> <li>• Fences, decks, patios (See IMC 18.04.110 and 120)</li> <li>• Public Works Permit, Utility Permit, Clearing &amp; Grading Permit &amp; TESC reviews including Minor Clearing, Grading, Filling Actions with and without critical areas, Minor Paving, Landscape Permits, etc.</li> <li>• Unclassified Use Interpretation by Director</li> </ul>

		<ul style="list-style-type: none"> <li>• Nonconforming Situations (see IMC 18.08)</li> <li>• Signs (including new, remodel, or expansion of business, refacing, approved sign packages, other minor signs)</li> <li>• Business Licenses, Special Events Permits, Garden Safety Licenses</li> <li>• Reasonable Accommodation</li> <li>• Conversion of Property from Forestry Practice</li> <li>• Shoreline Exemptions and Shoreline Revision Permits</li> <li>• Accessory and Temporary Uses, Non-habitable or Accessory Structures, Accessory Dwelling Units</li> <li>• Administrative Adjustment of Standards (AAS) – (see Chapter 1.0)</li> <li>• Tree Removal Notifications and Permits</li> <li>• Minor Utility Facilities</li> <li>• Accessory and Temporary Uses</li> <li>• Zoning Verification Letter</li> <li>• Others as determined by Director</li> </ul>
Level 1	DSD Director or Designee	<ul style="list-style-type: none"> <li>• Level 1 Permits as listed on Table of Permitted Land Uses, including Administrative Site Development Permits (ASDP)</li> <li>• Lot Line Adjustments and/or Lot Line Consolidations</li> <li>• Others as determined by Director</li> </ul>
Level 2	DSD Director or Designee	<ul style="list-style-type: none"> <li>• Level 2 Permits as listed on Table of Permitted Land Uses, including Administrative Site Development Permits (ASDP)</li> <li>• Administrative Adjustment of Standards (AAS) – (see Chapter 1.0)</li> <li>• Nonconforming Situations (see IMC 18.08)</li> <li>• Shoreline Substantial Development Permits, Shoreline Variances, Shoreline Conditional Use Permits</li> <li>• Short Subdivisions (Short Plats)</li> <li>• Minor Amendments to Master Site Plans and Project Rezones</li> <li>• Others as determined by Director</li> </ul>
Level 3	Commission	<ul style="list-style-type: none"> <li>• Level 3 Permits as listed on Table of Permitted Land Uses, including Site Development Permits (SDP)</li> <li>• Others as determined by Director</li> </ul>
Level 4,5,6	See Land Use Code, IMC 18.04	
<sup>1</sup> See IMC 18.04.100-3 Changes of Use – Levels of Review footnote #2 for additional requirements.		

### 3.3 Options for Changes to Level of Review

- A. **Increase Level of Review.** To ensure adequate review and appropriate public notification/participation, the Director may require a higher level of review if the proposal is determined by the Director to merit increased review based upon one (1) or more of the following criteria:

1. The proposal appears to present potential for significant impacts to a critical area or other prominent natural feature.
  2. The proposal appears to present potential for significant impacts to any public/quasi-public facility, historic site, business, or residential area.
  3. The proposal appears to present characteristics not anticipated by the Comprehensive Plan, Central Issaquah Plan and/or these Development and Designs Standards.
  4. Community or staff concern is raised that involves potential impacts including environmental, land use, or transportation impacts not anticipated by the Comprehensive Plan, Central Issaquah Plan, Development and Designs Standards, and/or Land Use Code, and is determined to warrant additional review.
- B. **Fees for Changes to Level of Review.** No additional fee is required from the applicant if a higher level review is determined to be necessary. No refund of fees is provided if a lower level of review is determined to be necessary.

### 3.4 Consolidated Permit Review Process

- A. The applicant may request an integrated and consolidated review and decision of two (2) or more Project Permits relating to a proposed action, including:
1. A single application review and approval process covering all Project Permits requested by an applicant for all or part of a project action; and
  2. A designated permit coordinator. If an applicant elects this process, the determination of completeness, notice of application and notice of final decision must include all Project Permits being reviewed in this process. Consolidated review may provide different procedures for different categories of Project Permits, but if a project action requires Project Permits from more than one (1) category, the City shall provide for consolidated permit review with a single open record hearing and no more than one (1) closed record appeal as provided in this chapter. The decision of land use permits shall be made by the decision-maker of the highest level of review. The consolidated permit review may combine an open record predecision hearing on one (1) or more permits with an open record appeal hearing on other permits. In such cases a closed record appeal shall be subject to permits that previously had an open record hearing.

### 3.5 Early Coordination and Collaboration

- A. **Early 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 that is consistent with the Central Issaquah Plan. Early collaboration enables the applicant to become familiar with the policies, plans and development standards of the City; for 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.
- B. **Pre-Application Meeting.** With the same purpose as Early Coordination and Collaboration, a Pre-application is a meeting with staff of key departments following submittal of preliminary plans by the applicant. Following are the expectations of a pre-application meeting:
1. The more information an applicant can provide for a pre-application meeting, the more complete the staff's review and input will be for the proposal;
  2. Any information or opinions expressed by the staff shall not be binding on the final decision or constitute approval or denial of the proposed project;

3. Inconsistency with the Comprehensive Plan, Central Issaquah Plan, this Code and other applicable policies and regulations will be discussed;
  4. Applicable Administrative Adjustments of Standards that may be available will be discussed;
  5. Staff and applicant should discuss creative approaches to address challenges such as site constraints or potential mitigations;
  6. Recommended revisions or modifications to the proposal will be discussed.
- C. **Community Conference.** The Community Conference is an informal public meeting hosted by the Commission. The purpose of the Community Conference is similar to a Pre-application meeting to generate discussion, raise issues, and propose creative options relative to the proposed project. It is intended to provide a means by which the applicant, staff, the Commission, and the public are able to work together in a productive and creative manner to meet the goals and policies of the Central Issaquah Plan. However, options and issues raised may not be all inclusive and no guarantees on the project outcome are made at this stage.

### 3.6 Application Required

For all improvements authorized and/or regulated by this section, the owner or its designee shall make an application for development proposal in writing to the Permit Center. The submittal requirements and appropriate forms are available in the Permit Center. All applications must be completed in full and must provide all the information required. All plans and submittal information shall be prepared by a professional qualified in the design of the improvements desired. The Director may allow plans and information to be submitted by other qualified persons.

### 3.7 Complete Application Determination

Written Determination: Within a target of fourteen (14) days, but no later than twenty-eight (28) days after receiving a Project Permit application, the City shall make a complete application determination following the Complete Application Determination requirements in IMC 18.04.150.

### 3.8 Development Review Process and Public Notice

The following table provides a summary of the development review process and public notice requirements. For more information, see the text in this Chapter, and IMC 18.04, Procedures, and IMC 18.04.180 for public notice requirements.

**Table 3.8-1 Development Review Process and Public Notice<sup>1</sup>**

**☀ = Required      ○ = Optional      Empty Box = Not Required**

PROCESS STEPS	Level 0 <sup>2</sup>	1	2	3
Early Coordination and Collaboration	○ Recommended	○ Recommended	○ Recommended	○ Recommended
Pre-application Meeting	○ a,c (if pre-app occurs)	☀ a,c	☀ a,c	☀ a,c
Community Conference <sup>3</sup>				○ a,b,c,d
Complete Application Determination	☀ a,c <sup>2</sup>	☀ a,c,d	☀	☀
Notice of Application			☀ a,b,c,d	☀ a,b,c,d
SEPA Determination	See SEPA requirements, Chapter 18.10 IMC, including Planned Action Ordinance.			
Public Hearing				☀ a,b,c,d,e
Notice of Decision		☀ a,c	☀ a,c	☀ a,c
Appeals	See IMC 18.04.250, Appeals			
Permit Extension	See Section 3.11 for two year increment extension option			

**Public Notice Key:**

- a - Parties of Record
- b - Adjacent Property Owners
- c - City Website and Electronic Subscription Notices
- d - Property Posting (not required for Administrative Adjustment of Standards or Home Occupations)
- e - Legal Notice to Paper

<sup>1</sup> For Levels of Review 4, 5, and 6 see the Land Use Code, IMC 18.04.180

<sup>2</sup> City Website posting of Level 0 shall be determined by the Director

<sup>3</sup> The decision to require a Community Conference will be determined by the Director based on Section 3.3.A “Options for Changes to Levels of Review Increase Level of Review” criteria above.

### 3.9 Decision

Following review of the permit, the decision-maker shall issue a written decision for approval, approval with conditions, denial of the application or modifications, or remand back to the appropriate reviewing body for further review. The final decision shall be made by the decision-

making authority as set forth in this Code. The decision shall be made using applicable approval criteria including but not limited to:

- A. The development proposal is consistent with the Comprehensive Plan and Central Issaquah Plan;
- B. The development proposal meets all applicable codes, rules, regulations and policies; and
- C. The development proposal satisfies the elements of the Development and Design Standards.

### 3.10 Time Limit

- A. Except as otherwise provided in this chapter, the City shall issue its Notice of Decision on a Project Permit application within the target times below but no later than one hundred twenty (120) days after the local government notifies the applicant that the application is complete. Target times are as follows: Level 1 = 30 days; Level 2 = 60 days; Level 3 = 90 days; provided, that project applications for: (a) public elementary, middle and high schools; (b) City projects; (c) affordable housing, low and moderate income; and (d) essential public facilities, public facilities and utility facilities, shall be reviewed in accordance with the timelines in IMC 18.04.220 C(1) Table of Priority Review for Public Benefit Projects.
- B. Other agencies may have 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, Sammamish Plateau Water and Sewer District, etc. The City does not and cannot control these other agencies, their needs, and their review times; the applicant is responsible for obtaining 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.

### 3.11 Permit Expiration and Extension

- A. **Expiration of Approved Development Permit.** Final decisions approving land use applications shall be valid for five (5) years from the date of application approval as specified in the Notice of Decision for the project unless otherwise allowed by city code. Determination by the City of a Complete Application for a subsequent Construction Permit will extend the validity of said land use permit as long as the Construction Permit is active. The Director shall extend the approval of a Development Permit for two (2) years, when all of the following criteria are met:
  - 1. The proposed use remains a permitted use in the zoning district; and
  - 2. The proposed Development Permit remains in compliance with tree protection, impervious surface ratio, and critical area regulations; and
  - 3. The proposed Development Permit remains substantially in compliance with the land use regulations in place at the time the extension is requested, including but not limited to: parking, setbacks, signs, landscape, and building height; or
  - 4. As an alternative, the applicant may propose modifications to the Development Permit in accordance with the appropriate land use review process in order to comply with the criteria above.

- B. **Expiration of Inactive Applications.** Application files shall be closed by the Permit Center and deemed “inactive” if there has been no applicant activity for a six (6) month period from the date the application is deemed sufficient or since the last City request for activity or information, or within a specified time which has been mutually approved in writing by the applicant and the Permit Center. The applicant shall be responsible for notifying the Permit Center, in writing, if delays or unforeseen circumstances are impacting the completion of the application and review process. If an application file has been closed by the Permit Center, the applicant must submit a new application and fee based on the rules and regulations of the currently adopted Code in order to begin the review process of that proposed development.

### 3.12 Revocation or Modification

The City may revoke or modify any land use approval, upon finding that the use for which the approval was granted or the conditions of approval have been intensified, changed or modified without City approval and have, or potentially could have, significant impacts to surrounding land uses or the environment.

- A. Land use approval may be revoked by the Director.
- B. Land use approval may be revoked for any of the following reasons:
1. Violations of or failure to meet any of the conditions of approval;
  2. Fraud or material misrepresentation made in connection with the application, review or approval of the land use proposal;
  3. Violations of any pertinent state law or City ordinance in connection with the proposal.
- C. Prior to revoking the land use approval, the Director shall give the applicant written notice of the date, time and place where the revocation will be considered as well as the particular grounds for revocation. At the conclusion of the revocation proceedings, written findings and conclusions shall be made.

### 3.13 Assurance Devices (Maintenance, Securities and Guarantees)

The City departments may require the posting of a performance, maintenance, or other bond to ensure that the approval conditions are met to the satisfaction of the City. The Director may, upon request, allow or require the applicant to provide other suitable security, including but not limited to cash deposits, letters of credit and assignment of banking accounts. The Director is authorized to impose a reasonable administrative fee to cover City costs of administering a bond or other security requested by the applicant. This fee shall not be imposed when the City requires the provision of a particular form of bond or suitable security. Administrative fees shall be graduated to increase with the total dollars of the bond or other suitable security.

### 3.14 Appeals

- A. Appeals of decisions shall follow the requirements beginning at IMC 18.04.250.
- B. **Permit issuance prior to expiration of the appeal period.** The City may issue a permit to begin demolition, grading, construction or other direct modification of the physical environment prior to the expiration of the appeal period when all of the following criteria are met:
1. The approved actions will not impact any critical area;

2. The project for which the action is being taken did not require a Shoreline Permit;
3. For projects requiring Level 2 Review or higher, the Director has determined that negative comments received during the public comment period or public hearing have been satisfied or addressed;
4. Demolition does not include a building on the Historic Register or of City Landmark Status;
5. The Director has determined that there are not irreversible actions if the permit is issued; and
6. The applicant agrees to the following in writing:
  - a) The actions done before the expiration of the appeal period are at the applicant's own risk;
  - b) If an appeal should occur the applicant shall "Stop Work" immediately; and
  - c) The applicant may be required to restore the site to pre-construction status at the applicant's own cost.

### 3.15 Flow Charts for Levels of Review 0 – 3

#### A. Level 0

#### LEVEL 0 PERMIT PROCESS

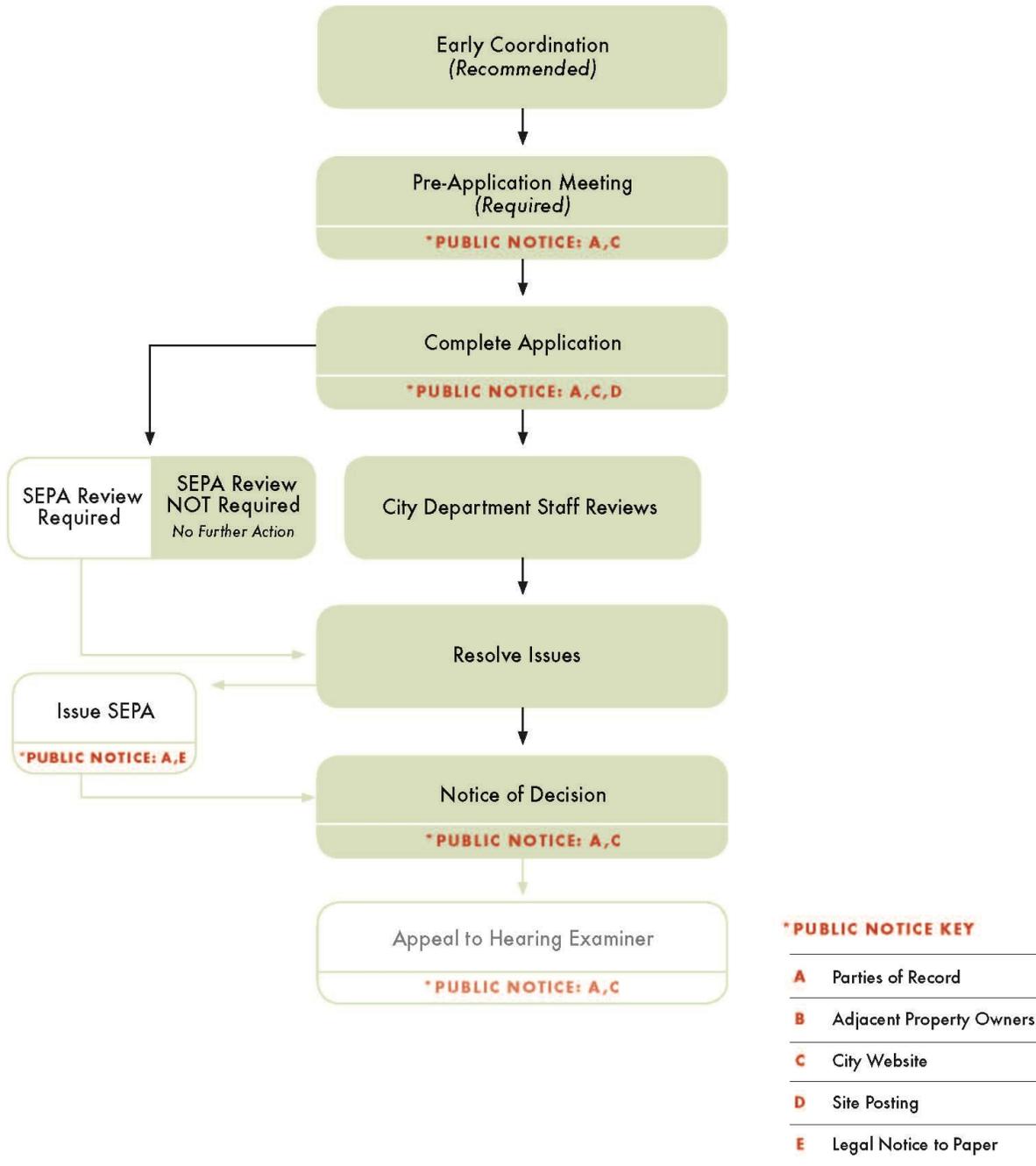


#### \* PUBLIC NOTICE KEY

- A** Parties of Record
- B** Adjacent Property Owners
- C** City Website
- D** Site Posting
- E** Legal Notice to Paper

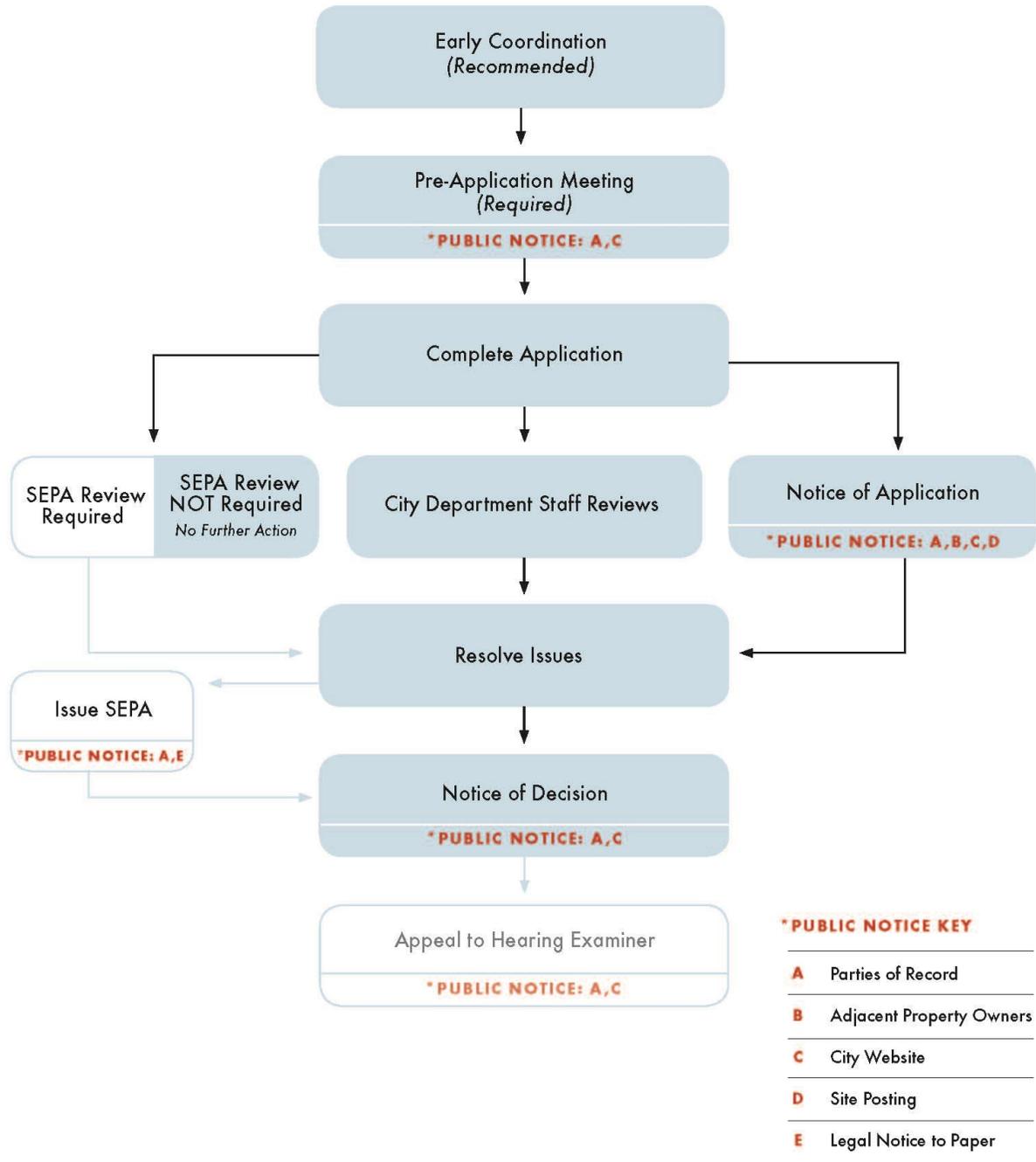
B. Level 1

**LEVEL 1  
PERMIT PROCESS**

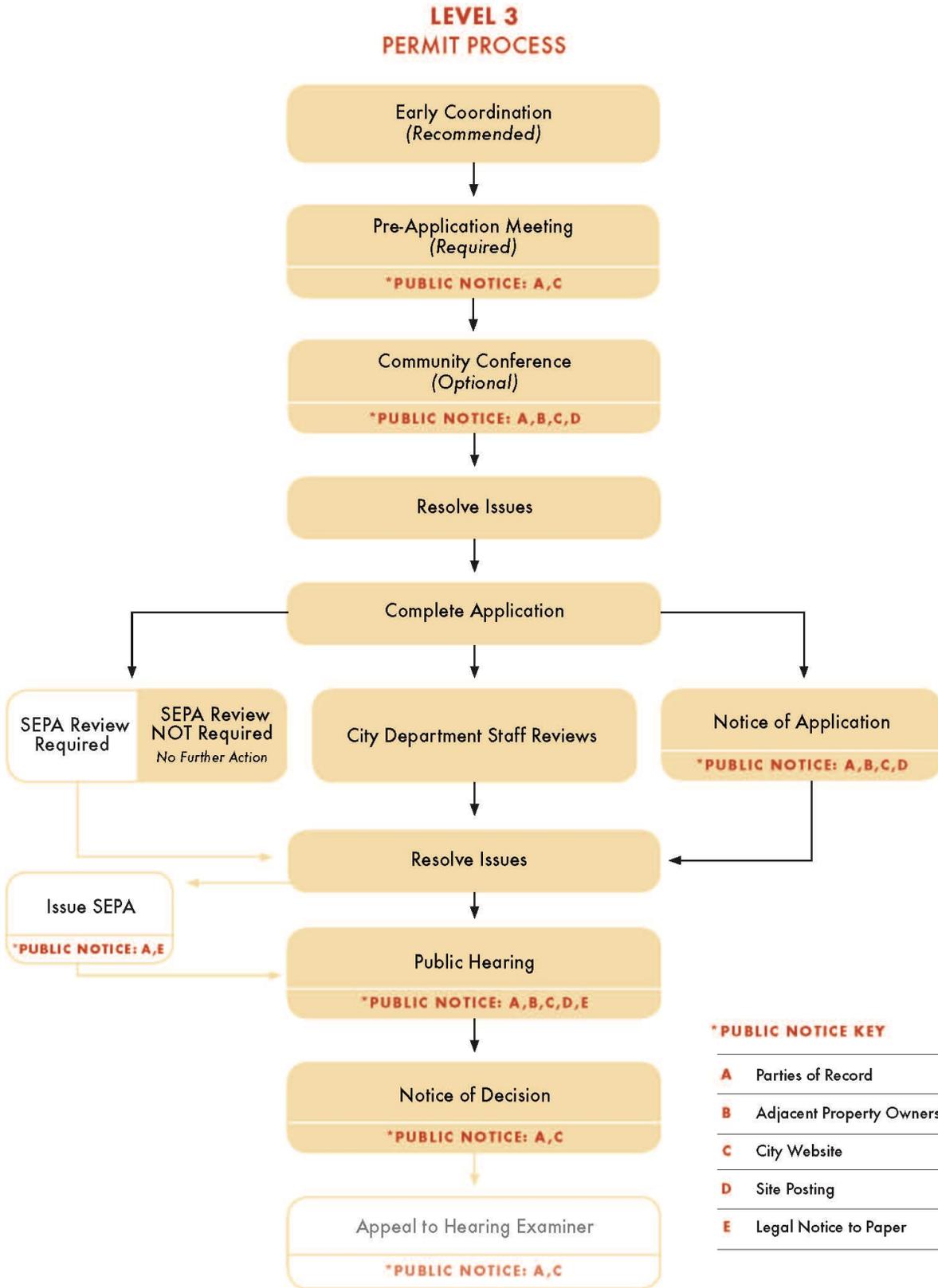


C. Level 2

**LEVEL 2  
PERMIT PROCESS**



D. Level 3



# 4.0 Zoning Districts, Uses and Standards Summary

Section 4.1	Intent
Section 4.2	Intent of Zoning Districts Table 4.2 Intent of Zoning Districts
Section 4.3	Table of Permitted Land Uses Table 4.3A Levels of Review Table 4.3B Permitted Land Uses
Section 4.4	Districts Standards Table 4.4 District Standards Summary Table

## 4.1 Intent

The intent of this Chapter is to establish zoning districts to:

- A. Allow for a livable, sustainable, mixed-use, urban community;
- B. Balance environmental concerns with development pressures;
- C. Provide a consistent development pattern with strong streetwall;
- D. Provide for a general form of development that includes a variety of building forms;
- E. Incentivize structured parking;
- F. Provide a pattern of linked green spaces;
- G. Promote transit with a pedestrian and bicycle emphasis while accommodating vehicles; and,
- H. Ensure the health, welfare and safety of those who work, live and play in Central Issaquah.

## 4.2 Intent of Zoning Districts

- A. **Intent Statements of Each Zoning District.** The intent statements of each zoning district define the primary purpose of each district and shall aid in:
  1. Determining the appropriate location of uses;
  2. Determining appropriate conditions for development; and
  3. Providing the basis for the reviewing official to interpret the standards and provisions of this Code.
- B. **Energize Developments and Street Activity.** Uses shall support opportunities to activate developments, Circulation Facilities, the Movement Zone and unoccupied sites as all exist today and as they incrementally redevelop, such as with:
  1. Kiosks;
  2. Temporary uses;
  3. Pop-up businesses, markets, food carts and food trucks;
  4. Art installations; and
  5. Adaptation or re-use of existing buildings.

**Table 4.2 Intent of Zoning Districts**

<b>Zoning District (~acres)</b>	<b>Intent</b>	<b>Central Plan District(s)</b>
<b>Village Residential (~54 acres)</b>	The intent of the Village Residential District is to establish and preserve areas for moderate density residential uses and compatible commercial uses.	Western Gateway
<b>Urban Core (~ 248 acres)</b>	The intent is to provide a dense, vibrant, pedestrian friendly urban environment. Uses are mixed residential, commercial and office with active first floors that provide pedestrian interest.	Sammamish Park; Pickering; Tibbetts Valley; Gilman
<b>Mixed Use (~293 acres)</b>	The intent of the Mixed Use district is to provide mixed use neighborhoods with Class A office buildings, retail uses, high quality, medium density residential development and existing service businesses.	East Lake; Darst Park
<b>Destination Retail (~20 acres)</b>	The intent of Destination Retail is to create a medium density, low intensity retail destination with a small town feel while optimizing this high-visibility area as a gateway to Olde Town.	Old Route 10
<b>Mixed Use Residential (~60 acres)</b>	The intent is to create a small to medium scale residential neighborhood with compatible commercial uses. The area shall serve as a buffer between the high and medium scale urban development to the north and the single and multifamily neighborhoods to the south.	Gilman
<b>Urban Village (~77 acres)</b>	Comply with approved Development Agreement.	Hyla, Tibbetts Valley
<b>Intensive Commercial (~17 acres)</b>	The intent of the Intensive Commercial district is to enhance the eastern gateway into Issaquah while providing areas for, office and light industrial and community services. Incubator spaces for innovative uses and fostering startups and other small businesses should also be provided.	Service
<b>Single Family – Suburban (~8 acres)</b>	Single Family – Suburban – SF-S (4.5 du/acre): The primary purpose of this district is to provide for single family neighborhoods in an urban setting while buffering these neighborhoods from commercial services. Permitted uses include detached single family homes. Recreational uses which serve the neighborhood are also permitted as governed by the Table of Permitted Land Uses; provided, that traffic and other related impacts are not detrimental to the district. In addition to the objectives stated in the Purpose and Intent section of this chapter, the following objectives also apply to this district: 1. Establish and preserve residential neighborhoods for detached single family units free from other uses except those which are compatible with, and serve the residents of, this district; 2. Discourage through arterial traffic which does not serve the	Gilman; Darst Park

**Table 4.2 Intent of Zoning Districts**

<b>Zoning District (~acres)</b>	<b>Intent</b>	<b>Central Plan District(s)</b>
	<p>affected single family neighborhoods; and</p> <p>3. Provide opportunity for single family residential development in areas served by public and urban services.</p>	
<b>Mineral Resources (&lt;1 acre)</b>	<p>A. The purpose of the Mineral Resource (“M”) zone is to provide for continued extraction and processing of mineral and soil resources in an environmentally responsible manner by:</p> <ol style="list-style-type: none"> <li>1. Reserving known deposits of minerals and materials within areas as protection against premature development of the land for nonextractive purposes;</li> <li>2. Providing neighboring properties with notice of prospective extracting and processing activities;</li> <li>3. Providing appropriate location and development standards for extraction and on-site processing to mitigate adverse impacts on the natural environment and on nearby properties; and</li> <li>4. Requiring that all plats, short plats, Development Permits, and Building Permits issued for development activities on, or within five hundred (500) feet of, lands designated as mineral resource lands contain a notice that the subject property is within or near designated mineral resource lands on which a variety of commercial activities may occur that are not compatible with residential development, and that an application might be made for mining-related activities, including mining, extraction, washing, crushing, stockpiling, blasting, transporting, and recycling of minerals. The notice shall also state that processing of off-site mineral materials, including recyclables, may continue after all mineral extraction from the site ends.</li> </ol>	
<b>Community Facility (~57 acres)</b>	<p>The primary purpose of this district is to provide for public benefit uses on publicly owned property, and to further specify which uses are appropriate for specific properties through the creation of the Community Facilities Open Space (CF-OS), Recreation (CF-R) and Facilities (CF-F) zones. Public lands are a limited resource and all administrative departments, the Council and Boards and Commissions should work collaboratively to determine the best use of public lands for the benefit of the community. Health, safety, public amenity, economic vitality and environmental protection concerns should be balanced in determining use. Multiple public uses are encouraged. The Community Facilities District will separate public land (City, county, school district, special district, state, and federal) that is being utilized or planned for public benefit uses into separate zoning categories.</p>	<p>Urban Core, Pickering, Gilman, Darst Park; East Lake; Hyla</p>

### 4.3 Table of Permitted Land Uses

#### A. Table 4.3A Levels of Review

1. **Levels of Review:** Except where a specific Level of Review is required as noted in the Table of Permitted Uses, Section 4.3.B, the Level of Review required for a particular use in a zone is based on the following criteria. If the criteria do not apply, then the Director will determine the Level of Review using guidance from the applicable criteria in Section 3.3.A.Options for Changes to Level of Review

Table 4.3A Levels of Review <sup>1</sup>				
Zones	Level 0	Level 1	Level 2	Level 3
Urban Core	≤ 4,000 sq. ft.	>4,000 - <45,000 sq. ft.	≥ 45,000 - <150,000 sq. ft.	≥ 150,000 sq. ft. Or Site ≥ 3 acres
Mixed Use, Intensive Commercial, Destination Retail (north of Gilman), Mineral Resources	≤ 4,000 sq. ft.	>4,000 - <45,000 sq. ft.	≥ 45,000 - <100,000 sq. ft.	≥ 100,000 sq. ft. Or Site ≥ 3 acres
Village Residential, Mixed Use Residential, Destination Retail & Mixed Use (south of Gilman), Single Family Suburban	≤ 4,000 sq. ft.	>4,000 - <10,000 sq. ft.	≥ <u>10,000</u> - < <u>45,000</u> sq. ft.	≥ 45,000 sq. ft. Or Site ≥ 3 acres

<sup>1</sup> sq. ft. = Gross Floor Area

#### B. Table 4.3B Table of Permitted Land Uses

1. **Permitted Uses:** P = PERMITTED; P(Number) = PERMITTED with Level of Review (0, 1, 2, 3) [i.e. P2 = Permitted with Level 2 Review]; Empty box = NOT PERMITTED.
2. **Unclassified Uses.** Those uses which are not listed on the table below but are listed in IMC 18.06.130, Table of Permitted Land Uses, are Not Permitted in any Central Issaquah zone. Those remaining uses which are not listed on the table below and are also not listed in IMC 18.06.130, Table of Permitted Land Uses, shall be determined by the Director, through a Level 0 Review process, as to the appropriate zoning district(s) permitted for that use and the appropriate Level of Review.
3. **Review Procedures.** See Chapter 3.0 Procedures for review procedures.
4. **Late Night/Early Morning Hours of Operation.** Except in the Urban Core zone, any use with business hours that extend into the time period of midnight to 4:00am requires Level 2 Review unless a higher level of review is required.
5. **Critical Aquifer Recharge Areas/Well Head Protection.** Any proposed uses within the critical aquifer recharge areas (see Exhibit C to Ordinance 2500) that have the potential to degrade water quality in the CARA may be prohibited or conditioned as established in IMC 18.10.796, Critical Aquifer Recharge Areas (CARAs), and Chapter 13.29 IMC, Groundwater Quality Protection Standards.
6. **Optional Master Site Plan Review.** To achieve the purposes that Master Site Plans provide such as permit approval for longer than 5 years; and conceptual approval of a site

layout that builds out through individual (A)SDP's, an applicant may request, and the Director may agree, to follow a Level 5 Master Site Plan permit and review process, [IMC 18.04.500](#) and [18.07.580](#). This option applies to proposals greater than or equal to three (3) acres.

Table 4.3B Permitted Land Uses						
LAND USES <sup>1</sup>	ZONING DISTRICTS					
	Mixed Use Residential (MUR)	Village Residential (VR)	Urban Core (UC)	Mixed Use (MU)	Destination Retail (DR)	Intensive Commercial (IC)
<b>AGRICULTURE/RESOURCE</b>						
Botanical Gardens, Arboretum		P	P	P	P	P
Veterinary Hospital/ Clinic, Cooperative, Marijuana	<i>See Medical</i>					
Commercial or Public Greenhouses				P	P	P
Christmas Tree or Produce Stands, Vendors, Seasonal: Temporary	<i>See Commercial: Accessory &amp; Temporary Uses</i>					
Kennel, Commercial/Boarding <sup>2</sup>			P	P	P	P
Marijuana Producer (recreational) or Processor	<i>See Industrial/Intensive Commercial</i>					
Trailhead	<i>See Public/Quasi-Public: Recreation</i>					
<b>RESIDENTIAL <sup>3</sup></b>						
Dwellings, Single Family: Detached (including manufactured homes)	P	P		P	P	
Dwellings, Single Family: (2 Attached) and Dwellings, Duplex; (3 – 4 Attached) and Dwellings, Multifamily (Triplex and Fourplex)	P	P	P	P	P	
Dwellings, Multifamily (5 or more units); Assisted Living Facility <sup>4</sup>	P	P	P	P	P	P* Only as part of a mixed-use development
<b>RESIDENTIAL: Accessory Uses</b>						
Accessory Dwelling Unit	P	P		P	P	
Family Day Care Center <sup>5</sup> ; Adult Family Home/Community Group Care Facility/Crisis Residential Center, Resident Club House;	P	P	P	P	P	P

Table 4.3B Permitted Land Uses

LAND USES <sup>1</sup>	ZONING DISTRICTS					
	Mixed Use Residential (MUR)	Village Residential (VR)	Urban Core (UC)	Mixed Use (MU)	Destination Retail (DR)	Intensive Commercial (IC)
Home Occupations	See IMC 18.07.470, Home occupations. <i>Unless otherwise regulated, the MF-H column of Table 18.07.470 will determine the permitted uses and Level of Review.</i>					
<b>PUBLIC/QUASI-PUBLIC</b>						
Banquet/Meeting/Reception Hall (public or private), Bus, Taxi, Van, Transit Station, Bikestation; Church/Religious Facility w/ or w/o Accessory Day Care Center; Community Center (with or without an Accessory Day Care Center); Day Care Center as Accessory Use to a Public/Quasi-Public Use; Environmental Improvements; Government Facility: Offices, Fire/Police Station, Maintenance Site, etc; Museum/Art Gallery, Library; Park and Ride Parking Lot or Structure; Social Services/Nonprofit Organizations	P	P	P	P	P	P
Funeral Home/Mortuary/Memorial Chapel			P	P	P	P
<b>PUBLIC/QUASI-PUBLIC: Essential Public Facilities</b>						
Adult Family Home <sup>5</sup>	P	P	P	P	P	P
Facility, Correctional/Facility, Detention/Jail		P3	P3	P3	P3	P3
Facility, Secure Community Transition		P4	P4	P4	P4	P4
Schools, State Educational Facilities	<i>See Public/Quasi-Public – School, College or University</i>					
Utility Facilities, Major	<i>See Public/Quasi-Public: Utilities</i>					
Unspecified Essential Public Facility	P3	P3	P3	P3	P3	P3
<b>PUBLIC/QUASI-PUBLIC: Schools, Public and Private</b>						
Preschool (Pre-Kindergarten)	<i>See Residential: Accessory Uses – Family Day Care Center and Retail/Service – Day Care Center</i>					
School, Elementary/Kindergarten, Junior High/Middle, or Senior High/High, Vocational/Technical or Business	P	P	P	P	P	P
School, College or University	P3	P3	P3	P3	P3	P3
<b>PUBLIC/QUASI-PUBLIC: Utilities</b>						
Utility Facility, Major <sup>7</sup>	P2	P2	P2	P2	P2	P2

Table 4.3B Permitted Land Uses

LAND USES <sup>1</sup>	ZONING DISTRICTS					
	Mixed Use Residential (MUR)	Village Residential (VR)	Urban Core (UC)	Mixed Use (MU)	Destination Retail (DR)	Intensive Commercial (IC)
Utility Facility, Minor <sup>7,8</sup>	P	P	P	P	P	P
Wireless Communication Facility	<i>See IMC 18.07.505, Wireless Communication Facilities</i>					
<b>PUBLIC/QUASI-PUBLIC: Outdoor Recreation</b>						
Baseball, Soccer, Football Fields; Neighborhood Park/Picnic Area/ Mini Park/Tot Lot; Community Park, Community Gardens; Stadium/ Arena/ Amphitheater, Swimming Pool; Trailhead	P	P	P	P	P	P
<b>RECREATION</b>						
Amusement Parlors/Video Arcades; Billiards and Pool Hall; Miniature Golf		P	P	P	P	P
Bowling Alley			P	P	P	P
Card Room – Commercial	<i>See Chapter 5.28 IMC, Gambling</i>					
Health/Fitness Club; Karate School, Dance/Yoga/Pilates Studio; Theater, Live and Movie	P	P	P	P	P	P
Shooting Range – Indoor						P
<b>ACCESSORY &amp; TEMPORARY</b>						
Alternative Energy System – Solar/Geothermal	P0	P0	P0	P0	P0	P0
Alternative Energy System – Wind (Demonstration Project) <sup>9</sup>	P	P	P	P	P	P
Automobile Service Station	<i>See Automotive – Automotive Service Station</i>					
Automatic Teller Machine (ATM)	P	P	P	P	P	P
Day Care Center; Drive-Through Window or Station Facility with any permitted use (unless noted otherwise within this table); Electric vehicle infrastructure; Satellite Dish/Broadcast and Receiving Towers <sup>6</sup> ; Vending Stand, Accessory: including espresso, flowers, food, produce, and seasonal items/Christmas trees <sup>12</sup>	P	P	P	P	P	P
Hazardous Waste Storage and/or Treatment Facilities, On-Site <sup>11</sup>						P2

Table 4.3B Permitted Land Uses

LAND USES <sup>1</sup>	ZONING DISTRICTS					
	Mixed Use Residential (MUR)	Village Residential (VR)	Urban Core (UC)	Mixed Use (MU)	Destination Retail (DR)	Intensive Commercial (IC)
Heliport/Helipad/Helistop	P2	P2	P2	P2	P2	P2
Buildings/Structures(temporary); Construction Trailer	P	P	P	P	P	P
Private Outdoor Retail Display/Sidewalk Sale	<i>See IMC 18.07.540, Private Outdoor Retail Display/Sidewalk Sales</i>					
Vending Stand, Nonaccessory: including espresso, food, food trucks, and general retail merchandise		P	P	P	P	P
<b>AUTOMOTIVE<sup>13, 14</sup></b>						
Automobile Emission Testing Facility				P <sup>15</sup>	P <sup>15</sup>	P
Automobile Insurance Service Center; Automobile Service Station		P	P	P	P	P
Maintenance/Service Shops - Auto, Truck, Large Vehicle & Heavy Equipment, Motorcycle, Scooter, etc.			P <sup>15</sup>	P <sup>15</sup>	P <sup>15</sup>	P
Car Wash; Automobile and Truck Rental			P	P	P	P
Auto Parts and Accessories (tires, batteries, etc.)	<i>See Retail/Service – General</i>					
Sales/Dealership – Automobile, Truck, Large Vehicle and Heavy Equipment (RV, tractor trailer, construction equipment, etc.), Motorcycles, Scooters, etc.; Paint and Body Repair Shops			P <sup>15</sup>	P <sup>15</sup>	P <sup>15</sup>	P
Automotive Wrecking or Dismantling Yard; Tire Rebuilding and Recapping						P
Parking Lot or Garage, Commercial	P	P	P	P	P	P
Storage, Outdoor	<i>See Industrial/Intensive Commercial – Storage, Outdoor</i>					
<b>FOOD AND BEVERAGE</b>						
Banquet/Reception Hall (public or private)	<i>See Public/Quasi-Public – Banquet/Meeting/Reception Hall</i>					
Bar/Tavern (with or without Live Entertainment); Brewery/Microbrewery/Winery <sup>16</sup>	P	P	P	P	P	P
Coffee/Espresso Stand	<i>See Accessory &amp; Temporary: Temporary Buildings and Uses – Vending Stand, Nonaccessory</i>					
Grocery Store, Large Scale (over 45,000 sq. ft.)			P	P	P	P

Table 4.3B Permitted Land Uses

LAND USES <sup>1</sup>	ZONING DISTRICTS					
	Mixed Use Residential (MUR)	Village Residential (VR)	Urban Core (UC)	Mixed Use (MU)	Destination Retail (DR)	Intensive Commercial (IC)
Convenience Store and Grocery Store, Neighborhood, up to 4,000 sf; Convenience Store, Intensive and Grocery Store, Midscale (4,000 – 45,000 sq. ft.); Liquor Store; Restaurant/Cafe/ Coffee Shop (w/ or w/o drive-through)	P	P	P	P	P	P
<b>HOTEL/LODGING</b>						
Hotel, Motel, Time Share Lodging; Conference Center		P	P	P	P	P
Bed and Breakfast <sup>17</sup> , Guest House <sup>17</sup> , Inn	P	P	P	P	P	P
<b>INDUSTRIAL/INTENSIVE COMMERCIAL</b>						
Adult Entertainment Facilities <sup>18</sup>						P2
Agricultural Food Processing and Storage; Boat Building, Sales and Repair; Clothing Fabrication						P
Building Material: Storage and Sales			P <sup>15</sup>	P <sup>15</sup>	P <sup>15</sup>	P
Canning, Bottling, Preserving and Packaging of Foods and/or Beverages			P	P		P
Contractor/Trade Office (with accessory shop and no outdoor storage)		P <sup>15</sup>	P <sup>15</sup>	P <sup>15</sup>	P <sup>15</sup>	P
Creamery, Dairy or Bottling Plant					P	P
Distribution Center/Warehouse/Shipping			P <sup>15</sup>	P <sup>15</sup>	P <sup>15</sup>	P
Feed Store and Agricultural Supply <sup>2</sup>	<i>See Retail/Service: Specific Land Uses</i>					
Hazardous Waste Storage w/o Treatment Facilities; Heliport/ Helipad/Helistop	<i>See Accessory &amp; Temporary</i>					
Manufacturing, Light (indoor and 30,000 sq. ft. or less); Coffee Roaster; Metal Fabricator/ Metal Work (indoor)			P	P	P	P
Flex Commercial Space/ Flex Space	P	P	P	P	P	P
Manufacturing, General; Machine Shop; Storage, Outdoor <sup>19</sup> ; Raw Materials Processing (wood, metal, etc.); Recycling Center; Sand Blasting; Welding Shop; Light Industrial						P
Marijuana Producer or Processor (recreational) <sup>10</sup>						P2
Printing and Publishing; Research and Development Lab	P	P	P	P	P	P
Rental Equipment Shop			P	P	P	P

Table 4.3B Permitted Land Uses

LAND USES <sup>1</sup>	ZONING DISTRICTS					
	Mixed Use Residential (MUR)	Village Residential (VR)	Urban Core (UC)	Mixed Use (MU)	Destination Retail (DR)	Intensive Commercial (IC)
Storage, Self (completely enclosed) <sup>20</sup>	P* (only as accessory to a permitted use)	P	P	P	P	P
<b>MEDICAL</b>						
Ambulance/Emergency Facility (private)	P2	P2	P	P	P	P
Cooperative, Marijuana <sup>21</sup>						
Drugstore/Pharmacy	<i>See Retail/Service – General</i>					
Hospital			P	P	P	P
Medical and Dental Offices/Massage Therapists/Chiropractors/Naturopaths	<i>See Office/Professional</i>					
Veterinary Clinic (animal) <sup>2</sup>	P	P	P	P	P	P
<b>OFFICE/PROFESSIONAL/FINANCIAL</b>						
Office, General/Professional/Financial; Medical or Dental; Massage Therapists, Chiropractors, or Naturopaths	P	P	P	P	P	P
Automatic Teller Machine (ATM); Drive-Through Window/Station Facility with Any Permitted Office/ Professional/ Financial Use	<i>See Accessory &amp; Temporary</i>					
<b>RETAIL/SERVICE</b>						
<b>Retail/Service – Scale and Operations:</b> <i>Scale and operations characteristics requirements apply to all retail and service uses. The more strict use restriction listed by scale and operation or by use shall apply.</i>						
General Retail Service, equal to or greater than 125,000 sq. ft. gross floor area			P	P	P	P
General Retail Service, up to 125,000 sq. ft. gross floor area	P	P	P	P	P	P
Drive-Through Window/Station Facility with Any Permitted Retail/Service Use	<i>See Accessory &amp; Temporary</i>					
<b>RETAIL/SERVICE – Specific Land Uses</b>						
Day Care Operation	<i>See Residential – Single Family</i>					
Day Care Center; Dry Cleaning and Pressing Shop <sup>22</sup> ; Laundromat	P	P	P	P	P	P
Feed Store and Agricultural Supply; Plant Nursery w/ or w/o Outdoor Storage			P	P	P	P
Flower Stand	<i>See Accessory &amp; Temporary</i>					
Marijuana Retailer (recreational) <sup>10</sup>			P2	P2	P2	P2
Pet Day Care/Pet Shop <sup>2</sup>	P		P	P	P	P

Table 4.3B Permitted Land Uses

LAND USES <sup>1</sup>	ZONING DISTRICTS					
	Mixed Use Residential (MUR)	Village Residential (VR)	Urban Core (UC)	Mixed Use (MU)	Destination Retail (DR)	Intensive Commercial (IC)
Unclassified Use - See Procedure for Unclassified Uses, Chapter 4.2.A.3						

**Footnotes.**

1. For uses permitted in the Single Family – Suburban zone, see IMC 18.06.130, Table of Permitted Land Uses.
2. Outdoor accessory services and/or uses, see IMC 18.07.180, Animals – Veterinary Clinic/Boarding Kennel/Pet Daycare.
3. Level of Review in this table applies to individual residential uses on existing lots. See Chapter 18.04 IMC, Procedures, for level of review required for subdivisions and/or short subdivisions, and Chapter 18.13 IMC, Subdivisions.
4. See IMC 18.02.060, Definitions – D, “Day care operation,” for additional criteria.
5. Adult family home maximum allowed attendees shall not be greater than six (6).
6. Dishes over twenty (20) inches in diameter require review. IMC 18.07.505, Wireless communication facilities, may also apply.
7. Major = Significant impact to adjacent properties. Minor = not a significant impact to adjacent properties.
8. Hazardous liquid transmission pipelines must comply with the Critical Aquifer Recharge Areas (CARA) regulations, IMC 18.10.796.
9. See IMC 18.07.137, Alternative Energy Systems.
10. See IMC 18.07.512 Recreational Marijuana for additional requirements.
11. RCW 70.105.225 requires all local governments to designate zones for these facilities, according to state siting criteria. These facilities are prohibited in Class 1, 2, and 3 CARA. Aboveground storage tanks for hazardous substances or hazardous waste with primary and secondary containment area and spill protection plan are allowed in Class 1, 2, and 3 CARA subject to compliance with federal and state standards. Processing, storage, and disposal of radioactive substances (except certain medical uses) is prohibited in Class 1, 2, and 3 CARA.
12. Subject to approval criteria in IMC 18.07.570.
13. All Automotive uses subject to Design Criteria screening requirements and location of surface parking areas, garage bays, etc. behind or at the side of buildings.
14. In all CARA classes, vehicle repair and servicing must be conducted indoors over impermeable pads. Underground storage tanks with hazardous substances are required to demonstrate to the City that the facility complies with federal and state laws. No dry wells shall be allowed. Wrecking yards are prohibited in Class 1, 2, and 3 CARA.
15. Use, including vehicle maintenance and service activities must be enclosed within a Building and comply with Design Standards including, but not limited to, ground floor storefront orientation to the sidewalk and street, parking and outdoor storage, including vehicle storage, located to the rear or side of the site and screened from Circulation Facility view.
16. If the majority of the square footage of the buildings or structures within the brewery or winery are devoted to manufacturing of the product, then “manufacturing” shall be considered the primary use. The review process and development standards shall be based upon the primary use, as defined by the majority of the structure square footage. The parking requirements shall be calculated based on all the uses, as governed by Chapter 8.0 Parking.
17. Not operated as a home occupation. For home occupations, see IMC 18.07.310, Home Occupation Standards.
18. No adult entertainment facility shall be permitted to locate in any zone, including the IC zone, within the territory of the North Issaquah annexation area, as described in Ordinance No. 2255. In general this applies north of NE Locust Street.
19. Accessory outdoor storage regulated by design standards.

- 20. See IMC 18.07.527, Self-storage Facility Standards.
- 21. Marijuana Cooperatives are prohibited in all zoning districts of the City in accord with RCW 69.51A.250(3).
- 22. Dry cleaning using chlorinated solvents is prohibited in Class 1, 2 and 3 CARA.

#### 4.4 District Standards

- A. **Applicability.** This subsection sets forth the dimensional requirements for each zoning district in Central Issaquah. The District Standards Table found in IMC 18.07.360 does not apply in the Central Issaquah zoning districts. Each structure, development, or activity in a Central Issaquah zoning district shall comply with these requirements except as otherwise provided in this Section.
- B. **Floor Area Ratio.** The relationship between the amount of Gross Floor Area in a Building (or Buildings) and the Developable Site Area on which the Building(s) stands. It is obtained by dividing the Gross Floor Area of a Building by the Developable Site Area. Structured, underbuilding, and surface parking is not included in the Gross Floor Area calculation.

$$\frac{\text{Gross Floor Area of a Building(s)}}{\text{Developable Site Area}} = \text{FAR}$$

For Sites separated by rights-of-way, FAR will be calculated based on the FAR across the entire Site, and density and impervious surface coverage may be transferred among parcels, provided the Site meets other applicable regulations. For other unique or undefined configurations, the Director will determine the definition of Site. In a mixed use development with different FAR limits, the FAR will be the use with the majority square footage. For example, if 50.6 % of the building area is residential, then the whole project will use the residential FAR.

- C. **Base FAR.** The base FAR is what is allowable by right in each district. The base FAR may not be exceeded without providing significant amenities as defined in Chapter 5.0 Density Bonus Program.
- D. **Minimum FAR.** The minimum FAR listed on the District Standards Table is required for new Development and Redevelopment in: 1) the Urban Core zone and, 2) Sites totaling three (3) contiguous acres or more outside the Urban Core zone.
  - 1. Intent: The intent of the standards for sites which require a residential minimum FAR is to increase the number of units (density) on mixed use and residential developments.
  - 2. Exception: Redevelopment of existing Automobile Service Stations on the date of adoption of these Standards in the Urban Core zone.
  - 3. The minimum FAR may be reduced for the first phase, or early phases, of multi-phase development through an Administrative Adjustment of Standards process if all of the following criteria are met:
    - a. **Vision.** The proposed alternative is equal or superior to the Central Issaquah Plan vision, goals, and policies; and
    - b. **Access.** The proposal will not create negative impacts to the abutting properties or rights-of-way, dedicated tracts, or easements; and
    - c. **Intent.** The adjustment will be equal to, or superior in, fulfilling the intent and purpose of the original requirements; and

- d. **Safety.** The proposal does not negatively impact any safety features of the project, nor create any hazardous features; and
- e. **Services.** The proposal will not create negative impacts to public services, including but not limited to fire and emergency services; and
- f. **Site Plan Provided.** The applicant shall provide a site plan showing build-out of schematic infrastructure and buildings to achieve the minimum FAR including water, sewer, and storm routes and facilities; Circulation Facilities; and Critical Area designations and buffers, including a basic report with average cost construction figures for type of development, rental/sale estimated figures and the capitalization rate, examples of close comparisons to other developments of an equivalent size within City or region or other analysis as allowed by the Director in addition to a covenant recorded against the property to ensure buildout occurs as provided in the site plan. Modification of the proposed site plan may be required to reserve portions of the site to address these schematic infrastructure plans and buildings to achieve the minimum FAR in later or the final phase(s).

E. **Building Height Measurement for Nonshoreline Areas.** Building or structure height shall be measured from the average grade of the existing or finished grade, whichever results in the “stronger relationship” to each designated Circulation Facility, as defined below and allowed in Section 6.4, to the midpoint of the highest gable of a pitched or hipped roof with a minimum 4:12 pitch and a maximum of 12:12 pitch, or the highest point of the coping of a flat roof. All parts of the roof extending above the base building height shall be a minimum 4:12 pitch, unless specifically excepted in IMC 18.07.060(B)(4). Gabled dormers may comprise no more than fifty (50) percent of the total roof area as measured in plan view. No portion of a shed roof shall extend above the base building height limit. An architectural feature may not be used to measure or establish building height. This standard supersedes IMC 18.02.040 Definition – Building Height and IMC18.07.060.B.1 and B.3 Building height. Building height measurement should implement the goals of the Central Issaquah Standards such as providing a streetwall, creating a strong Public Realm, having buildings with a strong relationship to Circulation Facilities.

The “stronger relationship” to each Circulation Facility includes:

1. The grade chosen orients development so that it defines the Public Realm and implements the Standards in Chapter 11.0 Site sections 11.3.D.8 and 11.3.F – I; and
2. Standards in Chapter 14.0 Buildings will be met with the grade chosen, specifically sections 14.2.D and F, 14.3.A.5 and 14.4.A - B; and
3. It enhances the Public Realm adjacent to designated and additional circulation facilities; and
4. Avoids extreme character altering filling; and
5. Provides for a grade relationship to the street between buildings and the designated circulation facility; and
6. Complies overall with Vision of the Central Issaquah Plan and the Purpose and Intent of the Central Issaquah Development and Design Standards.

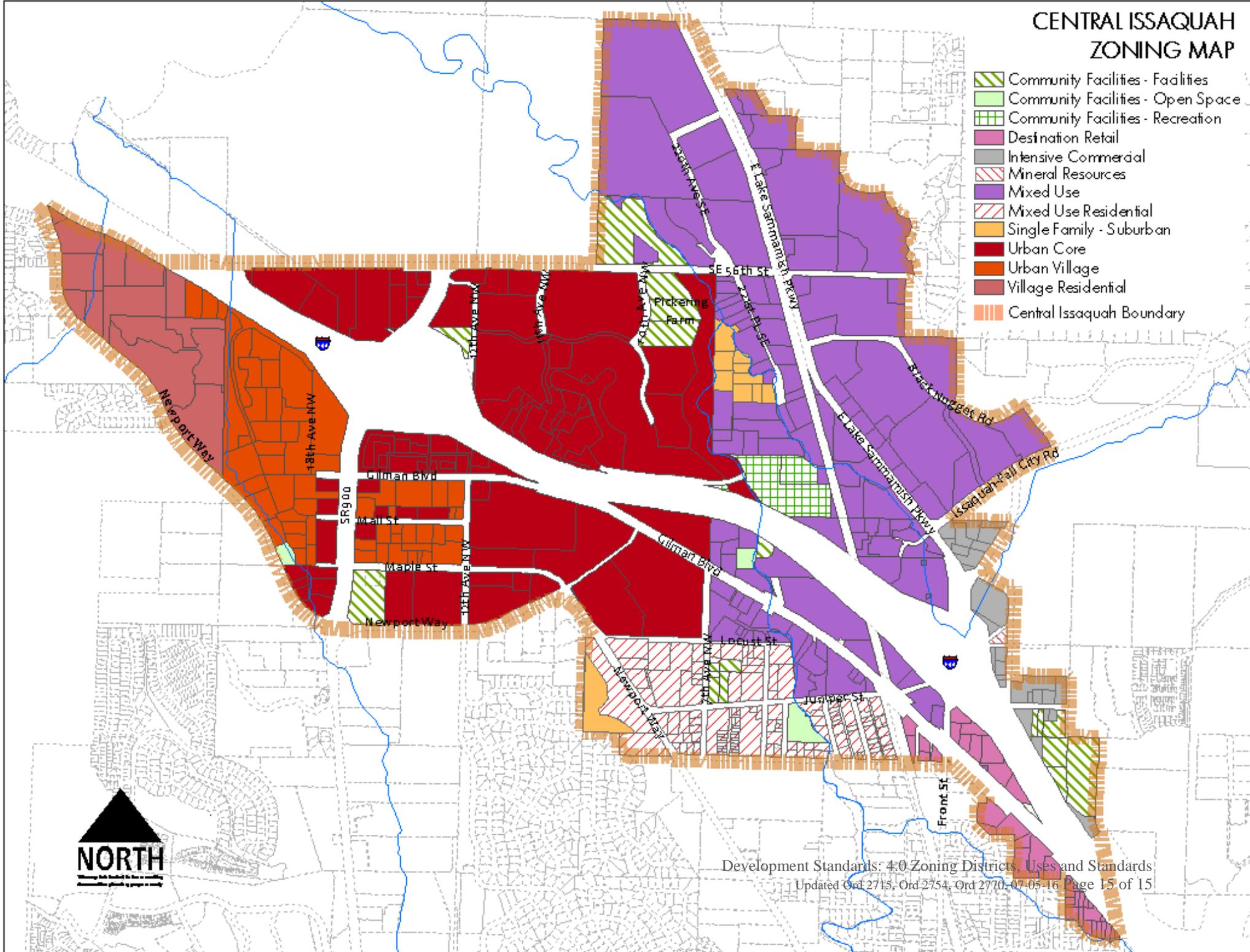
**Table 4.4 District Standards Summary Table<sup>1</sup>**

Zoning Districts	Floor Area Ratio (FAR)						Height <sup>4</sup>		Setbacks <sup>5</sup>		Build-To-Line <sup>6</sup> (Maximum Setback)	Maximum <sup>7</sup> Impervious Surface
	Min <sup>2</sup>		Base <sup>3</sup>		Max		Base	Max <sup>8</sup>	Side	Rear		
	Residential	Commercial	Residential	Commercial	Residential	Commercial						
Village Residential	n/a	n/a <sup>2</sup>	1.25	1.0	3.0	3.0	48'	65'	0'	0'	0' - 15'	80%
Mixed Use Residential	n/a <sup>2</sup>	n/a <sup>2</sup>	1.25	1.0	2.0	2.0	40'	65'	7'	7'	0' - 10'	80%
Urban Core <sup>9</sup>	.75	.55	1.7	1.25	5.0	5.0	48'	125'	0'	0'	0' - 10' <sup>5</sup>	95%
Mixed Use	n/a <sup>2</sup>	n/a <sup>2</sup>	1.7	1.25	3.5	3.5	48'	85'	0'	0'	0' - 10' <sup>5</sup>	90%
Destination Retail	n/a <sup>2</sup>	n/a <sup>2</sup>	1.25	1.0	2.0	2.0	48'	65'	0'	0'	0'	90%
Intensive Commercial	n/a <sup>2</sup>	n/a <sup>2</sup>	.5	.5	.5	.5	48'	65'	0'	0'	0' - 10'	90%
Single Family – Suburban	See IMC 18.07, Required Development and Design Standards											
Community Facilities	Determined by most restrictive contiguous zoning.											
Urban Village	No Changes											

1. This table represents a summary of some key development standards. See also the Development and Design Standards that may require more restrictive standards.
2. Those properties required to meet a minimum FAR, and which are located in the Urban Core zone must also meet a minimum density for residential and mixed use developments of 36 units/Developable Acre, the requirement for Urban Center/Regional Growth Center development.
3. See Chapter 4.0, Section 4.4.B, C, D for FAR requirements. The process to increase FAR and Building Height from the Base to the Maximum height is through a Fee for Open Space or Affordable Housing payment. See Chapter 5.0 Density Bonus Program.
4. Base height may increase to 54 feet to accommodate additional first floor height such as for Retail and Service uses (at least 15 feet tall) or Office entrance lobbies or underbuilding parking. Additional height to be determined through application of the Design Standards. For height exemptions, see IMC 18.07.060.B.4.
5. Setbacks: The Standards including, but not limited to, "Site Design" and "Landscaping" requirements may require additional setbacks.
6. Build-To-Line: For front property lines and other building frontages that require a street presence as determined by the "Site Design" standards. If not at the 0' line, such as for Office or Residential privacy, then follow the Design Standards, including Chapter 11.3.F for pedestrian friendly landscape softening measures.
7. Impervious Surface: The Standards including, but not limited to, "Community Space" and "Landscaping" may require additional pervious surface. Except Urban Village, Community Facilities, SF-Suburban and Urban Core, all zoning districts may be eligible for 5% additional impervious surface if the applicant meets the Administrative Adjustment of Standards criteria established in Chapter 1.0 Purpose and Applicability, Section 1.1 E.4 Approval Criteria.
8. For Maximum Height provisions see Chapter 5.0 "Density Bonus Program". 110 Foot separation is required between High Rise Buildings, see Chapter 14.0 Buildings, Section 14.3.A.8.
9. Ten percent of units in multifamily and mixed use developments must be mid-moderate affordable income housing (IMC 18.21.070).

# CENTRAL ISSAQUAH ZONING MAP

-  Community Facilities - Facilities
-  Community Facilities - Open Space
-  Community Facilities - Recreation
-  Destination Retail
-  Intensive Commercial
-  Mineral Resources
-  Mixed Use
-  Mixed Use Residential
-  Single Family - Suburban
-  Urban Core
-  Urban Village
-  Village Residential
-  Central Issaquah Boundary





This page intentionally left blank

# 5.0

## Density Bonus Program

Section 5.1	Intent
Section 5.2	State Enabling Legislation
Section 5.3	General Provisions
Section 5.4	Public Benefit Requirements - Mandatory and Elective Table 5.4 Required Public Benefit
Section 5.5	Public Benefit Requirements - Affordable Housing
Section 5.6	Public Benefit Requirements - Open Space
Section 5.7	Density Bonus Fee - Amount and Collection
Section 5.8	Density Bonus Fee - Update
Section 5.9	Density Bonus Fee Account
Section 5.10	Density Bonus Fee Expenditures
Section 5.11	Administration and Annual Report

### 5.1 Intent

The intent of the Density Bonus Program is to:

- A. Provide economic value for developers by allowing additional building square footage in exchange for the public benefits of affordable housing and public open space;
- B. Establish a threshold that triggers the development of 920 new housing units affordable to moderate income households and 1,495 new housing units affordable to low income households by 2031;
- C. Create a connected system of open space and urban parks that provide a unique sense of place and enhance the values and functions of the natural environment;
- D. Encourage infill and redevelopment within Central Issaquah; and
- E. The affordable housing and open space goals are equal priorities, but progress toward each goal will occur over time and not necessarily at the same pace, depending on the opportunities and needs that are presented from time to time.

### 5.2 State Enabling Legislation

This Chapter is adopted pursuant to RCW 36.70A.090, Comprehensive plans – Innovative techniques, which states, “A comprehensive plan should provide for innovative land use management techniques, including, but not limited to, density bonuses, cluster housing, planned unit developments, and the transfer of development rights.”

### 5.3 General Provisions

- A. Density Bonus projects shall comply with the design and development standards of the underlying zone in which the project is located. Building area exceeding the base

building height and/or Floor Area Ratio (FAR) established in Table 4.4 District Standards Summary Table may be increased to the maximums established in the table in accordance with the provisions of this Chapter.

- B. Density Bonus projects governed by a Development Agreement shall comply with the terms of the Development Agreement.
- C. The Affordable Housing and Open Space goals are equal priorities and progress towards accomplishing each goal should be proportional over time.

#### 5.4 Public Benefit Requirements – Mandatory and Elective

All density bonus projects shall provide the appropriate mandatory public benefit shown in Table 5.4 below. The remaining public benefit required in exchange for receiving a density bonus shall be provided by:

1. Providing on-site affordable housing pursuant to the provisions of Section 5.5 and IMC 18.21; and/or,
2. Providing public open space pursuant to the provisions of Section 5.6; and/or,
3. Paying the density bonus fee established in Section 5.7.

Table 5.4 Summary of Required Public Benefit						
Type of Development	Mandatory			Elective Options		
	Public Benefit (1)	Portion (2)	Amount (3)	Density Bonus Fee Section 5.7	On-Site Affordable Housing Section 5.5	Public Open Space Section 5.6
Commercial	Density Bonus Fee (See Section 5.7)	33% of the density bonus square footage	\$15 per square foot	\$ 15 per square foot of the density bonus allotted to this option	Affordable housing for low income households for 20% of the density bonus square footage allotted to this option	One square foot of on-site open space, outside of critical areas, per square foot of the density bonus allotted to this option OR TDR Acquisition
Retail						
Other non-residential uses						
Residential	On-site affordable housing (See Section 5.5)	33% of the density bonus square footage	20% of the area in column 2 for low income households			
Mixed Use Residential						

## 5.5 Public Benefit Requirements – Affordable Housing

- A. Projects providing affordable housing to fulfill the *mandatory* public benefit requirement for the density bonus shall provide twenty percent of the mandatory portion of the density bonus square footage for affordable housing for low income households.
- B. Projects providing affordable housing to fulfill the entire *elective* public benefit requirement for the density bonus shall provide twenty percent of the elective portion of the density bonus square footage for affordable housing for low income households. Projects providing affordable housing to fulfill *a portion* of the elective public benefit requirement shall provide affordable housing for low income households for twenty percent of the density bonus square footage provided in exchange for the affordable housing option (i.e. the portion of the density bonus offset by the elective option for on-site affordable housing).
- C. The following provisions apply to density bonus projects providing on-site affordable housing.
  - 1. Any affordable housing unit provided under this Section shall comply with the provisions of IMC 18.21 Affordable Housing.
  - 2. The density bonus fee may be paid to satisfy the on-site affordable housing requirement for a fractional dwelling unit.
  - 3. The Director may approve a comparable balance between the number of units and their affordability, such as providing a larger percentage of affordable units that are Mid-Moderate Income Affordable Housing.
  - 4. Off-site affordable housing may be approved by the Director in accordance with IMC 18.21.06
- D. Central Issaquah is the priority location for affordable housing funded wholly or in part with density bonus fees. However, the City Council may authorize the use of these funds for affordable housing projects in other areas of the City or East King County within close proximity to commercial uses, transit services and/or employment opportunities.
- E. The affordability levels used herein are defined in IMC 18.21.020. Pursuant to the authority of RCW 36.70A.540, the city finds that the higher income levels specified in the definition of Affordable Housing in this Chapter, rather than those stated in the definition of “low-income households” in RCW 36.70A.540, are needed to address local housing market conditions in the City.

## 5.6 Public Benefit Requirements – Open Space

- A. Projects providing public open space to fulfill the elective public benefit requirement for the density bonus may:
  - 1. Provide one additional square foot of on-site open space above the district standard, outside of critical areas for each square foot of bonus density.
  - 2. Acquire TDRs, in accordance with IMC.18.10 Transfer of Development Rights, from authorized sending sites within the City;
  - 3. Acquire TDRs from the Issaquah Creek and Tibbetts Creek Watersheds in accordance with the City’s Interlocal Agreement with King County.

- B. The applicant shall demonstrate to the Director that the value of the on-site open space and/or TDR purchase equals or exceeds the required density bonus fee.
- C. The purchase of pre-sale TDRs from the City may not be used to satisfy the public benefit open space requirements of the density bonus program.

### 5.7 Density Bonus Fee – Amount and Collection

- A. Commercial, retail and other non-residential projects shall pay a density bonus fee to fulfill the mandatory public benefit requirement for the density bonus. The density bonus fee may also be paid to fulfill all or part of the elective portion of the public benefit required for the density bonus.
- B. The density bonus fee shall be fifteen dollars (\$15.00) per square foot of building area above the base height and/or FAR as established in Table 4-4 District Standards Summary Table. If a development agreement has been executed, the density bonus fee shall be based on the terms of the development agreement.
- C. The density bonus fee shall be collected prior to issuance of the building permit for the building with the density bonus. No building permit shall be issued for a building with a density bonus until the fee has been paid in full by the applicant.

### 5.8 Density Bonus Fee – Update

The density bonus fee, not associated with a development agreement, may be updated by the City Council to reflect changed conditions and/or land values based on a market analysis.

### 5.9 Density Bonus Fee Account

Density Bonus Payments shall be deposited in a density bonus fee account established solely to support the development of affordable housing and open space as set forth in this Chapter. Earnings on balance in the account shall accrue to the account. The Director shall administer the funds with the intent of achieving the intent of this Chapter.

### 5.10 Density Bonus Fee Expenditures

- A. Density Bonus Fees may be used by the City for:
  - 1. The purchase of property or conservation easements for open space;
  - 2. The purchase of Development Rights within the city limits in accordance with IMC 18.10 Transfer of Development Rights and the Issaquah and Tibbetts Creek Watershed in accordance with the City's Interlocal Agreement with King County;
  - 3. Indirect costs associated with the acquisition of real property and conservation easements including critical area surveys, title reports, appraisals and stewardship plans; and
  - 4. Affordable Housing.
- B. It is the general intent of the City to invest the density bonus fees:
  - 1. within ten years of payment; and
  - 2. within the Subarea within which the fees have been collected.

- C. Density Bonus Fees will be allocated on a first in – first out basis and, therefore, may be invested anywhere within Central Issaquah.
- D. Density Bonus Fee expenditures require approval of the City Council.
- E. Density Bonus expenditures for affordable housing and open space may vary from year to year depending on planned funding commitments and unforeseen housing and open space acquisition opportunities, including opportunities to match funding from other sources to increase the public benefit from the density bonus program.

### 5.11 Administration and Annual Report

- A. The Director or his/her designee shall be responsible for:
  - 1. Maintaining transaction records from the density bonus fee account;
  - 2. Administering the purchase of open space property, conservation easements and development rights as authorized by the City Council and in accordance with IMC 18.10.2040B(3) *Preservation of Open Space Resulting from TDR Conversion*, and 18.10.2050B *Application Process and Procedures for Using TDRs*;
  - 3. Administering the provision of affordable housing.
- B. The Director or his/her designee shall prepare and present an Annual Report to the City Council as part of the city's annual budget process. The Annual Report shall provide information on the density bonus program:
  - 1. the annual and cumulative amount of density bonus floor area, by use;
  - 2. the annual and cumulative number of units and location of affordable housing;
  - 3. the annual and cumulative acreage and location of all open space and conservation easements; and,
  - 4. the annual and cumulative number of affordable housing units and open space acreage provided with density bonus fees and the current balance in the bonus density fee account.
- C. The City Council may, by ordinance, approve the transfer of real property to the City in lieu of the density bonus fee when the value of the transferred property equals or exceeds the density bonus fee that would otherwise be paid.



This page intentionally left blank

# 6.0

## Circulation Facilities

- 6.1 Intent
- 6.2 General Standards for all uses
- 6.3 Administrative Adjustment of Standards
- 6.4 Circulation Facility Classification Standards

Figure 6A Auto Inclusive Circulation Facility Classification Map

### 6.1 Intent

The intent of this Chapter is to establish standards for the design, configuration and performance of a comprehensive, highly interconnected Circulation Facility network that encompasses all public and private facilities necessary for motorized and nonmotorized movement. These Development standards support the Design standards found in Chapter 12 Circulation Design. The Circulation Facilities network shall:

- A. Ensure adequate, safe and reasonable access and connectivity;
- B. Prioritize nonmotorized and transit users over motorized users, yet is seamless, safe and convenient for all users;
- C. Prioritize local vehicular traffic over regional vehicular traffic;
- D. Contribute to the Public Realm through well designed and inviting Movement Zones;
- E. Accommodate incremental redevelopment through phasing and the recognition of the potentially intricate and complex nature of decades long implementation by multiple developers;
- F. Provide facilities appropriate for the anticipated use with a minimum of paving;
- G. Provide a variety of facilities that accommodate the multiple functions that occur such as connectivity, recreation, passive use, informal gathering and stormwater;
- H. Establish a public realm that helps to define the character and image of Central Issaquah; and
- I. Allow for flexibility in the design and location of circulation facilities.

### 6.2 General Standards for all uses

- A. **Block Length.** Where block length exceeds 300 feet, additional pedestrian Circulation Facilities shall be provided to facilitate pedestrian direct access and connectivity through the blocks, using Though Block Passage facilities. Where intersections are not able to meet the 300 foot spacing requirement, turn movements shall be limited to a right-in and right-out.
- B. **Existing and New Circulation Facilities.** Existing and New Circulation Facilities. Existing and New Circulation Facilities shall be improved and designed in accordance with the Circulation Facility Standards and Figure 6A: Auto Inclusive Circulation Facility Classification Map. Those facilities not shown in the legend on the Auto Inclusive Circulation Facility Classification Map as either a specific classification or a proposed classification type shall be designed in accordance with a Circulation Facility as specified in Chapter 6.4 or if an appropriate facility is not provided in Section 6.4, the City of Issaquah Street Standards. In some cases

Additional Facilities (per Section 6.2.E) are required or necessary to comply with the Central Issaquah standards, where no Circulation Facility is shown on Figure 6A. The appropriate facility may be either an Auto Inclusive or Nonmotorized facility as shown in Section 6.4. Designated Circulation Facilities are located on Figure 6A Central Issaquah Auto Inclusive Circulation Facility Classification Map. If the proposed facility meets the Administrative Adjustment Standards in Section 6.3, excepting criteria #3 and #7, a new designated Circulation Facility may be added to Figure 6A, Central Issaquah Auto Inclusive Circulation Facility Classification Map for the purposes of measuring Building Height.

C. **Priorities.** Facilities may be configured differently than shown in the Classification Descriptions at the discretion of the Director consistent with the intent of this Chapter. The decision for prioritization shall be based on the context of the project and surrounding area while at all times maintaining pedestrian and bicycle orientation, slowing traffic, and providing continuity and predictability of facilities. The list below is numbered in the order of preference with 1 being more preferable and 5 being the least preferable; however, the physical context in which the modification is located may change the order of priorities shown below. Factors to consider may include, but not be limited to, traffic studies, 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 and maintaining or creating connectivity. Where facilities are removed, the justification for the reduction may include moving the facility elsewhere on-site. In determining different configurations, the following priorities shall be used to determine how and if the required improvements may be modified:

1. Prioritize walking and biking facilities over those for vehicles, by modifying vehicular circulation facilities rather than those for pedestrians and bicycles, while maintaining functionality for vehicles. For example, reduce the width of circulation facilities components for cars, such as:
  - a. On-street parking, limited to low use private streets or where bike lanes are present, or
  - b. Travel lanes over ten (10) feet wide where truck use is low.
2. Prioritize Circulation Facility elements that contribute to a Pedestrian Friendly environment. For example, retaining planting strips, especially those containing street trees, and on-street parking.
3. Eliminate auto components, such as on-street parking, where it is unlikely to be used such as adjacent to critical areas or where adjacent uses are unlikely to generate demand for them, both now and as anticipated in the future.
4. Where anticipated traffic volumes are low, and consistent with adopted standards, consider allowing bicycle and pedestrians to share surfaces with vehicles. Where segregated bike facilities are removed, provide wayfinding to ensure bicyclists can identify the route.
5. Only consider reducing the width of the following Circulation Facilities where the pedestrian use, at buildout of Central Issaquah, is likely to be low in demand, the right of way is constrained, or where connectivity is unnecessary or not planned:
  - a. Sidewalk or pedestrian components shall in no case be reduced to less than six (6) feet.
  - b. Landscape components shall in no case be reduced to less than a four (4) foot clear area, which if reduced to the maximum extent, must include root containment to protect against the raising of sidewalks or utility appurtenances.

D. **Overpass/Tunnel.** When a street segment goes above or below ground level (such as a bridge or overpass), only the travel lane, bicycle lane and sidewalk Standards are required.

- E. **Additional Circulation Facilities.** Additional Circulation Facilities, motorized and/or nonmotorized, may be required to meet the Circulation standards, 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 and the need for vehicular access, if any.
- F. **Nonmotorized Routes.** Bicycle infrastructure and Shared Use Routes shall be provided consistent with these standards.
- G. **No Cul-de-Sacs.** Cul-de-sacs are prohibited unless special circumstances relating to the topography, location or surroundings of the subject property or right-of-way that impose an undue hardship on the project applicant are present.
- H. **Dedication.** Right-of way dedication and improvements shall be required to implement the goals, policies, and standards of the Central Issaquah Plan including Figure 6A: Auto Inclusive Circulation Facility Classification Map and Figures 7A and 7B, Conceptual Green Necklace and Significant Community Spaces. Right-of-way dedication and improvements shall be required if the Director determines it is reasonably necessary and in reasonable proportionality to the impact of the development.

In accordance with Figure 6A: Auto Inclusive Circulation Facility Classification Map and Figures 7A and 7B, Conceptual Green Necklace and Significant Community Spaces, and other Central Issaquah Standards required right-of-way improvements on-site and off-site may include, but not be limited to, all elements in the right-of-way such as installation of vehicle travel lanes, turn lanes, bike facilities, sidewalks, signalization, paving, curbs and gutters, lighting, planter strips, storm facilities and other utilities, street signs and other facilities/amenities. Where these Circulation Facility Standards are silent on specific facility requirements, the Circulation Facility requirements shall be provided in accordance with the Issaquah Street Standards, IMC 12.04.

- I. **Dedication Reserved.** When right-of-way dedication or improvements are not required under the Section above, the Director may require modification of the proposed site plan as needed to reserve portions of the site for future right-of-way dedication and improvements consistent with the requirements of this Chapter and Figure 6A: Auto Inclusive Circulation Facility Classification Map and the Nonmotorized Routes and Parks Map (Central Issaquah Plan). Such modification of the site may include limiting any future Circulation Facility requirements including street right-of-way portions of the site to non-building purposes, such as landscaping or surface parking.
- J. **In-lieu-of Payments.** The Director may choose to replace incremental improvements of a Circulation Facility in lieu of fees to be used for improvements within Central Issaquah at a later time.

## 6.3 Administrative Adjustment of Standards

The elements required by this Chapter include minimum standards which may be adjusted in response to adjacent uses and character through an Administrative Adjustment of Standards (AAS).

- A. **Approval Criteria.** Standards of this Chapter may be adjusted administratively when the Director determines all the following criteria are met:

1. **Vision.** The proposal is equal to or superior in achieving the intent of the Central Issaquah Plan, Development and Design Standards and this Chapter;
2. **Access.** The proposal will not create significant adverse impacts to the abutting properties or right-of-ways, dedicated tracts, or easements;
3. **Compatibility.** The proposal is compatible with, and would not significantly adversely affect, the scale, character, and design of the surrounding neighborhood or District;
4. **Sufficient Reason.** Sufficient reason is shown for the adjustment in order to address exceptional or extraordinary circumstances or conditions applicable to the facility such as existing physical constraints that are not contemplated or provided for by this chapter;
5. **Safety.** The proposal does not negatively impact public safety and operation, nor create any hazardous features;
6. **Services and Maintenance.** The proposal will not create negative impacts to public services, including fire and emergency services nor adversely affect how well the surrounding public facilities can be maintained; and
7. **Priorities.** The criteria listed in Circulation, Section 6.2.C Priorities are applied.

#### 6.4 Circulation Facility Classification Standards

Several different Circulation Facility classifications are included recognizing that street design and how buildings interface with the street varies based on function, location, land uses and multi-modal capacity. All of the following minimum Circulation Facility Classification Standards, public and private, shall be provided in accordance with the Auto Inclusive Circulation Facility Designation Map (Figure 6A) and where additional facilities, public or private, are required to comply with Central Issaquah standards. Applicants shall consult specific street engineering construction standards in the Street Standards Manual, IMC 12.04, in combination with these Circulation Facility Classification Standards. Classification Descriptions are listed for each classification in chart and/or graphic format. Chapter 12.0 Circulation Design and Chapter 17.0 Lighting establish the standards for lighting, planter types and landscape/amenity zones.

##### A. Nonmotorized Facility Standards: Shared Use Routes

An integral part of the Green Necklace, Shared Use Routes are intended for pedestrians and cyclists. They generally run parallel to motorized facilities and/or critical areas and are buffered by a landscape strip. Shared use routes shall be constructed by the applicant/developer in accordance with the Nonmotorized Routes and Parks Map in the Central Issaquah Plan.

1. Shared Use Routes adjacent to a public street shall adhere to the appropriate landscape, amenity and lighting standards for that street section.
2. Shared Use Routes not adjacent to a street need not comply with street standards. However, a 2 foot buffer will be constructed on both sides of the corridor to allow for overgrowth of natural landscaping.

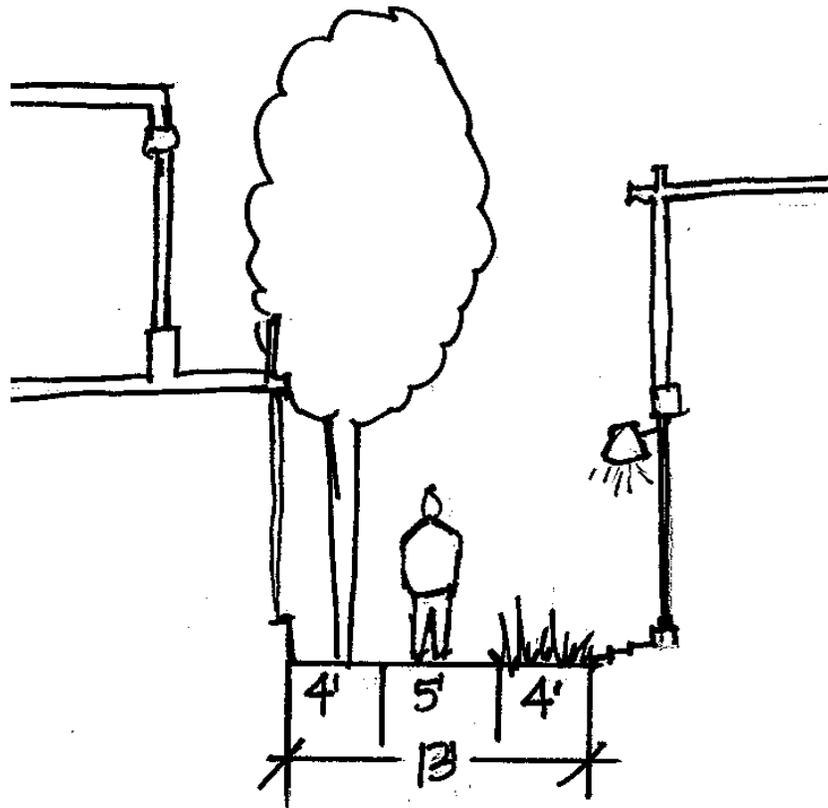
Overall Widths		Movement Zone	
Corridor	14' minimum	Planter Type	n/a
Face of Curb to Face of Curb	n/a	Landscape/Amenity Zone	2' each side unless within a motorized Circulation Facility ROW, in which case it must meet the landscape

			requirements for that Facility's Classification.
Lanes		Walkway	10'
Travel Lanes	n/a	Lighting	See Design Standards Chapter 17, Lighting
Bicycle Lanes	n/a		
Parking Lanes		Intersection	
Medians	n/a	Distance Between Intersections	n/a
Center Turn Lane		Ownership	
		Public/Private	Public

**B. Nonmotorized Facility Standards: Secondary Through Block Passage**

Secondary Through Block Passages are an integral part of the Green Necklace helping to ensure easy connection points from one street to another, reducing block size, and serving as gathering spaces. Secondary Through Block Passages are pedestrian routes, designed like sidewalks, but not associated with a vehicular facility such as a street. Through Block Passages shall be constructed by the applicant/developer.

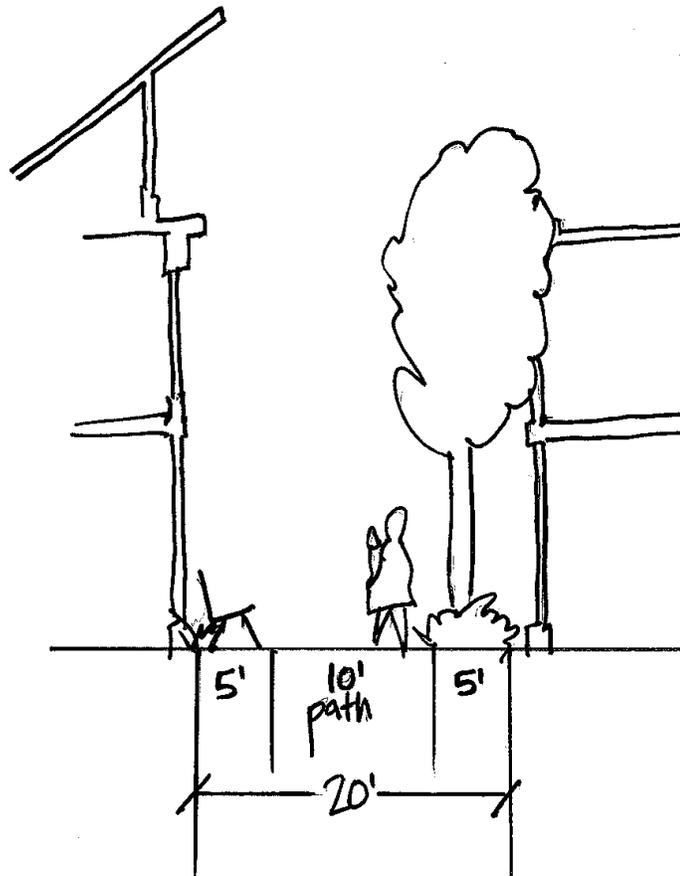
Overall Widths		Movement Zone	
Corridor	13'	Planter Type	Tree Wells, Planter Strip, Potted Plants
Face of Curb to Face of Curb	n/a	Walkway	5'
		Landscape/Amenity Zone	4' each side
Lanes		Lighting	See Design Standards Chapter 17, Lighting
Travel Lanes	n/a	Intersection	
Bicycle Lanes	n/a	Distance Between Intersections	n/a
Parking Lanes	n/a	Ownership	
Medians	n/a	Public/Private	Private
Center Turn Lane	n/a		



**C. Nonmotorized Facility Standards: Primary Through Block Passage**

Primary Through Block Passages are an integral part of the Green Necklace, providing access to primary building entrances, helping to ensure easy connection points from one street to another and serving as gathering spaces. Where a primary building entry does not face an Auto Inclusive Circulation Facility, it must face a Primary Through Block Passage. Similar to Secondary Through Block Passages, Primary Through Block Passages are pedestrian routes, designed like sidewalks, but not associated with a vehicular facility such as a street. Primary Passages are wide enough to accommodate several people and are bounded by five (5) foot buffers. Through Block Passages shall be constructed by the applicant/developer.

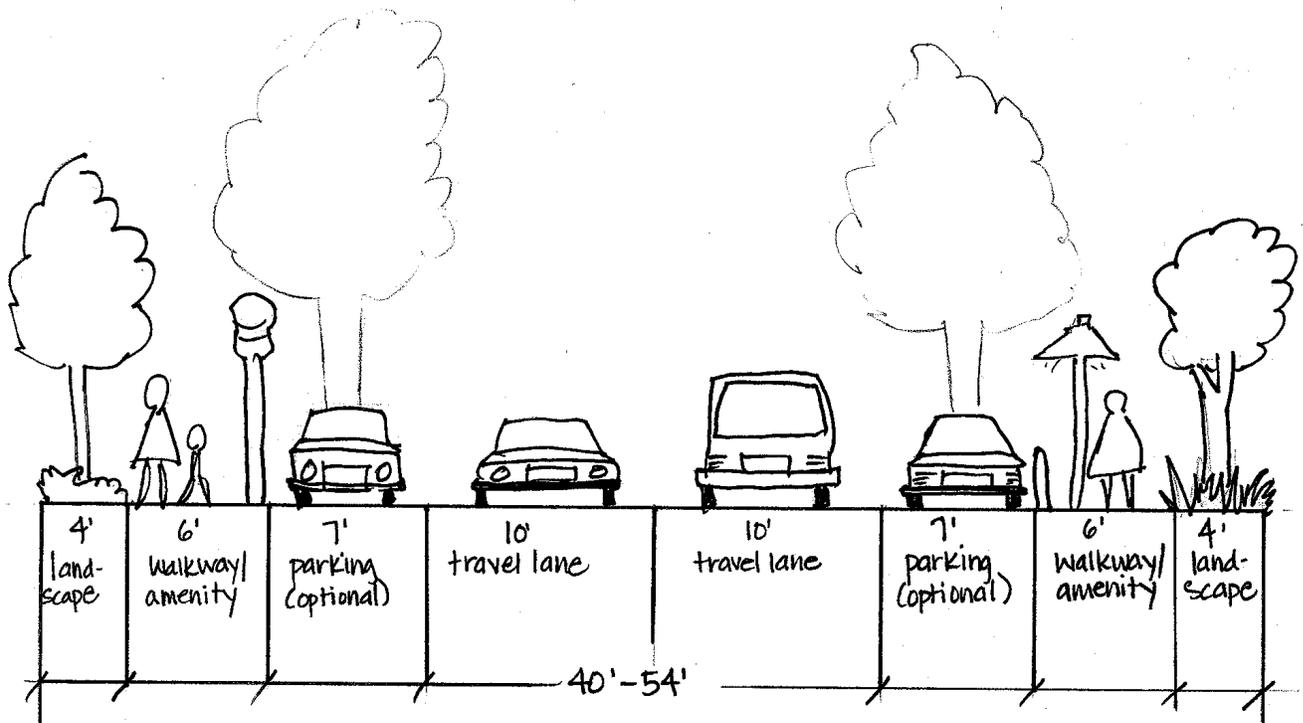
Overall Widths		Movement Zone	
Corridor	20'	Planter Type	Tree Wells, Planter Strip, Potted Plants
Face of Curb to Face of Curb	n/a	Landscape/Amenity Zone	5' each side
		Lighting	See Design Standards Chapter 17, Lighting
Lanes		Walkway	10' Paved Path
Travel Lanes	n/a	Intersection	
Bicycle Lanes	n/a	Distance Between Intersections	n/a
Parking Lanes	n/a	Ownership	
Medians	n/a	Public/Private	Private
Center Turn Lane	n/a		



**D. Auto Inclusive Circulation Facilities: Pedestrian Priority Street**

Pedestrian Priority Streets are intended for low traffic volume, residential neighborhoods. They are considered to be people-intensive and pedestrian scaled both in terms of design and land use creating a public space and becoming part of the Public Realm. Pedestrian Priority Streets typically contain two narrow driving lanes with on-street parking to provide traffic calming and parking for ground floor uses. Lanes and pavement are kept narrow to encourage easy pedestrian crossings. Traffic speeds are intended to be slower, relieving the necessity for bike lanes and making the street more comfortable for pedestrians.

Overall Widths		Movement Zone	
Right-of-way (ROW)	40'-54'	Planter Type	Landscape Strip or Tree Wells
Face of Curb to Face of Curb	20'-34'	Landscape	4'
Lanes		Walkway / Amenity Zone	
Travel Lanes	2 @ 10' each	Walkway	6' Sidewalk
Bicycle Lanes	None	Lighting	See Design Standards Chapter 17, Lighting
Parking Lanes	(Optional) Parallel / 7'	Intersection	
Medians	None	Distance Between Intersections	500' maximum
Center Turn Lane	None	Ownership	
		Public/Private	Public

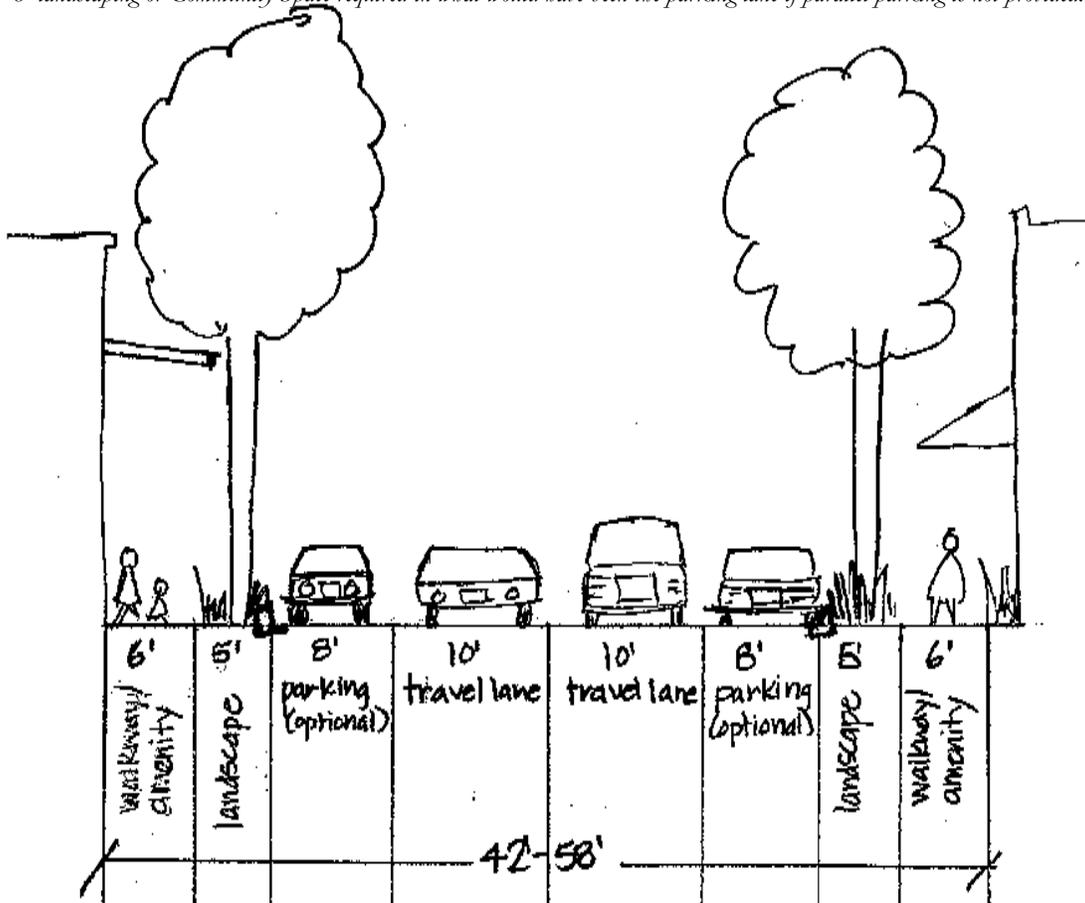


**E. Auto Inclusive Circulation Facilities: Neighborhood Street**

Neighborhood Streets are intended for low to moderate traffic volume, mixed use neighborhoods. Bulb-outs are required at driveways and intersections to encourage easy pedestrian crossings. Like Pedestrian Priority Streets, traffic speeds are intended to be slower, relieving the necessity for bike lanes and making the street more comfortable for pedestrians.

Overall Widths		Movement Zone	
Right-of-way (ROW)	42'-58'	Planter Type	Landscape Strip or Tree Wells
Face of Curb to Face of Curb	20'-36'	Landscape	5'
Lanes		Walkway /Amenity Zone	
Travel Lanes	2 @ 10' each	Walkway	6'
Bicycle Lanes	None	Lighting	See Design Standards Chapter 17, Lighting
Parking Lanes	Optional* Parallel / 8'	Intersection	
Medians	None	Intersection/Driveways	Bulb-outs required
Center Turn Lane	None	Distance Between Intersections	500' maximum
		Ownership	
		Public/Private	Public

\* 8' landscaping or Community Space required in what would have been the parking lane if parallel parking is not provided.

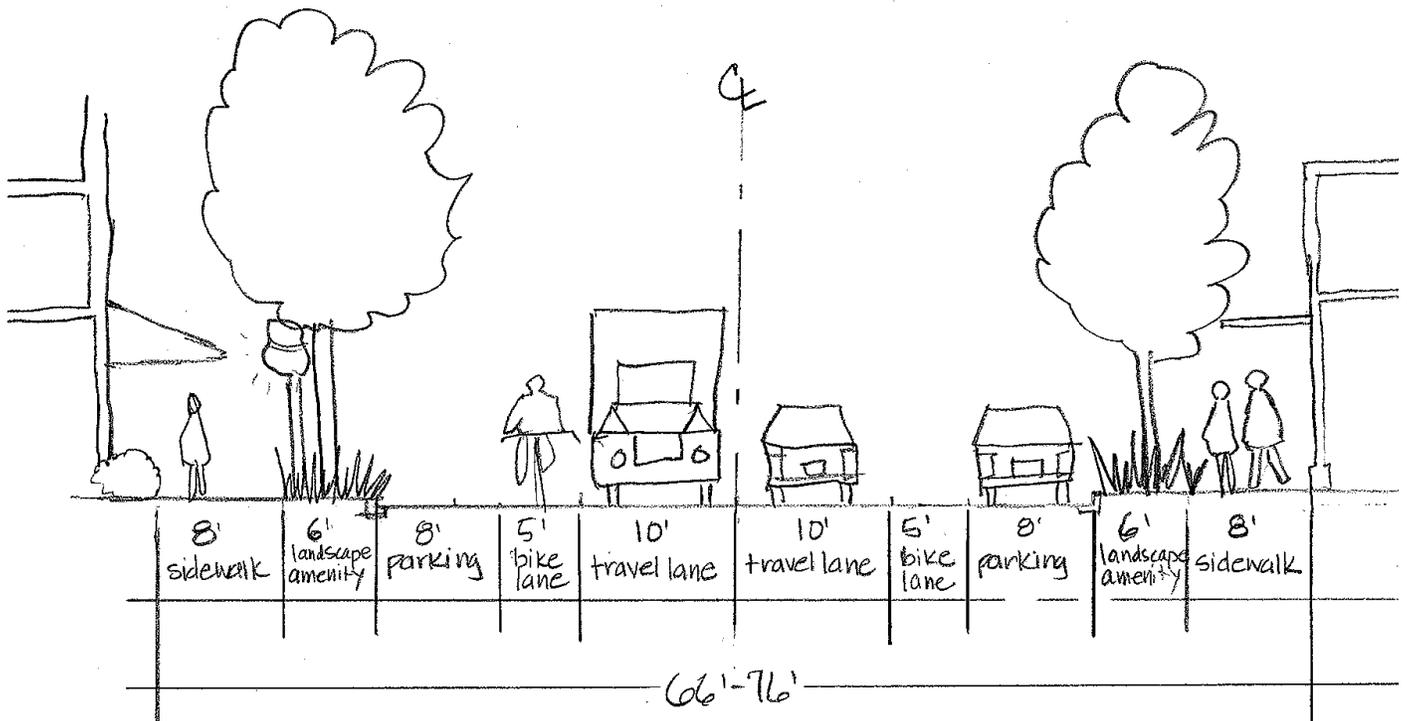


**F. Auto Inclusive Circulation Facilities: Core Streets**

Core streets connect a mix of uses that are oriented towards creating a livable street character with pedestrian and bicycle priority, yet carrying slightly higher volumes of vehicular traffic than Pedestrian Priority Streets. Interactive ground floor uses are encouraged to promote walkability resulting in core locations that seek to focus community gatherings of civic, social and commercial activity. Given the pedestrian scale of these streets, highest priority is given to the pedestrian. Buildings are built to the sidewalk and sidewalks are wide. Designated bike lanes will be provided as necessary for the safety of cyclists due to higher traffic volumes and slightly higher speeds.

Core streets are local connectors that are expected to carry more vehicular volumes than Pedestrian Priority Streets. Core Streets can accommodate transit given the pedestrian densities and connections provided to adjacent neighborhoods. Transit stops are likely to be more closely spaced, creating increased service. Core Streets have the most traditional street character as they include two travel lanes, and on either side: sidewalks, planting strips, parallel parking, and possibly bicycle lanes.

Overall Widths		Movement Zone	
Right-of-way (ROW)	66'-76'	Planter Type	Planter Strip or Tree Wells
Face of Curb to Face of Curb	36'-46'	Landscape/Amenity Zone	6'
Lanes		Walkway Type	8' Sidewalk
Travel Lanes	2 @ 10' each	Lighting	See Design Standards Chapter 17, Lighting
Bicycle Lanes	2 @ 5' each	Intersection	
Parking Lanes	Parallel / 2 @ 8' each	Distance Between Intersections	500' maximum
Medians	None	Ownership	
Center Turn Lane	None	Public/Private	Public

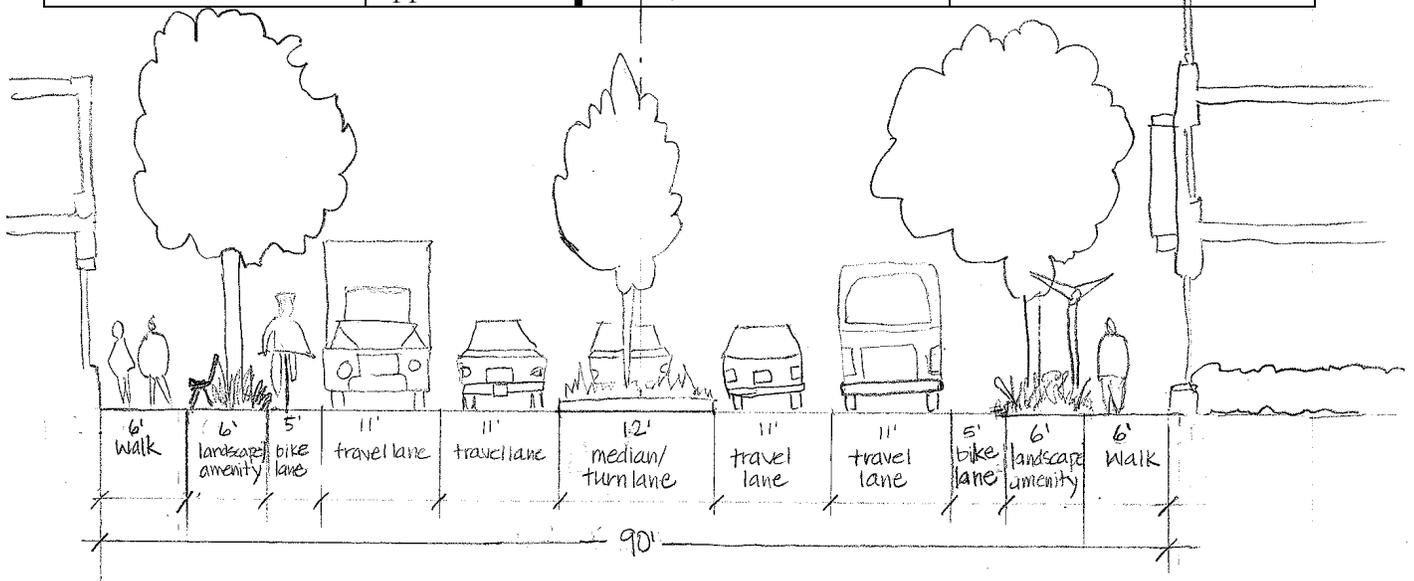


### G. Auto Inclusive Circulation Facilities: Boulevards

Boulevards move large numbers of regional and local traffic, including transit, through a variety of land uses and development intensities. To achieve Issaquah’s vision of a walkable community, Boulevards must also accommodate pedestrians and cyclists. Because of the emphasis on the vehicle, Boulevards are not suited for land uses that would foster high volumes of pedestrians crossing from one side of the street to the other. Buildings along Boulevards may be oriented to less traveled side streets however easy pedestrian access is provided from sidewalks and parking areas. Because of wider lane widths, Boulevards often include medians for additional green space and trees as well as a pedestrian refuge when crossing wider intersections. Designated bike lanes are provided for the safety of the cyclists due to higher traffic volumes and slightly higher speeds. Driveways are limited to limit conflict points and encourage a smooth traffic flow.

Gilman Boulevard is designated as a Boulevard; however, the Gilman Boulevard Edible Landscape Tour is included within this right-of-way. Therefore, improvements to Gilman shall be determined on a case-by-case basis and/or payment will be made in lieu of improvements and placed into a fund to be used for Gilman Boulevard improvements at a later date.

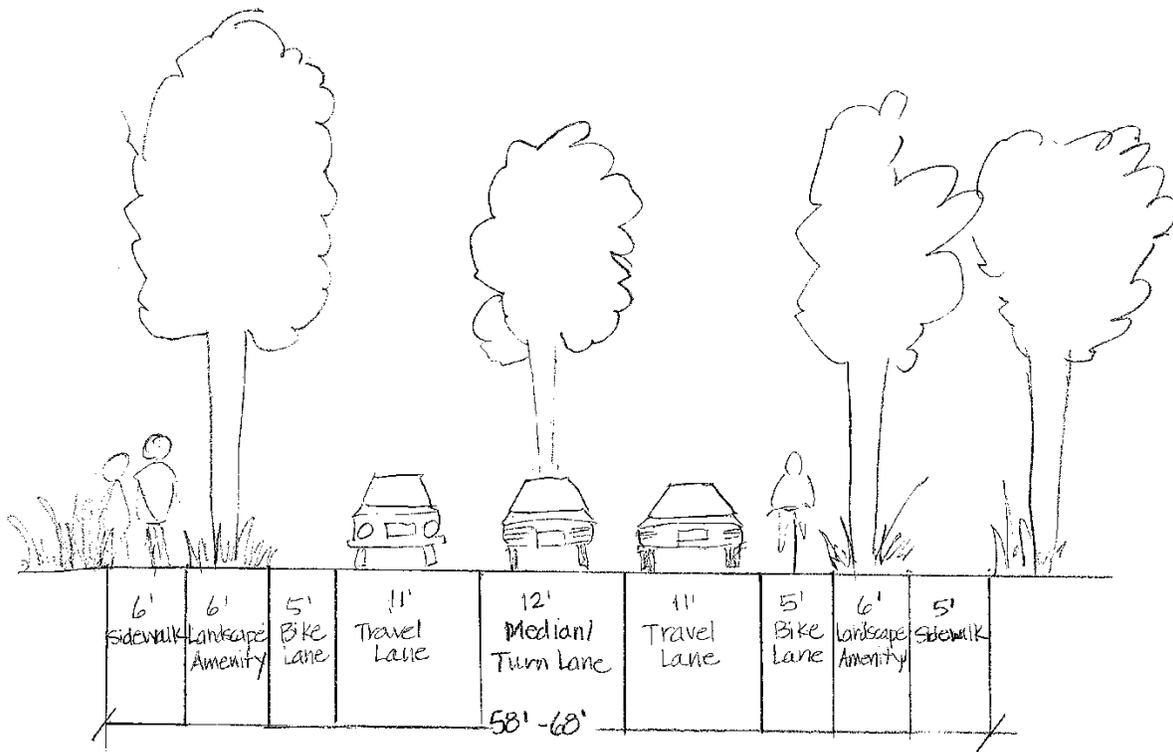
Overall Widths		Movement Zone	
Right-of-way (ROW)	80'-90'	Planter Type	Tree Wells or Planter Strips
Face of Curb to Face of Curb	56'-66'	Landscape/Amenity Zone	6'
Lanes		Lighting	See Design Standards Chapter 17, Lighting
Travel Lanes	4 @ 11' each	Walkway Type	6' Sidewalk
Bicycle Lanes	2 @ 5' each <sup>1</sup>	Intersection	
Parking Lanes	None	Pedestrian Crossing	Bulbouts encouraged
Medians	12'/landscaped	Distance Between Intersections	800' maximum
Center Turn Lane	12'/where applicable	Ownership	
		Public/Private	Public



## H. Parkways

Parkways are scenic arterials with the primary purpose of serving relatively high traffic volumes at medium speeds. Although flanked by single and multifamily residential, office and mixed uses, these streets are not intended for carrying much pedestrian activity. Development should provide setbacks with buildings oriented towards intersecting or parallel roadways and away from the drives. The deep setbacks provide adequate room to separate pedestrian activity from the road and the building orientation to encourage interior pedestrian activity. Greenscapes and buffers along Parkways should be extensive and serve to further separate adjacent land uses from the street. Parkways typically consist of two drive lanes, a separate turn lane and designated bike lanes. To keep traffic moving efficiently, limited driveways and longer block lengths are desired.

Overall Widths		Movement Zone	
Right-of-Way	58'-68'	Planter Type	Planter Strips
Face of Curb to Face of Curb	34'-44'	Landscape/Amenity Zone	6'
Lanes		Walkway Type	5' sidewalk
Travel Lanes	2 @ 11' each	Lighting	See Design Standards Chapter 17, Lighting
Bicycle Lanes	2 @ 5' each	Intersection	
Parking Lanes	None	Distance Between Intersections	1200' maximum
Medians	None	Ownership	
Center Turn Lane	10'	Public/Private	Public



## I. Alleys

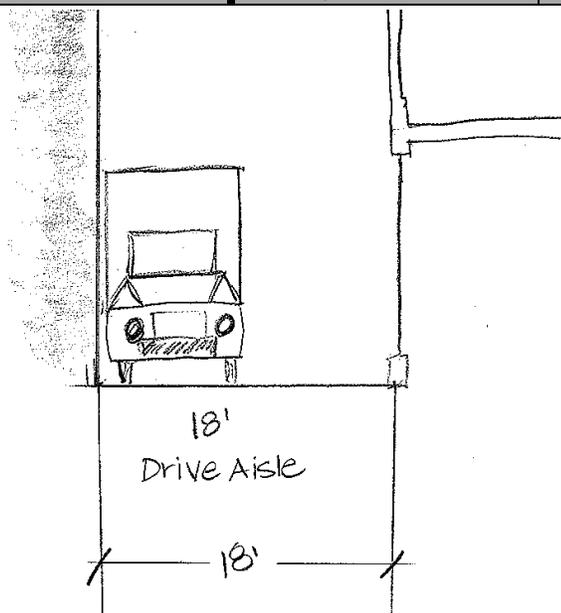
Alleys are predominately vehicular corridors located behind residential, commercial, or retail uses, and can serve multiple purposes such as:

- providing vehicular access to service facilities and parking,
- reducing the number of driveway entrances on the street thereby increasing the number of on-street parking spaces and increasing the amount of landscape area,
- providing the primary vehicular access to the parcels served by the alley.

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.

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.

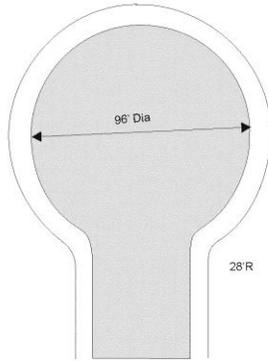
Overall Widths		Movement Zone	
Corridor	18'	Planter Type	n/a
Face of Curb to Face of Curb	n/a	Landscape/Amenity Zone	
Lanes		Walkway	
Travel Lanes	2 (shared)	Lighting	See Design Standards Chapter 17, Lighting
Bicycle Lanes	n/a		
Parking Lanes	n/a	<b>Intersection</b>	
Medians	n/a	Distance Between Intersections	n/a
Center Turn Lane	n/a	Ownership	
		Public/Private	Private



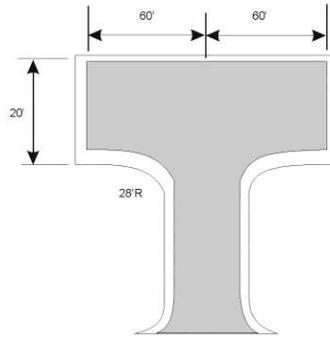
**J. Fire Turnaround Overlay**

Classification descriptions are not included because the Fire Turnaround is an overlay on other Circulation Facilities, and those facilities will determine the appropriate associated functions including Fire Turnarounds. The Fire Turnaround dimensions may be embedded into another facility such as a plaza, alley, or a shared surface.

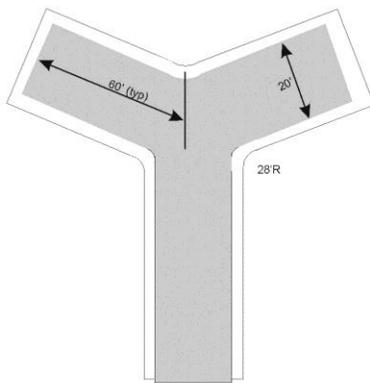
**FIRE APPARATUS TURNAROUNDS\***



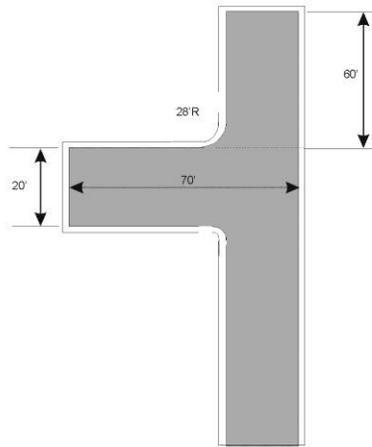
Cul-de-sac



Hammerhead



“Y” Hammerhead



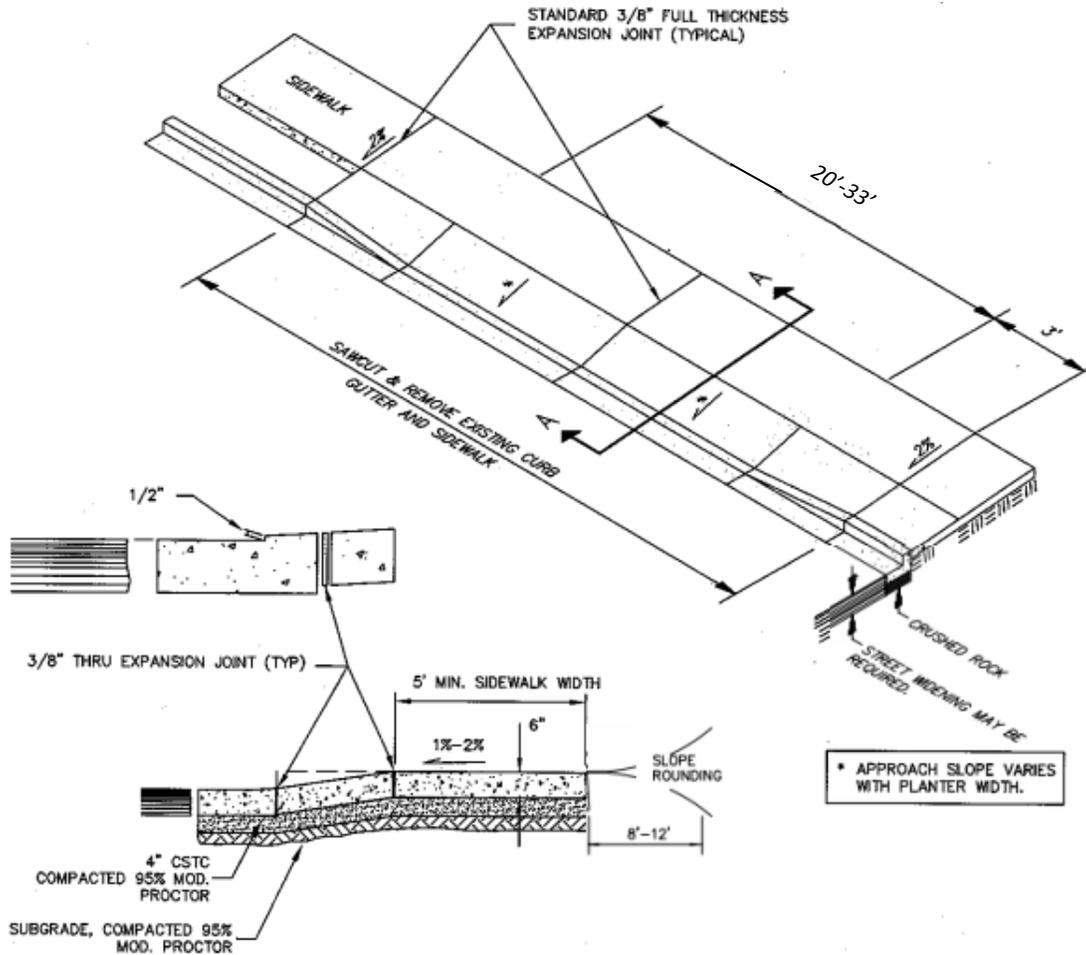
Right-Angle Hammerhead

\*Other solutions may be acceptable subject to Fire Department review. Drawings are not to scale.

**K. Urban Driveway Standard (Street Standard T-06A)**

The following standard shall be used when designing vehicular entrances to secondary vehicular facilities serving any uses such as parking facilities (lots, garages, decks, underbuilding, etc...), alleys, autocourts, drop-off areas, to create a hierarchy of vehicular routes and signal to drivers that they are crossing a pedestrian route (i.e. sidewalk) and a slower speed is necessary. The width of curb cut, without the wings or radius, shall be twenty to twenty-two (20 to 22) feet depending on anticipated vehicle sizes and the speed of the road from which they are exiting or entering. If more than two (2) lanes are required (e.g. one (1) entering and two (2) exiting lanes for through and turning traffic) thirty to thirty-three (30 to 33) feet may be substituted based on the Traffic Impact Analysis or similar technical evaluation.

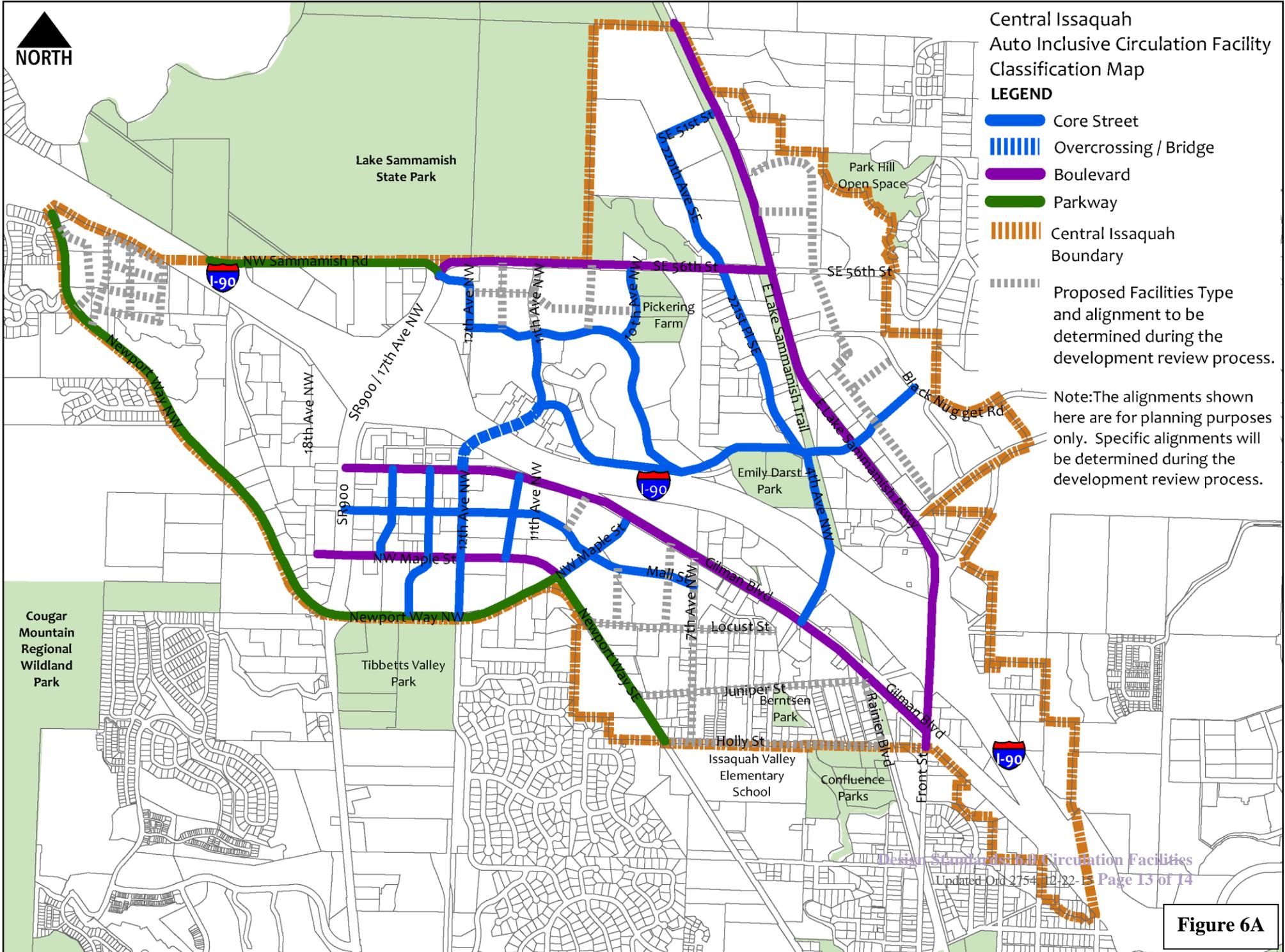
A standard road intersection will be used at the intersection of other motorized Circulation Facilities, including those on streets bounding Central Issaquah, unless an Administrative Adjustment of Standards is approved. Driveways shall also meet the design standards required in Chapter 12.0 Circulation Design, Section 12.3 Motorized Facility Standards, D. Driveways.



SECTION DETAIL A-A  
NTS

**NOTES:**

1. ALL JOINTS SHALL BE CLEANED AND EDGED.
2. MAXIMUM DRIVEWAY GRADE BEHIND APPROACH IS 12%. 8" SLOPE ROUNDING IS RECOMMENDED TO TRANSITION FROM BACK OF APPROACH TO DRIVEWAY GRADES OF 5%-10%. FOR DRIVEWAY GRADES OVER 10%, 12" TO TRANSITION FROM BACK OF APPROACH TO THE DRIVEWAY SLOPE IS REQUIRED.
3. CONCRETE SHALL BE P.C.C. CLASS 4000, 3-DAY, AIR ENTRAINED, 3%
4. CONCRETE PAVEMENT SHALL BE BRUSHED TRANSVERSELY WITH A FIBER OR WIRE BRUSH OF A TYPE APPROVED BY THE ENGINEER.
5. 3/8" THRU EXPANSION JOINTS SHALL BE PLACED AT BACK, SIDES AND FRONT. MAXIMUM EXPANSION JOINT SPACING 14' CENTER TO CENTER.
6. APPROACH CONCRETE SHALL BE MIN. 8" THICK WHEN USED TO ACCESS UTILITY FACILITIES AND MEET HS-20 LOADING.
7. APPROACH SHALL MEET LATEST ADA REQUIREMENTS.





This page intentionally left blank

# 7.0

## Community Space

Section 7.1	Intent
Section 7.2	Green Necklace
Section 7.3	Required Community Spaces
Section 7.4	Significant Community Spaces
Section 7.5	Parks and Recreation Mitigations and Credit
Section 7.6	Administrative Adjustment of Standards
Figure 7A:	Central Issaquah Conceptual Green Necklace
Figure 7B:	Central Issaquah Significant Community Spaces

### 7.1 Intent

Central Issaquah will be comprised of a series of compact developments and redevelopments that will become connected by the Green Necklace. This Chapter creates two types of Community Spaces, depending on the use: public Community Spaces serving the District, and semi-private or private Community Spaces serving the specific buildings and users. These Development standards support the Design standards found in Chapter 13 Community Space. The intent of this Chapter is to establish standards and requirements for the provision of Community Spaces that will inspire an animated and connected urban Community Space where:

- A. Building design and Community Space are connected and related;
- B. Livability, public life and community health are promoted and improved;
- C. People who bike and walk are welcome and comfortable;
- D. The site and design make a positive contribution to an active Public Realm;
- E. Significant Community Space is located within each District, or adjacent to Districts, if necessary.
- F. Safe, comfortable places are produced that, through design, use, lighting, and other amenities;
- G. Each Community Space is multi-functional; and
- H. There is visual and recreational variety and interest.

### 7.2 Green Necklace

A. The intent of the Green Necklace (Figure 7A) is to saturate the developing urban environment with an array of publically accessible green elements including Community and Neighborhood parks, riparian corridors, tree lined streets, active and passive plazas and other shared urban spaces all connected by Shared Use Routes and Through Block Passages. Natural features will be used as key design elements to create a unique sense of place and enhance the values and functions of the natural environment. Elements that are required to be publically accessible to the community as a whole, such as Neighborhood Parks, Significant Community Spaces and other facilities designated on Figure 7B in this Chapter, shall remain as part of the public realm and, if private, shall function as if publically owned while acknowledging private property rights.

B. General Standards

1. Design buildings, streetscapes and open space corridors for pedestrians, not vehicles.
2. Provide pedestrian and vehicle connections within and between developments to help break up blocks and increase pedestrian friendliness.
3. Integrate the natural and built environment by, for example, using native riparian landscape throughout the site to soften the transition between the natural and built environments and/or including controlled creek access using boardwalks and overlooks.
4. Build the nonmotorized routes, parks and community gardens required to support future residential development.

### 7.3 Required Community Spaces

A. Residential.

1. The developer is required to provide Private Community Space. Publicly Accessible Community Space is not required to be provided by residential development.
2. At a minimum, each Residential unit shall have a total of forty-eight (48) square feet of private usable outdoor space, whether provided for individual units as Individual OR as Common Private Community Space, in the following manner:
  - a. **Individual Private Community Space.** Private outdoor space shall be provided in the form of private outdoor balconies, patios, or decks attached to individual units. Minimum length and width of each private outdoor space shall be six (6) by eight (8) feet.
  - b. **Common Private Community Space.** Common private outdoor space shall be easily accessible to all residents of the complex and no common outdoor space shall be attached to any individual unit. Activity areas shall be designed so that they do not interfere with incompatible on-site uses; for example, children's play areas shall not overflow into parking lots or pedestrian pathways.
  - c. **On-Site Amenity.** Residential projects 22 units or more, shall, in addition to Individual or Common Private Community Space, provide at least one on-site amenity, such as a recreation room of 400 or more square feet furnished with recreational facilities, a swimming pool, or other recreational amenities such as playground equipment. The facilities shall be appropriate for the target housing market segment, as judged through site plan review.
3. Community Space shall be provided and maintained by the Applicant/Owner.

B. Nonresidential and Mixed Use Adjacent to Pedestrian Priority, Core Streets, Neighborhood Streets, and Local Streets.

1. Every non-residential and mixed use development adjacent to a Pedestrian Priority, Core Street, Neighborhood Street, and Local Street shall provide common outdoor Community Space as an amenity for the tenants, customers and visitors. Community

Spaces shall be comfortable, secure and inviting spaces for a variety of activities during all hours and seasons while maximizing opportunities for use. These spaces shall be owned and maintained by the property owner, and be accessible to the public. Community spaces shall be comprised of the following:

- a. **Landscaping and Build-To-Line Credit for Publicly Accessible Community Space.** Publicly accessible Community Spaces may count toward landscaped area requirements and may count toward building frontage, as allowed in Site Design, Chapter 11, for the development site if the pedestrian-oriented Community Space has a clear visual and physical connection to the street, and includes green landscape elements such as permanent in ground or raised planters, containers for seasonal plantings, window box planters or hanging baskets.
- b. **Minimum Dimensions.** Publicly accessible Community Spaces shall be an appropriate size to accommodate the Development users and to comply with Design Standards, including Chapter 13.0, but shall be no less than a minimum width of 20 feet and a minimum depth of 20 feet for each building. The Director may approve other sizes due to site constraints such as site size, site shape or topography or the desire to merge the required Community Space for multiple buildings into one larger Community Space.
- c. **Location.** Publicly accessible Community Spaces shall be visible from a main pedestrian access, public street frontage or primary internal Circulation Facility and building entrance. At the discretion of the Director, Community Space may be located on other areas of the site in order to preserve a natural feature of the site but must remain visible from the adjacent buildings.
- d. **Availability.** Publicly accessible Community Spaces shall be secure and inviting spaces during designated hours, while maximizing opportunities for use in all seasons.
- e. **Direct Pedestrian Connection.** Publicly accessible Community Spaces located between a building and a sidewalk shall provide direct pedestrian access to the abutting building.
- f. **Required Design Elements.** Publicly accessible Community Space shall incorporate at a minimum the following:
  - 1) At least 30% of each Community Space shall be planted with trees, shrubs, groundcover and perennial landscape plantings;
  - 2) At least 50% of each Community Space shall be hardscaped with decorative paving;
  - 3) There shall be at least one bench or seating unit for each 200 square feet of each Community Space (seating may be grouped into benches or ledges or seat walls or steps);

- 4) Structural soils or approved special soil treatment that is at least 24 inches deep should be used as soil base for trees in plazas to prevent soil compaction and encourage tree root growth;
  - 5) Pedestrian-scaled lighting fixtures no taller than 15 feet;
  - 6) One element with sustainability attributes such as rain gardens, green roofs and walls, commercial grade solar powered lights or equipment, pervious paving or other elements as approved by the Director;
  - 7) Animal proof waste containers; and
  - 8) One artistic design element such as decorative paving patterns, ornamental art features, creative lighting elements or other elements as approved by the Director.
- g. **Indoor-Outdoor Community Space Option.** Indoor Community Space shall not constitute more than 50% of the required amount of publicly accessible Community Space and may include, without limitation, malls, pedestrian ways, plazas and other open areas within a building if the public space is oriented directly toward the major pedestrian entrance of the building.
- 1) Malls, pedestrian ways and plazas shall include passive recreation amenities which include, without limitation, benches, tables, ornamental lighting, sculpture, landscape planters or moveable planting containers, trees, tree grates or water features.
  - 2) If a hallway is to be considered a pedestrian way or an open area within a building that is oriented directly toward the major pedestrian entrance of the building and used as indoor publically accessible Community Space, it shall be at least two times the minimum width required in order to permit the installation of indoor passive recreation amenities.
- h. **Community Space for Industrial/Intensive Commercial Uses.** Publicly accessible Community Space for a building containing an industrial or intensive commercial use as listed in Chapter 4.0 Zoning Districts, Uses and Standards, Table 4.3B Permitted Land Uses is not required, however the applicant is required to pay Park Impact Fees in effect at building permit issuance.

## 7.4 Significant Community Space

- A. General Provisions: Development adjacent to a designated Significant Community Space in Central Issaquah as determined in Figure 7B of this Chapter shall create the required Neighborhood Park, Significant Public Plaza and Shared Use Route.
1. If an applicant owns a lot(s) shown on Figure 7B Significant Community Spaces as eligible for a Neighborhood Park, Significant Public Plaza or Shared Use Route, the applicant must provide such park, plaza or route as part of their Project development, except as might be established through Administrative Adjustment of

Standards. If an applicant owns a lot(s) shown on Figure 7B Significant Community Spaces as eligible for more than one Significant Community Space, the Director will select the amenity that provides the greatest public benefit.

2. Once a Significant Community Space has been approved by the Director on Sites shown on Figure 7B Significant Community Spaces and permits have been issued for said Project, no subsequent development may use a previously permitted Significant Community Space to fulfill a Significant Community Space requirement.

## **B. Neighborhood Park.**

1. Location and Size. Neighborhood Parks shall be approximately located in the areas described in Figure 7B Significant Community Spaces. A single Neighborhood Park shall be at least 2 acres as defined in Chapter 2.0 Definitions.
2. Design Elements:
  - a. The Neighborhood Park shall be at the same level as the public sidewalk, serve as a focal point for pedestrian activity within the Neighborhood, and fully integrated and designed consistent with any pedestrian connection, other public amenity or Circulation Facility. Clearly visible connection to the Green Necklace is required, either through adjacent nonmotorized Circulation Facilities or wayfinding assistance signage.
  - b. The Neighborhood Park shall have visual and recreation variety to engage all age groups.
  - c. The Neighborhood Park shall have features usable year round. For outdoor spaces, this may be a pergola, gazebo, pavilion, and/or provided indoor spaces. This may also include generally continuous (75% depending on the level of pedestrian activity and building's use) weather protection along retail streets. Design elements that extend hours of use should be used, such as lighting and weather protection.
  - d. The Neighborhood Park shall have strong pedestrian connections to Transit, where possible.
3. Public Access. The entire Neighborhood Park shall be open to the public 24 hours per day, provided temporary closures will be allowed as necessary for maintenance purposes.

## **C. Significant Public Plaza**

1. Location and Size. Significant public plazas shall be approximately located in the areas described in Figure 7B Significant Community Spaces. A single plaza shall be a minimum size equal to three percent of the gross floor area of the development, but not less than 4,000 square feet in area. The plaza should be at least 20 feet in width. The Director may allow a development to provide two or more plazas so long as the Director determines that such multiple plazas will have an equal or greater public

benefit and each plaza is at least 2,000 square feet in area. The primary purpose of the plaza shall be as a public gathering place. Other uses including access to parking areas, lobby entrances, and stairs must be secondary to the plaza purpose and areas required for such uses shall not be included in calculating the minimum size.

2. Design Elements:

- a. The plaza shall be at the same level as the public sidewalk, serve as a focal point for pedestrian activity within the District, and fully integrated and designed consistent with any pedestrian connection or other public amenity.
- b. Plazas shall be designed with sufficient pedestrian amenities including seating, lighting, water features, special paving, landscaping, artwork and special recreational features, as determined by the Director. At least two linear feet of seating surfaces per 100 square feet of space shall be provided. To qualify, seating surfaces shall be a minimum of 18 inches in depth. At least half the seating shall have seat backs and have surfaces made of wood, rather than metal, stone or concrete. In addition, moveable chairs should be provided and shall not be for the sole use of an adjacent retail business.
- c. Pedestrian-oriented frontage is required on at least two sides unless the space is linear in design, in which case pedestrian-oriented frontage is required on at least one side.
- d. At least 25 percent but not more than 40 percent of the open space shall be landscaped with trees, groundcover or other vegetation.
- e. The plaza may not be covered by a roof, story or skybridge; provided portions of the plaza may be covered for weather protection, but not enclosed.
- f. All City approvals or permits for any structure, or temporary or accessory use shall be reviewed for compatibility with the alignment of any existing or approved plaza as determined by the Director.

3. Public Access: The entire plaza should be open to the public 24 hours per day, provided that temporary closures will be allowed as necessary for maintenance purposes or approved Special Events. Upon City approval, portions of the plaza may be separated, as required by the State of Washington Liquor Control Board, in order to allow outdoor seating for restaurant purposes. This is required to be shown on land use permit and limited in square footage or by percentage so that public access to the plaza remains.

**D. Shared Use Routes**

1. Location and Size. Shared Use Routes shall be located on the lots eligible for Shared Use Routes as shown on Figure 7B Significant Community Spaces. The actual location of the Shared Use Route on the lot shall be determined by the Director during site plan review, based upon the following criteria:

- a. Shared Use Route shall meet the standards set forth in Chapter 6.0 Circulation Facilities.
  - b. Shared Use Route shall connect with existing or future rights-of-way, other pedestrian Circulation Facilities and/or public plazas and parks.
  - c. Shared Use Routes have the effect of dividing a large City block approximately in the preferred locations shown in Figure 7B Significant Community Spaces.
  - d. It is likely that the remainder of the subject Shared Use Route will be developed in the future based upon development conditions on surrounding lots.
  - e. Shared Use Routes shall be the length necessary to provide access between existing rights-of-way; provided that if the Applicant does not own all property necessary to create the Shared Use Route, this option will still be available if an easement is provided to the City for the remainder of the Shared Use Route. If the applicant fails to obtain the easement after using best efforts to obtain the easement, the City may still approve the connection.
  - f. The corridor shall be a minimum width as established in Chapter 6.0 Circulation Facilities, Section 6.4 A Nonmotorized Facility Standards: Shared Use Routes. The area devoted to a Shared Use Route shall be in addition to the area devoted to any other requirement pursuant to this Chapter.
  - g. The primary purpose of Shared Use Routes shall be a means for pedestrian and bicycle access between rights-of-way and as a public gathering place. Other uses, including access to parking areas, lobby entrances, and stairs must be secondary to, and not conflict with, the Shared Use Route purpose, and areas required for such uses shall not be included in calculating the minimum size.
2. Design Elements:
- a. Shared Use Routes shall be at the same level as the public sidewalk and incorporate sufficient pedestrian amenities such as seating areas, landscaping, art features, water features, weather protection and pedestrian scale lighting, as determined by the Director.
  - b. The Shared Use Route shall use special paving, such as decorative colored concrete, concrete unit brick or stone pavers that support bicycle as well as pedestrian use. Coordinated design features such as uniform treatment of signing, landscaping and lighting over the entire length of the connection should be used.
  - c. The Shared Use Route shall provide predominantly continuous bicycle and pedestrian-oriented frontage, plazas, or landscape features along its entire length.
  - d. The Shared Use Route may not be covered by a roof or story; provided portions of adjacent plazas may be covered for weather protection, but not enclosed, and

skybridges connecting two buildings are allowed if the skybridge is less than 20 feet wide and less than 14 feet in height.

- e. All City approvals or permits for any structure shall be reviewed for compatibility with the alignment of any existing or approved Shared Use Route.
  - f. The Shared Use Route shall be for exclusive pedestrian and bicycle use and may not be used by vehicles except as necessary for maintenance purposes.
3. **Public Access.** The entire Shared Use Route shall be open to the public 24 hours per day. Temporary closures will be allowed as necessary for Special Events and maintenance purposes.
- E. **Legal Agreements Required for Significant Community Space.** The owners of property to be devoted to a Significant Community Space should retain fee ownership of that property but shall execute a legal agreement providing that such property is subject to a right of pedestrian use and access by the public. The agreement shall be in form and substance acceptable to the city attorney and be recorded with the King County division of records and elections and the Issaquah City Clerk. The obligations under the agreement shall run with the land. At the end of 50 years from the date the agreement is signed, the agreement will be reviewed by the City and the agreement shall continue or change in accordance with the then-existing public need for pedestrian use and public access for subsequent 50-year terms. No modifications to a Significant Community Space shall be made without approval of the City other than ordinary repairs and maintenance.

## 7.5 Parks and Recreation Mitigations and Credit

Full mitigation of Parks and Recreation impacts of new development is achieved through the physical improvements and payment of fees as established in this Chapter.

- A. **Park Credit.** The applicant shall receive a credit against the value of the land for Significant Community Space set asides. The credit calculation is consistent with IMC 3.72.080 Fee adjustments and shall use fair market value as the land value. This includes Neighborhood Parks and Significant Plazas provided and maintained by the applicant for use by the public as a Significant Community Space.
- B. **Shared Use Route Credit.** The applicant shall receive a credit against the value of the Shared Use Route. The Credit calculation consistent with IMC 3.72.080 Fee adjustments and shall use fair market value as the land value.
- C. **Mitigation Requirement.** The applicant shall provide adjusted Park Impact Fees as directed in this Chapter and consistent with IMC 3.72.080 Fee adjustments.

## 7.6 Administrative Adjustment of Standards

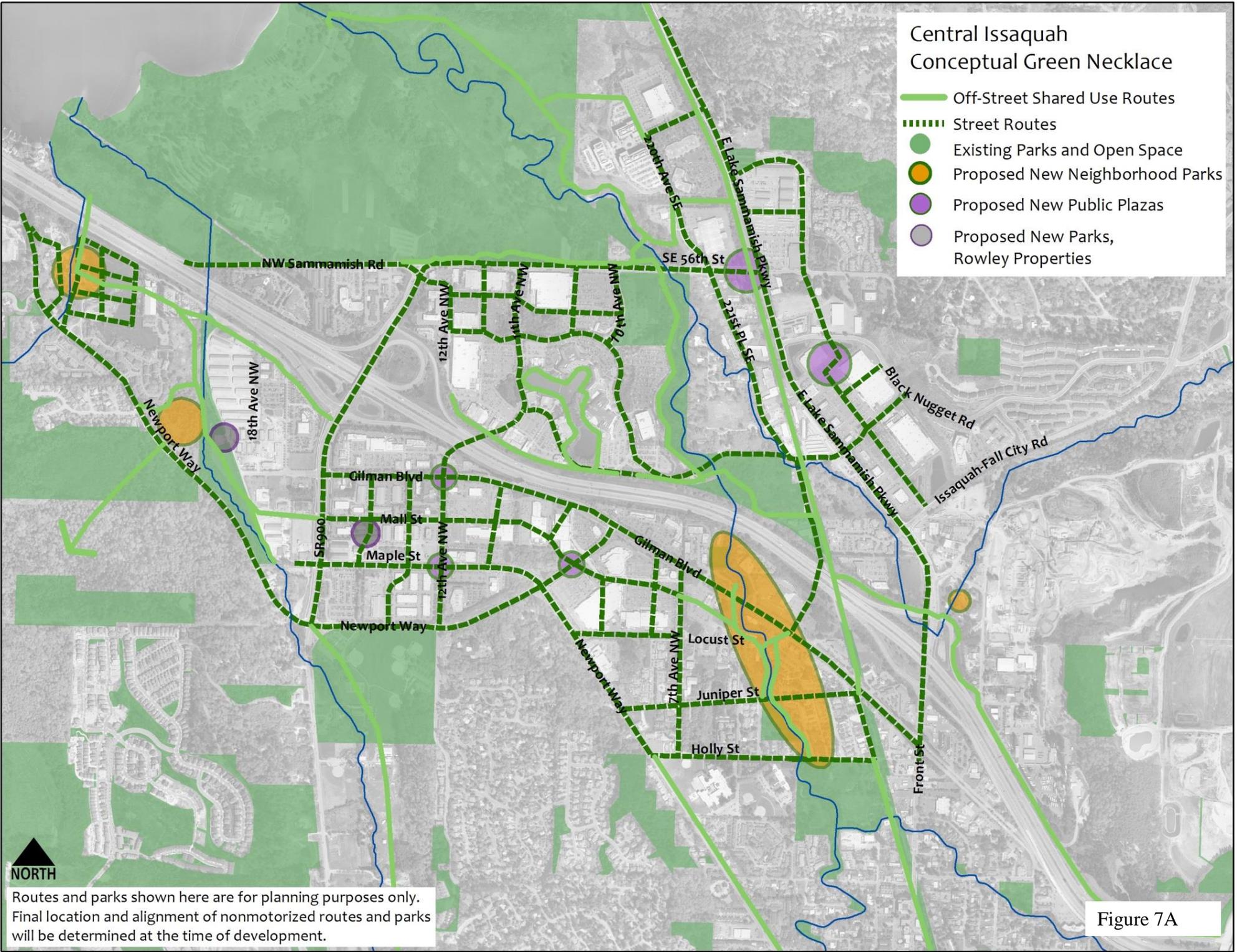
- A. Approval Criteria. Approval shall be based on a determination that the adjustment is consistent with the purpose and intent of this Chapter. The following approval criteria shall be used, in conjunction with Chapter 3.0 Procedures, to determine whether an Administrative Adjustment may be granted:
1. Vision. The proposal is consistent with the purpose and vision of the Central Issaquah Plan and this Chapter including priority for pedestrian orientation and creation of a Public Realm through Community Spaces.
  2. Access. The proposal will not create negative impacts to the abutting properties or rights-of-way, dedicated tracts, or easements;
  3. Compatibility. The modification(s) does not negatively impact the abutting property owners in a significant manner;
  4. Intent. The modification(s) will be equal to, or superior in, fulfilling the intent and purpose of this Chapter;
  5. Safety. The granting of the adjustment(s) does not negatively impact any safety features of the project nor create any hazardous features;
  6. Services. The modification(s) does not create significant additional impacts on public services.



This page intentionally left blank

# Central Issaquah Conceptual Green Necklace

-  Off-Street Shared Use Routes
-  Street Routes
-  Existing Parks and Open Space
-  Proposed New Neighborhood Parks
-  Proposed New Public Plazas
-  Proposed New Parks, Rowley Properties



Routes and parks shown here are for planning purposes only. Final location and alignment of nonmotorized routes and parks will be determined at the time of development.

Figure 7A



This page intentionally left blank





This page intentionally left blank

# 8.0

## Parking Standards

8.1	Intent
8.2	Applicability
8.3	Permit Required
8.4	Commuter Trip Reduction and Transportation Management Action Plan
8.5	Use of Required Parking
8.6	Unlawful Elimination of Required Parking or Loading Spaces
8.7	Maintenance
8.8	Computation of Required Vehicular Spaces
8.9	Unspecified Uses
8.10	Table of Vehicular Parking Spaces Table 8.10-1 Table of Vehicular Parking Spaces
8.11	Bicycle Parking Table 8.11-1 Table of Bicycle Parking Spaces
8.12	Motorcycle Parking
8.13	Parking Tools and Flexibility
8.14	Parking District
8.15	Barrier-Free Spaces
8.16	Loading Spaces Table 8.16-1 Computation of Required Loading Spaces
8.17	Stacking Spaces/Drive-Through Window Facilities Table 8.17-1 Minimum Required Stacking Spaces/Drive-Through Window Facility
8.18	Structured and Surface Parking Design and Construction Standards
8.19	Administrative Adjustment of Parking Standards
8.20	Structured and Surface Parking Stall and Drive Aisle Dimension Standards Table 8.20-1 Sizes and Configurations

### 8.1 Intent

The intent of this Chapter is to establish standards for the design, configuration and performance of parking facilities based on urban densities and needs. Parking encompasses all public and private facilities necessary for the storage of motorized and non-motorized transportation and encourages the use of parking garages rather than surface parking, and supports a pedestrian-friendly environment and attractive urban design. The purpose of requiring parking as a condition of development is to provide an adequate amount of parking for a site, recognizing that a balance must be reached between: *Insufficient Parking*, leading to overflow parking in adjacent streets and neighborhoods, 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. These Development standards support the Design standards found in Chapter 15 Parking, and are 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. Efficiently and effectively use the site and the parking provided therein;
- D. Encourage the use of on-street parking and allow it to meet as much of the required parking as possible;

- E. Encourage the use of other urban, more pedestrian-friendly forms of parking (such as on-street parallel parking, structured parking, etc...), rather than on-site surface parking lots, to meet as much of the required parking as possible;
- F. Provide facilities appropriate for the anticipated use with a minimum of paving; and,
- G. Allow flexibility to adapt to changing market needs, including car sharing, and different modes of transportation, and implement changing community priorities.

## 8.2 Applicability

These provisions shall apply as outlined in Section 1.1C Applicability in Chapter 1.0 Purpose and Applicability of the Central Issaquah Development and Design Standards.

## 8.3 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 permit as required by this code.

## 8.4 Commute Trip Reduction and Transportation Management Action Plan

Comply with Chapter 10.46 IMC, Commute Trip Reduction, and Transportation Management Plan IMC 18.09.120 in a coordinated, comprehensive Transportation Management Action Plan. A Transportation Management Action Plan represents a combination of transportation demand management program elements and implementation techniques to promote the desired transportation mobility modes and time of travel. A Transportation Management Action Plan often focuses on strategies to reduce peak period single occupant vehicle use towards off peak use and non-single occupant vehicle use.

## 8.5 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 may not be used for any other purpose, except as authorized by this Chapter. Except in designated areas, required parking shall not be used for the storage of motorized vehicles, trailers, boats or materials, or the parking of vehicles used in conducting the business, or the sale, repair or servicing of any vehicle.

- A. Temporary Use: Parking stalls on privately-owned Circulation Facilities and parking lots, may be used temporarily for conducting business such as Produce stands, Outdoor Vendors such as espresso carts, food carts and trucks, and Christmas tree stands when the Director determines that:
  1. The use does not create a hazard; and,
  2. The use does not displace needed parking for the primary use; and,
  3. The use is allowed by the property owner, and approved by the Director following the appropriate permit process.

Similar uses may also be approved by the Director on public parking areas following the appropriate permit process.

## 8.6 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 Chapter.

## 8.7 Maintenance

All parking areas shall be maintained by the property owner or designee.

## 8.8 Computation of Required Vehicular Spaces

- A. Net Square Footage (NSF): For the purpose of calculating the minimum number of required parking spaces, Net Square Footage (NSF) means the total of all floor areas of a building as measured from the interior surface of each exterior wall of the structure including hallways, conference rooms but excluding stairwells and elevator shafts, mechanical rooms, janitorial sink rooms, restrooms, attic space, interior vehicular parking or loading, lobbies, storage rooms, enclosed porches and balconies.
- B. Fraction: If the calculation of the number of vehicular parking spaces in the Table 8.10-1 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 Use: When different uses occupy a single development, the total required vehicular parking spaces shall be the sum of the requirements of the individual uses, except as otherwise allowed by this chapter such as through shared parking provisions.
- D. Parking Reduction and Flexibility: See Section 8.13, Parking Tools and Flexibility, for parking options to reduce parking or apply flexible solutions.
- E. Maximum Parking Increase Authority: See Section 8.19, Administrative Adjustment of Parking Standards, for process to potentially exceed maximum limits.

## 8.9 Unspecified Uses

If this section does not specify a vehicular or bicycle parking requirement for a proposed use in the Tables of Vehicular (Section 8.10) or Bicycle Parking Spaces (Section 8.11), the Director shall establish the minimum requirement based on the nearest comparable use.

## 8.10 Table of Vehicular Parking Spaces

- A. Development shall provide vehicle parking spaces as specified in Table 8.10-1 Table of Vehicular Parking Spaces.

Table 8.10-1 Table of Vehicular Parking Spaces

LAND USE (NSF: Net Square Footage)	MINIMUM NUMBER OF PARKING SPACES REQUIRED	MAXIMUM NUMBER OF PARKING SPACES ALLOWED <sup>1</sup>
<b>RESIDENTIAL</b>		
<b>Single Family Attached or Detached</b>		2 per unit
Accessory Dwelling Unit		1 per unit
<b>Multifamily</b>	1 per unit or .75/ unit if the unit is less than or equal to 600 sq. ft.	
Multifamily: Studio Apartment		1 per unit
Multifamily: One Bedroom Apartment		1.25 per unit
Multifamily: other than Studio Apt. or one bedroom		2 per unit
Nursing Home	Determined by Director based on parking study by a professional with expertise in traffic and vehicular parking analyses.	1 space per 3 beds
Residential Care Facility		.5 per unit + 1 space per employee @ max. shift
Retirement Home		1 space per 3 beds
Rooming House and Boarding House		1 per unit
Senior Assisted Care Facility		.5 per unit + 1 space per employee @ max. shift
Senior Housing (large and small scale)	.5 per unit + 1 space per employee at peak times	1.5 per unit
<b>Residential-Other</b>		
Bed & Breakfast/Guest House	Determined by Director based on parking study by a professional with expertise in traffic and vehicular parking analyses.	1 per manager's unit and 1 per guest room
<b>RETAIL</b> 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		

Table 8.10-1 Table of Vehicular Parking Spaces

LAND USE (NSF: Net Square Footage)	MINIMUM NUMBER OF PARKING SPACES REQUIRED	MAXIMUM NUMBER OF PARKING SPACES ALLOWED <sup>1</sup>
Less than 15,000 NSF (up to 3,000 NSF, see Small Business Waiver, Section 8.13.B3)	2 spaces per 1,000 NSF	5 per 1,000 NSF
More than 15,000 NSF		4 per 1,000 NSF
Car Wash (drive through)		8 stacking spaces per drive through entrance plus 1 per employee at maximum shift.
Car Wash (self service)		2 stacking spaces per wash bay
Automotive Sales, Dealership, Rental and Leasing		4 per 1,000 NSF – Parking for sale items is separate
Fuel Station		2.5 spaces per work bay + 5 per 1,000 NSF of Retail Use
<b>MIXED USES</b> - When different uses occupy a single development, the total required vehicular parking spaces shall be the sum of the requirements of the individual uses, except as otherwise allowed by this chapter such as through shared parking provisions.		
Less than 3,000 NSF of street level Non-Residential Uses	No Parking Required	5 per 1,000 NSF
<b>COMMERCIAL</b>		
<b>Office Uses</b> including the following: office, professional, or corporate, private and non-profit organizations.	2 spaces per 1,000 NSF	4 per 1,000 NSF
Employment Agency		5 per 1,000 NSF
<b>Community Business Uses</b>		
<b>Temporary Lodging</b> including the following: hotels, motels, time share lodging.		1.5 per each sleeping room or suite and 1 per manager’s unit
<b>Dining, Leisure, Entertainment</b> 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
Bowling Alley		5 per bowling lane
Theater, Live and Movie		1 per 4 fixed seats and/or 1 space per 3 permitted occupants for areas w/out fixed seating
<b>Cultural Facilities</b> including the following: club houses, community center, conference center, library, museum, art gallery, stadium and arena (with or without open air amphitheater)	2 spaces per 1,000 NSF	1 per 3 fixed seats and/or 1 per 100 sq. ft. of assembly area without seating

Table 8.10-1 Table of Vehicular Parking Spaces

LAND USE (NSF: Net Square Footage)	MINIMUM NUMBER OF PARKING SPACES REQUIRED	MAXIMUM NUMBER OF PARKING SPACES ALLOWED <sup>1</sup>
<b>Personal Services</b> 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
<b>Small Health Services</b> including the following: ambulance (private), emergency facility (private), medical offices, dental offices, outpatient clinic, social services.		5 per 1,000 NSF
<b>GENERAL COMMERCIAL USES</b>		
<b>Multi-tenant Center</b>	3 spaces per 1000 NSF	4 per 1,000 NSF
<b>Business Services</b> 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
<b>Large Health Services</b>		
Hospital		3 spaces per bed
Laboratory Facility		5 per 1,000 NSF
<b>Service Commercial</b> including the following: building material storage and sales, cold storage plant, contractor's storage yard, freight terminal, frozen food locker, rental equipment shop, storage of machinery (indoor), storage of machinery including boats, trailers, RVs (outdoor), warehouse storage, tire rebuilding and recapping, towing service, storage yard, truck and trailer storage (outdoor), wrecking and dismantling yard.		2 per 1,000 NSF
Distribution Center	2 spaces per 1000 NSF	3.3 per 1,000 NSF of office use and 1 space per 500 NSF of distribution operation area.
Maintenance and Service Shops		2.5 per service bay
Motorcycle Sales and Repair		2.5 per service bay
Paint and Body Repair Shops		2.5 per service bay
Storage, Mini (completely enclosed)		1 per 20 storage units
<b>INDUSTRIAL</b>		

Table 8.10-1 Table of Vehicular Parking Spaces

LAND USE (NSF: Net Square Footage)	MINIMUM NUMBER OF PARKING SPACES REQUIRED	MAXIMUM NUMBER OF PARKING SPACES ALLOWED <sup>1</sup>
<b>Business Services</b> including the following: agricultural food processing, canning, bottling, preserving and packaging foods and/or beverages, carpenter shop, cement and gravel operation, clothing fabrication and repair, creamery or bottling plant, distribution center with limited manufacturing, electronic assembly and manufacturing, electroplating, feed and cereal mill, lumber yard, machine shop, manufacturing, processing raw materials (wood, fruit, ...), recycling center, research and development with or without chemical lab, sand blasting, sawmill, planing mill, upholstering without display, welding shop.	2 spaces per 1000 NSF	2 per 1,000 NSF
Art, Pottery and Stained Glass Studio (w/or w/out retail sales)		2 per 1,000 NSF for studio and 3 per 1,000 NSF for retail sales
<b>GOVERNMENT AND INSTITUTIONAL USES</b>		
<b>Government Services</b> including the following: courthouse, government offices, police station, city jail, fire station, post office	2 spaces per 1000 NSF	5 per 1,000 NSF
Maintenance Shop		2.5 per service bay
<b>Educational Services</b>		
College, University, Vocational, Technical and Business School		3.3 per 1,000 NSF
Elementary & Jr. High		4 spaces per classroom plus 1 space per employee
High School		5 spaces per classroom plus 1 space per employee
<b>Other</b>		
Houses of Worship		1 space per 3 seats
<b>RECREATIONAL</b>		
Baseball, Football and Soccer fields	No minimum	1 space for each 4 fixed seats (18 inches on a bench or bleacher is considered a seat), and 1 per 100 sq. ft. of assembly area not containing seats
Golf Course w/ or w/out Pro Shop, Restaurant, etc.		1 per 2 persons based on maximum occupancy and 1 per employee at maximum shift
Golf Driving Range		2 spaces per practice tee

Table 8.10-1 Table of Vehicular Parking Spaces

LAND USE (NSF: Net Square Footage)	MINIMUM NUMBER OF PARKING SPACES REQUIRED	MAXIMUM NUMBER OF PARKING SPACES ALLOWED <sup>1</sup>
Neighborhood Park and Picnic Area		2 per picnic table
Shooting Range		2 spaces per practice station
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		Regional: 100 cars Multi-Purpose: 25 cars
Zoological Park and Garden		2.5 per 1,000 NSF of observation buildings plus 1 per employee at maximum shift
<b>OTHER</b>		
Helistop (as accessory use only)	No minimum	15 per 1,000 NSF of terminal/passenger area

<sup>1</sup> Maximums apply to surface parking only. Maximums do not apply to under building or structured parking.

## 8.11 Bicycle Parking

- A. Development shall provide bicycle parking areas as specified in Table 8.11-1 Table of Bicycle Parking Spaces.

Table 8.11-1 Table of Bicycle Parking Spaces	
LAND USE	MINIMUM NUMBER OF PARKING SPACES REQUIRED
<b>RESIDENTIAL</b> Single Family Attached Multifamily	No spaces required No less than 2.0 spaces for entire multifamily project; 0.15 spaces/bedroom
<b>OFFICE, DAY CARE, USES NOT LISTED</b>	No less than 2.0 spaces per building; 1.0 space per 10,000 sq.ft.
<b>RETAIL, PERSONAL SERVICES</b>	No less than 2.0 spaces per building 1.0 space per 5,000 sq.ft.
<b>LODGING</b>	No less than 2.0 spaces per building; 1 per 20 rentable rooms
<b>EATING AND DRINKING</b>	No less than 2.0 spaces per building 1.0 space per 4,000 sq.ft.
<b>INDUSTRIAL</b> Manufacturing or Production Warehouse and freight Movement	No less than 2.0 spaces per building; 1.0 space per 15,000 sq.ft. No less than 2.0 spaces per building; 1.0 space per 40,000 sq.ft.
<b>CIVIC, CULTURAL FACILITIES</b> Non-Assembly Assembly	No less than 2.0 spaces 1.0 space per 15 employees No less than 2.0 spaces 1.0 space per 20 employees
<b>SCHOOL</b> Elementary through High School University	No less than 2.0 spaces 1.0 space per 10 students No less than 2.0 spaces 1.0 space per 10 students
<b>RECREATION</b>	Based on size and type of facility; reviewed with land use permit

**B. Exceptions.**

1. The Director may reduce the number of bicycle parking spaces if the Applicant demonstrates that bicycle activity will be limited at that location, but in no case will the number be reduced to less than two (2) bicycle spaces.
2. The Director may require additional spaces if the Director determines that the use or its location will generate a high volume of bicycle activity. Such a determination will include but not be limited to the following uses:
  - a. Park/playfield;
  - b. Marina;
  - c. Library/museum/arboretum;
  - d. Elementary/secondary school or colleges/universities;
  - e. Sports club; or
  - f. Retail business (when located along a developed bicycle trail or designated bicycle route).

## 8.12 Motorcycle Parking

**A. Required Motorcycle Parking Spaces (including Scooters and similar vehicles)**

1. All non-residential uses containing twenty (20) or more parking spaces and residential developments of six (6) or more dwellings 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 8.12.A.1.
3. The Director 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.

## 8.13 Parking Tools and Flexibility

**A. Intent.** The intent of the Parking Tools are to provide methods, incentives, techniques that will enable each Development or Parking District 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 District's uses and users.

**B. Tools.** The following tools provide options to reduce parking or apply flexible solutions:

1. **Transit Access.** Buildings with a primary pedestrian entrance within 1,300 feet of the Issaquah Transit Center may reduce required parking by 20% without a parking study.
2. **Improved Transit Access.** Certain other buildings with enhanced pedestrian routes may also reduce their parking requirements if measures as specified below are taken along the pedestrian route to the Issaquah Transit Center:
  - a. A building with a primary pedestrian entrance greater than 1,300 feet from the Issaquah Transit Center may reduce required parking by 20% with enhanced pedestrian route measures;
  - b. A building with a primary pedestrian entrance within 1,300 feet of the Issaquah Transit Center may increase the reduction of required parking to 30% with enhanced pedestrian route measures.

- c. All of the following enhanced pedestrian route measures are required to receive the parking reductions identified in this subsection:
  - 1) generally continuous weather protection (75% of property frontage not including crossings of vehicular routes);
  - 2) continuous, direct sidewalks or walks consistent with Circulation Facilities;
  - 3) generally continuous street lighting; and, minimized and/or enhanced pedestrian crossings of vehicular routes.
- 3. **Small Business Waiver.** A business which is less than or equal to 3,000 square feet Net Square Feet (NSF) and which meets all the following criteria will have its parking requirement waived. A business which is more than 3,000 NSF and which meets all the following criteria receives a waiver for the first 3,000 NSF. The criteria are:
  - a. It is located adjacent to a pedestrian facility;
  - b. It is visible from a pedestrian facility; and,
  - c. It has its primary pedestrian access from a pedestrian facility; and,
  - d. A parking plan is provided by the applicant, and approved by the City, showing customer and employee vehicle parking measures that minimize potentially negative spillover impacts to neighboring businesses and residents. The plan may show off-site public and private parking locations as well as a Transportation Management Action Plan to reduce vehicle parking.
- 4. **Retail in Mixed Use Building.** A Non-Residential space on the street level of a mixed use building which is less than or equal to 3,000 square feet NSF will have its parking requirement waived.
- 5. **On-Street Parking Credit.** Street level Non-Residential uses including retail, services, non-profits, or other commercial uses may count the on-street parking stalls within the right-of-way that are immediately adjacent to the building space to help fulfill the parking requirements.
- 6. **Off-Site Parking.** The minimum required parking may be provided by off-street parking within eight hundred (800) feet of the development for which the parking is required.
- 7. **Shared Parking.**
  - a. **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, for example between the Project and adjacent properties.
  - b. **Review for Shared Parking.**
    - 1) Existing Buildings: Shared parking may be approved administratively by the Director for existing buildings through a Level 1 Review;
    - 2) **New projects/buildings.** Shared parking for new projects does not require a separate review process, and may be approved within the site plan review process under which the project is being reviewed.
    - 3) 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.

- c. **Spaces Required.** If the businesses have non-overlapping Prime Hours of Operation, the property owner(s) shall provide parking spaces equal to those required of the business with the greater of the applicable individual parking requirements.
- d. **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:
  - 1) **Location.** The location of the parking facilities must be:
    - a) Within a reasonable walking or sight distance or otherwise associated with the uses involved in the shared parking contract. The location may not be more than eight hundred (800) feet from the property line of the business it is serving; and
    - b) Parking facilities are permitted outright, or through a specific site plan review process.
  - 2) **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.
  - 3) **Signage.** The availability of parking for each use shall be indicated by directional signs governed by Chapter 9.0 Signs.
  - 4) **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:
    - a) 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. The contract terms shall be for as long as any of the shared uses continues in existence;
    - b) Indicate Prime Hours of Operation for shared uses;
    - c) Assign maintenance provisions for the parking facilities and landscaping;
    - d) Designate potential times of overflow, and a parking plan which will be implemented in the event of overflow; and
    - e) The parking contract approved by the Director shall be filed with the deed of the parcels involved, so that the agreement is binding upon successors; and
    - f) Provide for City enforcement of the subject locations.
  - 5) **Contract Changes.** Changes to the contract, or a redrafting of the original enacted contract shall be reviewed and approved through the Level 1 Review process. Termination of this contract may occur through the Level 1 Review process.
8. **Transportation Demand Management Study:** The Development 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 by a traffic or parking professional selected jointly by

the City and the Applicant. Additional required parking reductions recommended by a Study may be approved by the Director, based on the following criteria:

- a. Demonstrable pedestrian, bicycle, or mass transit facilities provided to encourage and promote use by employees, residents, or customers which replaces automobile use;
- b. Density of more than 12 dwelling units per acre;
- c. Income restricted housing under 80% of Average Median Income; and/or
- d. Presence or provision of basic daily uses within 1,300 feet (i.e. ¼ mile) such as grocery/corner store, drug store, and child care; and/or weekly uses such as bank, convenience store, restaurant, or theater;
- e. Other criteria accepted by the Director.

9. **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 Residential.** Tandem parking may be permitted for up to fifty percent (50%) of the total residential parking requirement if all of the following criteria are met:
  - 1) Each residential unit may have only one (1) tandem parking stall (equaling two (2) parking spaces) for each dwelling unit or for each multi-family unit requiring two (2) parking spaces; and
  - 2) Ingress and egress for the tandem parking stalls do not interfere with the safety of residents or adjacent property owners, and the functionality of adjacent parking.
  - 3) **Shared Residential Structured or Surface Parking Design Standards.**
    - a) Tandem parking stalls are permitted when their size equals two (2) standard stall dimensions (9 feet by 37.5 feet); and
    - b) Tandem parking stalls may be allowed on a case by case basis when their size equals the combination of a standard stall and a compact stall (9 feet by 35 feet). In reviewing the proposal, the Director shall consider the possible impacts of allowing the reduced tandem stall size, including the amount of tandem parking in relationship to side by side parking or on-street parking; the amount of overall parking; the width of the drive aisle.
  - 4) **Individual Private Residential Garage Design.**
    - a) Garage door width: 9 feet preferred; 8 feet, minimum.
    - b) Tandem garages in individual, private residences are permitted outright when they are greater than 9 feet by 37.5 feet, and when storage space is provided in the garage area for items which typically occupy garage space (e.g. bicycles and other gear). Applicants are required to provide storage space when tandem garages are greater than 37.5 feet in length.
    - c) Tandem garages in individual, private residences which are less than 9 feet by 36 feet are permitted on a case-by-case basis, with the following minimum considerations:
      - 1) No tandem parking garage shall be permitted which is less than 9 feet by 32 feet.
      - 2) The associated residential unit has no more than two bedrooms.
  - 5) Additional parking spaces may be required if the percentage of tandem parking spaces is increased beyond the standard percentage at a ratio

(proposed tandem parking spaces in garages vs. extra parking spaces) to be determined by the Director, so long as this additional parking does not negatively impact public safety.

- 6) Parking spaces are assigned to each unit;
  - 7) Adequate guest parking is provided; and
  - 8) Tandem parking shall not be used for the storage of boats, trailers, recreational vehicles, or materials.
  - 9) For calculating the percentages of allowed compact and standard parking: Tandem parking less than 37.5 feet in length is equivalent to one standard and one compact parking space; tandem parking equal to or greater than 37.5 feet in length is equivalent to two standard parking spaces.
- c. **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.
- d. **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 above 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 Director.
10. **Delay of Installation.**
- a. **Delayed Parking:** Upon approval of the Director, completion of the required parking improvements may be delayed due to project phasing, inclement weather or poor soil conditions (example: 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. All approved delays shall be bonded pursuant to the City's estimate of the value of the delayed improvements.
    - 1) **Delay of Completion.** The Director may grant a delay in completion of the required parking for a particular use for either an unlimited or a specific time period contingent upon all of the following criteria being met:
      - a) Presentation of satisfactory evidence from the applicant that the anticipated parking needs of the proposed facility are significantly less

than those provided for in the Table 8.10-1 Table of Vehicular Parking Standards;

- b) Submission of a site plan showing:
  - (1) The parking area to be immediately developed;
  - (2) The reserved area fully designed as a landscaped area initially and as a parking area in the future; and
  - (3) The reserved area included as impervious surface for the site calculations and storm drainage calculations.
- c) The area designated for reserved parking is not a right-of-way or a dedicated easement unless otherwise approved by the City;
- d) There is a plan provided by the applicant showing how parking and future structures/buildings intended for or constructed in the subject area will be coordinated;
- e) The program shall include alternative transportation management procedures the applicant shall follow if minor or occasional parking problems occur; and
- f) A letter from the applicant guaranteeing full and satisfactory completion of all required parking improvements upon written notice of requirement by the Director.

2) Phasing: In the event the project is phased, the Director may apply additional conditions with related Project Permits to ensure each phase complies with the Development, such as but not limited to access, fire circulation, parking, and landscaping requirements including site stabilization.

a) **Phased Occupancy.** In the event that a building is occupied in phases, the Director 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 Chapter. However, all parking shall be constructed and completed by final Certificate of Occupancy or final tenant improvement occupancy, whichever is later. The City may require a bond for any portion of the parking which is delayed.

b) **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 include removing invasive plants.

b. **Reserved Parking.**

1) Purpose and Intent: The purpose of reserved parking is to:

- a) Provide less “paved and striped” parking than the minimum required, given documentation by the applicant which indicates a lower parking demand for the specific site or use; and
- b) Provide landscaping or other use of the land in lieu of remaining parking which could be converted into “paved and striped” parking if site/use conditions change. The intent of reserved parking is to permit less impervious surface until conversion to parking is deemed necessary by the Director.

11. **Electric vehicle charging parking provisions.** For every electric vehicle charging station provided, the required number of parking spaces may be reduced by an equivalent number, provided the total reduction does not exceed five (5) percent of the total required parking spaces. For example, if forty (40) parking spaces are

required and two (2) electric vehicle charging stations are provided, the total required parking may be reduced to thirty-eight (38) spaces, yielding thirty-six (36) “regular” parking spaces and two (2) electric vehicle charging parking spaces. Note that in this example the total reduction may not be in excess of two (2) spaces ( $40 * 5\% = 2$ ), so if three (3) electric vehicle charging stations were provided instead, the total reduction in required parking would still be two (2) spaces, yielding thirty-five (35) “regular” parking spaces and three (3) electric vehicle charging parking spaces.

12. **Shuttle.** If the majority of customers or employees arrive by shuttle service, a credit may be appropriate, as determined by the Director, based on the information provided by the Applicant.
13. **Valet.** If the majority of customers use valet parking, a credit may be appropriate, as determined by the Director, based on the information provided by the Applicant.
14. **Other Parking Measures.** The Director may consider and approve other parking measures that fulfill the intent and purpose of the parking code such as Vertical Stacking Spaces; Family Friendly parking (priority parking after ADA parking, for pregnancy, young children, etc. parking).
15. **Administrative Adjustment of Parking Standards.** The parking standards may be adjusted following the procedures and criteria outlined in Section 8.20.

## 8.14 Parking District

One or more properties or Developments may band together to form a Parking District. The Parking District may account for some or all of the parking requirements within the District including vehicular parking located in structures, surface lots, on-street parking, etc. and bicycle parking located in racks, lockers, rights-of-way, private access, etc. The Parking District may use a combination of Parking Tools or other measures approved by the Director to fulfill the Intent of this section.

A. **Intent.** The intent of the requirements for the Parking District is to:

1. Provide adequate vehicular and bicycle parking, as well as accessible bus stops, for uses within the Parking District;
2. Shift from car focused to a pedestrian-oriented and Park Once philosophy;
3. Collaborate with King County and Sound Transit to determine appropriate transit stop locations, as well as bicycle facilities such as bike racks or a bike station, where potential for a bike share program could benefit the entire community;
4. Provide incentives to encourage a transition from surface parking to structured parking;
5. Share parking, so it is used efficiently and space devoted to parking is minimized; and
6. Allow flexibility in the timing of parking construction, so that its construction can be efficient and related to construction phasing and demand for parking.

B. **District Establishment.** The Director may approve establishment of a Parking District following the procedures and criteria outlined in Section 8.19 Administrative Adjustment of Standards.

## 8.15 Barrier-Free Spaces

Parking shall be provided 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 Table 8.10-1 Table of Vehicular Parking Spaces.

- A. Accessible parking spaces shall be located on the shortest possible accessible route of travel to an accessible building entrance. In facilities with multiple accessible building entrances with adjacent parking, accessible parking spaces shall be dispersed and located near the accessible entrances. Whenever practical, the accessible route of travel shall not cross lanes of vehicular traffic. Where crossing traffic lanes is necessary, the route of travel shall be designated and marked as a crosswalk. Exception: In multilevel parking structures, all accessible van parking spaces may be located on the same level.
- B. Where a parking facility is not accessory to a particular building, accessible parking spaces shall be located on the shortest accessible route to an accessible pedestrian entrance to the parking facility.

## 8.16 Loading Spaces

- A. **Purpose of Required Loading Spaces.** The purpose of requiring loading spaces is to provide for adequate room on-street or on-site for loading and unloading commercial vehicles associated with the Development.
- B. **When Required.** Whenever 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 delivery or shipment operations safely conveniently.
- C. **Loading Space Requirements.**
  - 1. **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.
  - 2. **On-Street Loading Spaces.** A use which requires one (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 subject to Director approval.
  - 3. **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.
  - 4. **Other Parking Requirements.** No area allocated to loading and unloading facilities may be used to satisfy the other parking requirements of this Chapter, nor shall any portion of any other parking requirements of this Chapter be used to satisfy the area requirements for loading and unloading facilities, except for the maneuvering and circulation portions of such areas.
  - 5. **Signage and Hours.** Loading areas shall be signed and hours of use shall be established. 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 “Other Parking Requirements” above still applies.

6. **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 unless the Director approves sharing of these spaces.
7. **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. Type B Loading Space shall be at least fifty (50) feet in depth and twelve (12) feet in width.
8. **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.

Table 8.16-1 Computation of Required Loading Spaces		
Type of Use	Type A	Type B
<b>Commercial: 30,000 net sq. ft. (NSF) or less</b>		
Retail, Restaurant, etc.	<ul style="list-style-type: none"> <li>• 1 loading for first 10,000 sf</li> <li>• 1 loading space for next 20,000 nsf</li> </ul>	
Office	<ul style="list-style-type: none"> <li>• 1 loading space</li> </ul>	
<b>Commercial: More than 30,000 net sq. ft. (NSF)</b>		
Retail, Restaurant, etc.	<ul style="list-style-type: none"> <li>• 1 loading space per 30,000 nsf</li> </ul>	<ul style="list-style-type: none"> <li>• 1 loading space per 30,000 nsf</li> </ul>
Office	<ul style="list-style-type: none"> <li>• 1 loading space per 30,000 nsf</li> </ul>	
<b>Multifamily and/or Lodging</b>		
20 - 40 units	<ul style="list-style-type: none"> <li>• 1 loading space</li> </ul>	
More than 40 units	<ul style="list-style-type: none"> <li>• 2 (total) loading spaces</li> </ul>	
<b>Schools</b>		
Elementary, Junior and Senior High, and others having food service	<ul style="list-style-type: none"> <li>• 1 loading space per food service operation</li> </ul>	

### 8.17 Stacking Spaces/Drive-Through Window Facilities

- A. **Purpose.** Drive-through stacking spaces provide safe and sufficient parking space to support drive-through facilities so they do not encroach on public streets, sidewalks, or private parking and circulation areas but also provide necessary vehicle space to support

this land use. Drive-through facilities are typical in suburban development schemes however they may be an inefficient land use that prevents location in urban developments.

- B. 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.
- C. **Requirements.** Uses providing drive-up or drive-through services shall provide vehicle stacking spaces as shown in Table 8.17-1 Minimum Required Stacking Spaces/Drive-Through Window Facility.

Table 8.17-1 Minimum Required Stacking Spaces/Drive-Through Window Facility			
Drive-Through Use	One Window	Two Windows	Three + Windows
Drive-Through Food/Beverage Service	5 stacking spaces	4 stacking spaces per window	3 stacking spaces per window
Drive-Through Bank/Financial Institution, Business Service, or Other Drive-Through Use Not Listed	4 stacking spaces	3 stacking spaces per window	2 stacking spaces per window

- D. **Parking Credit.** Credit towards minimum parking requirements shall be given for each drive-through station. One-third (1/3) parking credit shall be given for each stacking space; provided, that the terms related to the provision and design of stacking space are met. For example, two (2) drive-through windows with three (3) stacking spaces each equals six (6); six (6) multiplied by one-third (1/3) equals two (2) parking spaces credited to the total parking requirement, as established in Section 8.10-1, Table of Vehicular Parking Spaces.
- E. **Other Parking Lot Standards.** The drive-through facility must meet all other parking lot requirements including, but not limited to, location requirements, landscape screening, lighting, signage, and the Design Standards.

### 8.18 Structured and Surface Parking Design and Construction Standards

- A. **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.
- B. General Design and Construction Standards:
  - 1. **Dimensions.** The dimensional requirements for Structured and Surface parking, including the dimensions of Standard, Compact, Micro and Motorcycle parking spaces and drive aisles are provided in Table 8.20-1 Sizes and Configurations.

Standard parking stalls may not exceed the Standard dimensions. Any stall whose dimensions are less than the Standard stall in one or both directions, but no less than the Compact stall size 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 are considered Micro stalls. Stalls smaller than Micro may be provided for motorcycles; however, they do not count toward meeting the required vehicle parking provisions. Multiple or combination stalls may be received by the Director on a case by case basis when considering improved access and usability.

2. Required parking may choose the following mix of parking stalls sizes:
  - a) Standard stalls: up to 100% of total required parking;
  - b) Compact stalls: up to 60% of total required parking;
  - c) Micro stalls: up to 5% of total required parking; and
  - d) 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.
3. Location criteria for Compact and Micro stalls is as follows:
  - a) Head-in: 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 the Director.
  - b) Parking spaces which are closest to the building's entrances shall not be Compact spaces.
  - c) Motorcycle spaces shall be located according to the same criteria and standards that are applicable to Micro parking spaces.
4. For both Structured and Surface Parking, drive aisle widths are linked to stall angle and stall lengths. Specified drive aisle widths given in Section 8.20 are the maximums, except as follows:
  - a) 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; and
  - b) 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.
5. **Surface Parking Lot Materials.** Single family residential uses are not required to pave and stripe parking and circulation areas. All other parking and circulation areas must be hard surfaced, consistent with the City of Issaquah's current construction standards for parking lots. Gravel, grass-crete, turf-block or other similar alternative surface may be permitted only if all of the following approval criteria are met:
  - a) **Barrier Free.** Those portions of the parking and pedestrian area are surfaced according to barrier free regulations;
  - b) **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;
  - c) **Character/Location.** The alternative surface may be appropriate because of the character of the use and/or the character of the location; and,

- d) **Parking Standards.** The alternative surface meets all other parking standards, excluding striping but including landscaping and screening.
- 6. **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 Director. 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.
- 7. **Driveways.**
  - a) **Location and Design.** The location and design of driveways shall be reviewed by the City in accordance with the City's driveway construction standards found in Issaquah's Street Construction Standards; however, driveways shall also be designed and sized to prioritize Pedestrian Friendliness while maintaining functionality for vehicles.
  - b) **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.
- 8. **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.
- 9. **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. Vehicle overhang must be indicated on all construction drawings using this technique.
- 10. **Inner Circulation Required.** Vehicle circulation for all off-street parking areas on the site shall be contained within the proposed parking lot or structure.
- 11. **Lighting.** See Chapter 17.0 for Lighting requirements.
- 12. **Repair and Maintenance of Required Parking and Circulation Areas.** The property owner shall maintain in perpetuity all parking and circulation areas in a safe, functional, and well-maintained condition that meets all applicable standards and project approvals.
- 13. **Prior Installation of Required Parking.** All parking improvements including striping and graphics required by this Chapter 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.

## 8.19 Administrative Adjustment of Parking Standards

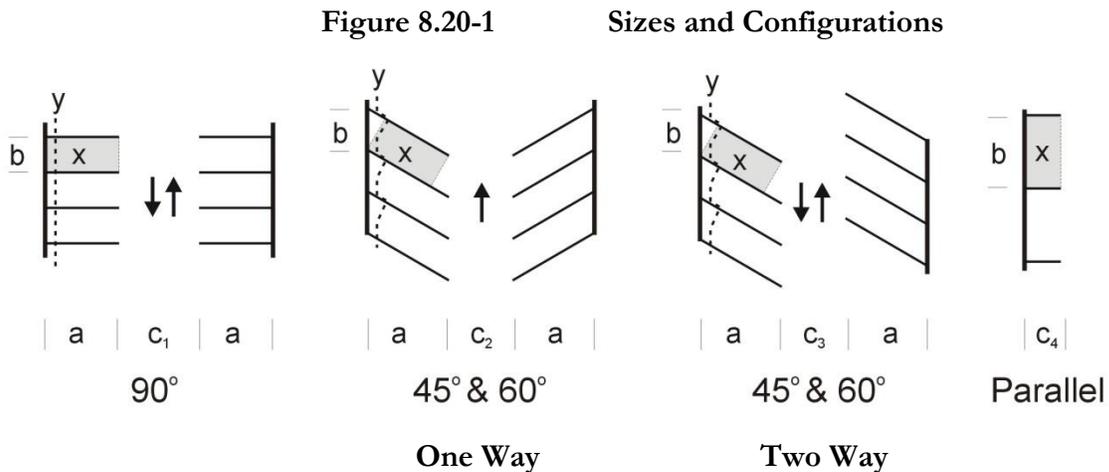
Approval criteria for the administrative adjustment of parking standards are as follows:

- A. **Vision.** The proposal is consistent with the Project purpose and vision including priority for pedestrian orientation and creation of a 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.
- G. **To Exceed Maximum.** The Applicant shall provide sufficient evidence showing that additional parking is necessary to meet the parking demand for the specified use, off-site shared parking is not available or adequate to meet demand, and Transportation Management Action Plan (see Section 8.4) measures have been maximized. The evidence shall be in the form of an analysis from a professional with expertise in traffic and vehicular analyses, unless the Director determines that a professional analysis is not necessary.

### 8.20 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.



		<b>x</b>	<b>a</b>	<b>b</b>	<b>c<sub>1</sub></b>	<b>c<sub>2</sub></b>	<b>c<sub>3</sub></b>	<b>c<sub>4</sub></b>
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 <sup>*</sup>						

\* Motorcycle drive aisles shall comply with the adjacent automobile drive aisle dimensions.

The following provide notes and additional information for using the information in Figure 8.20-1.

- A. See Section 8.18 Structured and Surface Parking Design and Construction Standards 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 8.18.B.8 Wheelstops for additional information on bumper overhang.
  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 Applicant may provide additional information on the actual configuration so the Director 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. Unless wheelstops are used, the area may not be asphalt. See Section 8.18.B.8 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.



This page intentionally left blank

# 9.0 Signs

## Sections:

9.1	Intent	9.40	Multi-Business Wall Sign
9.2	Standards	9.41	Neighborhood District, Gateway Identification Sign
9.3	Definitions	9.42	Non-Commercial Use Signs
9.4	Permit - Required	9.43	Painted Wall Murals and Wall Signs
9.5	Permit - Application	9.44	Pedestrian-Oriented Signs (including Blade Signs)
9.6	Fees	9.45	Residential Subdivision Identification Signs
9.7	Sign Permit Process	9.46	Projection Signs
9.8	Violations of the Sign Code	9.47	Public Service Signs
9.9	Maintenance	9.48	Service Organization Signs
9.10	Removal	9.49	Wall Signs
9.11	Recovery of Removed Signs	9.50	Window Signs - Permanent Indoor
9.12	Classification	9.51	Temporary Signs - Area, Height Limit, and Setback
9.13	Legal Nonconforming Signs	9.52	Temporary Signs - Location
9.14	Landmark Signs	9.53	Temporary Signs - Time Limit Generally
9.15	Maintenance and Repair of Legal Nonconforming Signs	9.54	Balloons
9.16	Permit - Exceptions	9.55	Temporary Banners
9.17	Permitted Number, Types, and Size of Permanent Signs Table 9.17-1 Number and Type of Permanent Signs Allowed Per Business	9.56	Construction Purpose, Contractor, and "Coming Soon" Signs
9.18	Primary Signs Table 9.18-1 Primary Sign Areas	9.57	Event Signs for Nonprofit Organizations
9.19	Secondary Signs	9.58	Garage/Yard Sales Signs
9.20	Additional Signs	9.59	Grand Opening Events
9.21	Automobile Fueling Station Signs Table 9.21-1 Automobile Fueling Station Signs	9.60	Holiday Decoration Sign
9.22	Awning Signs	9.61	Movable Sign, Special Events A-frame
9.23	Banners	9.62	Outdoor Commercial Signs
9.24	Blade Signs	9.63	Outdoor Vendor Signs
9.25	Canopy Signs	9.64	Political Signs
9.26	Community Facilities/Religious Facilities Signs	9.65	Posters
9.27	Corporate Identification Signs	9.66	Real Estate Signs, Off-premises (Residential Open House Signs/Directional Arrows)
9.28	Directional and Information Signs	9.67	Real Estate Signs, On-Premises (For Sale/Lease/Rent)
9.29	District Identification Sign	9.68	Special or One-Time Events Signs
9.30	Direction Signs, Business and Civic	9.69	Temporary Signs for Nonprofit Organizations
9.31	Flags	9.70	Window Signs, Temporary Indoor
9.32	Franchise Signs	9.71	Model Home and Sales, Rental, or Leasing Offices
9.33	Freestanding Signs	9.72	Signs on Public Rights-of-Way - Scope
9.34	Fuel Price Signs	9.73	Signs on Public Rights-of-Way - Placement
9.35	Interpretive Markers	9.74	Insurance and Indemnity
9.36	Marquee Signs	9.75	Listing of Specifically Prohibited Signs and Devices
9.37	Memorial Signs	9.76	Administrative Adjustment of Standards
9.38	Monument Signs (Freestanding Signs)		
9.39	Movable Signs, Commercial A-frame		

## 9.1 Intent

Signage is an important component of creating attractive, vibrant, and visually interesting Public Realm that is Pedestrian Friendly. They also help establish neighborhood character. Though signs tend to emphasize the pedestrian and bicyclist, signage must also recognize the needs of the driver in way-finding and business location. The intent of this Chapter is to establish standards for the regulation of design, placement, size, renovation, and proper maintenance of all exterior signs and sign structures within the Central Issaquah area in order to:

- A. Contribute to the economic well-being of the community;
- B. Encourage signage that is functional, whimsical, artful, creative and attractive;
- C. Respond clearly to the needs of the public in locating a residence or business establishment as well as general wayfinding;
- 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 representative of the business and compatible with the unique character and natural beauty of Issaquah; and
- G. Support the “Mountains to Sound Greenway” project goals and vision for urban design and visibility of signage along I-90, while also managing the type, location, and proliferation of signs

## 9.2 Standards

- A. Signs, and combination of signs, should be designed and located to promote and enhance the pedestrian-oriented, mixed-use urban development goals of the Central Issaquah Plan. Signs should support this pattern by providing a mix of signs including pedestrian-oriented, wayfinding, projection, and wall signs.
- B. Signs should be designed that promote flexible, creative, and innovative approaches to signage while complying with the spirit and intent of the Sign Code. Sign elements including shapes, colors, materials, graphics, lighting can add accent highlights to the overall development while maintaining design coordination with the underlying development scheme.
- C. A combination of signs should be provided to assist users likely to view the sign and/or be seeking a business or activity.
- D. Signs should contribute to a visually interesting and vital Public Realm.
- E. Diverse yet harmonious signage should be provided. For instance: Signs for multiple businesses in a single block will vary. A single business' signs should be related but not identical. For a development, wayfinding signs might be identical or might be variations on a common theme.
- F. Signs should establish the overall visual identity of each development.

- G. Signs should be coordinated and integrated with the overall design composition of the development and shall not be added as afterthought elements. Development plans shall identify the location and size of future signs. Tenant signs shall maintain conformance with the overall design composition, however the Director may approve alternative signs and locations as tenants turnover.
- H. The size, scale, shape, and materials, etc., of signs should complement the building's architecture. Signs shall be of compatible scale and proportion in design and visual relationship to buildings and surroundings, do not dominate the building or façade, do not visually overpower the building or obscure significant architectural features. Signs shall not obscure architectural features of the building.
- K. Signs shall be sized and located for the intended audience. For instance, pedestrian oriented signage is likely to be smaller and located near a sidewalk or trail and located on the lower stories of a building, while signs for vehicles may be larger and visible from the street. In many instances, businesses facing multiple Circulation Facilities should have signs on each face.
- L. Graphic elements shall be composed in proportion to the area of the sign face and building. Signs may feature art and whimsy and be highly graphic in form, expressive, and individualized. Encourage signs to incorporate art, education, history, and other whimsical, creative, and informative elements. Temporary signage such as banners should be both festive and informative recognizing that the degree to which each factor is emphasized will vary with each situation.
- M. Directional and/or Informational signs should be provided throughout each development to guide pedestrians, bicyclists, and drivers. It should be useful and comprehensible to its intended user.
- N. Business' signs should be allowed 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.
- O. Business names and logos should be incorporated to improve a sign's usefulness. For instance, a business name and/or logo might communicate the intended user of a parking structure.
- P. Flexible, creative, and innovative approaches to signage shall occur, while complying with the spirit and intent of the sign regulations. Corporate Identification signs should be designed to be legible and visible from I-90, however other signs should not be visible from I-90 to support the goals and vision of the "Mountains to Sound Greenway." Signs, and combination of signs, shall be designed and located to assist users to view signs including pedestrians and vehicles from adjacent streets (such as the first two [2] floors), and users viewing from further distances such as other streets. To enable effective viewing, sign locations shall be coordinated with street tree size and locations.

- Q. Signs which are distracting, cluttering, chaotic, obstructing, or confusing shall not be permitted.
- R. Lighting of signage shall be compatible with the architectural character of the building and the surrounding area; and is compatible with signs on adjoining premises. Internally illuminated cabinets or boxes with formed or painted lettering shall not be permitted. 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. 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.

### 9.3 Definitions

For the purpose of this Chapter, certain abbreviations, terms, phrases, words and their derivatives shall be construed as specified in this Chapter:

**A-frame movable sign.** See Movable A-frame sign.

**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.

**Address sign.** A sign displaying the street number or name of the occupant of the premises, or both.

**Advertising sign.** A sign directing attention to a business, profession, commodity, service or entertainment conducted, sold or offered elsewhere than upon the lot where the sign is located.

**Architect, engineer, contractor sign.** See Construction/contractor sign.

**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..



**Awning.** An architectural projection roofed with flexible material supported from an exterior wall of a building and/or other sign structures.

**Banner.** A flexible material on which a sign is painted or printed.

**Billboard.** A ground, wall, or roof sign erected, constructed, or maintained for the purpose of displaying outdoor advertising.

**Blade sign.** A wall-mounted sign perpendicular to the building face. See Pedestrian-oriented sign.

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

**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.

**Business day.** Any day other than a Saturday, Sunday or a legal, state or federal holiday.

**Business identification sign.** A sign that identifies the name of a business.

**Business license year.** The period of time from July 1st to June 30th of each year.

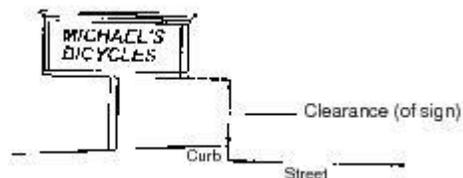
**Canopy.** A permanent, rigid architectural projection supported from an exterior wall of a building and/or other structures.

**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.

**Changeable copy sign.** A reader board or a sign similarly constructed so that its message may be easily changed 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.

**Changeable image sign.** A sign which changes messages or background by means of electrical, kinetic, solar or mechanical energy.

**Clearance (of a sign).** The smallest vertical distance between the grade of the adjacent street or street curb and the lowest point of any sign, including framework and embellishments, extending over that grade.



**Coming soon sign.** A temporary sign during the building construction period for informational purpose which identifies the character of the building or enterprise, or the commercial business or institution which intends to occupy a structure.

**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.

**Community facilities directional sign.** A sign that provides directions for public buildings such as public schools, libraries, hospitals, and other similar public service facilities.

**Construction/contractor 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 announcing the character of the building or enterprise, which is erected during the building construction period.

**Corporate Identification Sign:** A sign identifying that a high rise building is occupied by a hotel, motel, hospital, or employment generating, major tenant.

**Credit sign.** A sign advertising that credit is available.

**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.

**District identification sign.** A pedestrian-oriented sign with uniform design specific to a recognized commercial district.

**Double faced sign.** A sign with two (2) faces on opposite sides of each other.

**Electric sign.** Any sign containing electrical wiring but not including signs illuminated by an exterior light source.

**Erect.** To build, construct, alter, repair, display, relocate, attach, hang, place, suspend, affix or maintain any sign, and also includes the painting of exterior wall signs.

**Event signs for nonprofit organizations.** See Special or one-time events sign.

**Facade area.** That portion of a frontal plane owned or leased by a business.

**Flags.** A flexible cloth or cloth-like material printed with decorative image, sign message, or symbol of governmental body or other organization. See also Banner.

**For sale/rent/lease sign.** See Real estate, for sale/rent/lease sign.

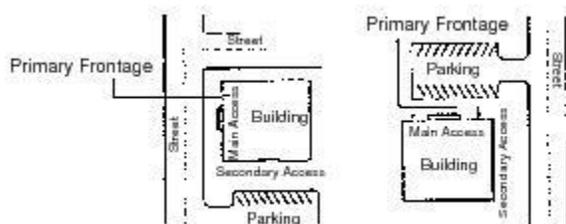
**Franchise sign.** A sign whose display surface is divided between the product or service advertised and premises identification when the product or service advertised is not the primary product or service line available on the premises.



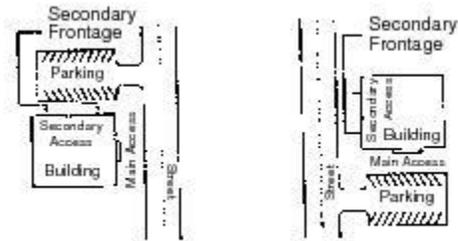
**Freestanding sign.** See Monument sign.

**Front or face, building.** The outer surface of any building, which is visible from or abuts at its property line, a public or private street, or highway.

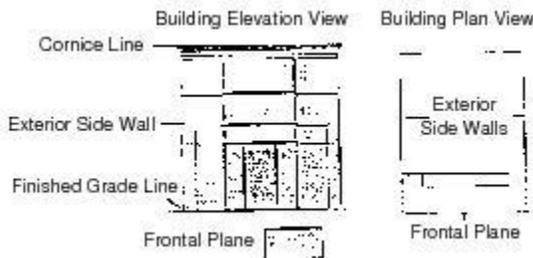
**Frontage, primary.** The side of the building providing the main vehicle and/or pedestrian access, and/or the business primary orientation as determined by the Director.



**Frontage, secondary.** The side of the building other than the main vehicle and/or pedestrian access, as determined by the Director.



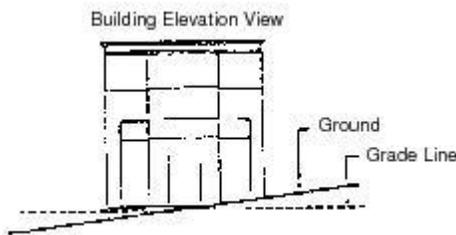
**Frontal plane.** The surface area found within the perimeter bounded by the finished grade line, the cornice line, and exterior side walls not including intermediate walls perpendicular to such surface area.



**Fuel price sign.** A nonmovable sign advertising the price of motor fuel.

**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.

**Grade line.** An imaginary straight line drawn at the mean elevation of the adjacent ground and delineating the intersection of the frontal plane and the plane of the adjacent ground.



**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.

**Hearing Examiner.** The person empowered, authorized and charged with the duty to hear all appeals of decisions made by the Director pursuant to IMC 18.11.520.

**Height of sign.** For a freestanding sign, the vertical distance measured from the curb grade of the nearest street 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.



**Holiday decoration sign.** A temporary sign, in the nature of decorations, clearly incidental to and customarily and commonly associated with any national, local or religious holiday.

**Illegal sign.** A sign that does not meet the requirements of the sign regulations of Chapter 18.11 IMC and has not received legal nonconforming status.

**Illuminated sign.** A sign with an artificial light source incorporated internally or externally for the purpose of illuminating the sign.

**Indoor window sign.** See Window sign.

**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.

**Land use and construction notice sign.** A sign that is used for notification of major land use or construction activity.

**Landmark sign.** A nonconforming sign erected on or before December 31, 1965, that has been determined by the Development Commission to be, or identify, a significant community landmark.

**Large inflatable object.** A large balloon or balloon-like object, greater than eighteen (18) inches in any dimension, that uses blown air or any gas to keep it inflated.

**Major streets:** Front St., Sunset Way, NW Maple St., Newport Way, Gilman Blvd. (east of SR 900), SR 900, NW Sammamish Rd., East Lake Sammamish Parkway (ELSP), SE 56th Street west to one thousand two hundred (1,200) feet east of ELSP, Issaquah-Fall City Road, Issaquah-Pine Lake Road SE, 228th Avenue SE, SE 43rd Way, West Lake Sammamish Parkway (WLSP) or any street or street segment that abuts and is generally parallel to Interstate 90 (I-90), or I-90.

**Mansard.** A sloped roof or roof-like facade architecturally comparable to a building wall.

**Marquee.** Any hood or projection above an entrance other than a roof or fascia projecting from the wall of a building.

**Marquee sign.** A sign painted on, attached to, or consisting of an interchangeable copy reader, on a permanent overhanging structure which projects from the face of a building.

**Memorial sign:** A sign, tablet or plaque memorializing a person, event, structure or site.

**Monument sign.** A self-supporting sign not attached to any building, wall or fence, but in a fixed location, including ground mount, monument and pole type signs.

**Movable sign, A-frame.** A portable two (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.

**Multibusiness development.** A development which includes two (2) or more businesses which share a single structure or separate structures which are physically attached.

**Multibusiness wall sign.** An on-premises sign which identifies tenants and may identify building name for a multibusiness development

**Name plate.** A nonelectrical on-premises identification sign giving only the name, address, and/or occupation of an occupant or group of occupants

**Noncommercial temporary sign.** See Holiday sign.

**Nonconforming sign.** A sign existing at the effective date of the adoption of the ordinance codified in this Chapter which could not be built under the terms of this Chapter.

**Off-premises directional sign.** A sign erected for the purpose of directing pedestrian or vehicular traffic to a facility, service, or business located on other premises.

**Off-premises sign.** A sign relating, through its message and content, to a business activity, use, product, or service not available on the premises on which the sign is erected.

**On-premises sign.** A sign which carries only advertising strictly applicable to a lawful use of the premises 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.

**One-time event.** Activities concerning a non-commercial drive or event of a political, civic, seasonal, cultural, philanthropic, educational, or religious organization, or of such a nature, which will occur intermittently.

**Open houses.** The welcoming of viewers to a piece of residential real estate which is being offered for sale.

**Outdoor vendor sign.** A temporary movable A-frame sign that is used for temporary outdoor vendors.

**Painted wall mural.** A mural generally applied to a wall having an insignificant commercial message.

**Painted wall sign.** A permanent sign, mural or graphic design painted directly onto a building surface and having a commercial message or identification.

**Pedestrian-oriented sign.** A permanent, nonilluminated sign, the primary purpose of which is to provide information for pedestrians and bicyclists. Blade signs are a type of pedestrian-oriented sign.

**Pennant.** A string on which hangs a series of tapering, triangular flags.

**Person.** Any person, firm, partnership, association, corporation, company, institution, or organization of any kind.

**Political sign.** A sign which advertises a candidate or candidates for public elective office, a political party, or promotes a position on a public or ballot issue.

**Poster.** A decorative placard or advertisement associated with movie or live theater or playhouse theater.

**Primary sign.** A sign on the primary frontage of the building, as determined by the Director.

**Principal frontage street.** The street that provides primary access to the building, as determined by the Director.

**Private property sign.** A sign on private property which limits access, parking admittance, pertains to security provisions, or which defines entrances or exits.

**Projection sign.** A sign that is wholly or partly dependent upon a building for support and which projects more than twelve (12) inches from such building.

**Property line.** The line denoting the limits of legal ownership of property.

**Public notification sign.** See Land use and construction notice sign.

**Public service information sign.** A sign that indicates danger and/or service and safety information.

**Public service sign.** See Service organization sign.

**Reader board.** A sign or part of a sign on which the letters are readily replaceable such, that the copy can be changed from time to time at will.

**Real estate directional arrow sign.** A portable and temporary directional sign that is intended to assist people finding the location of difficult-to-locate single family houses and condominium units that are for sale. Single family houses for lease may also use directional arrows; however, condominiums for lease shall not use directional arrows. Directional arrow signs are to be used solely for directing people to houses for sale or lease, or condominium units for sale.

**Real estate sign, for sale, rent, lease.** An on-premises or off-premises sign advertising that the property is for sale or rent.

**Real estate sign, off-premises (open-house signs and directional arrows).** A portable and temporary sign advertising, or assisting people in locating, property that is for sale, rent, or lease.

**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 subject developments advertising the sale of lots, subdivision, houses or dwelling units.

**Recognized Commercial District.** Commercial area with common development scheme, management, ownership, or promotional program. Recognized commercial districts include “The Commons,” and “Gilman Village,”

**Residential sign.** See Nameplate.

**Residential/subdivision identification permanent sign.** A freestanding or wall sign identifying a recognized subdivision, condominium or apartment complex.

**Right-of-way.** Land occupied, reserved or intended to be occupied by a public street and/or sidewalk. Included are railroad rights-of-way or lands that were previously railroad rights-of-way and now used for public purposes.

**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.

**Rotating sign.** Any sign or portion of a sign that revolves on a fixed axis.

**Sandwich board sign.** See Movable sign, A-frame.

**Secondary sign.** A sign on the secondary frontage of the building, as determined by the Director.

**Service organization sign.** A sign sponsored by service or fraternal organizations, clubs, and similar organizations located in the City of Issaquah.

**Service sign.** See Public information sign.

**Setback.** The distance from the property line to the nearest part of the applicable building, structure or sign, measured perpendicularly to the property line.

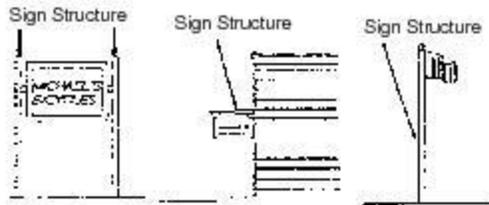
**Sign.** Any material, structure, or device, or part thereof, composed of letter or pictorial matter, or on which lettered or pictorial matter is placed when used or located outside or on the exterior of any building, including an inside window display area, for display of an advertisement, announcement, 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.

**Sign, primary.** The sign on the primary frontage of the building.

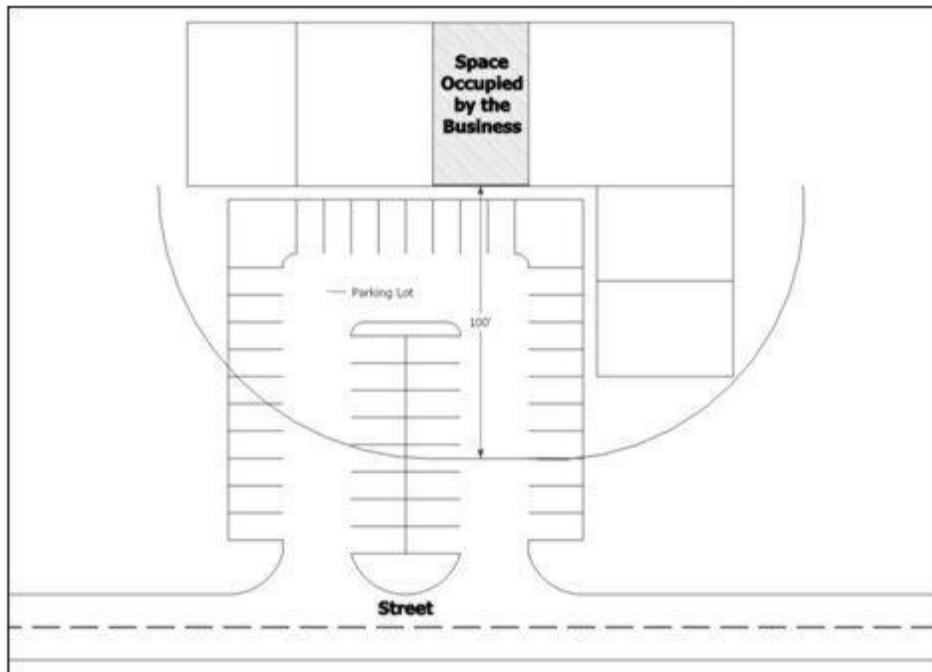
**Sign, secondary:** The sign that is not the primary sign of the business.

**Sign structure.** Any structure that supports or is designed to support any sign as defined in this Chapter. A sign structure may be a single pole and may or may not be an integral part of the building.



**Signs within a building.** See Window sign.

**Space occupied by the business.** The actual square footage owned or leased by the business and does not include other areas of a building square footage not occupied by the business.

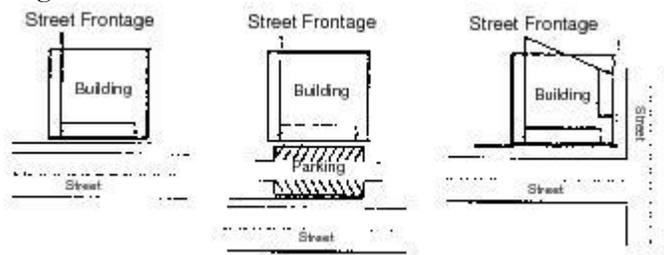


**Special events.** An event or happening organized by any person which will generate or invite considerable public participation and/or spectators for a particular and limited purpose and time including, but not limited to, fun runs, roadway foot races, fundraising walks, bikeathons, parades, carnivals, shows, exhibitions, circuses, and fairs. Special

events are not limited to those events occurring on the public streets but may occur entirely on private property. See also Chapter 5.14 IMC, Special Event/Special Use Permit.

**Street.** A public or private way opened to general public use including all classes of roadways and excepting alleys, driveways, and Interstate 90, but including major internal circulation corridors within parking lots.

**Street frontage.** The side of the building facing a street which abuts the property on which the building is located.



**Street frontage, primary.** See Frontage, primary.

**Street frontage, secondary.** See Frontage, secondary.

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

**Subdivision/residential.** See Residential subdivision sign.

**Temporary sign.** Any sign intended to be displayed for a limited period of time.

**Tenant directory sign.** See Multibusiness wall sign.

**Umbrella sign.** A commercial/product type sign placed on umbrellas with outside dining tables.

**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.

**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.

**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.

## 9.4 Permit – Required

No sign shall hereafter be erected, re-erected, constructed, refaced, altered or repaired except as provided by this Chapter and a permit for same has been issued by the Director unless such sign is excepted per Section 9.16 Permit - Exceptions. A separate permit shall be required for a sign or signs for each individual business establishment. Thereafter, each additional sign erected on the structure must have a separate permit.

## 9.5 Permit – Application.

A. To obtain a permit required by this Chapter, the applicant shall file an application that shall:

1. Clearly indicate the proposed location of the proposed sign;
  2. Be accompanied by adequate plans and specifications; showing the design, the colors, all dimensions and details of the sign, type of illumination, and the proposed location;
  3. Be signed by the property owner or authorized agent;
  4. Include such other information as may be required by the Director to insure compliance with this Code and other applicable ordinances; and
  5. Be accompanied by the applicable permit fee in accordance with the City's adopted fee schedule.
- B. If required, proof of compliance with State Electrical Code for illuminated and electrical signs shall be submitted with the application.
- C. Responsibility: The ultimate responsibility for any sign shall be borne by the legal owner of the property on which the sign is located. The Director may require when necessary that the property owner or agent be party to or applicant for any required sign permit.

## 9.6 Fees

- A. A permit fee shall be required to be paid in accordance with the City of Issaquah's adopted fee schedule.
- B. All electric and illuminated signs require an additional permit which is to be procured directly from the State Electrical Inspector, in accordance with his established permit fee schedule.
- C. In addition to the permit fee, a plan check fee equal to fifty (50) percent of the permit fee is required on all freestanding signs and signs costing over \$1,000.
- D. If a permit for any sign is denied, the total permit fee shall be refunded. The plan check fee, if applicable, shall be nonrefundable.
- E. If the Director is required to reinspect a new sign installation due to a failure on the part of the applicant to abide by the conditions of sign approval, a reinspection fee, in addition to the permit fee, may be charged equal to fifty (50) percent of the permit fee.

## 9.7 Sign permit process.

- A. **Authority.** The Director or designee is authorized and directed to be the administrator of this Chapter, to make necessary interpretations and to process all required permits under this Chapter.
- B. **Process.**
1. The Director shall review signage applications, all sign packages, changes of signage and revisions to an approved sign application through the Level 0 review (Chapter 3.0 Procedures)

2. The Director shall also review sign permit applications requesting a designation as a “Landmark Sign” as allowed under Section 9.14 Landmark signs.
- C. **Approval Criteria.** Sign permits shall be decided in accordance with the purpose and intent of this Sign Code, and applicable design standards.
  - D. **Administrative Adjustment of Standards.** Applicants may request adjustment of these sign regulations as established in Section 9.76 Adjustment of Standards.
  - E. **Permit Issuance.** This permit is issued by the Permit Center and must be obtained prior to the actual installation of a sign. Prior to mounting the sign on the building elevation, an applicant shall contact the Permit Center for a sign inspection to determine that the dimensions, colors and materials are the same as those shown on the approved plan. Signs requiring phased assembly shall be inspected once fully mounted on the wall.
  - F. **Appeals.** There is no administrative appeal of sign permits or other decisions regarding this Sign Code.
  - G. **Permit Duration and Extension.** Sign permits shall be valid for twelve (12) months from the date of issuance. One (1) six (6) month sign permit extension may be granted by the Director subject to the permit extension requirements in IMC 18.04.220, Decision.
  - H. **Permit Expiration.** The Permit Center shall close and deem “inactive” any sign permit application for which there has been no applicant activity for a six (6) month period from the date of sign permit application submittal to the City.
  - I. **Right of Entry.** Whenever necessary to make an inspection to enforce any of the provisions of this Chapter, or whenever the Director has reasonable cause to believe that there exists any sign or any condition which makes such sign unsafe, the Director 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 Chapter; 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 Director 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 Chapter, to promptly permit entry therein by the Director or his authorized representative for the purpose of inspection and examination pursuant to this Chapter.
  - J. **Utility Locate.** Before commencing any excavation for a freestanding ground mount or pole sign, the excavator shall provide notice of the scheduled commencement of excavation to all owners of underground facilities as required by Chapter 144, Laws of Washington, 1984.

#### K. Inspections.

1. All signs controlled by this Chapter shall be subject to periodic inspection by the Director. 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.
2. Footing inspections shall be made by the Director for all signs having footings.

### 9.8 Violations of the Sign Code

Violations of any portion of this Chapter shall be subject to the Code enforcement and penalty provisions set out in IMC Chapter 1.36 Code Enforcement.

### 9.9 Maintenance

All signs, together with all of their supports, braces, guys and anchors, shall be kept in repair and in proper state of preservation. The display surface of all signs shall be kept neatly painted or posted at all times. Signs not repaired or removed shall be remedied by the City and the sign owner shall be billed for the cost of their removal.

### 9.10 Removal

- A. **Unsafe Signs.** If the Director finds that any sign regulated by this Chapter is unsafe or not properly secured, he 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 Director shall revoke the permit issued for such sign, as provided in this Chapter, and shall notify the City Attorney's office for appropriate legal action. The Director 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 Advertising Signs.** Any sign existing on or after the effective date of the ordinance codified in this Chapter, 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 from the Director. The Director, upon determining that such sign exists, shall notify the owner of the premises in writing to remove the sign within thirty (30) days from the date of such notice. Upon application, the Director may extend the removal requirement for a period not to exceed ninety (90) days, provided the sign is covered so that the reading material is not visible.
- C. **Other Violations.** In the event of a violation of any other provisions of this Chapter the Director 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. Nonconforming temporary signs located on public right-of-way may be removed without notice.

D. **Penalties.** Penalties imposed for sign violations shall be specified in Chapter 1.06 IMC.

### 9.11 Recovery of Removed Signs

- A. 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.
- B. 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.
- C. The City shall not be responsible for damages or loss during removal or storage.

### 9.12 Classification

Signs in existence at the effective date of the ordinance codified in this Chapter that do not comply with the standards of this Chapter shall be deemed legally nonconforming and may continue to exist per Section 9.13 Legal nonconforming signs. Legal nonconforming status may not apply to signs that have received notice of infraction prior to the effective date of the ordinance codified in this Chapter.

### 9.13 Legal Nonconforming Signs

- A. **Cleaning and Maintenance.** Legal nonconforming 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 the current sign Chapter. Legal nonconforming signs may continue to exist except as follows:
  - 1. Any legal nonconforming sign that undergoes a name change, or has twenty (20) percent or more of the sign face (except billboards) or structure changed, shall be brought into conformance immediately with the current sign Chapter.
  - 2. Any legal nonconforming sign that is damaged in excess of fifty (50) percent of the original value of the sign shall be brought into conformance immediately with the current sign Chapter.
  - 3. Any legal nonconforming sign that is relocated or replaced shall be brought into conformance immediately with the current sign Chapter.

### 9.14 Landmark Signs

- A. A nonconforming sign may continue to exist if it is determined by the Director that the sign qualifies as a landmark sign. Application for designation as a landmark sign shall be made on forms available from the Permit Center. An application shall consist of a completed application form; any necessary supporting documentation such as plot plans, photographs or other information; and the appropriate application fee.
- B. The Director shall classify a sign as a landmark sign if, after review of a permit application submitted in accordance with Section 9.5 Permit – Application, it determines that the sign complies with all of the following criteria:
  - 1. There is evidence that the sign was installed on or before December 31, 1965; and

2. The sign is, or identifies a use or business that is, generally recognized as a significant community landmark; and
  3. The sign, though nonconforming, is in harmony with the purpose and intent of the sign regulations.
- C. Landmark signs may continue to exist except as follows: any landmark sign that undergoes a name change, or has twenty (20) percent or more of the text or structure changed shall be brought into conformance immediately with the current sign Chapter.

### 9.15 Maintenance and Repair of Legal Nonconforming signs

Nothing in this Section shall relieve the owner or user of a legal nonconforming sign or owner of the property on which such nonconforming sign is located, from the provisions of this Chapter 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 nonconforming or the sign may lose its legal nonconforming status.

### 9.16 Permit – Exceptions

The following shall not require a permit. These exceptions shall not be construed as relieving the owner of any sign for the responsibility of its erection, maintenance, removal, and its compliance with the provisions of this Chapter, or any other law or ordinance regulating the same.

- A. **Address Sign.** Allowed without permit when all conditions are met.
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 public right-of-way;
  3. Such signs may include identification of an on-premises professional office or customary home occupation (see also Home occupation sign regulation, IMC 18.07.470);
  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.** Allowed without permit when all conditions are met.
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 fifteen (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 roofline;
  6. Deflated balloons must be removed immediately; and
  7. Balloons shall not create a traffic or pedestrian hazard.

- C. **Banners, Decorative and Event.** Allowed without permit when all conditions are met.
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 seven (7) feet clearance to the Circulation Facility surface;
  5. Decorative and event banners that extend over the public right-of-way may be required to obtain a special event/use permit;
  6. Banners are limited to sixty (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.
  7. See Grand opening events and Outdoor commercial signs and Special or One Time Event for permitted temporary banners and signs. Banners, including all signs of banner-like material, are not allowed as permanent signs.
  8. Banners may not be attached to traffic lights, utility poles, or similar equipment without a permit.
- D. **Bus Shelter Sign –** Allowed without permit when all conditions are met.
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 must be approved by the Director following review and recommendation by the Issaquah Arts Commission.
- E. **Business Identification Sign.** Allowed without permit when all conditions are met.
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;
  5. Sign shall be nonelectrical and nonilluminated unless allowed by the Director following the Adjustment of Standards criteria.
- 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.** Allowed without permit when all conditions are met.

1. One (1) bulletin board sign located on premises allowed per site;
  2. Board shall not exceed twelve (12) square feet in area;
  3. Board shall be externally illuminated only unless allowed by the Director following the Administrative Adjustment of Standards criteria.
- H. **Construction Purpose/Contractor or “Coming Soon” Sign.** Allowed without permit when all conditions are met.
1. One (1) construction purpose/contractor 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 (construction/contractor and “coming soon” signs exceeding eight (8) square feet permitted per Section 9.56, Construction/contractor and “coming soon” signs);
  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 frontage road and ten (10) feet from adjoining properties unless exceptions are made by the Director;
  5. Signs may be posted for the duration of the construction period.
- I. **Credit Sign.** Allowed without permit when all conditions are met.
1. One (1) sign advertising that credit is available from companies which supply credit allowed for each street frontage of the premises;
  2. Signs shall not exceed two (2) square feet in area;
  3. The name or logo of more than one (1) company can be shown on the sign.
- J. **Directional/Information Signs and Interpretive Markers.** Allowed without permit when all conditions are met.
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; two (2) face maximum;
  3. Signs shall not contain advertising except as necessary to convey directions;
  4. Signs exceeding four (4) square feet permitted per Section 9.28, Directional and information signs.
- K. **Flags.** Allowed without permit when all conditions are met.
1. Flags must be of country, State, City or other governmental body;
  2. Flags must not exceed twenty-five (25) square feet in area.
  3. Flags for other entities permitted per Section 9.31
- L. **Garage/Yard Sale Signs.** Allowed without permit when all conditions are met.
1. Two (2) movable Garage/Yard sale signs allowed per sale;
  2. Signs shall not exceed six (6) square feet per sign face or two (2) 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.** Allowed without permit when all conditions are met.
1. Excepted Holiday decorations/signs shall be noncommercial and customary for seasons or special holidays such as Thanksgiving, Christmas, and Independence Day;
  2. Holiday decoration/signs shall be removed within ten (10) days after the holiday;
  3. Shall not include signs prohibited per Section 9.75, Listing of Specifically Prohibited Signs and Devices.
- N. **Home Occupation Sign.** Allowed without permit when all conditions are met.
1. A nameplate may display the name of the occupant and/or the name of the home occupation.
  2. The nameplate shall be attached to the dwelling and shall not exceed two (2) square feet in area. The sign shall be compatible with the architectural character of the neighborhood and shall not be illuminated or backlit. In cases where home is not visible from the street, sign may be placed on the owner's property near the road, but not in the right-of-way.
  3. See also Address sign (Section 9.16.A) and Home occupation regulations (IMC 18.07.470).
- O. **Land Use and Construction Sign.** Public Notification Signs: Signs on private property for public notification of major land use or construction activity. See also Public notification/property posting, IMC 18.04.180(C)(4).
- 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 facade changes. This exception shall not include any structural, electrical, copy, re-facing or color changes of a sign.
- Q. **Memorial Sign.** Allowed without permit when all conditions are met.
1. Memorial signs may contain only names of buildings and dates 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 Circulation Facility or Community Space.
- R. **Noncommercial Temporary Signs.** See Holiday decoration sign.
- S. **Political signs.** Allowed without permit when all conditions are met.

1. Public Right-of-Way. Political signs not exceeding four (4) square feet in size when located on the public right-of-way. See requirements for political signs per IMC 18.11.410.
  2. Private Property. Political signs not exceeding four (4) square feet in size on private property with the property owner's consent.
- T. **Posters.** Allowed without permit when all conditions are met.
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.** Allowed without permit when all conditions are met.
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 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.
- W. **Real Estate Signs, Off-Premises (Residential Open House Signs).** Allowed without permit when all conditions are met.
1. Residential open house signs are limited to two (2) 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 in the following zones: Mixed Use Residential and Village Residential; i.e., residential open house signs not allowed in following zones: Urban Core, Mixed Use, Intensive Commercial, and Destination Retail
  3. No more than three (3) signs per property per agent for any one (1) residential open house may be displayed at one (1) time; except if the agent has more than one (1) 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 be displayed only 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.
- X. **Real Estate Signs, Off-Premises Directional Arrows.** Directional arrow signs are to be used solely for directing people to a house for sale or lease, or a condominium unit for sale. They may not be used for advertising of sale or lease opportunities of commercial property. They may not be used for any properties outside the City limits.

Off-premises directional arrows are allowed without permit when all conditions are met.

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 lease, when the tenant takes possession.
6. No off premises real estate directional arrow sign shall be allowed for advertising of sale or rental opportunities of commercial property, without a permit.

**Y. Real Estate, On-Premises For Sale, Lease or Rent or Unit Occupied.** Allowed without permit when all conditions are met.

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 in area, maximum height four (4) feet; (on-premises real estate signs exceeding six (6) square feet are permitted per Section 9.67 Real estate signs, on-premises (for sale/lease/rent));
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.

**Z. Umbrellas.** Signs placed on outdoor table umbrellas. Product identification is allowed on movable umbrellas in commercial zones, e.g., restaurant dining tables.

**AA. Utility of 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 Director 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.

- BB. **Window Sign, Temporary Indoor.** Allowed without permit when all conditions are met.
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.
- CC. **Within a Building.** Any sign which is located within a building and which is clearly intended to be visible primarily to people located within the building is allowed without a permit.

### 9.17 Permitted Number, Types, and Size 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 otherwise permitted in this Code. 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 streets (or other Public Space such as a Circulation Facility or Community Space, as determined by the Director) and has pedestrian oriented entries on at least two different sides of the building facing a street (or other Community Space as determined by the Director), the business may have two (2) Primary and up to two (2) 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 9.18. For each façade that does not have a Primary sign, one (1) Secondary sign will be allowed, not to exceed two total Secondary signs; Secondary sign size will be calculated as specified in Section 9.19. 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 feet in length and facing a street (or other Public Space such as a Circulation Facility or Community Space, as determined by the Director) 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 9.18 and
  - d) Each sign is located in proximity to the pedestrian entry.
3. In addition, if the business faces other streets (or other Public Space such as a Circulation Facility or Community Space, as determined by the Director), 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 9.19. If the business only has one façade, one Secondary sign may be placed on the facade 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 (1) complex, those businesses solely on an interior corner or corners of such building shall be allowed a wall sign on frontage which does not have an entrance to a maximum size allowed under this Section; provided, that such businesses do not have a wall sign allowance on that frontage under some other Section of this Chapter. 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 Frontage.** In those instances where a business has no frontage on any street, the Director 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 a maximum of 15 square feet in size for their business name and/or logo. Each size will count toward the maximum sign area allowed on that building face.
- F. **Building Elevations Parallel or Perpendicular to I-90** In those instances where a business is located in a building on property (individual parcel/lot or part of a development) adjacent to the Interstate 90 right-of-way, no business shall be allowed wall signage on the building elevation which is parallel (parallel being defined as an angle of forty-five (45) degrees or less) to the freeway (including on-ramps or off-ramps) and considered secondary frontage. Where a development consists of two (2) or more buildings on property adjacent to the freeway, this limitation shall be restricted to the buildings located closest to the I-90 right-of-way. These restrictions shall not apply in

those cases where the parallel building elevation to the freeway (including on-ramps and off-ramps) is determined by the Director to be the primary frontage for the building. For buildings which are adjacent to I-90 and have building elevations which are perpendicular to or nearly perpendicular to I-90, the letters shall be limited to a maximum height of two (2) feet and the sign length shall not exceed fifteen (15) feet. The total face area of the sign shall not exceed thirty (30) square feet.

G. Box or Cabinet signs are prohibited as Permanent Signs.

H. No Permanent Signs, as listed in Section 9.17 may be placed higher than 65 feet above Final Grade, except if they qualify as a Corporate Identification Sign.

I. The following table illustrates the number and types of permanent signs a business is allowed:

<b>Table 9.17-1 Number and Type of Permanent Signs Allowed Per Business</b>		
<b>Primary signs</b>	<b>Secondary Signs</b>	<b>Additional Signs</b>
A business may choose ONE of the following signs (except as allowed in Section 9.17):	A business may choose ONE of the following signs (except as allowed in Section 9.17):	A business may choose a combination of the following signs; see appropriate Sign Code Sections to determine applicability, number, and other details:
- Awning Sign	- Awning Sign	- Address Sign
- Canopy Sign	- Canopy Sign	- Awning Signs
- Franchise Sign	- Franchise Sign	- Banners
- Free Standing/Monument Sign	- Free Standing/Monument Sign	- Canopy Signs
- Fuel Price Sign	- Marquee Sign	- Directional and Informational
- Marquee Sign	- Painted Wall Mural	- Flags
- Painted Wall Mural	- Painted Wall Sign	- Memorial Sign
- Painted Wall Sign	- Projection Sign	- Movable Signs
- Projection Sign	- Wall Sign	- Multi-business Wall Signs
- Wall Sign	- Window Sign	- Pedestrian-Oriented Signs
- Window Sign		- Window Signs

## 9.18 Primary Signs

- A. **Primary Sign Areas.** Each primary sign shall not exceed the following maximum sign area indicated following the facade area on which the sign is attached:

Table 9.18-1 Primary Sign Areas	
Façade 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 feet in length.
  2. Three (3) foot average and four (4) foot maximum letter size for signs from 101 to 300 feet 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.

## 9.19 Secondary Signs

- A. **Area.** The secondary sign shall be no larger than five (5) percent of the facade area on which it 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 Section 9.17.

- C. **Location.** A secondary sign shall be located on the portion of a building's façade associated with the business it is advertising, except Projection signs.

## 9.20 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 contribute to its character. Additional signage also provides a business with 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.

A. **Address signs** (See Section 9.16, Permit – Exceptions).

1. **As a Primary Sign.** Address signs shall not be used as Primary Signs.
2. **As a Secondary Sign.** Address signs shall not be used as Secondary Signs.
3. **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.

## 9.21 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:

Table 9.21-1 Automobile Fueling Station Signs						
Class	Type	Maximum Number	Maximum Sign Area	Maximum Sign Height	Location	Lighting <sup>1</sup>
Station Identification and Pricing <sup>2</sup>	Integrated with Monument sign allowed in Section 9.38	One per street frontage <sup>3</sup>	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 wall	One	15 sq. ft.	2 feet.	Shall be on the car wash structure.	Not 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 Section 9.49, 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 9.38, Monument signs (freestanding signs), shall be allowed.						

- B. **Sign Illumination.** Sign illumination shall comply with Design Standards.

- 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 allowed in Section 9.38 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. **Not Allowed.** 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.

## 9.22 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 Chapter. 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 feet above the sidewalk, an awning that extends at least 6 feet over the sidewalk, and up to an awning 12 feet above the sidewalk which extends at least 8 feet over the sidewalk. For heights in between 8 feet and 12 feet above the sidewalk, the minimum extension over the sidewalk shall be extrapolated between 6 feet and 8 feet of extension.
  4. If the awning is over a right-of-way, a special event/use permit shall also be required.

## 9.23 Banners

- 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.**

1. **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 feet of linear street frontage, with a minimum of two (2) banners. (For example, a business with 30 feet of street frontage could have 2 banners; a business with 120 feet 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 9.16.
2. **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. The Director may apply conditions to ensure locations are appropriate and coordinated. All banners shall maintain a minimum 7 foot clearance to the Circulation Facility surface. A development or shopping area may not have both these banners and the decorative banners allowed by Section 9.16.

## 9.24 Blade Signs

See Pedestrian-Oriented signs, Section 9.44.

## 9.25 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 a 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 9.18 of this Chapter. 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 feet above the sidewalk, a canopy that extends at least 6 feet over the sidewalk, and up to a canopy 12 feet above the

sidewalk which extends at least 8 feet over the sidewalk. For heights in between 8 feet and 12 feet above the sidewalk, the minimum extension over the sidewalk shall be extrapolated between 6 feet and 8 feet of extension.

- C. If the canopy is over a right-of-way, special event/use permit shall also be required (see also Chapter 5.14 IMC, Special Event/Special Use Permit, and Signs on Public Rights-of-Way, Section 9.72 Scope, through Section 9.74 , Insurance and indemnity, and IMC 12.05 Sidewalk Use District).

## 9.26 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 one (1) freestanding or one (1) wall sign for each street frontage. Community facilities signs shall not exceed thirty-two (32) square feet in area per face. A freestanding sign shall be set back a minimum of two (2) feet from the property line, 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 back-lit. 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 Section 9.16, Permit – Exceptions.

## 9.27 Corporate Identification Signs

The purpose of a Corporate Identification Sign is to identify one significant tenant within a building. A Corporate Identification Sign is located at the top of the building, not in relationship to the location of the tenant's space. A Building Owner may allow a Corporate Identification Sign at the upper level of a High-Rise Structure if they meet the following criteria, in addition to other applicable provisions of this Code:

- A. Only hotel, motel, or hospital; or an enterprise that is a major Issaquah employment center within the building on which the signs are mounted may place a Corporate Identification Sign;
- B. Signs shall not project above the top of the surface to which that are affixed, nor beyond the edge of any surface to which they are affixed;
- C. Signs may use only logos and/or the business name. The lettering shall be no taller than four (4) feet in height. Lettering averaging shall not apply;
- D. The total square footage of the logo and the business name may not exceed 200 square feet;
- E. Signs shall be mounted to the building with a mounting system that is not visible beyond the edges of the sign elements;

- F. Signs may not project above the surface to which they are affixed nor beyond the edge of any surface to which they are affixed. Signs shall be designed and located to preserve the integrity of the building roof form;
- G. Sign illumination shall be limited to halo lighting with a white light source; provided, that signs may be internally illuminated when the surface on which the sign is mounted is made of glass or other highly reflective material that would interfere with the appearance of the sign if halo-lit. Internal illumination is limited to only those letters of sign elements that will appear white when lit. Any illumination shall be designed to ensure no exposed lighting source or raceway. The light source shall be no brighter than the equivalent of 30 milliamp neon tubing behind a diffuser panel. The applicant shall provide a signed certification from the sign manufacturer declaring that the illumination meets the limits of this subsection;
- H. Only one tenant's name and/or logo, and no more than two (2) Corporate Identification Signs for that tenant, are allowed per High-Rise Structure. If a Building Owner and tenant determine that two Corporate Identification Signs will be provided, the two signs must be on different facades and they shall be oriented to face I-90, or perpendicular to I-90;
- I. As part of the Director's review, the Corporate Identification Sign's hours of illumination may be reasonably restricted to hours of sleep e.g. between midnight and 6 a.m., unless longer hours are approved by the Director; hospitals, hotels, and motels are exempt from this Section;
- J. The design of the Corporate Identification Sign shall be compatible with the building and district character;
- K. A Corporate Identification Sign is not a Primary, Secondary, or Additional Sign. When a Building Owner and Tenant elect to provide Corporate Identification Signs, all other signage associated with the Tenant's business shall be located at ground/street level. The tenant may be allowed by the Building Owner to have all Primary, Secondary, Additional, and Temporary signage allowed by this Sign Code; however letter size is limited to two (2) feet.
- L. Corporate Identification Signs shall be removed within 90 days after the enterprise ceases to comply with Section 9.27.

## 9.28 Directional and Information Signs

- 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, providing general information secondary to the advertisement of the use of the property on which it is located. Signs may be single- or double-faced and shall not exceed four (4) square feet per face for information for nonmotorized transportation modes including bicycles and pedestrians and twelve (12) square feet per face for information for motorists. This Section includes signs indicating entrance, exit, one-way circulation, drive-up window, etc., Information signs including drive-through menu signs, restroom, open, closed, etc. containing no advertising matter beyond that necessary to accomplish their purpose. Directional and information signs not exceeding four (4) square feet are excepted per Section 9.16 Permit – Exceptions. Changeable copy of letters and/or numbers providing this information are limited to six inches (6”) in height. The Changeable Copy or Changeable Image portion of the informational sign, indicating the status of the parking availability, may be electronically lit (e.g. LEDs) and remotely changed, however the rate of change shall not be so frequent as to become a Prohibited Sign with flashing, blinking or moving lights.
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-storied 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.

### 9.29 District Identification Sign

A recognized commercial district may mount a pedestrian-oriented sign pre-approved by the City. This pedestrian-oriented sign shall not impact the number or type of other allowed signs the business may have under this Code. The signs will include only the name of the business. These pedestrian-oriented signs will be uniform in size, material, color, mountings and text style. Maximum size four (4) square feet per face. Maximum height twelve (12) feet with minimum eight (8) feet clearance.

### 9.30 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.**
  1. The Director will evaluate the proposed locations to ensure locations are appropriate and coordinated. Signs located on the public right-of-way require a Special Use Permit as well or compliance with the Sidewalk Use District, IMC 12.05. The applicant is responsible for maintenance and inspection of the Business and Civic Directional Signs

once installed.

2. Business and Civic Directional Signs are allowed on private and public property 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. Business and Civic Directional Signs should be placed at key intersections or decision points, and designed predominantly 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 doors swings, vehicular sightlines, pedestrian routes, etc. when locating them. Generally signs may only include maps, business name 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. 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.

### 9.31 Flags

- 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 9.16 Permit – Exceptions. Flags larger than twenty-five (25) square feet require a permit. The Director will review the permit based on the location and size of the flag so as not to be distracting to drivers and a nuisance to nearby property owners, businesses, or residents (e.g. noise, visual impacts). The Director may allow up to one (1) flag with the business 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.

### 9.32 Franchise Signs

- A. **As a Primary or Secondary Sign.** One franchise sign is permitted per business provided the Director 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, or
  - 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 thirty (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.

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 9.17 Permitted Number, Types and Size of Permanent Signs.

B. **As an Additional Sign.** Franchise Signs shall not be used as Additional Signs

### 9.33 Freestanding Signs

See Section 9.38, Monument signs (freestanding signs).

### 9.34 Fuel Price Signs

See Section 9.21, Automobile service station signs.

### 9.35 Interpretive Markers

Pedestrian-oriented signs that provide wayfinding throughout the development, 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 9.16, Permit – Exceptions.

### 9.36 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 (1) 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 Uniform 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.

### 9.37 Memorial Signs

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 as established in Excepted Signs and shall not be electrified through 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 square feet with a maximum letter height of two (2) feet;

3. Be limited to one (1) Memorial Sign per building façade facing a Community Space;
4. The excepted Memorial Sign with the building date may be used in combination with the Permitted Memorial Sign with the building name.

See all Section 9.16 Permit – Exceptions.

### 9.38 Monument Signs (Freestanding Signs)

While these signs may be necessary now and during the period the Central Issaquah area shifts from suburban to urban, they are not consistent with the ultimate form envisioned at Buildout for the Central Issaquah area. In a dense, mixed use community, the land typically is not available nor is there a need for these signs. Thus, the Director may permit these signs through the Adjustment of Standards process, Section 9.76. The applicant must provide an accompanying plan for how these signs will eventually change and/or comply with the Central Issaquah Plan and the related Development and Design Standards.

- A. **Individual Business.** An individual business located on a separate lot and not legally part of a multi-business development may use one (1) monument sign as either a primary sign or a secondary sign. The sign may not be located closer than two (2) feet from any property line. The overall height of the sign shall not exceed ten (10) feet. No more than one (1) monument sign shall be erected for any one (1) business. 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.
- B. **Multibusiness Development.** Monument signs are permitted for the purpose of identifying the development and the tenant or occupants of any multibusiness development. A development shall mean one (1) 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 (1) face. For retail developments with four (4) or more tenants, at least twenty-five (25) percent of each sign face shall identify the development. For retail development with fewer than four (4) tenants, identification of the development is not required, but if the retail development is identified on the sign then at least twenty-five (25) percent of each sign face shall identify the development. Each panel identifying a tenant shall be at least fourteen (14) inches high with letters and/or logo at least eight (8) inches high. Neither the portion of the sign structure providing support nor the frame shall be counted in determining the square footage of the sign. Each sign shall be located at least two (2) feet from any vehicle entrance. No sign shall obstruct the view of motor vehicles operators entering or leaving any parking area, service drive, private driveway, street, alley, or other thoroughfare.
- C. **Residential Development Identification Signs.**
  1. **Single Family Areas.** One (1) permanent area identification sign with or without flood lighting (maximum equivalent illumination of four hundred (400) watts incandescent light) and not exceeding thirty-two (32) square feet with appropriate landscaping shall be located on land which is part of the subject development at the major entrance to a subdivision. The sign shall not exceed ten (10) feet in height.

These signs and their accompanying landscaping shall not serve as a vehicle for the posting of temporary signs permitted by this Chapter. The applicant shall assure that the sign will be maintained through some mechanism approved by the Director.

2. **Multiple Family Areas.** For multiple family residential areas, other than duplexes, one (1) permanent externally illuminated building identification sign appropriate to the architectural style and landscape 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 shall a sign area be greater than thirty-two (32) square feet and shall not exceed ten (10) feet in height. Illumination shall not exceed four hundred (400) watts.
- D. Monument signs for multibusiness developments may be allowed to be twelve (12) feet in height when a sign panel is dedicated for leasing/sales information. The sales/lease panel shall not exceed ten (10) square feet maximum per side and shall be located as the bottom panel of the monument sign.
  - E. **Lighting.** Lighting for freestanding 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.

### 9.39 Movable Signs, Commercial A-frame

- A. Only one (1) movable A-frame sign is permitted per business.
- B. These signs shall be placed only on the property of the business displaying such sign; provided, however, that businesses that do not own the property abutting the public access to their business may display a movable A-frame sign on public rights-of-way upon receipt of a Special Use Permit and payment of a Special Use Permit fee and annual permit fee as set forth by the City of Issaquah's adopted fee schedule.
- C. Commercial movable A-frame signs may be displayed only during the hours of 8:00 a.m. to 9:00 p.m. or closing, whichever is earlier, on days the business displaying such sign is open.
- D. Commercial movable A-frame signs shall not exceed six (6) square feet in size per face and shall not exceed four (4) feet in height.
- E. Movable A-frame signs that are unsafe to pedestrians or motorists may be removed pursuant to the provisions of Section 9.61, Removal.
- F. An annual permit fee for movable A-frame signs shall be valid for the calendar year and shall expire on December 31st of said year.
- G. This Section shall not affect real estate signs as permitted by Section 9.16, Permit – Exceptions.

#### 9.40 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 multibusiness 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 multibusiness development with more than one (1) street frontage may have a maximum of two (2) multibusiness wall signs. Combined dimensions of the two (2) signs must be within the maximum allowable area (sixteen (16) square feet).

#### 9.41 Neighborhood, District, Gateway Identification Sign

A Neighborhood, District, Gateway may provide a Monument Sign as long as it meets the following conditions:

- A. Each entrance to the area may have such a sign;
- B. The sign is limited to thirty-two (32) square feet;
- C. The sign is limited to ten (10) feet in height including the frame or structure on which it is mounted;
- D. The sign is limited to the name of the area and a logo;
- E. The sign may have exterior illumination only;
- F. The sign will be consistent in size, material, color, mountings and text style of the area.

#### 9.42 Non-Commercial Use Signs

See Section 9.26, Community Facilities/Religious Facilities Signs.

#### 9.43 Painted Wall Murals and Wall Signs

- A. **As a Primary or Secondary Sign.** Only the portion of a painted wall mural or Painted Wall Sign which contains a logo, trademark or other commercial message shall be governed by this Sign Code. A painted border shall not be included in the overall dimensional size limitations.
- B. Any Painted Wall 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.
- C. Wall preparation, anti-graffiti coating, ultraviolet coating and plastic coating for wall murals and wall signs with southern exposure shall be required. Maintenance shall be

required for any portion of the painted wall mural or wall sign that is unreadable or unsightly due to weather, sunlight or graffiti.

#### 9.44 Pedestrian-Oriented Signs (including Blade Signs)

- A. **As a Primary Sign.** Pedestrian-Oriented/Blade Signs shall not be used as Primary 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 signs shall be limited to four (4) square feet maximum per face;
  - 2. Pedestrian-oriented signs may be externally illuminated; no internal illumination is allowed;
  - 3. Pedestrian-oriented signs shall be in character with adjacent land use;
  - 4. Pedestrian-oriented signs 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 street or parking lot major internal circulation corridor;
    - b) The pedestrian-oriented sign is displayed on the multi-business development wall most adjacent to the tenant's pedestrian entrance;
    - c) The tenant has approval of multi-business development property owner/manager.

#### 9.45 Residential Subdivision Identification Signs

See Section 9.38, Monument Signs (Freestanding Signs).

#### 9.46 Projection Signs

- A. **As a Primary Sign.** If the two sides 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 multitenant 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 Director 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 limited to 65 in height. 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 they are mounted on. Minimum clearance of a projection sign shall be eight (8) feet. Thirty (30) percent 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. Not internal illumination will be allowed. 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.** Project Signs may not be used as Additional Signs; see Pedestrian-Oriented/Blade Signs.

### 9.47 Public Service Signs

See Section 9.48, Service Organization Signs

### 9.48 Service Organization Signs

Service Organization signs may be allowed at gathering places in Community Spaces, parks, plazas and other 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.

### 9.49 Wall Signs

- A. **As a Primary 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 9.16 Exceptions may be used as an Additional Sign.

### 9.50 Window Signs – Permanent Indoor

- A. **As a Primary 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 the windows may be fully obscured through 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 Community 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, or Additional) shall not exceed the façade's linear footage divided by twenty (20) – For example, a 60 foot façade could have up to three window signs:  $60 \text{ linear feet of façade} \div 20 \text{ feet per window sign} = 3 \text{ window signs}$ ). Maximum letter height or logo height for Additional Window Signs is twelve (12) inches. The Additional Window Signs contribute to the window coverage calculations specified in the Section above.

### 9.51 Temporary Signs – Area, Height Limit, and 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) square feet in area and six (6) feet 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 in Section 9.16 Permit - Exceptions, all Temporary signs require a permit.

### 9.52 Temporary Signs – Location

Temporary signs must be placed on the subject property. Temporary signs are allowed on or above City street right-of-way as excepted by Section 9.75 Signs on Public Rights-of-way-Placement. Signs shall not create a hazard to either pedestrians or motorists as determined by the Director. No Temporary Sign may be placed higher than sixty-five (65) feet above surrounding grade.

### 9.53 Temporary Signs – Time Limit Generally

Temporary signs not otherwise limited in time within this Chapter will be limited to a period of one hundred twenty (120) consecutive days within a one (1) year period.

### 9.54 Balloons

See Section 9.16 Permit – Exceptions.

### 9.55 Temporary Banners

See Section 9.23 Banners.

### 9.56 Construction Purpose, Contractor, and “Coming Soon” Signs

One (1) Construction Purpose, Contractor and “Coming Soon” sign is allowed 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 construction

shall not exceed eight (8) square feet. The height of any these signs shall not exceed ten (10) feet. The signs may be posted for the duration of the construction period, which is defined as having an active building permit. The sign(s) must be set back a minimum distance of five (5) feet from the frontage road and ten (10) feet from adjoining properties unless exceptions are made by the Director. Signs not exceeding eight (8) square feet do not require a permit per Section 9.16 Permit – Exceptions.

### **9.57 Event Signs for Nonprofit Organizations**

See Section 9.68 Special or One-Time Events sign.

### **9.58 Garage/Yard Sales Signs**

See Section 9.16 Permit – Exceptions.

### **9.59 Grand Opening Events**

Grand openings are allowed for both new business openings and for new ownership. The following regulations shall apply to all grand opening events:

- A. All signs not exempted by Section 9.16 Permit – Exceptions, 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 Section and shall be removed at the end of one (1) thirty-day (30) day period.
- 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 9.75 Listing of specifically prohibited signs and devices, shall remain in effect.
- E. Flags, clusters of lights and banners are allowed for grand openings.
- F. Searchlights, 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 (1) grand opening event for the purpose of this definition may occur for any one (1) location within any twelve (12) month period; provided, that each separate business location within a complex of two (2) or more businesses shall be entitled to a grand opening event separate from the grand opening event for the complex as a whole.

### **9.60 Holiday Decoration Sign**

See Section 9.16 Permit – Exceptions.

### 9.61 Movable Sign, Special Events A-frame

- A. Special events A-frame movable signs may be allowed to advertise any event for which a special events permit (see Chapter 5.14 IMC, Special Event/Special Use Permit) has been issued by the City, such as Salmon Days, and to give directions to the event or to event parking.
- B. Special events A-frame movable signs shall not exceed six (6) square feet per face and shall not exceed four (4) feet in height.
- C. The location of the sign(s), where allowed by the special events permit, shall comply with the following:
  - 1. A-frames shall not be located on sidewalks, pedestrian facilities, or bikeways;
  - 2. A-frames are permitted on City property; provided, that they shall not create a hazard to either pedestrians or motorists by blocking vision or movement of people or vehicles;
- D. Movable A-frame signs shall be maintained in an aesthetically good condition. A-frames which are hand-written, have irregular lettering, or are on cardboard are prohibited.
- E. The sign(s) shall be removed promptly after the end of the event.

### 9.62 Outdoor Commercial Signs

- A. All temporary outdoor commercial signs shall be wall signs except as allowed by this Chapter.
- 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 (1) time by a single business.
- D. Temporary outdoor commercial signs shall not exceed five (5) percent of the individual business building face on the primary 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 Director from regulations contained in subsections C and D of this Section.

### 9.63 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 eighteen (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 as allowed per Chapter 4.0 Zoning Districts, Uses and Standards, Table 4.3B Table of Permitted Land Uses, may have either:
  - 1. One (1) sixteen (16) square foot sign and one (1) movable A-frame sign; or
  - 2. Two (2) movable A-frame signs.
- C. The signs are allowed on private property for temporary outdoor vendors, i.e., Christmas tree lots, fruit stands, or public markets. Signs shall not be located off-premises, Section 9.75 Listing of specifically prohibited signs and devices.
- D. Movable A-frame signs may be displayed only during the business hours on days the vendor displaying such sign(s) is open for business.
- E. Temporary outdoor vendor signs must be located on private property.
- F. Movable A-frame signs are limited to a maximum of six (6) square feet per face and a height limit of four (4) feet.
- G. Such signs are permitted for a duration of not more than sixty (60) consecutive days and not more than one hundred twenty (120) days within any one (1) calendar year.
- H. If a group of vendor carts and/or trucks are located together, each cart or truck may have the signs allowed by Section 9.63 Outdoor Vendor Signs and may not have the A-frame signs.

#### 9.64 Political signs

See IMC 18.11.410, Political Signs.

#### 9.65 Posters

See Section 9.16 Permit – Exceptions.

#### 9.66 Real Estate Signs, Off-premises (Residential Open House Signs/Directional Arrows)

See Section 9.16 Permit – Exceptions.

#### 9.67 Real Estate Signs, On-Premises (For Sale/Lease/Rent)

Signs not exceeding six (6) square feet do not require a permit per Section 9.16 Permit – Exceptions.

- 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 (1) time at any one (1) 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 one (1) further extension of time not to exceed six (6) months, otherwise the sign shall be removed.

- B. **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 sixteen (16) square feet in surface area. If V-shaped, the total surface area shall not exceed sixteen (16) square feet in area. The surface area shall not exceed 50% of the surface area of any monument signs on the property. If freestanding the sign may not exceed four (4) feet in height, and may not exceed 50% of the height of any monument signs on the property. Maximum height for wall sign shall be four (4) feet in height. Sign shall be located more than ten (10) feet from any property line or corner, 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.

## 9.68 Special or One-Time Events Signs

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 as follows:

- A. Such signs are permitted for a period not to exceed thirty (30) days in any six (6) month period.
- B. Movable A-frame signs are limited to a maximum of six (6) square feet per face and a height limit of four (4) feet.
- C. Maximum height for a freestanding sign is six (6) feet.
- D. All signs not excepted by Section 9.16 Permit – Exceptions shall be briefly described on a single permit for the one-time event period.
- E. All signs specifically approved as part of a Special or One-Time Event shall be deemed Temporary and are limited to two (2) weeks preceding the event and ten (10) days following the event.
- F. During the period of a one-time event, the total surface areas of all signs, banners, and flags may equal up to 300 percent of that which would be allowed as permanent 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 restriction contained in Section 9.75 Listing of Specifically Prohibited Signs shall remain in effect.

G. Banners may only contain the name and dates of the event and artwork or a logo associated with the event.

H. Banners may not span the street, unless under special circumstances.

### **9.69 Temporary signs for nonprofit organizations.**

See Section 9.68, Special or One-Time Events Signs, and Section 9.39 Movable sign, special events A-frame.

### **9.70 Window Signs, Temporary Indoor**

See Section 9.16, Permit – Exceptions.

### **9.71 Model Home and Sales, Rental or Leasing Offices**

Model Home and Sales, Rental or Leasing Office signs, flags and banners shall be permitted on the premises which serve said purpose.

### **9.72 Signs on Public Rights-of-Way – Scope**

Nothing in this Chapter shall be interpreted as controlling public information signs placed on the public rights-of-way by any governmental agency or public utility.

### **9.73 Signs on Public Rights-of-Way – Placement**

- A. Public service traffic and 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.
- B. No sign shall be allowed in traffic islands, roundabouts, or medians including but not limited to those located at the intersections of Front Street and Gilman Boulevard and Front Street and Clark Street.
- C. In addition to the restrictions set forth in subsection B of this Section, no sign shall be placed on or above the public rights-of-way with the following exceptions:
  - 1. Signs defined in Section 9.72, Signs on Public Rights-of-Way – Scope, and subsection A of this Section (ROW scope and placement for public service and governmental agency signs);
  - 2. Awning signs, per Section 9.242, Awning signs;
  - 3. Banners and flags, per Section 9.16, Permit – Exceptions;
  - 4. Blade signs, Section 9.44, Pedestrian-oriented signs (including Blade signs);
  - 5. Canopy signs, per Section 9.25, Canopy signs;
  - 6. Flags of country, State, City or other governmental body, per Section 9.31, Flags;
  - 7. Grand opening event signs, per Section 9.59, Grand opening events;
  - 8. Marquee signs affixed to an awning, not extending beyond the perimeters thereof, per Section 9.36, Marquee signs;
  - 9. Movable sign, special events A-frame, per Section 9.39, Movable signs, special events A-frame;

10. Outdoor Vendors (carts and trucks or yard activities) per Section 9.63 of this Chapter; however, Outdoor Vendors in public right-of-way shall obtain a Special Use Permit.
11. Pedestrian-oriented signs, per Section 9.44, Pedestrian-oriented signs (including Blade signs);
12. Political signs, per Section 9.16 Permit – Exceptions, and IMC 18.11.410, Political signs;
13. Projection signs, per Section 9.46, Projection signs;
14. Real estate signs, off-premises residential (residential open-house signs), per Section 9.16, Permit – Exceptions;
15. Real estate signs, off-premises directional arrows, per Section 9.16 Permit – Exceptions;
16. Special or One-Time Events Signs, per Section 9.68;
17. Wall signs not extending more than twelve (12) inches over the public rights-of-way on structures located on or within twelve (12) inches of the public rights-of-way. This exception applies only eight (8) feet or more above the grade of the public rights-of-way, per Section 9.49, Wall signs;
18. Signs allowed on public street right-of-way by an approved Special Event/Special Use Permit and corresponding approved sign permit.

#### **9.74 Insurance and Indemnity**

Any signs, 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, Chapter 12.05 IMC.

#### **9.75 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 IMC 1.36.030, Enforcement:

- A. Abandoned signs.
- B. Billboards.
- C. Blinking or flashing lights such as 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. Natural features and Street furniture: Signs, balloons or devices affixed or painted on trees, rocks or other natural features, that do not have a permit as a Permanent Sign.
- K. 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
  - 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 Chapter and the Table of Permitted Land Uses.
- L. Posters not associated with music performances, cultural events, movies, and live or playhouse theaters.
- M. Readerboards; except for those allowed with noncommercial signs and marquee signs and those which are already in place and are legal nonconforming, and electronic readerboards as allowed by IMC 18.11.165, Community facilities electronic readerboards.
- N. Readerboards, portable.
- O. Real estate; Off-Premises Commercial, including movable open house signs and directional arrows located on private property or public rights-of-way.
- P. Reflective material in signage including highly reflective metallic finishes, sequin studded materials or fluorescent colors.
- Q. 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 9.46.
- R. Roof signs, except as otherwise allowed in this Chapter.
- S. Strings of pennants, ribbons, streamers, spinners, mylar balloons, flags (except as allowed in Section 9.16 Permit – Exceptions, Section 9.23, Banners, Section 9.31, Flags, and

Section 9.54, Balloons) or other similar moving or fluttering devices, or moving or revolving devices of a carnival-like nature.

- T. 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 Director; and
  - 3. Any sign placed in such a manner that it obscures the vision of a motorist as determined by Director.
  
- U. **Utility or public street feature.** Signs (including political 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 bus shelter signs allowed under Section 9.16, Permit – Exceptions) and other types of street furniture. The exception is that political signs may be located on privately owned fences and privately owned retaining walls in residential areas.
  
- V. 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 9.73, Signs on Public Rights-of-Way – Placement.
  
- W. Signs located on railroad rights-of-way or lands that were previously railroad rights-of-way and now used for public purposes, except for governmental signs.

## 9.76 Administrative Adjustment of Standards

Adjustments to specific provisions of this Chapter shall be through an Administrative Adjustment of Standards.

- A. **Purpose.** The purpose of permitting the Administrative Adjustment of Sign Standards is to provide for flexibility that is compatible with Issaquah’s character, to acknowledge the artistic creativity of sign makers, and to revitalize commercial areas consistent with the City’s Vision, the Comprehensive Plan (including the Central Issaquah Plan, and applicable Development and Design Standards).
  
- B. **Adjustment Applications.** Adjustment applications shall be made on forms available from the Permit Center. An application shall consist of a completed application form; any necessary supporting documentation such as plot plans, building elevations, photographs or other information as may be required by the Director; and an application fee.
  
- C. **Review Process.** Adjustment applications shall be reviewed as established by Chapter 3.0 Procedures.
  
- D. **Approval Criteria.** This Chapter may be adjusted administratively when the Director determines all the following criteria are met:

1. **Vision.** The proposed alternative is equal or superior to the Central Issaquah Plan vision, goals and policies;
  2. **Access.** The proposal will not create negative impacts to the abutting properties or rights-of-way, dedicated tracts, or easements;
  3. **Compatibility.** The modification is compatible with the scale, character, design and lighting of the adjacent neighborhood or business district and would not adversely affect the neighborhood in which the business is located;
  4. **Sufficient Reason.** Sufficient reason is shown for the adjustment in order to address exceptional or extraordinary circumstances or conditions applicable to the property involved, or intended use of the property, that are not contemplated or provided for by this Chapter;
  5. **Safety.** The proposal does not negatively impact any safety features of the project, nor create any hazardous features;
- E. **Conditions.** Conditions may be imposed upon the grant of any adjustment. Unless otherwise specified, the adjustment shall be subject to all plans, specifications, and conditions set forth in the application.
- F. **Prohibited Standards.** No adjustment may be granted that would:
1. Increase the number of signs, except pedestrian-oriented signs allowed by this Chapter;
  2. Allow a type of sign or device which is prohibited by Section 9.75 Listing of specifically prohibited signs and devices.

# 10.0

## Landscape

- 10.1 Intent
- 10.2 Applicability
- 10.3 Site Evaluation, Existing Conditions and Design Considerations
- 10.4 Landscape Requirement: Circulation Elements and Community Space
- 10.5 Landscape and Decorative Requirements for Parking Areas
- 10.6 Requirements for Outdoor Storage and Outdoor Sales and Display Areas
- 10.7 Plant Material Adjacent to Critical Areas
- 10.8 Landscape Requirements for Fences, Hedges, Waste Enclosures and Mechanical Equipment
- 10.9 Requirements for Blank Walls and Retaining Walls
- 10.10 Minimum Tree Density
- 10.11 Tree Removal on Vacant and Developed Properties
- 10.12 Tree Removal Review
- 10.13 Tree Retention Requirements
- 10.14 Replacement Trees
- 10.15 Tree Maintenance
- 10.16 Maintenance and Landscape Bond Requirements
- 10.17 Landscape Requirements and Specifications
- 10.18 Administrative Adjustment of Standards

### 10.1 Intent

The intent of this Chapter is to establish minimum standards for landscaping and trees within Central Issaquah that draw nature into this developing urban community. Adding green elements to soften the urban form provides opportunities for transitions from the natural edges into the built environment and ensures a livable, verdant, attractive Public Realm that restores both nature and human activity and contributes to the success of the establishment of the Green Necklace. These Development standards support the Design standards found in the Chapter 16, Landscape.

Minimum requirements and standards are established to:

- A. Create a Public Realm that helps to define the character and image of Central Issaquah;
- B. Promote safety as well as balancing privacy of residents and employees while establishing a Public Realm that accommodates, and even encourages, sociable, outgoing conviviality.
- C. Support a pedestrian and bicycle oriented environment;
- D. Provide safety to pedestrian, bicycle, and vehicular traffic;
- E. Promote wise and efficient use of potable water resources;
- F. Protect water quality; and
- G. Ensure appropriate plant material selection and spacing for proposed locations and uses.

### 10.2 Applicability

- A. **Scope:** The provisions of this Chapter shall apply to all zoned property and public rights-of-way in Central Issaquah. These provisions are applicable to all existing development, redevelopment,

new development, other changes, and vacant or undeveloped lands within the Central Issaquah Plan area as outlined in Chapter 1.0 Purpose and Applicability.

- B. **Site Stabilization:** Should any construction site remain cleared and unworked for more than 30 days, the Applicant shall provide necessary soil coverage to stabilize the site from erosion or the establishment of invasive plants. The Director may adjust the timeline based on the time of year and cause of the delay.
- C. **Landscape Plan:** Plans for review and approval are required for all public and private projects, except for existing lots in individual single family use; provided that developer-installed landscaping in common areas of residential projects shall not be exempt. 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.

## GENERAL PROVISIONS

### 10.3 Site Evaluation, Existing Conditions and Design Considerations

Information necessary to provide adequate design review and landscape plan evaluation shall be submitted with or before submittal of the landscape plan. This information is necessary to determine how to provide the most efficient use of the existing and proposed landscape elements. Landscape review and analysis shall be required for all projects and shall include the following site evaluations:

- A. **Landscape, Tree and Irrigation Plans:** Preparation and Submittal:
  - 1. The landscape plan shall be designed or approved by a landscape architect, Washington-certified nurseryman/landscaper or other qualified landscape designer as authorized by the City, signed by the party accepting responsibility and liability for the proposed plan, and be submitted to the Permit Center. The Director has the option to request a laboratory analysis of topsoil conditions with an evaluation of the practical use of the soil and/or proposed retention for use in the final landscape design to be submitted with the landscape plan. Developments choosing to use Low Impact Stormwater Development shall follow the guidelines of the Low Impact Development Technical Guidance Manual, as amended.
  - 2. Tree plans are required for any clearing and grading permit or other development permit and shall include a plan for the planting, removal, replacement and protection of trees. Vegetative mapping may be allowed in place of a detailed tree plan for lots greater than two (2) acres if Landmark Trees are identified and vegetation is characterized by dominant plant species and major undergrowth. The Tree Plan will be used to calculate Minimum Tree Density, as described in Section 10.10 Minimum Tree Density.
  - 3. The irrigation plan shall be designed or reviewed and approved by a Certified Irrigation Designer or other qualified irrigation designer as approved by the City and submitted to the Permit Center with the building plans. Primary areas of review will be protection of the water supply, equipment within publicly owned rights-of-way and property, water meters, water pressure and flow rates, compliance with water conservation. The Director may require outside review of irrigation plans. Sufficient fees shall be charged to the applicant to cover the cost of the review.
  - 4. Planting and Irrigation Details: Planting details are adopted through administrative rules approved by the Director. All planting and irrigation plans, details and plant materials shall conform to the guidelines set forth in this chapter and administrative rules available at the Permit Center.
  - 5. Landscape and Irrigation Plan Revision: Landscape and irrigation plan revisions shall be approved by the Director, and installed according to the revised plan. Revised plans shall show all changes including different plant types, sizes, quantities, locations, irrigation, and all other landscape and irrigation elements. All revisions to landscape and irrigation plans shall be approved prior to installation.

6. Landscaping installed to meet the requirements of this Chapter must be maintained in perpetuity by the Applicant or its assignee.
7. Certificate of Occupancy: The final landscape and irrigation installation shall be approved prior to Certificate of Occupancy.

## 10.4 Landscape Requirements: Circulation Elements and Community Space

Circulation Facilities are 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 Central Issaquah Plan and Design Standards, including Chapter 16.0 Landscape and related chapters.

### A. Street Trees

Street Trees provide shade, visual amenity, and buffer pedestrians and bicyclists from vehicular movement.

1. Street Trees shall be determined by the City as part of an approved Street Tree Plan. Trees planted under overhead utility wires shall be of a smaller variety (as specified by the Approved Street Tree List) which will not grow up to interfere with the wires.
2. Street Trees shall be required in all rights-of-way unless an exception is approved by the Director and shall be a minimum of two (2) inch caliper at the time of planting. Character, type of facility, adjacent uses, a sense of overall comfort and urban design, etc. will determine the tree appropriateness along other types of circulation facilities. The minimum tree pit size in a tree well shall be twenty-four (24) square feet and the minimum tree pit shall be three (3) times the size of the rootball. Permanent or temporary irrigation shall be required for a minimum of three (3) years.
3. Where Street Trees are required, they shall be provided at 30 feet on center; see Section 10.18.B for circumstances where there may be a modification of tree spacing.
4. Best available science measures shall be taken to enable trees and other landscaping to thrive and mature to prevent damage to infrastructure (e.g. sidewalks, street pavement, underground utilities (water, sewer, storm), power lines). Measures the city may require include, but are not limited to, Root Barrier, different sidewalk surfaces (extra thick concrete to resist upheaval, sidewalk panels, rubber sidewalk, etc.), structural soils, Silva cell, etc. The use of Root Barrier is encouraged adjacent to privately owned and maintained paved surfaces. The use of Root Barrier is required adjacent to publicly owned paved surfaces such as curbs, streets, sidewalks, alleys, trails, and similar areas, unless the Director approves an Administrative Adjustment.
5. Where tree wells are used, they shall be a minimum of 4 feet x 6 feet or equivalent square footage. Where adjacent uses are intense or sidewalks are standard width, tree grates shall be provided; the Applicant may also choose to use grates for character purposes. If tree grates are provided, grates shall have knock-out rings. Tree grates may be required to meet ADA accessibility requirements and to comply with the Circulation Facility Design Standards, Chapter 12.0.
6. The Applicant may also choose to use raised planters for street trees. 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.
7. Permission by the City shall be required before any plant may be planted or removed from City property or public right-of-way. If a Street Tree or other tree or shrub on City property is removed, broken or otherwise damaged it shall be considered a violation of this chapter and subject to the applicable code enforcement and penalty provisions set out in IMC 1.06.010 General Penalties and IMC 18.05 Enforcement.

## B. Landscape Requirements for Community Spaces

Community Space landscaping shall meet the Development and Design Standards including Community Space Design Standards, Chapter 13.0, and the requirements of this Chapter, and the Landscape Design Standards, Chapter 16.0.

1. All planting areas shall contain Landscape, installed based on an approved plan.
2. Temporary structures and portable carts are allowed in Community Spaces. They must provide a minimum of four (4) feet of unobstructed walkway between the cart and the walkway edge for pedestrian movement.

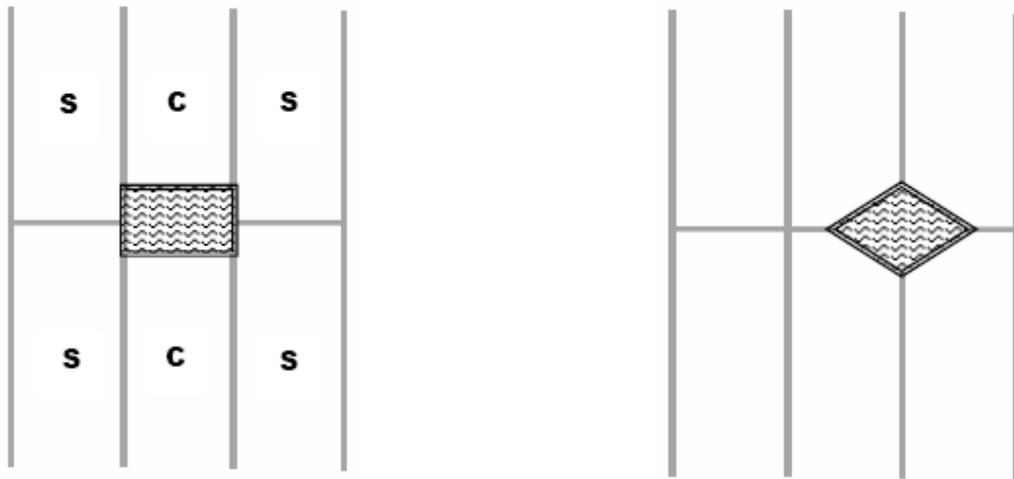
## 10.5 Landscape and Decorative Requirements for Parking Areas

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. For the purposes of this chapter, a parking lot is defined as an area not within or under a building where motor vehicles may be stored for the purposes of temporary, daily, or overnight off-street parking. The following does not constitute a parking lot: parallel parking within the public right-of-way; parallel parking between the curbs of a private street; or on-site vehicular circulation which has parallel parking. However, landscape requirements shall be provided per 10.5.A.5 where head-in or angled parking has been approved for use in a street using the Administrative Adjustment of Standards process.

### A. Regulation of Parking Lots

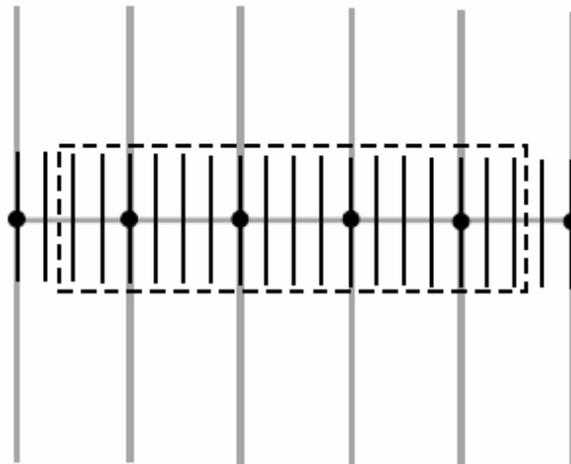
1. **Small Parking Lots:** Parking Lots less than a total of 2,300 square feet in size may provide required landscaping area along the edges, rather than in the interior, so long as the following are met:
  - a. At least one tree for every six stalls shall be provided in the edge landscaping; and
  - b. No more than four (4) standard spaces, five (5) compact spaces, or three (3) ADA stalls (with two associated walkways/loading areas) shall be placed in a continuous row.
2. **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:
  - a. One (1) tree for every six (6) parking stalls;
  - b. The total of all interior landscaped areas, excluding Edge Landscape as required by Section 10.5 A3, shall be equal to or greater than ten (10) percent of the Parking Lot area;
  - c. Except where pedestrian access is provided, evergreen living groundcover and/or shrubs shall be spaced to achieve 100% Landscape Coverage in three years;
  - d. A landscaped area shall be provided at the end of parking aisles;
  - e. Clustering is permitted to encourage larger planting areas or achieve Low Impact Development such as rain gardens, however, the purpose of the landscape, as described in Section 10.5 above shall be achieved; and
  - f. The minimum width of landscape islands must be based on the plants installed in it, door swings, and adjacent uses. Landscape islands with trees must be a minimum of five (5) feet between curbs.
3. **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:
  - a. Evergreen shrubs, at least two feet high at installation, to provide a continuous three (3) foot height hedge at maturity. These landscaped buffers for parking lot areas shall have a minimum width of three (3) feet; or
  - b. 3-foot tall fencing or wall, which is at least 75% opaque; or
  - c. A combination of Section 10.5A.3.a and Section 10.5.A.3.b; and,

- d. Living groundcover planted and spaced to achieve 100% landscape coverage in three (3) years.
4. **Alternatives to Parking Lot Landscaping:** To allow for flexibility and improve parking lot efficiency, the following alternatives to Sections 10.5A requirements may be selected by the Applicant:
- a. 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. 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]*

- b. **Parking Lot Tree Replacement:** Architectural elements with horizontal components that visually break up and create shade in a Parking Lot may be substituted for to meet the intent of Section 10.5. 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 feet of clearance for parked cars and 8 feet of clearance for areas where pedestrians are likely to be.



*A method for replacing required trees with architectural elements; the dashed box approximates one tree.*

- c. **Parking Lot Edge Treatment to replace Interior Parking Lot Landscape:** Architectural elements at the edge of a Parking Lot may count towards Section 10.5.A if the architectural elements meet the following requirements (This provision may replace the entire requirement in Section 10.5.A. Any reduction in required trees must be met separately.):
  - 1) The proposed architectural elements shall contribute to a Pedestrian Friendly environment and generally screen the Parking Lot from Circulation Facilities or Community Spaces.
  - 2) Provision of architectural elements which provide weather protection for adjacent pedestrians is encouraged.
  - 3) 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.
  - 4) 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.
  - 5) 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; then the horizontal element must be 8 feet above the adjacent grade.
  - 6) 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:
    - a) the need for connections and access to businesses, uses, activities, etc;
    - b) the location of Circulation Facilities;
    - c) the level of vehicular traffic adjacent to pedestrian routes;
    - d) the presence or absence of adjacent street trees and on-street parking;
    - e) sidewalk width and activities;
    - f) safety issues such as sight lines at driveways and other vehicular entrances; and
    - g) the opacity, types, and heights of architectural elements selected.
  
- 5. **Head-in or angled Parking in the Right of Way or Private Street:** Where head-in or angled parking is allowed through the AAS process, landscaping is required between groups of parking stalls to achieve the purposes identified in 10.5 and shall include the following:
  - a. One (1) tree for every six (6) parking stalls;
  - b. The total of all landscaped areas, excluding the landscape/amenity zone as defined in Chapter 2 Definitions and shown in Chapter 6 Circulation, shall be equal to or greater than ten (10) percent of the parking stall area, excluding the travel lanes, bike lanes, and other area not intended for the parking of cars;
  - c. Groundcover or shrubs shall be provided. Except where pedestrian access is provided, evergreen living groundcover and/or shrubs shall be spaced to achieve 100% Landscape Coverage in three years; and
  - d. The minimum width of landscape islands must be based on the plants installed in it, door swings, and adjacent uses. Landscape islands with trees must be a minimum of five (5) feet between curbs.
  - e. Landscape and associated curbing shall be designed to facilitate street sweeping.

## **B. 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.

1. **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:
  - a. Landscape growing on the building or an attached structure, such as, Green Walls; or
  - b. 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
  - c. Architectural elements and/or art; or
  - d. A combination of Section 10.5.B.1.a, and/or Section 10.5.B.1.b.
2. **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.
  - a. **Interior:**
    - 1) 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.
    - 2) The Applicant may choose to use architectural elements and/or landscape.
    - 3) The design, placement, distribution, etc. must achieve the purpose stated in Section 10.5.B.2 Rooftop Requirements.
    - 4) Horizontal architectural elements shall be 5 feet above areas used only by cars and 8 feet above areas used by people.
    - 5) 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.
  - b. **Perimeter:**
    - 1) Architectural elements or landscape shall provide a visual screen at least three (3) feet in height around the entire perimeter of the rooftop.
    - 2) 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.
    - 3) 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.

## 10.6 Requirements for Outdoor Storage and Outdoor Sales and Display Areas

- A. **Outdoor Storage Areas:** Outdoor storage areas and recreational vehicle parking areas shall be screened with a wall and/or fence a minimum of six (6) feet in height. The combined height of the wall or fence shall be at least one (1) foot above the height of the items to be screened. The wall and/or fence shall be designed to be architecturally compatible with on-site buildings or adjacent buildings if none are provided on site, and the design standards in Chapter 16.0 Landscape. The wall and/or fence should be further softened or accented with an additional landscaping.

- B. Outdoor Sales and Display Areas: Pedestrian-oriented Sales and Display Areas are exempt from additional screening standards. Outdoor Sales and Display Areas which are not exempt shall meet the screening requirements for Outdoor Storage Areas in Section 10.6.A.

## 10.7 Plant Material Adjacent to Critical Areas

Native vegetation is encouraged to be retained adjacent to critical areas and buffers. In any case, all vegetation provided adjacent to critical areas shall be planted and maintained so that no plant material or runoff of irrigation water and fertilizers will be diverted into the critical areas or their associated buffers. Plants whose seeding methods or growth patterns are likely to result in migration into critical areas and their buffers shall not be planted near the critical area or buffer, unless they are categorized as native plants.

## 10.8 Landscape Requirements for Fences, Hedges, Waste Enclosures, and Mechanical Equipment

Fencing, installed other than on a property line within a required landscape area, shall be subject to the fence-related guidelines in the design standards in Chapter 16.0 Landscape.

- A. Fencing: When fencing is installed, other than on a property line, planting shall be on the side of the fence that has the greatest public use. Other design requirements for fences are provided in the design standards in Chapter 16.0 Landscape.
- B. Hedges: Hedges used for screening shall be pruned and maintained as necessary to comply with screening and sight area requirements and be at least one (1) foot above the height of the material being screened.
- C. Waste Enclosures: All waste containers shall be contained inside an enclosure, with a minimum six (6) foot high designed to extend a minimum of one (1) foot above the height of the container. The fence and/or wall shall be architecturally compatible with the buildings on the site and consistent with the Design Standards. The fence and/or wall shall provide a one hundred (100) percent sight-obscuring fence or wall. The wall and/or fence should further be softened or accented with an additional landscaping. The design of the enclosure shall comply with City's Waste Enclosure Guidelines, available at the Permit Center.
- D. Mechanical Equipment: All mechanical equipment areas not contained within buildings shall be screened from view through the use of landscape or fencing on all sides, except as needed to meet the access requirements for the utility.

## 10.9 Requirements for Blank Walls and Retaining Walls

- A. Blank Walls: Blank walls that front Circulation Facilities shall meet the requirements of Buildings, Chapter 14.0, and Chapter 16.0 Landscape. In addition to building design, landscape may be required to additionally enhance the blank wall and pedestrian experience as well as reduce the perceived scale.
- B. Retaining Walls: Large retaining walls over four (4) feet tall, including walls in single family subdivisions and plats, shall be landscaped and terraced where possible or the use of decorative wall material or raised planter beds shall be incorporated to obscure the wall's surface. See Chapter 16.0 Landscape for additional requirements.

## 10.10 Minimum Tree Density

- A. A minimum tree density of retained and replanted trees shall be maintained in the Developable Site Area of all developed sites. The minimum tree density shall be four (4) significant trees (or their equivalent size in caliper inches at 4.5 feet above ground) per 5,000 square feet of Developable Site Area.
- B. Alternative Locations: Where the Director determines it is not feasible to maintain the minimum density on site, to fulfill the balance of the minimum density, the City may accept planting off site

or payment to the City Tree Fund as established in Section 10.14 Replacement Trees. Replanted trees and tree funds received shall be directed to Replacement Trees within Central Issaquah.

### 10.11 Tree Removal on Vacant and Developed Properties

- A. Vacant Lots: Removal of trees from a vacant lot prior to a project development is prohibited except as provided for in 10.12 Tree Removal Review.
- B. Developed Properties: Tree removal requests for developed non-single family lots shall be required to meet the minimum tree density requirements as established in Section 10.10 and maintenance requirements of this chapter. Tree removal shall comply with the approval criteria of the applicable landscape plan or with the intent of the Landscape Code and design criteria if no plans are available. The City may require a bond to ensure the survival of replacement trees.
- C. Protected Trees: Removal of protected trees is prohibited, except as provided in Section 10.12 Tree Removal Review, or through the approved modification of a Landscape Plan.
- D. Demolitions: Tree removal shall be prohibited as part of a permitted demolition except as required to reasonably conduct demolition activities subject to approval of the Director. Tree replacement may be required for removed trees.
- E. In critical areas and in all native growth protection easements, tree removal is prohibited except as allowed per Chapter [18.10](#) IMC, Environmental Protection.

### 10.12 Tree Removal Review

- A. Tree Removal Permit on Commercial or Multifamily Lots : The following actions require a Tree Removal Permit to be approved by the Director and are subject to the criteria in subsection (A)(2) of this Section:
  - 1. Existing non-single family development with or without an approved landscape plan:
    - a. Removal of a landmark tree; or
    - b. Removal of a significant tree; or
    - c. Substantial alterations to the landscape area as a result of any tree removal.
  - 2. Approval Criteria and Conditions of Removal:
    - a. A Tree Removal Permit may be granted when one (1) or more of the following criteria are met:
      - (1) Removal of tree(s) causing obvious physical damage to structures including but not limited to building foundations, driveways or parking lots. Routine maintenance of roofs that is required due to leaf fall does not constitute obvious physical damage to structures.
      - (2) Removal of tree(s) providing solar access to buildings incorporating active solar devices. Windows are solar devices only when they are south-facing and include special storage elements to distribute heat energy.
      - (3) Removal of tree(s) for the purposes of thinning a heavily wooded area where remaining trees may benefit by thinning and the site's overall appearance or function is maintained.
      - (4) Removal of tree(s) that are part of an approved landscape plan for the purpose of replacing unhealthy or diseased trees or modification to another approved landscape plan.
    - b. Conditions of Removal:
      - (1) The tree removal shall not create soil disturbance greater than allowed in Chapter [16.26](#) IMC, Clearing and Grading, or if soil disturbance is greater, a Clearing and Grading Permit is issued.
      - (2) Tree removal and any required replanting shall meet the intent of the approved landscape plan or, if there is not an approved landscape plan, then removal shall

meet the intent of the Landscape Code and/or the design criteria checklist, whichever is greater. A revised landscape plan and replanting may be required for multifamily and commercial properties.

3. Additional Permits Required:
  - a. Substantial change to an approved landscape plan area (or existing landscaping if no approved landscape plan exists) may require a Level 1 Review.
  - b. A Clearing and Grading Permit may be required if clearing, grading or filling actions associated with tree removal exceed permit thresholds in IMC [16.26](#), Clearing and Grading.
- C. Tree Removal – Hazardous Trees: See IMC 18.12 Landscaping
- D. Tree Removal – Single Family lots: See IMC 18.12 Landscaping
- E. Tree Removal Exemptions: A tree removal form or permit is not required for:
  1. Removal of non-significant trees that are not protected by any other means.
  2. Removal of trees in association with right-of-way and easements. Tree removal by a public agency or a franchised utility within a public right-of-way or upon an easement, for the purpose of installing and maintaining water, storm, sewer, power, gas or communication lines, or motorized or non-motorized streets or paths. Notification to the City by the public agency or franchised utility is required prior to tree maintenance or removal within City-owned rights-of-way.
  3. Tree removal in association with mineral resource extraction or processing in a mineral resource zone regulated under IMC [18.07.525](#), Mineral Resource Zone (“M”) development standards.
  4. Emergency Removal: Any number of hazardous protected and nonprotected trees may be removed under emergency conditions. Emergency conditions include immediate danger to life or dwellings or similar stationary and valuable property, including the presence of a target. Emergency removal may occur and all the following conditions shall be met:
    - a. The City is notified the following business day of the unpermitted action;
    - b. Visual documentation (i.e., photographs, video, etc.) is made available; and
    - c. The felled tree remains on site for City inspection.
    - d. Replacement required for Non-Single Family Use: The property owner will be required to provide replacement trees as established in Section 10.14, Replacement Trees.
    - e. Should the City determine that the tree(s) did not pose an emergency condition, the owner shall be cited for a violation of the terms of this chapter.

### 10.13 Tree Retention Requirements

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 critical root zone. The soil grade around an individual tree within a cluster designated for retention shall not be altered within the critical root zone 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.

- A. Tree Retention Requirements:
  1. General Tree Retention Requirements: Significant trees on lots proposed for project development or redevelopment in Central Issaquah shall be retained as follows:
    - a) 25% of the total caliper (4.5 feet above ground or “dbh”) of all significant trees in Developable Site Area shall be retained except as modified by “Modification to Tree Retention Requirements” below.
  2. Priority of Tree Retention Requirements: Significant trees shall be retained in the following priority order:
    - a) Priority One:

- 1) Significant trees, especially Landmark trees, which can integrate into, and enhance, a development, such as part of a Community Space;
  - 2) Significant trees on slopes greater than twenty (20) percent;
  - 3) Significant trees adjacent to critical areas and their associated buffers;
  - 4) Significant trees over sixty (60) feet in height or greater than eighteen (18) inches dbh.
- b) Priority Two:
- 1) Healthy tree groupings whose associated undergrowth can be preserved;
  - 2) Other significant native evergreen or deciduous trees; and
  - 3) Other significant nonnative trees.
- c) Priority Three: Alders and cottonwoods shall be retained when all other trees have been evaluated for retention and are not able to be retained except where adjacent to open space, wetlands or creek buffers.
- B. Modification to Tree Retention Requirements: A reduction of the tree retention requirements may be approved by the Director provided the following criteria 1-4 and/or criteria 5 are met. In all modifications, criteria 6 is required to be met:
1. The modification is consistent with the purpose and intent of this Chapter, and the Central Issaquah Plan goals and policies.
  2. The modification incorporates the retention of a grouping(s) of smaller trees that make up the equivalent diameter inches and retains other natural vegetation occurring in association with the smaller tree grouping(s).
  3. The modification is necessary because the size, shape, topography, location of the subject property may jeopardize the reasonable use of the property and reasonable alternatives do not exist.
  4. The modification is necessary because the proposed buildings and site layout, required ingress/egress, existing and proposed utility locations, trails, storm drainage improvements or similar constraints may jeopardize the reasonable use of the property and reasonable alternatives that are consistent with the Central Issaquah Plan do not exist.
  5. The modification is necessary to provide solar access to a building that incorporates active solar devices. Windows are solar devices only when they are south-facing and include special storage elements to distribute heat energy.
  6. The applicant replaces trees on site and/or off-site or pays a fee in-lieu-of in accordance with 10.14.C-D Replacement Trees for reductions less than the minimum tree density requirement.
- C. Additional Tree Protection: The Director may approve an administrative adjustment of other standards in order to retain existing healthy significant tree(s).

## 10.14 Replacement Trees

- A. Replacement Tree Requirement: Trees removed pursuant to the provisions of this chapter shall be replaced per the following criteria:
1. For tree removal associated with a commercial or multifamily revision to an approved landscape plan, replacement may be calculated based on meeting the landscape plan purpose and intent. This may include: adjustments to the timing of replacement up to six (6) months, or to the size of replacement trees up to one (1) inch, when justification can be provided that the changes meet or exceed the original landscape plan.
  2. For All Other Tree Removal: One (1) replacement tree for every six (6) inches of caliper at dbh of trees removed if remaining tree density is below the minimum requirements in, Section 10.10 Minimum Tree Density requirements.
  3. All replacement trees shall be:
    - a. A minimum of two (2) inch caliper for deciduous trees and seven (7) to eight (8) feet tall for conifers for multifamily and commercial lots;

- b. A minimum of five (5) gallon for existing single family lots.
  - 4. Tree replacement must be completed the end of the calendar year the tree is removed.
- B. Replacement Tree Maintenance and Quality: Replacement trees shall be State Department of Agriculture Nursery Grade No. 1 or better and must be consistent with the approved tree plan. Replacement trees must be staked, fertilized, mulched and protected as required in Section 10.17, Landscape Requirements and Specifications. Fifty (50) percent of replacement trees must be evergreens for the replacement of evergreen trees or deciduous if a deciduous tree is removed.
- C. Replacement Tree Location: The applicant's proposed location of transplanted or replacement trees shall be subject to approval of the Director as part of the tree replacement plan.
  - 1. Location On Site: To the extent feasible, trees shall be relocated or replaced on site.
  - 2. Relocation or Replacement Off Site: Where it is not feasible to relocate or replace trees on site, relocation or replacement shall be made at another Director approved location in the Central Issaquah Area.
  - 3. Payment into City Tree Fund: If a suitable relocation site is not available, the applicant is required to pay into the City Tree Fund an amount of money approximating the current market value of the replacement trees and the labor to install them.
- D. Value: The value of significant and protected trees shall be established according to the formula outlined in the most recent edition of the Guide for Plant Appraisal, published by the Council of Tree and Landscape Appraisers. This value shall be determined by the City.

## 10.15 Tree Maintenance

- A. Tree Maintenance: The following regulations shall apply to all significant and protected trees. The City Arborist is authorized to make adjustments to the standards and requirements on a case-by-case basis using best professional judgment.
  - 1. An irrigation method, approved by the City, shall be provided to all newly planted protected trees through an establishment period.
  - 2. All pruning shall be done to the most recent ANSI standards (A300-1995 and Z133.1-1994). Canopy raising, canopy cleaning, and canopy thinning as defined in Chapter 2.0, Definitions, are permitted; provided, that they do not meet the definition of excessive pruning in Chapter 2.0, Definitions. No permit shall be required for maintenance pruning.
  - 3. Tree topping is prohibited, except under the following circumstances:
    - a. Branches interfering with utility lines.
    - b. Significant canopy dieback has occurred.
    - c. Storm damage or prior incorrect pruning requires correction.
  - 4. If illegal tree topping has occurred, the property owner shall have a Certified Arborist develop and implement a five (5) year pruning schedule in addition to monetary fines and required tree replacement.
  - 5. Excessive Pruning: Excessive Pruning as defined in Chapter 2.0, Definitions, is a violation of this chapter.

## 10.16 Maintenance and Landscape Bond Requirements

- A. All landscapes shall be maintained in a safe, healthy and attractive manner in perpetuity. All existing landscapes within the City shall also be kept weed and litter free and the plant material shall be maintained in good growing condition. The property owner shall replace any unhealthy or dead plant materials in conformance with the approved landscape plans and shall maintain all landscape material. The property owner is the responsible entity to ensure the landscaping is maintained in an appropriate manner, regardless of any second party landscape maintenance agreements.
- B. Regular maintenance procedures shall be as follows: Litter pickup; Mowing turf; Edging turf; weeding plating beds; sweeping; irrigation; Fertilization as needed per manufacturer's

specifications to keep plants healthy and actively growing; Pruning to required heights and widths; and Pest and disease control (all chemical products and application methods shall be approved by the City Parks Department).

- C. It is recognized that these procedures may vary due to weather conditions, seasonal events, etc. The above guidelines are to serve as a standard for normal maintenance operations
- D. 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 Director, equal to 150 percent of the total costs of the improvements permitted. This guarantee shall be provided prior to permit issuance.
- E. Following installation to insure that all plant material used 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 three (3) years.
- F. Corrective measures: If any portion of the approved landscaping dies or is not maintained in a healthy manner, the Director shall provide the applicant with a correction letter. If corrective actions are not taken within 60 days, the Director may utilize the guarantee provided to restore which may include the replacement of landscaping, weeding, litter removal or other activities deemed necessary by the Director to restore the area to permit condition.
- G. At the end of the establishment period, the Director shall return the remaining deposit to the applicant.

#### 10.17 Landscape Requirements and Specifications

The following landscape requirements and specifications shall apply to all landscaping required under this Chapter. A landscape professional, selected jointly by the City and the Applicant, is authorized to make recommendations for adjustments to the following standards on a case-by-case basis.

- A. **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.
- B. **Drainage:** All landscape areas shall be adequately drained, with consideration of existing high water table, either through natural or man-made drainage systems. A percolation rate of one-half (1/2) inch of water per hour is acceptable. 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. If developments choose to Low Impact Development techniques, they shall use the guidelines in the LID Technical Guidance Manual.
- C. **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 Applicant, following initial review and approval by the City. The use of plant material or maintenance practices requiring excessive fertilizer, pesticide or herbicide applications to be kept healthy and attractive shall not be allowed. Integrated pest management (IPM) strategies shall be incorporated into landscape design and maintenance whenever possible. Fertilizer, herbicide, and pesticide applications shall be made in a manner that will inhibit their entry into waterways, wetlands, and storm drains. In CARA Class 1 and 2 areas, some proposed developments shall prepare an operations and maintenance manual plan as required by separate regulations.

- D. **Structural Soils:** Where small landscape islands (40 square feet or less) or other limited spaces are used for trees, structural soils, Silva cells, or similar techniques shall be provided surrounding the exposed planting area to increase the effective size of the growing area for the tree to at least 100-150 square feet based on the mature size or root structure of the tree.
- E. **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. No plants shall be allowed that are determined to be noxious weeds per the King County Noxious Weed Control Board pursuant to the State Weed Control Law, Chapter 17.10 RCW. See the list of native trees and shrubs for wildlife habitat in the Issaquah area available at Permit Center. All plant materials used shall meet the most recent American Association of Nurseryman Standards (ANSI Z60.1) for nursery stock.
- F. **Plant Sizes and Spacing**
1. Minimum Plant Sizes and Maximum Plant Spacing for Landscape Areas for landscape areas shall be as follows:
    - a. Groundcovers: 4 inch pot with 12 inch spacing or 1 gallon pot with 18 inch spacing in a triangular planting arrangement;
    - b. Evergreen / Deciduous Shrub: minimum 2 or 3 gallon pot or balled and burlapped equivalent;
    - c. Trees: Spacing is dependent on the type and size of the trees used and will depend on the landscape type that is required per the approved landscape plan. One (1) tree shall be provided for each one thousand (1,000) square feet of area to be landscaped. In general:
      - 1) Small Tree: A tree whose ultimate height is less than thirty (30) feet under normal urban growing conditions. When planted, they shall be no smaller than one and one-half (1-1/2) inch caliper, six (6) to eight (8) feet in height, spacing no more than an average of twenty (20) feet on center.
      - 2) Medium Tree: A tree whose ultimate height is between thirty (30) and fifty (50) feet under normal urban growing conditions. When planted, they shall be no smaller than two (2) inch caliper, ten (10) feet to twelve (12) feet high and shall be spaced no more than an average of thirty (30) feet on center.
      - 3) Large Tree: A tree whose ultimate height is over fifty (50) feet under normal urban growing conditions. When planted, a deciduous tree shall be no smaller than two and one-half (2-1/2) inch caliper, twelve (12) feet to fourteen (14) feet in height and shall be spaced no more than an average of forty (40) feet on center.
      - 4) Narrow Tree: A tree whose maximum width is less than fifteen (15) feet. Spacing shall be reduced to accommodate the reduced width of the tree species.
      - 5) Coniferous tree: When planted, they shall be six (6) to eight (8) feet high as measured per the ANSI Standards; spacing is dependent on species and landscape type.
      - 6) Multistemmed trees shall be a minimum of eight (8) to ten (10) feet high when planted.
      - 7) Street trees when planted shall be a minimum of two (2) inch caliper regardless of ultimate size.
  2. Plans shall indicate plants at 85% of mature size.

3. All planting areas shall contain Landscape, installed based on an approved plan, and appropriately spaced to provide total coverage of the landscape area within three (3) years.
4. **Plant Standards:** All plant materials used shall meet the most recent American Association of Nurseryman Standards for nursery stock: ANSI 260.1.

#### **G. Tree Pruning, Landscape Removal and Shrub Pruning**

1. Applicability: This Section shall apply to the removal of landscape material for all landscape areas approved by the City as part of the permitting process. Any activities undertaken in Critical Areas or encumbered properties shall be consistent with IMC 18.10 Environmental Protection.
2. Pruning and Landscape Removal
  - a. All pruning shall be done to the most recent National Arborist Association Standards: ANSI Z133.1 (2001) for safety factors and Z300 (part 1) for pruning. It is recommended that all pruning be done to Class I (Fine Pruning), Class II (Standard Pruning), or Class III (Hazard Pruning) standards. Class IV (Crown Reduction Pruning) shall only be done for the following reasons:
    - 1) Branches interfering with utility lines.
    - 2) Significant crown dieback has occurred.
    - 3) Storm damage or prior incorrect pruning requires correction.
  - b. In no case is topping (the severe reduction of branches without consideration of the specifications for cutting back) allowed.
  - c. No more than twenty-five (25) percent of the total canopy may be removed unless approved by the City's Horticulturist.
  - d. 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 Director 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.
3. Tree and Landscape Removal for Safety
  - a. Removal of landscape material shall be authorized by the Director based on either of the following:
    - 1) 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.
    - 2) In cases where landscape material is determined by a qualified professional to be a fire hazard, removal may be necessary.
4. Violations: Violations of any portion of this chapter shall be subject to the applicable code enforcement and penalty provisions set out in IMC [1.06.010](#), General penalties and IMC [18.05](#) Enforcement.
5. **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 5 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.

#### **H. 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.

#### **I. 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 18 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.

#### **J. Water-Wise Planting and Irrigation**

A permanent, efficient irrigation system shall be installed in all landscapes unless exempted pursuant to this Section. The system shall be designed to conserve water by using best available conservation technology and irrigation best management practices. These techniques may include, but are not limited to: subsurface or drip irrigation to minimize evaporation loss, moisture sensors or rain sensors to prevent irrigation during rainy periods, weather-based automatic controllers to ensure proper duration of watering, sprinkler head selection and spacing designed to minimize overspray, use of plants with similar water needs, soil moisture sensors and separate zones for turf and shrub hydrozones and microclimates to meet watering needs of different sections of the landscape. Exceptions to the irrigation requirement, as approved by the Director, may be made for: street-tree-only plantings, approved xeriscape (low water usage) plantings, landscaping using drought-tolerant plants, established indigenous plant material, landscaping in conjunction with low impact development stormwater systems or landscapes where natural appearance is acceptable or desirable to the City; a temporary irrigation system may be required until the planting material is established. In those situations where irrigation is necessary, the following shall be required for all landscape irrigation areas:

1. Irrigation systems shall be designed to avoid runoff, low-head drainage, overspray, or other similar conditions where irrigation water flows onto adjacent property, nonirrigated area, or impervious surfaces by:
  - a. Considering soil type and infiltration rates;
  - b. Using proper irrigation equipment and schedules, including such features as repeat cycles, and matched precipitation and infiltration rates; and
  - c. Considering special problems posed by irrigation on slopes, in median strips, and in narrow hydrozones.
2. Irrigation systems shall be designed and installed to have a minimum distribution uniformity of 0.65 or greater, and potentially an audit at Installation.
3. Landscape water features shall use nonpotable water unless the water feature is designed to both minimize water loss and recirculate water used in operation.
4. Irrigation systems shall utilize a master control valve connected to a flow sensor and irrigation controller.
5. Irrigation systems shall include a rain or soil moisture sensor designed to shut off or override watering during rainfall events.
6. Irrigation systems in right-of-way medians, curb strips, parking lots or other landscape strips of less than five (5) feet in width or turf-grass exceeding a slope of three horizontal feet to one vertical foot (3:1) provided through a low-volume, subsurface irrigation system providing a distribution uniformity of not less than 0.90.
7. Irrigation systems shall be designed with provisions for winterization by providing either:
  - a. Manual drains (automatic valves are not permitted) at all low points; or

- b. Method to blow out irrigation system pipes with pressurized air.
8. Irrigation Maintenance: Irrigation systems shall be maintained and inspected periodically to assure proper functioning, adjust scheduling and to meet irrigation water budget requirements. Replacement of components shall be original specified parts or materials, or their equivalents.

#### **K. Water-Wise Mulches, Amendments, and Soils**

All new landscape areas shall be required to amend soils to improve soil health and nutrient availability, increase porosity, infiltration and moisture holding capacity and shall meet minimum specifications for soils, compost, mulches and seed mixes. The following planting, mulching and topsoil amendments shall be required for all landscape areas:

1. Soil amendments may be necessary for a healthy growing medium, which will increase the survival rate for new planting, improve drainage, and reduce on-going maintenance requirements.
2. Subgrade shall be a minimum of eight (8) inches below finish grade. Substandard soils shall be removed prior to adding amendments.
3. Mulch new planting areas to minimize evaporation, reduce weed growth and slow erosion. Use fully composted material. All mulches used in planter beds shall be feathered to the base of the plants and kept at least six (6) inches away from the crowns of shrubs or trunks of trees.
4. Moisture polymers may be added to soil to reduce the watering requirements.
5. Water tubes may also be added to the tree plantings to allow water to penetrate the soil.
6. Incorporate water and nutrient holding materials into the soil as deep as possible (a minimum of twelve (12) inches). Use fully composted organic material.
7. **Soil Analysis:** A laboratory analysis of topsoil may be required to be prepared and submitted with the landscape plan, if the quality of the soils are in question.
8. **Proposed Use of Existing Soil:** with an evaluation of the practical use of the soil and/or proposed retention for use in the final landscape design shall be prepared and submitted with the tree plan and landscape plan.

#### **L. Restoration of cleared areas**

Following grading and construction activities, the Applicant shall submit a restoration proposal to the Director for review and approval that includes:

1. Timing for completion
2. Proposed material (to include groundcover, shrubs and trees, as appropriate)
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 City acceptance or granting Final inspections and/or Certificates of Occupancy.

### **10.18 Administrative Adjustment of Standards**

#### **A. Approval Criteria**

Approval must be based on a determination that the adjustment is consistent with the purpose and intent of this Chapter. The following approval criteria in conjunction with Chapter 3.0 Procedures shall be used to determine whether an Administrative Adjustment shall be granted for landscape standards:

1. **Vision.** The modification(s) will be equal to, or superior in, fulfilling the intent and purpose of the Central Issaquah Plan and this Chapter;
2. **Access.** The modification(s) does not negatively impact the abutting property in a significant manner;

3. **Compatibility.** The landscape modification(s) shall provide consistency with the intent, scale and the character of the uses(s) involved and shall not jeopardize the screening and buffering of other uses for specific areas (for example, waste collection, service/loading, and parking areas);
4. **Safety.** The modification(s) does not negatively impact any safety features of the project, nor create any hazardous features (such as water quality) in a significant manner; and
5. **Services.** The proposal will not create negative impacts to public services, including but not limited to fire and emergency services.

## **B. Case by Case Modifications**

The following potential modifications were identified for consideration on a case by case basis:

1. **Street Tree spacing:** the Applicant may propose to vary the spacing based on a response to the context while also respecting the District Vision and urban design as established through the Central Issaquah Plan and Landscape Design Standards, Chapter 16.0, in addition to the purpose of street trees as described in this Chapter. Review and approval may occur with the land use permit or as a separate modification with construction permits. Potential examples include:
  - a. 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.
  - b. 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.
  - c. 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.
  - d. Use of architectural or landscape elements that achieve the same purpose as street trees.
  - e. Urban design characteristics.
2. **Replacement Trees:** Tree sizes specified in Section 10.14 Replacement Trees 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.
3. **Groundcover size and spacing:** An applicant may request a modification to Section 10.17.F.1.a Groundcovers specifically for smaller plant sizes or larger plant spacing. The applicant shall be required to submit their modification request in writing with responses to the approval criteria listed under Section 10.18.A. The request may be approved by the Director and shall be subject to peer review by an expert employed or on contract with the City at the applicant's expense. Review and approval may occur with the land use permit or as a separate modification with construction permits.

# 11.0

## Site Design

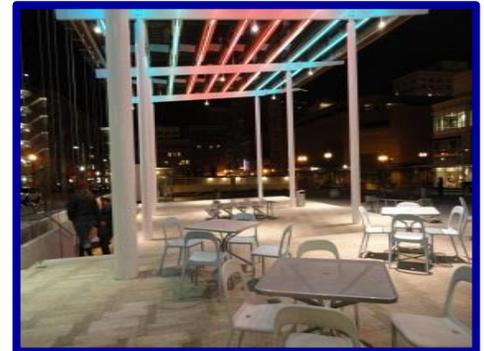
- 11.1 Intent
- 11.2 General Standards
- 11.3 Standards for All Uses
- 11.4 Environmentally Critical Areas
- 11.5 Service, Loading, and Waste Enclosures

### 11.1 Intent

To achieve the vibrant, mixed use Neighborhoods which are Pedestrian Friendly and have a Public Realm, requires thoughtful urban design decisions. Decisions cannot be made based only on functionality, but must also consider how to make the Project memorable, identifiable, livable, and comprehensible. The intent of this Chapter is to establish site design standards that orient development so that it defines the Public Realm, reacts to and acknowledges the natural environment and improves the pedestrian and bicycle experience. These Site Design Standards support and weave the other Chapters of the Development and Design Standards together.

### 11.2 General Standards

- A. **Integrate with Nature and the Surroundings.** Sites should be designed to implement the Green Necklace vision (Urban Community Goal B) by integrating with the context of the surrounding natural environment including trees, creeks, and mountains as well as adjacent urban surroundings.
- B. **Circulation Priorities.** Pedestrian and bicycle circulation needs should be raised to a priority equal with motorized circulation priorities, while ensuring sites are designed for functional motorized transportation.
- C. **Sense of Place.** Development should be designed to generate a sense of belonging, community and interest. Developments in differing Districts could be designed to establish distinct characters and District Visions as established in the Central Issaquah Plan. For example, in the Old Route 10



*Sites including plazas with outdoor café seat, weather protection and lighting contribute to the pedestrian experience.*



*Creating a sense of place through neon lights and signage in Old Route 10 District.*



*Creating a sense of place through natural materials of brick and wood, and keeping mature trees as an amenity.*

District developments should be designed to reflect the Route 66 era, or at the Western Gateway to maintain significant open space views from I-90, or along I-90 to incorporate the green edge of Issaquah with lush plantings while maintaining adequate business visibility.

**D. Sustainable Site Design.** Development should incorporate the most effective and innovative sustainable green building program measures. Measures could be applied such as integration of the site layout, orientation, and construction of the overall development (including buildings, parking, utilities and other site elements) with existing site characteristics such as existing topography, critical areas, trees, solar and wind patterns, and to address other considerations such as conduit for fiber, broadband readiness, and building and lighting power minimization.

**E. Sense of Arrival.** Sites should promote unique design features and a sense of arrival in each District and development to establish distinct boundaries that are recognizable to the community.

**F. Existing Features and Context.** Sites should be designed to respond to existing features and context, such as high water table and adjacent creeks, internal and external views, solar orientation as well as existing and anticipated Community Spaces.

**G. Views and Vistas.** Developments shall preserve, as specified below, views of the forested hillsides of Tiger, Squak and Cougar Mountains, Sammamish Plateau and Mt. Rainier from public spaces including Circulation Facilities and Significant Community Spaces as follows:

1. Along the axis of existing Circulation Facilities, preserve the existing linear view; however, if the existing Circulation Facilities are curved, then an AAS determining the important views to be retained, shall be required. The AAS must be reviewed and approved prior to approval of the project's land use permit.



*Issaquah's zHome exhibits sustainable site and building design. (inhabitat.com/David Vandervort )*



*This artistic gateway signals a sense of arrival to The Waterfront in Seattle.*



*This plaza uses the scenic view as a focal point.*



*Wayfinding is important for all users.*

2. For New Circulation Facilities, use views of the forested hillsides listed above as one criterion in determining appropriate layout.
3. Design Significant Community Spaces in response to the views along new and existing Circulation Facilities. Consider capturing other views, while meeting minimum densities, FAR, and other Central Issaquah goals.
4. Building locations may be adjusted as determined by the Director to ensure preservation of these view corridors, as specified above. The following techniques could be employed: increasing distances between high-rise buildings, retaining or creating view corridors, and strategic placement of building bulk or height, while meeting minimum densities, FAR, and other Central Issaquah goals.

Where applicable, developments shall use Issaquah’s natural features to connect to local context and provide orientation including street-end vistas of treed hillsides and peak-a-boo views from the street level.

H. **Intuitive Wayfinding.** Sites should be designed so all users including pedestrians, bicyclists, and motorists can easily orient themselves and understand how to move through the development.

I. **Universal Design.** Site design should employ principles of Universal Design to create developments that are inherently accessible to people with and without disabilities.

J. **Multi-functionality.** Site design should create opportunities for multiple uses in, for example:

1. Raised planters and walls can be used for seating;
2. Planter strips may accommodate bioswales;
3. Raised utility vaults can be an opportunity for a playscape;
4. An emergency staging/fire lane area can be used for recreation or informal gathering the balance of the time;
5. Fire turnarounds can be integrated into plaza/trail/road configurations;



*Large plazas can also be used as off-peak markets.*



*Site amenities such as wayfinding signage, seating, bike racks, landscaping, special paving and outdoor café seating make this a popular plaza.*



*Pedestrian connections are convenient and adjacent to weather protection.*

6. Parking lots and garages can be used as off-peak markets;
7. Low volume driving surface can be shared with pedestrians and bicyclists;
8. Nature trails and utility corridors can be combined;
9. Play elements that also educate;
10. Swales or pavers that manage stormwater and create Community Space opportunity;
11. Utility and infrastructure cabinets can be surfaced with art, information, and maps.

**K. Site Amenities and Street Furniture.** Site design should provide site amenities and street furniture in Community Spaces and adjacent Circulation Facilities to support the uses and create a public living room. Amenities may 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 pedestrian routes.

**L. Special Paving Materials.** Special and varied paving materials should be used to create visual interest and highlight areas of importance. This might be at key locations in Community Spaces, Circulation Facility intersections, and important pedestrian crossings of vehicular routes.

### 11.3 Standards for All Uses

- A. Pedestrian Connections.** Pedestrian facility connections shall be convenient and with generally no further than 250 feet of separation when a block length exceeds 300 feet.
- B. Connections to Surrounding Circulation Facilities and Properties.** Motorized and non-motorized connections shall be provided to adjacent Circulation Facilities and properties. See also Circulation Facilities, Chapter 6.0 and Circulation Design, Chapter 12.0.
- C. Emphasize Landscaping.** Site design shall include lush, green landscaping. High priorities shall include broad spreading canopy trees both on-site



*Street trees and lush landscaping create a softer urban ambiance in the examples above. (top photo: Pedbikeimages.org/Laura Sandt)*



*Sites, as those shown in the two above images, shall be designed to integrate with Community Spaces.*

and on the adjacent right-of-way. See Landscape, Chapters 10.0 and 16.0, for greater detail.

**D. Community Space and Site Design.** Sites shall be designed to intentionally integrate Community Spaces into the site design. There are required Community Spaces for specific types of Development. See Community Space, Chapters 7.0 and 13.0, for greater detail about required Community Spaces. When not required, Community Spaces are highly encouraged.

Encouraged Community Spaces may include:

1. **Pocket Parks.** Small parks typically located within walking distance of users and maintained by the property owner and shall be designed to be meaningful additions to the District's Community Space. The following are examples of possible types of improvements in Pocket Parks: Art garden; Picnic area; Open lawn area; Children's play area; Horseshoe pits; Water garden; Exercise course; Barbecue area; Covered areas; Tetherball; Painted chess board; and Volley Ball Court.
2. **Community Gardens.** Community Gardens are common areas provided for the purpose of gardening and are part of the sustainability approach envisioned for the Central Issaquah Plan. The following are examples of Community Gardens: P-patch; Cutting flower gardens; Demonstration gardens; Compost centers; Container gardens; Terraced gardens; and edible landscaping. When reviewing a proposed Community Garden plan, the Director will consider safety, compatibility with surrounding uses, location, and whether the size of the Community Garden is appropriate to the use(s).
3. **Plazas.** Plazas denote important places, create a focus, and/or increase light and air at street level. They also function as points of orientation. They may be located adjacent to buildings, within a Park or within other Open Space. Plazas shall to accessible to the public, although access may be limited at times.
4. **Informal Gathering Areas.** Elements and location of Informal Gathering Areas may vary depending on the abutting uses. Informal Gathering Areas may extend into the



*Site design that includes comfortable places for stopping and visiting, as shown in the two images above, adds vitality to the urban environment.*



*Design elements such as informal benches, landscaped planter box and wide walkways make this area open and inviting.*



*A courtyard with open café seating and adjacent wide sidewalks with street trees make this a popular destination.*

streetscape. Informal Gathering Areas shall be constructed and maintained by a private or common entity.

5. Recreation. In addition to recreational opportunities provided in Neighborhood Parks creek trails, and the walkways and bikeways provided as part of the circulation improvements, additional recreational amenities may be provided on site to satisfy the needs of area residents and workers. These may be located within buildings, on rooftops or on near-by parcels within the Neighborhood.
6. Places for Stopping and Viewing. The site should provide comfortable and inviting places where people can sit, rest and visit. People-watching, socializing and eating are restful and pleasurable activities for the pedestrian; providing special places where they can do these activities increases the pedestrian's sense of enjoyment. Such places add vitality to the urban environment. People use available seating in open, well-designed areas, not in secluded or awkward spots.
7. Recommended Design Elements:
  - a. Courtyards, squares and plazas with active adjacent ground floor uses.
  - b. Buildings surrounding green spaces to give the space visual definition and vitality generated by active ground floor uses.
  - c. Formal (benches) and informal (e.g., wide steps, edges of landscaped planters and low walls) seating areas.
  - d. Higher degree of seating areas near active retail establishments (especially outside eating and drinking establishments and near food vendors).
  - e. Seating adjacent to pedestrian walkways.
  - f. Places for stopping and viewing adjacent to and within parks, squares, plazas, and courtyards.
  - g. Trees, shrubs and plants to help define walkways, create transitions from the park to the street and provide visual interest.
  - h. Sense of separation from vehicular traffic, for example, through low walls, raised planters and parallel parked cars.



*Sense of separation from vehicular traffic through low walls, raised planters and parallel parked cars*



*Design details such as an arbor, seating, and landscaping keeps visual interest for the pedestrian.*



*Screened with landscape and an arbor, this drive through is hidden by street uses and adjacent residential residents*

- i. Structures, pavilions and seating areas that are easily accessible and feel safe and secure during day and evening hours.
  - j. Greenways or pedestrian walkways and courtyards in residential or office development areas.
8. Prohibited.
- a. Pocket parks, forecourts and plazas without active uses along retail streets.
  - b. Outdoor spaces separated from the street by visual barriers or change in grade that would cause the Community Space to feel unsafe and vulnerable instead of safe and active.
  - c. Courtyards, squares and plazas adjacent to parking lots and other inhospitable areas without appropriate landscaping, such as mounding, lush shrubbery or raised planters at least 4 feet tall.
  - d. “Leftover” green spaces.
  - e. Sunken plazas disconnected from the edge of the street.
  - f. Seating areas more than three feet above or below street grade,
  - g. Seating areas adjacent to loading, service bays or storage areas.
  - h. Seating areas that are hidden, secluded, dark or unsecured spaces behind or to the side of buildings.
  - i. Seating areas along high vehicle traffic areas.



*The streetwall, in the above images, is enhanced with landscaping, pedestrian lighting and pedestrian signage. Additional walkway width is an additional pedestrian amenity. (lower image: Pedbikeimages.org/Dan Burden)*

**E. Parking and Drive-Through Location.** Parking, Drive-Throughs, and similar Auto-Dependent facilities shall be located to minimize visual impacts and conflict with pedestrians and bikes. These facilities shall be screened to ensure the streetwall is continued. See Parking, Chapters 8.0 and 15.0, for greater detail.

**F. Establish Streetwall (Build-To-Lines).** Every building and structure shall be located toward the designated Circulation Facilities in Figure 6A Central Issaquah Auto Inclusive Circulation Facility Classification Map to comply with “Build-To-Lines” as required in the District Standards Table, Chapter 4.0, for the percentage established below in Sections 11.3.G-J. At other portions of the Circulation Facility where buildings and structures are not required, architectural and landscape



*This building frontage includes active areas with bike racks, fountains, outdoor cafe seating and weather protection. This design amplifies the importance of this corner.*

elements shall be used to maintain a strong streetwall presence that softens and/or enhances the pedestrian experience. Buildings and structures adjacent to Community Spaces shall also comply with “Build-To-Lines” as required in the District Standards Table, Chapter 4.0.

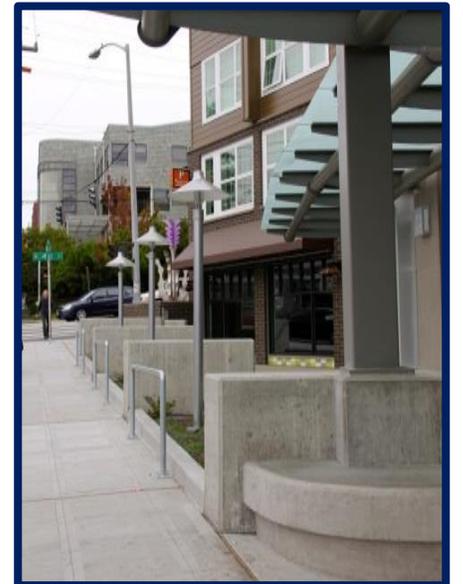
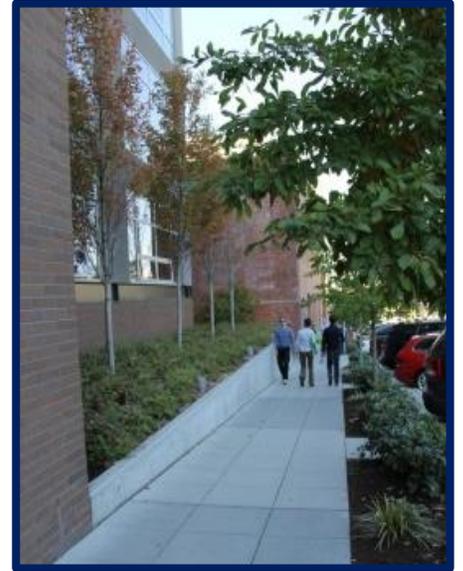
1. **Variation in the Build-To-Line.** The space between the property line and the building shall include landscaping with evergreen plantings to maintain year-round interest in combination with benches, low walls, and other hardscape elements to enhance the social interaction, soften hardscape spaces and contribute to the Green Necklace while establishing a boundary between public and semi-private areas. See also Chapter 14.3.A.3. (Building Mass and Design) Other pedestrian amenities may also be used, for instance, the public sidewalk may be widened to include elements such as additional walkway width, outdoor seating, retail displays, landscape planters, benches or fountains while maintaining a pedestrian friendly environment on the sidewalk.

**G. Minimum Building Frontage.** Sufficient length of buildings shall be present at the Build-To-Line to maintain a generally continuous streetwall and limit spatial gaps to those necessary to accommodate vehicular and pedestrian access. Minimum Building Frontage shall be as follows:

1. In the Urban Core zone, minimum Building Frontage is at least 75%.
2. In all other zones, minimum Building Frontage is at least 60%.

**H. Corner Building Frontage.** Building mass shall be present at the intersection of Circulation Facilities to amplify the importance of this corner. Building Frontage shall occupy all of the Build-To-Line at intersections for a minimum distance of sixty (60) feet from the corner. Exceptions may be allowed to meet clear traffic sight line triangle requirements, or for Community Space as allowed below.

**I. Community Space as Building Frontage.** The Building Frontage requirement may be reduced by ten (10) percentage points to accommodate



*The streetwall, above images, provides privacy for the ground floor offices, yet includes landscape and architectural interest for pedestrians in the Build-To-Line.*



*Above/Below: Residential doorways face the street yet still have privacy from landscape and architectural features.*

Community Spaces including plazas, outdoor café seating, or entry courts.

J. **Alternative Building Frontage.** Up to 20% of the Building Frontage requirement may be fulfilled through architectural and landscape measures along the Build-To-Line, such as to screen a surface parking lot. Elements to fulfill this requirement may include a combination of: canopy structures combined with pergolas, arcades, trellises, arbors that achieve a 6'-8' height combined with lower decorative masonry walls thirty-six (36) inches in height, and semi-opaque landscaping.

K. **Above-ground Utilities.** Above-ground and at-grade utilities shall be located to eliminate their visual impact, such as within buildings or underground. Where these options are not feasible, utilities shall be sited and screened to minimize their presence, preferably located interior of the site or along alleys. Screening may be a combination of architecture or landscaping, depending on the size and location of the utility.

M. **Residential Garage Setbacks.** Residential garages shall be sited and designed to minimize impact on the pedestrian. Street-facing garages shall:

1. Have driveways eight feet long or shorter, or 18 feet long or longer so as to keep motorized vehicles from extending into the nonmotorized corridors.
2. Have a maximum width of fifty percent (50%) of the overall building width, or 18 feet, whichever is less.
3. The plane of the garage door shall be setback from the front building façade at least four (4) feet.
4. Blend with the primary house color.

## 11.4 Environmentally Critical Areas

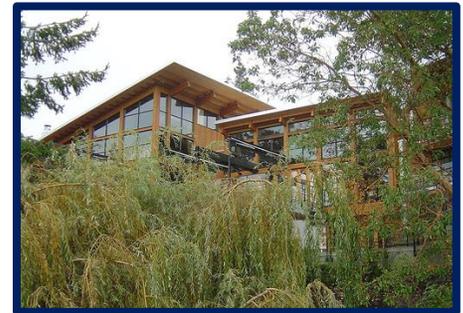
A. **Minimize Impacts.** All Development and associated Water-Oriented Features within and adjacent to environmentally critical areas such as Issaquah Creek, East Fork of Issaquah Creek, Tibbetts Creek, and other creeks, wetlands, and buffers shall be consistent with the Critical Areas Regulations and the City's Shoreline Master



*Recognizing the natural amenity of this wetland buffer, building orientation includes this scenic overlook.*



*Creek and buffer provide visual and recreational amenity incorporated in this building orientation.*



*This residential building is strategically placed to maximize views of natural areas.*



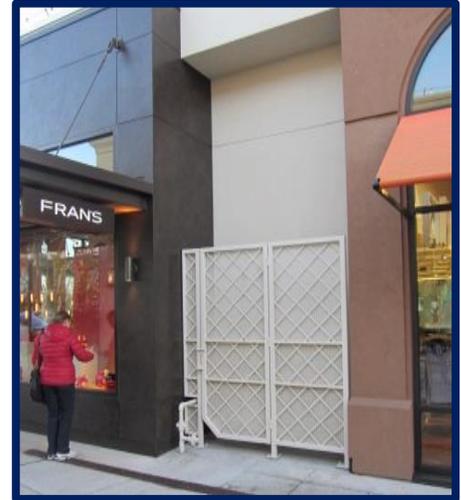
*Screening service and loading facilities.*

Program, IMC 18.10 and Outdoor Lighting regulations, IMC 18.07.107.

- B. **Building Orientation.** Buildings shall be sited to recognize and acknowledge natural areas through methods such as:
1. Building setback(s), balconies, decks including roof top decks with visual access and orientation to the creek,
  2. Public and semi-public Community Spaces oriented to the adjacent creek buffer,
  3. Passive recreation, such as picnicking or bird watching;
  4. Water-Oriented Features (usually accessory to a principle use) that may include viewing platforms, trails, and outdoor seating areas and are accessible to the public while containing human and pet impacts; or
  5. Other techniques that achieve the overall intent of this section as approved by the Director.

### 11.5 Service, Loading, and Waste Enclosures

- A. **Consolidate Facilities.** Service and loading areas among users or needs, should be shared and consolidated wherever practical. On-street loading shall be used when possible to meet some or all of the loading and service needs.
- B. Service, loading, and waste enclosures should be located within buildings or lidded over within courtyards. When this is not possible, they are encouraged to have roof cover to reduce their visibility from above and reduce wildlife access.
- C. Waste enclosures and receptacles should be designed to discourage wildlife access.
- D. Screening measures for service, loading, and waste enclosures should be customized to lessen visual, aural, odiferous, or other impacts as needed and integrated with the overall landscape and architectural theme of the development.
- E. **Location and Size.** Service and loading facilities shall be located at the rear of the building. Locate on alleys when possible. If a rear location is not feasible, then facilities may be placed along the building's side but recessed from the Build-To-Line



*Good example of a utility screen that does not disrupt the streetwall.*



*Loading facility does not disrupt vehicular or pedestrian travel and is out of view of street activity.*



*Street elements of street trees, interesting storefronts, sidewalks and yarn graffiti create an interesting venue.*

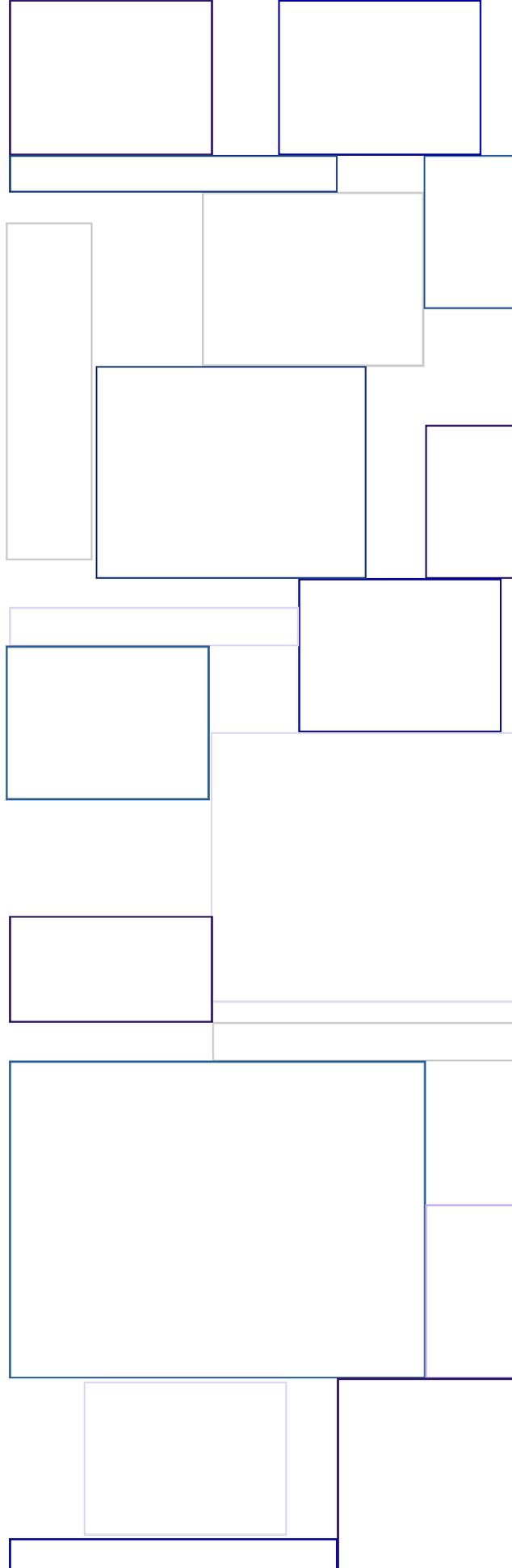
at least 30 feet to minimize visual impacts to the Circulation Facility and prevent service vehicles from extending onto adjacent walkways. The solid waste dumpster and recycling facilities shall be sized in accordance with the enclosure handout (IMC 18.07.130).

F. **Screening.** The presence of service and loading facilities including service yards, solid waste dumpster and recycling areas, machinery storage, other storage areas, mechanical appurtenances including mechanical and utility equipment, and other places which tend to be unsightly shall be minimized in number and to all possible vantage points, including from above, if applicable.

Measures to minimize presence include:

1. Architectural solid walls, landscaping and/or fencing with a screen height of six (6) feet, or at least the height of the items to be screened
2. Screening that is effective in both winter and summer;
3. Designed using materials and detailing which are compatible with the development materials;
4. Placed in alleys; and
5. Service and loading facilities shall not be located on the same face of a building as residential uses.

G. **Circulation Facility Conflict.** These facilities shall be sited so trucks do not block pedestrian or vehicular traffic on-site or in adjacent Circulation Facilities unless potential conflicts are anticipated and addressed.





This page intentionally left blank

# 12.0

## Circulation Design

- 12.1 Intent
- 12.2 General Standards
- 12.3 Motorized Facility Standards
- 12.4 Nonmotorized Facility Standards
- 12.5 Connectivity and Block Structure Design
- 12.6 Landscaping of Circulation Elements

### 12.1 Intent

Circulation not only provides for the movement and connectivity of pedestrians, bicycles, and vehicles, but it also has a significant role in establishing the character of the Public Realm and forming the structure of vibrant neighborhoods. 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 i.e. universal design, which welcomes all including young and old, able-bodied and disabled. As the Circulation Facilities network is completed, it will improve mobility in this part of the City including access to nearby transit and complete the street grid and nonmotorized facilities available to the public in this part of the City. Circulation Facilities function not only as a means of movement but also as a place 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 Public Realm, or detracting from Pedestrian Friendliness. The following Standards cover a continuum of facilities and make no distinction between public and private facilities. These Design Standards support the Development Standards found in Chapter 6, Circulation Facilities.



*This street is occupied by primarily by bikes and pedestrians. (pedbikeimages.org/ Dan Burden)*



*Circulation networks should be accessible to all users. (pedbikeimages.org/ Laura Sandt)*



*Visual clues help guide all modes of transportation. (pedbikeimages.org/ Dustin White)*

## 12.2 General Standards

- A. **Multiple Routes.** Multiple routes should 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.
- B. **Universal Design.** A circulation system shall be established that creates comfortable, safe and interesting spaces for all, including the young and old, able-bodied and disabled.
- C. **Visual Cues.** 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 drivers need to slow down, vertical or horizontal treatments, more detailed materials or art at important pedestrian intersections.
- D. **Public vs. Private Facilities.** Public and private Circulation Facilities should be designed so there is no perceived distinction between them. Private circulation may require easements to the City to maintain utilities, access, pedestrian connections, etc.
- E. **Multi-functionality.** A variety of Circulation Facilities should be provided that accommodate the multiple functions that may occur such as connectivity, recreation, passive use, informal gathering, and stormwater.

## 12.3 Motorized Facility Standards

- A. **Motorized Facility Design.** Circulation Facilities, especially the motorized elements, should be designed to contribute to, rather than driving the design and dominating or detracting from, a pedestrian-friendly, small scale, mixed-use urban environment.



*Private facilities shall be designed as public facilities including wide sidewalks, landscaping and amenities. (meganbown.blogspot.com)*



*Narrower travel lanes tend to slow vehicular traffic making it more comfortable for cyclists to ride in the travel lane. (pedbikeimages.org/ Dan Burden)*



*Median refuges provide additional safety for cyclists and pedestrians. (pedbikeimages.org/ Carl Sundstrom)*

B. **Minimum Pavement.** Vehicular routes should be designed with minimum paving, to minimize automobile speeds, and provide adequate functionality.

C. **Pedestrian Safety Measures.** Pedestrian safety measures should be incorporated, where appropriate, such as changes in paving, narrowing or strategic necking down of roads, pedestrian tables, etc. Selected pedestrian safety measures should minimally impact emergency and possible transit vehicle use of the Circulation Facilities through placement and design.

D. **Driveways.** Minimize the number and width, without compromising functionality, of driveways especially into parking facilities, alleys, autocourts, drop-off areas, and similar secondary vehicular facilities serving any uses.

1. The wings of the drive shall accommodate the appropriate turning radius for private vehicles based on adjacent roadway uses. For instance, for roads with bike lanes, on-street parked cars, etc... create a virtual radius such that smaller wings accommodate the turning radius. Whereas roads without these facilities must accommodate the turning radius behind the curb.
2. Where larger vehicles must use the driveway, such as fire trucks, garbage trucks, moving trucks, a larger turning radius will be accommodated with the use of rolled curb and concrete or other drivable surfaces where the planting strip would typically be located. In addition, this area of additional concrete as well as the sidewalk must be constructed with a depth and section to accommodate the vehicle weight without degrading the facility. The length of rolled curb will be determined based on the large truck radius(es) likely present and the presence or absence of a virtual radius.
3. Behind the sidewalk, a stripe(s) shall be used to clearly delineate the lanes and where drivers should locate their vehicles to allow entering and exiting cars to pass simultaneously.



*Nonmotorized facilities, such as this one, should be wide enough to serve all users and access multiple locations. (pedbikeimages.org/DanBurden)*



*This pedestrian friendly intersection incorporates landscaping and lighting, bulbouts and clear markings making pedestrians feel safe. (pedbikeimages.org/Carl Sundstrom)*



*Wide sidewalks allow for plenty of pedestrian activity, landscaping and other amenities that result in a successful public realm.*

4. Per Chapter 12.0 Circulation Design, Section 12.4 Nonmotorized Facility Standards, E.4 regarding Pedestrian Crossings, sidewalks shall stay at a constant grade as they cross the driveway. In addition, behind the sidewalk, the driving surface shall remain high to avoid high centering vehicles crossing the walk.
5. Construct driveway per Chapter 6.0 Circulation Facilities 6.4 Circulation Facility Classification Standards, K. Urban Driveway Standard (Street Standard T-06A).

E. **Street Intersections.** Street intersection landings may be modified for low volume street intersections. The modification should consider the benefits of a reduction in maximum and average road grade in relation to the benefits of the landing.

## 12.4 Nonmotorized Facility Standards

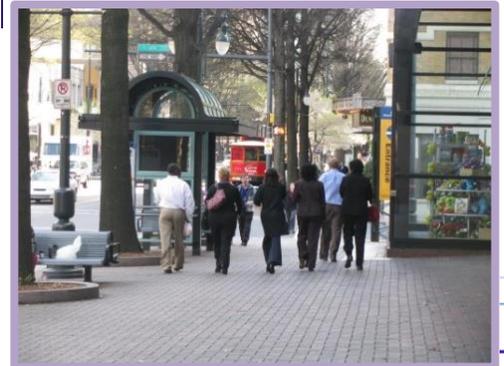
- A. **General Standard.** Nonmotorized routes should be designed to serve walkers, joggers, and cyclists and other nonmotorized forms of transportation and connect activity centers such as parks, schools, commercial centers, libraries and high density housing and the regional recreational trail system.
- B. **Pedestrian Friendliness.** Pedestrian Friendliness should be improved by creating or improving intersections with pedestrian elements on bounding Circulation Facilities. This might include signalized intersections, medians in unneeded turn lanes or lane width, pedestrian refuges, or signal timing. Collaborate with other jurisdictions, as necessary.
- C. **Sidewalk Width.** Provide wider sidewalks and pedestrian facilities where there is likely to be more activity, such as adjacent to retail, restaurants, gathering spaces.
- D. **Pedestrian Routes.** Pedestrian routes should be continuous and be consistent with the Circulation Facility type and site location. For instance, curb ramps should be in line with the route of pedestrian travel, pedestrians should not have to randomly switch sides of the road. Open, low fences may be constructed at the outside edge of pedestrian circulation facilities, such as a trail border or



*This street is occupied by primarily by bikes and pedestrians. (Pedbikeimages.org/DanBurden)*



*Protected transit shelters provide protection against bad weather and encourage transit ridership.*



*The upper levels of this mixed use building are set back to improve the ground level pedestrian feel. (Pedbikeimages.org/Laura Sandt)*



*Through-block connections, such as this one, provide multiple and convenient pathways for pedestrians. (Pedbikeimages.org/Dan Burden)*

sidewalk. Fences may not be located within required landscape.

- E. **Pedestrian Crossings.** The design of pedestrian crossings should elevate pedestrian travel equal to vehicular travel. Pedestrian routes shall maintain a generally direct route. The following methods should be used.
1. Minimize the distance 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.
  2. Where pedestrian-only circulation facilities, such as trails, cross vehicular circulation facilities, the crossing shall be designed to draw the driver's attention to the possible presence of pedestrians. For example, these crossing might use pedestrian tables, changes in material (e.g. concrete, pavers; not solely paint or striping). Raised crosswalks shall not be used.
  3. A crosswalk composed of materials that are permanent and visually distinctive from parking lot paving, including but not limited to materials or techniques such as concrete, aggregate, paving stones, and pavement imprinting, shall be required whenever a walkway crosses any driveway or paved area accessible to vehicles.
  4. Where pedestrian facilities cross driveways, alleys, autocourts, drop-off areas, and similar secondary vehicular facilities, 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.
- F. **Transit Support.** Circulation Facilities should be designed to support and ease connections to transit oriented facilities.
- G. **Tree Wells.** Tree wells should be used where a more urban character is appropriate and grates may be necessary where more intense uses are located. When tree wells are used, it may be appropriate to provide special paving or hardscape between tree wells to differentiate the pedestrian route.

- H. **Bicycle Circulation System.** Incrementally create a comprehensive, safe and continuous bicycle circulation system in accordance with the Nonmotorized Routes and Parks Map in the Central Issaquah Plan.
- I. **Bike Rails.** Provide bike rails where bicyclists will reasonably need to include stairs in their bike route.

## 12.5 Connectivity and Block Structure Design

- A. **Pedestrian Connections.** Pedestrian facility connections shall be provided at a minimum of every 250 feet of street frontage when a block exceeds 300 feet.
- B. **Connections to Surrounding Circulation Facilities and Properties.** Motorized and non-motorized (including pedestrian, bicycle, and transit) connections to adjacent streets and properties shall be provided to create a functional circulation system that connects to existing or future circulation facilities.
- C. **Private Street Design.** Private internal streets, such as through a parking lot or a multifamily complex, shall replicate the character of a public street accommodating pedestrians, bicyclists, vehicles, parking, landscaping, etc. Unless otherwise determined by the Director, internal streets shall be designed as an “Auto Inclusive Circulation Facility” in the Circulation Facility Standards with elements including, but not limited to, sidewalks, street trees, landscaping, pedestrian oriented lighting, street furniture, differing surface materials and textures.
- D. **Pedestrian Curbs.** Curb ramps shall maintain the direction of travel and point a user at the facing ramp, and not into a travel lane.
- E. **Walkway Separation.** Walkways shall be physically separated from vehicular areas by means such as a minimum 6” grade separation, curbs, landscaping strips, berms, while retaining pedestrian visibility.
- F. **Right-of way Dedication.** Right-of way dedication and improvements may be required to implement



*This facility is designed for cars, buses, bikes and pedestrians. (Pedbikeimages.org/ Margaret Gibbs)*



*Although a private, internal street, it is designed like a public facility with wide sidewalks, street trees, textured parallel parking and street furniture. (Pedbikeimages.org/ Dan Burden)*



*This is a good example of pedestrian ramps continuing in the direction of pedestrian travel.*



*This sidewalk is physically separated by landscaping and a curb. Plus, the back in parking provides an*

required Circulation Facilities. When right-of-way dedication or improvements are not required, the Director may require modification of the proposed site plan as needed to reserve portions of the site for future right-of-way dedication and improvements. Such modification of the site may include limiting any future street right-of-way portions of the site to non-building purposes, such as landscaping or surface parking. See Chapter 6.0 Circulation Development Standards for Right-of-way dedication and improvement requirements.

- G. **Maintenance.** The owner should make provisions to maintain the adjacent right-of-way landscape in accordance with Chapter 10.0 Landscape. On public rights-of-way, maintenance of landscape areas (including irrigation systems, ornamental plantings and other landscape elements) on City right-of-way shall be the responsibility of the abutting property owner unless the City has accepted maintenance responsibility for that right-of-way. Any tree removal shall require City approval (see Issaquah Street Standards and Specifications, Chapter [12.04](#) IMC).”

## 12.6 Landscaping of Circulation Elements

- A. All planting areas shall contain Landscape.
- B. Landscape width and planter type shall be provided to buffer Circulation Facilities in accordance with Section 6.4 Circulation Facility Classification Standards.
- C. Planter strips and tree wells shall be sized to accommodate the mature size of the tree or adjacent uses, such as rain gardens or café seating. See Chapter 10.0 Landscape.
- D. Landscape should be integrated with the surrounding context including Circulation Facilities, buildings, Public Space and appropriate setbacks.
- E. Landscape within and 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.



*Regular landscape maintenance is essential in maintaining an attractive public realm.  
(irrigationbyurban.com)*



*Protected transit shelters provide protection against bad weather and encourage transit ridership.  
(Pedbikeimages.org/ Carl Sundstrom)*



*This street landscaping is integrated with the architecture and appropriately sized.*

- F. All pruning shall be done in accordance with the most recently adopted version of the International Society of Arboriculture Standards.
- G. Circulation corridor plantings shall be compatible with adjacent landscaping in terms of irrigation and maintenance.
- H. Landscape adjacent to parallel parking should be hardy and easily traversable by pedestrians.
- I. Annual and colorful plantings should be strategically incorporated for maximum effect.
- J. Landscaping, particularly trees, should be used to moderate a building's height and create a sense of pedestrian scale.
- K. Green Streets should be incorporated where feasible.
- L. The City will review and be the decision-maker of landscape designs of the public right-of-way. To aid the applicant in achieving excellent right-of-way landscape design, the City may require a third party landscape professional selected by the City and funded by the applicant. The landscape professional may be directed to either review the applicant's landscape design or design the plan for approval by the City.



*Right-sized tree wells and planter strips are essential to a tree's health.*



*Colorful plantings make this streetscape pop.*



*Green streets help manage stormwater, reduce flows, improve water quality and enhance watershed health.*

# 13.0 Community Space

- 13.1 Intent
- 13.2 General Standards
- 13.3 Connect with Nature Standards
- 13.4 Playscape Standards
- 13.5 Plaza Standards
- 13.6 Community Garden / P-Patch Standards
- 13.7 Pet Amenity Standards

## 13.1 Intent

The Community Space in an urban environment serves many functions: it is the center of a District’s activities, assists in orientation, it is an outdoor room for social interaction, and provides variety in recreation and the built environment. Its design should be Pedestrian Friendly, create meaningful Public Realm, which invites use. Adjacent buildings should engage with the Community Space, to ensure it is vibrant and lively. This Chapter provides standards for both required Community Spaces and encouraged activities. These Design standards support the Development standards found in Chapter 7.0, Community Space.

## 13.2 General Standards

A. **Variety.** Types of Community Spaces will vary depending on the type and scale of developments to support and enhance the Public Realm. Community Spaces may include, but not be limited to, passive and/or active spaces, courtyards, picnic areas, plazas, gardens and P-patches, play areas, open-air lawns, outdoor café seating adjacent to the landscaping of the street, playgrounds adjacent to green space, other recreational amenities, informal gathering space, smaller pocket park, or large festival plaza.

1. Each Neighborhood shall have a memorable and inviting Community Space that captures its character and focuses energy in a central location. They should be designed for people



*Connected to Nonmotorized Circulation Facilities, this plaza includes a variety of trees and seating areas.*



*Connected to restaurants and other Community Spaces, this plaza includes landscaping, shade and outdoor café seating.*



*Using a natural feature as an amenity, this open space includes viewing areas, interpretive signage and seating to provide a connection with nature, as well as places for small wildlife. (Tanner Park/ The Pearl District Guide)*

to navigate to them, to be Pedestrian Friendly, and an integral part of the Public Realm.

2. Community spaces shall be designed to be multi-functional and make the most of every square foot and accommodate flexible programming and activities. The whole composition of the Community Space, including streets, trees, lighting, street furniture, walkways, landscape areas, building massing and detailing defines a place for employees, residents and visitors to stroll, meet, play and socialize.
- B. Integration.** Community Spaces shall integrate with the location and scale of adjacent streets, buildings, and uses. Community Spaces shall be located at or close to ground level and be visible from a public street or internal street.
1. Community Spaces shall be framed by placing a building or strong edge on at least one side, preferably more. Where they cannot be framed by buildings, an active use, architectural elements, or possibly landscape to create an appropriate sense of enclosure shall be provided.
  2. Circulation Facilities may expand or supplement the Community Space through the selection and placement of paving, street trees, lighting and art.
    - a. When nonmotorized Circulation Facilities are adjacent, the Community Space should be integrated with the Circulation Facility.
    - b. When adjacent Circulation Facilities include a vehicular component, the number of edges shared with a Community Space should be minimized.
  3. Community Spaces shall be located away from surface parking lots. Solar orientation shall be a contributing factor in locating and designing Community Spaces to create the opportunity for both sun and shade. Community Spaces should provide a balance between both.



*This plaza is accessible to all people and, because of the canopy, is useable year-round. (urbanpolitic.blogspot.com)*



*This Through Block Passage connects Circulation Facilities and buildings yet also provides a green Community Space.*



*Enclosed on two sides by buildings, this corner community space serves as seating for the adjacent businesses, as a pass-through for pedestrians, and is at the perfect scale with the surrounding uses.*

4. The scale shall be appropriate to the Community Space's function and adjacent uses. Community Spaces should not feel empty, barren, or too big when not in use. For instance, a small office development may have an enlarged area at or near the building entry with courtyard, seating, and raised planters (perhaps 20' x 20' or 400 square feet), while a large mixed use development may have a large plaza (perhaps 100' x 100' or 10,000 square feet) for outdoor café seating and plazas that can accommodate special events.
  
5. Community Spaces should provide places where people can be outdoors. Where possible, Community Spaces should provide opportunities for people to connect with nature. To preserve views of the forested hillsides of Tiger, Squak, and Cougar Mountain and Mt. Rainier, Community Spaces shall be designed to preserve views of the forested hillsides of Tiger, Squak and Cougar Mountains, Sammamish Plateau, Mt. Rainier as described in 11.2 G Views and Vistas, and adjacent creeks and streams.
  
6. Community Spaces shall create appeal to the senses: the sound of water, the smell of plants, and 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. Hardscape with landscape included to soften the Space, with consideration of the uses, activities, and variety of other Community Spaces nearby. Unique and fun experiences such as fountains, sculptures, and/or other artwork should be provided. Spaces that can accommodate Special Events and other spaces that are more intimate should both be considered. The range in a Neighborhood should include active and passive, small and large, reflective and recreational, trails for moving along and spaces for lingering.
  
7. Landscape, lighting, architectural elements, natural or natural looking materials, and/or amenities shall be used to structure and define Community Spaces as well as make them



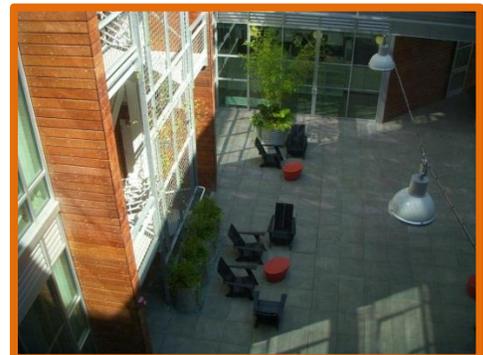
*This gathering area includes weather protection, landscaping and artwork, yet is in scale with the adjacent buildings. (Amazon/Lake Union)*



*A water feature and landscaping gives visitors to this plaza a sensory experience. (Nasher/Dallas Morning News)*



*Metal sculptures are the center piece for this Community Space that is sized to accommodate Special Events. (The Interim Art Space at Burien's Town Square)*



*Weather protection provides year round use of this Community Space. (Terry Thomas Building courtyard)*

comfortable, functional, and provide a sense of safety. In addition to the amenities discussed elsewhere in this Chapter, water and electrical outlets shall be provided to facilitate use for a variety of events and users. Community Spaces shall be located where they will be visible from adjacent units or occupied spaces to ensure safety.

8. Some portion of the Community Spaces shall be usable year round. For outdoor spaces, this may be a pergola, gazebo, pavilion, and/or provided indoor spaces, or generally continuous (50-75% depending on the level of pedestrian activity and building's use) weather protection along retail streets. Materials that allow light to penetrate the weather protection should be considered to enhance outdoor spaces.
9. Design elements that extend a Community Spaces' hours of use and months of use should be used, such as lighting and weather protection.
10. A variety of seating opportunities shall be provided, especially in larger Community Spaces. This should include moveable and fixed seating as well as seat walls, steps, boulders, and other multi-use objects. A portion of required Community Spaces may be reserved seating for restaurants, cafés, espresso stands, etc. Clear, direct pedestrian routes are required, at least 5 to 8 feet wide, depending on the level of pedestrian activity, the destinations, and scale of the Community Space.
11. Temporary or small permanent structures such as kiosks, food trucks, vendor carts, concessions should be considered.
12. Clear and intuitive Wayfinding shall be included in Community Spaces to illustrate connections of Community Spaces to Green Necklace.



*Above: A variety of seating areas, weather protection and landscaping provides for use during all seasons. (Redmond Town Center)*



*Above/ Below: Both of these plazas incorporate play for all ages. (Pedbikeimages.org/ Dan Burden)*



*Below: This Shared Use Route provides connection with nature as well as separation from vehicular traffic. (Pedbikeimages.org/ Dan Burden)*



### 13.3 Connect with Nature Standards

Issaquah Creek and Tibbetts Creek are focal spots that provide a natural green edge within the Central Issaquah area. Critical areas and their buffers also can provide the opportunity for connecting with nature while preserving the value and function of the critical area. Lake Sammamish State Park, Tibbetts Valley Park and Confluence Park provide a green edge just outside Central Issaquah as well.

- A. Community Spaces should have access to recreational hiking trails as well as passive uses, enjoyment of nature, picnicking, or informal play.
- B. Community Spaces should have clear links to the Active Transportation Facilities to ensure the vision of connected, pedestrian friendly Neighborhoods that are connected with nature. Clear and intuitive wayfinding shall be used to communicate how to access the Green Necklace and adjacent parks and natural areas.

### 13.4 Playscape Standards

- A. Measures necessary to protect children’s safety from vehicular traffic shall be included, such as low fencing or landscaping to provide a physical barrier.
- B. Shade and rest areas for supervision shall be provided through the use of deciduous landscaping, architectural elements, temporary structures, or other means.
- C. Natural, creative play elements for free and/or structured play shall be provided. These elements do not have to be overtly for play but should support, allow, and even encourage play by children. For instance, ground slides from one level to another, tricycle tracks, 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.
- D. Play areas shall be designed for a variety of ages, activities, fine and gross motor skills.

### 13.5 Plaza Standards



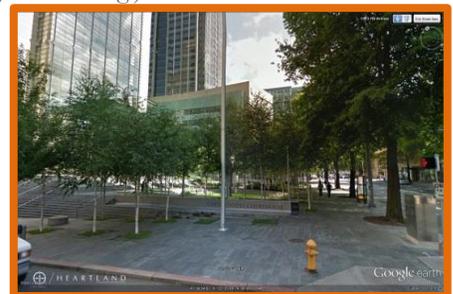
*Above: Sculptures provide areas for kids to climb and play, while adults relax in available seating. Creative paving, seasonal landscaping and lighting elements add to the attractiveness. Covered, yet outdoors, this plaza is used in all seasons by all ages. (Flicker: Shaw Horton Redmond Town Center)*



*Above: Creative play elements also provide seating and a barrier from vehicular traffic. Landscaping, lighting and special pavement make this plaza interesting. (Pedbikeimages.org/ Dan Burden)*



*Above: Trees, seasonal planting, seating, weather protection and connected to Nonmotorized Circulation Facilities makes this plaza a popular gathering space. (Juanita Village)*



*De Above: Trees, seating and special pavement provide a softened place among the high rise buildings. (US Courthouse, Seattle/ Heartland)*

- A. Plazas should be constructed with concrete, pavers, or special paving material.
- B. Appropriate paving and materials, changes in plane, landscape, and art shall be provided to soften and make the space interesting.
- C. Root barriers should be provided for all trees planted within Plazas.
- D. The spacing, location and type of required street trees may be modified when adjacent to a Plaza.
- E. Seating should be provided. The seating should 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.
- F. Plazas may have reserved seating so long as the main purpose of the plaza is not compromised. Even an encouraged Community Space 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 an encouraged Community Space.
- G. 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.
- H. 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.



*Above: Trees, landscaping, benches and bike parking provide a central gathering area for adjacent uses.*



*Above: This plaza is used as outdoor café seating by adjacent restaurants, however all are welcome to use this Community Space. Trees, landscaping, seating and pedestrian signage are provided.*



*Above: P- Patches should be protected from wildlife and be functional and self-sufficient for its users.*

### 13.6 Community Garden/P-Patch Standards

- A. Sheds and storage for tools, wheelbarrows/wagons, and materials, such as compost shall be provided.
- B. Access to water such as hose bibs and rain barrels shall be provided.



*Above: Trees, seating and special pavement provide a softened place among the high rise buildings. (UKS Courthouse. Seattle/Heartland)*

- C. Signs that include rules of use and P-Patch etiquette, including restricting pesticide use should be provided.
- D. Electricity shall be provided.
- E. A site with good sun exposure shall be provided for Community Garden/P-Patch.
- F. Locate Community Gardens to reduce wildlife access, such as locating it on a rooftop. If location does not reduce wildlife access, consider decorative fence around total perimeter.
- G. Vehicular access shall be provided to facilitate delivery of materials and unloading.
- H. Composting facilities should be provided.

### 13.7 Pet Amenity Standards

- A. Places where pets can be outdoors should be provided.
- B. Appropriate opportunities for bodily functions shall be provided, including pet pickup stations.
- C. Opportunities for pet play should be considered.
- D. Access to potable water should be provided in pet amenity areas.



*Above: Access to potable water should be provided in pet amenity areas. (pbcgov.com)*



*Above: Signage for pet pickup stations can add whimsy to a pet area. (blog.petsolutions.com)*





This page intentionally left blank

# 14.0

## Buildings

- 14.1 Intent
- 14.2 General Standards
- 14.3 Building Mass and Design
- 14.4 Ground Level Details
- 14.5 Weather Protection
- 14.6 Roofs and Parapets
- 14.7 Skybridges

### 14.1 Intent

The intent of this Chapter is to establish building design standards that create a vibrant, Pedestrian Friendly, built environment through buildings designed to frame and engage the Public Realm. Through varied building styles, materials, colors and heights, buildings will contribute to a livable environment that attracts businesses and in particular residences to the valley floor. These design standards support and complement the other Chapters in this document.

### 14.2 General Standards

- A. Buildings shall be designed to accommodate many uses so they may evolve over time.
- B. Avoid blank walls, especially when adjacent to Circulation Facilities.
  - 1. If windows and doors are not present, articulation or other techniques shall be used such as piers, modulation, and detailing; combinations of materials and textures as well as their detailing; applied elements such as art and trellises.
  - 2. Generally buildings should have no “back side.”
- C. Internal and external views and solar access should be considered when locating taller buildings.
  - 1. Provide sunlight at street level by thoughtfully locating building height.
  - 2. Particular attention should be given where building height would shade a required Community Space, between 10am and 3pm.



*This live/work building can accommodate several different kinds of uses including office, retail and residential.*



*Architectural detail, landscaping and lighting conceal and break up potentially blank walls.*

Carefully shape heights on the south side of streets to maximize sunlight on the sidewalk.

- D. A continuous street wall shall be provided, or elements to substitute for the street wall where one is not present along Circulation Facilities and Community Spaces. The street wall should balance with the need for variations in scale, plane, materials, and character, to make the experience interesting for pedestrians. Also consider opportunities for gathering, greenery, and light.
- E. Informal gathering areas and opportunities for social interaction shall be incorporated.
- F. Buildings shall be situated so they engage with the Public Realm to bring visual interest, variation, and intimacy to the streetscape, while maintaining the pedestrian through-route. If uses encroach into the right of way, elements and activities shall comply with IMC [12.05](#) Sidewalk Use District.
- G. Developments should implement the most effective and innovative sustainable green building program measures. Furthermore developments should build from the experience of local and regional sustainable developments including Issaquah projects Z-Home and Fire Station #72. Sustainable building design should also address other green aspects, such as conduit for fiber, broadband readiness and lighting power minimization.

### 14.3 Building Mass and Design

- A. Standards for All Uses: Design the buildings to reinforce a Pedestrian Friendly environment using the following techniques.
  1. Set back buildings with heights over three (3) stories through changes in building materials, articulation and modulation that differs from the first three floors
  2. Break larger buildings into the appearance of several smaller buildings. If aligned or appropriate for a Secondary Through Pathway, then buildings that are physically separated shall be separated by at least 13' to allow for a Secondary Through Pathway.



*A continuous wall is provided by a trellis that frames a courtyard.*



*Green building, such as zHome, reduces environmental impacts.*



*The upper levels of this mixed use building are set back to improve the ground level pedestrian feel.*



*Although this is one building, setbacks, angles, modulation and colors are used to give the appearance of three different buildings.*

3. Provide surface relief, depth and shadows to the façade and create a consistent street wall by:
  - a. recessing or projecting elements of the façade, especially windows,
  - b. changing character, materials, color or height, or
  - c. varying the build-to line(s).
4. Buildings with a footprint greater than 45,000 square feet shall be comprised of at least two masses or building volumes.
5. Provide setbacks for commercial and retail uses only if the adjacent uses are likely to use them or they are necessary for security purposes such as for offices. 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 set back, use elements that maintain a strong connection to the street and support a Pedestrian Friendly environment.
6. To increase a building's architectural detail and level of interest, windows shall be:
  - a. Divided light windows, or
  - b. Operable (in accordance with the Building Code), or
  - c. Trimmed around framed openings, or
  - d. Recessed or projecting from the building façade and not flush.
7. Distinguish a building base, middle and top through techniques such as setting back buildings with heights over three (3) stories or varying character, materials, color or height.
8. To preserve views of the forested hillsides of Tiger, Squak, and Cougar Mountain and Mt. Rainier, floors above the Mid-Rise level for High-Rise buildings shall be horizontally separated from other High-Rise buildings by 110 feet. Low-Rise, Mid-Rise and High-Rise building locations may be adjusted as determined by the Director to ensure preservation of these view corridors.
9. Building corners adjacent to Public Spaces shall include added detail, design, and building form, or conversely cutting away the corner for a special entry, gathering spot, café seating,



*This building setback is used for café seating. A street wall is maintained through the low fencing.*



*These windows provide architectural interest with different types and shapes of windows that open and are divided, trimmed and framed.*



*The base, middle and top of this building are differentiated with color, setback and height differences.*



*This corner building provides architectural interest, a public walkway, landscaping and seating.*

sidewalk vending, art, a signature fountain, or other special element.

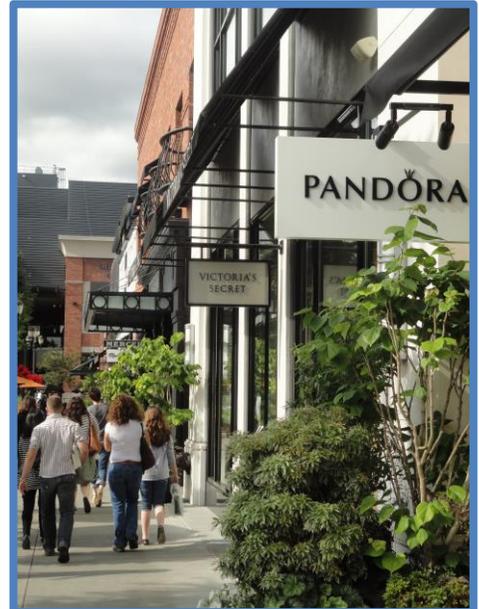
10. Use other techniques that achieve the overall intent of this Section as approved by the Director.

## 14.4 Ground Level Details

- A. Standards for All Uses: Design the buildings to reinforce a pedestrian-friendly environment using the following techniques.
  1. Retail uses facing Circulation Facilities should use large street level windows that allow pedestrians to see activity within shops, when feasible.
  2. An open design for gates and fences shall be used to allow social interaction. Delineate semi-public and semi-private space from public areas with railings or fences no more than three feet (3') tall (unless fall protection is required), planters, or overhead elements.
  3. The ground floor shall be designed to incorporate active, visible uses (e.g. retail) or other visible uses that engage the pedestrian (e.g. residences, meeting rooms, lobbies, live/work). Where office and other uses require ground floor privacy, then a combination of landscaping, low walls, fencing and other built elements should create layers, differing textures, and semi-transparency to define these semi-private areas while maintaining a pedestrian friendly environment.
  4. Numerous and separated, rather than consolidated, entrances shall be used when individual businesses and residences line a street, unless it is not possible due to ADA or other code requirements. See Section 14.4.B regarding residential entries. Entrances shall be reinforced with the use of traditional "main street" design and repeated architectural elements such as windows, weather protection, pedestrian oriented signage, archways, doors, accent lights and piers, columns or pilasters.
  5. Primary building entrances shall be directly accessible and visible from Designated Circulation Facilities. Primary building entrances may also be accessed from secondary or non-



*A subtle, yet effective, low fence is used to separate public from private space.*



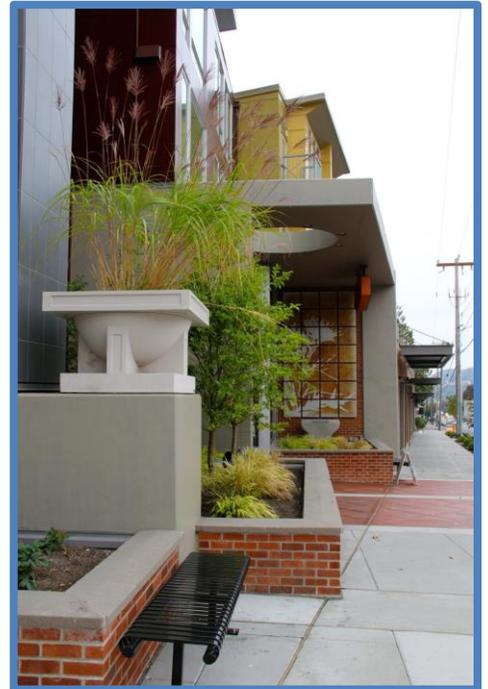
*Numerous, separated doors, rather than one centralized door, are used to enter these shops. Each of these entrances provides weather protection. These uses also use large windows to allow pedestrians to see inside the shops.*

pedestrian oriented Circulation Facilities or Parking Lots as long as they comply with the requirements in the previous sentence.

6. Each primary building entrance shall have weather protection and highlight the presence of the entrance to pedestrians through the use of architectural treatments such as modulation and articulation changes in the street wall or building façade, and lighting. Primary pedestrian entrances shall be visually more prominent than secondary entrances.
7. For buildings that have more than one frontage along a Circulation Facility, each frontage shall receive individual and detailed ground level detail treatment to complement the designated pedestrian character.
8. Ground level uses shall provide street front windows that:
  - a. Occupy a minimum of fifty percent (50%) of the building frontage, and
  - b. Use clear glazing on a minimum of 75 percent (75%) of the windows.This may be reviewed by the Director on a case by case basis when the security and privacy requirements of the tenant need to be balanced with the character of the Circulation Facility.
9. Mirrored or reflective glass and film are not allowed.
10. Ground level Retail and entrance lobby uses located on a Pedestrian Oriented Circulation Facility shall have a first floor height of at least fifteen (15) feet. Office uses and other uses not located on a Pedestrian Oriented Circulation Facility may have lower first floor heights as determined by the Director on a case by case basis.
11. Landscaping including evergreen plantings to maintain year-round interest, shall be located between the property line and the building to soften hardscape spaces and contribute to the Green Necklace. Plantings may be located in at-grade or raised planters, containers, window box planters, upon trellises, etc. Where the building is located at the property line, plantings may be located in building bays such as required in Section 14.3.A.3 Building Mass and Design. Plantings may also extend onto the adjacent right-of-way as determined by the Director.



*All of these adjoining businesses use pedestrian friendly elements such as clear windows, sconces, decorative paving, seating and greenery.*



*This is a good example of greening a building using raised planters and potted plants. The raised planters, along with the bench, provide additional seating.*

12. A mixture of the following design elements shall be incorporated into building design to best enhance the ground level details.
  - a. Clerestories over storefront windows,
  - b. Projecting window sills,
  - c. Medallions,
  - d. Benches and seat walls along twenty-five percent (25%) of the length of the façade,
  - e. Decorative brick, tile or stone work on the ground floor façade, or
  - f. Other techniques that achieve the overall intent of this section as approved by the Director.

B. Standards for Ground Level Residential Uses: Design the buildings to reinforce a pedestrian-friendly environment using the following techniques.

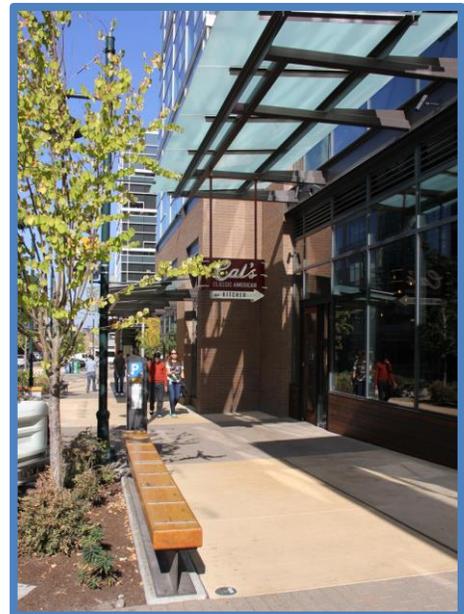
1. Provide ground-related residential units to improve the experience for pedestrians and offer the opportunity for semi-private space to the residence.
2. Balance the need for activity adjacent to Public Space and security with a sense of privacy. This might include stoops, private front yards, common gardens, courtyards or elevated first floor units.
3. Buildings shall be oriented to the Circulation Facility including the principal façade. The primary entry or entries for all ground-floor units abutting the Circulation Facility, and the primary entry for residential buildings without ground-floor units facing the street such as entries through lobbies, shall open directly onto the Circulation Facility. Numerous and separated, rather than consolidated, entrances are preferred and should be used when multiple residences line the ground floor of a residential building. Where multiple residential units line a street but cannot directly and individually access the Circulation Facility alternative treatments shall be used to engage the ground level units and the street, such as providing terraces for each unit, providing regular enhancements behind the Circulation Facility that reference the rhythm of the units.
4. Architecture and landscape architecture features shall be used to further enhance and identify the pedestrian entry from the Circulation Facility. Primary building entries shall include a clearly



*These ground floor residences have direct access to the street but provide a sensation of privacy.*



*Art, architecture and landscaping are used to successfully highlight this entrance.*



*Sufficient and well-coordinated weather protection encourages pedestrian activity.*

identifiable entry doorway directly accessible and visible from the Circulation Facility, enhanced landscaping, special paving, pedestrian-scaled lighting and/or lighted bollards.

5. Secondary entrances may be from parking areas, where a pedestrian connection from the parking area to the entrance has been made.

## 14.5 Weather Protection

### A. Standards for All Uses

1. Weather protection shall be required over entrances and across seventy five percent (75%) of the building façade length, where the building is located at the property line or the development extends the sidewalk onto the site and against the building.
2. The heights of weather protection shall be coordinated with directly adjacent buildings, where feasible. The location of street trees and the edge of the driving surface may require adjustments to these dimensions. In all cases, the height and depth of the weather protection shall prioritize providing protection to the pedestrian over architectural enhancement.
3. Weather protection associated with non-residential buildings shall be at least six (6) feet in depth and have at least eight (8) feet clearance beginning at the average finished grade, and up to protection 12 feet above the sidewalk which extends at least 8 feet over the sidewalk. Weather protection materials shall include:
  - a. Fabric awnings (not internally lit),
  - b. Horizontal metal canopies with transom or clerestory windows above,
  - c. Glazed canopies, or
  - d. Other materials as approved by the Director.

### B. Standards for Residential Uses

1. Weather protection is required over building entrances for Residential Uses. The weatherproof roof covering at each entry shall be appropriate to the size and importance of the entry. As a guide to minimums sizes: for entries to individual units, at least four (4) feet deep and four (4) feet wide; for entries to multiple units, at least six feet (6') deep and four feet (4') wide. Weather protection shall provide at least eight (8)



*Weather protection is provided over each of the individual entrances. (Google)*



*This is a good example of useable rooftop space.*



*This roof not only serves as a green roof but is also attractive to those located above it.*



*These varying rooflines create a nice artistic edge when viewed against the sky.*

feet clearance from the finished grade it is covering, if pedestrians will walk under or in close proximity to it.

## 14.6 Roofs and Parapets

### A. Standards for All Uses

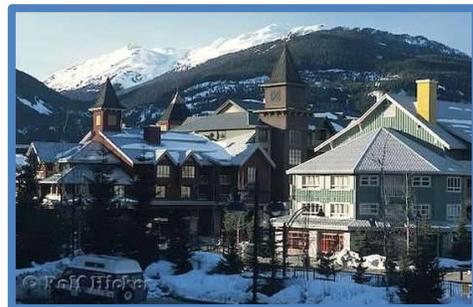
1. Rooftops should be used as active amenities, such as for community gardens, recreation, and useable courtyards, when feasible.
2. Where active uses cannot be placed on rooftops, use them for passive activities, such as green roofs to partially address stormwater, solar panels, art and/or design to make them visually interesting, as well as a means to allow access to light and air for adjacent occupied space.
3. Consider making some rooftops accessible to the public.
4. Nonresidential buildings shall have parapets and projecting cornices to create a prominent edge when viewed against the sky. Sloping roof elements may be approved by the Director. Residential uses may use parapets and projecting cornices or sloping roofs consistent with the building design.
5. Parapets shall not be excessively tall and dominate the façade; they may be used to highlight focal points of the building. Parapets shall not appear as flat and obviously false extensions of building wall sections, but rather appear as distinct building masses and extend into the depth of the building.
6. Parapets shall not exceed twenty five (25%) of the height of the supporting wall, as measured from grade to the exterior roof surface and shall not exceed eight (8) feet in height.
7. Where roof shape and penthouse functions are integrated into the overall building design, one (1) of the following design elements shall be used:
  - a. Rooftop penthouse occupied by residential or office spaces,
  - b. Rooftop terraces, courtyards, and/or gardens,
  - c. Green roofs that reduce storm water runoff, or
  - d. Parapet walls.



*These parapets serve as extensions of the one story building.*



*This lovely greenspaces surrounds the rooftop penthouse.*



*These large sloped roofs are varied to break up the massiveness of the roofs.*



*This functional green roof incorporates architecturally compatible, attractive screens for mechanical equipment.*

8. Sloped roofs shall have pitched roofs with a minimum slope of 4:12. Large roofs that extend longer than 60 feet shall have a change in form such as a change in height, pitch, orientation, or other changes in form at a spacing to break up the massiveness of a continuous, uninterrupted sloping roof.
9. Roof surfaces, exclusive of space dedicated to mechanical systems, vegetated roof surfaces or solar panels, shall use a “white roof” with a Solar Reflectance Index (SRI) of seventy-eight (78) or greater, or similar equipment with a similar purpose. The Director may allow a lower SRI (darker roof) if there is a showing of extreme hardship in meeting this requirement.
10. Mechanical, electrical, and communication equipment, satellite dishes, Utilities, infrastructure housing, HVAC, but excepting renewable energy appurtenances, shall be screened from views above and at ground level, surrounding streets and surrounding buildings. The devices shall be screened in a method that is integrated with the architectural character of the building.
11. Cell phone towers and related equipment may be located on rooftops but shall be located toward the center of the roof to minimize ground level and surrounding street views as much as possible. The Director may require structure design or screening methods to integrate the equipment with the development design.
12. Equipment that is incorporated into a rooftop terrace or garden shall screen large equipment with architectural elements and/or landscaping to include the top and all sides. At maturity, the plant screening shall be at least the height of the equipment being screened.



*Creative use of vegetation is used to screen mechanical equipment from above.*



*Skybridges can use their support to make a strong architectural statement and add visual impact, while the bridge itself can be simple and transparent.*



## 14.7 Skybridges

### A. Standards for All Uses

1. The purpose of the Skybridge is to facilitate building-to-building connections for users that find it difficult to cross at street grade, between buildings that may be separated on the same or adjacent properties. The value of these

connections must be weighed against the dilution of pedestrian activity, vitality, interest, and density at the street or ground level. Examples might connect medical buildings to allow patients to circulate in climate controlled corridors between buildings or where companies own or lease multiple buildings and a secure environment is necessary. When allowed, skybridges shall be designed, and located to add to the streetscape and pedestrian priority of Central Issaquah. Skybridges could also be used to encourage people to use transit.

2. To maintain activity at the street level, no more than one Skybridge may be located within 1000 feet of another skybridge.
3. The entries/exits to and from the Skybridge shall be easy to find and not hidden from view of internal pedestrian centers of activity and main corridors.
4. All Skybridges placed at the second level of buildings must have direct access to and from the Circulation facility which they cross and must include transparent walls and design to non-verbally communicate and highlight their presence. Bridges built above the second level do not need direct connections to the sidewalks/Circulation facility they cross. The height of the bridge will be determined by the clearance necessary for emergency vehicles or other large vehicles.
5. Bridges that are closed for portions of the day will post their hours and a wayfinding system shall be provided to facilitate ease of use.
6. The routes through the building and across Skybridge(s) shall be the most direct possible.
7. The Skybridge span and structure shall architecturally similar or complementary to the buildings it connects.



*Skybridges should look for opportunities to make them memorable and/or sculptural.*

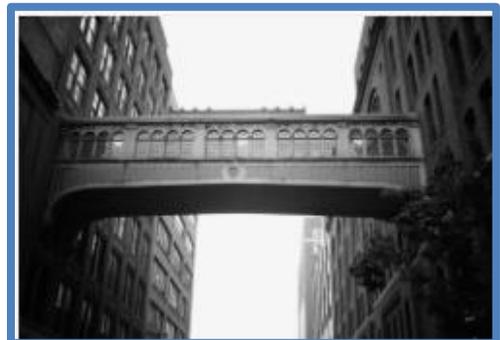


*(Images above and below) The design can also create a gateway into a district.*



8. The placement and design of the Skybridge shall consider the external impacts and opportunities of the bridge. For instance, the bridge may be used to create a gateway or entrance to an area, frame a plaza or gathering place, or mark an important location in the development.
9. The design of the interior of the Skybridge shall be pleasant, including but not limited to human scale elements, skylights, patterned paving/flooring and views.
10. Skybridges shall not angle up or down from one building to another, and shall be perceived to be level both internally to the bridge user and externally, i.e. no more than 1% grade change. Any grade change must be concealed by the bridge design or occur within the buildings from which it is connected to.
11. Skybridges may not eliminate view corridors as identified in Chapter 11.0 Site Design Section 11.2.G. Views and Vistas. Skybridges may frame or form the edge of a Required or Significant Community Space, but may not cross them.
12. Skybridges that cross the public right-of-way or private motorized Circulation Facilities shall not be multi-level.
13. The walls of the Skybridge shall generally be transparent or open (approximate 70%) for orientation, user comfort, and safety.
14. Depending on the uses, length, and level of activity, Skybridges shall have an interior passageway at least ten (10) to fifteen (15) feet in width; width will depend on the length of the skybridge, activities in addition to circulation, and design opportunities such as overlooks. Unless the Skybridge incorporates activities such as informal public gathering, the interior passageway shall not be more than twenty (20) feet in width. The interior height of the passageway shall be at least eight (8) feet.

*(All images below) Skybridges can architecturally integrate with the buildings they attach and have more character than a bare glass box. Skybridges can both frame a public plaza and mark the passage between two areas of a campus.*

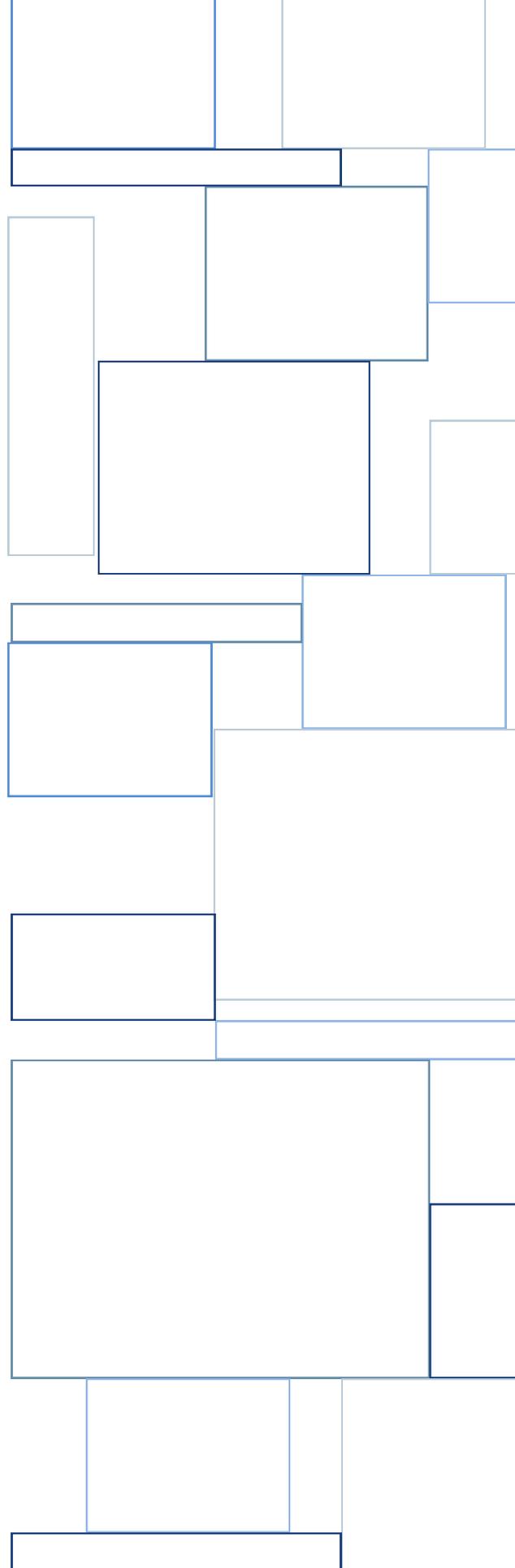


15. Skybridges must not diverge from a perpendicular angle to the right-of-way or Circulation Facility by more than thirty (30) degrees.
16. Any accessory use, such as retail, eateries, support activities available to guests and visitors shall have the majority of its space and an exterior door at the ground/street level. This requirement may be modified through the Administrative Adjustment of Standards process found in Chapter 1.0 Purpose and Applicability.
17. Skybridge supports located within the public right-of-way or private Circulation Facility must be placed so that the Circulation facility function and pedestrian character is equal or superior to the Circulation Facility without the intrusion. For example, decorative columns where street trees might have been located.
18. If a Skybridge extends above the City's right-of-way a Special Use Permit is required for right-of-way use. The decision to approve, approve with conditions or deny a Special Use Permit for a Skybridge shall be made by the City Council. The conditions of the Special Use Permit shall include, but are not limited to:
  - a. The City will assess a yearly fee for use of the right-of-way. The fee will be based on the rate established for the term of use and will be approved at the time of permitting, and
  - b. The permittee must secure and continuously maintain, in full force and effect throughout the duration of the use, comprehensive general liability insurance for bodily injury and property damage in the amount assessed by the City for the term of use approved at the time of permitting, and
  - c. The permittee must sign an agreement approved in form by the City Attorney which will indemnify, defend and hold harmless the City



*Skybridge interiors should be pleasant, light, and interesting with human scale elements.*

from any and all claims for bodily injury or property damage that may arise out of the permittee's use of the City right-of-way.





This page intentionally left blank

# 15.0 Parking

- 15.1 Intent
- 15.2 General Standards
- 15.3 Standards for Structured Parking
- 15.4 Standards for Surface Parking
- 15.5 Standards for Bicycle Parking

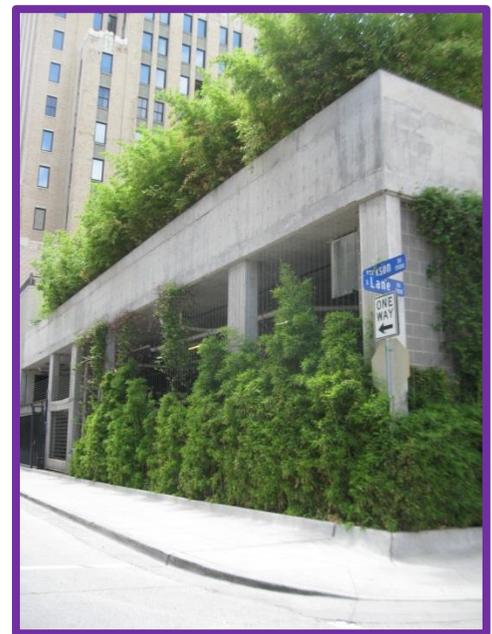
## 15.1 Intent

Designed correctly, parking facilities can contribute to urban densities engaged with adjacent Circulation Facilities, support a pedestrian friendly, small scale, mixed-use, urban environment and contribute to the Public Realm. This can mean tucking parking out of site, screening it, and/or making parking structures into visual assets. The ultimate goal is to shift to structured parking. Thus, parking solutions will be incremental and phased, if necessary. These Design Standards support the Development Standards found in Chapter 8 Parking Standards and are intended to:

- A. Minimize the presence and/or impact of vehicular parking lots and garages and in particular, their impact on the Public Realm;
- B. Encourage multiple functions for parking facilities such as markets, fairs, recreation, stormwater rain gardens, etc;
- C. Follow progressive trends in parking technology and management; and
- D. Accommodate incremental redevelopment.

## 15.2 General Standards

- A. **Location.** Parking facilities (structures or surface lots) should be located to minimize their detrimental impact on pedestrian Circulation Facilities and Community Spaces while providing adequate parking supply for the land uses.
- B. **Minimize Parking Appearance.** Where there are large expanses of surface parking (garage rooftops or surface lots), measures should be used to break up the expanse of pavement, shade the surface,



*Both of these parking lots, surface and structured, have significant architectural and natural screening to minimize their visual impacts.*

screen views from above and sides, and reduce the scale such as by locating the short dimension of the lot adjacent to the street. For surface lots, the narrow width of the parking lot, no wider than 65 feet, should be located adjacent to a Circulation Facility.

C. **Driveway Access.** Access to parking facility vehicular driveways should occur in the priority of:

1. Alleys,
2. Driveways common with neighboring properties,
3. Secondary circulation facilities;
4. Access to primary Circulation Facilities should be the last priority.

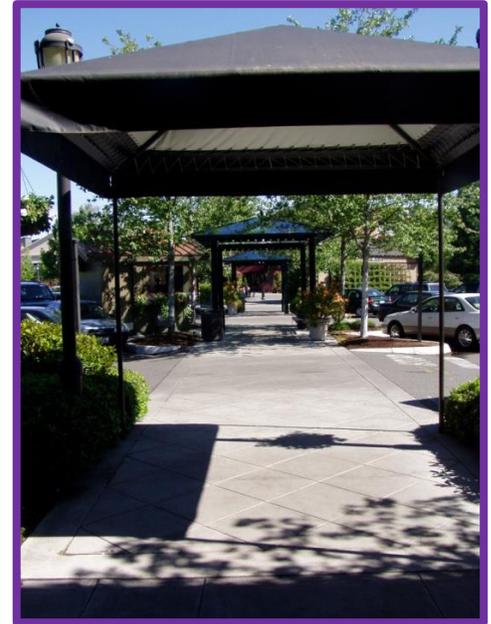
D. **Pedestrian Priority.** Parking layout should accommodate pedestrian circulation so that the functional requirements of vehicular parking are balanced with the provision of pedestrian facilities. Convenient pedestrian connections should be provided from parking facilities to, through, or between buildings, Community Spaces, and Circulation Facilities.

E. **Pedestrian Friendly Techniques.** Pedestrian Friendly techniques should be used such as varied, textured, and/or detailed materials, incorporation of architectural features and elements (low or open walls, screens, piers, trellises, arbors, etc.), and weather protection. Landscape or architectural elements should 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. Consideration may be given to using elements that can be relocated or reused when infill, later phases, or redevelopment occurs.

F. **Multi-functionality.** Where or when there is surplus parking, it should be used for other purposes such as carts, kiosks, educational opportunities. These may happen during certain times of the day, week, or on a long-term basis. See also Multi-functionality in Site Design.



*Access to this parking lot is located off of a secondary circulation facility. (Google Earth)*



*This walkway connects pedestrians to stores through parking lots using different textures, weather protection, and landscaping.*



*This pop-up store temporarily occupies a portion of a parking lot.*

- G. **Natural Ventilation and Lighting.** Natural ventilation and daylight should be used for parking structures where possible.

### 15.3 Standards for Structured Parking

- A. **Location.** Structured parking facilities shall be concealed within the site, or located under or above or behind the street level of buildings.
- B. **Wrap with Commercial.** Where structured parking is provided on the ground level, commercial or residential uses shall be provided along the Build-To-Line with parking facilities placed behind the uses and away from the Circulation Facility. The commercial or residential space shall be a minimum depth of twenty (20) feet. The Director may defer occupancy of this ground level space through a phasing plan.
- C. **Building Design.** Structured parking shall incorporate building design elements and shall be architecturally integrated and designed in a similar fashion to associated or adjacent buildings. The structure shall incorporate architectural elements, as required in Building Design, Chapter 14.
- D. **Vehicle Driveways.** Access drives and ramps to parking and service areas shall maintain clear sight lines and minimize interference at pedestrian and bicycle crossings. Vehicle driveway openings shall be minimized along the street frontage such as by setting entrances and exits back from the primary plane of the façade, placement away from street corners (generally 40 feet), architectural treatment of the openings, incorporating art, and landscaping. See also Chapter 14.0 Buildings - Ground Level Details.
- E. **Pedestrian Entrances.** Pedestrian entrances into the structure shall be separated from vehicle entries such as by bollards, six (6) inches of grade separation, or other element. Pedestrian entrances shall be architecturally designed to create an enhanced and distinctive entry consistent with Buildings - Ground Level Details Chapter 14, such as through the use of architectural elements, changes in the streetwall, weather protection,



*The parking garage is located behind the street front retail uses. (Google Earth)*



*The access drive to this parking garage, wrapped by retail, maintains clear site lines and clearly identifies pedestrian crossings with different colors, textures and crosswalks. (Google Earth)*



*Artistic, architectural elements are used to provide pedestrian interest to this parking garage.*



*This escalator leads to shopping as well as the parking garage. The vehicular access is located to the right of the red brick building. (Google Earth)*

pedestrian signage, textured surfaces, etc. Weather protection shall be provided at every pedestrian entry.

F. **Signage and Lighting.** Walkways, elevators, stairs and other forms of internal pedestrian circulation to public sidewalks and parking areas shall include appropriate signage and lighting integrated into the architectural character of the building. See also Signs, Chapter 9 and Site Lighting, Chapter 17.

G. **Screening.** Structured parking facilities shall screen vehicles and other appurtenances on all levels from ground level views. The perimeter of each parking level shall be screened with measures including landscape requirements in Landscape Development Standards, Chapter 10.0, and Landscape Design Standards, Chapter 16.0 and may also include the following:

1. Windows,
2. Plantings designed to grow on the façade,
3. Louvers,
4. Expanded metal panels,
5. Decorative metal grills,
6. Spandrel (opaque) glass, or
7. Other techniques that achieve the overall intent of this section as approved by the Director.

H. **Rooftop Uses and Screening.** Where the structure does not reach the maximum building height, the top level of open parking structures should be screened from overhead views similar to surface parking lot coverage such as by using one (1) of the following design treatments:

1. Landscaping in planters and trellises,
2. Renewable energy appurtenances, such as photovoltaic panels,
3. Overhead canopies that may include plantings to provide shade on the roof,
4. Playing surface or other recreational area, or
5. Office, residential or other usable building space.

## 15.4 Standards for Surface Parking

A. **Connections to Circulation Facilities.** The major internal circulation facilities of parking lots shall be



*This sign is clearly visible to vehicles and pedestrians.*



*Expanded metal panels, decorative metal grills and landscaping are all used to screen this parking facility.*



*This Seattle garage rooftop was converted into a P-patch. (InHabitat.com)*

designed to replicate the character of a public street and shall connect to and align with surrounding vehicular Circulation Facilities.

- B. **Break Up Large Lots.** Large parking lots (generally more than one hundred (100) stalls) shall use a system of internal streets that replicate the character of a public street and divide the site into blocks. Internal streets should occur at a spacing no greater than one every three (3) parking rows. Unless otherwise determined by the Director, the internal streets shall be designed as an “Auto Inclusive Circulation Facility”, Chapter 6.0.
- C. **Pedestrian Connections.** Frequent, convenient, and identifiable pedestrian connections shall be provided from surface lots to surrounding buildings and Circulation Facilities. The pedestrian routes shall be physically separated from the parking surface by a 6” raised sidewalk, landscape bed, or other method.
- D. **Buffer Pedestrian Routes.** Pedestrian routes shall be buffered with landscape beds. Opportunities to introduce pedestrian oriented quirks into surface parking lots should also be considered, such as stepping stones through landscapes or the use of bumper overhang space for rain gardens.
- E. **Shade Pavement.** Large canopy shade trees shall be selected, as broadly spreading as possible, within parking lot islands and lot perimeters to reduce the heat island effect and enhance the design. Trees should be located strategically so as not to obscure key sight lines to businesses and signage.
- F. **Landscape Screening.** Landscaping shall be placed within and around the perimeter of surface parking to visually break up the expanse of the lot, continue elements of the streetwall, and frame the pedestrian way in accordance with Landscape Development Standards, Chapter 10.0, and Landscape Design Standards, Chapter 16.0.
- G. **Sustainability.** Surface parking lots should implement environmentally-friendly elements such as pervious pavement, low impact stormwater development (LID) elements such as rain gardens,



*Pedestrian routes break up surface parking lots, provide safety for pedestrians and are physically separated by significant landscaping.*



*Large trees line this pedestrian walkway and provide significant shading.*



*Significant landscape is used to screen this surface parking lot – and create a pleasant environment to rest.*

and other effective and innovative sustainability measures.

## 15.5 Standards for Bicycle Parking

- A. **General.** 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.
- B. **Location.** Bicycle parking should be placed within fifty (50) feet of a primary building entrance. Bicycle parking shall not block pedestrian circulation facilities. A portion of the bike parking should be in covered locations. Shopping centers or other multi-building developments may group bicycle parking in unified locations.
- C. **Secured parking.** In addition to required bike spaces, developments should consider providing additional secured parking or bike lockers.
- D. **Accessible Racks.** Bicycle racks should be accessible and functional. Pedestrian pathways shall not be blocked and the racks shall be placed a sufficient distance from walls and other barriers so all useable sides of the racks are accessible even under full use.
- E. **Decorative bike parking.** Decorative bike parking is encouraged and should be readily identifiable and built to the same sturdy standards as other bicycle parking so their design does not compromise the intended function.
- F. **Anchor racks.** Bicycle racks should be securely anchored to the ground or wall.
- G. **Supporting facilities.** Supporting facilities, such as showers and lockers, maintenance equipment shall be provided as required by City codes.



*This covered bike rack is within close proximity to the primary building entrance. (breakfastonbikes.blogspot.com)*



*These bright bike lockers provide interest and security.*



*Decorative bike racks add an element of whimsy and contribute to a community's identity.*

# 16.0 Landscape

- 16.1 Intent
- 16.2 General Standards
- 16.3 Fence Guidelines

## 16.1 Intent

Landscape is an essential element of a great Public Realm and maintaining the character of Issaquah. It is also an effective tool in connecting people with nature, especially as an area urbanizes. Landscape creates a Pedestrian Friendly environment; enhances the Public Realm; 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 unique character. The intent of this Chapter is to complement Chapter 10 Landscape, and strategically create a verdant, vibrant, urban character in part by integrating nature into the design of buildings, Circulation Facilities and Community Spaces to:

- A. Ensure sites and Circulation Facilities with an array of green elements to implement the Green Necklace vision (Urban Community Goal B);
- B. Establish healthy trees and other landscaping to soften the built environment and integrate with the natural environment;
- C. Use landscaping to screen elements such as surface parking and drive-throughs.

## 16.2 General Standards

- A. **Integrate with Nature and the Surroundings.** Landscaping should integrate with the context of the surrounding natural environment including trees, creeks, and mountains as well as adjacent urban surroundings.



*Multiple types of plantings make for a very green circulation facility. (Pedbikeimages.org/ Carl Sundstrom)*



*This landscaping is designed to complement the adjacent architecture.*



*The ivy on the concrete wall successfully softens this trash enclosure.*

- B. **Context.** The context in which the landscape will be located should be considered regarding how it will integrate with the buildings, Circulation Facilities, Community Spaces, setbacks, and other development elements and adjacent property situations.
- C. **Soften Development.** Landscaping should add greenery or “softness” to buffer buildings and hardscape spaces. Landscaping should help screen elements such as trash enclosures and mechanical equipment.
- D. **Key Landscape Elements.** Landscape elements, especially trees, should be strategically located at key focal points to establish lush, verdant landscaping via trees, raised or in-ground planters, green walls, and other landscape measures.
- E. **Green Edge of Issaquah.** Development along I-90 shall preserve and enhance the green, natural feel of Issaquah by integrating and connecting this green edge as part of the Green Necklace. This edge should be landscaped to establish lush, verdant focal points.
- F. **Accent Plantings.** Developments and Circulation Facilities should incorporate unique plantings to establish a special feeling of place such as annuals and colorful plantings; plantings in pots, beds, raised planters; edible plants or kitchen gardens; and other memorable measures.
- G. **Wildlife Habitat.** Especially near Critical Areas, wildlife habitat needs should be considered when selecting plant materials. Wildlife enhancement features such as snags, loafing logs, and other natural features should also be considered.
- H. **Design Unity.** Unity of design should be achieved through repetition of certain plant varieties and other materials and by correlation with adjacent developments.
- I. **Green Walls.** Consider using Green Walls as a landscape element to soften and green urban areas, especially narrowly constrained planter areas to add



*Multiple types of plantings make for a very green circulation facility. (Pedbikeimages.org/ Carl Sundstrom)*



*Lush landscaping is provided along I-90 and screens the adjacent buildings. (Google Earth)*



*Colorful landscaping has been provided on this site softening and providing natural interest year-round.*



*The shade trees in this Circulation Facility frame sidewalks while breaking up the length of this building.*

structure, depth, and interest to walls, outdoor spaces, and planter areas.

J. **Trees on Site.** Tree species and locations shall be strategically selected to moderate building mass, shade to reduce the heat island effect, and frame pedestrian friendly walkways while balancing needs for building and sign visibility. Specific tree species shall be customized to the location (See Right Plant, Right Place); large broad-spreading deciduous and conifer trees shall be the first priority, followed by columnar and/or smaller trees in narrow, tight areas.

K. **Setback Treatment.** Where a setback between Circulation Facilities and buildings is appropriate, such as in building entries, office uses, and residential uses, landscaping shall be used in combination with benches, low walls, and other built elements to establish a boundary between public and semi-private areas. The landscape and built elements may create layers, differing textures, and semi-transparency to define semi-private areas while maintaining a pedestrian friendly environment. See also Chapter 11.0 Site Design and Chapter 14.0 Buildings.

L. **Pedestrian Buffer.** All pedestrian facilities shall be buffered with trees and shrubs, appropriate in size, scale, planter type, and character to the type of facility. Landscape adjacent to parking should be hardy and easily traversable such as with pavers to guide pedestrians. Unless otherwise permitted the minimum planting width shall be at least four (4) feet wide.

M. **Native Plants.** To reinforce Issaquah's natural setting, native plants shall be planted throughout the development but especially as a transition adjacent to natively planted critical areas. Site landscaping shall contain a minimum of 30% native trees, and 30% native shrubs and groundcovers. The Director may reduce the percentage and allow nonnative species that have adapted to the climate conditions of the greater Issaquah region.



*The buffer between the building and the sidewalk provides landscaping and seating.*



*Substantial landscaping is provided between the sidewalk and the parking lot.*



*This rain garden, planted with native plants, requires little maintenance.*

N. **Right Plant, Right Place.** Plants shall be selected taking into consideration the surrounding context (i.e., large native conifers are not appropriate in densely built areas and narrow planter beds). Factors to consider include, but are not limited to, the mature size of the plant, sufficient space for mature root growth, microclimate factors, and water requirements. Proper plant selection will reduce the need for persistent pruning, removal and replacement of mature trees, uplifting of pavement and other damage to infrastructure.

O. **Site Furnishings.** Benches, kiosks, signs, bollards, waste receptacles, street vending carts, water fountains, lighting standards, perch walls, sidewalks, pathways, trails, and special water features shall be designed to integrate with street trees and other landscaping and be compatible elements of like materials and design.

P. **Circulation Facility Landscapes.** Circulation Facility landscapes shall be designed to maintain and enhance the Green Necklace vision, with emphasis on pedestrian friendliness, through the planting of prominent street trees, and an understory of low growing landscaping where appropriate. Circulation Facility landscaping shall also meet the requirements of Chapter 6.0 Circulation Facilities, Chapter 12.0 Circulation Design Standards, and Chapter 10.0 Landscape Requirements for Circulation Elements and Community Spaces.

Q. **Surface Parking Landscapes.** Landscaping shall screen surface parking, break up the expanse of pavement, and support pedestrian friendliness in accordance with Chapter 10.0 “Additional Landscape Requirements for Parking Areas” and Chapter 15.0 Parking.

R. **Parking Structure Landscaping.** Landscaping shall soften and screen parking structures in accordance with Chapter 10.0 “Additional Landscape Requirements for Structured Parking” and Chapter 15.0 Parking.



*The street furniture and amenities above blend beautifully with each other as well as the adjacent architecture.*



*This streetscape includes a good mix of prominent trees and low growing plants that results in an attractive place for pedestrians.*



*Plantings, vines and attractive architecture are used to screen this parking lot while providing a pleasant pedestrian path.*



*An extreme, but excellent, example of softening a parking structure through landscaping.*

- S. **Integrate Stormwater Facilities and Critical Areas.** Stormwater facility design, including outlet structures and maintenance access, shall be integrated with and complement adjacent landscaping. Elements consistent with the project design shall be provided, to the extent feasible, such as trails and overlooks, picnicking spots, plazas.
- T. **Other Landscape Elements.** See Chapter 10.0 Landscape Standards for additional landscape requirements for other elements including, but not limited to:
  1. Outdoor Storage,
  2. Outdoor Sales and Display,
  3. Temporary Landscaping,
  4. Fences, Hedges, Waste Enclosures and Mechanical Equipment, and
  5. Blank Walls and Retaining Walls.

### 16.3 Fence Guidelines

- A. Fence design should complement the character of the development such as split rail or informal fencing (e.g. split rail) in natural or transition areas, and more formal fencing in developed areas.
- B. Fence heights should be based on the nature of the adjacent facilities. Fences adjacent to pedestrian facilities and Community Spaces should be low and open (4 feet or less in height). Fences screening utilities, service, loading, waste, etc. should be taller and substantial, while complimentary to the architecture and character of adjacent areas.
- C. Fences should avoid creating a canyon effect especially adjacent to pedestrian ways.
- D. The fence style or articulation of long expanses of fences should provide visual relief and reduce visual bulk and size of the fence. If the fence cannot be articulated and the style alone is not sufficient, a combination of articulation and landscaping should be used to add interest.
- E. When large fences or walls are used to screen undesirable elements, then articulation, artwork,



*The stormwater facility and landscaping, above, integrate beautifully into the site and provide visual interest.*



*This gate is an attractive way to screen outdoor storage and trash containers.*



*Although very long, this fence does not seem excessive because of its design.*

and/or landscape plantings should be added to soften the visual effect of the structure. Full height fences (6-8 feet tall) should be used to screen unsightly facilities such as waste collection areas.

F. Preferred Materials: Wood, brick, stucco, or wrought iron are preferred fencing, arbor, pergola or trellis materials such as when along a property side that is visible to the public or abutting property owners. Hedge or impenetrable landscape may be substituted for fencing, but height restrictions do not apply.

G. Chain link fencing with or without infill slats should not be used in prominently visible areas. In less prominent areas black vinyl coated fencing, or other color coating that reduces visibility may be used. Chain link fencing may be used in less visible commercial or industrial areas, and around major and minor utility facilities. Chain link fencing should be softened with landscape screening. Screening of chain link fences ensures a compatible transition between abutting land uses and shall be effective during both winter and summer

H. Fences, arbors, pergolas and trellises shall comply with IMC 18.07.120.



*Recycled materials are a very artistic way to create interesting fences and enclosures. (apartmenttherapy.com)*



*A simple trellis fence is an attractive way to disguise storage.*



*Not only is this fence architecturally interesting, but it provides seating as well! (Inhabitat.com)*

# 17.0 Lighting

- 17.1 Intent
- 17.2 General Lighting Standards
- 17.3 Backlight, Uplight and Glare Standards
- 17.4 Design and Fixture Standards
- 17.5 Circulation Standards: Streets
- 17.6 Circulation Standards: Pedestrian, Bicycle, and Trail
- 17.7 Community Space Standards
- 17.8 Parking Standards
- 17.9 Building Design Standards
- 17.10 Landscape Standards

Figure A Illumination Level Standards Table

## 17.1 Intent

The intent of this Chapter is to establish a hierarchy of lighting designs and illumination levels that provide an attractive visual element that supports and enhances this developing urban environment, addresses the safety and security of both pedestrian and vehicular traffic beyond daylight hours, and protects the night sky.

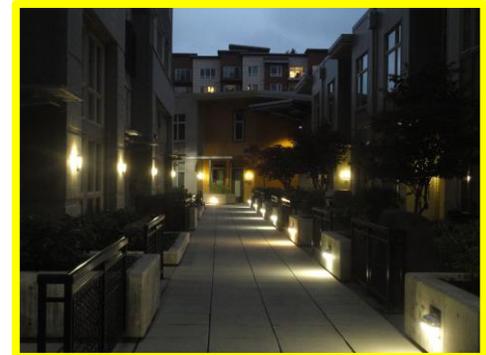
Lighting contributes to the urban environment, particularly the Public Realm, not only in the nature of light, but the nature of the fixtures. Streetlights, lit bollards, sconces, and gooseneck lamps, for example, all have a presence that shape the urban character, whether they are illuminated or not. 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 Central Issaquah vision of a vibrant, mixed-use and active urban environment.

A successful urban environment relies on being active most of the day and into the evening; which can be a challenge particularly during the long nights of the Pacific Northwest winters.

Appropriate types and locations of lighting are necessary to support a Pedestrian Friendly environment for people to walk and cycle and use Community Spaces beyond daylight hours. A hierarchy and quality of light, the right



*Lights in the plaza's canopy allows this area to be used at night.*



*Subtle lighting of this corridor provides a safe, attractive and functional area after dark.*

mix of uniform illumination and special feature lighting that address the safety and security of pedestrian, cyclist and vehicular traffic also have a strong positive impact on the overall quality of the nighttime environment.

While establishing a high quality lighting environment that provides the right balance between appropriate light level, high color quality light, uniformity and special focus or feature lighting, glare control must also be considered as a way of protecting the night sky. 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. While site lighting is necessary and beneficial for these reasons, it must be used in such a way that it does not contribute to sky glow or create situations where lights are visible beyond the site.

## 17.2 General Lighting Standards

- A. Lighting shall ensure a safe, attractive, functional environment that is active after dark when urban neighborhoods tend to be most active;
- B. Lighting shall assist users in intuitively understanding and travelling through Central Issaquah;
- C. Lighting shall provide for the needs of residents, businesses, pedestrians, and bicyclists while minimizing negative lighting impacts and maintaining the dark sky elements of the natural Issaquah environment by using the most effective and innovative sustainable lighting power minimization;
- D. Lighting design shall contribute to the Public Realm by selecting fixtures and locations that contribute to the urban form such as lit bollards, sconces and gooseneck lamps which help shape the urban character whether illuminated or not.
- E. Lighting design shall maintain the dark sky elements of the natural Issaquah environment by avoiding impacts which contribute to sky glow and creating situations where lights are visible beyond the site.
- F. Lighting design shall use light levels and fixture designs to respond to and support the anticipated range of activities, be compatible with the



*Using lit bollards helps shape the Public Realm whether illuminated or not.*



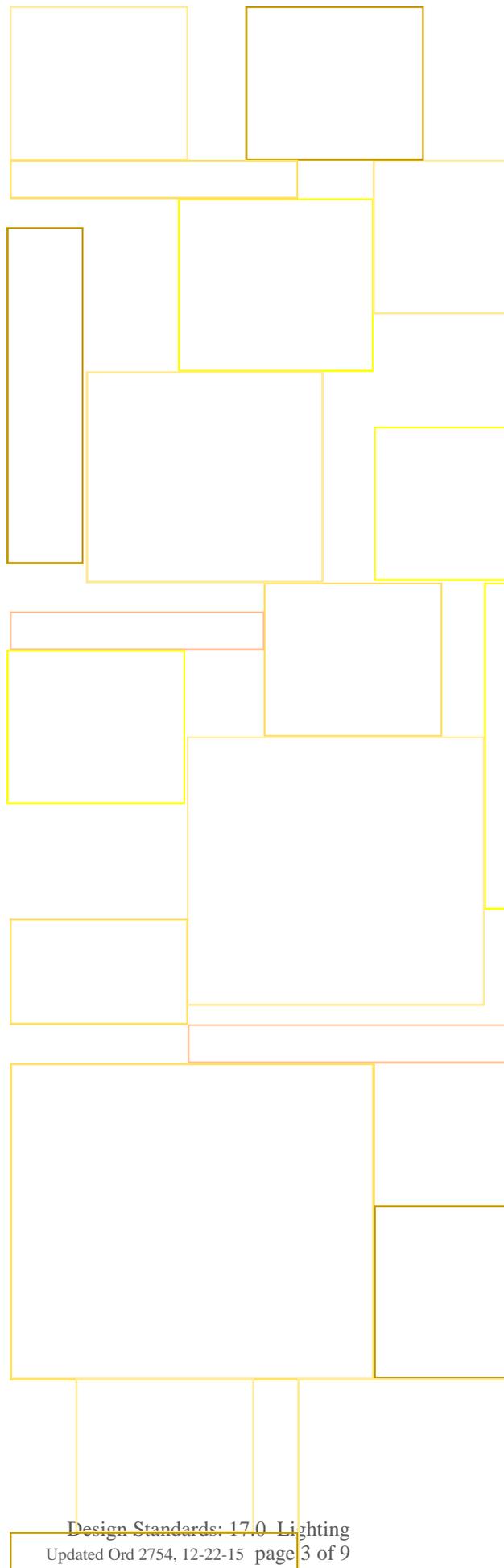
*Lighting is used to serve as an architectural element.*



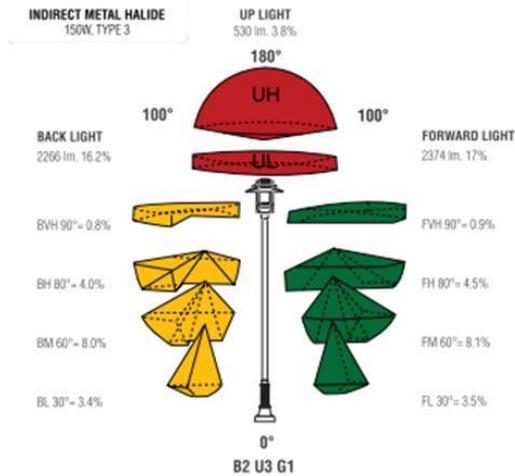
*These lights serve to light the path and provide architectural interest. A different style light is used for the parking lot.*

surrounding area, and limit whatever is necessary to provide for the use and safety of the likely range of users.

- G. Lighting shall be used to emphasize and serve as architectural elements.
- H. Lighting shall be used to illuminate the entire volume (horizontal and vertical elements) as a key ingredient in perception of the space. Illuminating only the horizontal (ground) plane will result in uninteresting and potentially dangerous spaces.
- I. Illumination levels shall vary depending on activities. The overall development illumination shall be the minimum low light level necessary to achieve its purpose. Specific elements can be emphasized with slightly higher light levels such as primary building entries, plazas, and pedestrian circulation paths such as stairs, ramps, abrupt changes in walking direction, crossing vehicle lanes, or other changes in elevations that can become trip hazards. See the Illumination Level Standards Table 17 A.



## 17.3 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.

## 17.4 Design and Fixture Standards

- Lighting shall be scaled to the pedestrian. Pole heights shall not exceed 15 feet in height.
- Lighting of pedestrian walkways and routes shall be provided where stairs, curbs, ramps, abrupt changes in walk direction, and crossing vehicle lanes occur.
- 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



*Pedestrian level lighting on walkways and stairs ensure safe travel.*

building (interior and exterior sources), adjacent off-site lighting, and parking facilities.

- D. Night time illumination of public art, monuments, water features and flags 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.
- E. Light poles can be located in pairs directly across the vehicular Circulation Facilities from each other or staggered, as appropriate to the Neighborhood character.

### 17.5 Circulation Standards: Streets

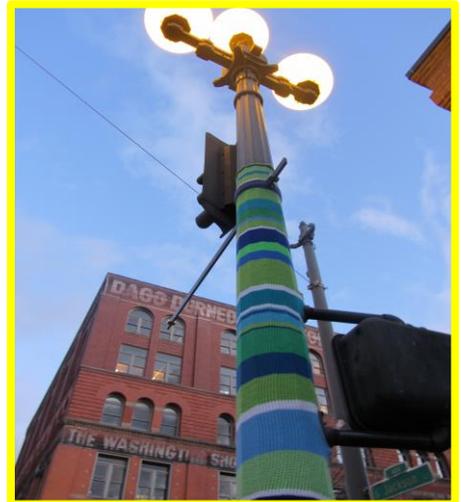
- A. Light fixture style, height, and placement shall be in keeping with the intended scale and character of the Neighborhood.
- B. Light poles shall be located in pairs directly across the street from each other or staggered, as appropriate to the streetscape and Neighborhood character.
- C. Light poles and fixtures shall be coordinated with the tree layout and other street elements, especially those that impact the fixture's ability to illuminate the intended area.

### 17.6 Circulation Standards: Pedestrian, Bicycle, and Trail

- A. 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.
- B. 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.
- C. Where pedestrian and/or bicycle facilities are part of Circulation Facilities that also have a vehicular



*Festival lighting creates a glow for night time activities.*



*Light poles can serve dual purpose by including hanging baskets or art, such as yarn graffiti.*



*Cantenary lights (lights on cables, hanging between buildings or poles) form a kind of ceiling*

component, light fixtures shall be provided that meet the needs of all users rather than providing light fixtures for each user separately.

- D. Pedestrian and bicycle Circulation Facilities, without a vehicular component, such as Multi-purpose Trails, Urban Trails, and Secondary Walks, shall have a low but uniform light level to create a feeling of safety. Appropriate lighting may be provided by building mounted lights rather than separate light fixtures if appropriate to the character of the space.
- E. Pedestrian and bicycle facilities, without a vehicular component, that are intended for use after dark should have a low but uniform light level on the path and slightly spilling over that meets minimum safety levels for outdoor lighting ([IMC 18.07.107](#)).
- F. Lighting within and adjacent to critical areas shall have no spillover light into the critical area in accordance with outdoor lighting requirements ([IMC 18.07.107](#)). Trails within and near Critical Areas should intentionally be left dark to protect the natural habitat for nocturnal animals and wildlife. Bridges within Critical Areas may have a low level of the light for safe use, and the light should be contained and focused on the bridge deck if an adjustment is granted from the outdoor lighting Code, IMC 18.07.107 that does not allow lighting in Critical Areas.
- G. Consider adding outlets in Circulation Facility lights to accommodate seasonal decorating and other special, festive events.

### 17.7 Community Space Standards

- A. The walking surface of primary walkways in Community Spaces shall be lit and extend it to elevations high enough to illuminate the faces of pedestrians, approximately six (6) feet. Spillover lighting from adjacent sidewalks, streets, buildings, etc. may fulfill this need.
- B. Along and within Community Spaces, lighting shall be provided that is pedestrian scale and contributes to the urban character.



*This pedestrian, bike and vehicle Circulation Facility provides lighting that meets the needs of all users. (pedbikeimages.org/ Dan Burden)*



*Lighting within or adjacent to critical areas shall have no spillover light into the critical area.*



*Lighting can add to seasonal decorating.*



*Lighting on the gate and fence create interest in this Community Space.*

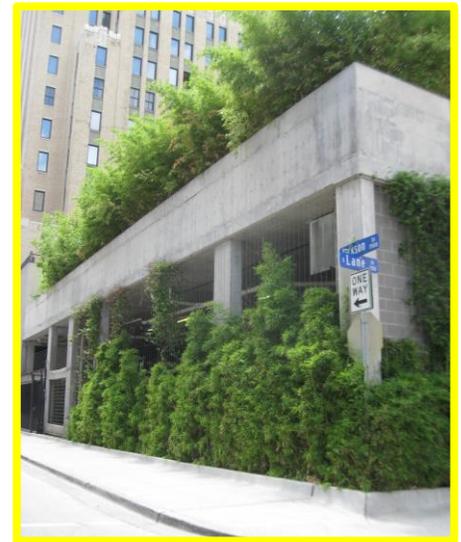
- C. Festive or special lighting should be encouraged within Community Spaces. This may include lights that are interesting, entertaining, and programmable, but which provide little additional illumination, such as LEDs.
- D. Community Space lighting should have low levels of uniform illumination for safety, with higher levels for focal points or areas of high activity.
- E. Children's play areas shall be illuminated if they are intended for use after dark. Lights should be controlled so that they are "off" after hours.
- F. Recreation areas not intended for use after dark shall not be illuminated.



*The variety of lights creates interest in this Community Space.*

### 17.8 Parking Standards

- A. Lighting on private properties, including surface parking lots, structured parking, and underbuilding parking, shall meet the requirements of the Outdoor Lighting Code (IMC [18.07.107](#)).
- B. 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.
- C. Structured Parking, including the roof, shall ensure no direct light spill from fixtures or vehicles and shall minimize glare spilling from garage fixtures and vehicles on 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 should provide for adequate illumination, good color quality (minimum 80 CRI, maximum color temperature 3500K) as well as fixture location, lenses, and type.
- D. The interior of the structured and underbuilding garages shall be painted a very light value (white or near white) to improve visibility and reduce contrast.

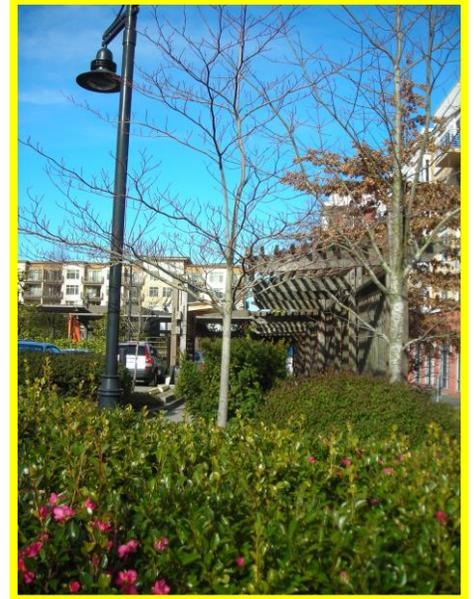


*The landscaping provided on this parking structure help to prevent light spill, glare and reflection.*



*The interior of this parking garage is light resulting in improved visibility and safety.*

- E. The design of lighting standards in exposed parking facilities shall be full cut off fixtures and appropriate to the character of the development and abutting areas. Fixtures in parking lots shall be no taller than 15 feet. Fixtures on garage rooftops shall be no taller than 12 feet.
- F. Lighting of pedestrian routes through parking facilities (i.e. parking lots and structured parking) shall be provided through the parking area to the building entrance(s).
- G. Light standards shall not be located where they may interfere with parking stalls, stacking areas, ingress or egress, or marked pedestrian routes.



*Lighting standards for surface parking shall be full cut off fixtures.*

### 17.9 Building Design Standards

- A. Lighting shall be designed to highlight primary building entrances or individual entrances to retail uses and residences.
- B. Lighting at service station or similar canopies shall be recessed with no lenses protruding below the finished ceiling. Indirect lighting, contained to the underside of the canopy, is also acceptable.
- C. Sales frontage (for instance for car lots) and all outdoor sales areas shall be controlled such that they can be reduced to 25% of full output after business hours. Fixtures shall have cut off shields.



*Lighting shall be used to highlight primary entrances and related plazas.*

### 17.10 Landscape Standards

- A. Landscape and walkway lighting shall be used to accent the views of landscaping and provide security.
- B. Street tree design shall be coordinated with street light placement.
- C. Outlets in planted areas, especially with trees, should be incorporated to facilitate the use of seasonal lighting.
- D. Lighting shall not be permanently attached to trees.



*Lighting adds interest and provides along walkways to retail and services.*

Figure A. Illumination Level Standards Table

Vehicular circulation	Standard	Minimum average (initial) illumination on the finished surface foot candles (fc)	Average to Minimum Ratio	
	See Issaquah Street Standards, Design Section J: Street Illumination			
Local Intersections	Standard	Minimum average (initial) illumination on the finished surface (fc)	Average to Minimum Ratio	
	See Issaquah Street Standards, Design Section J: Street Illumination			
Pedestrian Circulation		Minimum average (initial) illumination on the finished surface (fc)	Vertical Illuminance (fc)*	
	Pedestrian and Bicycle Trails with a vehicular component (Pedestrian Priority)	1.3	0.9**	
		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.		
Parking	Standards	Minimum average (initial) illumination on the finished surface (fc)	Vertical Illuminance (fc)*	Maximum to Minimum Uniformity
	Structured above grade parking	1.3	0.65	10:1
	Surface parking and roof top parking	0.3	0.15	20:1

fc = footcandle