# Central Issaquah Plan

Adopted December 17, 2012
Ord 2663

Amended:

| | |
|---|---|
| October 19, 2015 | Ord 2746 |
| March 20, 2017 | Ord 2796 |
| May 21, 2018 | Ord 2838 |
| November 19, 2018 | Ord 2850 |
| March 27, 2019 (2018 Comp Plan Amendments) | Ord 2866 |

**Effective March 27, 2019**

CITY OF
ISSAQUAH
WASHINGTON

# Many thanks to the following contributors to this plan.

## Mayor
Ava Frisinger

## City Council
Tola Marts, President
Fred Butler
Eileen Barber
Joshua Schaer
Stacy Goodman
Mark Mullet
Paul Winterstein
Maureen McCarry, former councilmember
John Traeger, former councilmember

## Planning Policy Commission
Carl Swedberg, Chair
Joan Probala
Vincent Ippolito
Ray Extract
Nathan Perea
Peggy Dreisinger
Fred Foster
Irv Levin
Sajal Sahay
Chantal Stevens
Alina Aaron

## Central Issaquah Plan Task Force
Joe Forkner, Chair
Peter Kahn
Mary Lynch
John Milne
Lisa Picard
Tom Sessions
Aaron Barouh
Ken Konigsmark
David MacDuff
Mel Morgan
Sajal Sahay
Steve Willard

## Public
The hundreds of people who attended meetings and provided input throughout this process.

## Administration
Trish Heinonen, Long Range Planning Manager
Christen Leeson, Senior Planner
Mark Hinthorne, Special Projects Director
with technical support from CH2MHill, LMN Architects and Heartland

# Table of Contents


OVERVIEW ..... 5
- Summary ..... 5
- The Planning Areas ..... 5
- The Process ..... 5
- Consistency ..... 6
- Growth Management Act ..... 6
- Cascade Agenda ..... 7
- Mountains to Sound Greenway ..... 7
- Comprehensive Plan ..... 7
- Economic Vitality ..... 8
- Sustainable City ..... 8
- The Future ..... 8
- Key Numbers ..... 9
- How the Plan Works ..... 11

DEFINITIONS ..... 12

GUIDING PRINCIPLES ..... 16

CENTRAL ISSAQUAH VISION, NEIGHBORHOOD VISIONS, AND PLAN OBJECTIVES ..... 18
- Green Necklace ..... 19
- Central Issaquah Neighborhoods ..... 20
- Plan Objectives ..... 21
- West Newport ..... 25
- Regional Growth Center ..... 28
- Pickering ..... 28
- Gilman ..... 31
- Eastlake ..... 33
- Confluence ..... 36

URBAN CORE REGIONAL GROWTH CENTER ..... 39
- Regional Growth Centers ..... 39
- Urban Core: Existing Conditions ..... 39
- Growth Targets, Capacity and Goals ..... 42
- Relationship to Other Plans ..... 43
- Vision ..... 43
- Policies ..... 43

POLICIES ..... 50
- Urban Community ..... 51

Connectivity & Mobility ..... 60
Environment ..... 74
Economic Vitality ..... 84
Housing ..... 87

## List of Exhibits

Exhibit 1 Central Issaquah Plan Area ..... 4
Exhibit 2 Central Issaquah Neighborhoods ..... 20
Exhibit 3 Regional Growth Center ..... 47
Exhibit 4 Districts Contained within the Regional Growth Center ..... 48
Exhibit 5 Regional Growth Center Critical Areas ..... 49
Exhibit 6 Central Issaquah Land Use Designations ..... 58
Exhibit 7 Nonmotorized Routes and Parks ..... 59
Exhibit 8 Sound Transit Long Range Plan ..... 71
Exhibit 9 Conceptual High Capacity Rail ..... 72
Exhibit 10 Grid System ..... 73
Exhibit 11 Alternative Flow Control Standards Drainage Area ..... 82
Exhibit 12 Transfer of Development Rights Sites ..... 83

Central Issaquah
Plan Area
Lake Sammamish
State Park
Park Hill
Open Space
Pickering
Farm
Cougar Mountain
Regional Wildland Park
Darst Park
Harvey
Manning Park
Tibbetts
Valley Park
Salmon
Run Park
Bernsten
Park
Confluence

Exhibit 1

# Overview

**Summary.** The goal of the Central Issaquah Plan is to guide the evolution of Central Issaquah from a collection of strip malls and office buildings into a more livable, sustainable and balanced mixed use urban area serving everyday essentials to residents, employees and visitors.

Significant housing and job population increases over the next 20 years will drive this transformation. The goal is to channel the majority of the anticipated growth into Central Issaquah. This will protect the character and scale of Issaquah's existing neighborhoods and create a vibrant urban community with convenient access to shopping and jobs downtown. Creating a high-quality, mixed use urban environment will require buildings and streetscapes that are visually engaging and pedestrian oriented to encourage informal social interaction.

A Green Necklace linking community and neighborhood parks, riparian corridors, tree lined streets, active and passive plazas and other shared urban spaces, is fundamental to Central Issaquah's livability. Connectivity will be achieved by providing easy, safe and enjoyable pedestrian and vehicle connections to retail shopping, major public facilities, open space and other neighborhoods. A vibrant retail core and strong residential community can be sustained and enhanced by making pedestrian circulation a priority.

The Urban Community, Connectivity & Mobility, Environment, Economic Vitality and Housing Elements in this Plan lay the groundwork for urban density development that creates a sense of place, promotes an Active Transportation system for pedestrians, cyclists, transit and cars, and protects and includes the natural environment - all without sacrificing Issaquah's existing character and vitality.

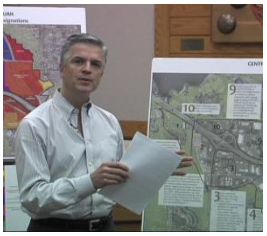
Central Issaquah's growth and transformation will not happen overnight. However, amenities such as the Green Necklace and capital investments in parks and transportation will encourage and support the redevelopment of Central Issaquah.

**The Planning Area.** As of January 2012, Central Issaquah includes approximately 800 developable acres and just over 1,000 total acres. With approximately 89 percent of Issaquah's commercially zoned land, nine of the City's top ten employers, including Costco, and approximately 13,000 employees, Central Issaquah is the economic hub of the City.

As of 2012, there were only about 730 dwelling units in Central Issaquah, a residential density well under one unit per acre; even though over seventy-five percent of the area can currently be developed with residential mixed use. The Issaquah Transit Center is located in the planning area and may support future residential redevelopment.

**The Process.** The Central Issaquah Plan process began with three public workshops held in July 2007, November 2007 and March 2008. The purpose of the workshops, respectively, was to develop Guiding Principles (See Related Documents) for the Plan, map where and what kind of redevelopment should occur and review and confirm those conclusions. The City Council endorsed the Guiding Principles in 2007.

In 2009, the Mayor appointed a Task Force consisting of property owners, business owners, environmentalists and interested citizens. Their mission was to connect the Guiding Principles and planning concepts established during the three community workshops into a draft plan, and related design and development standards for Central Issaquah.



The Task Force spent nearly 1,000 volunteer hours over the course of a year preparing a recommendation for the Mayor. The recommendation includes an overall vision, visions for the ten districts, and a starting point for development regulations and design guidelines for the redevelopment of Central Issaquah.

The Task Force presented its final recommendation to the Mayor in November 2010 at which point the Planning Policy Commission began its review of the Task Force recommendation and, subsequently, the Central Issaquah Plan.

A Draft Environmental Impact Statement (DEIS) was issued on March 28, 2012. It evaluated and compared the environmental impacts of three land use alternatives for the Central Plan. The Final EIS was issued on June 29, 2012, completing the environmental review process for the Central Plan. The overall intent of the EIS is to provide the City Council with environmental information about the proposal and to assist them with mitigation measures or conditions to address the environmental impacts of the project.

**Consistency.** The Central Issaquah Plan, with the intent of managing growth, reducing urban sprawl, improving the Active Transportation system, protecting the environment and creating a pedestrian friendly, economically viable community, is consistent with the following local, state and federal policies, programs and practices.

**Growth Management Act.** In 1990, the State of Washington adopted the Growth Management Act calling for coordination in jurisdictional planning that would achieve the following goals.

- Focused urban growth in urban areas
- Reduced sprawl
- Efficient transportation
- Affordable housing
- Sustainable economic development
- Protection of property rights
- Permits processed in a timely and fair manner
- Maintenance and enhancement for natural resource-based industries
- Retention of open space and habitat areas and development of recreation opportunities
- Environmental protection
- Citizen participation and regional coordination
- Adequate public facilities and services.
- Preservation of important historic resources, and
- Wise shoreline management

The proposed plan will implement these GMA goals and related state and regional policies and transportation plans, including the Governor's climate change goals, the Washington Transportation Plan, the State Highway System Plan and the Puget Sound Regional Transportation Plan Transportation 2040.

**Cascade Agenda.** Issaquah has been a Cascade Agenda Leadership City, along with Seattle, Tacoma, Kirkland, Edmonds and Tukwila, since 2006 (AB 5521). The Cascade Agenda is a century-long vision for the Puget Sound Region that goes beyond the time horizon of the Vision 2020, Destination 2030 and Vision 2040 plans of the Puget Sound Regional Council. Its two primary goals include: 1) the preservation of the region's character through land conservation, and 2) the making of our cities and towns as great places to live, work and raise our families while ensuring a strong economy. In order to protect the rural lands, the cities need to be complete, compact and connected as follows.

- **Complete**. Urban Neighborhoods have a vibrant mix of people, public gathering spaces, civic and cultural anchors, and retail establishments.
- **Compact**. New development is designed to make neighborhoods efficient, walkable and affordable.
- **Connected**. Residents can use transit, walk and bike safely to daily destinations. Communities have links between open space and urban areas, allowing residents to have access to waterfronts, parks and trails.

**Mountains to Sound Greenway.** The Mountains to Sound Greenway is a state program that inspires action to conserve and enhance the 1.5 million-acre landscape from Seattle across the Cascade Mountains to Central Washington. Its goal is to ensure a long-term, balanced, healthy and sustainable relationship between land and people by balancing built and natural environments; providing places for nature and wildlife, for outdoor recreation and education, for working forests and local agricultural production, while embracing vibrant urban areas with strong economies. The Greenway follows the I-90 corridor which is a federally-designated National Scenic Byway. The goal of the American Byways' program is to provide resources to the byway community in creating a unique travel experience and enhanced local quality of life through efforts to preserve, protect, interpret, and promote the intrinsic qualities of designated byways. This is a factor of great consideration in the redevelopment of Central Issaquah.

**Comprehensive Plan.** The Issaquah Comprehensive Plan is the official City document that provides all policy adopted by the City Council to guide the growth of the City in a manner consistent with the GMA and in accordance with the visions and goals of the Cascade Agenda and Mountains to Sound Greenway. This document is reviewed annually by the Planning Policy Commission and City Council to ensure growth policies remain up-to-date.

| Comprehensive Plan Land Use Designations | Comparable Zoning Districts |
|---|---|
| Multifamily Residential | Village Residential |
| | Mixed Use Residential |
| Mixed Use | Mixed Use |
| | Urban Core |
| Commercial | Intensive Commercial |
| Community Facilities | Community Facilities** |

** no zoning changes proposed to those properties zoned Community Facilities

**Economic Vitality.** The City's vision for economic vitality is established in the Comprehensive Plan and the related Economic Vitality Strategic Plan. The vision emphasizes enhancing our natural and built environment to attract jobs and residents; both of which contribute to the City's financial base and economic stability. The strategy for implementing this vision includes adopting subarea plans (like the Central Issaquah Plan) and incentives to encourage new development in specific activity areas such as Olde Town.

The following provisions in the Central Issaquah Plan and related implementing Ordinances and Land Use Code amendments will support the City's economic vitality.

- Reduced Parking Requirements
- Lower Impervious Surface Standards
- Streamlined Permit Review
- Incentives to Encourage Redevelopment
- Planned Action EIS Limits Future SEPA Review
- Additional Building Height
- Increased Floor Area Ratio
- Streamlined TDR Process
- More Flexible Sign Standards
- Mixed Use Residential Infill SEPA Exemption

**Sustainable City.** Issaquah is recognized locally and nationally as a leader in sustainability, thanks to honors from the U.S. Chamber of Commerce, U.S. News and World Report, King County and the Puget Sound Regional Council. In 2008, Mayor Ava Frisinger assembled a diverse panel of 16 community leaders tasked with developing a local, long-term vision of sustainability, and recommending indicators, or metrics, to help track progress over time. Eight core sustainability themes and 26 sustainability indicators were identified. Report Cards measuring these indicators of sustainability were completed in 2009 and 2010. Strategies for implementing Issaquah's long-term sustainability vision include taking positive actions on these 26 indicators to show improvement in each of the following eight core sustainability themes.

- Basic Needs
- Education
- Mobility
- Business Climate
- Waste/Resource Use
- Preserved Natural Open Space
- Community Stewardship and Awareness
- Green, Compact and Mixed-use Development

**The Future.** By 2031, Central Issaquah's residential and workforce populations are expected to more than double in size and, by necessity, Central Issaquah will evolve into a compact, mixed use, urban center. This transition, consistent with the State Growth Management Act, the Cascade Agenda and the Mountains to Sound Greenway, manages to balance the growth while maintaining and enhancing the natural environment so precious to Issaquah.

## Key Numbers.

Assumptions about how much development could occur in Central Issaquah were in the 2012 Draft Environmental Impact Statement (DEIS). The Plan assumes a 20-year planning period.

Plan Area: 850 Developable Acres; 1,100+ total Acres [7]

| | 2012 Existing | Assumed New Growth [1] | Assumed Total [1, 2] |
|---|---|---|---|
| Commercial, sq ft | 6.3 million sq ft [3] | New Growth: 6.9 million sq ft<br><br>*Redevelopment sq ft removal: 2.5 million*<br>*Sq Ft needed to replace jobs: 1.8 million*<br><br>*Rowley DA: 2.7 million sq ft [4]*<br>*Costco DA: 1.5 million sq ft [5]*<br>*Urban Core remainder: 900,000 sq ft*<br>*Outside Urban Core: 1.9 million sq ft* | 12.5 million sq ft [6] |
| Commercial, jobs | 13,000 [3] | New Growth: 19,225 jobs<br><br>*Rowley DA: 5,750 jobs [4]*<br>*Urban Core remainder (including Costco [5]): 8,000 jobs*<br>*Outside Urban Core: 5,475 jobs* | 32,225 jobs |
| Residential, units | 750 [3] | 7,750 units<br><br>*Rowley DA: 1,060 units [4]*<br>*Urban Core remainder: 6,125 units*<br>*Outside Urban Core: 565 units* | 8,500 |

[1] There is no established timeline for the build-out assumptions made in the DEIS.
[2] Assumed new growth is in the 2012 DEIS for Action Alternative 2: Core Regional Growth Center
[3] Taken from the Central Issaquah DEIS
[4] The Rowley Development Agreement EIS plans for approximately 4,435,100 sq ft of occupied building area with the assumption that 60% of occupiable space as commercial (around 2.7 million sq ft and 5,750 new jobs) and 40% as residential (assuming roughly 1,060 units with a maximum of 1,763 new units).
[5] The Costco Development Agreement (DA) (Resolution 2014-19) allocates 1.5 million square feet of office space toward Costco's expansion. This 1.5 million square feet is included in the total 2.4 million square feet of commercial square feet assumed for the Urban Core in the Central Issaquah DEIS. The Costco DA does not include the development of new housing units.
[6] Assumed Total equals: Existing sq ft (6.3 million) **minus** Redevelopment sq ft that occurs when buildings are removed to redevelop (2.5 million) **plus** square footage needed to replace the jobs lost in Redevelopment (1.8 million) plus New Growth (6.9 million) that is additional to Redevelopment.
[7] Acreage, Existing and Assumed New Growth based on 2012 information found in the Draft Environmental Impact Statement.

| NEW GROWTH by YEAR SUMMARY [1] | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Commercial, Square Feet [2] | | Commercial, Jobs[2] | | Residential, Units[2] | | Public Parks, Acres[2] | |
| | Existing (2012) | New | Existing (2012) | New | Existing (2012) | New | Existing (2012) | New |
| | 6,300,000[3] | | 13,000[3] | | 750[3] | | 0.0[3] | |
| 2013 | | 2,974 | | 28 | | 0.0 | | 1.0 |
| 2014 | | 538,585 | | 9 | | 0.0 | | |
| 2015 | | 137,668 | | 161 | | 0 | | 0 |
| 2016 | | 7,602 | | 9 | | 0 | | 1.25 |
| 2017 | | 149,567 | | 77 | | 344 | | 0 |
| **TOTAL[4]** | | **6,594,817** | | **13,247** | | **1,094** | | **2.25** |
| **% of Total Assumed[5]** | | **52.76% (4.47% New)** | | **41.11% (1.9% New)** | | **12.87% (4.58% New)** | | |

[1] For a complete description of new growth, refer to the Central Issaquah Monitoring Report.
[2] Square footage, jobs and units are counted when project has been granted final certificate of occupancy. Park acreage is counted when purchased and/or dedicated.
[3] Taken from the Central Issaquah DEIS
[4] Total equals "Existing" plus "New".
[5] Percentage based on 2012 Central Plan "Key Numbers" Table. The assumed total of commercial sq. ft., jobs and residential units, existing and new, are: 12.5 million sq. ft. commercial; 32,225 jobs; and 8,500 residential units. The percent of total assumed was obtained by dividing the Existing and New units by the total. Furthermore the percentage in parenthesis shows how much of the total percent of units gained came from new development, or development from 2013 to the present.

## How the Plan Works.

The Central Issaquah Plan is divided into Chapters. Each Chapter serves a purpose as is further described below:

**Chapter 1: Overview**

This Chapter of the Plan serves as an Executive Summary and provides context and process for the development of the Plan prior to its adoption in 2012. The Overview presents the definitions; growth forecasts; and, consistency with the City's Comprehensive Plan, the State Growth Management Act; the Cascade Agenda, and the vision of the Mountains to Sound Greenway.

**Chapter 2: Plan Vision, Plan Objectives, and Neighborhood Visions**

The vision for Central Issaquah presents a shared image of what the community wants their community to become. The Plan Vision forms a forward-looking strategic framework that offers the City Council, Planning Policy and Development Commissions, and City staff the long-term, comprehensive perspective necessary to make rational and disciplined tactical/incremental decisions on community issues as they arise in Central Issaquah.

The purpose of the Plan Objectives is to ensure new development within this area achieves the Community's vision for Central Issaquah. The Plan Objectives identify the substantive outcomes important to the Community that may or may not be found in each individual project, yet are expected to be found throughout Central Issaquah as the Subarea redevelops. Although difficult to measure due to their broad nature, the Plan Objectives are nonetheless important and lead to the Neighborhood visions. The Plan Objectives are: **Livable**, **Distinctive**, **Connected**, and **Sustainable**.

Evolving from the Plan Objectives, the Neighborhood Visions are more focused and intended to be clear, attainable, and measurable. The Neighborhood Visions evolved out of the Plan Objectives, building more-specific expectations for each of the five (5) Neighborhoods of Central Issaquah: West Newport, Pickering, Gilman, Eastlake and Confluence. In addition to implementing the Plan Vision and Objectives, each Neighborhood Vision provides: a vision of what each neighborhood will look and feel like in the future; specific expectations for those obligations assumed by the developer; and, City implementing actions. Measures for success are provided for each Neighborhood.

**Chapter 3: Regional Growth Center**

This Chapter was added after the initial Plan adoption to reflect the designation of a portion of Central Issaquah as a Regional Growth Center (RGC) by the Puget Sound Regional Council. This Chapter serves as a plan within a plan for the 461 acres that is the RGC. This Chapter contains a map, growth targets and separate, more-specific policies for the RGC.

**Chapter 4: Policies**

The purpose of this Chapter is to further articulate the vision and priorities presented in Chapters 2 and 3. Policies set City direction and are the genesis for the more measurable Objectives and Neighborhood Visions. They help provide the framework for achieving the vision of the plan; and, are an important step in the creation of development proposals by forming the basis for the implementing development regulations (IMC 18.19.A).

# Definitions

**Active Transportation.** A transportation system that promotes pedestrian mobility, bicycle usage, connectivity to mass transit and complete streets that make room for all modes of transportation.

**Bicycle Friendly Community.** 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. A community must demonstrate achievements in each of the five categories in order to be considered for an award. Communities with more significant achievements in these areas receive higher awards.

**Bike Share.** 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.

**Bikestation.** A clean, safe place to store a bicycle, locked securely indoors and away from the elements. Specifically 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.

**Central Issaquah Urban Core.** That area of Central Issaquah proposed for 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. The Urban Core was designated as a Regional Growth Center by the Puget Sound Regional Council on June 25, 2015.

**Circulation/Circulation Facilities.** Circulation encompasses all public and private facilities necessary for motorized and nonmotorized movement, including pedestrian, bicycles and vehicles. The purpose of developing different circulation facilities is to provide the community with a variety of pedestrian oriented, environmentally sensitive and practical tools to respond to the various intensities of use and context in which a circulation facility will be used.

**Community Space.** 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.

**Community Space, In Lieu Of.** A monetary contribution to a Community Space fund if an applicant cannot incorporate Community Space into a development. Monetary contributions will be determined at the current market rate using formula established in Central Issaquah development standards.

**Floor Area Ratio (FAR).** The relationship between the amount of gross floor area permitted in a building (or buildings) and the area of the lot on which the building stands. It is obtained by dividing the gross floor area of a building by the total area of the lot. Parking is not included in the FAR calculation.

$$\frac{\text{gross floor area of a building}}{\text{total area of the lot}} = \text{FAR}$$

**Great Streets.** Representative of their places; comfortable and safe for walking; contribute to economic vitality; functionally complete; provide mobility; facilitate placemaking; green.

**Green Necklace.** A lush urban garden benefiting Central Issaquah and the broader community expressed through 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.

**Green Streets.** Using a natural systems approach to manage stormwater, reduce flows, improve water quality and enhance watershed health.

**Growth Targets.** Established by the State, King County and Puget Sound Regional Council for purposes of growth management. Issaquah's 2006-2031 Targets are 5,750 additional housing units and 20,000 additional jobs. As of June 2009 the City had 12,442 existing housing units and at the end of 2008, had 19,158 existing jobs.

**High Rise Structure** (See Structure, High Rise).

**Last Mile.** 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.

**Level of Service, Transportation.** The amount of average vehicle delay at signalized intersections during the afternoon hour of peak travel. The amount of delay is based on a scale of A to F with free-flowing intersections (little delay) being rated LOS-A and congested intersections rated as LOS-F. The following table shows the range of delay for each Level of Service as defined by The Highway Capacity manual. Nonmotorized transportation is measured and monitored using transportation modeling and the mode split measure.

| Level of Service – Signalized Intersection | Amount of Delay |
|---|---|
| A | ≤10 sec |
| B | 10-20 sec |
| C | 20-35 sec |
| D | 35-55 sec |
| E | 55-80 sec |
| F | ≥80 sec |

**Mixed Use Development, Residential.** Developments which combine residential dwelling units with commercial uses within the same structure, for example, a building which has an office and cafe on the ground or street level and two stories of multifamily dwellings above the ground or street level. (IMC 18.02) Residential mixed use development can also combine these uses on a site, adjacent to each other instead of in the same building.

**Movement Zone.** The area between the outer curb edge and the building façade dedicated to pedestrian traffic.

**Parking District.** 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%.

**Pedestrian Friendly.** A term describing designs that support and encourage walking as a primary mode of transportation. 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. The terms "pedestrian friendly" and "pedestrian oriented" are interchangeable.

**Pioneer Projects.** 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 Exemption (MFTE), to provide this housing and relaxed incentives to achieve affordability. Once the approved number of housing units have been proposed and approved through the Pioneer Project category, relaxed incentives for affordability shall no longer apply. Relaxed incentives 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.

**Public Realm.** An urban area designed to promote social interaction and a sense of community, bring inhabitants together and contribute to a relaxed environment that encourages all to linger, share observations and perspectives. It takes into account the entire composition of the Community 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.

**Shared Use Corridors/Routes.** Intended 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. Shared Use Corridors shall:

- be physically separated from the roadway;
- have a minimum width for two-way shared use pedestrian and bicycle traffic;
- have signage to indicate it is a Shared Use Corridor or Route with wayfinding signs directing path users;
- have a buffer between the path and property line; and
- be constructed with an Americans with Disabilities Act accessible surface.

**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.

**Structure, High Rise.** High Rise Structures are typically between ten (10) and twelve (12) stories in height with a common core. High Rise Structures integrate an upper portion or Tower. High Rise Structure dwelling units share common walls and floors with the units that are laterally and vertically adjacent. High Rise Structures may include a building base of stacked flats combined with multiple levels of internal parking.

**Structure, Low Rise.** Low Rise Structures are typically from two (2) up to four (4) floors. Low Rise Structures have dwelling units that share common walls with the units that are laterally and vertically adjacent. Mixed-use Low Rise Structures include non-residential uses on the ground floor and may include tuck under or internal structured parking.

**Structure, Mid Rise.** Mid Rise Structures are typically between five (5) and nine (9) floors. Dwelling units within a Mid Rise Structure share common walls with the units that are laterally and vertically adjacent.

**Timeframe.** The estimated time period in which milestone projects are expected to be completed.

*Near Term*: From Plan adoption date to the end of 2020
*Mid Term*: Years 2021 through 2031
*Long Term*: Years 2032 through 2050

**Transit Oriented Development.** New or redevelopment at or near transit facilities that:

- Relates directly to, and occurs because of the presence of fast, convenient and reliable transit,
- Is denser and more mixed/diverse than would otherwise occur,
- Has jobs and housing, in balance, and
- Generates and attracts more pedestrian and other nonmotorized trips to/from the community 24/7. (Sound Transit, Board of Directors, 2012 Retreat)

# Guiding Principles:
## Designing for Livability

The Guiding Principles, established by the community, provide broad policy and design direction to guide the redevelopment of Central Issaquah.

CENTRAL ISSAQUAH VISION. Guide the evolution of Central Issaquah from a place known primarily for strip malls and office buildings into a more cohesive neighborhood that is widely recognized as a vibrant and livable town center by:

ENVIRONMENT. Integrating environmental features, such as creeks and natural views into the plan to ensure they remain the unique qualities that make Issaquah special for future generations.

HOUSING. Adding housing to the area in a variety of types and affordability levels, including new mixed use projects on existing commercial sites, to accommodate people of all income levels and all stages of life.

SENSE OF COMMUNITY. Maintaining an exceptional quality of life for Issaquah residents by promoting environmental sustainability, improving architectural design, integrating development with the natural setting, and creating new public spaces such as parks, plazas, pedestrian corridors and streetscapes.

TRANSPORTATION AND OTHER ESSENTIAL SERVICES. Improving vehicle, transit and pedestrian mobility in the area and ensuring that Central Issaquah residents, workers, and visitors are served by the essential services required for daily living.

ECONOMIC VITALITY. Seeking development to complement Central Issaquah's existing businesses and capitalize on the desirable location, livability, existing infrastructure, unique natural setting, transportation links, and significant redevelopment potential to support the continued economic success of those who live and invest in Issaquah.

INNOVATION. Employing innovative approaches for economic development and growth management, such as financial incentives and public /private partnerships to help the community achieve the Central Issaquah vision.

# Central Issaquah Vision, Neighborhood Visions and Plan Objectives

## Introduction

Central Issaquah comprises a large part of the City consisting of approximately 1,000 acres. Issaquah's Central Issaquah Plan provides a long-term vision for this area to help direct decision making affecting the ongoing revitalization and redevelopment of this Subarea. This will allow the City to continue to build upon its existing natural, social and physical assets. The Central Plan supports and implements the policies presented in the Comprehensive Plan, while concentrating on issues and opportunities at a scale more responsive to each Neighborhood's specific needs and goals.

## Updated Visions

In 2016, the City Council sought an evaluation of the success of the Central Issaquah Plan. As it was difficult to connect recent developments to the expressed visions, the Council requested an evaluation of the District Visions. As staff went back out into the community to discuss the Plan and the 10 Central Plan Districts and their visions, it became clear that changes needed to be made to ensure growth in Central Issaquah met the Vision and Objectives of the Plan; and, benefits the Community at large. These changes are presented in the updated Neighborhood Visions and include:

1. An update to the Plan Vision; and,
2. Creating clearer Objectives for the Plan; and,
3. Renaming the "Districts" into "Neighborhoods"; and,
4. Reducing the number of Districts from 10 to 5 Neighborhoods: West Newport, Pickering, Gilman, Eastlake, and Confluence; and,
5. Removing Old Route 10 and most of Service from Central Issaquah; and,
6. Revising the eastern boundary of the Eastlake Neighborhood to include part of the Service District; and,
7. Evolving the visions to ensure each Neighborhood grows into distinct and livable areas consistent with the overarching Central Issaquah vision; and,
8. Providing a clearer picture of the Green Necklace; and,
9. Creating clearer linkages between the Plan vision and the future; and
10. Establishing clearer expectations where the Central Issaquah Plan becomes the lens through which the Central Standards are interpreted.

## Central Issaquah Vision

Central Issaquah is an environmentally rich, vibrant and includes prosperous community of neighborhoods where people live, work, play and learn.

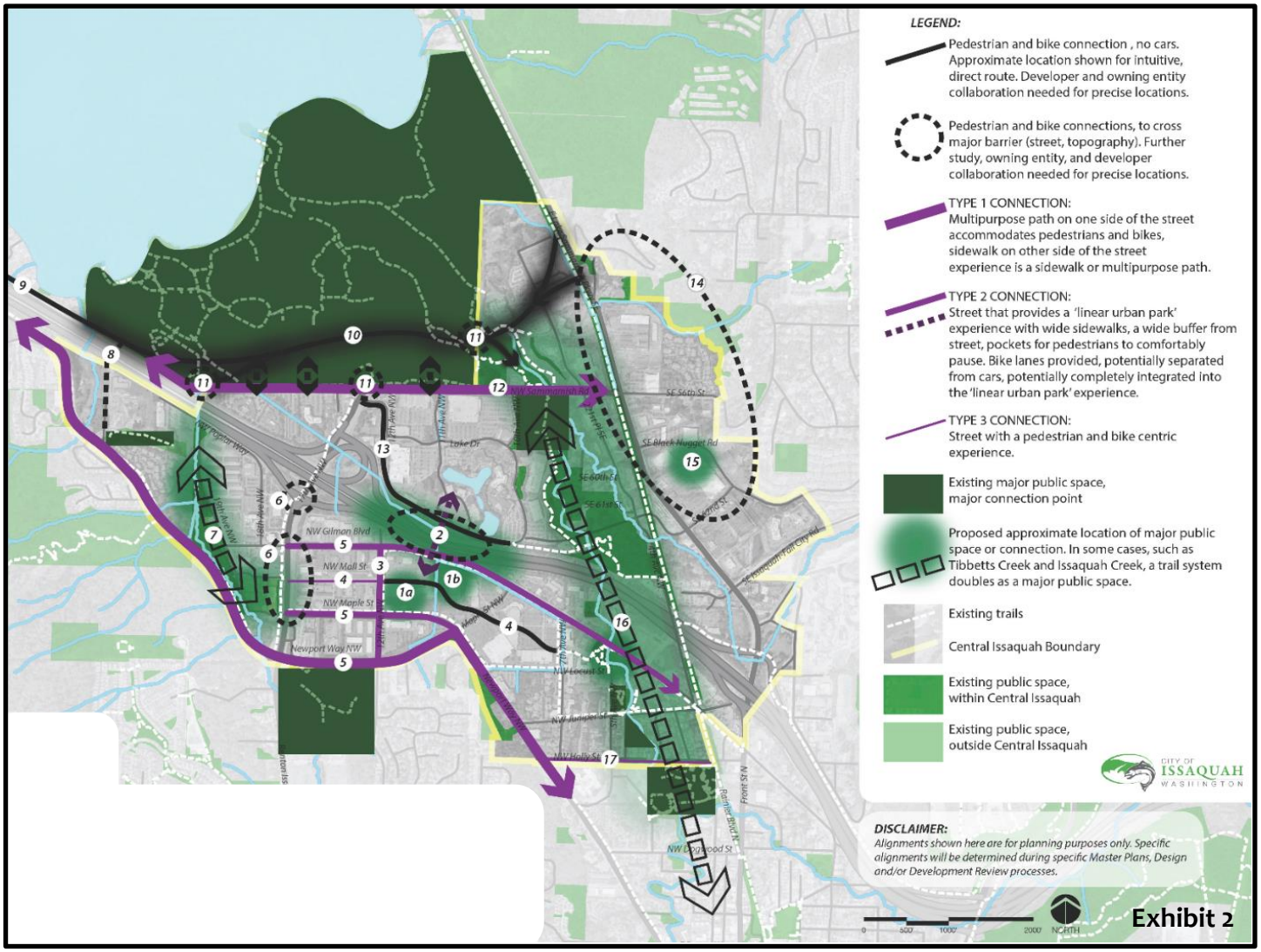
Central Issaquah is a livable and vibrant center for our City and will be comprised of thriving businesses and distinctive neighborhoods, all served by a multi-modal transportation system connecting the subarea to the greater City and region. Central Issaquah will be distinguished by community amenities and a strong relationship with the environment that will serve residents and employees, the surrounding neighborhoods, and the region. The subarea will transition gracefully over time, with existing businesses being accommodated while new development capitalizes on opportunities and the elements that make Issaquah distinctive, livable, connected, and sustainable are prioritized.

# Green Necklace

The Green Necklace, in the heart of Issaquah, serves as the backyard for City residents and a destination for visitors showcasing the City's connection with nature and its commitment to a healthy lifestyle. Inviting green spaces, more urban social gathering spaces are the jewels of the necklace, and a network of connected trails are the strands of the necklace.

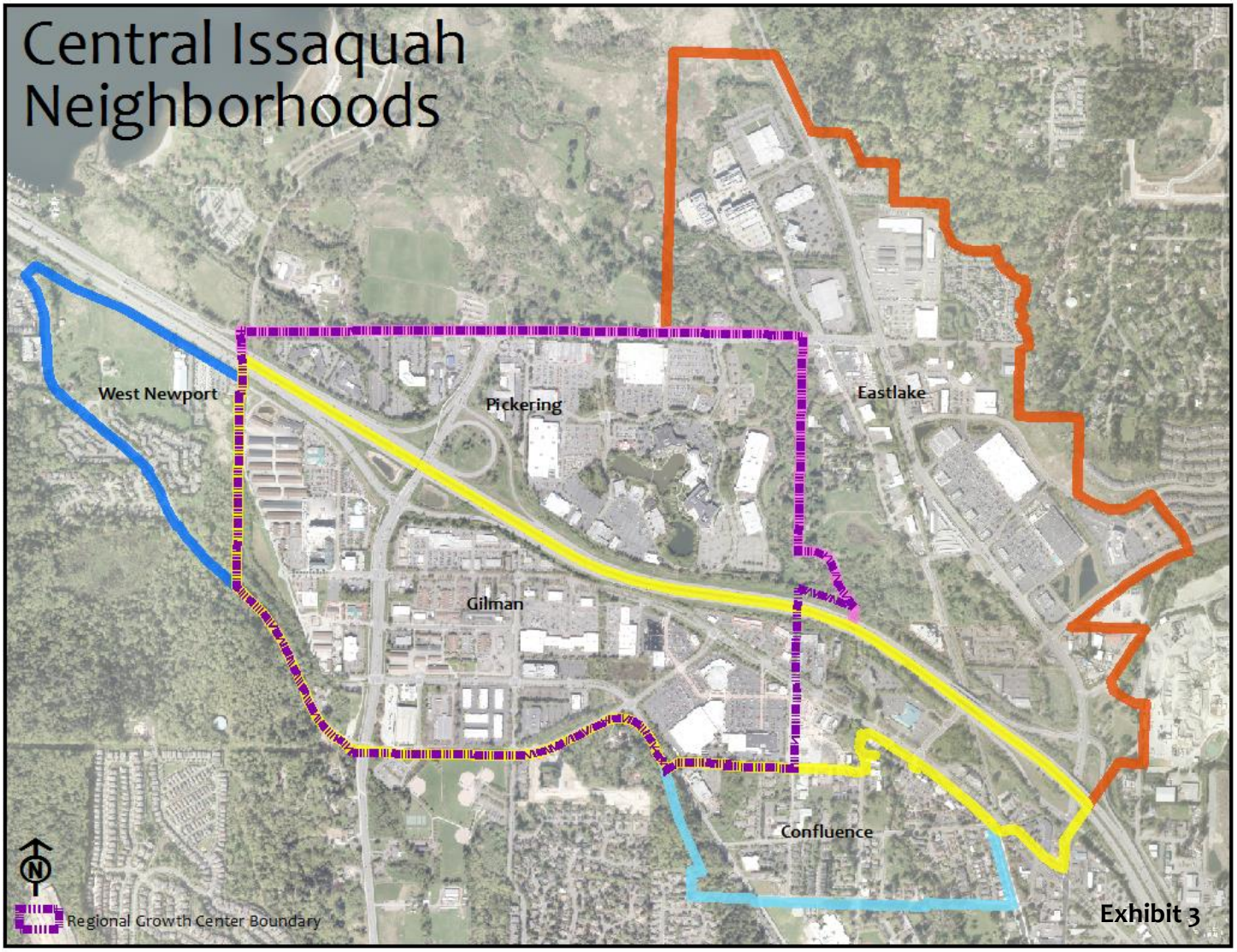
The Green Necklace offers a range of experiences — from quiet time on a shaded bench and overlooks of Issaquah's streams to recreational activities like local and regional biking opportunities, walking, and connections to sports fields and amazing hiking opportunities located just outside of the Necklace.

The Green Necklace, part of the City's Strategic Parks Plan, provides a greater level of description and expectation for Central Issaquah's relationship with its green spaces and amenities. Each Neighborhood lists developer obligations and City actions that will need to be reconciled with the most-current version of the City's Strategic Parks Plan.




Note: Matrix of projects are included in the Parks Strategic Plan

# Central Issaquah Neighborhoods




## Neighborhood Visions

Growth in Central Issaquah must add to our community, must make it better. The future of this subarea will be shaped by these visions but will also be influenced by existing development agreements, public investment, and partnerships with property owners and public agencies. Central Issaquah is a subarea within the City of Issaquah. The 10 Districts that were identified in the Central Issaquah Plan have evolved into five Neighborhoods. To be successful, four measurable Objectives (Livable, Distinctive, Connected and Sustainable) have been derived from the Plan Vision and established as the guidepost for new development within Central Issaquah. These umbrella Objectives are then refined for each Neighborhood into "visions." These neighborhood visions represent how we are going to achieve the Vision set out for this subarea. It puts responsibilities on property owners and developers, yet is also clear about the City's responsibilities. Success measures have been identified for each Neighborhood and should be monitored by the City.

## Plan Objectives

**Livable** Robust and vibrant neighborhoods, accessible and sustainable, a diverse and resilient local economy, active public spaces, affordable

### Urban Community

- Foster social interaction and community.
- Maintain our high quality of life.
- Foster a sense of safety throughout Central Issaquah.
- Provide neighborhood schools to support community.
- Nurture a mix of residential, office, retail, visitor and entertainment, and civic uses and activities that support and encourage transit use, walking and bicycling.
- Harmonize (scale and architecture) new development into its setting.
- Provide weather protection to promote year-round outdoor activity.
- Create a dense and vibrant city center with the goods and services necessary to meet daily needs.

### Connectivity & Mobility

- Provide accessible and function transportation facilities.

### Economic Vitality

- Attract, retain and grow a diverse community workforce.
- Promote job creation, minimize job loss and support the growth of new and existing local businesses.

### Housing

- Foster new housing in a variety of types (ownership and rental, family and single occupancy) and affordability levels, including new mixed-use projects, that accommodate people of all income levels, cultures and stages of life.

**Distinctive** Streetscapes, architecture, preservation, cultural events and facilities, restaurants and food, parks and trails, views and open spaces

### Urban Community

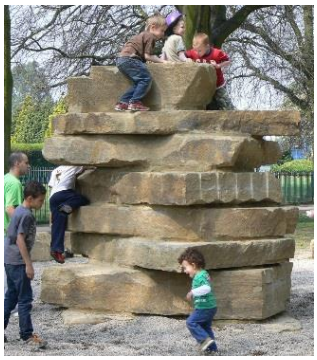
- Make the "Issaquah Style" of architecture regionally known.
- Create engaging places that draw people to opportunities for social interaction.
- Promote cultural activities that are distinctive to this community.
- Integrate public and private art into spaces where appropriate.
- Respect the history of Issaquah and ensure the relationship to our parks, plazas, neighborhood schools, and social spaces is retained with new development and keeps our family-focused, small-town identity strong.

### Environment

- Integrate environmental features, such as creeks, Lake Sammamish, wetlands, protected open spaces and natural views into sustainable development projects.
- Ensure the unique natural qualities that make Issaquah special are retained, highlighted, and protected.
- Provide access to active and passible park and recreational spaces.
- Utilize green streetscapes to bring the environment into more-urban spaces.

### Economic Vitality

- Retain and support existing businesses.
- Recognize and support Central Issaquah as the employment hub of the City.
- Promote locally-produced goods and services found throughout Central Issaquah.



**Connected** Transit, streets, bicycles and walking, and mobility infrastructure

### Urban Community

- Provide robust telecommunications infrastructure.
- Aspire to the creation of a vehicle free lifestyle option.

### Connectivity & Mobility

- Enhance the integration, accessibility and connectivity of a complete transportation system.
- Improve neighborhood connectivity and remove barriers.
- Create safe, convenient and comfortable travel routes.
- Increase transit services.
- Human size the grid street creating smaller, more walkable blocks.
- Provide consistent and intuitive wayfinding
- Connect Central Issaquah to the rest of the City and region allowing for fewer car trips per person within a denser city center.

### Economic Vitality

- Plan for and support the future Sound Transit light rail station.

**Sustainable** Environmentally, socially and economically healthy, planning for the present and the future, infrastructure, jobs and housing, recreation and learning

### Urban Community

- Support innovation.

### Environment

- Create a connected open space and recreation network.
- Champion environmental stewardship
- Restore and enhance degraded natural features and protect natural areas and wildlife habitats.
- Be opportunistic in measures that support climate resilience and green building strategies.

### Economic Vitality

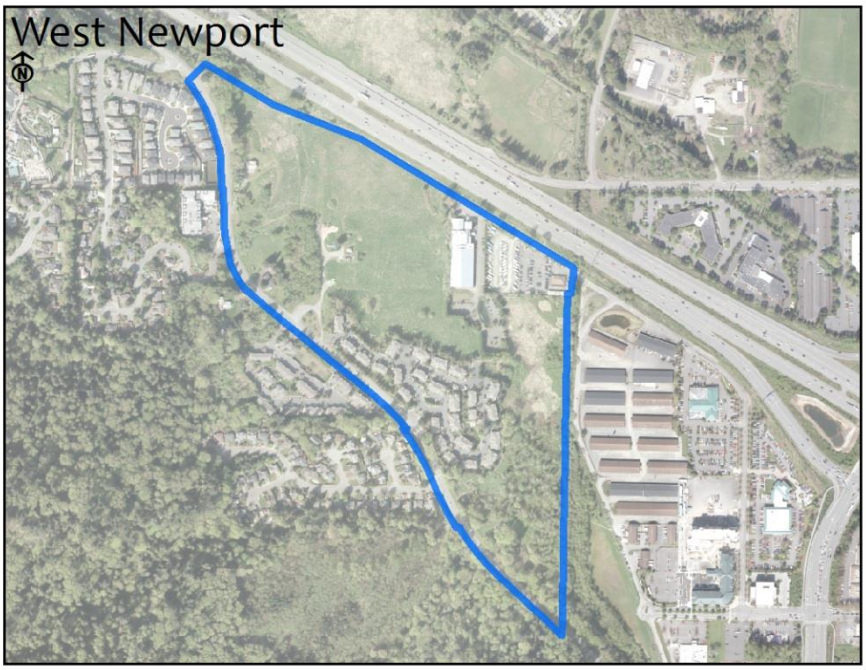
- Promote socioeconomic diversity.
- Ensure infrastructure investments support future growth.

### Housing

- Provide smaller housing options for singles and small families.

# West Newport

**Today:** Since adoption of the Central Issaquah Plan, the West Newport neighborhood has seen most of its properties develop with a variety of residential uses – apartments, senior apartments and townhomes. Newport Way is missing sidewalks and bicycle facilities. There is no direct connection to Lake Sammamish State Park from this neighborhood. There are no City parks or gathering areas currently, yet one is planned in the Anthology development. The Cougar Mountain trailhead is difficult to get to and is under parked.




**Future:** The West Newport neighborhood is a friendly, peaceful neighborhood that is walkable and bikeable to the services and retail amenities of Issaquah's Regional Growth Center. Its residents enjoy their proximity to the Core of Central Issaquah, but at a lower density that offers a lifestyle cherished by this neighborhood. Unobstructed views of preserved forested and riparian open spaces are the capstone of West Newport. The tree canopy has been maintained and enhanced and it adds to the neighborhood's natural setting with mature trees and providing a diverse wildlife habitat. The neighborhood's park is within walking distance and offers both active and passive recreation for residents. Although at the edge of Central Issaquah, this neighborhood is connected across the freeway to the State Park; is connected to the City's Core by a boardwalk and from Newport Way; and, is connected to the regional trail network as the Mountains to Sound regional trail goes through this neighborhood.

Those elements that make West Newport special and distinctive are represented in the Neighborhood Objectives:

## Livable

- Noise from I-90 has been managed by WSDOT with visually appealing attenuation improvements that reflect the character of Issaquah running the length of this neighborhood.
- A local park, located at the edge of the Anthology project, provides a convenient place for local recreation and gatherings.
- The City has worked with Issaquah School District to improve school connections for this neighborhood.
- Views from many locations of the forested mountains and area creeks and wetlands have been retained as a significant natural amenity for area residents.
- Daily retail and service needs are located nearby in the Pickering and Gilman neighborhoods.
- Newport Way has been transformed into a street that is more empathetic to the residents of this neighborhood.

## Distinctive

- West Newport will be a closely-knit, mixed-density residential neighborhood that provides a sense of arrival to Central Issaquah.
- A future gateway feature will be incorporated into the I-90 pedestrian and bicycle bridge connecting West Newport to the State Park.
- The King County Cougar Mountain trailhead has become a neighborhood meeting place as well as a popular regional destination.
- Wayfinding signs placed along the Mountains-to-Sound Trail and other trails provide visitors with direction to local amenities and businesses.
- West Newport provides the most access to preserved open space of all of the Central Issaquah neighborhoods.

## Connected

- Multiple pedestrian and bicycle connections including a pedestrian crossing of I-90 will make this edge neighborhood very connected to the region, the State Park, and the amenity-filled Pickering and Gilman neighborhoods.
- Transit runs along Newport Way, providing convenient access to points west and the future Sound Transit Light Rail Station to the east.

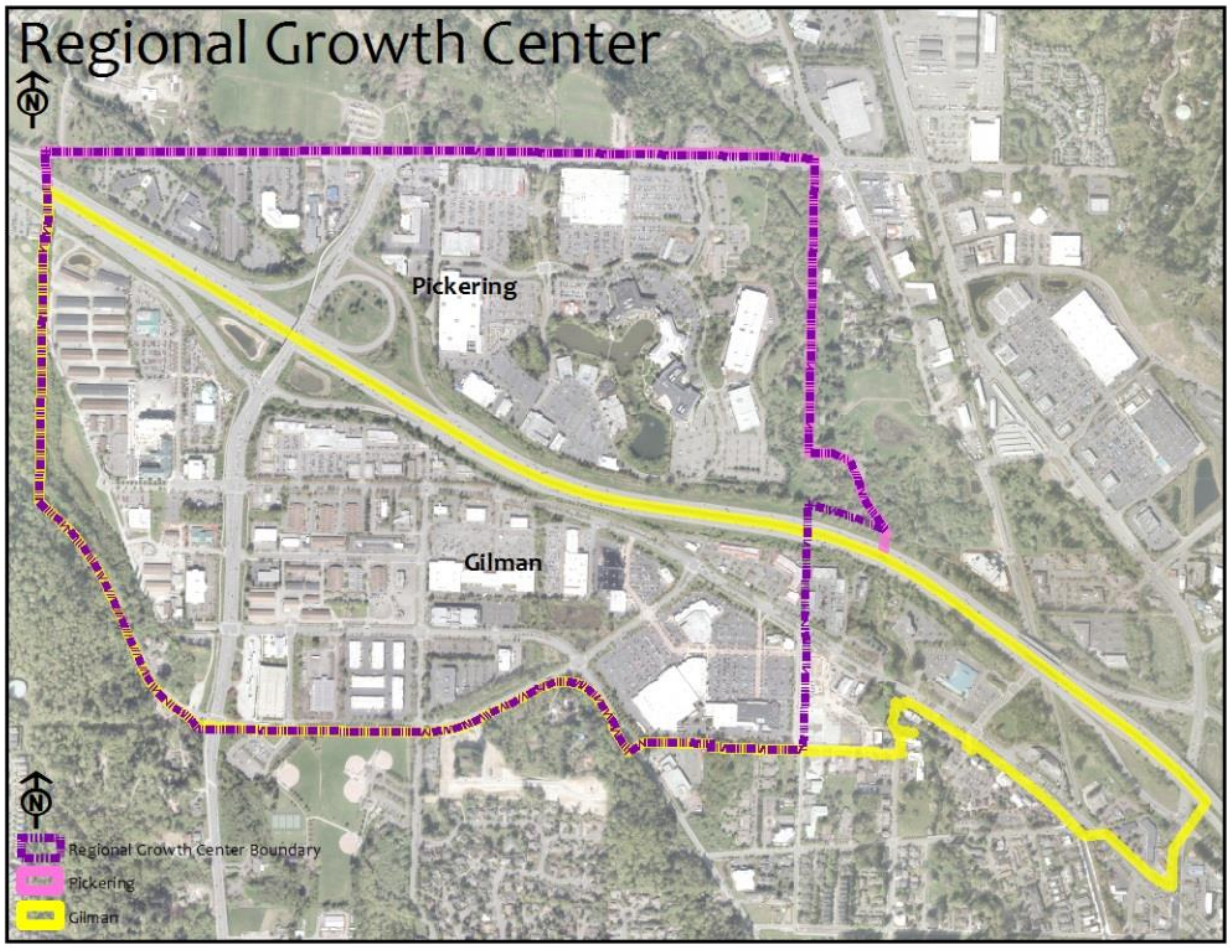
## Sustainable

- The Tibbetts Greenway project has been completed on property acquired by the City from the Anthology project.
- An extensive pedestrian and bicycle network with regular transit service provide a wide array of mobility options for this neighborhood.
- Wildlife corridors are signed and protected.

| Livable | Distinctive | Connected | Sustainable |
|---|---|---|---|
| | | | |
| **Developer Obligations** | | | |
| 1.1 Provide amenities (e.g. parks, trails, plazas, year-round outdoor seating) that invite social opportunities, connect people with on-site or adjacent open space areas for residents of the project, and support the Green Necklace<br>1.2 Enhance the variety of housing choices (size, tenure, special needs, price) provided in the neighborhood | 2.1 Provide Mountains—to-Sound Trail and Cougar Mountain trailhead with pedestrian and bicycle connections<br>2.2 Provide way finding signage, as supported by the City's adopted wayfinding plan | 3.1 Provide nonmotorized mobility improvements that facilitate connections to Lake Sammamish State Park and the Regional Growth Center<br>3.2 For non-single family development, provide weather protection for primary pedestrian walkways (including Through Block Passages), year-round outdoor seating opportunities, and transit stops. | 4.1 Provide viewing platforms, educational signage or other measures to help promote the value of the natural environment<br>4.2 Incorporate green building measures, such as approaches listed in the City's Sustainable Building Action Strategy<br>4.3 Conserve and restore natural areas and wildlife corridors |
| **City Implementing Actions** | | | |
| ●Create a public park within this neighborhood<br>●Work with WSDOT to incorporate attractive noise reducing measures (walls, landscaping, etc.) into I-90 improvements<br>●Work with WSDOT to incorporate art or aesthetic designs that reflect uniqueness of our community<br>●Work with Issaquah School District to provide safe and convenient access to nearby schools | ●Work with WSDOT to create a western non-vehicular connection to Lake Sammamish State Park over I-90, incorporating a gateway element into the bridge<br>●Provide improvements to neighborhood park<br>●Work with KC to expand the trailhead and transform it into a gathering place<br>●Continue to implement flood mitigation projects | ●Work with developers (where possible) and complete missing pedestrian and bicycle facilities on Newport Way<br>●Provide convenient and safe access to the Cougar Mountain trailhead<br>●Work with Metro to add transit service to Newport | ●Work with Rowley Properties and other property owners to complete implementation of the Tibbetts Greenway Plan<br>●Develop a boardwalk replacement program<br>●Provide monitoring and maintenance of creeks and wetlands<br>●Give technical assistance for green building efforts<br>●Construct mobility improvements with or before new projects |
| **Measures of Success** | | | |
| ●Newport Way improved to be a street prioritizing Issaquah residents over regional commuters<br>●West Newport has a public park that serves this neighborhood and adjacent neighbors<br>●Pedestrian connections to other areas are safe and convenient<br>●Noise attenuation from I-90 has been installed | ●I-90 crossing is complete, creating the western gateway to Central Issaquah<br>●Public park is welcoming and well used<br>●Newport Way becomes a model for successfully changing a high-speed regional roadway to an asset for the neighborhood<br>●Cougar Mountain trailhead is expanded to be a neighborhood and regional destination | ●Residents of West Newport find convenient, safe and comfortable mobility to other parts of the City and the region<br>●Convenient and safe access to Cougar Mountain trailhead<br>●Mountains to Sound Greenway Regional Trail and wayfinding signs are complete | ●Schneider, Anti-Aircraft and Tibbetts Creeks (plus associated wetlands) are enhanced and accessible<br>●Salmon and native fish are thriving in neighborhood waterways<br>●Wildlife corridors are identified and protected<br>●Projects have incorporated green building measures |

# Regional Growth Center

The vision of the Regional Growth Center (RGC) is to bring about urban density development that creates a thriving pedestrian and bicyclist oriented mixed-use center, builds a multi-modal transportation system that attracts high capacity transit to connect Issaquah to the region, encourages a strong diverse local economy, and ensures the conception of the Green Necklace – all while preserving and protecting Issaquah's existing natural environment, character and vitality. As the RGC is divided by I-90, it will evolve into two neighborhoods: Pickering north of I-90 and Gilman south of I-90. Although distinctive neighborhoods, Pickering and Gilman will share many attributes including higher density, proximity to the new Sound Transit light rail station, more vibrant day and evening activities, and a new crossing of I-90 that will help tie them together.




## Pickering

**Today**: This neighborhood, split by SR-900 (17th Ave NW) and constrained by high-trafficked I-90 and NW Sammamish Rd/SE 56th and Issaquah Creek is somewhat isolated by its lack of connectedness to other parts of Central Issaquah. This has created an extremely suburban, car oriented environment. There is no housing and the opportunities provided by being adjacent to Lake Sammamish State Park have not materialized. There is a mix of office and suburban retail, with Costco, under a Development Agreement being the most prominent employer and land owner. Tributary 0170, Pickering Ditch, and the Main stem of Issaquah Creek, plus associated wetlands, all run through this area, but are mainly confined in their channels. Pickering Farm is a strong feature for events and the summertime public market, yet is underutilized. The amphitheater and the trails surrounding the stormwater ponds within Pickering are popular walking and gathering areas. SR-900/17th Ave NW, NW Sammamish Rd, SE 56th and I-90 create

noisy and difficult barriers to pedestrian and bicycle movement. There is modest local transit support for this area.

**Future**:
A vibrant and dynamic neighborhood valuing diversity, opportunity, and a connection to natural open spaces. Pickering is a neighborhood anchored by Costco's Corporate headquarters and other businesses located adjacent to, and sometimes mixed with, diverse housing opportunities, all well served by a multi-modal transportation system that connects the area to the greater City and region. Rather than feeling cold and isolated, this neighborhood, with its convenient connectedness to Issaquah Creek and Lake Sammamish State Park, the Eastlake and Gilman neighborhoods, Pickering Farm as a multi-faceted destination place, the beautiful Green Necklace and human-scale walking grid, is the best of nature meeting jobs, housing and everything needed in a day.

Those elements that make Pickering special and distinctive are represented in the Neighborhood Objectives:

## Livable

- Noise from I-90 has been managed by WSDOT with attenuation improvements running the length of this neighborhood.
- Lake Sammamish State Park provides a convenient place for local recreation and gatherings.
- The City has worked with Issaquah School District to improve school connections for this neighborhood.
- Views from many locations of the forested mountains and area creeks and wetlands have been retained as a significant natural amenity for area residents.
- Daily retail and service needs are located in this neighborhood.
- NW Sammamish Road and 17th Avenue have been transformed into streets that are more empathetic to the residents of this neighborhood.
- Commercial, retail employment, and a youth center will provide daytime vibrancy and evening sports and leisure opportunities for youth to seniors.

## Distinctive

- Pickering is anchored by Costco's International Headquarters.
- The Sound Transit Light Rail Station will be an activity hub.
- Pickering Farm is a multi-faceted neighborhood and regional activity and gathering place.
- Employment and housing combine to create a neighborhood that is equally alive in the day as it is in the evening.

## Connected

- Multiple pedestrian and bicycle connections will make this central neighborhood very connected to the region, the State Park, and the Gilman and Eastlake neighborhoods.
- Crossings of 17th Avenue and NW Sammamish Road have been made easier for pedestrians and bicyclists.

## Sustainable

- An extensive pedestrian and bicycle network with regular transit service provide a wide array of mobility options for this neighborhood.
- Wildlife corridors are signed and protected.

| Livable | Distinctive | Connected | Sustainable |
|---|---|---|---|
| | | | |
| **Developer Obligations** | | | |
| 1.1 Enhance the variety of housing choices (size, tenure, special needs, price) provided in the neighborhood<br>1.2 Provide amenities (e.g. parks, trails, plazas, year-round outdoor seating) that invite social opportunities, connect people with on-site or adjacent open space areas for residents and/or employees of the project, and support the Green Necklace.<br>1.3 Provide convenient access to Lake Sammamish State Park<br>1.4 Enhance the provision of amenities found within the neighborhood for people of all ages<br>1.5 Provide weather protection for primary pedestrian walkways (including Through Block Passages), year-round outdoor seating opportunities, and transit stops | 2.1 Provide outdoor lighting to promote evening activity both on site and for the public<br>2.2 Ensure the amount of non-residential square footage or non-residential square footage based on the Institute of Transportation Engineers (ITE) equivalence is not reduced during redevelopment | 3.1 Provide access to a location for a landing (and access to public right-of-way) for a new nonmotorized crossing of I-90 across from the West Newport neighborhood<br>3.2 When the new Pickering-to-Gilman connection is identified, provide for transit, pedestrian and bicycle circulation connections to facilitate neighborhood mobility | 4.1 Provide viewing platforms, educational opportunities or other measures to help promote the value of the natural environment<br>4.2 Incorporate green building measure, such as approaches listed in the City's Sustainable building Action Strategy<br>4.3 Conserve and restore natural areas and wildlife corridors |
| **City Implementing Actions** | | | |
| ●Incorporate noise reducing measures (walls, landscaping, etc.) into I-90<br>●Provide enhanced crossings of SR900/NW Sammamish/56th and I-90 for pedestrians and bicyclists<br>●Work for day and night activities<br>●Work with the Issaquah School District to provide safe and convenient access to nearby schools | ●Work with Sound Transit to ensure the Rail Station is a focal point and amenity for Central Issaquah<br>●Work to complete Costco transportation improvements<br>●Continue to implement flood mitigation projects | ●Work with Sound Transit to locate the Sound Transit station within the I-90 ROW as a neighborhood focal point and amenity<br>●Relocate entrance to State Park to be more visible and accessible<br>●Redesign 12th Avenue and SR900 Intersection to be more bike and pedestrian friendly | ●Expand uses for Pickering Farm and wayfinding for Pickering Trail<br>●Provide monitoring and maintenance of creeks and wetlands<br>●Give technical assistance for green building efforts<br>●Construct mobility improvements with or before new projects |
| **Measures of Success** | | | |
| ●A diversity of housing options provide access to housing for all<br>●Increased public access to natural areas and views of Squak, Tiger and Cougar remain<br>●Very walkable and bikeable neighborhood in Issaquah<br>●A significant increase in housing and jobs | ●Redevelopment densities allow for the realization of the RGC housing and employment targets<br>●Midrise development is the prominent form of redevelopment<br>●Transit-oriented development has been built near the Sound Transit Rail Station | ●The divisive impact of I-90 has been lessened through a new vehicular and non-motorized crossing serving the community<br>●Crossing 17th Ave NW is less of a barrier for pedestrians and bicyclists<br>●The State Park is well integrated<br>●The Sound Transit Rail Station has been constructed as a focal point and amenity for this neighborhood | ●Pickering Farm evolves into an all-around community asset<br>●Salmon and native fish are thriving in neighborhood waterways<br>●Wildlife corridors are identified and protected<br>●Green building projects are found throughout Pickering<br>●Development has resulted in a gain of employment |

# Gilman

**Today**: This neighborhood is divided by SR-900, Gilman Blvd and to some extent Newport Way. There is no housing, yet it is filled with retail, services and office employment. It has one of the few areas of industrial services. Part of this area, on both sides of SR-900 is controlled by the Rowley Development Agreement (Hyla Crossing and Rowley Center). The rest is a miscellany of owners, all with successful, highly rentable retail spaces. Parking lots are large and cover much of the valley floor. This area contains Issaquah Creek and Tributary 0170 plus adjoining wetlands. Several portions have seen extensive historic flooding, which in turn created some man-made features to help create flood capacity and prevent damage to buildings. There are few parks and there is a linear strip of edible landscaping on Gilman Blvd. This is a highly successful suburban area with hotels, restaurants, activities and serves as a regional retail destination.

**Future:**
The Gilman neighborhood is envisioned as a scenic, vibrant and healthy neighborhood recognized as a jewel in the City. Gilman will be known for its panoramic views of the Issaquah Alps, night life and entertainment, employment, education, and housing opportunities. The neighborhood will enjoy new mixed-use transit-oriented development, vertical mixed use, and a diversity of housing types clustered close to the future transit station. People mingle, easily finding their way from area to area, in the new smaller street grid system crossing streets and enjoying the shopping, eating and day/evening vibe of the unique promenade that is Mall Street. The neighborhood will boast access to great parks and high-quality recreational facilities including the Mountains to Sound Greenway Trail and Tibbetts Valley Park located across Newport.

Those elements that make Gilman special and distinctive are represented in the Neighborhood Objectives.

## Livable

- Noise from I-90 has been managed by WSDOT with attenuation improvements running the length of this neighborhood.
- Lake Sammamish State Park and Tibbetts Valley Park provide convenient places for local recreation and gatherings.
- The City has worked with Issaquah School District to improve school connections for this neighborhood.
- Views from many locations of the forested mountains and area creeks and wetlands have been retained as a significant natural amenity for area residents.
- Daily retail and service needs are located within this neighborhood.
- SR900, Newport and Gilman have been transformed into streets that are more empathetic to the residents of this neighborhood.

## Distinctive

- The Mall Street promenade will be a unique urban asset that will be a destination for this neighborhood and the City.
- The Sound Transit Light Rail Station will be an activity hub.
- The Mountains to Sound Greenway trail is bringing in walkers and bikers to enjoy Issaquah's nature and large variety of shopping and dining.
- The existing transit center and the new rail station make Gilman the most transit-served neighborhood in Central Issaquah.
- The Transit-Oriented Development has been constructed adjacent to the transit center and serves as a model for other projects.

## Connected

- Multiple pedestrian and bicycle connections will make this central neighborhood very connected to the region and the other Central Issaquah neighborhoods.

- Crossings of SR900 for bicycles and pedestrians has been improved to connect Hyla with the rest of the Gilman neighborhood.

## Sustainable

- An extensive pedestrian and bicycle network with regular transit service provide a wide array of mobility options for this neighborhood.
- Degraded wetlands are restored and protected.

| Livable | Distinctive | Connected | Sustainable |
|---|---|---|---|
| | | | |
| **Developer Obligations** | | | |
| 1.1 Provide amenities (e.g. parks, trails, plazas, year-round outdoor seating) that invite social opportunities, connect people with on-site or adjacent open space areas for residents and/or employees of the project and support the Green Necklace<br>1.2 Enhance the variety of housing choices (size, tenure, special needs, price) provided in the neighborhood<br>1.3 Provide convenient access to Lake Sammamish State Park | 2.1 Provide outdoor lighting to promote evening activity both on site and for the public<br>2.2 Ensure the amount of non-residential square footage or non-residential square footage based on the Institute of Transportation Engineers (ITE) equivalence is not reduced during redevelopment | 3.1 When the new Pickering-to-Gilman connection is identified, provide for transit, pedestrian and bicycle circulation connections to facilitate neighborhood mobility | 4.1 Provide viewing platforms, educational opportunities or other measures to help promote the value of the natural environment<br>4.2 Incorporate green building measure, such as approaches listed in the City's Sustainable building Action Strategy<br>4.3 Conserve and restore natural areas and wildlife corridors |
| **City Implementing Actions** | | | |
| ●Incorporate noise reducing measures (walls, landscaping, etc.) into I-90<br>● Enhance crossings of SR900 and I-90, Gilman for pedestrians and bicyclists<br>●Work for day and night activities<br>●Work with the Issaquah School District to provide safe and convenient access to nearby schools | ●Develop a Mall Street promenade plan and a plan for Gilman Boulevard<br>●Work with Sound Transit to ensure the Rail Station is a focal point and amenity for Central Issaquah<br>●Continue to implement flood mitigation projects | ●Work with Sound Transit to locate Sound Transit station within the I-90 right-of-way as a neighborhood focal point and amenity | ●Provide monitoring and maintenance of creeks and wetlands<br>●Give technical assistance for green building efforts<br>●Construct mobility improvements with or before new projects |
| **Measures of Success** | | | |
| ●A diversity of housing options provide access to housing for all<br>●Increased public access to natural areas and views of Squak, Tiger and Cougar mountains remain<br>●Most walkable and bikeable neighborhood in Issaquah<br>●Noise attenuation from I-90 has been installed | ●Redevelopment densities allow for the realization of the RGC housing and employment targets<br>●Mall Street has been constructed to be a neighborhood amenity<br>●Vertical Mixed Use is the prominent form of redevelopment<br>●Transit-oriented development has been built | ●The divisive impact of I-90 has been lessened through a new vehicular and non-motorized crossing serving the community<br>●Crossing SR900 is less of a barrier for pedestrians and bicyclists<br>●The Sound Transit Rail Station has been constructed as a focal point and amenity for this neighborhood | ●Salmon and native fish are thriving in neighborhood waterways<br>●Wildlife corridors are identified and protected<br>●Green building projects are found throughout<br>●Mobility improvements are constructed with or before occupied development |

# Eastlake

**Today:** Eastlake follows and is divided by East Lake Sammamish Pkwy, I-90, SE 56th Street and Gilman Blvd. The northern portion of this area contains significant Corporate Office spaces, soon-to-be-relocated Issaquah School District offices, and low-density retail, much of it is bordered by Lake Sammamish State Park. Although bordered by the State Park, access to the park is limited and not well understood by the larger community. A small area of single-family housing is nestled next to the Issaquah Creek, near a large complex of wetlands. In the portion south of I-90, there are many small retailers and automotive-related services. Issaquah Creek and the hillside above Black Nugget Road are natural open space amenities. The regional East Lake Sammamish Trail and High Point Trail are primary recreational and mobility amenities and provide opportunities for connection and mobility.

**Future:** Residential development will transform Eastlake into a neighborhood known for the vitality and diverse range of activities that are available. It will become a place where people live, work and shop and a place that provides services and opportunities for social activities. This neighborhood will offer a neighborhood choice for those looking for a mixed-use and walkable environment in a less-dense character and form than the Gilman and Pickering neighborhoods. The creation of a public plaza allows for spectacular views of Mt. Rainier to be shared with the entire community. The regional trail is an amenity and a recreational focus of the neighborhood. With the revegetation of the hillside above Black Nugget, this neighborhood is a celebration of its nature and the active people who want to enjoy it.

Those elements that make Eastlake special and distinctive are represented in the Neighborhood Objectives.

## Livable

- Noise from I-90 has been managed by WSDOT with attenuation improvements running the length of this neighborhood.
- A local park or plaza, located as part of the redevelopment of the East Lake Sammamish Center, provides a convenient place for local recreation and gatherings and includes a view of Mt. Rainier.
- Public access to Lake Sammamish State Park is improved.
- The City has worked with the Issaquah School District to improve school connections for this neighborhood.
- Views from many locations of the forested mountains, Mt. Rainier, and area creeks and wetlands have been retained as a significant natural amenity for area residents.
- Daily retail and service needs are located either within the neighborhood or nearby in the Pickering and Gilman neighborhoods.
- East Lake Sammamish Parkway has been transformed into street that is more empathetic to the residents of this neighborhood.

- Opportunities for pedestrians and bicyclists to safely cross East Lake Sammamish Parkway and SE 56th St/NW Sammamish Rd have been constructed.

## Distinctive

- Wayfinding signs placed along the Mountains-to-Sound Trail and other trails provide visitors with direction to local amenities and businesses.
- Eastlake offers a neighborhood choice for those looking for a mixed-use and walkable environment in a less-dense character and form than the Gilman and Pickering neighborhoods.

## Connected

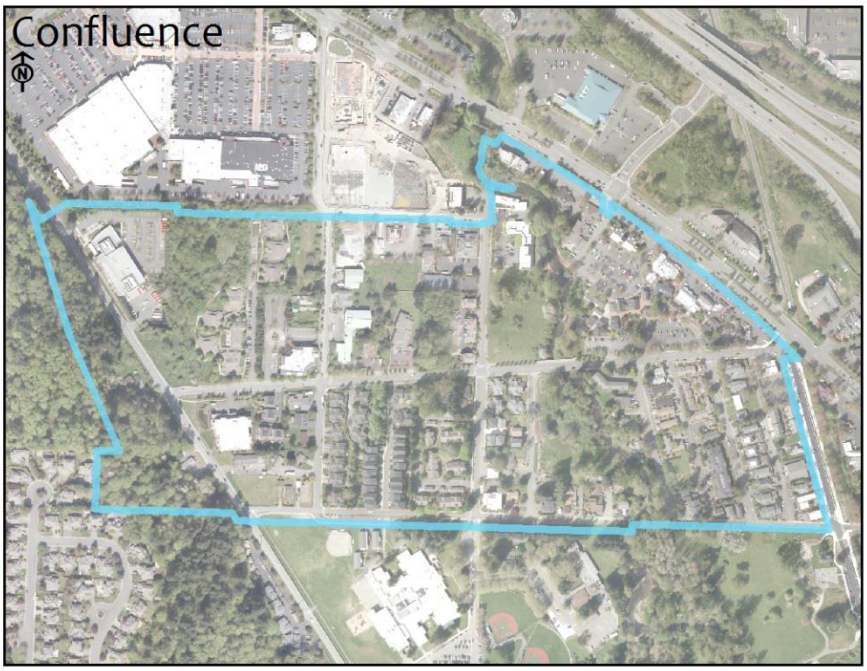
- Multiple pedestrian and bicycle connections will make this neighborhood very connected to the region, the State Park, and the amenity-filled Pickering and Gilman neighborhoods.
- An improved pedestrian and bicycle entrance to the State Park has been created along the eastern side of the Park.
- Improved bicycle and pedestrian facilities have been included in a redesigned Front Street interchange to allow for convenient access to Olde Town.
- The 4th Avenue crossing and the East Lake Sammamish Trail provide good connectivity for this neighborhood across I-90.
- 62nd Street will provide direct access to the Pickering neighborhood.

## Sustainable

- An extensive pedestrian and bicycle network with regular transit service provide a wide array of mobility options for this neighborhood.
- Wildlife corridors are signed and protected.
- The hillside above the Black Nugget wall has been revegetated and the wall has been replaced.
- Opportunities to experience natural spaces will be prevalent along the North Fork and Issaquah Creek as well as in the State Park.
- More housing has been added to provide a better housing/jobs balance.

| Livable | Distinctive | Connected | Sustainable |
|---|---|---|---|
| | | | |
| **Developer Obligations** | | | |
| 1.1 Provide amenities (e.g. parks, trails, plazas, year-round outdoor seating) that invite social opportunities, connect people with on-site or adjacent open space areas for residents and/or employees of the project, and support the Green Necklace<br>1.2 Enhance the variety of housing choices (size, tenure, special needs, price) provided in the neighborhood<br>1.3 Provide convenient access to Lake Sammamish State Park | 2.1 Provide connections and public spaces to regional trails, where applicable, to better interface development with these recreational/mobility amenities and to support the Green Necklace<br>2.2 Ensure the amount of non-residential square footage or non-residential square footage based on the Institute of Transportation Engineers (ITE) equivalence is not reduced during redevelopment | 3.1 Provide weather protection for primary pedestrian walkways (including Through Block Passages) year-round outdoor seating opportunities, and transit stops<br>3.2 Provide wayfinding for local and regional trail users, as supported by the City's wayfinding plan | 4.1 Incorporate green building measures, such as approaches listed in the City's Sustainable Building Action Strategy<br>4.2 Provide viewing platforms, educational signage, or other measures to help promote the natural environment<br>4.3 Conserve and restore natural areas and wildlife corridors |
| **City Implementing Actions** | | | |
| ● Create a safe, non-motorized crossing of East Lake Sammamish Parkway, north of 56th<br>●Work with King County to create trail activity spaces along the Lake Sammamish trail<br>●Work with the Issaquah School District to provide safe and convenient access to nearby schools | ●Create a trail hub with weather protection and regional wayfinding<br>●Continue to implement flood mitigation projects<br>●Develop a plan for East Lake Sammamish Parkway<br>●Work w/ WSDOT on I-90 | ● Work with State Parks to improve neighborhood access to Lake Sammamish State Park<br>●Complete pedestrian and bicycle facilities on East Lake Sammamish Parkway<br>●Transform East Lake Sammamish Parkway into a more neighborhood friendly street<br>●Work with WSDOT to improve bicycle and pedestrian use of the Front Street interchange and Lake Sammamish Trail crossing | ●Work with the property owner to revegetate hillside and replace the existing Black Nugget wall<br>●Revegetate and provide additional public access to Issaquah Creek and North Fork<br>●Implement maintenance and monitoring efforts for neighborhood creeks<br>●Offer technical assistance for green building efforts<br>●Construct mobility improvements with or before new projects |
| **Measures of Success** | | | |
| ●East Lake Sammamish Parkway is inviting for pedestrians and bicyclists<br>●Redevelopment of Lake Sammamish Center includes residential and a public gathering place<br>●Regional traffic impacts on East Lake Sammamish Parkway and 56th are better managed | ●A public gathering space with views of Mt. Rainier is a neighborhood focal point<br>●Residential, retail and commercial uses are integrated seamlessly<br>●Horizontal and vertical mixed use provides housing and employment similar to West Newport | ●Improved connections to local and regional trails<br>●Improved mobility through a finer-grained street grid street system<br>●Vehicular-dominated streets have been transformed into shared facilities with bikes and pedestrians | ●Salmon and native fish are thriving in neighborhood waterways<br>●Wildlife corridors are identified and protected<br>●Hillside above Black Nugget is fully vegetated and provides habitat for small animals<br>●Projects have incorporated green building initiatives |

# Confluence




**Today:** Generally bounded by Newport, Rainier, Locust, Gilman and Holly, the Confluence area is already a well-established neighborhood in the City. It is generally low-density residential, however, there are a few small-scale businesses located primarily around the perimeter. Although the housing stock is well established and diverse, new soon-to-be-constructed multi-story residential development on 7th Ave NW and on Newport Way will be a noticeable change to this neighborhood. Issaquah Creek runs through the center of this neighborhood, and Berntsen and Salmon Run parks follow the creek. Confluence Park is located just south of this neighborhood. The neighborhood serves as the confluence of Central Issaquah and Olde Town and is well connected to both. Gilman Village is a signature element of this Neighborhood.

**Future:**
The Confluence neighborhood has kept its small town feeling while continuing to grow and evolve. This neighborhood of smaller mixed uses is an ideal transition between the historic character of old Issaquah and the dynamic vitality of the emerging Gilman and Eastlake neighborhoods. Easy access to the Rainier and East Lake Sammamish trails provide both a mobility and recreation opportunity for the residents of this neighborhood. Streets in Confluence are narrow and exude a welcoming, small town charm with street trees, lush landscaping, and shaded sidewalks. Greenery is everywhere and accentuated by the presence of Issaquah Creek as a natural spine through this neighborhood. Small parks and natural areas are located within this neighborhood and Confluence Park is just next door.

Those elements that make Confluence special and distinctive are represented in the Neighborhood Objectives.

## Livable

- The City has worked with Issaquah School District to improve school connections for this neighborhood.
- Views from many locations of the forested mountains and area creeks and wetlands have been retained as a significant natural amenity for area residents.
- Daily retail and service needs are located nearby in the Gilman and Olde Town neighborhoods.
- Newport Way has been transformed into a street that is more empathetic to the residents of this neighborhood.

## Distinctive

- Wayfinding signs placed in public areas provide visitors with direction to local amenities and businesses.
- Gilman Village remains a local and regional destination.
- Protections have been implemented by the City to ensure this neighborhood remains a lower-density neighborhood within Central Issaquah.
- At Work is redeveloped into a new project that provides some level of community benefit.

## Connected

- Multiple pedestrian and bicycle connections will make this neighborhood very connected to the region, to Olde Town, and the Eastlake, Pickering and Gilman neighborhoods.

## Sustainable

- An extensive pedestrian and bicycle network with regular transit service provide a wide array of mobility options for this neighborhood.
- Wildlife corridors are signed and protected.

| Livable | Distinctive | Connected | Sustainable |
|---|---|---|---|
| | | | |
| **Developer Obligations** | | | |
| 1.1 Provide amenities (e.g. parks, trails, plazas, year-round outdoor seating) that invite social opportunities, connect people with on-site or adjacent open space areas for residents and/or employees of the project, and support the Green Necklace<br>1.2 Enhance the variety of housing choices (size, tenure, special needs, price) provided in the neighborhood<br>1.3 Provide wayfinding for local and regional trail users, as supported by the City's wayfinding plan | 2.1 Provide public access to or along Issaquah Creek as part of the Green Necklace | 3.1 Provide nonmotorized connections to facilitate public access to transit on Newport Way and Gilman Blvd<br>3.2 Provide weather protection for primary pedestrian walkways (including Through Block Passages), year-round outdoor seating opportunities, and transit stops | 4.1 Conserve and restore natural areas and wildlife corridors<br>4.2 Incorporate green building measures, such as approaches listed in the City's Sustainable Building Action Strategy<br>4.3 Provide viewing platforms, educational signage, or other measures to help promote the natural environment |
| **City Implementing Actions** | | | |
| ● Suitable City-owned parcels will be considered for redevelopment into projects providing a public benefit<br>● Work with developers and complete Newport Way corridor improvements<br>●Work with the Issaquah School District to provide safe and convenient access to nearby schools | ●Initiate Code revisions to ensure this neighborhood retains its role as a less-dense, smaller scaled neighborhood in Central Issaquah<br>●Work with property owners to preserve the character of Gilman Village<br>●Continue to implement flood mitigation projects | ●Work with developers to improve nonmotorized circulation through this neighborhood | ●Implement a regular maintenance and monitoring efforts for Issaquah Creek<br>●Offer technical assistance for green building efforts<br>●Construct mobility improvements with or before new projects |
| **Measures of Success** | | | |
| ●Regional traffic impacts on Newport Way are better managed<br>●The character of this neighborhood as a diverse housing enclave is retained | ●Local parks are connected to the larger park network via connected trails<br>●Residents choose to walk or bicycle to local schools<br>●Gilman Village is preserved as a City Treasure | ●Residents of this neighborhood feel equally connected to Central Issaquah and Olde Town | ●Salmon and native fish are thriving in neighborhood waterways<br>●Wildlife corridors are identified and protected<br>●Projects have incorporated green building initiatives |

# Urban Core Regional Growth Center

## Regional Growth Centers

Regional Growth Centers are the hallmark of the Puget Sound Regional Council's VISION 2040 and its regional growth strategy for accommodating growth. By 2040, the four county region is expected to reach a population of 5 million people, an increase from 3.2 million in 2007. Much of this growth is expected to be funneled to Regional Growth Centers.

Centers are relatively small geographic areas (up to 1 ½ square miles), however, they are identified to receive a significant proportion of population and job growth when compared to the rest of the region. Concentrating growth in centers allows cities and other urban service providers to maximize the use of existing infrastructure, make more efficient and less costly investments in new infrastructure, and minimize the environmental impact of urban growth. Centers create improved accessibility and mobility for walking, biking, and transit, and as a result play a key transportation role in the region.

In June 2015, Central Issaquah's Urban Core was designated a Regional Growth Center. As a Regional Growth Center, the City is eligible to apply for federal highway and transit dollars formerly not available to us. We also now have increased status when applying for other state and regional grants. These dollars will help the city fund the infrastructure and services that are critical for supporting our expected growth. As a Regional Growth Center, the Urban Core becomes a part of the regional centers framework and has increased likelihood for more transit routes and High Capacity Transit, including light rail.

## Urban Core: Existing Conditions

### Boundary

The boundary of the Regional Growth Center Urban Core's (Urban Core) 461 acres begins at the southwest corner of Lake Sammamish State Park. It continues along West Sammamish Road to Issaquah Creek, then south along Issaquah Creek to Locust Street. It continues west/northwest along Newport Way to Tibbetts Creek and then north to the park. (See Exhibit 3, Regional Growth Center map.)

Contained within the Urban Core are the Gilman and Pickering Neighborhoods. (See Exhibit 4, Neighborhoods Contained within the Urban Growth Center) Each of these neighborhoods share a vision of moderate density retail and office uses with incorporated residential uses. Additionally, a strong connection to parks is encouraged, particularly in the Pickering Neighborhood which is adjacent to Lake Sammamish State Park.

### Zoning

Approximately 360 acres of the Regional Growth Center's 461 acres are zoned Urban Core. The intent of the Urban Core zone is to provide a dense, vibrant, pedestrian friendly urban environment that includes a mix of office, commercial, housing and public spaces. Uses are mixed with active first floors that provide pedestrian interest.

Included in this Urban Core Zoning are 47 acres currently owned by Costco and 45 undetermined acres available for Costco expansion over the next 30 years. Although Costco must comply with most of the Urban Core zoning standards in the Central Issaquah Development and Design Standards, its development is governed by the Costco Development agreement (adopted in 2015).

Costco may add up to 1.5 million square feet in office space. Of this 1.5 million square feet, 275,000 square feet may be converted to retail. No housing is required as part of the Agreement.

The remaining 101 acres of the Center is governed by the adopted Rowley Development Agreement (adopted 2011) and are zoned Urban Village-Rowley (UV-R). The land use intents, densities and development standards for the UV-R zoning district are consistent with those adopted in the Urban Core zone. Under the Rowley Development Agreement, Rowley is allowed just over 4.4 million square feet of development. Five hundred housing units must be included in the first 2.5 million square feet of development. An additional 500-700 housing units must be included at full buildout of the property.

## Land Use

The Urban Core Land Use Designations include Mixed Use and Urban Village (see Exhibit 6: Central Issaquah Land Use Designations) and is made up of primarily retail, commercial, office, automotive and healthcare services; the area contains lesser amounts of open space and institutional uses. There is no housing and no clear division of land use in the area; however, Costco has headquartered its 700,000 square feet of office, retail and warehouse space north of I-90 since 1994.

The Urban Core's current suburban, low density development pattern is inconsistent with the Urban Core vision. Approximately 90 percent of the buildings are less than three stories in height. The average commercial Floor Area Ratio (FAR) is 0.25 when undeveloped parcels are removed from the calculation; the small scale urban development supported by this plan should typically have a FAR of 3 to 5.

The Issaquah Transit Center is located in the Urban Core and, at peak hours, is at 96% capacity. While the City is still primarily auto-centric, clearly, transit is beginning to play and important role in moving people into, out of, and around our City. It is anticipated that with the Regional Growth Center designation, the City will be able to focus more resources on providing transit options to our residents.

More than fifty percent of the developed land area in the Urban Core is used for surface parking. The goal of the Central Issaquah Plan is to require parking consistent with urban rather than suburban development, to promote parking that encourages a pedestrian environment and activity, and to indirectly help reduce the dependency on single-occupancy vehicles – all while finding a balance between sufficient parking for the development and insufficient parking that leads to spill-over into adjacent neighborhoods.

## Environmental Assets and Critical Areas

The Urban Core is bounded on the west by Tibbetts Creek and on the east by Issaquah Creek. These two creeks serve as anchors for the proposed Green Necklace, an array of green elements including parks, riparian corridors and tree lined streets used as key ingredients that create a unique sense of place and enhance the natural environment. Much of the Green Necklace will be implemented through the Tibbetts Creek Greenway Restoration Plan, the Stream and Riparian Areas Restoration Plan and the Parks, Recreation, Trails and Open Space Plan. The rest is regulated through the Central Issaquah Development and Design Standards.

The Urban Core contains few critical areas in comparison with the rest of the City. Approximately four acres in the southwest corner contain steep slopes. Approximately six percent of the developable land is located in floodplains and about three percent of the developable land contains wetlands. (See Exhibit 5, Regional Growth Center Critical Areas) All development within and

adjacent to critical areas is regulated through the City's Land Use Code, the Stormwater Management Plan and the Shoreline Master Program.

Planned Action Environmental Impact Statements and Planned Action Ordinances (PAO) were done for both the Rowley Development Agreement and Central Issaquah. The PAO means that a qualifying proposal has been reviewed in accordance with the PAO and found to be consistent with its development parameters and thresholds, and with the environmental analysis contained in the Planned Action EIS. Upon determination that the proposal meets the criteria and qualifies as a Planned Action, the proposal shall not require a SEPA threshold determination, preparation of an EIS or be subject to further review pursuant to SEPA.

## Economy

With 40% of the state's population within a 40 mile radius of Issaquah, the Urban Core functions as a local and regional hub with retail, commercial, office, automotive and healthcare services. Costco has headquartered its 700,000 square feet of office, retail and warehouse space north of I-90 since 1994. In 2014, the City signed a 30-year development agreement with Costco whereby Costco may add 1.5 million square feet of retail and commercial within the Urban Core and in return, will provide $25 million in funding to add a new road, currently under design.

Aside from Costco, the primary industry clusters in Central Issaquah include:

- Healthcare services (i.e. Swedish and other urgent care and clinics)
- Retail services (i.e. Costco, Target, QFC, local services)
- Administrative services (i.e. Costco, Acosta Sales and Marketing)
- Software and Other Publishing (i.e., Goldsim Technical, Service SOURCE), and
- Computer and Electrical Equipment Manufacturing (i.e., Applied Precision/GE Healthcare, Issaquah Dental Lab)

Recent development activity within the Urban Core includes the completion of a 123 room, eight-story extended stay hotel and a 145 room, five-story boutique hotel. Additionally, in 2014, Costco completed a five-story parking garage as well as an expansion of their wholesale building.

## Public Services

The City has a Six-Year Capital Facilities Plan that is updated annually. The Plan includes capital projects with projected beginning and completion dates, estimated costs, and proposed methods of financing. Project categories include General Capital, Capital Facilities, Public Safety, Parks and Recreation, Transportation, Water, Sewer and Storm water. Needs are determined by the City's level of Service Standards (updated annually in the Comprehensive Plan), anticipated development, required by statute, essential for public health and safety, and public input.

The following projects are Urban Core specific and can be found in the 2014-2019 Capital Facilities Plan. It is anticipated that, aside from the City, much of the funding will come from recently increased transportation and parks impact fees, grants, and public contribution (such as bond issuance) dependent on the existing financial climate.

| | |
|---|---|
| • Pickering Farm and Barn Improvements | $1,000,000 |
| • Gilman Irrigation Flow Monitoring System | $30,000 |
| • North Issaquah Roadway Improvements (New road and improvements to existing roadway) | $56,000,000 |
| • NW Gilman Safety Improvements | $3,000,000 |

- SR900/NW Sammamish Rd Widening $9,000,000
- 11th/12th Ave NW Overcrossing Direct Access $90,000,000

Additionally, a $10,000,000 bond measure was approved in November 2013 to protect open space and wildlife habitat, improve neighborhood parks and playgrounds, and make repairs to Julius Boehm Pool. Two million dollars of the bond is earmarked for the acquisition of open space and creek properties.

Construction and maintenance of facilities is guided and regulated through the Land Use Code, Comprehensive Plan, Central Issaquah Plan and Development and Design Standards, Street Standards, Parks, Open Space and Recreation Plan, and Water System and Sewer System Plans.

## Growth Targets, Capacity And Goals

Issaquah's adopted housing and jobs growth targets were adopted and incorporated into the King County Countywide Planning Policies (CPPs) for the planning period from 2006-2031. The state requires that jurisdictions plan for citywide housing and job growth over a 20-year planning horizon. Growth Targets were last adopted in 2006 and run through 2031. The adopted growth targets have not been changed since 2006 and therefore they no longer extend over the same 20-year period as the Comprehensive Plan planning horizon of 2015-2035. To accommodate the 2015-2035 Comprehensive Plan planning horizon, many cities required to plan under GMA, including Issaquah, have opted to extend their targets by four years to 2035. The County estimated that the increment of growth for each jurisdiction would be 16% more than the adopted 2031 targets because 29 years is 16% longer than 25 years. Both the state adopted targets under the CPPS and the City's extended targets are shown below. It should be noted, however, that the official target horizon under the CPPs remains 2031.

Under VISION 2040 and the adopted designation procedures for Regional Growth Centers, cities must also adopt housing and employment growth targets for designated Regional Growth Centers, indicating the minimum number of housing units and jobs that the city is planning to accommodate in the center by some future year. A framework for establishing targets for the Regional Growth Center is provided by the citywide growth targets in the CPPs and Issaquah's comprehensive plan, which calls for the majority of planned growth in the city to be accommodated in the Urban Core by 2035. Growth targets adopted for the Regional Growth Center are not in addition to growth targets set for the City. The State adopted growth targets, the extended 2035 growth targets, and the Urban Core growth targets are shown in Table RGC-1, below.

**Table RGC-1**
**Housing and Job Growth Targets**

| | 2006-2031 State Targets, King County Countywide Planning Policies Growth Targets | 2015-2035 Extended Growth Targets, City of Issaquah | 2015-2035 Urban Core Growth Targets |
|---|---|---|---|
| **Housing**[1] | 5,750 | 6,670 | 2,500[2] |
| **Jobs** | 20,000 | 23,200 | 14,555 |

[1] *King County assumes 2.45 persons per household.*
[2] *Adopted by the City in accordance with Vision 2040 and the CPPs. See Growth Targets, Capacity and Goals above.*

Adopted land use designations and zoning for the Urban Core provide capacity for growth that exceeds the 2031 targets. Capacity means the maximum amount that can be built within the Urban Core as determined in the Central Issaquah Environmental Impact Study. The capacity totals, which are also shown in Table RGC-2, represent long-term goals for growth in the Urban Core. The city will work with King County to set growth targets for the next state mandated comprehensive plan update in 2023 that reflect these long-term goals.

**Table RGC-2**
**Urban Core Regional Growth Center Capacity/Goals**

| | 2012 Existing | Capacity for New[1] | Total Capacity/Goals |
|---|---|---|---|
| Housing Units | 0 | 7,185 | **7,185** |
| Jobs | 9,000 | 14,555 | **23,555** |

[1] Capacity is established in the 2012 Central Issaquah DEIS

## Relationship To Other Plans

The Issaquah Comprehensive Plan includes all policies adopted by the City Council to guide the growth of the City in a manner consistent with the Growth Management Act, Vision 2040 and the King County Countywide Planning Policies (CPPs).

The Urban Core is consistent with Vision 2040 and the CPPs because the intent is that it will absorb the majority of the City's, and in part, the region's housing and job growth. Efforts will be made to make efficient and less costly investments in new infrastructure, and minimize the environmental impact of urban growth. Ideally, the Urban Core will result in improved accessibility and mobility for walking, biking, and transit, and as a result play a key transportation role in the region.

The Central Issaquah Plan supplements and implements the Comprehensive Plan and the visions therein by providing detailed goals, policies and implementation regarding Urban Community, Connectivity and Mobility, Environment, Economic Vitality and Housing for Central Issaquah. These area specific policies are used in addition to those existing in the Comprehensive Plan to guide the redevelopment of Central Issaquah.

The Rowley Development Agreement (DA) is the document that provides policy and implementation direction for those areas within Central Issaquah zoned Urban Village; however, this DA is also consistent with the goals of the Comprehensive Plan, Vision 2040 and the King County Countywide Planning Policies.

## Vision

The vision of the Urban Core is to bring about urban density development that creates a thriving pedestrian oriented mixed use center, builds a multi-modal transportation system that attracts high capacity transit to connect Issaquah to the region, encourages a strong diverse local economy, and ensures the conception of the Green Necklace – all while preserving and protecting Issaquah's existing natural environment, character and vitality.

## Policies

All policies contained within the Comprehensive and Central Issaquah Plans are applicable to the Urban Core. The following are additional policies related directly to the Urban Core.

## Urban Community

**RGC Policy 1.** Ensure that new development meets the minimum density thresholds required within the Urban Core.

**RGC Policy 2.** Prioritize available infrastructure funding to projects within the Urban Core to support its development at Regional Growth Center densities.

**RGC Policy 3.** Consider form over function to ensure all uses contribute to a dense, vibrant, mixed-use, pedestrian friendly, urban environment within in the Urban Core.

## Mobility & Connectivity

**RGC Policy 4.** Achieve a Commute Trip Reduction (CTR) Non-Drive Alone (NDAT) rate 32.2% and 11.5 Vehicle Miles Traveled (VMT) by 2019/2020, as identified in the City's Commute Trip Reduction 2015-2019 Plan Update. Below describes the City's CTR affected worksite 2013/2014 survey data.

| | Survey 2013/2014 | Goal 2019/2020 |
|---|---|---|
| NDAT | 27.4% | 32.3% |
| VMT | 14.6 | 11.5 |

CTR goals will be achieved by implementing proven strategies and increasing efforts of others included in the 2015 CTR Plan including, but not limited to:

a. Providing employers assistance in the development of Transportation Demand Management (TDM) programs and promotions and provide personal assistance to employees;
b. Providing employers a variety of local and regional trip reduction campaigns;
c. Helping employers offer employees commute benefits such as transit pass discounts, carpool or vanpool subsidies, and flexible work schedules; and
d. Educating and inspiring employers to offer commuter activities and events to help their employees find mobility options.

CTR goals are monitored annually through surveys of CTR employers.

**RGC Policy 5.** Increase the mode split of *all trips* by 10% (from the existing 16% split). This number is based on the Puget Sound Regional Council surveys and travel models. Currently the City must rely on model runs and surveys done by the Puget Sound Regional Council to determine the all trips mode split. However, the City has established several strategies and actions to improve the nonmotorized network and increase nonmotorized options. Policies and regulations can be found in the Comprehensive Plan, Central Issaquah Plan and Central Issaquah Development and Design Standards. Strategies include, but are not limited to:

a. Improving and expanding the nonmotorized network;
b. Working with King County Metro and Sound Transit to:
    1) maintain and improve the speed and reliability of transit service in Issaquah;
    2) support a Bike Share program adjacent to the Issaquah Transit Center;
    3) identify opportunities to increase the frequency, span of service and transit options; and
    4) Improve intra-city transit service by considering other transit options such as internal circulation bus service and routes, taxis, transit vans and other feasible alternative transit service.

c. Designing systems and establish programs that combine walking and cycling with other forms of transportation to facilitate the last mile for transit riders.
d. Connecting incomplete sidewalks through the Complete Streets Program.
e. Continuing the Issaquah Neighborhood Walk Series to encourage walking in Issaquah and provide the City with information and recommendations for improving walkability in Issaquah.
f. Using mitigation and impact fees to complete nonmotorized and road projects that mitigate or accommodate growth; and
g. Increasing dedicated funding and establishing a grant matching reserve fund for nonmotorized projects, programs and education.

RGC Policy 6. Establish incentives to allow buildings within one-half mile of the Issaquah Transit Center to reduce parking requirements.

RGC Policy 7. Establish Maximum Parking Requirements within the Urban Core. Lower the Maximum Parking Requirements as the Central Issaquah Urban Core transitions from suburban to urban in character and transit service improves. Establish Maximum Parking Requirements for other areas of Central Issaquah over time.

RGC Policy 8. Consider shared parking, managed parking and other innovative tools in the Urban Core to further reduce the burden of parking.

RGC Policy 9. Consider initiating a Parking District strategy by creating an initial Parking District in the Urban Core, and developing a tracking process to ensure neither an under or over supply of parking is available. Tracking should account for all parking within the District including vehicular parking located in surface, on-street, structured, decks and bicycle parking located in racks, lockers, rights-or-way and private access.

RGC Policy 10. Incorporate creative parking designs that help to reduce or mask the presence of parking while creating and maintaining and urban, pedestrian environment and protecting the economic vitality of the surrounding businesses.

RGC Policy 11. Implement an expanded Transportation Demand Management (TDM) program to reduce trip demand in the Urban Core in context with our Commute Trip Reduction Plan.

## Economic Vitality

RGC Policy 12. Seek opportunities between the public and private sectors to enhance the vitality and economy of the Urban Core.

RGC Policy 13. Incorporate flexibility in regulations to encourage creative proposals consistent with the vision of the Urban Core.

## Housing

RGC Policy 14. Implement regulations requiring residential development, including mixed use residential development, in the Urban Core to include or otherwise provide a minimum of ten percent of housing to be affordable.

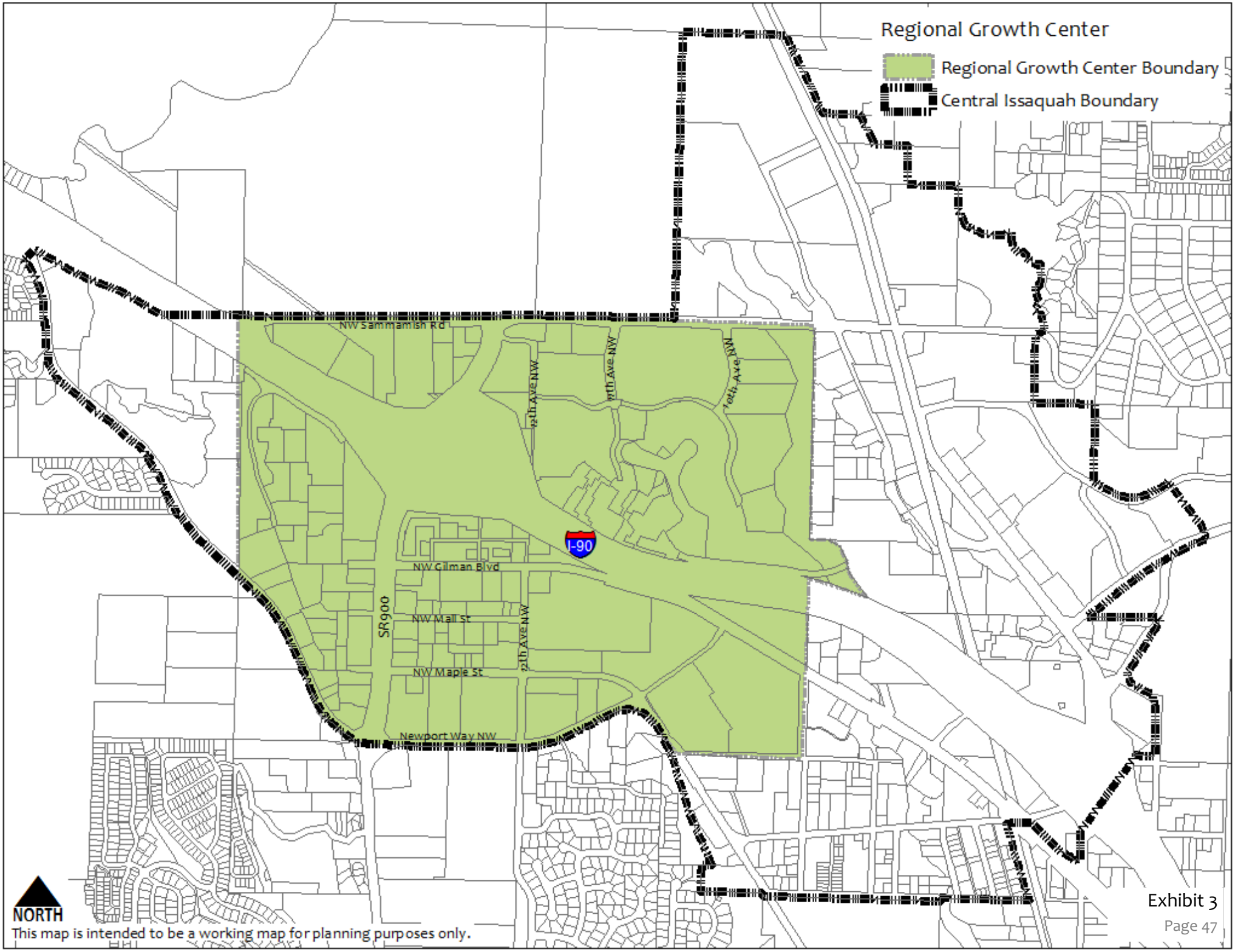

Regional Growth Center
Regional Growth Center Boundary
Central Issaquah Boundary
NW Sammamish Rd
9th Ave NW
8th Ave NW
7th Ave NW
I-90
NW Gilman Blvd
SR900
NW Mall St
12th Ave NW
NW Maple St
Newport Way NW
NORTH
This map is intended to be a working map for planning purposes only.

Exhibit 3

# Neighborhoods Contained Within the Regional Growth Center

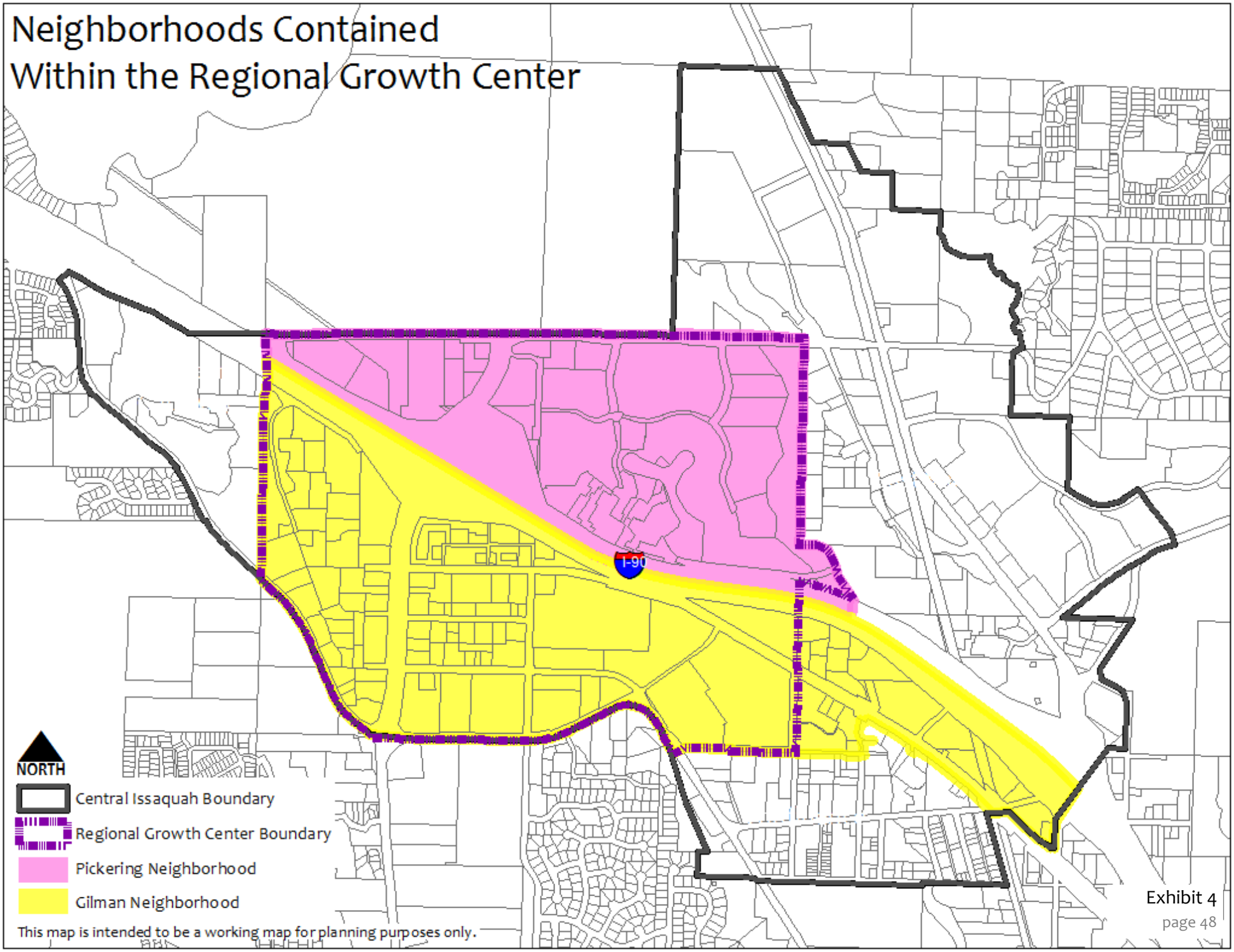



Exhibit 4

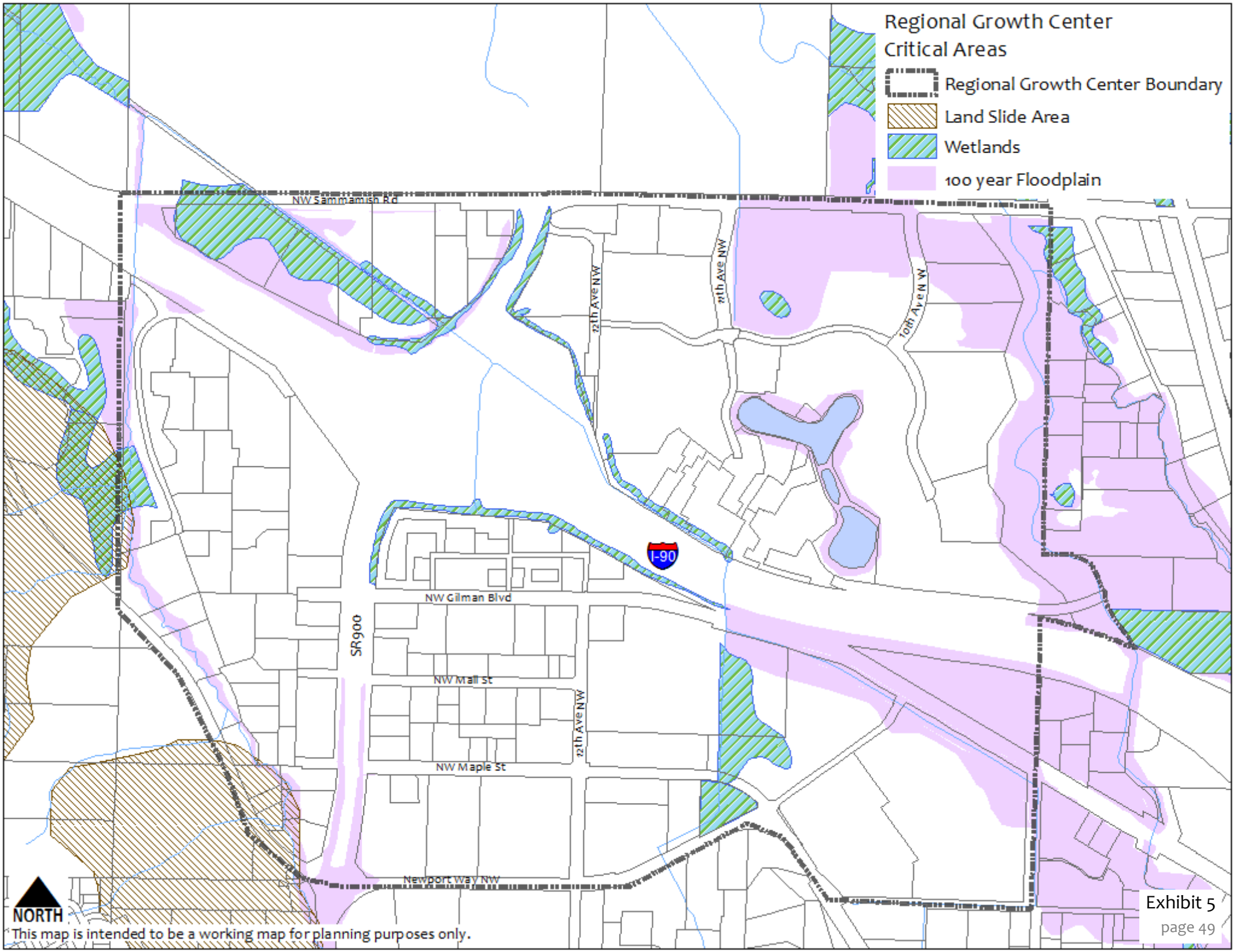

Regional Growth Center
Critical Areas
Regional Growth Center Boundary
Land Slide Area
Wetlands
100 year Floodplain
NW Sammamish Rd
12th Ave NW
11th Ave NW
10th Ave NW
I-90
NW Gilman Blvd
SR900
NW Mall St
12th Ave NW
NW Maple St
Newport Way NW
NORTH
This map is intended to be a working map for planning purposes only.

Exhibit 5

# Policies

Urban Community
Connectivity & Mobility
Environment
Economic Vitality
Housing
MEDPACE
PANDORA
VICTORIA'S SECRET

# Urban Community

*If you design communities for automobiles, you get more automobiles.*
*If you design them for people, you get walkable, livable communities.*
Parris Glendening and Christine Todd Whitman

VISION. Inspire an animated and connected urban community where pedestrians are priority, where buildings and open space are openly inter-related, where the site and design make a positive contribution to the public realm, and ultimately, where people are drawn to live, work and play.

Urban Community Goal A. Create a compact, attractive, mixed use, urban community that prioritizes pedestrian safety and comfort and enhances the quality of life.

Discussion. Creating a strong sense of place is vital to the success of Central Issaquah. This can be done by ensuring the design and placement of buildings, parking, service access, plazas and courtyards recognize the important relationship between public and private space in creating a pedestrian-friendly environment.

Central Issaquah's current suburban, low density development pattern is inconsistent with the vision for Central Issaquah. Approximately 90 percent of the buildings are less than three stories in height and nearly 75 percent of the developed land area is used for surface parking (Existing Conditions Report, 2007). The average commercial Floor Area Ratio (FAR) is 0.25 when undeveloped parcels are removed from the calculation; the small scale urban development supported by this plan should typically have a FAR of 3 to 5. The amount of pervious surface and parking required for new development is significantly reduced for these development densities to be achieved.

The Central Issaquah Land Use Designation Map (Exhibit 6) establishes a mixed use redevelopment pattern for Central Issaquah that is economically and environmentally sustainable. The following policies will make desired uses economically viable in Central Issaquah, make the land use pattern pedestrian friendly and, over time, reduce the amount of land used for surface parking.

Under this plan and subsequent development and design standards, buildings, streetscapes and green corridors will replace parking lots and signs as the prominent design elements of Central Issaquah. Architectural details and building materials will add variety, permanence and richness to the design and character of each district. New buildings will have an appealing visually engaging, street edge in order to better encourage informal social interaction, outdoor activity and a pedestrian orientation.

UC Policy A1. Partner with the Issaquah School District to site Urban Schools to meet the anticipated growth of the City. Seek locations that offer safe pedestrian and bicycle routes and nearby transit routes making it easier for students, teachers and staff to walk, bike or bus to school, reducing the amount of automobile trips, which reduces greenhouse gas emissions and other air pollution. Weather protection shall be provided at entrances to create comfortable waiting areas for bus riders and sheltered areas for bikes/bike racks.

UC Policy A2. Siting of Urban Schools shall offer community amenities to the neighborhood in the form of meeting rooms and recreational opportunities.

UC Policy A3. Siting of Urban Schools shall reflect land scarcity by avoiding the use of portable and modular units and using a smaller footprint, green building techniques and sustainable practices in site and compact building development.

UC Policy A4. Adopt Development and Design Standards to promote pedestrian oriented development, ensure quality and sense of permanence and create a sense of place.

UC Policy A5. Increase the amount of allowed on-site impervious surface throughout Central Issaquah to create an urban street edge.

UC Policy A6. Allow increased building height over the existing allowed maximums up to 125 feet in certain areas of Central Issaquah in exchange for public amenities such as parks and connected green corridors, affordable housing, community plazas, creekside parcels and/or open space. Require 110 feet spacing between High Rise Structures

UC Policy A7. Create unique and memorable identities throughout Central Issaquah and its neighborhoods by requiring:

- buildings to be adjacent to the sidewalk
- sidewalk-facing storefronts and entries that are inviting and easily accessible
- buildings have large windows that visually connect the outside and inside of the building and increase the perception of safety,
- the use of high quality materials, and
- architectural details like tile work, projecting sills and medallions which add visual interest.

UC Policy A8. Integrate, landscaping, courtyards, plazas, public art, and critical areas and buffers into developments to enrich the urban landscape and establish a sense of place.

UC Policy A9. Encourage pedestrian scale and architectural interest through a variety of building heights and forms, modulation and articulation and diverse rooflines that break down the scale of buildings.

UC Policy A10. Support redevelopment of approved master site plans with new urban development consistent with the Central Issaquah Plan and related development and design standards.

UC Policy A11 Use architectural and landscape elements to mark transitions and entrances into and within Central Issaquah in order to enhance way-finding, create visual interest and activity in the Public Realm and contribute to a sense of identity.

UC Policy A12. Establish neighborhood character and identity with design standards for specific gateways that incorporate public art, monuments, prominent architectural features, open space and green corridors, plazas and landscaping.

UC Policy A13. Encourage interesting, creative and unique approaches to sign design which are:

a. expressive and individualized;
b. complimented with public art and/or public spaces, where appropriate
c. part of the overall project/building design; and
d. designed and oriented for pedestrians, not vehicles.

Urban Community Goal B. Create a Green Necklace by way of an inner necklace of concentrated, urban park, green space and nonmotorized system that serves the needs of Central Issaquah and is complemented by the outer necklace of the Issaquah Alps and the regional parks, open space and trail system contained within the Alps that serve the broader community.

Discussion. The vision for the Green Necklace is that the developing urban environment will be saturated with an array of green elements including community and neighborhood parks, riparian corridors, tree lined streets, active and passive plazas and other shared urban spaces all connected by on and off road trails. 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. Such features include controlled creek access using boardwalks, overlooks and pedestrian bridges, and using native riparian landscape throughout the site to soften the transition between the natural and built environment.

Connectivity will be achieved by designing the buildings, streetscapes and open space corridors for pedestrians; providing pedestrian and vehicle connections within and between districts and integrating the natural and built environment. Motorized, nonmotorized and high capacity transportation investments necessary to support this mixed use vision, improve connectivity, and support a high level of pedestrian activity are shown on the Nonmotorized Routes and Parks, Sound Transit Long Rang Plan, Conceptual High Capacity Rail, and Grid System Maps (Exhibits 7, 8, 9 and 10). The Nonmotorized Routes and Parks map (Exhibit 7) shows the nonmotorized routes, parks and open space required to support future residential development in Central Issaquah and maintain Issaquah's natural setting which makes Issaquah a unique place to live, work and play.

UC Policy B1. Improve the Active Transportation system as established in the Nonmotorized Routes and Parks map (Exhibit 7). The expanded and improved system will increase mobility within Central Issaquah, provide transportation benefits, emphasize recreational benefits and connect to the larger, regional trail system including Lake Sammamish State Park, Cougar Mountain and Tiger Mountain.

UC Policy B2. Prioritize park, open space and trail projects to ensure annual investments in the Green Necklace.

UC Policy B3. Locate an active recreation facility for indoor and outdoor recreation in the Eastlake District and a Neighborhood Park elsewhere in Central Issaquah. These parks would be in addition to the parkland planned in the Green Necklace.

UC Policy B4. Promote the development of Green Streets throughout Central Issaquah with the integration of open space and landscaping, including street trees to improve and reduce the amount of stormwater runoff, be aesthetically pleasing and provide an attractive pedestrian experience.

**UC Policy B5.** Integrate natural features such as wetlands, riparian corridors and hillside views into the site design as amenities and protect them as environmental resources. Require natural resources management practices into site development and operation by:

a. incorporating natural drainage practices into park development to provide community amenities and watershed benefits, where appropriate and feasible;
b. integrating the Green Necklace into the riparian corridors to achieve multiple benefits, including enhanced fish and wildlife habitat, improved stormwater management, trail connections and environmental education;
c. requiring landscape plans to include drought tolerant native plants to reinforce Issaquah's unique natural setting and reduce water consumption; and
d. allowing flexibility in building design, orientation, spacing and landscaping.

**UC Policy B6.** Use partnerships, grants, bonds, Fees In Lieu of Community Space and other innovative means for financing the completion of the Green Necklace.

**UC Policy B7.** Monitor the acquisition of and proposed funding for the Green Necklace through the Capital Improvements Program and by monitoring the "Fees In Lieu" to ensure that commitment to acquisition occurs. Identify additional steps to spur acquisition if monitoring shows the Green Necklace goals for Central Issaquah are not being achieved.

**UC Policy B8.** Elevate landscape maintenance to a higher priority to ensure the long term success of the Green Necklace as the Central Issaquah moves from suburban to urban.

a. Invest private and public resources in the maintenance of landscaping, including streetscapes, public plazas, shared use routes and parks; and
b. Recognize maintenance funding as a vital piece of the long term success of the Green Necklace.

## Urban Community Goal C. Establish parking requirements based on urban rather than suburban densities and needs.

**Discussion.** Surface parking is currently the predominant land use in Central Issaquah with nearly 75 percent of the developed land used for surface parking. (Existing Conditions Report, 2007) The suburban parking requirements of the past will be replaced with new parking ratios and standards that balance the parking needs of residential, commercial and retail land uses with the urban design goals and related policies to encourage transit use and walking. Shared parking, on-street parking and increased pedestrian/bike and transit options support the transition from suburban to urban parking standards.

**UC Policy C1.** Allow densities that make under building and/or structured parking economically feasible.

**UC Policy C2.** Consider initiating a Parking District strategy by:

a. creating additional Parking Districts as redevelopment occurs throughout the Plan area to provide adequate vehicular and bicycle parking for uses within each District; and,
b. providing incentives to encourage a transition from surface parking to structured parking.

**Urban Community Goal D.** Measure progress towards implementing the Central Issaquah Plan by regularly monitoring the type and amount of new development, capital investment and other mitigation measures and improvements made to accommodate growth consistent with the goals and policies adopted in the plan.

**Discussion.** Regular monitoring is important to assure that the Central Issaquah Development and Design Standards are promoting the type and scale of urban redevelopment envisioned in the Central Issaquah Plan and that the mitigation and capital improvements planned for Central Issaquah are being made commensurate with development.

*Annual Review* - Traditionally, the City Council has considered annual amendments to the Comprehensive Plan and Land Use Code to clarify and update land use policies and development standards. The monitoring program for the Central Issaquah Plan extends the commitment by requiring, as a matter of policy, an *Annual Monitoring Report* for Central Issaquah.

*Three-Year Monitoring Report* - In addition, the Planned Action Ordinance adopted for Planned Action Area 2, which includes the Urban Core excluding the Rowley Urban Village (Planned Action Area 1), requires a more comprehensive Monitoring Report every three years. The policies below extend the 3-year Monitoring Report to include all of Central Issaquah, not just Planned Action Area 2. The Three-Year Monitoring Report will track the amount, type and location of growth and determine the consistency of development with the goals and policies adopted in the Central Issaquah Plan and the mitigation measures identified in the EIS. The City may propose amendments to the plan, implementing ordinances and/or may supplement or revise the EIS based on this review

**UC Policy D1.** An *Annual Monitoring Report* shall be prepared and presented to the City Council during the first quarter of the following year. The Annual report shall provide development amounts, trends and patterns within Central Issaquah and may recommend changes to plans, policies and ordinances to ensure development is consistent with the vision, goals and polices adopted in the Central Issaquah Plan.

**UC Policy D2.** A *Three-Year Monitoring Report* shall be prepared and presented to the City Council for review and consideration along with the next required GMA Comprehensive Plan Update (2015 estimate) and every three years thereafter.

**UC Policy D3.** The *Three-Year Monitoring Report* shall be consistent with the information outlined in Appendix A to the Planned Action Ordinance adopting the Central Issaquah Plan and shall summarize:

- Development amounts, trends and patterns within Central Issaquah;
- Infrastructure Improvements and Implementation Measures; and,
- Recommend changes to plans, policies and ordinances to assure development is consistent with the vision, goals and policies adopted in the Central Issaquah Plan.

Note: These policies supplement *Urban Community Policy B7* and *Housing Policy A3*.

## Urban Community
## Recommended Implementation Strategies

1. Adopt implementing regulations
   a. Adopting Development and Design Standards which include height, density, site and building design as necessary first step to implementation. These Standards ensure small scale urban pedestrian oriented development with requirements for Community spaces that will establish a sense of place in the Central Issaquah Districts.
   b. Adopt updated circulation facility standards that create diverse and interesting urban streetscapes and add to the Active Transportation focus and Green Necklace.
   c. Amend the Land Use Code permit process and procedures to streamline permit review and streamline environmental review by using the Planned Action Ordinance and Residential Infill Exemption.
   d. Adopt Design Standards that reduce the visibility of structured parking by:
      1. encouraging under building parking, where possible, with openings in façade screened with ornamental grillwork, artwork (such as metal panels, murals and mosaics) or landscaping;
      2. discouraging off-street surface parking and limiting their location to rear or side yards along the street frontage only when under building parking is not accessible; and
      3. encouraging parking structures to be wrapped along street facades with leasable space to maintain a continuous active pedestrian street front.

      AND reduce the visibility of surface parking lots by:
      4. requiring the consideration of future facilities (i.e. utilities, buildings) when designing and locating parking if an entire parcel is not developed;
      5. limiting parking location to rear or side yards and requiring screening with landscaping, low walls, arbors and/or other treatments to soften the visual impacts; and
      6. providing on-street parking.

2. Create Incentives
   a. Adopt incentives such as the Multifamily Tax Exemption program for housing with affordability in residential and residential/mixed use projects.
   b. Adopt relaxed affordability levels for Pioneer Projects that include residential and residential/mixed use development.
   c. Streamline the TDR process and procedures to provide meaningful value to developers and open space for the public
   d. Adopt lower parking requirements for certain shared uses to add incentives for mixed use development.
   e. Reduce Transportation Impact Fees for those projects that include urban density development of residential and/or mixed use development

3. Commit to Implement the Green Necklace
   a. Adopt regulations that require new development and substantial redevelopment to comply with adopted standards and buffers to protect critical areas. When there is a legal nonconforming situation, allow minor redevelopment within buffers, or when the redevelopment reduces the degree of nonconformity and remaining buffer area is enhanced.

b. Develop Green Streets where possible, with an abundance of street trees and landscaping
c. Prioritize the Annual TIP and CIP for park, open space and trail projects to ensure annual City investment in the Green Necklace.
d. Work with regional and local partners to enhance connections to regional trail systems, including Lake Sammamish State Park, Mountains to Sound Greenway, Cougar Mountain and Tiger Mountain.
e. Maintain Issaquah's tradition of buying creekside parcels when available to continue creek restoration.
f. Pursue partnerships, grants, bonds and other innovative means for financing the completion of the Green Necklace.
g. Streamline and simplify the TDR program to increase their use as a viable option for development and green space acquisition.

4. Initiate a Parking District strategy in the Urban Core. This strategy uses a simple tracking process to ensure that an adequate supply of vehicle parking is available in surface, on-street, structured, and decks. In addition, bicycle parking will also be tracked, including bike racks, lockers and private access.

# Central Issaquah Land Use Designations

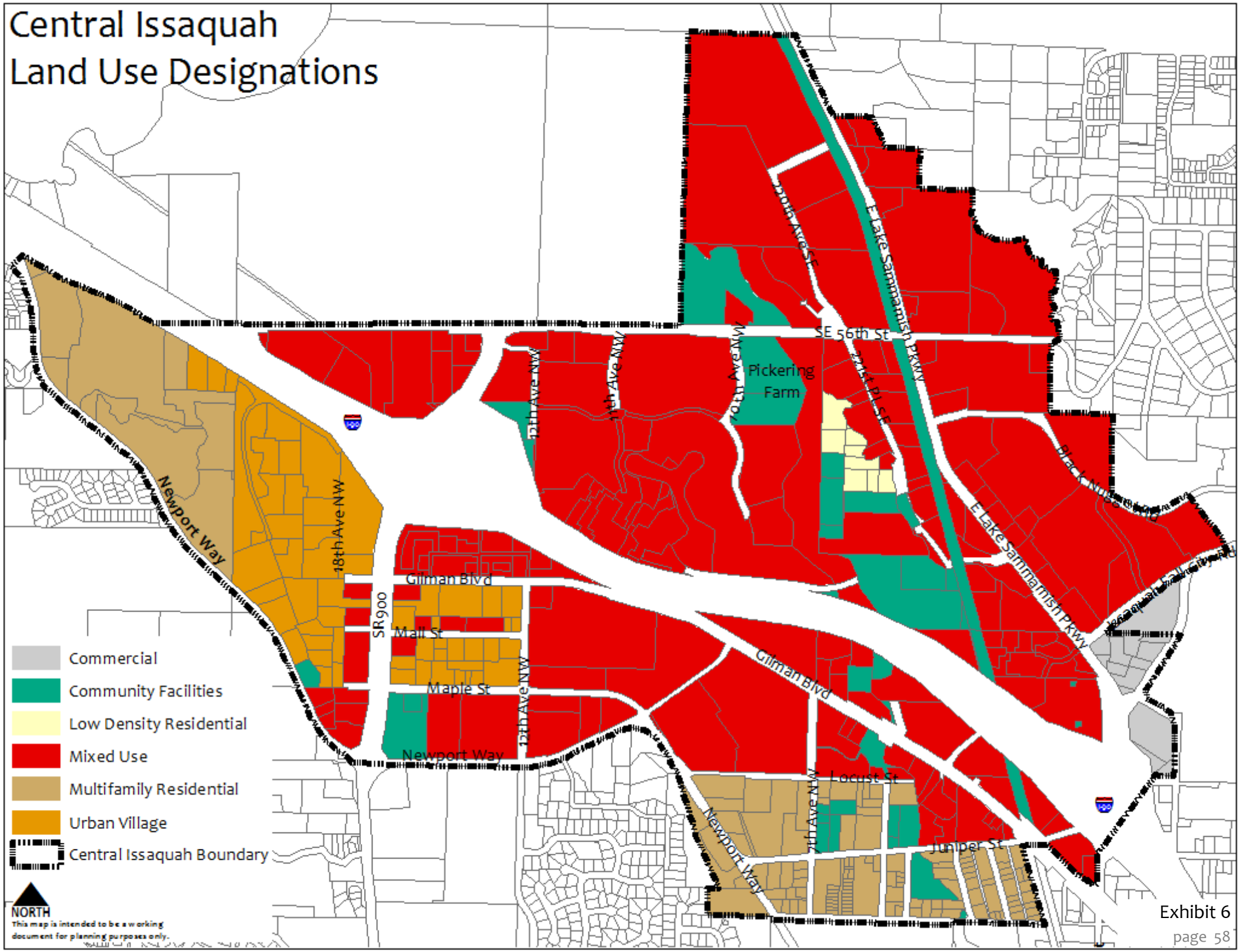



Exhibit 6

# Central Issaquah
# Existing and Proposed Nonmotorized and Park Improvements 2015-2035

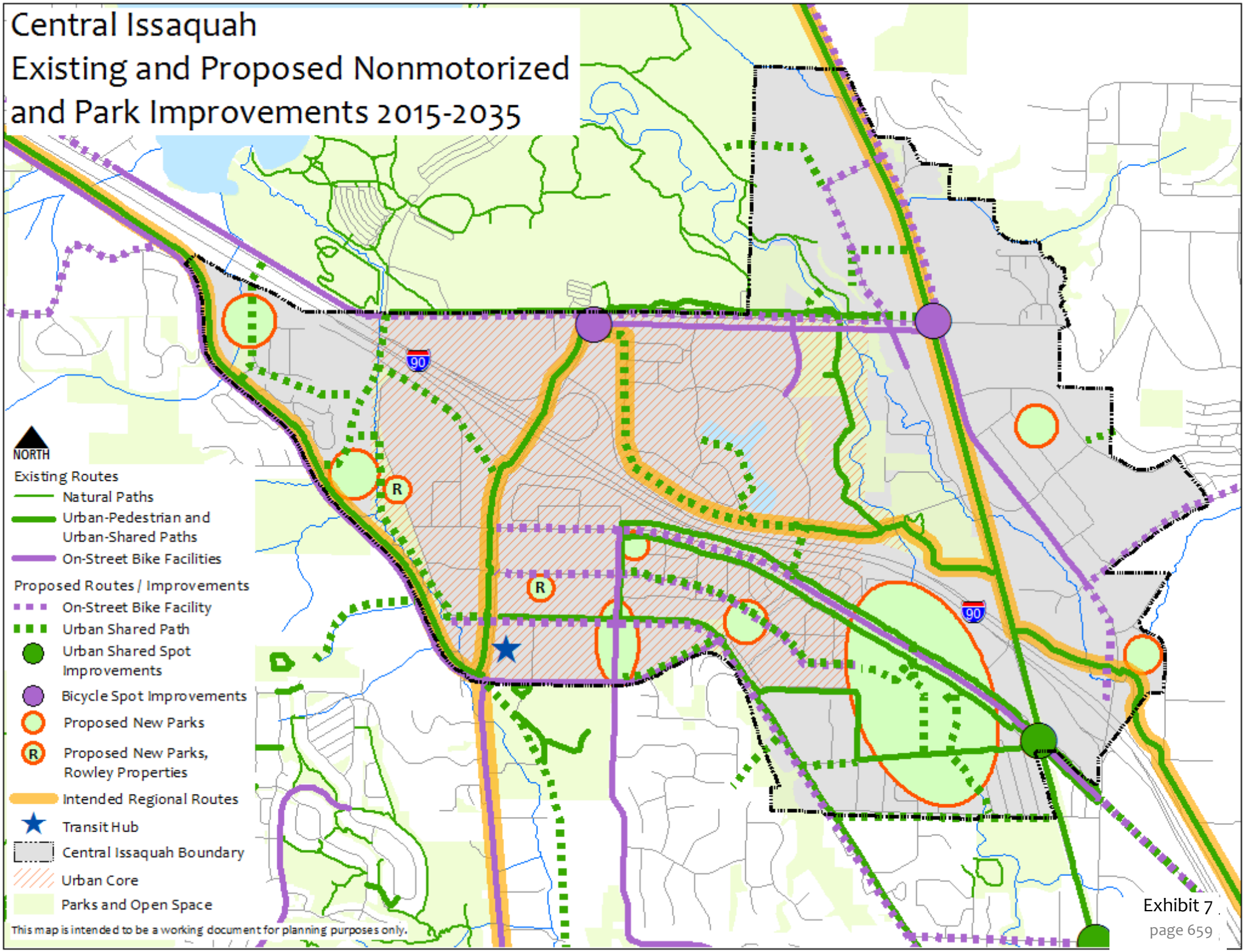



Exhibit 7

# Connectivity & Mobility

*"We can't keep widening our roads so we have to broaden our thinking."*
Charlotte Department of Transportation

**Vision.** Create a more efficient multi-modal transportation system that includes:

1. Regional and local transit systems, including high capacity transit;
2. A seamless, safe and convenient pedestrian and bicycle network;
3. Transportation demand management and commute trip reduction strategies;
4. A comprehensive circulation facility network, including high-occupancy lanes; and,
5. Strategies to incentivize urban mixed use and residential development that encourage transit and Active Transportation.

**Discussion.** Automobiles are, and will continue to be, a dominant part of Issaquah's transportation system due in part to Issaquah's location. Located at the crossroads of I-90 and on the edge of the Urban Growth Boundary, Issaquah is a regional commercial center. It is also a pass-through city for residents in Sammamish, Maple Valley and North Bend headed to employment in Seattle, Bellevue and Redmond.

Evolving from suburban strip malls to a cohesive small scale urban community will require changes in how mobility is achieved and measured. Successful implementation of the Central Issaquah Plan will require a significant focused investment to create a diversified transportation system and an influx of residential/mixed uses. Cost and ability to fund these improvements must be serious and early considerations. Shifting from single occupancy vehicles (SOV) to other modes of transportation will be easier with more transit, ride sharing and nonmotorized choices available. The recently completed Bellevue to North Bend I-90 Corridor Study (2011) identifies I-90 corridor improvements, such as the reconstruction of the Front Street Interchange, needed to meet future regional transportation needs. Though this interchange is not expected to require replacement for twenty years or more, the study is a starting point for additional analysis and study for future improvements to the I-90 corridor.

In addition, the 2014 Sound Transit Long Range Plan identifies the I-90 corridor between Bellevue and Issaquah as a high capacity transit (HCT) corridor. HCT corridors may be candidates for future light rail transit, commuter rail or Bus Rapid Transit service. The final selection of a transit technology will be made based on a detailed corridor study that will examine a full range of technology options. The long-term redevelopment of Central Issaquah at urban densities should support future transit investment in the HCT corridor and preserve the option of implementing a range of HCT service alternatives in the future.

**Connectivity & Mobility Goal A.** Increase the share of trips made by transit as Central Issaquah redevelops.

**Discussion.** Transit is a key element of Central Issaquah's multimodal network and plays an essential role in providing connections, mobility and access both regionally and locally. The City, developers, businesses and residents must be cognizant the role transit will and should play in our future when designing for new development and roads, in budgetary decisions, in regional relationships and in public awareness.

The City worked with Sound Transit during its 2014 Long Range Plan update and is continuing participating through ST3. A primary focus of these efforts is to support the Sound Transit Long Range Plan (Exhibit 8) proposal to extend High Capacity Transit to Issaquah. The High Capacity Transit I-90 Corridor Map (Exhibit 9) shows a broad potential HCT corridor and four general station location alternatives. Such a connection will play an important role in connecting Issaquah to other regional employment and housing centers.

King County Metro determines target service levels using the number of households and jobs located within a quarter-mile walking access of transit stops. The Issaquah Transit Center area is considered a transit activity center, identified in KC Metro's Strategic Plan (July 2011). Transit activity centers have All-Day and Peak services, Peak being provided for a limited span compared to All-Day. The exact span of Peak service is based on demands on individual routes. The thresholds used by KC Metro for evaluating transit corridors are as follows:

| Score | Households within ¼ mile of stops per corridor mile |
|---|---|
| 75% of highest value (10 points) | 3113 |
| 50% of highest value (7 points) | 2,075 |
| 25% of highest value (4 points) | 1,038 |

| Score | Jobs within ¼ mile of stops per corridor mile |
|---|---|
| 50% of highest value (10 points) | 17,849 |
| 33% of highest value (7 points) | 11,780 |
| 16.7% of highest value (4 points) | 5,926 |

Achieving these densities of jobs and housing keeps the City regionally competitive in keeping and increasing Metro transit service.

**C&M Policy A1.** Increase the City's transit supportive and nonmotorized component mode split by 10%, from the existing 16%, through:

a. investments in the City's Transportation Improvement Program, and nonmotorized projects (Nonmotorized Routes and Parks Map, Exhibit 7); and,
b. strong partnerships with transit providers, local employers and residents.

**C&M Policy A2.** Support the extension of Sound Transit's I-90 Corridor high capacity transit (HCT) to Issaquah and the construction of a station in the Urban Core.

**C&M Policy A3.** Promote and encourage public participation in the HTC corridor study and the design of Issaquah's light rail system by the following actions.

a. Establish a committee, before the study begins, including City Council, board/commission members and community members charged with:

1) Coordinate with Sound Transit and other jurisdictions that are master planning light rail and/or other transportation systems such as Bus Rapid Transit;
2) Create a report of best practices and a range of actions to guide development and operation of a light rail system in Issaquah, based on their research and public input. Range of actions include amendments to City codes and standards, other City policies and procedures, City capital investments and expectations of Sound Transit.

b. Work closely with Sound Transit to ensure that the City's best interests are being pursued and best practices are put into place when the study begins.

**C&M Policy A4.** Work with Sound Transit and METRO to identify opportunities to increase the frequency, span of service and transit options.

**C&M Policy A5.** Improve intra-city transit service by considering other transit options such as internal circulation bus service and routes, taxis, transit vans and other feasible alternative transit service.

**C&M Policy A6.** Include transit facilities in the design of public spaces and private developments such as transit shelters, pedestrian buffers between the street and sidewalk, and signage.

**C&M Policy A7.** Support regional and countywide growth management strategies to create Transit Activity Centers linking urban centers with a high-capacity transit system, busses and other transit modes.

**C&M Policy A8.** Promote transit ridership by:

a. ensuring transit shelters are located at all high volume stops within the Urban Core;
b. working with transit agencies to ease the Last Mile commute by ensuring riders can get to and from transit stops without a car;
c. facilitating public/private partnerships between METRO, Sound Transit and major employers and retailers to promote transit ridership and provide transit-related facilities such as bus shelters, bicycle racks and map kiosks;
d. improving and increasing bike and pedestrian facility connections to bus stops and major transit facilities;
e. designing ample curb space for future or expanded bus stops.

**C&M Policy A9.** Work with King County Metro to maintain and improve the speed and reliability of transit service in Issaquah through such actions as Transit Signal Priority, transit lanes and queue bypass lanes.

**C&M Policy A10.** Consider specific implementation strategies from the King County Metro *Five-year Implementation Plan for Alternatives to Traditional Transit Service Delivery* (June, 2012)

## Connectivity & Mobility Goal B. Increase the share of trips made by pedestrians and bicyclists as Central Issaquah redevelops.

### Discussion.

In the future, many people will choose to bike or walk to and or through Central Issaquah. The area's flat terrain makes it ideal for the extensive bike and pedestrian network proposed in the Plan. Becoming a recognized Bicycle Friendly Community will include many implementation strategies to realize Goal B of increased trips by bicyclists. Similar to being recognized as a Tree City U.S.A, communities applying to be a recognized Bicycle Friendly Community are judged in five categories. These categories are known as the five Es:

- **Engineering:** What facilities have been built to promote cycling in the community, including well designed bike lanes, the availability of secure bike parking and the condition and connectivity of both the off-road and on-road network
  **Education:** What education is available for cyclists and motorists to promote safe biking
- **Encouragement:** How is biking promoted and encouraged, for example biking events, commuter incentive programs and the existence of biking groups
- **Enforcement:** Does the law enforcement community have a liaison with the cycling community, or is there targeted enforcement of bike/motorist sharing the road safely
- **Evaluation and Planning**: Is there measuring of the amount of cycling taking place, crash rates, plus monitoring of how implementation of bike master plan is progressing

**C&M Policy B1.** Expand the system of dedicated north/south and east/west transportation facilities for pedestrians and bicyclists of all ages and skill levels in accordance with the Nonmotorized Routes and Parks Map (Exhibit 7) to improve safety and comfort. Ensure that Movement Zone improvements are consistent with the Central Plan Street Designation Standards as established in the development standards.

**C&M Policy B2.** Expand the dedicated bike system in the short term using low cost techniques such as road diets and re-striping to adapt existing streets. Short term projects include:

a. strong north/south corridors, using the overcrossing at SR900 and the undercrossing at 4th to get from the Pickering Neighborhood to the Gilman Neighborhood.
b. strong east/west corridors on both sides of I-90, using Gilman Blvd and SE 56th/Sammamish Road.

**C&M Policy B3.** Make it easier, safer, and more comfortable to walk and cycle through Central Issaquah to access recreation, work and transit stops and major transit facilities by implementing actions that allow Issaquah to be recognized as a Bicycle Friendly Community.

**C&M Policy B4.** Partner with local business, METRO and Sound Transit to create a Bike Share program adjacent to the Issaquah Transit Center. A Bike Share program will provide transit riders a solution to the Last Mile of their commute and provide local residents and employees access to bikes for local trips.

C&M Policy B5. Provide additional pedestrian crossings over Issaquah Creek in the Pickering, Confluence and Eastlake Neighborhoods in accordance with the Nonmotorized Routes and Parks Map. (Exhibit 7)

## Connectivity & Mobility Goal C. Increase the number of Non-Drive Alone Trips as Central Issaquah redevelops.

Discussion. In 2011, there were 8 employers within the Central Plan Area taking part in the Commute Trip Reduction program representing approximately 8,350 employees. According to the 2010 Sustainability Indicators, Issaquah's employers with over 100 employees are successfully increasing the use of van pools, transit, bikes and walking in their commute.

C&M Policy C1. Expand employer and neighborhood programs that provide alternatives which promote the Non-Drive Along Trips (NDAT), including Commute Trip Reduction, shared-vehicles (i.e. Zip Cars) and Bike Share.

C&M Policy C2. Support the expansion of the Commute Trip Reduction program to all trips made by Issaquah residents employees.

## Connectivity & Mobility Goal D. Create a street system that supports the land use and transportation vision for the redevelopment of Central Issaquah.

Discussion. A variety of street types and pedestrian priority design allow the redevelopment of Central Issaquah to be characterized by thriving local businesses, transportation options, positive improvements in public health, and urban growth patterns which use infrastructure efficiently and preserve natural areas.

C&M Policy D1. Improve vehicle and pedestrian connectivity within Central Issaquah and between Central Issaquah, Olde Town and the rest of the City.

C&M Policy D2. Develop and apply a circulation facility hierarchy with design standards that includes a variety of pedestrian oriented and practical tools to respond the various intensities of use and context in which a circulation facility should be used. Give strong consideration to:

a. Character and aesthetics in the design and implementation of all street projects;
b. Integration of open space and landscaping, including street trees;
c. Sidewalk standards that promote pedestrian functionality and avoid obstructions;
d. Protected, designated bicycle facilities;
e. Ample curb space for future or expanded bus stops;
f. Environmentally sensitive practices, including natural drainage systems, where appropriate; and
g. On-street parking.

**C&M Policy D3.** Build circulation facilities specifications established in the development and design standards, defined as Circulation Classification Standards. In some cases, there may be extraordinary financial or physical barriers that require deviation from the Standards. Examples include critical areas, mature trees/landscaping, a building within the desired Right of Way, or the City's inability to acquire ROW at a reasonable cost. Establish and adopt criteria to be used as a guide to prioritize the required improvements when circulation facilities are not able to be built in accordance with the specifications.

**C&M Policy D4.** Create a highly interconnected circulation network by adding motorized and nonmotorized facilities and intersections throughout Central Issaquah as development occurs. Adding circulation facilities and intersections will provide route options and disperse traffic, break up large blocks and provide convenient routes for pedestrians and cyclists and provide more opportunities for hillside views. (See Grid System Map, Exhibit 10)

**C&M Policy D5.** Emphasize and improve the aesthetics of the I-90/SR900 Gateway by requiring the Movement Zone along SR900 to redevelop according to established development and design standards.

**C&M Policy D6.** Work with WSDOT to design and build a median, pedestrian overcrossing(s) and physically separated bike lanes along SR900 between the south side of I-90 and Newport Way and connect any other bike/pedestrian routes to SR900.

**C&M Policy D7.** Improve mobility in Central Issaquah by providing safe, attractive and direct connections across I-90, SR 900 and Issaquah Creek. Potential connections are shown on the Nonmotorized and Grid System Maps, (Exhibits 7 and 10) and include a multi-modal crossing over I-90 connecting 12th Avenue NW and 11th Ave. NW, additional pedestrian crossings of I-90 and additional pedestrian crossings over Issaquah Creek. Pedestrian crossings of SR 900 should also be planned in accordance with C & M Policy D6.

a. multimodal crossing connection 12th Avenue NW and 11th Avenue NW over I-90
b. pedestrian crossing along Tibbetts Creek from the West Newport Neighborhood over I-90 to Lake Sammamish State Park
c. pedestrian crossing from NW Maple St., across I-90 to the Pickering Trail
d. pedestrian crossing over Issaquah Creek connecting the east and west sides of Holly Street
e. pedestrian crossing over Issaquah Creek, northeast of SE 56th Street and west of 220th Avenue SE.

**C&M Policy D8.** Invest private and public funds in architecture and Circulation Facility design that support transit choices such as transit facing entries, weather protection and pedestrian connections between buildings and Community Spaces, and transit stop spacing that supports fast, efficient transit.

C&M Policy D9. Give strong consideration to the design and construction of Circulation Facilities and streetscapes to ensure an aesthetically inviting pedestrian environment that supports urban community and a variety of transportation choices.

## Connectivity & Mobility Goal E. Invest strategically in transportation.

Discussion. Currently, a significant percentage of transportation funding is spent on expanding and improving local and regional motorized corridors. In order to strengthen Active Transportation, the gap between motorized and nonmotorized spending needs to be narrowed by allocating more funding toward Active Transportation infrastructure. By percentage, less funding should be invested in widening existing roads as they divide the City and have adverse economic and environmental impacts. Shifting resources toward Active Transportation implementation will support pedestrian oriented development.

C&M Policy E1. Increase the percentage of annual transportation funding dedicated to transit, sidewalks, trails and bike lanes by shifting funding from motorized facilities.

## Connectivity & Mobility Goal F. Incentivize urban mixed use and residential development in the Central Issaquah Urban Core by reducing the trip generation rate for urban density.

Discussion. Urban density residential and mixed use development encourages Non-Drive Alone Trips such as pedestrian trips and transit use. Reducing the trip generation rate for these uses recognizes this trend and will further encourage these uses in the Urban Core. This will help achieve the City's goal that transit and pedestrian trips will account for approximately 17 percent of all PM peak hour trips by 2031.

C&M Policy F1. The trip generation rate for residential, office/commercial and residential mixed use projects in the Central Issaquah Urban Core shall be reduced by ten percent when:

a. The applicant has signed an agreement binding current and future owners to implement an approved Transportation Demand Management program; and,
b. The project density is at least 75 percent of the maximum district FAR; and,
c. All required parking is structured parking unless a phasing plan is approved allowing interim surface parking on a future building site.

The trip reduction in C&M Policy F1 *shall not apply* to development at any density outside the Urban Core, nor to development within the Urban Core that does not meet the criteria in C&M Policies F1 and G2 including retail projects not part of a mixed use project.

## Connectivity & Mobility Goal G. Use the City's Transportation Impact Fee to incentivize and support transit and Active Transportation trips.

Discussion. The City mitigates the impact of new development on the City's transportation system by imposing transportation impact fees. By law, any impact fee imposed must be reasonably

related to the impact created by the development. Review the motorized transportation impact fee for residential and mixed use development within the Urban Core to recognize the shift to modes of transportation other than cars that occurs with urban density development, to encourage urban density development in Central Issaquah and help the City achieve its non-motorized and transit goals.

C&M Policy G1. Establish an Active Transportation impact fee to assure that new development in Issaquah, including Central Issaquah, contributes its fair share to non-motorized transportation improvements.

C&M Policy G2. Reduce the motorized transportation impact fee for residential, office/commercial and residential mixed use projects in the Central Issaquah Urban Core by ten percent when:

a. The applicant has signed an agreement binding current and future owners to implement an approved Transportation Demand Management program; and,
b. The project density is at least 75 percent of the maximum district FAR; and,
c. All required parking is structured parking unless a phasing plan is approved allowing interim surface parking on a future building site.

No reduction shall be made in the Active Transportation impact fee.

C&M Policy G3. Update Transportation Impact Fees to include Central Issaquah transportation projects within two years of Plan adoption.

Connectivity & Mobility Goal H: Coordinate with WSDOT on future improvements to SR 900 that improve mobility for all users and create a gateway sense of arrival at the Central Issaquah Plan's western edge.

Discussion. SR900's role, as a WSDOT State Route, is to connect adjoining cities to I-90 and its surrounding neighborhoods. SR900 also contributes significantly to the social public realm and in forming the structure of vibrant neighborhoods, consistent with a complete, compact and connected fabric.

C&M Policy H1. Partner with WSDOT and where appropriate, local property owners, to improve pedestrian circulation and crossings along SR900. Future improvements may include adding a median pedestrian refuge, enhancing the boardwalk/ connectivity; separating bike lanes from the roadway, pedestrian bridge(s) and/or other improvements that improve safety and access for all users.

C&M Policy H2. Partner with WSDOT to implement traffic calming measures, but that still aid in the effective flow of SR900 to/from I-90.

C&M Policy H3. Partner with WSDOT to transform SR 900 into a more appropriate gateway for Issaquah; e.g., healthy landscaping, good signage, and a statement one has arrived in Issaquah.

**C&M Policy H4.** No longer widen SR900 to support AM/PM peak traffic trip. Coordinate with WSDOT regarding the LOS and future improvements along this corridor.

**C&M Policy H5.** Improve connectivity in Central Issaquah by providing safe, attractive and direct connections to and from SR 900. Potential connections are shown on the Nonmotorized and Grid System Maps (Exhibits 7 and 10).

## Connectivity & Mobility
## Recommended Implementation Strategies

1. Commit to 17% transit, transit supportive and nonmotorized component:
   a. Prioritize the Annual TIP and CIP for transit, transit supportive and nonmotorized projects to ensure annual City investment toward the 17% mode split.
   b. Work with regional and local partners to fund transit, transit supportive and nonmotorized projects.
   c. Pursue partnerships, grants, bonds and other innovative means for funding transit, transit supportive and nonmotorized projects.
   d. Proactively work with Sound Transit and the Issaquah community to ensure the City's best interests are being pursued before and during Sound Transit's Light Rail Corridor Study to extend the I-90 Corridor light rail to Issaquah's Urban Core.
   e. Work closely with Sound Transit, METRO and community partners to increase service, add routes, expand transit options and solve the "last mile" issue for transit riders.
   f. Adopt Active Transportation Impact Fees for new development to aid in funding nonmotorized facilities.
   g. Monitor the transportation system to ensure Issaquah is making progress toward 17% mode split.
   h. Ensure Transit Oriented Development is built within the Urban Core through incentives, development and design standards and streamlined review process.

2. Become a Bike Friendly Community:
   a. Create an Active Transportation Commission or Task Force charged with implementation of the 5 Es (Engineering, Education, Encouragement, Enforcement, and Evaluation) necessary to become certified as a Bike Friendly Community.
   b. Implement a City-wide Bike and Pedestrian Master Plan that includes Central Issaquah as the hub and connects with the rest of the City and with regional routes.
   c. As the extensive bike network is being implemented through annual investment in the CIP and TIP, expand the dedicated bike system in the short term through low cost techniques such as road diets and re-striping.
   d. Create a Bike Share program in the Urban Core through partnerships with local business, local bike groups, METRO and Sound Transit.
   e. Fund and implementing a City-wide Bike and Pedestrian Master Plan;
   f. Support biking and walking clubs and events, and commuter incentive programs among various user groups to expand local ridership;
   g. Fund bike infrastructure such as secure bike racks, bike rails and bike stations;
   h. Provide incentives for businesses to provide showers and other bike facilities for their workers and customers;
   i. Require weather protection over sidewalks along pedestrian oriented streets;
   j. Provide pedestrian and bike way-finding signage; and
   k. Design intersections along pedestrian oriented streets with pedestrians and cyclists as the priority.

3. Invest strategically in transportation:
   a. Update the City's Transportation Impact Fees to include Central Issaquah's transportation projects.
   b. Create a circulation system that supports the land use and transportation vision for the redevelopment of Central Issaquah through annual investment in the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP). When possible, focus investments in the Urban Core to provide the most leverage and incentive to redevelopment.
   c. Expand neighborhood and employer programs that promote Non-Drive Alone Trips.

Use the Active Transportation Fee to provide funding for nonmotorized and transit supportive projects.

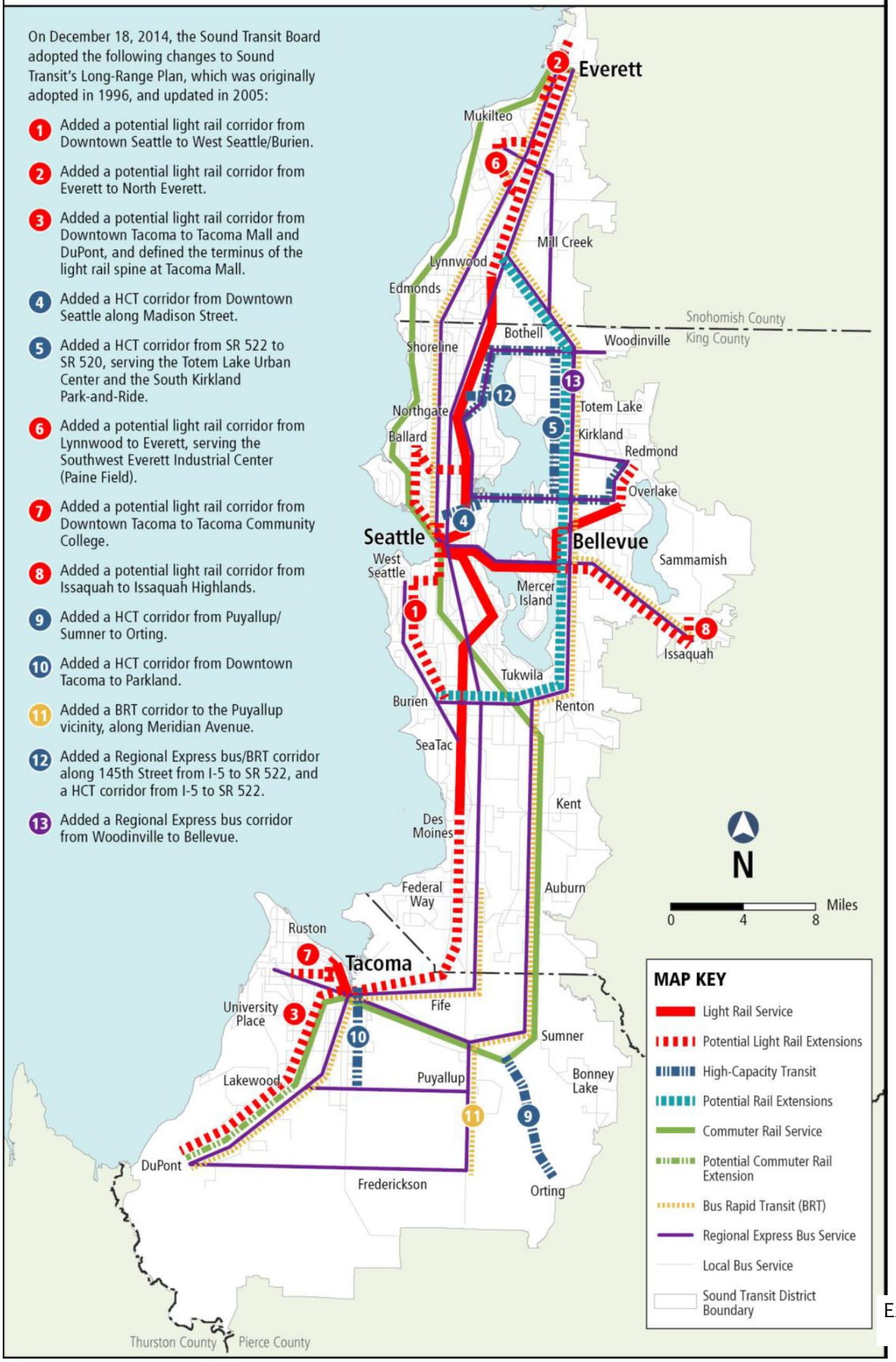
d. Work with WSDOT and PSRC to assure consistency with regional and state policies and transportation plans, including the Washington Transportation Plan, state Highway System Plan and the PSRC Regional Transportation Plan Transportation 2040.

# 2014 LONG-RANGE PLAN

SOUNDTRANSIT

On December 18, 2014, the Sound Transit Board adopted the following changes to Sound Transit's Long-Range Plan, which was originally adopted in 1996, and updated in 2005:

1. Added a potential light rail corridor from Downtown Seattle to West Seattle/Burien.
2. Added a potential light rail corridor from Everett to North Everett.
3. Added a potential light rail corridor from Downtown Tacoma to Tacoma Mall and DuPont, and defined the terminus of the light rail spine at Tacoma Mall.
4. Added a HCT corridor from Downtown Seattle along Madison Street.
5. Added a HCT corridor from SR 522 to SR 520, serving the Totem Lake Urban Center and the South Kirkland Park-and-Ride.
6. Added a potential light rail corridor from Lynnwood to Everett, serving the Southwest Everett Industrial Center (Paine Field).
7. Added a potential light rail corridor from Downtown Tacoma to Tacoma Community College.
8. Added a potential light rail corridor from Issaquah to Issaquah Highlands.
9. Added a HCT corridor from Puyallup/Sumner to Orting.
10. Added a HCT corridor from Downtown Tacoma to Parkland.
11. Added a BRT corridor to the Puyallup vicinity, along Meridian Avenue.
12. Added a Regional Express bus/BRT corridor along 145th Street from I-5 to SR 522, and a HCT corridor from I-5 to SR 522.
13. Added a Regional Express bus corridor from Woodinville to Bellevue.



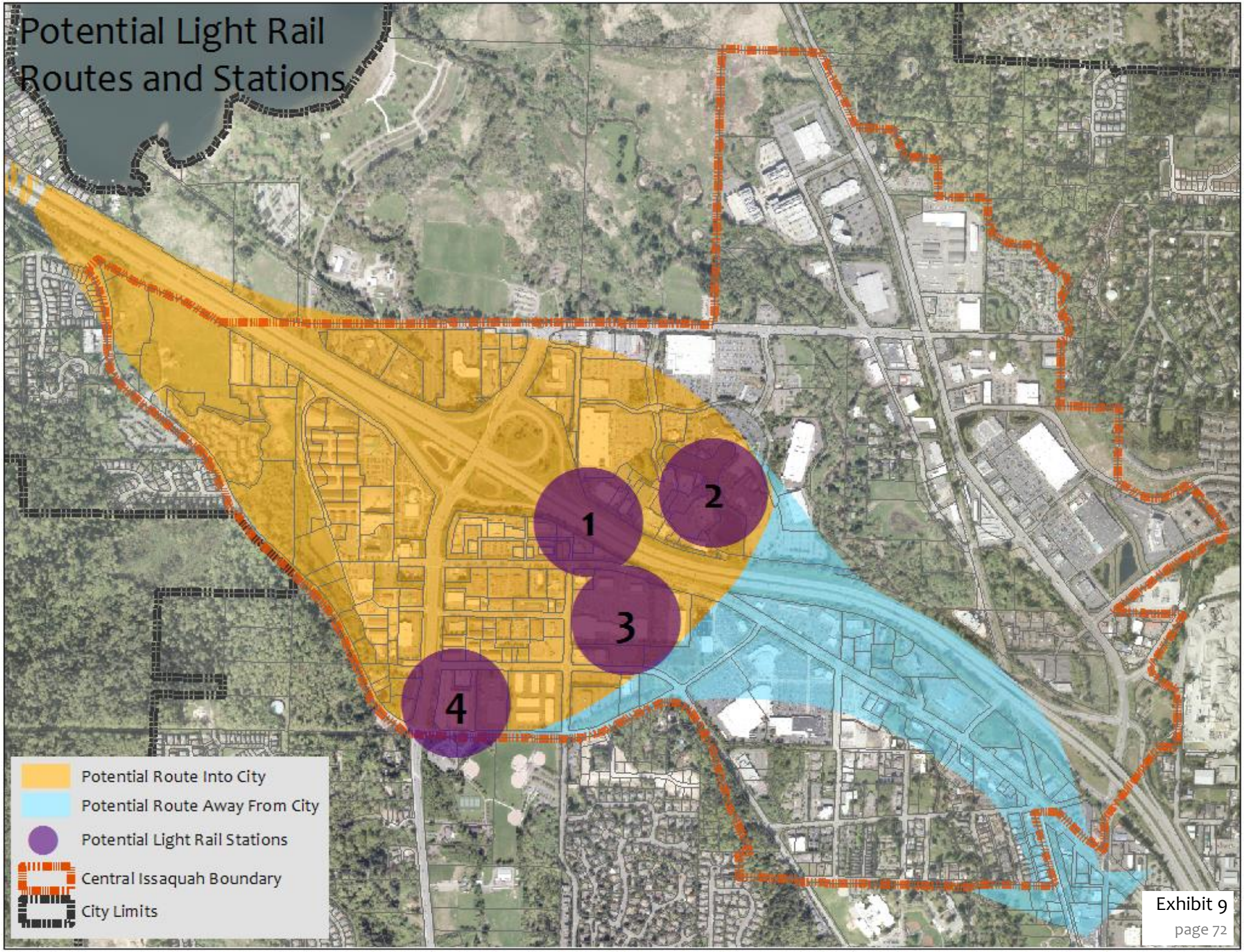

Potential Light Rail Routes and Stations
1
2
3
4
Potential Route Into City
Potential Route Away From City
Potential Light Rail Stations
Central Issaquah Boundary
City Limits

Exhibit 9

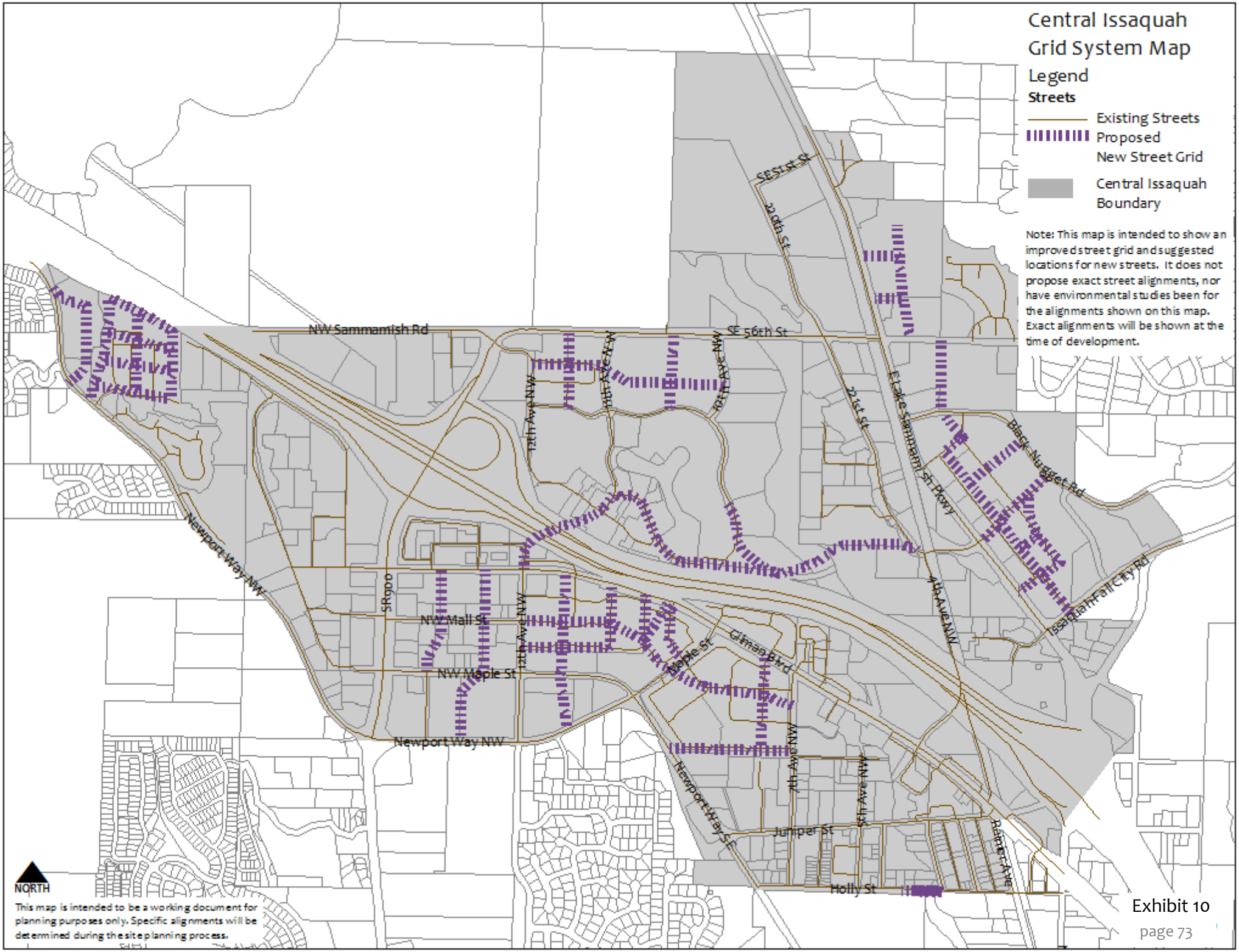

Central Issaquah
Grid System Map
Legend
Streets
Existing Streets
Proposed
New Street Grid
Central Issaquah
Boundary
Note: This map is intended to show an improved street grid and suggested locations for new streets. It does not propose exact street alignments, nor have environmental studies been for the alignments shown on this map. Exact alignments will be shown at the time of development.
NW Sammamish Rd
SE 56th St
SE 51st St
22th St
21st St
Lake Sammamish Pkwy
Black Nugget Rd
Issaquah Fall City Rd
4th Ave NW
Newport Way NW
SR900
NW Mall St
NW Maple St
Maple St
Gilman Blvd
Juniper St
Holly St
Rainier Ave
NORTH
This map is intended to be a working document for planning purposes only. Specific alignments will be determined during the site planning process.

Exhibit 10

# Environment

*If the city is not well-designed, its impact on the surrounding nature will be lethal.*
Javier Cenicacelaya

VISION. Build a sustainable and sustaining community that draws nature into this developing urban community, creates landscapes that restore both nature and human activity, and cares for and preserves the natural environment for ourselves and future generations.

## Environment Goal A. Improve stormwater quality and management over current conditions.

Discussion. Coordinated stormwater systems may: 1) be more cost effective for some developments; 2) result in the creation of landscape features and green space; 3) improve water quality, and 4) increase green space.

In February 2010, new stormwater regulations put in place by the State Department of Ecology (the National Pollutant Discharge Elimination System (NPDES) Phase II permit) placed a significant burden on property owners that desire to redevelop but must mitigate for impacts of stormwater runoff. As allowed by NPDES, the City retained a team of consultants to evaluate alternatives to meet the NPDES regulations while reducing the stormwater requirement burden. Results of the study showed that areas draining to Tributary 0170, Pickering Ditch, and the East Lake Sammamish Tributary can be allowed to have a different level of stormwater retention/detention, compared to areas that drain to Issaquah Creek and other large streams, and still provide the necessary protection to the streams. A map showing the location of these three tributaries can be found in Exhibit 11, Alternative Flow Control Standards Drainage Area Map.

As a result of the study, regulation changes were made modifying the amount of retention/detention required by City code by allowing re-development projects to discharge stormwater at rates equal to existing conditions instead of having to match runoff rates that existed historically using forested conditions. This substantially reduces the amount of retention/detention required in those basins where it was shown to be allowed, thereby allowing for more flexible redevelopment. These changes are applicable only to certain drainage areas within the Central Issaquah Area, as shown on Exhibit 12, and specifically on the requirement for retrofitting of stormwater flow control when existing impervious surfaces are removed and replaced during redevelopment of properties. The regulations do not affect requirements for mitigating the impacts of new impervious surfaces, or for stormwater water quality treatment.

These changes provide an effective stormwater management policy for Central Issaquah that is compatible with protecting the receiving waters and the City's long-range land use goals for desired future redevelopment.

E Policy A1. Coordinate stormwater detention and treatment for several properties as opposed to multiple individual systems, when possible, to provide more effective stormwater management, greater environmental benefit and cost efficiency. When detention is not required, ensure full water quality treatment is provided in accordance with drainage manual requirements.

E Policy A2. Protect healthy stands of prominent trees, plant street trees and trees along the Green Necklace to improve the tree canopy and aid in stormwater management in Central Issaquah.

E Policy A3. Encourage on-site stormwater management and the conservation and recapture of rainwater for use in on-site irrigation systems.

E Policy A4. Adopt stormwater code requirements that improve stormwater quality, reduce flooding and do not unreasonably limit the redevelopment of Central Issaquah at urban densities.

Environment Goal B. Enhance wetlands and the riparian corridors of Issaquah Creek, Schneider Creek and Tibbetts Creek to improve environmental functions and fish and wildlife habitat.

E Policy B1. Require new development and substantial redevelopment to comply with adopted standards and buffers to protect critical areas.

E Policy B2. Allow minor redevelopment within buffers when there is a legal nonconforming situation, the redevelopment reduces the degree of nonconformity and the remaining buffer area is enhanced.

E Policy B3. Require environmental improvement, including increasing a non-conforming buffer width and/or buffer enhancement, for the incremental expansion of existing development that does not comply with adopted critical area standards and buffers.

E Policy B4. Connect natural areas to stream corridors and open spaces outside Central Issaquah.

E Policy B5. Purchase creek-side parcels to enhance and restore Issaquah's creeks.

E Policy B6. Enhance Riparian corridors and wetlands to integrate the views and open space they provide into the redevelopment of Central Issaquah.

Environment Goal C. Take steps to create a sustainable community, consistent with the City's Sustainability Indicators and Comprehensive Plan Sustainability Policies.

Discussion. The City has long prioritized sustainability as an overall objective. The Comprehensive Plan contains numerous policies related to sustainability. In 2009, with subsequent updates, the City established Sustainability Indicators to help the City track its performance in environmental, economic, and social sustainability.

The City is a regional and national leader in sustainability, including early adoption of food waste collection, prohibition of nonrecyclable/noncompostable food containers, the highest number of vanpools in the State per capita, and consistent leading edge construction of green buildings such as zHome and Fire Station 72.

E Policy C1. Establish a Sustainability Building Strategy for Central Issaquah that outlines and prioritizes actions to achieve the City's Sustainability Indicators, Policies and Energy/Climate Plan. Maintain innovation as a keynote to the City's sustainability efforts.

E Policy C2. Encourage buildings and infrastructure in the public and private sectors which:

a. Use less energy and have a lower climate impact
b. Use less water
c. Are less toxic and healthier
d. Incorporate recycled, third party green certified, and locally produced materials
e. Reduce stormwater runoff
f. Provide wildlife habitat

When green building technologies, products, and processes reach an appropriate point in their maturation, and where they can be applied in a cost effective manner in production building, the City should seek to require their use through regulation. However, such regulation should be done in conjunction with regional and State initiative to avoid putting the City at a competitive disadvantage.

## Environment Goal D. Achieve the City's 2050 target of an 80% reduction in greenhouse gas emissions through land use, transportation, and commercial and residential building strategies.

Discussion. The City places the highest priority on reducing its climate impacts and carbon emissions, given the significant risks associated with inaction. Issaquah's Comprehensive Plan establishes an aggressive but necessary goal of reducing greenhouse gas emissions in total by 80% by 2050. The Mayor also signed the U.S. Conference of Mayors Climate Protection Agreement. Given the amount of new construction expected in Central Issaquah, how this area develops will play a critical role in the City's achievement of its climate goals.

At the time of adoption of this Plan, the City is also in the midst of creating an Energy and Climate Plan, which will provide a roadmap for achieving this goal Citywide. Initial research for the Energy and Climate Plan determined that Citywide, the source of carbon emissions fall into four major categories:

- Motorized vehicles
- Businesses
- Residences
- Waste

Dense, pedestrian oriented, mixed use development such as that proposed in the Central Issaquah Plan has significant inherent climate benefits. This type of development is much more conducive to walking, biking, and using transit, all of which significantly reduce climate impacts. In addition, multistory buildings, both residential and commercial, use significantly less energy per square foot, due to shared walls. A further benefit of dense development is the possibility of a district energy system, which would provide electricity and heat more efficiently, due to captured waste heat and significantly reduced transmission line losses. In addition, trees and vegetation within the City serve to reduce the City's climate impacts.

E Policy D1. Adopt an Energy and Climate Plan for Central Issaquah which establishes an action plan for achieving the City's overall energy and climate impact reduction goals, and focuses on the near term implementation strategies. In the near term, this may include a goal to decrease per capita GHG emissions as an interim measure to reach the long-term goal of an 80 percent reduction in total emissions by 2050.

E Policy D2. Prioritize inclusion of nonmotorized and transit oriented mobility improvements and design elements such as sidewalks, bike lanes, bikeways, kiosks, maps, and street furniture, recognizing their climate reduction benefits.

E Policy D3. Locate and install electric vehicle charging stations for vehicles of workers, residents and visitors, in public and private developments.

E Policy D4. Lobby for regional and Statewide regulations which match the City's climate reduction targets, while avoiding putting the City at a competitive disadvantage with surrounding communities.

E Policy D5. Consider establishing a program to support energy efficiency retrofits of existing buildings which will not be redeveloped in the short term. Include strategies such as bond financing, facilitation of rebates and incentives, and information sharing.

E Policy D6. Analyze the feasibility and cost effectiveness of a district energy heating/cooling/electricity system for the Urban Core, and pursue its creation if it is determined to be viable. Require buildings within the Urban Core to be built with an internal heating/cooling distribution system which can easily connect with district heating/cooling in the future.

E Policy D7. Work with Puget Sound Energy to expand Issaquah participation in the Green Power Program, a voluntary way for residents and businesses to buy renewable energy equal to the amount of electricity they use. This supports independent renewable energy projects, including wind, solar and biomass located in the Pacific Northwest.

E Policy D8 Retain existing trees in critical areas and their buffers, along designated pedestrian corridors and in other urban green spaces. Plant new trees consistent with Central Issaquah's other policies and standards recognizing their micro-climate, urban design and livability benefits.

E Policy D9. Work with:

a. Seattle Tilth, Master Gardner Programs, Issaquah Food Bank, Issaquah Garden Club and other partners to create places for P- patches and local agriculture as part of the Green Necklace;
b. Issaquah Alps Club, Cascade Bike, Mountains to Sound, Forterra (formerly Cascade Land Conservancy) and other partners to accelerate the creation of the Green Necklace; and,
c. existing and new business and other partners to shepherd pilot projects for visionary implementation in energy production

(solar/wind/geothermal/recycle/reuse), food production (local agriculture), mobility enhancement (Bike Share/transit), and business incubators.

**Environment Goal E.** Complete the Tibbetts Creek Greenway Restoration Plan in conjunction with new development in the West Newport Neighborhood and redevelopment of the Gilman Neighborhood.

**Discussion.** The Tibbetts Creek Greenway Restoration Plan was adopted in 1995 and much of the plan has been implemented. The Rowley Development Agreement (Appendix J, 7.0 B. Buffer Areas) and the Central Plan and development standards seek to complete the restoration plan for Tibbetts Creek.

**E Policy E1.** Collaborate with property owners in the West Newport Neighborhood to ensure the completion of the Tibbetts Creek Greenway Plan.

**Environment Goal F.** Protect and contribute to the enhancement of the Mountains to Sound Greenway.

**Discussion.** Throughout the transformation of Central Issaquah, the City and its developers have the opportunity to expand on this designated National Scenic Byway.

**E Policy F1.** Designate a Mountains to Sound Greenway overlay to preserve and enhance the green, natural feel of Issaquah.

**E Policy F2.** Encourage the integration and connection to the Greenway as part of the Green Necklace.

**E Policy F3.** Work with WSDOT and Mountains to Sound Greenway to implement the Mountains to Sound Greenway Regional Trail System, and complete the trail through the Issaquah/ Lake Sammamish Gap.

**Environment Goal G.** Improve and expand the use of Transfer of Development Rights (TDR) to locate density adjacent to urban services while preserving developable open space.

**Discussion.** The Central Plan area includes the majority of the City's Receiving Sites for Transfer of Development Rights. (See Exhibit 12, Transfer of Development Rights Sites) The City also has an interlocal agreement with King County to allow the transfer of development rights within the Issaquah Basin to City Receiving Sites. Using TDRs creates added value for Receiving Site developers while providing another option for value to Sending Site property owners instead of building on their constrained land.

**E Policy G1.** Improve and promote the Transfer of Development Rights program as a viable option for achieving green space requirements while increasing on-site development potential.

**E Policy G2.** Create a streamlined and predictable TDR program that adds incentive and value for large and small developers.

## Environment
## Recommended Implementation Strategies

1. Improve stream and wetland functions over current conditions.
   a. Adopt regulations that require new development and substantial redevelopment to comply with adopted standards and buffers to protect critical areas. When there is a legal nonconforming situation, allow minor redevelopment within buffers when minor expansion reduces the degree of nonconformity and remaining buffer area is enhanced.
   b. Maintain Issaquah's tradition of buying creekside parcels when available to continue creek restoration.
   c. Preserve and enhance the value and functions of critical areas and their buffers while providing for public access (physical and visual) and enjoyment of natural areas by allowing trails, viewing platforms and other public amenities within buffers.

2. Improve stormwater quality and management over current conditions:
   a. Protect healthy stands of prominent trees, plant street trees and trees along the Green Necklace to aid in stormwater management.
   b. Coordinate stormwater detention and treatment for several parcels where possible and find creative ways to meet stormwater requirements.
   c. Use City projects and streetscapes for pilot projects such as rainwater conservation, rain gardens and native drought tolerant landscaping.

3. Improve energy and resource conservation over current conditions. Complete a draft of Sustainable Building Strategies for Central Issaquah by the end of the first quarter 2013 that addresses the following.
   a. Create incentives for alternative and sustainability energy sources and resource conservation practices in site planning, building development and building life cycle.
   b. Create partnerships to launch pilot projects in green building techniques, energy efficiency, renewable energy, and green infrastructure.
   c. Using Central Issaquah's unique place within Issaquah and the edge of the Urban Growth Boundary, spotlight alternative energy, resource conservation, local agriculture, mobility options and other related goals through pilot projects.
   d. Expand the use of Fire Station 72 for education and catalyzation of deeply sustainable development.
   e. Pursue development of a Central Issaquah deep sustainable building catalyst project as a public project or with a private partner.
   f. Perform deep green retrofits on existing City facilities and private development.
   g. Consider requiring disclosure of energy use per square foot by non-residential and multifamily buildings.
   h. Analyze the feasibility and cost effectiveness of a district energy heating/cooling/electricity system for the Urban Core.
   i. Lobby for regional and Statewide regulations which match the City's climate reduction targets, while avoiding putting the City at a competitive disadvantage with surrounding communities.
   j. Investigate creation of a sustainable building feebate which charges development that does not achieve certain levels of green building certification and which provides rebates to those which do.

4. Commit to implement the Green Necklace
   a. Complete the Tibbetts Creek Greenway Restoration Plan.
   b. Integrate the Mountains to Sound Greenway into the Green Necklace.
   c. Streamline the TDR process and procedures to provide meaningful value to developers and open space for the public. Work with King County to preserve key Sending Sites in the Issaquah Creek Basin through the Issaquah/King County TDR interlocal agreement.

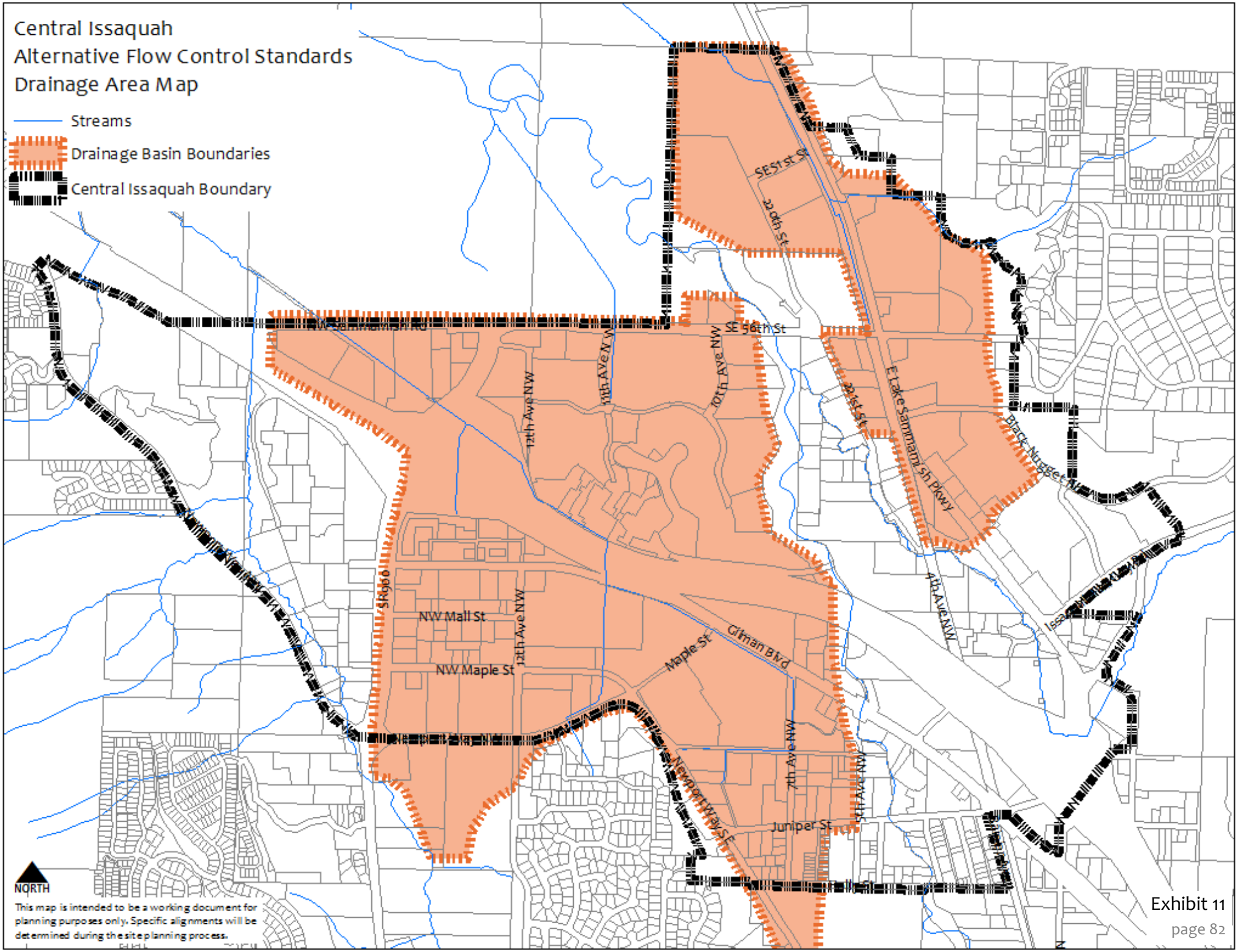
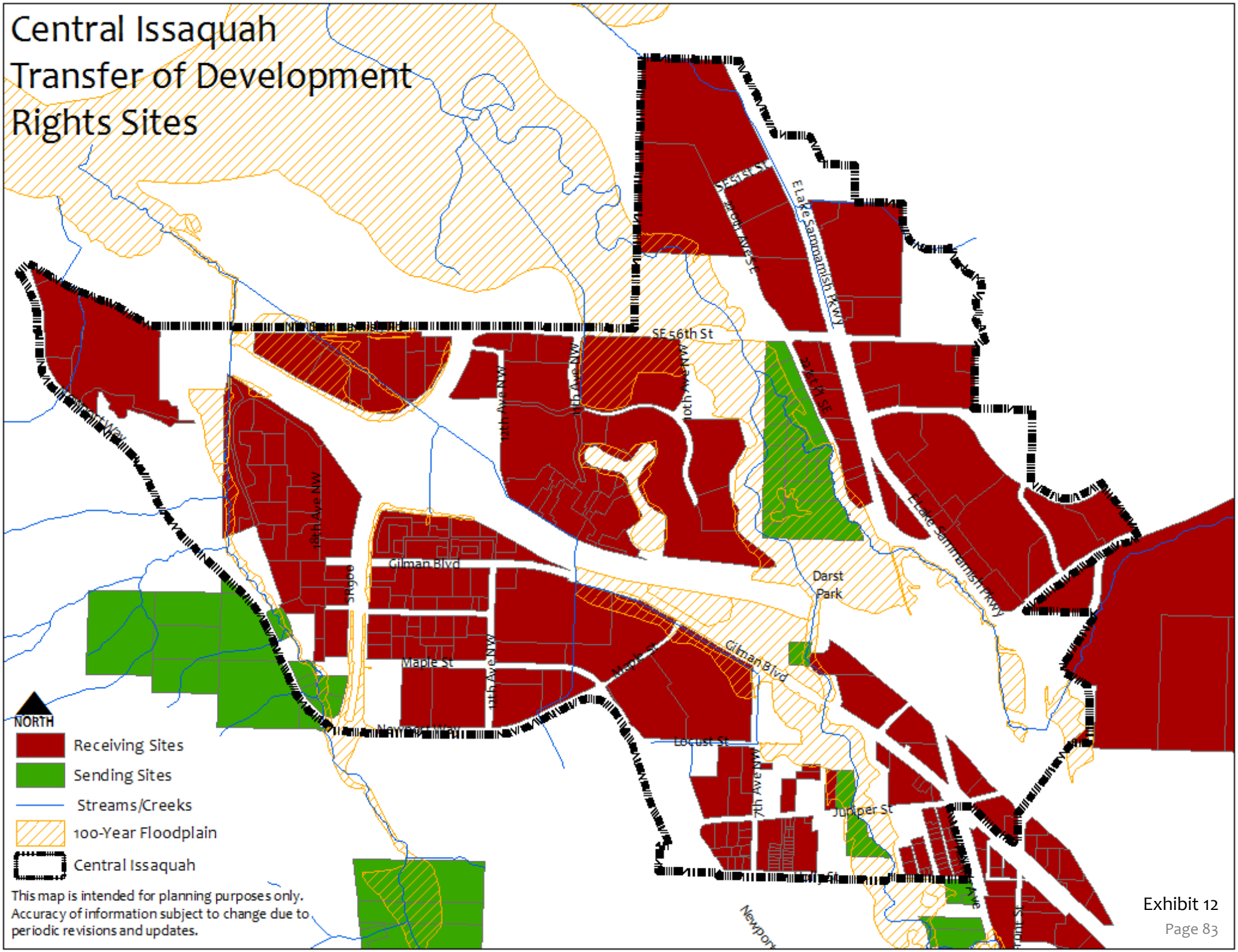

Central Issaquah
Alternative Flow Control Standards
Drainage Area Map
Streams
Drainage Basin Boundaries
Central Issaquah Boundary
SE 56th St
12th Ave NW
13th Ave NW
10th Ave NW
21st St
East Lake Sammamish Pkwy
Black Nugget Rd
4th Ave NW
NW Mall St
NW Maple St
Maple St
Gilman Blvd
7th Ave NW
Newport Way SE
Juniper St
NORTH
This map is intended to be a working document for planning purposes only. Specific alignments will be determined during the site planning process.

Exhibit 11

# Central Issaquah Transfer of Development Rights Sites




This map is intended for planning purposes only. Accuracy of information subject to change due to periodic revisions and updates.

Exhibit 12

# Economic Vitality

*Economy is the method by which we prepare today to afford the improvements of tomorrow.*
Calvin Coolidge

VISION. Foster redevelopment through processes that balance flexibility and predictability, effectively use financial incentives, and cultivate public/private partnerships that result in win-win solutions.

Economic Vitality Goal A. Maintain Central Issaquah as the community's economic engine by accommodating and attracting the majority of Issaquah's anticipated job growth.

Discussion. The City recognizes the economic value and community benefits that Central Issaquah provides as the City's major employment center. This Plan strengthens this role by:

a. removing the impediments to greater density caused by existing parking, lot coverage and building height regulations;
b. identifying the public and private investment in infrastructure and public amenities necessary to support growth;
c. implementing a land use incentive system that makes additional floor area and building height available in exchange for infrastructure and amenities that contribute to an environmentally sustainable, economically vibrant and attractive community;
d. promoting diverse goods, services and employment opportunities; encouraging local ownership, local businesses, entrepreneurial activity and investment through a streamlined review process; and,
e. encouraging the development of unique spaces where businesses can grow from inception to maturity, eliminating the need for businesses to move to adjacent communities in order to grow.

EV Policy A1. Phase development so that transportation, open space, and other infrastructure are in place or committed to serve the needs of growth.

EV Policy A2. Provide incentives, when appropriate, to encourage the redevelopment of Central Issaquah.

EV Policy A3. Adopt and ensure a streamlined review and permitting process that encourages smart, innovative and creative solutions.

EV Policy A4. Adopt clear design standards with a menu of options, opportunities and incentives for design flexibility and development review process that provides for an expedited process for administrative review and approval when all development regulations and design standards are met.

EV Policy A5. Adopt a Floor Area Ratio (FAR) based code in order to achieve desired mix of uses, including ground floor retail, under building parking and a variety of housing types.

**EV Policy A6.** Invest public investment dollars in Central Issaquah infrastructure to promote private investment, stimulate the location of businesses and create an attractive employment center.

**EV Policy A7.** Amend the Land Use Code to allow Corporate Identifications Signs on the upper floor of a High Rise Structure to indicate it is occupied by a hotel, motel, hospital, or employment generating major tenant.

**EV Policy A8.** Ensure the amount of non-residential square footage or job opportunities is not reduced during redevelopment.

## Economic Vitality Goal B. Achieve long term sustainability goals by becoming a "wired city".

**EV Policy B1.** Require conduit and/or fiber to be installed as part of all street and utility projects that are at least one block in length to achieve maximum broadband deployment as opportunities are presented. Require broadband readiness and availability and the requirement for new or large development projects to be broadband ready.

## Economic Vitality
## Recommended Implementation Strategies

1. Strengthen Central Issaquah's role as the City's major employment center by:
   a. Implementing a phased approach to development and redevelopment that provides commitment for circulation facilities, open space and other infrastructure, or provision at the same time, to serve the needs of the growth. Use incentives for this development, including but not limited to multifamily tax exemptions, LCLIP, Pioneer Project provisions, transportation concurrency adjustments, and extended vesting for project build-out.
   b. Invest public dollars in Central Issaquah infrastructure and amenities to stimulate private investment and new development. Require conduit and/or fiber to be installed as part of all street and utility projects as opportunities are presented.
   c. Adopt a Floor Area Ratio based code that includes a streamlined review and permitting process and clear development and design standards.
   d. Encourage business growth from inception to maturity by ensuring opportunities for low intensity and business incubator uses, live/work and flex offices, and Class A Office buildings. Work with growing businesses to ensure they can stay in Issaquah instead of moving to adjacent communities to expand.
   e. Encourage diversified industries that are at different stages of their business growth/life cycle.

2. Consider the following incentives to encourage development in Central Issaquah:
   a. Landscape Conservation and Local Infrastructure Program (LCLIP) through Transfer of Development Rights;
   b. eight and 12-year multifamily tax exemptions;
   c. waived permit fees as appropriate;
   d. extended vesting for project build-out; and/or
   e. transportation concurrency adjustments.

# Housing

*I've always described Density in terms of dollars: The more you have of it, the more you can "buy" with it -- referring to amenities, of course (cultural, entertainment, dining, etc.). When I get asked what's the single most important thing that can be added to a city to help revitalize it (they are always waiting for the latest retail or entertainment thing...), I always say "housing."*
Seth Harry

VISION. Nurture a community that accommodates a diversity of income levels, activities, amenities, open spaces, gathering places, recreation and mobility options that all contribute to a 24/7 self-sustaining community where people aspire to live, work and play.

Housing Goal A. Amend the Land Use Code to encourage residential developers to locate the majority of Issaquah's anticipated housing growth in Central Issaquah.

This Plan creates the potential for thousands of new housing units, and provides opportunities not found in other parts of the City to create entirely new residential and mixed use neighborhoods in close proximity to jobs, services and transit. This Plan establishes a multi-faceted strategy to address housing creation and housing affordability through a mix of land use designations, development regulations and incentives, direct public investments, and other public and private approaches.

Discussion. One of the major land use changes in Central Issaquah will be the potential increase in the number of housing units from almost 800 units to up to 7,500 units. The majority of Issaquah's 2006-2031 GMA housing target is planned for Central Issaquah for the following reasons.

a. Most of Issaquah's new residential growth since 1996 has been in the Issaquah Highlands (3,200 units) and Talus (1,500 units). However, both urban villages are nearing residential buildout and will not be able to accommodate significant new residential development in the future.
b. Locating substantial new residential development in existing residential neighborhoods would be inconsistent with Comprehensive Plan Policy L-3.1 – *Protect the existing character and scale of Issaquah neighborhoods.*
c. Channeling new residential development to Central Issaquah will:

    1) Create vibrant new neighborhoods with convenient access to shopping, jobs and community amenities;
    2) Result in higher density, more sustainable and pedestrian-friendly development consistent with the Goals of the Growth Management Act, the Cascade Agenda and the Mountains to Sound Greenway;
    3) Provide for a variety of housing choices and affordability, including multifamily buildings, town houses, cottages and live/work spaces;
    4) Support future transit improvements and reduce dependency on the single-occupant vehicle; and,
    5) Support retail uses and the economic vitality of Issaquah.

**H Policy A1.** Establish a variety of tools to achieve desired housing densities and types in Central Issaquah.

**H Policy A2.** Apply density, regulatory or other economic incentives to encourage housing in Central Issaquah.

**H Policy A3.** Monitor housing creation, including affordable housing, to ensure that the Central Issaquah Urban Core and the Central Plan Area housing targets are being achieved. Identify additional steps to spur housing development if monitoring shows the housing goals for Central Issaquah are not being achieved.

## Housing Goal B. Incentivize affordable housing for persons of low and moderate income.

**Discussion.** It is critical to consider an approach to housing affordability up-front, at the time this new development potential is being created, or the opportunity for a coherent strategy may be lost. Much of the affordable housing focus for Central Issaquah is targeted for rental housing those with incomes between 30% and 70% of median income, and ownership housing for incomes between 70% and 100% as those ranges are typically underrepresented in general market-driven housing development. This range will meet the needs of our workforce and other special needs housing, such as seniors and transition housing. This range includes income levels characterized as low and moderate income in the City's Comprehensive Plan. Sample salaries in 2011 indicate that the following jobs are included in this income range: bank tellers, hairstylists, auto mechanics, nurses, accountants and entry level teachers, fire fighters and police officers (Source: ARCH Housing 101, May, 2011).

Creating a pool of housing affordable to workforce families and individuals, and also targeting moderate and low income community members is a laudable goal for 2031 and beyond. Students in our community will be able to afford a place of their own once they leave their parents' house. "Empty nesters" can downsize from family homes with high maintenance yards to dwelling units close to amenities. Creating housing that is affordable for local workers is one solution for Issaquah's regional transportation problem, as local commute time and peak hour congestion is decreased when the employee lives in the community.

| *King County Jurisdiction Affordable Housing Targets 2006-2031* | | | | |
|---|---|---|---|---|
| | *% of Housing in 2031 Growth Target for Moderate Income* | *New Affordable Housing Units "Moderate Income"* | *% of Housing in 2031 Growth Target for Low Income* | *New Affordable Housing Units "Low Income"* |
| *Issaquah (5,750 new units)* | *16%* | *920* | *26%* | *1,495* |
| *Source: KC Countywide Planning Policies Public Review Draft, 2011* | | | | |

**H Policy B1.** Adopt regulations requiring affordable housing in all residential developments within Central Issaquah that wish to build above the base FAR.

**H Policy B2.** Consider Multifamily Tax Exemptions as an incentive to provide affordable housing within Central Issaquah.

H Policy B3. Use regulatory and/or other incentives such as bonus density and lower parking requirements to encourage developments to provide more than the minimum amount of required affordable housing and/or to provide more housing at lower levels of affordability.

H Policy B4. In recognition of the increased challenges of initial residential developments in this transitioning area (Pioneer projects), apply more relaxed definitions of housing affordability in City regulations and an incentive program for an initial number of residential developments.

H Policy B5. Use local incentives and public resources to promote the provision of housing in Central Issaquah for a variety of incomes, including housing affordable to households with incomes between 30% to 80% of median income.

Housing Goal C. Encourage housing growth and affordability, especially in the Urban Core, by supporting a variety of mobility options to and from other communities.

H Policy C1. Work with affordable housing developers and local business to create viable Transportation Demand Programs.

H Policy C2. Encourage housing development to occur near existing transit stops or within one-quarter mile of the Issaquah Transit Center.

H Policy C3. Work with Metro and Sound Transit to provide frequent and efficient transit service between Issaquah and other communities.

Housing Goal D. Incorporate amenities into both site and building design for livable and identifiable neighborhoods.

H Policy D1. Ensure open space and/or recreational facilities are incorporated into all mixed use and multifamily developments.

H Policy D2. Encourage new and redeveloping properties to use pedestrian friendly architectural details that create an inviting, identifiable and livable streetscape.

H Policy D3. Link residential and mixed use developments to open spaces, parks and recreational facilities through a variety of pedestrian and bike options.

## Housing
## Recommended Implementation Strategies

1. Locate the majority of Issaquah's housing growth in Central Issaquah by:
    a. Encouraging Pioneer Projects which provide incentives for residential and residential/mixed use projects.
    b. Provide density, regulatory or other economic incentives for the first 200 residential units proposed and approved in the Urban Core and the first 100 residential units proposed and approved outside the Urban Core as they are considered Pioneer Projects.
    c. Require a percentage of low and moderate income housing as part of all residential and residential mixed use projects. In addition, require additional affordable housing for those developments proposed above the base height/base FAR.
    d. Monitor the provision of housing and affordable housing to ensure that housing targets in the Urban Core and Central Issaquah Plan Area are being achieved. Identify additional steps if evaluation indicates that the housing market is not responding.
    e. Evaluate the impact of Multifamily Tax Incentives as an incentive for providing affordable housing.

2. Work with all residential and residential mixed use projects to create viable Transportation Demand Programs and support transit service to and from other transit communities.