

Rowley Properties

Community Advisory Group
Vision and Intent Hyla Crossing + Rowley Center
Re-development

Recommendations + Associated Images

Table of Contents

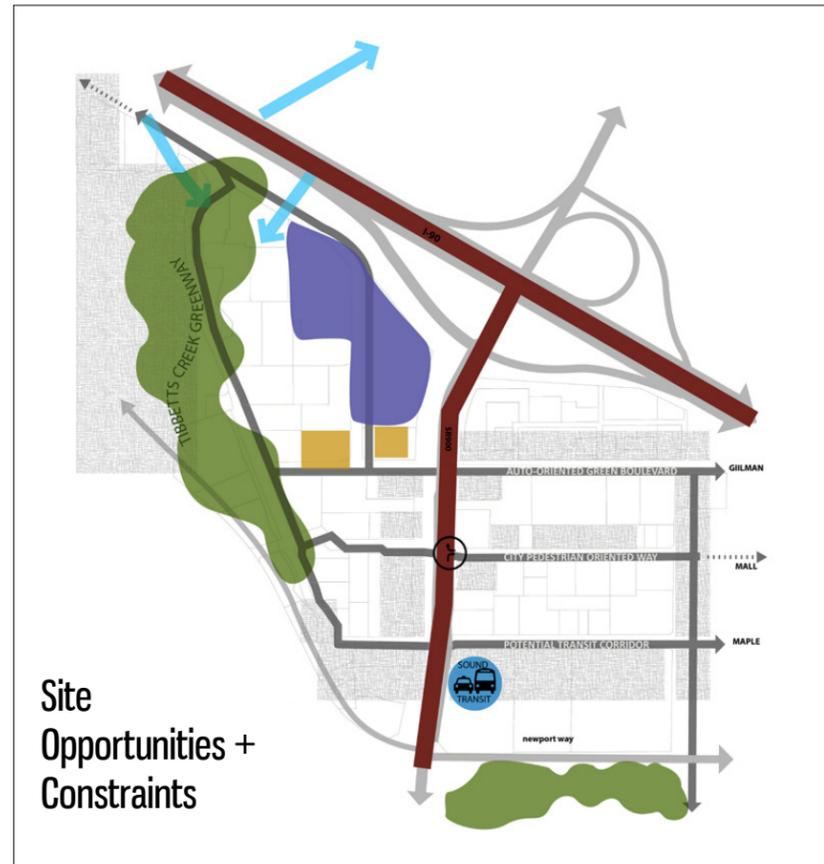
Location + Site Description	page 3
Vision Map (Community Advisory Group)	page 4
Recommendations	page 5

Appendices

<i>Appendix a: List of Meetings</i>	
<i>Appendix b: Aspirational Neighborhood Principles (CAG)</i>	
<i>Appendix c: Aspirational Neighborhood Principles (RPI)</i>	
<i>Appendix d: Public Amenity Exercise</i>	
<i>Appendix e: Comment by Advisory Group Participants</i>	

A Future Vision

The Community Advisory Group has helped Rowley Properties develop organizing principles and an overall vision for the site and its adjacencies. These maps, developed during the advisory process during the summer of 2010, and the following set of recommendations are intended to guide the policy framework for the Development Agreement.



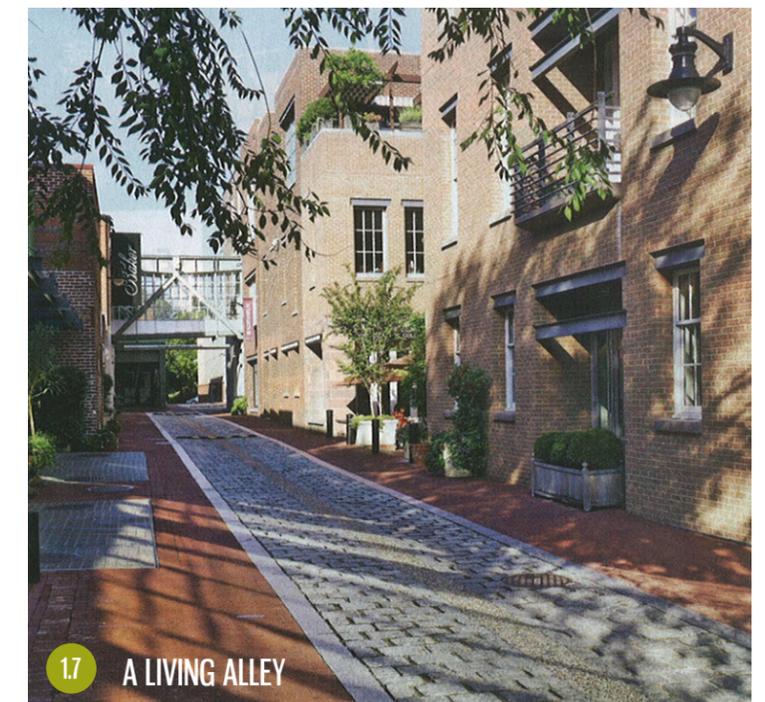
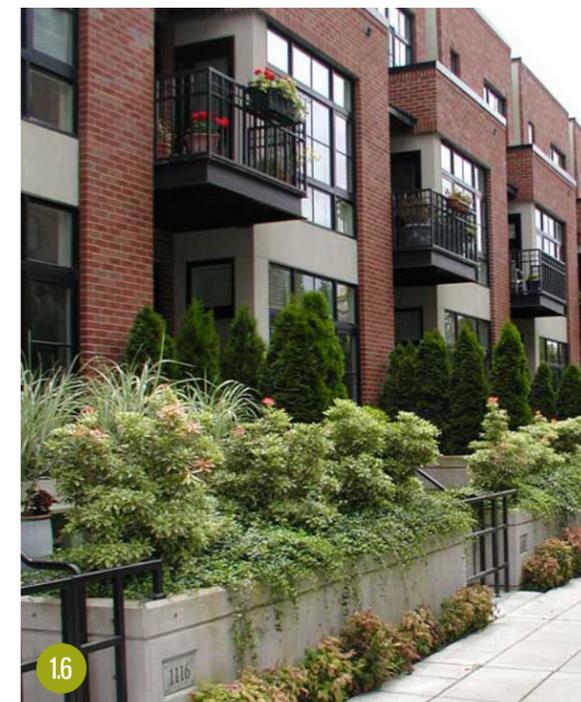
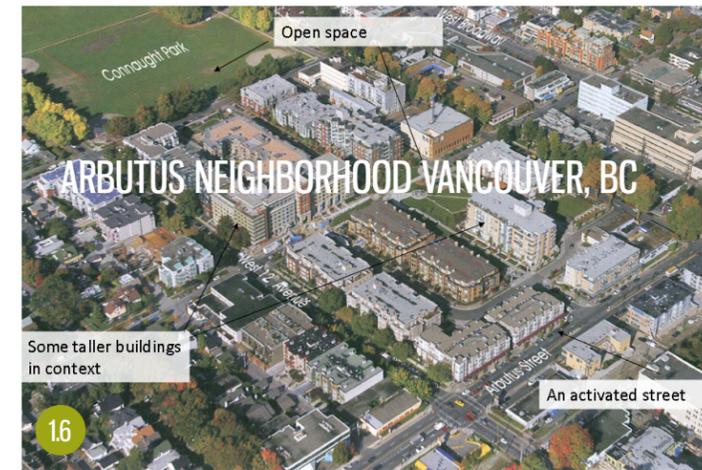
- Roadway edge/barrier
- Long term leased
- New investments
- Green edges
- Non RPI properties
- View opportunities



1.0 Neighborhood Character

Create TWO complementary and distinct neighborhoods at Rowley Center and Hyla Crossing that:

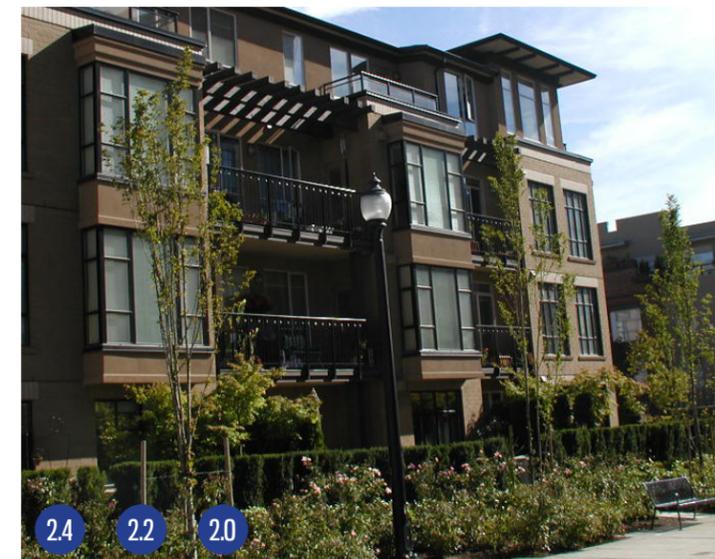
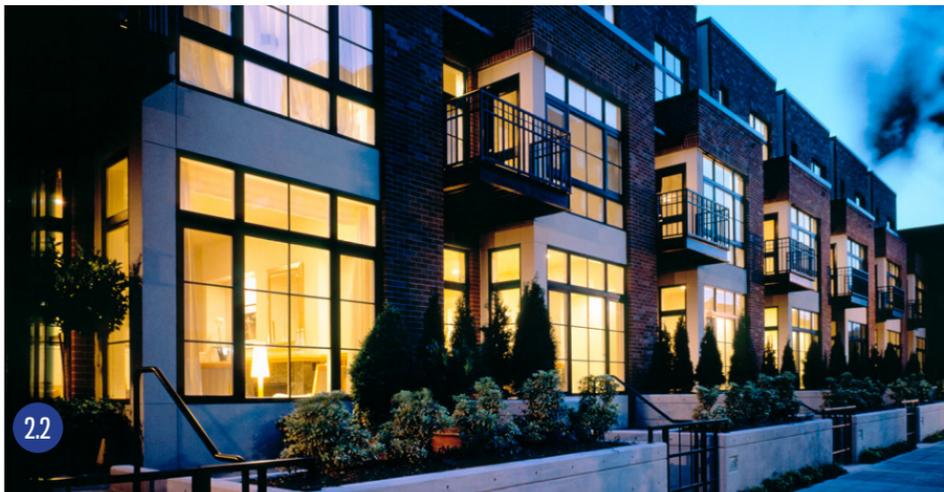
- 11 Use Issaquah's hillside backdrop to create a sense of place, connect to local context, + provide orientation
- 12 Draw on the natural landscape to set the tone for Hyla Crossing and add green elements to buildings where possible
- 13 Include commercial uses at range of different scales - from regional to local
- 14 Provide buildings that are designed with adaptable space for uses to evolve over time
- 15 Have essential, everyday services within walking distance
- 16 Include timeless buildings with a strong relationship to the sidewalk and street edge
- 17 Design for pedestrians and promote streets as people places
- 18 Condense uses, and apply building heights carefully to trade for amenities such as those illustrated in section 4.0.
- 19 Invite all



2.0 Building Shape + Size

Create a livable neighborhood by designing buildings for the long term that:

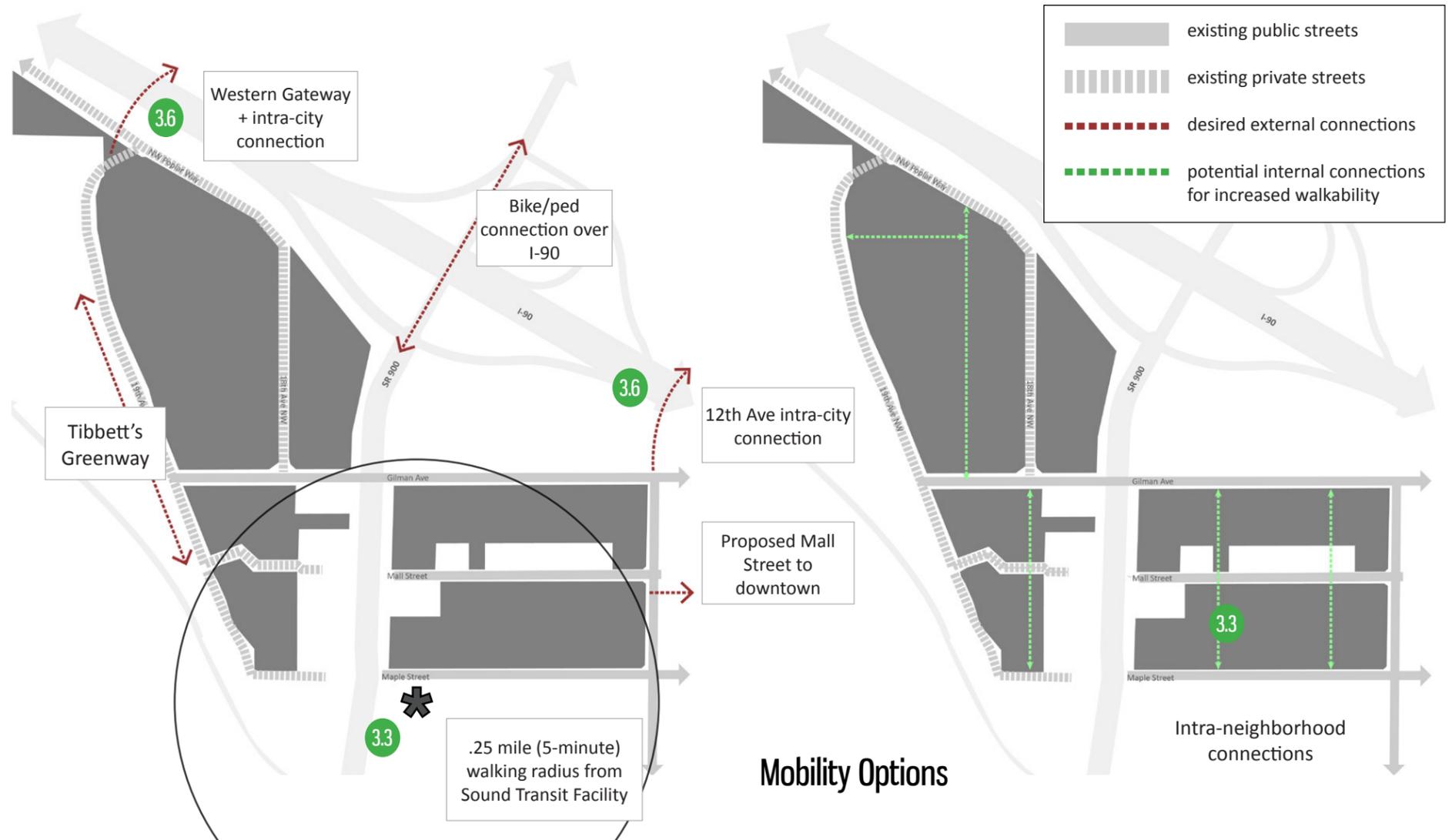
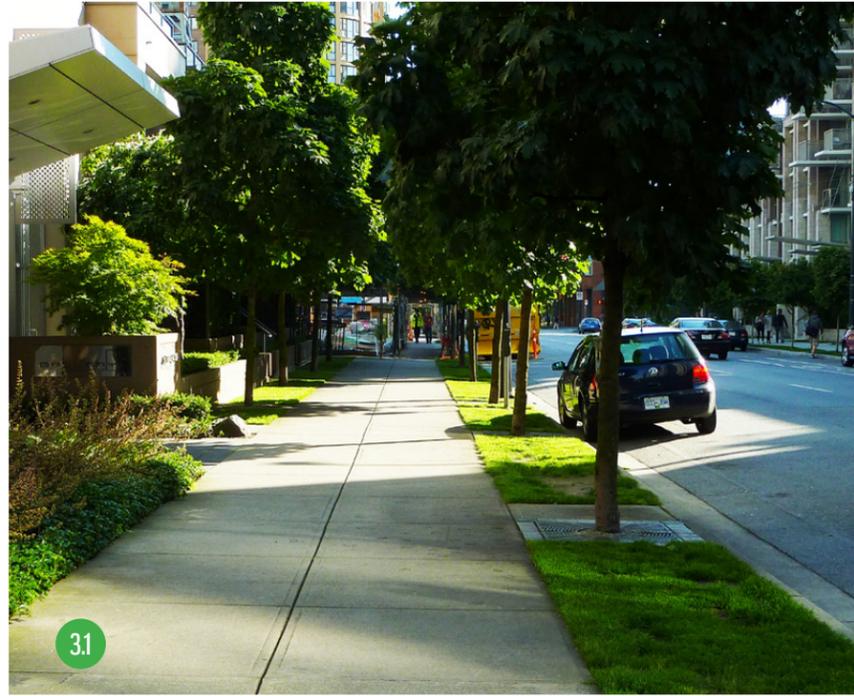
- 2.1 Vary in character and height for visual appeal and functional interest
- 2.2 Include pedestrian-scaled environments with quality details
- 2.3 Use separation and spaces between taller buildings to see out to Cougar Mountain and between buildings
- 2.4 Include design controls that provide for privacy between buildings, high quality materials and sunlight at the street level
- 2.5 Are creatively designed to generate semi-public and private spaces as urban rooms



3.0 Mobility + Getting Around

Neighborhoods are well connected by:

- 3.1 Creating new streets that de-emphasize the automobile and where walking and biking can be easier than driving
- 3.2 Ensuring that travel choices are near-by and accessible by bike or bus
- 3.3 Reducing walking distances and improving the number of routes between services + employment + residences.
- 3.4 Improving pedestrian street crossings over existing rights of way (in particular, SR-900 and from the transit center).
- 3.5 Minimizing where possible, pass-through, regional traffic in the neighborhood
- 3.6 Re-connecting to adjacent neighborhoods over I-90 at 12th Avenue and/or towards Lake Sammamish



4.0 Amenities

Contribute to overall neighborhood livability and / or sustainability by:

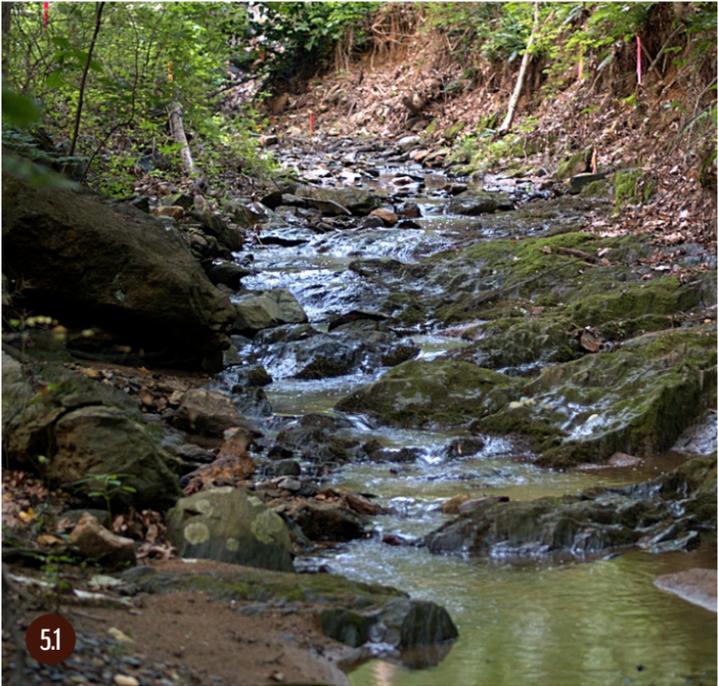
- 4.1 Creating multi-functioning gathering spaces
- 4.2 Reinforcing the Tibbett's Greenway with open spaces and greened building edges
- 4.3 Completing the Tibbett's Greenway and providing connections to natural assets of Lake Sammamish and/or Cougar Mountain
- 4.4 Including of a variety of other spaces including public, semi-public courtyards and/or plazas at the ground level
- 4.5 Developing uses that help to generate neighborhood identity such as small local business, daycare or grocery store
- 4.6 Incorporating improvements that benefit the broader public such as low impact stormwater infrastructure and/or public parking garage



5.0 Edges

Invite people into the site with elements that

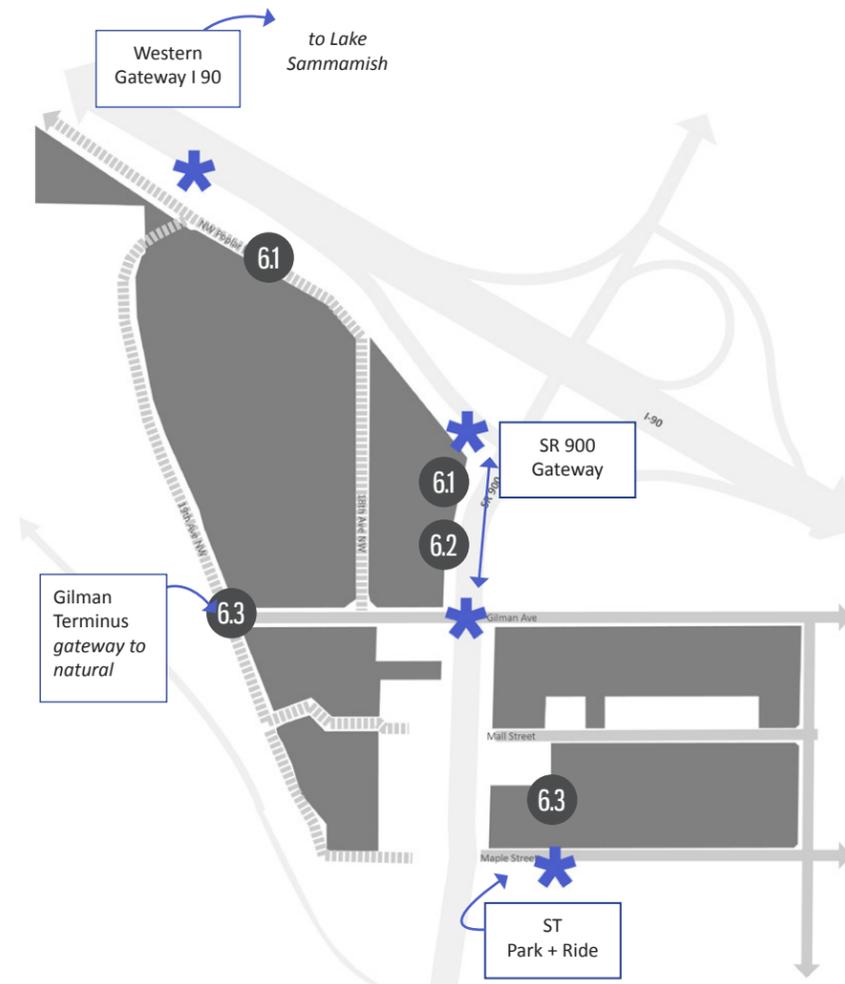
- 5.1 Respect Issaquah's heritage
- 5.2 Celebrate natural landscape and use its adjacent built edges as opportunities for interaction



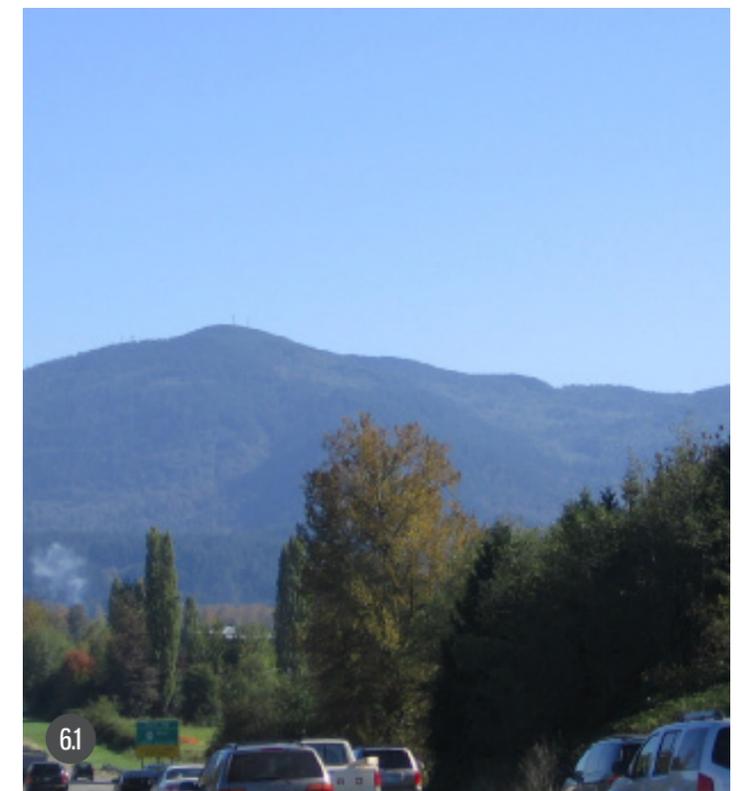
6.0 Gateway + Sense of Arrival

Promote access and urban design strategies that

- 6.1 Emphasize Issaquah's Western Gateway at I-90 and SR900
- 6.2 Improve the aesthetic character of SR900 from I-90 to create place. Boulevard treatments, landscaping and/or visible building edges should be designed to enrich local context (see also 11, 2.1 and 2.3).
- 6.3 Engage people with creative open space and site design (see section 4.0) to creatively differentiate Issaquah from its neighbors.



(Shown Above) The opening of the Octavia Boulevard/Central Freeway project (San Francisco) in 2005 and the adoption in 2008 of the Market and Octavia Better Neighborhood Plan marks a watershed moment. Octavia was the first facility of its kind to redefine traffic engineering practice through context-sensitive solutions. The Octavia Boulevard project has since delivered a transportation facility that provides neighborhood access to a regional freeway while providing an attractive public space.



7.0 Parking

Create neighborhoods that begin to minimize the presence of parking by:

- 6.1 Designing for people first and making walking attractive
- 6.2 Allowing for densities that will support putting parking into structures
- 6.3 Screening parking with storefronts and/or using tools such as shared parking facilities, or reduced parking requirements (as long as impacts on adjacent properties are minimized)
- 6.4 Increasing mobility options and community education in addition to access to transit and safe cycling



6.1

Designing for People First



6.2 6.3

Screened Parking Garage



6.2 6.3

Screened Parking Garage

Appendices

Community Advisory Sessions

Schedule + Topics*

4-6PM @ City Hall NW – Pickering Room

Open House
to be
scheduled

June

July

August

September

6/30

7/14

8/4

8/18

9/1

9/15

MEETING 1
Introduction, Partnering for Sustainable
Development, Framework, Goals and Aspirations

MEETING 2
Urban Design Tools, Streets + Circulation,
Connectivity, Introduction to Parking

MEETING 3
Neighborhood Character, Building Envelope,
Uses, Heights + Views

MEETING 4
Introduction to Public Benefit, Building with
Nature, Low Impact Development, Housing
Strategy, Introduce Capital Facilities

MEETING 5
Phasing and Interim Uses, partnership
Opportunities, Development Standards

MEETING 6
Synthesis, Economic Feasibility, What we have
heard

*topics subject to change....

Aspirational Neighborhood

Rue Claire, Paris



- Characteristics**
- Greenspace/Central Park > but more open
 - Traditional market street
 - Cobblestone
 - Uncomfortable for cars
 - Spaces for delivery and people
 - Wide sidewalks > fast traffic still feels ok
 - Felt like part of a neighborhood quickly
 - Everything you need is right there > assessable
 - Live and Be here > no need to travel anywhere else
 - High Density but doesn't feel like it

Whistler, B.C.



- Characteristics**
- People enjoy Tibbetts Greenway > views, trees, solar exposure + higher at 190 to block noise
 - Lodge > concept of being close to green- still works for retail
 - Long blocks + short blocks, walkable, bikable
 - Walk and feel safe at all times
 - Get to all services easily

Fairhaven, WA



- Characteristics**
- Shops, stores and parks
 - 2min transit
 - Lack of human-ness/our-ness in Aspen
 - Ability to live a daily life there

North End, Boston



- Characteristics**
- Tight streets
 - No strong car presence
 - Not physical pieces > sense of community, history
 - Balance by the way of locals + tourists
 - Big parks
 - Little piazzas
 - Busy weekend nights
 - Not pandering to history with new buildings
 - Tight neighborhood feel > residential, office, services
 - Draw from larger area, retain sense of self
 - People owned the street

Chinatown, San Francisco



- Characteristics**
- Diverse community with influence from all Southeast Asia
 - Express themselves through balconies
 - Cars do not rule- parking is horrendous
 - Seems like different world serving everyone's needs

Catalana, Barcelona



- Characteristics**
- Beautiful buildings but not about the architecture its about the streets
 - Street was primary focus for people not cars
 - 20' sidewalks > 8' cars > 50' median > 8' cars > 20' sidewalks
 - Escalators into subway every block
 - Mix of old buildings and new technology
 - Constant party
 - Upper floors residential, second floor commercial, 1st floor retail

Jordan District, Amsterdam



- Characteristics**
- Car feels uncomfortable everywhere
 - In Issaquah, make a few places where cars are uncomfortable
 - More walkable
 - Bike highways
 - 750k people and 680k bikes

Santa Monica, CA



- Characteristics**
- Beach > part of transport
 - Small scale > Tall back = more views
 - Grid > predictable and easy to navigate
 - Uses for everyone > not just about shopping

Copenhagen, Denmark



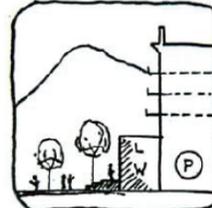
- Characteristics**
- Choices of route and interesting things to see
 - Bus, rail, cycle
 - Scale of blocks
 - Fewer street trees = more winter light
 - Constant discovery of more shops and restaurants
 - Quiet streets
 - Subway:
 - NYC = 15min headway
 - Copenhagen = 2min

WALKABILITY/ PEDESTRIAN PRIORITY



- Pedestrian Interest
- Pedestrian Dominance
- Auto Inconvenience

COMPACT NEIGHBORHOODS



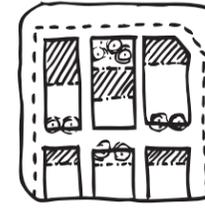
- Destination
- Welcoming Scale
- Strong Mix of Uses
- Density

MOBILITY OPTIONS



- Bike Paths & Facilities
- Walking Paths & Trails
- Transit

NEIGHBORHOOD AMENITIES



- Services Neighborhood
- Parks Link
- Plazas

STREETS FOR PEOPLE



- Human Scale
- Calm Roads
- People Have Street Ownership
- Defensible Spaces



VIA ARCHITECTURE

Rowley Properties Community Advisory Group

Aspirational Hyla and Rowley Center Neighborhood

DRAFT

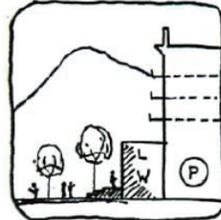
ADDED CHARACTER

WALKABILITY/ PEDESTRIAN PRIORITY



- Pedestrian Interest
- Pedestrian Dominance
- Auto Inconvenience

COMPACT NEIGHBORHOODS



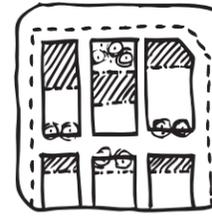
- Destination
- Welcoming Scale
- Strong Mix of Uses
- Good Urban Form

STREETS FOR PEOPLE



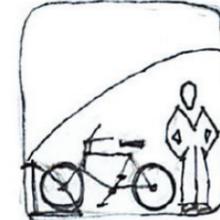
- Human Scale
- Calm Roads
- People Have Street Ownership
- Defensible Spaces

NEIGHBORHOOD AMENITIES



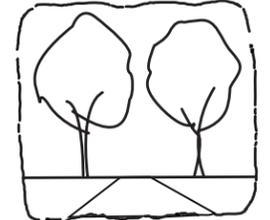
- Array of Services
- Parks Link
- Plazas (Green and Hardscape)

MOBILITY OPTIONS



- Bike Paths & Facilities
- Walking Paths & Trails
- Transit

SENSE OF ARRIVAL



- Change Scale
- Promote Identity of Place
- Create Gateway(s)

DESIGN FOR PEOPLE

- Street as Public Space
- Strong Walkable Connections
- Pedestrian Scrambles (all walk crosswalks)
- Transit Connected to Places & Parking
- Cars feel uncomfortable

LIVABILITY

- Motivate People Out of Cars
- Streets for People
- Walking is Interesting & Fun
- Use Rooftops for Amenities

GOOD MASSING/ SCALE

- Use Short Blocks for Ample Light
- Places for daily life, not just shopping
- Integrate Public/Institutional Uses

LOCAL FABRIC OF USES

- Encourage Local & National Businesses
- High Density with Neighborhood Feel
- Strong Interaction of Buildings with Street
- Screen Services and Orderly Alleys

AMENITY PROMOTING HEIGHTS

- 10-17 stories with Mountain Views between I-90
- Taller Buildings possible adjacent I-90
- Street fabric to avoid Solid Street Walls

PEDESTRIAN FEEL/ SCALE

- Different scale, character, buildings
- Make SR-900 into a Boulevard.
- Make w/ tall Buildings.
- SR-900 too wide, make it feel Narrower
- Connect both sides of SR-900

PEOPLE AND PARKING

- Phase in lower Parking Requirements
- Make Parking Invisible
- Share Parking
- Minimize land used for Parking
- Make busy streets (still) all about People

LIVABLE NEIGHBORHOODS

- Use our Natural Resources; Treasure Tibbetts
- Let People see Courtyards and Plazas
- Access to Lake Sammamish
- Place for Daily Life, not just shopping
- Multi-Users (tourists, customers, residents)

ACCESS AND CONNECTIONS

- Make Transit Easy & Readily Available
- No Car Dependency
- Safe Consistent bike & ped. routes

TRANSITION AWAY FROM AUTOMOBILE

- Desirable local connections
- Make Streets Active Even w/o Retail
- Limit Auto Access / Ped more Convenient
- Enhance Non-motorized Options
- Change Car Behavior/ Educate

GATEWAY ARRIVAL

- Stitch city back together North/South I-90
- Different scale, character, buildings
- Vision off-ramps as parkways
- I-90 and SR-900 are Gateways
- Hills Reinforce Arrival into Issaquah
- Use Boardwalks Space as Opportunity

IDENTITY

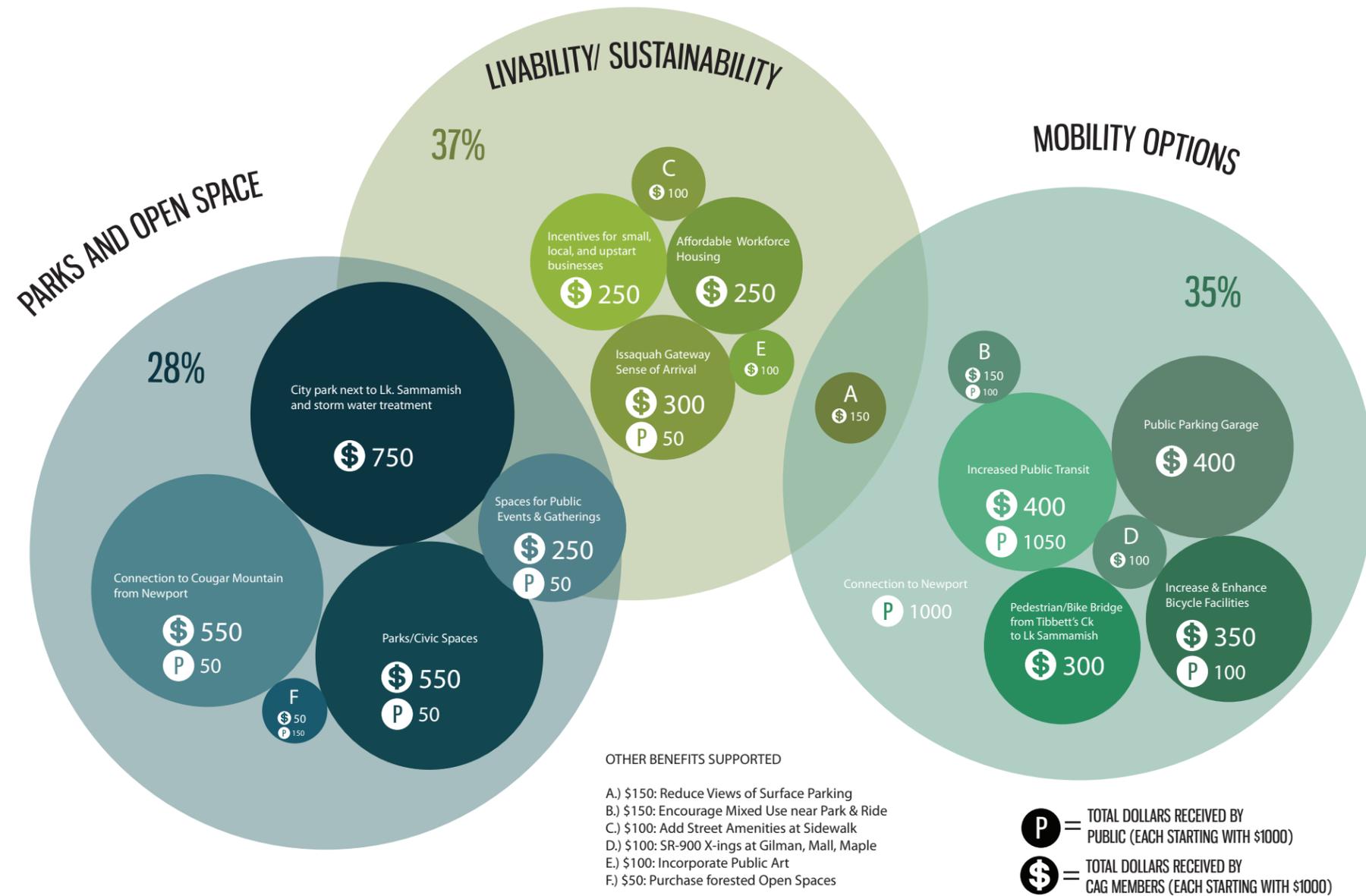
- Create unique neighborhood identities
- Maintain viewsheds to nature
- Contrast Quasi-Urbaness of Bellevue
- Issaquah: active, athletic, green
- Maintain existing feel of open space



VIA ARCHITECTURE

Rowley Properties Community Advisory Group

PUBLIC BENEFIT/ AMENITY PREFERENCES



KAREN ABEL:

Q: If you were to tell the community one thing about the future, what would it be?

Change and growth for our area are inevitable. And as much as it seems like an oxymoron, the way to protect the views, wild places, open spaces, beauty and spirit of our community is through density. Density done right provides a livability that is rarely known in the Western US but I have experienced in Europe with envy. I can think of very few places where all the components are in place to make density work: Our location on I-90 and existing transit hubs, the mountains outside our front door and parks and green spaces in the heart of our city, our human capital of smart innovative people, our heritage and willingness to protect it, a valley floor where stores and services already exist and a developer whose business model is to retain – not sell – their properties. All these make it possible to Do Density Right.

Q: What's most important for the City to consider?

We are asking the community to view dense development through fresh new eyes but this healthy disrespect for the way things have always been done must also be felt by everyone involved in planning process...

People often distrust development and density because meaningful public amenities like parks, trails, and traffic mitigation always seem to be several steps behind the building of structures and subsequent crowding and inconvenience. What can be done to deliver on the promise of density in an affordable way while that density is occurring – rather than after? A healthy disrespect for old ways may yield creative, affordable ideas for delivering on the promise of density earlier in the process...

If we want Issaquah citizens to walk to work, we must provide them with plenty of work in walking distance

BOB ITTES:

This was an exciting opportunity to think outside the constraints of regulation and to create a vision for what this community could be. Hopefully, in concert with the city some of these dreams will be realized.

JOHN A. JOHNSON:

Q: If you were to tell the community one thing about the future, what would it be?

I would urge people to realize that the future is not likely to be like the present or past has been with respect to resources. We are facing difficult consequences as a result of profligacy with resources now and in the past. We know that nothing lasts forever, yet we seem reluctant or unwilling to make changes now to consume less. If we begin making changes now, daily life will be much more pleasant than if we wait until the last moment when there's no choice but to make a mad scramble to get by. The future can be a great place, provided we use our heads and make the right decisions now. This seems only fitting for the animal which regards itself as the smartest one on earth.

Q: What's most important for the City to consider?

I would give my answer #1 above to this question, but I'd also urge those in City government to let go of the "never-ending growth" way of doing things. This is a finite planet, and a finite city. The idea of having ever-more revenue or ever-more sources of taxable property might look good in a spreadsheet, but it doesn't make for a great town. What makes for a great town has been worked out over the centuries. Humans have long been setting up towns and discovering what works and what doesn't work and the knowledge is out there still. Look to the small town as the example. Some still exist, most others have been tossed into the dumpster in favor of modern growth paradigms.

I would urge the City of Issaquah and all cities everywhere to begin having frank discussions with the citizens and business community about where we are, and what we're going to be able to have and do, and what we won't be able to have and do, on the energy and resource "budget" of the future. We're going to have less energy to squander, and less of the kind of material wealth we have now (ie, consumerism). We can still have a great life together if we can face reality and shift our requirements for what "great living" means.

If it's Cars! Cars! Cars!, and plenty of bling, we're going to be disappointed. But if it means working and growing food locally, saying goodbye to hand-over-fist profits for some at the expense of everyone else, and if it means unplugging from the consumer network and doing other fulfilling things with our time, we'll be OK.

Q: What was/is most inspirational?

What I found most inspirational is that there are some people out there in the general population who realize that the environment and other resources need to be preserved and protected, that our town needs to be built out at the human scale, not at a scale for the automobile, and that the needs of citizens (not "consumers") are more important than the needs of business.

There's plenty of room for business, but like car usage, business needs to be disciplined so that it is not the driver of how the town functions. Arguably, the needs and wants of business are largely responsible for the problems we examined in the Rowley CAG. Perhaps if more citizens advocate for a "people first" model, business will see that it can still make a profit, and itself be a good citizen.

Comment by Advisory Group Participants

DAVID KAPPLER:

I am very pleased with the vision and intent of the recommendations by the advisory group on the Hyla Crossing and Rowley Center redevelopment concepts. Property owners and staff were positive and helpful and our fairly diverse citizen group shared many of the same values and vision for the future of Issaquah. I believe our input will be valuable to those involved with the drafting and eventually approving a Development Agreement (DA) for these properties as well as other properties in the Central Issaquah Planning Area.

The DA for these properties will be a very complex agreement and it will be a difficult process to establish the legal basis for insuring our vision and intent. I expect some elements such as potential density will be grandfathered in for a long period of time and other elements such as storm water and transportation may be guaranteed for a shorter time period and then require additional study and/or compliance with the regulations in effect at that time. The balancing of certainty and flexibility will be a challenge.

In our deliberations we made some assumptions that will require significant technical review to determine project feasibility. We assumed storm water issues could be resolved and still have a high percentage of the ground developed. We assumed the valley floor could have much more density and the transportation system would support this density. Obviously projects considered in the Central Issaquah Plan can't be approved on "assumptions" but will require a much higher level of review and justification if they are to occur.

For Hyla Crossing we limited new vehicle connections to the west to a Maple Street extension with bike and pedestrian connections to the west near I-90 and north across I-90 to the state park. Whether a future vehicle connection from the northwest corner of Hyla to properties to the west will be needed is a bigger Central Issaquah Plan issue we really lacked the information to address.

The draft Central Issaquah Plan allows up to 150 foot buildings in Rowley Center with 5% green and 125 foot buildings with 10% green in Hyla. I don't believe the images and text in our recommendation supports these heights or these minimum amounts of open space. The subject of building height was the topic we had the most reservations about. Proving that building taller than 100 feet are necessary and justified by their general public benefit should require a very high standard for approval.

There is an assumption in our work that density is good on the valley floor to extent it reduces sprawl, makes public transportation work better and generally makes biking and walking for many needs and services a favored option. When density actually reduces sprawl it retains forests, farms, wildlife habitat, water quality and similar benefits. We made frequent reference to the forested backdrop of north-east Cougar Mountain. This land could be developed despite its many creeks, wetlands, erodible soils, steep slopes and desired addition to Cougar Mountain Regional Wildland Park. To what degree density is "earned" through the TDR program or in combination with the provision of other public benefits should be an essential element of the DA and planning process. Valley floor density plus sprawl is the worst possible combination.

In many ways we had the fun work to do. Creating and approving a Development Agreement that actually delivers the vision we intended will be a tough task. We have some really good people involved and with the experience of Talus and the Highlands we have a better idea how these long term commitments function over time. This task is even more important because it will likely be the first of many used to implement the Central Issaquah Plan. I hope all the advisory members will follow this planning effort and see our vision actually enabled by a well thought out DA.

Comment by Advisory Group Participants

NINA MILLIGAN:

It has been a great pleasure to work with the Rowley representatives and their planners to create a vision for Rowley Center and Hyla Crossing. I am proud to have served on this project among the high quality members of the Citizen's Advisory Group (CAG).

The CAG and Rowley held true to these tenants in this planning process:

- Commitment to preserve the Issaquah Alps and the ecosystem of the valley

- Desire to attract residents and visitors who treasure and enjoy the open spaces around us

- Denser, diversified neighborhoods will create a sense of place, and high quality of life in Central Issaquah

I think the group and the planners worked productively to identify development details that would support these objectives. But there remain many uncertain paths in this planning process. I will limit my comments on two issues for your further attention. The first is the growth projections for Issaquah as a whole, upon which this project depends. Though my objections are in part a matter of opinion and preference, I know I am not alone in my concern over Issaquah's last ten years of growth to be followed by several more years of above natural growth rates. People say, we have to grow, let's grow smart. Agreed. But is growing at an aggressive rate really "smart"? Will funding the city seeks through grants as a Regional Growth Center compensate for increase costs that this growth will create? And though it is often said that more growth in Issaquah will prevent suburban sprawl, I have yet to see mechanisms that would effectuate that outcome.

Second, I continue to question the benefits of the proposed 10-17 story residential buildings in this part of the Central Issaquah Plan (CIP). Though cost considerations are reasonable, especially when it comes to structured parking, such building heights would irrevocably change Issaquah from a town to a city.

Buildings of this height in this part of Issaquah would degrade the views of Cougar, Squak and Tiger Mountains, views that are key to our identity. Current heights limits help to maintain Issaquah's charm and future development to these levels will already multiply Issaquah's density to immense proportions.

But if the city chooses to allow taller building heights, the allowance should be linked to an exchange for use of ground space, such as:

- Open space (very little is quantified in the Central Issaquah Plan for these districts)

- Plazas open to public use

- Stormwater management infrastructure

- Increased public thoroughfares and sidewalks

- Street set backs for views, stormwater management, "sociable public realm", etc.

Based on trade-offs such as these, I think that going vertical instead of horizontal can have its virtues. But clear conditions must be identified in raising building heights to open up ground level uses that benefit the environment or people.

In closing, I would like to commend the Rowley team. I applaud the Rowley people for their open-minded process and think the CAG Recommendations for Vision and Intent is a good summary of ideas from the group.

Comment by Advisory Group Participants

