# Acknowledgments:

City Of Issaquah  
Mayor Fred Butler  
Issaquah City Council

Cross Functional Team Members:  
Lucy Sloman  
Jennifer R Woods  
Amy Dukes  
Jenn Fink  
Kristin Haapasaari  
Ron Blaskovich  
Jeffrey Estrin  
Brianne Ross  
Kurt Seemann  
Mary Joe de Beck  
Fay Shafi  
Christen Leeson  
Andrea Snyder

Consultant Team  
Nakano Associates  
Framework  
KPFF Consulting Engineers

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1. PROJECT OVERVIEW

Background
Issaquah’s downtown, part of Olde Town, is the historic commercial center of Issaquah and home to many of Issaquah’s cultural amenities. Important destinations include the Village Theatre, the Issaquah Salmon Hatchery, the historic Train Depot/Issaquah Depot Museum, and the Issaquah Library. There are also many arts and music related businesses in the area. In 2015, the Olde Town Vitality Task Force concluded that many spaces in downtown are underutilized, failing to meet community needs and detracting from vitality. Streetscape design and amenities across the central business district are inconsistent and work to funnel people through rather than facilitate engagement and community interaction. The task force further noted that while much of the built environment lacks a consistent design and would benefit from a facelift to improve aesthetics, the downtown has enormous strengths in public art and natural beauty which add significantly to its unique attractiveness.

The Olde Town Vitality Task Force recommended developing a plan for a consistent and well-designed streetscape that focuses on enhancing the aesthetics of downtown and creating inviting places that serve locals, engage the public, and facilitate interactions among community members.

Previous planning documents related to this report include:
- Olde Town Vitality Task Force Report, 2015
- Issaquah Adopted Street Standards, October 15, 2010
- Olde Town Subarea Plan, December 21, 2009
- Olde Town Design Standards, November 4, 2002

Project Limits
The Downtown Issaquah Streetscape Plan focuses on Front Street between Bush Street to the south and Gilman Boulevard to the north. It extends east and west a short distance along East and West Sunset Way. The plan also focuses on connections from Front Street to surrounding amenities such as Depot Park, the Fish Hatchery, and parking.

Project Goals & Objectives
Front Street is not just about moving vehicles. It could also better serve pedestrians.
- Front Street is an outdoor living space and should reflect the values of the community
- Front Street contributes to Issaquah’s unique character and sense of place
- Front Street serves as “front door” to businesses

How can a well-designed Front Street better serve residents and visitors?
- Improve overall walkability in Downtown/Olde Town
- Help project a sense of ownership and care for the public realm
- Improve access to existing parking that is hard to find
- Include improved pedestrian lighting at night
- Increase the number of trees that provide shade and bioretention

How can a well-designed Front Street support businesses?
- Encourage walking from one business to another
- Provide curb appeal
- Enhance the shopper’s experience
- Add to the district’s marketability
- Efficiently integrate parking with other amenities
- Provide space for outdoor dining
- Better pedestrian access to businesses and special places

Project Timeframe
The Downtown Streetscape Concept Plan design phase was a 6-month effort which started in October 2016. During this period, the streetscape design team coordinated their efforts with various City departments including Public Works, Parks & Recreation, the Planning Department, and Economic Development Department.

PROJECT START UP AND VISIONING
Oct 24 2016
Walking tour with Olde Town Task Force
Public Outreach
Survey & Themes

Oct - NOV 2016
Outreach via City website, social media, and the Issaquah Press
Online survey with supporting graphics

Nov 2016
Public Meeting 1
Background research
Analysis
Survey summary
Vision and themes to guide design
Brainstorm ideas

CONCEPT DESIGN
Feb 2017
Public Workshop
Two alternatives for streetscape concepts
Conceptual development of connections

Mar 2017
Public Workshop and online survey
Draft Streetscape Plan

Apr 2017
Draft streetscape concept plan, sections, and renderings
Presentation to City Council

STREETSCAPE DESIGN & PLACEMAKING
Downtown Streetscape Concept Plan

Design for Healthy Communities™
NAKANO ASSOCIATES

Downtown Streetscape Concept Plan
NAKANO ASSOCIATES
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2. COMMUNITY OUTREACH

Issaquah residents and business owners recognize that the quality of the streetscape affects their lives and property. The Downtown Issaquah Streetscape Plan design process emphasized collaboration with the community in order to create a plan that builds on downtown’s unique history, culture, and natural setting. Input was gathered through a series of community workshops, online surveys, and meetings with city staff, including:

- Site walk in October 2016 with members of the Olde Town Vitality Task Force and Representatives from the Downtown Issaquah Association (DIA)
- Streetscape Plan Survey in November
  - 325 responses
- Open house at City Hall in November 2017 presenting initial findings and inviting input
  - 70 participants at the open house
- Open house at the Issaquah Community Center in February 2017 presenting two conceptual design alternatives and inviting feedback
  - 50+ participants, including families with kids
- Open house at the Issaquah Train Depot and online survey in March 2017 presenting draft streetscape plan and inviting feedback
  - 40+ participants at the open house
  - 225 responses to online survey
- Feedback from Friends of Issaquah Salmon Hatchery and State Fish and Wildlife staff through a targeted online questionnaire

The community provided valuable ideas that informed the concept design and feedback was generally supportive of making improvements to the pedestrian environment in downtown. However, many people expressed that their main concern is traffic congestion on Front Street and access to parking, which was outside the scope of this project.

- You are ignoring the main issue of the insane traffic congestion.
- Add back in some significant trees.
- You are ignoring the main issue of the insane traffic congestion.
- Please keep the historic feel of downtown Issaquah.
- The Festival Street adds value and cleans up an eyesore and doesn’t effect parking.
- We are both old town and artistic visual vibe and modern in our beliefs and community.
- We would see more of the elderly out and about if there were more frequent benches along the sidewalks, parks, and trails.
- Our history is rugged and alluring... don’t let it fade away. It should be the way we define issaquah from the rest of the eastside: nature, mining, fishing based. Our old town is unlike any other on the eastside, let’s make the downtown give off a mix of modern and 100-year-old mining/logging/fishing so people want to come to Issaquah by bus/car/bike, and explore, shop, eat, and relax in our unique town.

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3. EXISTING CONDITIONS

Front Street is the central street in downtown Issaquah and the main connection to downtown destinations. Front Street features a host of pedestrian-scaled retail and restaurants. Many of the businesses have been on Front Street for several generations, and their owners have a long-term commitment to Front Street. There are also several important cultural institutions such as the Village Theatre and the Issaquah Library. This mix of business and arts provide a varied and engaging pedestrian experience on Front Street.

Street Characteristics
The existing Front Street right-of-way in downtown is 63 feet wide. Generally, Front Street has a two lane cross section (one travel lane in each direction) with parallel parking on both sides of the street. The posted speed limit on Front Street is 25 MPH.

Transit
King County Metro Transit route 200 follows Front Street in both directions. Route 214 follows Front Street in the northbound direction only. While there are no bus shelters at stops along Front Street, the stops are furnished with benches and receptacles.

Setbacks
Most buildings are set back from the right-of-way a few feet or less, which supports a lively pedestrian experience. The parking lots that abut Front Street sidewalks detract from the pedestrian experience.

Architecture
Buildings are one to two stories high and range in age and style. The architectural diversity and historic character of the buildings along Front Street provide visual interest and an authentic sense of place. Several buildings have awnings, which contribute to the distinctive character of the streetscape and offer pedestrians protection from rain.

Site Furnishing
The existing streetscape has a wide variety of site furnishings that lack a consistent style.

Street Trees
Street and sidewalk improvements executed in 2016 necessitated removal of several mature street trees. The community has expressed a strong desire to replace those trees and retain as many remaining trees as possible.

Sidewalks
New sidewalks between Sunset Way and Alder Street are generally between 10’-11’ wide, which is ample room for street trees and site furnishings. North of Alder Street, sidewalk widths and conditions on Front Street vary. Generally, sidewalks along the east side of Front Street range from 6’ to just over 10’ wide, including sidewalk areas on private property. The sidewalk on the west side of Front Street is generally wider, measuring 10’-13’ including sidewalk areas on private property. The existing width of sidewalks on the east side of Front Street north of Alder Street do not allow for comfortable passage of pedestrians past streetscape elements such as light poles.

Sidewalks installed as part of the 2016 improvements are scored concrete with a broom finish. North of Alder Street, sidewalk surface finishes are varied, including exposed aggregate, stamped colored concrete, and broom-finished concrete. There are trench drains located where the sidewalks widen at many of the bulb outs. The city has expressed concerns that these drains often get clogged.

Crosswalks
Crosswalks are designated with white paint or thermoplastic material and use the continental design. There are two mid-block crosswalks located on Front Street, one south and one north of Alder Street. Rectangular rapid flashing beacons (RRFBs) are located at mid-block crosswalks to highlight the presence of pedestrians.

Lighting
Signature red pedestrian streetlights are used throughout the Olde Town area. They hold flower baskets in the summer and holiday lighting in the winter.

Parking
Parking on Front Street and the surrounding area is highly utilized. There are no designated ADA accessible parking spaces along the entire length of Front Street in downtown.

Issaquah Creek Bridge
A concrete bridge carries Front Street over Issaquah Creek. While the presence of this creek in the downtown area is an asset, the design of the bridge railings does not allow for a visual connection to the creek, nor are there any public spaces in downtown Issaquah that offer connection to the creek. There is an underutilized privately owned parking lot adjacent to the creek.

For further analysis, please refer to Appendix A: Site Analysis.

EXISTING CONDITIONS
Downtown Streetscape Concept Plan

NAKANO ASSOCIATES
DESIGN FOR HEALTHY COMMUNITIES™
4. STREETSCAPE CONCEPT PLANS

SE Bush Street to Sunset Way

The primary goal of the streetscape improvements between SE Bush Street and Sunset Way is to improve pedestrian safety and to create a more pleasant pedestrian experience at the south end of downtown.

Existing conditions along the east side of Front Street include a number of curb cuts accessing surface parking lots. By removing the west lane of parking, 5' planting strips with street trees can be added between sidewalks and the vehicular lanes of traffic, creating more buffer and delineation of pedestrian versus vehicular movement.

Because these improvements would require removal of 23 parking spots they will not be realized until the City implements replacement parking elsewhere.

Section A-A : Existing Streetscape South of Sunset Way

Section A-A : Proposed Streetscape South of Sunset Way
New Street Trees and 5' Planting Strip

Future Park with Connection to Issaquah Creek

Existing Bus Stops

Existing Trees

Legend
- Streetlight
**Sunset Way to Alder**

The majority of sidewalks along Front Street North between Sunset Way and Alder Street were replaced in 2016. These sidewalks will be retained. A 130 foot section of older sidewalk will be replaced using the new sidewalk standard (see “Streetscape Design Standards, page 16). The streetscape will be completed with at-grade plantings, planters with integral seating, and street trees, as shown on the opposite page.

New benches, trash/recycling receptacles, and bike racks in strategic locations make the streetscape more convenient and accessible. Decorative screens that could be designed by local artists provide separation between the pedestrian streetscape and surface parking.

See “Streetscape Design Standards” on pages 16-19 for more information on material choices.

Opportunities to integrate bioretention areas (aka raingardens) are also shown on the plan. The Issaquah stormwater code encourages infiltration and use of rain gardens/bioretention in downtown. Bioretention has the benefit of lower installation costs than traditional stormwater management techniques, not to mention the benefit to the aesthetics by breaking up concrete and asphalt and adding plants. Further analysis would be needed to see if the locations shown are feasible.

A four-way pedestrian crossing/ scramble responds to feedback from members of the community regarding long wait times when crossing the intersection of Sunset Way and Front Street. Further study of traffic impacts will be needed regarding this aspect of the design.

In addition, the plan proposes emphasizing the existing mid-block crossing with plantings and site furnishings. It shows RRFBs at all pedestrian crossings without a traffic signal per city guidelines.

Low cost improvements that could be implemented soon:
- Replace old site furniture per design standards
- Collaborate with the DIA and property owners to implement screening of parking
- Encourage more outdoor seating

Higher cost improvements that will need additional funding and design work:
- Replace section of old sidewalk
- Install street trees and plantings
Potential Bioretention Areas

All Direction Crosswalk with Distinctive Pattern

Crosswalk

New Street Trees and Plantings

Potential Bioretention Areas

8' Tall Decorative Screen (Private Property)

High Visibility Crosswalk with Distinctive Pattern

Trash Receptacles and Benches

Landscaped Screen (Private Property)

Planters with Integral Seating

Bike Racks

New Street Trees

Existing Conifer

8' Tall Decorative Screen (Private Property)

Legend

Rectangular Rapid Flashing Beacon

Streetlight
Alder to NE Dogwood St

This plan proposes narrowing parking areas, which are currently 10’ wide, to meet the city’s required 9’ width for standard parking stalls. That narrowing of parking lanes provides the space to widen sidewalks and add planters, street trees, and site furniture while maintaining a 6’ clear width for pedestrian passage.

A new 14’ wide pedestrian crossing accommodates the volume of pedestrians traveling to and from the Village Theater. In addition, the plan proposes upgrading the existing mid-block crossing with the same “Modern Boardwalk” paving. Existing curb bulbs are enlarged to accommodate at-grade plantings, some of which could function as bioretention. RRFBs should be located at pedestrian crossings per city guidelines.

New benches, trash/recycling receptacles, and bike racks in strategic locations make the streetscape more convenient and accessible. Decorative screens, which could be designed by local artists, provide separation between the pedestrian streetscape and surface parking.

See “Streetscape Design Standards” on pages 18-19 for more information on material choices.

Low-cost improvements that could be implemented soon:
- Replace old site furniture per design standards
- Collaborate with the DIA (Downtown Issaquah Association) and property owners to implement screening of parking
- Encourage outdoor seating

Higher-cost improvements that will need additional design work:
- Replace sidewalks
- Install street trees and plantings
- Install new mid-block crosswalk between the Village Theatre and the Shell station
Legend

* Rectangular Rapid Flashing Beacon
* Streetlight

- Bike Racks
- High Visibility Crosswalks with Distinctive Pattern
- Extended Curb Bulb with New Plantings-Potential Bioretention Area
- Trash Receptacles and Benches
- Landscaped Screen (Private Property)
- New Street Trees
- Planters with Integral Seating
- New 14’ High Visibility Crosswalk at Village Theater and Shell Station (Eliminates 1 Parking Stall)
- Existing Cedars
NE Dogwood St to NE Gilman Blvd

Proposed improvements along Front Street between Northeast Dogwood Street and Northeast Gilman Boulevard accomplish three main goals: creating a sense of arrival for those traveling to downtown Issaquah from I-90, re-establishing a connection to Issaquah Creek, and enhancing the pedestrian connection between downtown Issaquah and neighborhoods to the north.

The triangular space at the corner of Front Street and Northeast Gilman Boulevard is the Gilman Gateway, featuring a “Welcome to Issaquah” sign and plantings. Private utility cabinets in this area will be screened.

In order to make the pedestrian route between downtown and neighborhoods to the north safe and inviting, this plan proposes widening the sidewalk on the east side of the street and introducing a landscaped buffer between the sidewalk and the street. It is possible to make this change without eliminating parking because the existing sidewalk is 4’ away from the property line (see Section C-C). By installing the new sidewalk flush with the property line and narrowing the width of the parking zone to 8’, the City’s standard width for compact parking stalls, there is sufficient space for a landscaped buffer.

Consistent with proposed improvements elsewhere, the plan for this section includes upgrading two existing crosswalks with “Modern Boardwalk” paving and RRFBs per city guidelines. In addition, the plan proposes at-grade planting beds in the existing bulb-out at the mid-block crossing north of Creek Place.

Because it is not feasible to alter the concrete barrier that obstructs visual connection to Issaquah Creek, this plan proposes an artistic treatment of the roadway surface on the bridge that references the creek passing underneath. In addition, there is potential for a public/private partnership in creating a creek overlook pocket park in the underutilized Darigold parking lot to the north of the creek.

See “Streetscape Design Standards” on pages 18-19 for more information on material choices.

A parklet is proposed outside the Mercantile Building. This would be a collaborative effort between private property owners and the city.

What is a parklet?
A parklet is a fun opportunity to transform a parking stall into a small public space, which could be temporary, seasonal, or permanent. Parklets are generally executed through some form of public-private partnership, with funding from an adjacent business or businesses.

Example of a parklet with outdoor seating
Legend

- Rectangular Rapid Flashing Beacon
- Streetlight

High Visibility Crosswalk with Distinctive Pattern and Rectangular Rapid Flashing Beacon

Potential Parklet at Mercantile Building (Eliminates 1 Parking Stall)

Roadway Pattern Referencing Creek

Creek Overlook at Darigold parking lot

Existing Trees

New Street Trees and 5’ Planting Buffer

Connections to Train Depot and Fish Hatchery

A key component of the Downtown Streetscape Concept Plan is improving pedestrian connections between Front Street and nearby destinations including the Issaquah Fish Hatchery, the Senior Center, City Hall, and the Issaquah Train Depot. There is also a need to formalize pedestrian connections to parking near the Train Depot, 1st Avenue Southeast, and Rainier Boulevard South.

To achieve this, the plan proposes a new sidewalk north of Stan’s Barbecue that continues directly into a new raised walkway crossing the parking lot. The existing crosswalk connecting Pedestrian Park to the Train Depot would also be upgraded to a raised walkway. These raised walkways would have the same “Modern Boardwalk” paving used elsewhere and would function as a slight speed bump. Other existing crosswalks remain at street level and are enhanced with “Modern Boardwalk” paving. A new crosswalk is proposed on the west side of the intersection of East Sunset Way and 1st Avenue Northeast as well as an all-direction crosswalk at the intersection of Front Street and East Sunset Way, as discussed on page 6. The pedestrian routes are fully completed by widening the sidewalk on the west side of the Train Depot parking area to 8’ and by widening the sidewalk connecting the parking area to East Sunset Way to meet the City’s standard 6’ minimum width.

Dumpsters are a challenge in transforming the parking area near the Train Depot into an inviting pedestrian environment. The presence of dumpsters is not ideal aesthetically and communicates that a space is the “back end,” a space where pedestrians feel they might be in the way and might not be safe; however, the presence of dumpsters is also vital to adjacent businesses. The proposed plan includes smaller dumpsters located strategically to minimize impact to the pedestrian experience while maintaining the required capacity and access.

The pedestrian connection to the Fish Hatchery is enhanced with street trees, salmon-friendly planting, and seating clusters. The existing chain link fence is replaced with a more decorative fence with a clear opening indicating the pedestrian entrance to the Fish Hatchery.

See “Streetscape Design Standards” on pages 18-19 for more information on material choices.
Improved connection to Train Depot from Front Street. Raised Pedestrian Walkways (Eliminates 1 Parking Stall)

Sidewalk Widened to 8'

Smaller Dumpster Enclosures

Prune Trees & Vines, Remove Tall Shrubs

All Direction Crosswalk with Distinctive Pattern

Parklet at Issaquah Brewery (Eliminates 1 Parking Stall)

Sidewalk Connecting to Parking at Rainier Blvd S Widened to 6'

Adjacent Parking Becomes Compact Stalls

Concrete Crosswalks with Distinctive Pattern

Enhanced Streetscape at Fish Hatchery

Legend
★ Rectangular Rapid Flashing Beacon
★ Streetlight
Alder Festival Street

Northwest Alder Place and Northeast Alder Street, collectively referred to as Alder Street, is one of few streets that intersect with Front Street downtown. The Bank of Issaquah Building and the Coutts Building are both historic buildings located on the west side of the Front / Alder intersection, and they are an important part of the street’s existing character.

Because its sidewalks are poorly defined, Alder Street does not serve pedestrians well in its current form. However, the street has the potential of becoming a more prominent connection from Front Street to parking areas along 1st Place Northwest and 1st Avenue Northeast.

The community has expressed strong support for making Alder Street into a festival street. A festival street is a public street that has been designated for recurring temporary closure to vehicular traffic for the purpose of pedestrian-oriented special events. Having an outdoor gathering space in the heart of downtown Issaquah will be an asset for nurturing community connections, and additional pedestrian traffic generated by the festival street will benefit local businesses.

There are several reasons Alder Street is suitable for a festival street:

- It is a non-arterial within downtown that connects Front Street to surrounding parking and residential neighborhoods
- It is part of the Front Street commercial area and, as a festival street, could reinforce adjacent commercial and cultural activities
- As a festival street, Alder Street can enhance the quality of the pedestrian environment without conflicting with desired traffic circulation

The Alder festival street is set apart from the adjacent streets with a distinctive paving material. Street trees, plantings, and sculptural light poles emphasize the boundary between pedestrian and vehicular space.

At the east extent of the Alder festival street it is recommended that an improved pedestrian connection be built to the Issaquah Senior Center and the neighborhoods to the east of the Train Depot.

Low-cost improvements that could be implemented soon include:

- Street closure for events
- Implementation of special lighting through collaboration with the DIA and property owners

Higher-cost improvements that will need additional time and funding:

- Acquire additional right-of-way
- Develop and implement Alder festival street design
5. STREETSCAPE DESIGN STANDARDS

There are currently a wide range of paving and site furniture styles and materials in the downtown area. The design intent for the streetscape standards is to establish a more limited family of paving materials and site furnishings that fits the character of downtown Issaquah. The selected materials reflect Issaquah’s history as a logging and mining town.

Sidewalk Paving
The proposed ‘Modern Boardwalk’ paving pattern is a simple, timeless pattern that references the boardwalks that lined Front Street in the early days of Issaquah’s history. The scoring pattern consists of saw cut joints spaced 12” apart on 6’ long panels. This deviates from the Issaquah Adopted Street Standards, but the pattern can easily be implemented and maintained.

Crosswalk Treatment
Crosswalks should be paved with concrete to provide a smooth surface for pedestrians and wheelchair users. The concrete should be scored to match the ‘Modern Boardwalk’ pattern used at adjacent sidewalks. In addition, white thermoplastic paint can abut the concrete path of travel on both sides to increase visibility to drivers.

Screening of Parking
Throughout downtown, most of the surface parking lots do not have any screening. This condition detracts from the pedestrian usability of Front Street and has a negative impact on the overall aesthetic quality of downtown. One of the objectives of the streetscape plan is to provide solutions for the treatment of parking lot edges that are flexible and may adapt to a variety of site conditions and budget constraints. Screening may be accomplished through plantings, fences, screens, or a combination of these. The parking screening shown in the streetscape concept plan are all located on private property. The final design and layout of screening elements will need to be a partnership between The City of Issaquah, the DIA, and private property owners. Actual screens can be designed by a local artist with a consistent use of material and colors. Proposed standard materials for screens include weathered steel panels or steel panels powder coated in “rust” color with artwork laser cut into the panels. In the final design, considerations for sight triangles and CPTED principles should guide the design. The panels need to have high amount of transparency for safety and to not allow places where people can hide.

Lighting
The current Olde Town street light standard will continue to be used along Front Street. During the design of the 2016 drainage project on Front Street between Sunset and Alder, lighting was improved by moving existing streetlights, adding in new ones, and upgrading bulbs. This balanced the pools of light and met required lighting levels. The lighting levels on remaining sections of Front Street as well as pedestrian routes connecting Front Street to nearby parking will need to be evaluated as part of the next phase of design.

Special lighting is shown at the Alder Festival Street, which includes pedestrian and catenary lighting that frames the street. On Front Street each tree pit can have up lights to illuminate the trees at night and electrical outlet to accommodate seasonal LED lighting.
Site Furniture

Bike racks:
There are currently six custom artist designed bike racks in the right of way on Front Street between Sunset and Dogwood. These bicycle racks will be relocated and reused as part of future improvement phases. For additional bike racks needed, “Clos” by ID Metalco powder coated in “Rust” is introduced as a new standard bike rack. This bike rack is simple in design and allows locking of two bicycles. Cyclists must park their bicycles parallel to the curb, minimizing interference with the pedestrian path of travel along the sidewalk. Bicycle racks should be installed in a regular pattern along Front Street and should be placed to maintain at least 36 inches of clearance between the bicycles parked at racks and any other street furniture.

Bench:
Based on input from the community, the design team selected the “Diller” bench by Columbia Cascade powder coated in “Rust” color as the standard bench for downtown Issaquah.
A simple backless log bench shown below is a custom bench proposed for use at the Hatchery and on Alder Festival Street. This bench style lets the user choose which direction to face. This bench would be made of a durable, modified wood.
Although wood requires more maintenance than composite woods or steel, there are now many types of modified wood products that are resistant to climate exposure (rot). Wood with brand names such as Accoya®, Lignia®, Keboni® have been chemically or thermally modified resulting in woods with high density and much slower moisture absorption and release.

Receptacles:
New domed trash and recycling receptacles should be used throughout downtown to create consistency and minimize maintenance costs.
The proposed receptacle is the “Dispatch” by Forms+ Surfaces powder coated in “Rust” color.
This receptacle is compatible with the standard bench and would be powder coated to match. It provides both trash and recycling as shown in image below. Receptacles are typically located near corners and mid-block crossings along the curb and should not protrude into the pedestrian routes.

Site Furniture

Bench:

Bike racks:

Receptacles:

Existing Bike Rack to Remain

“Clos” Bike Rack

“Dispatch” Lid

“Dispatch” Receptacle

“Dispatch” Lid

Standard Bench

Backless Log Bench

“Dispatch” Lid

“Dispatch” Receptacle

Existing Bike Rack to Remain
Awnings and Canopies

Awnings are typically weather-resistant fabric and extend over building entries and windows. Canopies are fixed wooden or metal architectural elements that cover an entry or storefront. Both are found on the buildings along Front Street.

Awnings and canopies are encouraged along Front Street with the intent to:

- Enhance pedestrian scale and variety
- Provide weather protection
- Add architectural interest, and complement positive architectural features of buildings

Awnings and canopies should be proportional and complimentary to the building. Where buildings have historic features, the awning or canopy should highlight, and not obscure, those features.

The lowest point of any awning or canopy should be a minimum of 8 feet above the sidewalk.

In order to provide weather protection, awnings and canopies should project four feet where possible. Design canopies to drain away from the edge over the sidewalk.

Long expanses of awnings or canopies provide good weather protection, but should be visually broken up for scale. Multiple awnings can reflect the door and window openings beneath them.

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Awnings and canopies should be proportional and complimentary to the building. Where buildings have historic features, the awning or canopy should highlight, and not obscure, those features.

The lowest point of any awning or canopy should be a minimum of 8 feet above the sidewalk.

Planters

Street tree planters are located on regular intervals along Front Street. Planters will provide integral seating, a smaller street tree, foundation plantings and seasonal plantings. The custom planter will be fabricated out of precast concrete and in a warm color that complements the other standard site furnishings. The planters are located at the sidewalk edge between parking bays and should be placed between businesses, not right in front of entrances.

Design would integrate a wood bench with the concrete planter, similar to the “Ring” planter by Bellitalia shown below.
Plantings

Native and ornamental planting is provided in at grade planting beds and large planters. At grade planting beds are placed within the sidewalk area where there is sufficient space and where it will not conflict with access to parking. Proposed plantings are a combination of native plants with ornamental plants as a highlight. The plantings will provide visual interest throughout the year and reflect Issaquah's natural setting. Plantings, including street trees, will help reinforce the separation between the street and the sidewalk.

The proposed palette of shrubs and groundcovers shown below meets the following design criteria:

- Low maintenance
- Hardy enough to withstand air pollution and occasional foot traffic
- Northwest native plants
- Low in height, particularly at crosswalk locations, to allow drivers and pedestrians to see one another
- Seasonal color

Proposed species are shown below.

Street Trees

Through the community outreach process, the main feedback from the community was that they want more trees on Front Street. Many felt that the recent removal of large trees left Front Street feeling bare and lacking some of its character. Street trees are an essential element of a pedestrian-friendly streetscape and bring many benefits such as stormwater mitigation and traffic calming. They also provide public health benefits by providing shade and air pollutant absorption.

Proposed trees were selected in collaboration with the Issaquah Parks and Recreation Department, who maintains the street trees on Front Street.

The Downtown Streetscape Concept Plan shows a conceptual layout of trees, planted at grade and in planters. The final layout will need to be adjusted based on locations of street lights and underground utilities. The schematic layout shown in this report takes the following into account:

- Current and historical locations of street trees
- Proximity to business entrances and visibility of signage
- Preserving important views

Considerations for the selection of the Front Street trees included:

- Suitability for Issaquah's climate and use as a street tree
- Deciduous, providing summer shade and allowing winter sun
- Relatively small leaf size to allow filtered sunlight
- Low maintenance requirements

Proposed species are shown below.

Front Street:
‘Accolade’ Elm

Mature Tree in Fall
Mature Height: 40’-60’
Young Tree in Summer

Mature Tree in Fall
Mature Height: 15’-20’
Young Tree in Winter

Front Street:   ‘Accolade’ Elm

Planters on Front Street:
Coralbark Maple

Mature Tree in Fall
Mature Height: 30’-50’
Young Tree in Spring

Alder Festival Street:
Yellowwood

Mature Tree Height:
30’-50’
Young Tree in Spring

Proposed species are shown below.

Douglas Iris
Black-Eyed Susan
Kinnickinnick
Beach Strawberry
Sword Fern
Oregon Box
Lavender
Deer Fern
Salal
6. IMPLEMENTATION

The physical improvements shown in this streetscape plan will enhance the pedestrian environment and support the economic and cultural vitality of downtown Issaquah. This section outlines the proposed project phasing, estimated construction costs, and potential funding mechanisms.

The Streetscape Concept Plan includes proposed improvements on both public and private property. The majority of the streetscape elements proposed are within the public right-of-way and would be constructed as part of a future streetscape project. Improvements that are proposed for private property will not be funded through any future streetscape construction project.

6A : Proposed Project Phasing

Phase 1 - Front Street between Sunset and NE Alder Street
Phase 1 includes completing the streetscape on Front Street between Sunset Way and Alder Street. New street trees, plantings, benches, bike racks, and receptacles will be added to the already completed sidewalks. A short section of old sidewalk on the west side will be replaced as part of this phase. Funding for a feasibility study of the pedestrian scramble at Front Street and Sunset Way is also part of this phase.

Phase 2 - Alder Festival Street
Phase 2 includes construction of a new festival street on NE Alder Street and NW Alder Place. The improvements will require right of way acquisition as sidewalks on NE Alder Street are primarily on private property. The festival street will include festive lighting, new benches, and street trees. The street is designed to serve as a regular street most days. On special events, the street will be closed to traffic and serve as a plaza.

Phase 3 - Front Street between NE Alder Street and Dogwood Street
Phase 3 includes new widened sidewalks on both sides of Front Street between NE Alder Street and Dogwood Street. New street trees, plantings, and site furnishings will provide a more generous and inviting pedestrian environment.

Future Phases
Future phases include creating a pedestrian scramble at the intersection of Sunset Way and Front Street if the traffic study shows that it would be beneficial to the overall flow of vehicles and pedestrians. It also includes improving sidewalk conditions from Dogwood to Gilman, with the addition of a planting strip between the sidewalk and the road along the east side of Front Street. Further improvements could also include an art installation on the bridge crossing Issaquah Creek and public-private partnerships to add another parklet at The Mercantile Building and to create a creek overlook at the Darigold parking lot. Improvements at the Train Depot is also part of future phases of work.

The following improvements will have to be funded through private means and/or public/private partnerships:

- Screening of parking
- Parklets
- Improvements at the Issaquah Fish Hatchery

Public/Private partnerships would include organizations such as the DIA, the Issaquah Chamber of Commerce and the Friends of the Issaquah Salmon Hatchery.
### Phase 2 - Alder Festival Street

- **Operations Subtotal**: $55,000.00
- **Demolition Subtotal**: $32,087.00
- **Hardscape Subtotal**: $309,260.00
- **Indcidental Infrastructure Subtotal**: $60,055.00
- **Lighting Subtotal**: $110,000.00
- **Planting Subtotal**: $43,068.00
- **Site Furniture Subtotal**: $23,000.00

**Subtotal**: $632,470

- **Mobilization-10%**: $63,247
- **Design cost (incl survey for ph 2+3)**: $104,358
- **Overhead and profit-15%**: $800,075
- **Subtotal**: $215,015

**Planting Subtotal**: $1,015,089

**Total Phase 2**: $1,808,812

### Phase 3- Front Street between NE Alder Street and Dogwood Street

- **Operations Subtotal**: $140,000.00
- **Demolition Subtotal**: $125,658.00
- **Lighting Subtotal**: $250,000.00
- **Hardscape Subtotal**: $337,750.00
- **Indcidental Infrastructure Subtotal**: $158,750.00
- **Planting Subtotal**: $53,717.50
- **Site Furniture Subtotal**: $125,700.00

**Subtotal**: $1,191,576

- **Mobilization-10%**: $119,158
- **Design cost**: $301,469
- **Overhead and profit-15%**: $304,527
- **30% Contingency**: $304,527

**Total Phase 3**: $2,351,455

### Phase 1 - Front Street between Sunset and NE Alder Street

- **Feasibility Study Subtotal**: $5,000.00
- **Operations Subtotal**: $37,500.00
- **Demolition Subtotal**: $12,482.00
- **Hardscape Subtotal**: $39,580.00
- **Indcidental Infrastructure Subtotal**: $28,480.00
- **Planting Subtotal**: $49,788.50
- **Site Furniture Subtotal**: $53,700.00

**Subtotal**: $226,531

- **Mobilization-10%**: $22,653
- **Design cost**: $32,087.00
- **Overhead and profit-15%**: $37,378
- **Subtotal**: $108,468

**Total Phase 1**: $470,029

### 6C: Funding Mechanisms

**Federal Funding sources:**

Pedestrian projects are broadly eligible for funding from almost all major federal-aid highway, transit, safety, and other programs. Many of these are administered through WSDOT.

Potential funding sources include:

- Community Development Block Grant Program
- Administered at both a federal and state level, the Community Development Block Grant (CDBG) program is a flexible program that potentially could help fund the implementation of the streetscape plan. [https://portal.hud.gov/hudportal/HUD?src=/ program_offices/comm_planning/communitydevelopment/](https://portal.hud.gov/hudportal/HUD?src=/ program_offices/comm_planning/communitydevelopment/)

**State of Washington Funding sources:**

WSDOT administers many of the grants available for streetscape improvements:

- STIP Statewide Transportation Improvement Program [https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm](https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm)
- STP-R Grants -WSDOT Surface Transportation Program [https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STP.htm](https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STP.htm)

In addition there are other grants that could support the streetscape project such as:

- TIB Grants - Transportation Improvement Board [http://www.tib.wa.gov/grants/urban/UAP.cfm](http://www.tib.wa.gov/grants/urban/UAP.cfm)

**Improvement District or Area**

A Local Improvement District (LID) and Business Improvement Areas (BIA) are examples of ways to fund projects within defined geographic areas.

An LID is a method by which a group of property owners can share in the cost for the city to make infrastructure improvements. Most LIDs involve improving a street, sidewalks, and installing a stormwater management system. An LID can also be used to install sidewalks on existing streets that previously have been accepted for maintenance by the City. Unlike an Business Improvement Area (BIA), LIDs are not self-governing special purpose districts, they are formed with a specific project in mind.

Source: [http://www.seattle.gov/transportation/pedestrian_masterplan/pedestrian_toolbox/tools_pluz_local.htm](http://www.seattle.gov/transportation/pedestrian_masterplan/pedestrian_toolbox/tools_pluz_local.htm)
7. NEXT STEPS

Implementation of the Streetscape Plan will include the following steps:

7a. Collaboration with DIA
Work with DIA to build upon the already successful events and programs they organize, utilizing Alder Street for events when appropriate and add festive lighting along both sides of Alder Street.
Work with DIA to promote suggested improvements on private property including screening of parking either with physical art screens or plantings. DIA can also help promote the idea of parklets with property owners and find a location for a "pilot" study.

7b. Financial Study
Economic Development staff and the Finance Department will need to perform a financial study to further explore funding mechanisms and recommend a funding path. This will also require meeting with commercial property owners.

7c. Capital Improvement Plan
Project Phase 1 through 3 as outlined in the phasing plan have been included in the next City Capital Improvements funding cycle. Final Design can begin upon approval for Capital Improvements, this will include continuing community outreach to resolve issues of detailed design of special areas and construction scheduling and permitting, etc.

7d. Feasibility Study
The streetscape plan proposes an all direction crosswalk/pedestrian scramble at the intersection of Front Street and Sunset Way. The traffic and pedestrian wait time implications of converting this intersection to a pedestrian scramble will need to be further studied before the city moves forward with the design.

7e. Arts
Continue work with City Arts commission to determine best locations for additional public art as part of the City's Art program. Potential locations for additional art would include parking screens, the Alder Festival Street and adding additional art along the sidewalks.

http://edmondsdowntown.org/about-ed/scope-of-purposes/
The City of Auburn has a downtown BIA that currently issues grants for façade improvements.

http://www.auburnwa.gov/doing_business/community_development/development/downtown_redev.htm
The City of Seattle has BIA's established in several neighborhoods.

One of the biggest concerns the Issaquah community has expressed is the access to parking downtown. A BIA could help with developing long term parking solutions for downtown.

The Economic Development Department staff will need to perform a financial study to explore these funding mechanisms more thoroughly and recommend a funding path.

APPENDIX A: SITE ANALYSIS

BICYCLE/PEDESTRIAN ROUTES

<table>
<thead>
<tr>
<th>E Sunset Way</th>
<th>Rainier Trail</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.5 miles, brings users from East Lake Sammamish Trail south through downtown Issaquah, connecting community center, City Hall, middle school and high school.</td>
<td></td>
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BUS STOPS

<table>
<thead>
<tr>
<th>History</th>
<th>Form</th>
<th>Systems</th>
<th>Elements</th>
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<tr>
<td>Native Americans</td>
<td>Intact Main Street</td>
<td>Pedestrian Routes</td>
<td>Street Trees</td>
</tr>
<tr>
<td>Agriculture (Hops)</td>
<td>Streams and Green</td>
<td>Stream/Hydrology</td>
<td>Seating</td>
</tr>
<tr>
<td>Railroad</td>
<td>Neighborhood Grid</td>
<td>Icons</td>
<td>Infrastructure for Activities</td>
</tr>
<tr>
<td>Mining</td>
<td>Railroad Diagonals</td>
<td>Bus Stops/Routes</td>
<td>Art</td>
</tr>
<tr>
<td>Lumber</td>
<td>East Triangle</td>
<td>Bike Routes</td>
<td>Bike Racks</td>
</tr>
<tr>
<td>Dairy</td>
<td>Dispersed Pattern (to north and south)</td>
<td>Parking</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Vehicles</td>
<td></td>
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</table>

Green Stormwater
Seating
Infrastructure for Activities
Art
Bike Racks
## APPENDIX B

**Downtown Streetscape - Phase 1, Front Street between Sunset and Alder**

**Rough Order of Magnitude costs**

**Conceptual planning phase**

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Cost</th>
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<tbody>
<tr>
<td><strong>FEASIBILITY STUDY</strong></td>
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<tr>
<td>Pedestrian scramble feasibility</td>
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<td>1</td>
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<td><strong>Traffic Study Subtotal</strong></td>
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<td>$5,000.00</td>
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<td><strong>OPERATIONS</strong></td>
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<td></td>
</tr>
<tr>
<td>Construction Surveying</td>
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<td>1</td>
<td>EA</td>
<td>$5,000.00</td>
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<td>Temp. Traffic Control</td>
<td></td>
<td>1</td>
<td>LS</td>
<td>$30,000.00</td>
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<tr>
<td>Temp. Erosion Control</td>
<td></td>
<td>1</td>
<td>LS</td>
<td>$2,500.00</td>
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<td><strong>Operations Subtotal</strong></td>
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<td>$37,500.00</td>
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<td><strong>DEMOLITION</strong></td>
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<td></td>
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<tr>
<td>Cem. Concrete sidewalk removal &amp;</td>
<td>1,722 SF</td>
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<td></td>
<td>$8,610.00</td>
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<tr>
<td>disposal</td>
<td>AC Removal &amp; disposal</td>
<td>528</td>
<td>SF</td>
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<tr>
<td>Curb &amp; Gutter, vertical</td>
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<td>$3,080.00</td>
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<td><strong>Demolition Subtotal</strong></td>
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<td></td>
<td>$12,482.00</td>
</tr>
<tr>
<td><strong>HARDSCAPE</strong></td>
<td></td>
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<tr>
<td>Cement Concrete Sidewalk-4&quot;</td>
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<td>$15,000.00</td>
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<td>thickness</td>
<td>Concrete crosswalk - 8&quot; thickness, specialty</td>
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<td>SF</td>
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<td>Adjustment building service boxes</td>
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<td></td>
<td>$3,500.00</td>
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<td><strong>Hardscape Subtotal</strong></td>
<td></td>
<td></td>
<td></td>
<td>$39,580.00</td>
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<td><strong>INCIDENTAL INFRASTRUCTURE</strong></td>
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<tr>
<td>AC Removal &amp; disposal</td>
<td>1,020 SF</td>
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<td>$1,530.00</td>
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<tr>
<td>Crushed Surfacing Top Course</td>
<td>64 TN</td>
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<tr>
<td>Crushed Surfacing Base Course</td>
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<td>HMA</td>
<td>39 TN</td>
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<td>$6,825.00</td>
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<td>Roof downspout connections</td>
<td>7 EA</td>
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<td></td>
<td>$10,500.00</td>
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<tr>
<td>Catch Basin</td>
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<td>PVC Storm Pipe</td>
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<td><strong>Incidental Infrastructure Subtotal</strong></td>
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<td></td>
<td>$28,480.00</td>
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<td><strong>LANDSCAPING</strong></td>
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<tr>
<td>Planting</td>
<td></td>
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<tr>
<td>Finish grading</td>
<td>195 SY</td>
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<td>Irrigation</td>
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<td>Irrigation Water Meter</td>
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<td></td>
<td>$15,000.00</td>
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<tr>
<td>Street Trees ( 2&quot; caliper) incl rootbarrier</td>
<td>7 EA</td>
<td>$700</td>
<td>$4,900.00</td>
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<tr>
<td>Ornamental Trees (small 1&quot; caliper) for planters</td>
<td>5 EA</td>
<td>$350</td>
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<tr>
<td>Shrubs 5 gal /Ground covers 4&quot; pot, incl planters</td>
<td>1,876 SF</td>
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<tr>
<td>Mulch ( 2&quot; Bark)</td>
<td>12 CY</td>
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<td>Topsilt shrubs (18&quot; depth) incl planters</td>
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<td>$50</td>
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<td>Topsoil - streets trees( 24&quot; depth)</td>
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<td>$650.00</td>
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<td><strong>Site Furniture</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Trash- Recycling Receptables</td>
<td>6 EA</td>
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<td></td>
<td>$9,000.00</td>
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**Date:** Apr 24, 2017

**NAKANO ASSOCIATES**

**LANDSCAPE ARCHITECTS**
### Site Furniture Subtotal

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<tr>
<th>Item</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Total Cost</th>
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<tbody>
<tr>
<td>Benches</td>
<td>5</td>
<td>EA</td>
<td>$10,000.00</td>
</tr>
<tr>
<td>Movable planters with seating</td>
<td>5</td>
<td>EA</td>
<td>$32,500.00</td>
</tr>
<tr>
<td>Bicycle racks</td>
<td>3</td>
<td>EA</td>
<td>$1,800.00</td>
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<tr>
<td>Relocate existing Bicycle racks</td>
<td>2</td>
<td>EA</td>
<td>$400.00</td>
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**Site Furniture Subtotal**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Mobilization-10%</td>
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<td>$22,653</td>
</tr>
<tr>
<td>Overhead and profit-15%</td>
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<td>$37,378</td>
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<td>Design cost</td>
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<tr>
<td>30% Contingency</td>
<td></td>
<td>$108,468</td>
</tr>
</tbody>
</table>

**TOTAL PHASE 1**

$470,029

### Assumptions and exclusions

1. Curb and gutter installed in 2016 to remain unless otherwise noted.
2. 135 ft of older sidewalk still remaining in this area will be replaced.
3. Drainage structures to remain in place where currently installed.
4. Remove existing asphalt and concrete subgrade to install decorative concrete crosswalk.
5. Remove sidewalk panels as needed to install irrigation.
6. Install new irrigation sleeves in new sidewalk in NW section of this phase.
7. Irrigation unit cost includes everything except for water meter.
8. Refer to last page for general exclusions.
## Downtown Streetscape - Phase 2, Alder Festival Street

### Rough Order of Magnitude costs

Date: Mar 29, 2017

NAKANO ASSOCIATES

LANDSCAPE ARCHITECTS

### OPERATIONS

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
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<tr>
<td>Construction Survey</td>
<td>1</td>
<td>EA</td>
<td>$10,000.00</td>
<td>$10,000.00</td>
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<td>Temp. Traffic Control</td>
<td>1</td>
<td>LS</td>
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<tr>
<td>Temp. Erosion Control</td>
<td>1</td>
<td>LS</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
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</tbody>
</table>

**Operations Subtotal** $55,000.00

### DEMOLITION

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<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
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<tr>
<td>Tree protection</td>
<td>2</td>
<td>EA</td>
<td>$5,000.00</td>
<td>$10,000.00</td>
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<tr>
<td>Cem. Concrete sidewalk removal &amp; disposal</td>
<td>3,213</td>
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<td>SF</td>
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<td>LF</td>
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**Demolition Subtotal** $32,087.00

### HARDSCAPE

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<tr>
<th>Description</th>
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<th>Unit</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
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<td>Cement Concrete Sidewalk-8&quot; thick, specialty</td>
<td>9,830</td>
<td>SF</td>
<td>$20.00</td>
<td>$196,600.00</td>
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<tr>
<td>Trench drain w. decorative cover</td>
<td>150</td>
<td>LF</td>
<td>$100.00</td>
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<td>Seatwall</td>
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<td>LF</td>
<td>$75.00</td>
<td>$11,400.00</td>
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<tr>
<td>Adjustment building service boxes</td>
<td>7</td>
<td>EA</td>
<td>$500.00</td>
<td>$3,500.00</td>
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<tr>
<td>Crushed Surfacing Top Course</td>
<td>310</td>
<td>TN</td>
<td>$50.00</td>
<td>$15,500.00</td>
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</tbody>
</table>

**Hardscape Subtotal** $309,260.00

### INCIDENTAL INFRASTRUCTURE

<table>
<thead>
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<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>AC Removal &amp; disposal</td>
<td>1,800</td>
<td>SF</td>
<td>$1.50</td>
<td>$2,700.00</td>
</tr>
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<td>Crushed Surfacing Top Course</td>
<td>76</td>
<td>TN</td>
<td>$50.00</td>
<td>$3,800.00</td>
</tr>
<tr>
<td>Crushed Surfacing Base Course</td>
<td>59</td>
<td>TN</td>
<td>$45.00</td>
<td>$2,655.00</td>
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<tr>
<td>HMA</td>
<td>68</td>
<td>TN</td>
<td>$175.00</td>
<td>$11,900.00</td>
</tr>
<tr>
<td>Stormwater Piping</td>
<td>50</td>
<td>LF</td>
<td>$150.00</td>
<td>$7,500.00</td>
</tr>
<tr>
<td>Roof downsput connections</td>
<td>7</td>
<td>EA</td>
<td>$1,500.00</td>
<td>$10,500.00</td>
</tr>
<tr>
<td>Catch Basin</td>
<td>3</td>
<td>EA</td>
<td>$2,000.00</td>
<td>$6,000.00</td>
</tr>
<tr>
<td>PVC Storm Pipe</td>
<td>150</td>
<td>LF</td>
<td>$100.00</td>
<td>$15,000.00</td>
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**Incidental Infrastructure Subtotal** $60,055.00

### LIGHTING/ELECTRICAL

<table>
<thead>
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<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Catenary and pedestrian lighting (inc poles)</td>
<td>1</td>
<td>LS</td>
<td>$90,000.00</td>
<td>$90,000.00</td>
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<tr>
<td>Electrical Wiring*</td>
<td>1</td>
<td>LS</td>
<td>$20,000.00</td>
<td>$20,000.00</td>
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</table>

**Lighting Subtotal** $110,000.00

### LANDSCAPING

#### Planting

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Total Cost</th>
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</thead>
<tbody>
<tr>
<td>Finish grading</td>
<td>172</td>
<td>SY</td>
<td>$1.50</td>
<td>$258.00</td>
</tr>
<tr>
<td>Irrigation</td>
<td>1,555</td>
<td>SF</td>
<td>$4.00</td>
<td>$6,220.00</td>
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<tr>
<td>Irrigation meter</td>
<td>1</td>
<td>LS</td>
<td>$15,000.00</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>Street Trees (2&quot; caliper) incl rootbarrier</td>
<td>6</td>
<td>EA</td>
<td>$700</td>
<td>$4,200.00</td>
</tr>
<tr>
<td>Shrub 5 gal /Ground covers 4&quot; pot</td>
<td>1,555</td>
<td>SF</td>
<td>$8.00</td>
<td>$12,440.00</td>
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<tr>
<td>Mulch (2&quot; Bark)</td>
<td>10</td>
<td>CY</td>
<td>$50</td>
<td>$500.00</td>
</tr>
<tr>
<td>Topsoil - shrubs (18&quot; depth)</td>
<td>78</td>
<td>CY</td>
<td>$50</td>
<td>$3,900.00</td>
</tr>
<tr>
<td>Topsoil - streets trees(24&quot; depth)</td>
<td>11</td>
<td>CY</td>
<td>$50</td>
<td>$550.00</td>
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</tbody>
</table>

**Planting Subtotal** $43,068.00
### Site Furniture

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Rate (EA)</th>
<th>Unit Cost</th>
<th>Total Cost</th>
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</thead>
<tbody>
<tr>
<td>Trash- Recycling Receptables</td>
<td>2</td>
<td>$1,500</td>
<td>$3,000.00</td>
<td></td>
</tr>
<tr>
<td>Benches</td>
<td>10</td>
<td>$2,000</td>
<td>$20,000.00</td>
<td></td>
</tr>
<tr>
<td><strong>Site Furniture Subtotal</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$23,000.00</strong></td>
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</tbody>
</table>

**Subtotal** $632,470

Mobilization-10% $63,247

**Subtotal** $695,717

Overhead and profit-15% $104,358

**Subtotal** $800,075

Design cost (incl survey for ph 2+3) $215,015

**Subtotal** $1,015,089

30% Contingency $304,527

**TOTAL PHASE 2** $1,319,616

---

**Assumptions and exclusions**

1. Sidewalk and curb ramps installed in 2016 to remain unless otherwise noted.
2. Drainage structures to remain in place where currently installed, height may need to be adjusted.
3. Irrigation unit cost includes everything except for water meter.
4. Refer to last page for general exclusions.
# Operations

<table>
<thead>
<tr>
<th>Description</th>
<th>Units</th>
<th>Cost 1</th>
<th>Cost 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction Survey</td>
<td>1 EA</td>
<td>$15,000.00</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>Temp. Traffic Control</td>
<td>1 LS</td>
<td>$100,000.00</td>
<td>$100,000.00</td>
</tr>
<tr>
<td>Temp. Erosion Control</td>
<td>1 LS</td>
<td>$15,000.00</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>Temporary pavement Markings</td>
<td>1 LS</td>
<td>$10,000.00</td>
<td>$10,000.00</td>
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</table>

**Operations Subtotal**

$140,000.00

# Demolition

<table>
<thead>
<tr>
<th>Description</th>
<th>Units</th>
<th>Cost 1</th>
<th>Cost 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tree protection</td>
<td>2 EA</td>
<td>$5,000.00</td>
<td>$10,000.00</td>
</tr>
<tr>
<td>Cem. Concrete sidewalk removal &amp; disposal</td>
<td>14,939 SF</td>
<td>$5.00</td>
<td>$74,695.00</td>
</tr>
<tr>
<td>AC Removal &amp; disposal</td>
<td>10,686 SF</td>
<td>$1.50</td>
<td>$16,029.00</td>
</tr>
<tr>
<td>Curb &amp; Gutter, vertical</td>
<td>1,781 LF</td>
<td>$14.00</td>
<td>$24,934.00</td>
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</tbody>
</table>

**Demolition Subtotal**

$125,658.00

# Lighting/Electrical

<table>
<thead>
<tr>
<th>Description</th>
<th>Units</th>
<th>Cost 1</th>
<th>Cost 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>New and updated pedestrian lighting</td>
<td>1 LS</td>
<td>$250,000.00</td>
<td>$250,000.00</td>
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</tbody>
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**Lighting Subtotal**

$250,000.00

# Hardscape

<table>
<thead>
<tr>
<th>Description</th>
<th>Units</th>
<th>Cost 1</th>
<th>Cost 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cement Concrete Sidewalk-4&quot; thick , specialty</td>
<td>21,389 SF</td>
<td>$10.00</td>
<td>$213,890.00</td>
</tr>
<tr>
<td>Concrete crosswalk - 8&quot; thickness, specialty</td>
<td>576 SF</td>
<td>$20.00</td>
<td>$11,520.00</td>
</tr>
<tr>
<td>Pedestrian curb ramp</td>
<td>6 EA</td>
<td>$2,600.00</td>
<td>$15,600.00</td>
</tr>
<tr>
<td>Catch Basin Type 1</td>
<td>4 EA</td>
<td>$2,000.00</td>
<td>$8,000.00</td>
</tr>
<tr>
<td>Curb &amp; Gutter, vertical</td>
<td>1781 LF</td>
<td>$40.00</td>
<td>$71,240.00</td>
</tr>
<tr>
<td>Adjustment building service boxes</td>
<td>10 EA</td>
<td>$500.00</td>
<td>$5,000.00</td>
</tr>
<tr>
<td>Crushed Surfacing Top Course</td>
<td>250 TN</td>
<td>$50.00</td>
<td>$12,500.00</td>
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</tbody>
</table>

**Hardscape Subtotal**

$337,750.00

# Incidental Infrastructure

<table>
<thead>
<tr>
<th>Description</th>
<th>Units</th>
<th>Cost 1</th>
<th>Cost 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crushed Surfacing Top Course</td>
<td>440 TN</td>
<td>$50.00</td>
<td>$22,000.00</td>
</tr>
<tr>
<td>Crushed Surfacing Base Course</td>
<td>350 TN</td>
<td>$45.00</td>
<td>$15,750.00</td>
</tr>
<tr>
<td>HMA</td>
<td>400 TN</td>
<td>$175.00</td>
<td>$70,000.00</td>
</tr>
<tr>
<td>Stormwater Piping</td>
<td>100 LF</td>
<td>$150.00</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>Roof downspout connections</td>
<td>10 EA</td>
<td>$1,500.00</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>Catch Basin</td>
<td>3 EA</td>
<td>$2,000.00</td>
<td>$6,000.00</td>
</tr>
<tr>
<td>PVC Storm Pipe</td>
<td>150 LF</td>
<td>$100.00</td>
<td>$15,000.00</td>
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**Incidental Infrastructure Subtotal**

$158,750.00

# Landscaping

<table>
<thead>
<tr>
<th>Description</th>
<th>Units</th>
<th>Cost 1</th>
<th>Cost 2</th>
</tr>
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<tbody>
<tr>
<td>Finish grading</td>
<td>185 SY</td>
<td>$1.50</td>
<td>$277.50</td>
</tr>
<tr>
<td>Irrigation</td>
<td>1,670 SF</td>
<td>$4.00</td>
<td>$6,680.00</td>
</tr>
<tr>
<td>Street Trees ( 2&quot; caliper) incl rootbarrier</td>
<td>8 EA</td>
<td>$700</td>
<td>$5,600.00</td>
</tr>
<tr>
<td>Ornamental Trees (small 1&quot; caliper) for planters</td>
<td>15 EA</td>
<td>$350</td>
<td>$5,250.00</td>
</tr>
<tr>
<td>Conifer trees, 6-8 ht (at intersection w Dogwood)</td>
<td>3 EA</td>
<td>$350</td>
<td>$1,050.00</td>
</tr>
<tr>
<td>Conifer trees, 8-10 ht (at intersection w Dogwood)</td>
<td>3 SF</td>
<td>$400</td>
<td>$1,200.00</td>
</tr>
<tr>
<td>Shrubs 5 gal /Ground covers 4&quot; pot, incl planters</td>
<td>1,670 SF</td>
<td>$8.00</td>
<td>$13,360.00</td>
</tr>
<tr>
<td>Bulbs</td>
<td>1,500 SF</td>
<td>$10.00</td>
<td>$15,000.00</td>
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</table>
### Planting Costs

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mulch (2&quot; Bark)</td>
<td>10</td>
<td>CY</td>
<td>$50</td>
<td>$500.00</td>
</tr>
<tr>
<td>Topsoil - shrubs (18&quot; depth) incl planters</td>
<td>81</td>
<td>CY</td>
<td>$50</td>
<td>$4,050.00</td>
</tr>
<tr>
<td>Topsoil - streets trees (24&quot; depth)</td>
<td>15</td>
<td>CY</td>
<td>$50</td>
<td>$750.00</td>
</tr>
<tr>
<td><strong>Planting Subtotal</strong></td>
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<td></td>
<td></td>
<td><strong>$53,717.50</strong></td>
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### Site Furniture Costs

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trash- Recycling Receptacles</td>
<td>6</td>
<td>EA</td>
<td>$1,500</td>
<td>$9,000.00</td>
</tr>
<tr>
<td>Benches</td>
<td>7</td>
<td>EA</td>
<td>$2,000</td>
<td>$14,000.00</td>
</tr>
<tr>
<td>Movable planters with seating</td>
<td>15</td>
<td>EA</td>
<td>$6,500</td>
<td>$97,500.00</td>
</tr>
<tr>
<td>Bicycle racks</td>
<td>8</td>
<td>EA</td>
<td>$600</td>
<td>$4,800.00</td>
</tr>
<tr>
<td>Relocate existing Bicycle racks</td>
<td>2</td>
<td>EA</td>
<td>$200</td>
<td>$400.00</td>
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<tr>
<td><strong>Site Furniture Subtotal</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$125,700.00</strong></td>
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<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobilization-10%</td>
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<td></td>
<td></td>
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<td>Subtotal</td>
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<td></td>
<td></td>
<td><strong>$1,310,733</strong></td>
</tr>
<tr>
<td>Overhead and profit-15%</td>
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<td><strong>$196,610</strong></td>
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<tr>
<td>Subtotal</td>
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<tr>
<td>Design cost</td>
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<td>Subtotal</td>
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<td><strong>$1,808,812</strong></td>
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<tr>
<td>30% Contingency</td>
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<td><strong>$542,643</strong></td>
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</tbody>
</table>

**TOTAL PHASE 3**  $2,351,455

### Assumptions and Exclusions

1. Sidewalk and curb ramps installed in 2016 to remain unless otherwise noted.
2. Drainage structures will be moved as necessary to accommodate wider sidewalks.
3. Remove existing asphalt and concrete subgrade to install decorative concrete crosswalk.
4. Irrigation unit cost includes everything except for water meter.
5. Refer to last page for general exclusions.
Downtown Streetscape

Rough Order of Magnitude costs

Conceptual planning phase

Unit prices come from:

- Regionally adjusted WSDOT rates,
- the APWA costing guide for the area and
- consultants historical numbers from a collection of recent projects

Acronyms

<table>
<thead>
<tr>
<th>CF</th>
<th>Cubic feet</th>
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</thead>
<tbody>
<tr>
<td>LS</td>
<td>Lump sum</td>
</tr>
<tr>
<td>EA</td>
<td>Each</td>
</tr>
<tr>
<td>MSF</td>
<td>1000 square feet</td>
</tr>
<tr>
<td>LF</td>
<td>Lineal feet</td>
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<tr>
<td>SF</td>
<td>Square feet</td>
</tr>
<tr>
<td>CY</td>
<td>Cubic Feet</td>
</tr>
<tr>
<td>SY</td>
<td>Square yard</td>
</tr>
</tbody>
</table>

Disclaimers

* Unit prices for Utilities, Structural & Electrical items are not confirmed with Design Consultants.
* "Incidental Infrastructure " includes costs for removal and replacement of roadway related to 25% of the replaced curb for half of the road width.
* Aggregate within roadway is currently priced as "Incidental Infrastructure" and may not be required for replacement based on current age and condition of road.
* Sidewalks slopes are anticipated to remain the same. Sidewalk widening is anticipated to adjust slopes to match existing roadway elevations.

Exclusions

1. Land and easement acquisition
2. Permit fees
3. Owner supplied and installed furniture, fixtures and equipment
4. Loose furniture and equipment except as specifically identified
5. Hazardous material handling, disposal and abatement
6. Compression of schedule, premium or shift work, and restrictions on the contractor's working hours
7. Design, testing, inspection or construction management fees
8. Scope change and post contract contingencies
9. Assessments, taxes, finance, legal and development charges
10. Builder's risk, project wrap-up and other owner provided insurance program
11. Traffic detours
12. Utilities, utility repair or the preparations required for shallow buried utilities
13. Permanent stormwater quality treatment and flow control
14. Temporary stormwater storage and treatment
15. Wet season construction
16. Roadway construction permitting
17. Pedestrian traffic signals and associated wiring and controls (Rectangular Rapid Flash Beacons)
18. Replacement of existing base course under sidewalk
19. Dewatering requirements
20. Utility relocation
21. Consultant fees include construction support
   Civil = 8% of total construction cost
   Geotech = 2% " (where road pavement design is required, 10k when design is for concrete crossings only.)
22. Design survey for phase 2 and 3 estimated at $55,000.