

## ORDINANCE NO. 2894

AN ORDINANCE OF THE CITY OF ISSAQUAH, WASHINGTON, ADOPTING BY REFERENCE SEVERAL AMENDMENTS TO THE ISSAQUAH COMPREHENSIVE PLAN PROCESSED AS PART OF THE 2019 COMPREHENSIVE PLAN AND ZONING MAP AMENDMENTS; AMENDING THE LAND USE ELEMENT; THE TRANSPORTATION ELEMENT; THE PARKS, RECREATION, OPEN SPACE AND TRAILS ELEMENT; UTILITIES AND PUBLIC SERVICES ELEMENT; AND THE CAPITAL FACILITIES ELEMENT; AND ADOPTING BY REFERENCE AMENDMENTS TO THE CITY'S ZONING MAP; EXCLUDING COMPREHENSIVE PLAN AND ZONING MAP AMENDMENTS FOR THREE PARCELS BEING ACQUIRED BY THE ISSAQUAH SCHOOL DISTRICT IN THE PROVIDENCE HEIGHTS NEIGHBORHOOD TO BE ADOPTED BY SEPARATE ORDINANCE; PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

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WHEREAS, the Growth Management Act authorizes cities to update their comprehensive plans no more frequently than once every year and requires that all such amendments be considered concurrently so that the cumulative effect of various proposals can be ascertained; and

WHEREAS, RCW 36.70A.130 *Comprehensive Plans-Review procedures and schedules – Amendments* and IMC 18.04.660 *Comprehensive Plan Amendments* provide for the establishment of an annual docket process and for the tracking of those items not completed in the annual amendment cycle, which are listed in this ordinance; and

WHEREAS, the public review process for the docket of proposed 2019 Comprehensive Plan and Zoning Map Amendments included a Planning Policy Commission public hearing on January 24, 2019; and



WHEREAS, the annual docket for the 2019 Comprehensive Plan and Zoning Map Amendments was initially approved by the Issaquah City Council on February 19, 2019; and

WHEREAS, on June 17, 2019, the Issaquah City Council amended the docket for the 2019 Comprehensive Plan and Zoning Map Amendments to include a land designation change and rezone for three parcels being acquired by the Issaquah School District on 228<sup>th</sup> Avenue SE in the Providence Heights neighborhood. The comprehensive plan land use designation for the three parcels was proposed to be changed from Low Density Residential to Community Facilities and all three parcels were proposed to be rezoned from Single Family Small-Lot (SF-SL) to Community Facilities-Facilities (CF-F); and

WHEREAS, the Planning Policy Commission of the City of Issaquah considered all proposed amendments comprising the 2019 Comprehensive Plan and Zoning Map Amendments in a public hearing that began on September 26, 2019 and continued on October 10 and October 24, 2019; and

WHEREAS, all of the amendments on the approved docket were intended to have City Council action by the end of 2019, but not all amendments have been completed. Some of the amendments were determined to be no longer necessary and some will be moved to future years. The amendments that have been deemed no longer necessary are shown as crossed out in the following table

Docket #	Table 1: Proposed 2019 Comprehensive Plan and Zoning Map Amendments
1	<div>Transportation <span style="float: right;">Element:</span></div> <div>a) Transportation Improvement Program (TIP)</div> <div>b) 2018 Transportation Concurrency update</div> <div>c) Nonmotorized Routes Map update to reflect DAs and other potential citywide changes</div> <div><del>d) placeholder for amendments needed due to City's Strategic Plan</del></div>



Docket #	Table 1: Proposed 2019 Comprehensive Plan and Zoning Map Amendments
2	Land Use Element: a) Table L-2: Units Toward 2031 Adopted State Housing Target – update b) Table L-5 Population and Household Projections - update c) Table L-3: Jobs Toward 2031 Adopted State Job Target - update
3	Land Use Element: <del>a) Amend tree canopy policies/ targets, as necessary, based on the 2019 findings.</del> <del>b) Update, as needed, regarding Shoreline Master Program update</del> <del>c) Update Figure L-2 Subareas (Subarea Map)</del> d) Amend Policy LU A11 and Goal H regarding the effectiveness in supporting Mts to Sound Greenway goals <del>e) placeholder for amendments needed due to City's Strategic Plan</del>
4	Community Facilities Redesignations / Rezones: Annual redesignation /rezone of any publicly owned property, used for public purpose: a) Front Street site (Park); b) Talus (school site); <del>c) adjacent to Swedish Hospital; Note: no changes proposed to this site at this time</del> <del>d) E. Lk Sam Pkwy; Note: no changes proposed to this site at this time</del> e) SE 62st roadway and mitigation area; f) King County owned Bergsma property; <i>Note: no changes proposed to the City owned Bergsma properties at this time</i> g) Providence Heights (school site)
6	Utilities and Public Services Element <del>a) Possible merge with Capital Facilities Element</del> <del>b) update with new Stormwater Mgt Plan</del>
7	Parks, Recreation, Open Space and Trails Element: Goals & Policies only
9	Capital Facilities Element: incorporate Capital Improvement Plan Updates

and

WHEREAS, the amendments that have not been completed and that will carry over into the 2020 docket or are no longer necessary are shown in the table below:

Docket #	Table 2: Proposed Amendments Moved to Future Years or No Longer Necessary
1	Transportation Element: d) placeholder for amendments needed due to City's Strategic Plan
3	Land Use Element: a) Amend tree canopy policies/ targets, as necessary, based on the 2019 findings. b) Update, as needed, regarding Shoreline Master Program update c) Update Figure L-2 Subareas (Subarea Map) e) placeholder for amendments needed due to City's Strategic Plan



4	Community Facilities Redesignations / Rezones: Annual redesignation /rezone of any publicly owned property, used for public purpose c) adjacent to Swedish Hospital; <i>Note: no changes proposed to this site at this time</i> d) adjacent to E. Lk Sam Pkwy; <i>Note: no changes proposed to this site at this time</i> f) City-owned Bergsma properties <i>Note: no changes proposed to this site at this time</i>
5	Central Issaquah Plan Possible clean up as necessary re Title 18 Land Use Code update placeholder for amendments needed due to City's Strategic Plan
6	Utilities and Public Services Element a) Possible merge with Capital Facilities Element b) update with new Stormwater Mgt Plan
8	Comprehensive Plan: Volume 2 Issaquah Treasures – Update

and

WHEREAS, the Planning Policy Commission received significant public comment, both orally and in writing, during its public hearing; and

WHEREAS, environmental review was done on all proposed amendments together and a Proposed Determination of Nonsignificance for a non-project action was issued on September 13, 2019. The comment period for the Proposed Determination of Nonsignificance ended on September 27, 2019, and a Final Determination of Nonsignificance was issued on October 9, 2019; and

WHEREAS, Providence Point Umbrella Association filed an appeal of the Final Determination of Nonsignificance on October 22, 2019, within the applicable appeal period. The appeal, File No. SEP19-00009, alleged among other things that the City's environmental checklist was incomplete and inadequate regarding the three parcels being acquired by the Issaquah School District on 228<sup>th</sup> Avenue SE and that the Determination of Nonsignificance was not properly issued for the comprehensive plan redesignation and the rezone of the three parcels; and

WHEREAS, after completing its hearing and deliberations, the Planning Policy Commission recommended approval of all of the remaining comprehensive plan amendments and



rezones, with the exception of the three Issaquah School District parcels on 228<sup>th</sup> Avenue SE. With respect to the three parcels, the Planning Policy Commission disagreed with the recommendation of the Administration and recommended that the comprehensive plan land use designation and zoning for two of the three parcels remain unchanged and that the comprehensive land use designation for the third parcel be changed to Community Facilities and that the zoning for the parcel be changed to Community Facilities – Open Space (CF-OS); and

WHEREAS, the Issaquah City Council reviewed the proposed amendments in a study session held on November 12, 2019. Pursuant to IMC 18.04.250(D) and IMC Table 18.04.250-1 of the Issaquah Municipal Code, the City Council also heard the SEPA appeal of the Providence Point Umbrella Association on December 2, 2019; and

WHEREAS, after hearing all of the testimony in the SEPA appeal, the Council closed the appeal hearing and continued its deliberations to December 5, 2019. After completing its deliberations on that date, the City Council denied the SEPA appeal and directed its counsel to prepare written findings and conclusions, which the City Council adopted on December 16, 2019; and

WHEREAS, the Issaquah City Council considered all of the proposed 2019 Comprehensive Plan and Zoning Map Amendments together, as required by RCW 36.70A.130. However, given the controversy surrounding the comprehensive plan redesignations and rezones associated with the Issaquah School District parcels on 228<sup>th</sup> Avenue SE and the lack of controversy regarding the remaining portions of the 2019 Comprehensive Plan and Zoning Map Amendments, the City Council has decided to adopt most of the amendments recommended by the Planning Policy Commission and described in this ordinance separately and to take separate, but concurrent action, regarding the School District parcels on 228<sup>th</sup> Avenue SE. The Council has



also determined not to adopt the Planning Policy Commission's recommendation that the zoning of Parcel 12 be changed to Community Facilities – Facilities (CF-F) and instead has determined to rezone portions of Parcel 12 lying within SE 61<sup>st</sup> Street and SE 62<sup>nd</sup> Street as CF-F and those portions of Parcel 12 lying outside of such streets to Community Facilities – Open Space (CF-OS) and Community Facilities – Recreation (CF-R); NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF ISSAQUAH, WASHINGTON, DO  
ORDAIN AS FOLLOWS:

Section 1.     Findings. In support of the actions taken by this ordinance, the Issaquah City Council adopts the Planning Policy Commission's Findings of Fact, which are attached to this ordinance as Exhibit B, except that (a) the Council does not adopt the Planning Policy Commission's Findings of Fact related to the three Issaquah School District parcels on 228<sup>th</sup> Avenue SE as its basis for the actions taken herein, and (b) the Council does not adopt the Planning Policy Commission's Findings of Fact regarding Parcel 12 and the recommendation to redesignate the entirety of Parcel 12 as CF-F. In addition, the Council adopts the Redesignation and Rezone Analysis for Agenda Bill 7787 presented at the Council meeting of December 16, 2019 for those redesignations and rezones, including the analysis for Parcel 12 but not including the analysis of the three Issaquah School District parcels on 228<sup>th</sup> Avenue SE, which the Council will act on separately. The Redesignation and Rezone Analysis is attached as Exhibit C to this ordinance and incorporated herein by this reference as if set forth in full. Finally, in support of the rezone of Parcel 12 as provided in Section 7 below, the City Council adopts the rationale contained in Exhibit D *Parcel 12 Options Analysis*, specifically including but not limited to the analysis in support of Option 4, attached to this ordinance and incorporated herein by this reference as if set forth in full.



Section 2. Land Use Element. The Land Use Element of the Issaquah Comprehensive Plan is hereby amended as provided in the attached Exhibit A, including Table L-2 Housing Units Toward 2031 and State Housing Target, Table L-3 Jobs Toward 2031 State Housing Target, Table L-5 Population and Household Projection, and sections regarding the City's support for Mountains to Sound Greenway goals, and changes made regarding the update to the City's Shoreline Master Program. The Land Use Designation Map is hereby amended as provided in the attached, except that the land use designations of the three Issaquah School District parcels on 228<sup>th</sup> are not changed by this ordinance. The adopted amendments in Exhibit A are incorporated herein by this reference as if set forth in full.

Section 3. Transportation Element. The Transportation Element of the Issaquah Comprehensive Plan is hereby amended as set forth in the attached Exhibit A, including the Transportation Improvement Program 2020-2025, update of transportation concurrency based including update of Figure T-3 Proposed Roadway (Traffic) Projects 2015-2030, Figure T-5 Nonmotorized Mitigation 2015-2030, to reflect the results of the 2018 concurrency model run, and Figure T-4 Projects to update completed projects and add proposed and completed routes in Talus and Issaquah Highlands, which is attached hereto and incorporated herein by reference as if set forth in full.

Section 4. Parks, Recreation, Open Space, and Trails Element. The Parks, Recreation, Open Space and Trails Element of the Issaquah Comprehensive Plan is hereby amended as set forth in attached Exhibit A, to incorporate the goals and policies from the 2018 Parks Strategic Plan, which is attached hereto and incorporated herein by reference as if set forth in full.



Section 5.     Utilities and Public Service Element. The Utilities and Public Service Element of the Issaquah Comprehensive Plan is hereby mended as set forth in Exhibit A, to as a result of the City's adoption of the King County Comprehensive Solid Waste Plan, which is attached hereto and incorporated herein by reference as if set forth in full.

Section 6.     Capital Facilities Element. The Capital Facilities Element of the Issaquah Comprehensive Plan is hereby amended as set forth in attached Exhibit A, including updating the future capital needs related to the update of fire, transportation and park impact fees, and for police, general government buildings, and bike/pedestrian mitigation fees, and updating the section on the Issaquah School District's Capital Facilities Plan, which is attached hereto and incorporated herein by reference as if set forth in full.

Section 7.     Rezones. The Official Zoning Map of the City of Issaquah is hereby amended to rezone those parcels described in Exhibit A attached hereto and incorporated herein by this reference as if set forth in full, from the existing zoning described in Exhibit A to the new zoning described in Exhibit A, provided, (a) that the three Issaquah School District parcels on 228<sup>th</sup> Avenue SE are not rezoned by this ordinance and are addressed in a separate action of the City Council, and (b) Parcel 12 is rezoned with zoning split between CF-F, CF-OS, and CF-R. The dividing lines between the zones on Parcel 12 are as shown on Exhibit D.

Section 8.     Ordinance to be Transmitted to Department. Pursuant to RCW 36.70A.106, this Ordinance shall be transmitted to the Washington Department of Commerce as required by law.

Section 9.     Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction,




such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 10.    Effective Date. This ordinance or a summary thereof consisting of the title shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after publication.

Passed by the City Council of the City of Issaquah this 16th day of December, 2019.

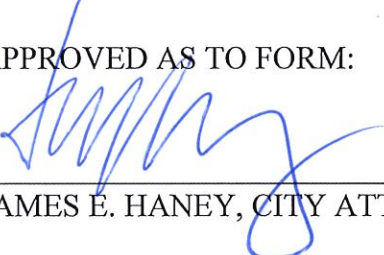
Approved by the Mayor of the City of Issaquah this 16th day of December, 2019.

  
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MARY LOU PAULY, MAYOR

ATTEST/AUTHENTICATED:

  
\_\_\_\_\_  
CHRISTINE L. EGGERS, CITY CLERK *st*

APPROVED AS TO FORM:

  
\_\_\_\_\_  
JAMES E. HANEY, CITY ATTORNEY

PUBLISHED: Dec. 20, 2019  
EFFECTIVE DATE: Dec. 25, 2019  
ORDINANCE NO.: 2894 / AB 7787

Exhibit A: Comprehensive Plan Amendments

1. Land Use Element
2. Transportation Element
3. Parks, Recreation, Open Space and Trails Element
4. Utilities and Public Services Element
5. Capital Facilities Element
6. Parcel maps of redesignation/rezone changes



Exhibit B: PPC Findings of Fact and Recommendation  
Exhibit C: Redesignation and Rezone Analysis  
Exhibit D: Parcel 12 Options Analysis



# Exhibit A1

## land use element

### INTRODUCTION

#### discussion

The Land Use Element is designed to guide Issaquah’s planning process – to deftly accommodate growth and change while ensuring the community’s high quality of life, treasured natural amenities, distinct neighborhoods and character are retained. Land use patterns determine the unique character of the City and its individual neighborhoods, and the types and locations of future development and redevelopment. Land use patterns also determine traffic patterns and the ability or inability to effectively alter those patterns over time. Land use policies guide the interpretation of strategic plans, the land use regulations, zoning and other municipal regulations which are the implementation tools used to further accomplish the vision identified in this plan.

#### regions of the city

Issaquah is divided into fifteen subareas in order to facilitate planning and discussion. (See Figure L-62: Subareas) Many subareas have an existing character that will be retained through zoning and development standards, such as Tiger Mountain, Squak Mountain and parts of Olde Town. Some subareas, such as Central Issaquah and Lakeside are intended to change from their existing character through the vision, goals and policies set forth in the Comprehensive Plan and the implementing regulations and documents. More discussion regarding each subarea can be found in the Land Use Background Report (Volume 2).

- |                  |                             |                    |
|------------------|-----------------------------|--------------------|
| • Squak Mountain | • Central Issaquah*         | • North Issaquah   |
| • Sycamore       | • Tiger Mountain            | • Providence Point |
| • Olde Town      | • Issaquah Highlands        | • Greenwood Point  |
| • Lakeside       | • Lake Sammamish State Park | • Tibbetts Creek   |
| • Newport        | • Talus                     | • Montreux         |

\* Central Issaquah Subarea includes the Rowley and Costco Development Agreements

#### amendments

Amendments to the Land Use Designation Map or the Comprehensive Plan shall be considered by the City Council once a year, except for those amendments which meet certain criteria established under state law {RCW 36.70A.130(2)(a)}.

#### growth targets, assumptions and development capacity

King County Countywide Planning Policies (“CPPs”) are a series of policies that address growth management issues in King County. The Growth Management Planning Council (GMPC) brings together elected officials from King County and the cities and jurisdictions within it to develop the CPPs.



Adopted and ratified by the cities in 2013, the CPPs provide a countywide vision and serve as a framework for each jurisdiction to develop its own comprehensive plan, which must be consistent with the overall vision for the future of King County.

The CPPs require all jurisdictions to accommodate housing and employment targets, partly through Comprehensive Plans that, by state law, provide for 20-year planning horizons. The housing and employment targets were last updated in 2006. But the Legislature pushed back the deadline for major updates to Comprehensive Plans to 2015, which effectively changed the current planning horizon to 2015-2035. In response, some jurisdictions extrapolated their targets in the future for an additional four years, in order to voluntarily reflect higher targets for those additional years.

The City has elected to not extrapolate its adopted targets as that action would confuse the existing adopted targets.

In 2015, the City applied to have the Central Issaquah Urban Core as a regional growth center. As part of the application, the City is required to adopt housing and jobs assumptions in addition to the adopted, state mandated housing and job targets. There is no set time frame in which these regional growth center assumptions must be met. Therefore, the adopted housing and jobs assumptions may extend well beyond 2035. All development that occurs within the Regional Growth Center is counted towards the State housing and job targets; adopted goals are not in addition to the State adopted targets. This is similar to the situation when development capacity in Issaquah Highlands enabled the City to exceed its 2025 State housing target. The Regional Growth Center housing and jobs buildout assumptions from the 2012 Central Issaquah Draft Environmental Impact Statement (DEIS) are shown in Table L-1. These assumptions do not have an established buildout date.

Table L-1: State Growth Targets and Central Issaquah EIS Assumptions

	State Growth Targets	Timing: 2006-2031	Issaquah's 20-year Plan: 2015-2035	PSRC Regional Growth Center EIS	Timing: Market Determined	Central Issaquah Planned Action EIS	Timing: Market Determined
Housing	5,750		No change from State Target	7,185		7,750	
Jobs	20,000			14,555		19,225	
	Citywide			Central Issaquah Core		Central Issaquah	

Source: Issaquah Development Services Department, 2016



Table L-2: Units Toward 2031 Adopted  
State Housing Target

YEAR	NEW UNITS <sup>1</sup> (PERMITTED)	TOTAL UNITS (CITYWIDE) <sup>2, 3</sup>
2006	581	9,418
2007	498	11,481
2008	686	12,168
2009	274	12,442
2010	131	13,914 <sup>4</sup>
2011	104	14,018
2012	235	14,253
2013	431	14,684
2014	231	14,915
2015	167	15,082
2016	104	15,186
2017	1,016	16,202
2018	445	16,647
<u>2019</u>	<u>154</u>	<u>16,801</u>

2006 - 2031 Housing Target	5,750
New Units Permitted	<del>4,903</del> <u>5,057</u>
Units Needed to meet Target	<del>847</del> <u>693</u>
% of Target Met	<del>85%</del> <u>88%</u>

<sup>1</sup> This number includes units that were issued building permits between April 2 and April 1 of each year. It does not include annexed units.

2006 Greenwood Point/South Cove (1,565 units)\*

2008 Highlands Drive (1 unit)

\*Housing units not included in OFM counts until the year after they were annexed

<sup>2</sup> Source: Office of Financial Management *Postcensal Estimates of April 1 Housing Units 1980, 1990 to Present*

<sup>3</sup> This number includes annexed housing units.

<sup>4</sup> OFM added 1,341 housing units to Issaquah as an adjustment based on the 2010 Census.



Table L-3  
Jobs Toward 2031  
Adopted State Jobs Target

YEAR	NEW JOBS	TOTAL JOBS <sup>1,2</sup> (CITYWIDE)
2006		21,876
2007	894	22,770
2008	247	23,017
2009	-241	22,776
2010	-845	21,931
2011	163	22,094
2012	899	22,993
2013	764	23,757
2014	1,149	24,906
2015	1,881	26,787
2016	913	27,700
2017	1,265	28,965
<u>2018</u>	<u>1,596</u>	<u>30,561</u>

2006-2031 Jobs Target	20,000
New Jobs since 2006	<del>7,089</del> 8,685
<b>Jobs Needed to meet Target</b>	<del>12,911</del> <b>11,315</b>
% of Target Met	<del>35.45</del> <u>43.43</u> %

<sup>1</sup> Data is from January 1 through December 31 of each year.

<sup>2</sup> The estimated number of jobs shown consists of employment for those firms, organizations and individuals whose employees are covered by the Washington Unemployment Insurance Act. Covered Employment excludes self-employed workers, proprietors, CEOs, etc., and other non-insured workers. Typically, covered employment has represented 85-90% of total employment. Note that this includes part-time and temporary employment, and if a worker holds more than one job, each job would appear in the database.

Source: Employment Security Department, U.S. Bureau of Labor Statistics, *Quarterly Census of Employment and Wages*



The City's available capacity remaining to meet the adopted growth targets is shown in acres, units and jobs in Table L-3, below. This "capacity" is calculated by King County, using "vacant" and "redevelopable" land information from its 39 cities, and measuring land supply and land capacity. This information will be updated during the next Buildable Lands and State growth targets cycle. Using this capacity data, Issaquah is able to accommodate the "additional" jobs and housing targets from 2032-2035 within Central Issaquah and other areas of the City.

Table L-4: Issaquah's Remaining Land Supply and Capacity

		Net Available Acres	Net Capacity
HOUSING	Single Family Zones	264.16	738
	Multifamily Zones	21.48	189
	Mixed Use Zones, including Urban Villages (Multifamily)	161.20	10,385
	<b>TOTAL HOUSING</b>	<b>446.90</b>	<b>11,312</b>
JOBS	Commercial Zones	11.30	292
	Mixed Use Zones, including Urban Villages	161.20	26,419
	<b>TOTAL EMPLOYMENT</b>	<b>172.50</b>	<b>26,711</b>

Source: The King County Buildable Lands Report 2014

### potential annexation areas

As part of the Growth Management Act, areas within the greater King County Urban Growth Boundary are intended to be served by urban services. Potential Annexation Areas (PAAs) are unincorporated areas within the Urban Growth Area (UGA) that are adjacent to the City, and to which the City is expected to provide public services and utilities before 2022. The City's remaining potential annexation areas is East Cougar Mountain.(see Figure L-73: Potential Annexation Areas)<sup>1</sup>

## LAND USE VISION

Establish a pattern of development that maintains and enhances the quality of life within the community and sets the framework for a sustainable community by addressing environmental, economic and social issues. As part of the fundamental value and identity of forested character, tree cutting will be minimized outside Central Issaquah through stronger protection of the forested hillsides. Protection of the remaining forested hillsides and tree canopy enhancement on developed hillsides will ensure that Issaquah's Alps will provide the forested transition from the adjacent natural areas outside the Urban Growth Boundary. The public realm is a community value and the City strives to connect all aspects of the public realm through trails, shared use routes and other connections.

<sup>1</sup> A summary of each Potential Annexation Area can be found in the Land Use Section of Volume 2.



# GOALS AND POLICIES

## growth management act

### discussion

The Growth Management Act (GMA) lists planning goals that shall "guide the development and adoption of comprehensive plan and development regulations" (RCW 36.70A.020). All the GMA planning goals relate in some way to the Land Use Element; however, the planning goals specific to this element are:

- GMA-1.** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- GMA-2.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- GMA-3.** Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
- GMA-4.** Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.

In addition to the planning goals, the Growth Management Act requires the Land Use Element to:

- GMAL-1.** Designate the proposed general distribution and general location and extent of the land uses, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, public utilities, and other land uses.
- GMAL-2.** Identify population densities, building intensities and estimates of future population growth.
- GMAL-3.** Provide for protection of the quality and quantity of ground water used for public water supplies.
- GMAL-4.** Review of drainage, flooding, and storm water run-off<sup>2</sup> in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state.

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<sup>2</sup> See also Utilities and Public Services Element



## natural environment

**LU Goal A. Maintain and enhance the natural systems and features of the City and surrounding area from the potentially negative impact of human activities, including but not limited to, land development.**

### discussion

Issaquah is located primarily on a valley floor that is surrounded by steep hillsides formed by Tiger, Squak and Cougar Mountains and by the southern end of Lake Sammamish. It also includes several streams and creeks including Tibbetts Creek, Schneider Creek, Issaquah Creek, the East Fork and the North Fork, as well as many acres of wetlands.

This section provides policies to maintain key functions and values that provide the natural physical foundation for the community while acknowledging the need to accommodate growth. It is important to be responsible stewards of the natural resources so that future generations may enjoy and benefit from them as the City does today. It is equally important to recognize that resources exist for the benefit of not only humans but also for other living creatures and plants, as well.

- LU Policy A1** Balance urban development and the health and safety of citizens against the value associated with the protection and promotion of the natural environment, Significant Trees and environmentally critical areas.
- LU Policy A2** Ensure that all development is consistent with the City's vision through the implementation of the Land Use Code, critical areas regulations and other development regulations.
- LU Policy A3** Encourage efficient use of land by allowing clustering of buildings within developments, consistent with the City's development and design standards, to provide the maximum consolidated pervious surface, open space, efficient extension of urban services, and protection of critical areas and their buffers.
- LU Policy A4** Continue to implement off-site transfer of development rights, on-site density transfers and variances to protect the property rights of landowners with critical areas; and as an incentive for protecting forested hillsides that are not defined as Steep Slopes by the Land Use Code.
- LU Policy A5** Maintain the forested character of older developed hillsides such as Squak Mountain, Cougar Mountain (not including Talus) Tiger Mountain and the Plateau (such as Overdale Park) by requiring that new and infill development should be made compatible through: limited clearing/grading provisions; protection and preservation of existing tree canopy; limiting size of development and number of buildings within clusters; limiting lot size and height provisions; and providing links to sidewalks and bike paths since a vehicular grid may be difficult in hillside development. For those hillside neighborhoods that have recently undergone dense urban development, such as Issaquah Highlands, Talus and Lakeside, protect and preserve the



remaining forested hillsides and restore the area over time so that it once again attains the forested character so valued by the community. Restoration adds to habitat, erosion protection and offsetting the urban heat island effects and can include tree plantings in parks, critical area buffers, and other locations where appropriate.

- LU Policy A6** Prioritize acquisition of forested hillside land that enhances connections to public land and supports the community value of forested hillsides.
- LU Policy A7** Respect the topographic character of each site, including hillsides, by making as small a change in the environment as necessary and practical with the intentions of conforming to the natural topography and maintaining slope stability. This shall be done through building design and siting, minimizing the height of retaining walls, and limiting alteration to native grade. Existing native vegetation that is non-invasive shall be retained, and trees shall be retained consistent with the City’s tree retention requirements. Site clearing and grading shall be sensitively handled to maintain and enhance the character of the area. [adapted from Central Issaquah’s Architectural Urban Design Manual, “Hillside and Sloped Sites”]
- LU Policy A8** Discourage any changes to increase the Urban Growth Boundary adjacent to Issaquah and increased density of property outside the Urban Growth Boundary.
- LU Policy A9** Coordinate land use planning and management of fish and wildlife resources with affected State agencies and federally recognized tribes.
- LU Policy A10** Permit small scale agriculture, horticulture and hobby farm activities to continue where existing or where such uses would not adversely impact critical areas or the character of the surrounding area.
- LU Policy A11** Identify permanent open spaces and designate them as areas of permanent low density or no development. These lands shall not be redesignated in the future to other urban uses or higher densities.
- LU Policy A12** Continue to prohibit the inappropriate conversion of undeveloped land into sprawling, low density development through clustering uses and structures, on-site density transfers, and considering the establishment of minimum densities.
- LU Policy A13** Support the goals of the Mountains to Sound Greenway Project ([see also LU Goal H](#)).
- LU Policy A14** Integrate natural features such as wetlands, riparian corridors and forested hillside views into the site design as amenities and protect them as environmental resources. Require natural resources management practices into site development and operation by:



- a. incorporating natural drainage practices into park development to provide community amenities and watershed benefits, where appropriate and feasible;
- b. integrating the Green Necklace into the riparian corridors to achieve multiple benefits, including enhanced fish and wildlife habitat, trail connections and environmental education; and
- c. allowing flexibility in building design, orientation, spacing and landscaping.

**LU Policy A15** Use innovative land use tools such as Transit-Oriented Development, Transfer of Development Rights, Development Agreements, Inclusionary Housing, Form-Based Code etc., to optimize community benefits.

**LU Goal B. Achieve and maintain an overall tree canopy of at least 50% for reasons such as, but not limited to, offsetting the urban heat island effects, sequestering carbon dioxide emissions, and creating an inviting pedestrian environment.**

#### discussion

The City of Issaquah has a rich heritage of wooded areas such as the Tradition Plateau Natural Resource Conservation Area, the Talus Native Growth Protection Area, McCarry Woods, Park Pointe, other Native Growth Protection Easements and residential areas that include many Significant Trees. Preservation of these trees is important to maintain the character of Issaquah and consistent with the American Forest Association recommendation that suburban residential areas maintain an overall tree canopy of 50% to offset the urban heat island effects and sequester carbon dioxide emissions. Although the majority of Issaquah is not suburban residential, Issaquah uses the recommended 50% tree canopy for suburban residential areas to support our higher tree canopy goal citywide. Although a lower tree canopy goal could be chosen, the higher citywide tree canopy goal recognizes the valued forested hillsides of Squak and Tiger Mountain which include suburban residential neighborhoods. The 2012 *Urban Tree Canopy and Vegetation Assessment* found that, approximately 48.1% of Issaquah's land area is covered by trees.

Urban forests improve air quality, absorb rainwater, improve biodiversity and provide shade, beauty and privacy. They provide shelter to animals and recreational areas for people, moderate local climate, slow wind and stormwater, and provide shade for homes and businesses to conserve energy. Tree canopy is valuable for homeowners as mature trees in residential areas raise home values in addition to providing environmental amenities. For example, wooded neighborhoods on Squak Mountain and in Overdale Park are valuable to the City as neighborhoods with environmental amenities that also promote the City treasure of protected forested hillsides and the fundamental value of the forested character.

Urban Forestry is the overall resource management practice that includes the long term care of trees and their associated understory plantings. It addresses tree care in natural open space and within the essential urban environment. Management challenges include maintaining tree inventories, quantifying and qualifying the benefits of trees and their associated vegetation, minimizing costs, maintaining public support, and establishing workable regulations for trees on



public land, and providing education on good management practices for private land owners. Urban Forestry in Issaquah needs to address the management of trees on two distinct levels.

- Street Trees, planter islands and landscape trees in developed areas form the framework of Urban Forestry in the City. Urban environments often create difficult conditions for the maintenance of tree health, including limited root and canopy space, poor soil quality, inconsistent water, light and heat, as well as pollution and mechanical and chemical damage to trees. Special consideration of these trees in the built environment needs to be addressed.
- Native Growth Protection Easements and other open space areas provide forest ecosystems essential to maintaining the forest function. These areas offer different resource management challenges such as the necessity to do restoration work, removal of invasive plants, planting of appropriate trees and understory and maintaining adequate drainage and watering of trees during their establishment are all critical to the end product of a healthy forest ecosystem.

A guideline for the continued maintenance of these two distinct areas needs to be addressed through an Urban Forestry and Open Space Management Plan.

**LU Policy B1** Address the management of trees on two distinct levels.

- a. Identify trees in the urban environments that create difficult conditions for the maintenance of tree health, including limited root and canopy space, poor soil quality inconsistent water, light and heat as well as pollution and mechanical and chemical damage.
- b. Preserve the forest ecosystems found in Native Growth Protection and open space areas through maintenance and restoration including planting of appropriate trees, removal of invasive plants and adequate drainage and watering.

**LU Policy B2** Retain existing trees in critical areas and their buffers, along designated pedestrian corridors and in other green spaces. Increase and enhance the City's Tree Canopy through a program of tree planting in public areas, including street trees in planter strips, public parks, open spaces and City facilities. Consider programs that create incentives for residents and businesses to plant trees on their private property.

**LU Policy B3** Maintain and strengthen, where possible, Tree City USA status.

**LU Goal C. Conserve and protect environmentally critical areas from loss or degradation. Maintain critical hazard areas as open space and significant areas of steep slopes, undeveloped shorelines and wetlands.**

#### discussion

The most effective way to protect critical areas while accommodating required growth is to avoid development in critical areas. However, allowing all properties some reasonable economic use is also important. Therefore, the City provides other means of protection for critical areas



where development is allowed such as clustering, on-site density transfers or Transfer of Development Rights. These methods allow development on the areas of the site best suited for development while leaving critical areas undeveloped and ensuring that the community's environmental values are not compromised.

**LU Policy C1** Base the critical area regulations, the Shoreline Master Program and their updates on Best Available Science as defined by the rule issued by Washington State Department of Commerce.

**LU Policy C2** Focus future growth in:

- a. areas with no or minimal environmentally critical areas;
- b. vacant platted lots in areas with existing public facilities;
- c. areas where infill and redevelopment can occur with less environmental impacts due to the degree of existing development; and
- d. areas where clustering development can protect environmentally critical lands and preserve and protect remaining forested hillsides.

**LU Policy C3** Require new development and substantial redevelopment to comply with adopted standards and buffers to protect critical areas.

#### **LU Goal D. Improve stormwater quality and management.**

##### **discussion**

The City has addressed stormwater and floodplain management through several ongoing programs. The importance of these efforts were first recognized in 1996 by the Issaquah Creek Basin and Nonpoint Action Plan that was approved jointly by the City and King County. This plan established goals for managing the water resources in the watershed. Since that time additional environmental and regulatory actions have gained importance, with the 1999 listing of Chinook Salmon under the Endangered Species Act and the 2007 issuance of the National Pollutant Discharge Elimination System (NPDES) Phase II Municipal Stormwater Permit by the State Department of Ecology being the most significant.

The City's efforts towards effective floodplain management is reflected high in FEMA's Community Rating System, a program that reduces flood insurance costs to city residents if a community implements additional regulations and programs that reduce flood risks and damages. Effective flood mitigation programs, including property buy-outs, home elevations, redevelopment of flood-prone commercial areas, and City flood warning systems and response actions, have occurred to reduce future flood losses and increase public safety. Those efforts should continue.

Groundwater supplies a portion of the public water supply for Issaquah and the East Sammamish Plateau. As such, protection of the Lower Issaquah Valley aquifer is needed to keep pollutants, such as accidental spills or intentional dumping, from reaching the ground. Consequently, an aggressive program of aquifer protection is needed, including restricting or prohibiting land uses or activities that could potentially contaminate the aquifer recharge areas in the event of an accidental spill or dumping. The City is taking measures, through the Critical Aquifer Recharge Area (CARA) program to protect the aquifer as development in the City



continues.

Storm water management regulations that protect local streams as well as natural resources in the larger Puget Sound basin have been in place for over 30 years. In February 2010, those stormwater regulations were significantly expanded under the National Pollutant Discharge Elimination System (NPDES) Phase II permit. These new regulations, along with additional storm water requirements that must be incorporated into local codes by 2017, place significant additional requirements on property owners that desire to redevelop but must mitigate for impacts of stormwater runoff. As allowed by the Phase II permit, in 2011, the City was successful in obtaining Ecology approval of an alternative storm water development standard for certain areas of the Issaquah Valley floor because it was shown that the receiving streams (essentially old agricultural drainages) did not require the same high level of protection as compared to the default Phase II Permit standards. This change significantly enhanced the ability for property owners to redevelop within Central Issaquah, by reducing the amount of storm water detention needed to mitigate the impacts of their development (but not affecting water quality treatment requirements). A map showing the location of the affected area can be found in Figure U-1, Municipal Stormwater Basins. However, since other areas of the City are still faced with redevelopment challenges under the Phase II Permit, a watershed plan is proposed in the near future to further evaluate how stormwater requirements can be locally modified as aided by stormwater infrastructure improvements (such as regional detention facilities). This will help identify a stormwater management policies and strategies that 1) are effective and sustainable under the new Phase II Permit regulatory requirements, 2) are protective of the environment, 3) accommodates the City's long-range land use goals for desired future redevelopment, and 4) integrates stormwater facility design with land use planning and open space guidelines.

**LU Policy D1** Coordinate stormwater management facilities that serve multiple properties as opposed to multiple individual systems, when possible, to provide more effective stormwater management, greater environmental benefit and cost efficiency. The feasibility of constructing regional facilities to meet stormwater requirements for redevelopment of urban core areas should be evaluated for effectiveness of meeting both growth targets and stormwater development requirements. When detention is not required, ensure full water quality treatment is provided in accordance with drainage manual requirements.

**LU Policy D2** Encourage stormwater best management practices that promote on-site stormwater infiltration, effective water quality treatment, and the conservation and recapture of rainwater for use in irrigation systems.

**LU Policy D3** Identify and implement stormwater solutions that promote development and redevelopment, while also protecting receiving streams and groundwater, within the requirements of the NPDES Phase 2 Municipal Stormwater Permit (Phase II Permit) and other state and federal regulations.

**LU Policy D4** Ensure the Lower Issaquah Valley Aquifer is not adversely impacted as development in the City continues by administering a Critical Aquifer Recharge Area program of aquifer protection, including restricting or



prohibiting land uses or activities that could potentially contaminate the aquifer recharge areas in the event of an accidental spill or dumping.

**LU Policy D5** Ensure the recharge ability of the aquifer is not compromised as development in the City continues by administering a Critical Aquifer Recharge Area program of aquifer protection, including restricting or prohibiting land uses or activities that could potentially contaminate the aquifer recharge areas in the event of an accidental spill or dumping.

**LU Goal E. Enhance wetlands and the riparian corridors of the City's lake, creeks and streams to improve environmental functions and fish and wildlife habitat.**

**discussion**

While it is not always possible to return water bodies to their original condition, restoring lakes, streams and creeks, and maintaining their functions and values as much as possible, can improve fish and wildlife habitat, environmental functions, recreational uses, and aesthetics. The Shoreline Master Program (SMP), to be updated in February 2013 **2020**, governs Lake Sammamish, the Mainstem of Issaquah Creek and the East Fork Issaquah Creek. The purposes of the SMP are to:

1. guide the future development of shorelines in the City of Issaquah in a positive, effective, and equitable manner;
2. promote the public health, safety and general welfare of the community by providing long range, comprehensive policies and effective, reasonable regulations for development and use of Issaquah's shorelines; and
3. ensure, at minimum, no net loss of shoreline ecological functions and processes and to plan for restoring shorelines that have been impaired or degraded.

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

**LU Policy E1** The goals and policies of the City's adopted Shoreline Master Program (SMP) shall be considered an element of this Comprehensive Plan. All other portions of the SMP, including use regulations, shall be considered part of the City's development regulations.

**LU Policy E2** Connect natural areas to stream corridors and open spaces.

**LU Policy E3** Purchase creekside parcels to enhance and restore Issaquah's creeks.

**LU Policy E4** Enhance Riparian corridors and wetlands to integrate the views and open space they provide into all developments, where applicable.

**LU Policy E5** Explore methods to provide incentives to streamside property owners for



enhancement of riparian habitat.

- LU Policy E6** Coordinate with Washington Department of Natural Resources and Ecology, King County and adjacent jurisdictions to implement the Endangered Species Act.

## climate change

### **LU Goal F. Encourage innovative climate solutions which advance the City towards a carbon neutral community.**

#### discussion

A Carbon Footprint assesses the greenhouse gas emissions created by activities within the City limits. A preliminary inventory of Issaquah's carbon emissions was completed in February 2009 in partnership with ICLEI (Local Governments for Sustainability) and is the first step needed to set a base line measurement of carbon emissions. Setting a carbon reduction goal, developing an action plan and beginning carbon reduction measures are the next steps. As these steps are taken, the Comprehensive Plan's strong sustainable development and climate change policies provide the framework for the related sustainability indicators, targets and monitoring needed to reduce carbon emissions.

When local data can be evaluated, through ICLEI or other methods, local emission targets for Issaquah may replace the King County target, adopted in 2014, to reduce countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050. The City's progress on meeting the emissions target should be evaluated periodically using established greenhouse gas emissions protocols and monitoring and assessing the impacts of climate change regionally.

- LU Policy F1** Educate residents, businesses and developers regarding ways to limit the community's impact upon climate change such as through development and redevelopment requirements, improved efficiency, carbon sequestration and other climate solutions.
- LU Policy F2** Encourage all development and infrastructure in the public and private sectors which:
- Use less energy and have a lower climate impact, and incorporate into developments, where possible.
  - Use less water
  - Are less toxic and healthier
  - Incorporate recycled and reclaimed, third party green certified, and locally produced materials
  - Reduce storm water runoff
  - Provide wildlife habitat, and
  - Incorporate waste water recycling
- LU Policy F3** Reduce the city-wide greenhouse gas emissions, compared to a 2007 baseline, below 25% by 2020, below 50% by 2030 and below 80% by 2050.



- LU Policy F4** Reduce the impacts of climate through education, incentives, policies and regulations that require reduction and mitigation of greenhouse gas and carbon dioxide equivalent emissions in all land uses and by providing incentives for innovative climate solutions which advance the City towards a carbon neutral community.
- LU Policy F5** Lobby for regional and statewide regulations which match the City's carbon reduction targets and strategies.
- LU Policy F6** Consider establishing a program to support energy efficiency retrofits of existing buildings which will not be redeveloped in the short term.
- LU Policy F7** Work with Puget Sound Energy and other state and federal programs to expand Issaquah participation in the Green Power Program, a voluntary way for residents and businesses to buy renewable energy equal to the amount of electricity they use.
- LU Policy F8** Reduce greenhouse gas emissions from all facets of its operations including construction, maintenance and management of City-owned facilities and infrastructure.
- LU Policy F9** Seek ways for applicants to evaluate and quantify the greenhouse gas emissions of their new development and provide an assessment of potential measures to reduce emissions. Assessments shall use best available science of climate change impacts, through sources such as the University of Washington's Climate Impacts Group and others, and established greenhouse gas emissions protocols. Mitigation measures for impacts to climate change may be determined through the SEPA process.
- LU Policy F10** Identify and implement programs and policies to reduce greenhouse gas emissions from existing buildings, infrastructure and other emission sources through retrofits and alternative transportation measures and other strategies.

## sustainability

**LU Goal G. Aim to be a regional leader by incorporating sustainable development, both public and private, to ensure Issaquah's ability to meet future social, economic, educational and environmental needs through innovative and creative methods. Where possible, the City strives to exceed standards, practices and methods to ensure that Issaquah grows in a sustainable way.**

## discussion

"In Issaquah we are striving to achieve the highest possible quality of life for today's citizens and for future generations. Quality of life means livability – a livable community enjoyed by all where natural resources and the environment are protected, the economy is healthy and vibrant, and citizens are supported, active, and contributing. We recognize that Issaquah is not an island; in order to grow and live sustainably, we must connect to and cooperate with our neighbors. The way we live our lives is a cornerstone of a sustainable Issaquah....." *Measuring What Matters in*



*Issaquah (Sustainability Sounding Board, recommendations March 20, 2009)* Social and economic sustainability policies are discussed in detail in the Human Services and Economic Vitality Elements.

- LU Policy G1** Promote elements of sustainability in the natural environment such as expanding non-motorized and alternative transportation modes, sustainable building programs similar to Built Green, LEED™ Certification (Leadership in Energy and Environmental Design), energy and other codes and incentives, recycling, integrated pest management, low impact stormwater measures, aquifer recharge, water conservation, habitat restoration, open space acquisition and other programs.
- LU Policy G2** Support principles of Smart Growth™, providing assistance to the business community and training for the local workforce in ecosystem friendly practices and other programs.
- LU Policy G3** Partner with the Issaquah School District to site Compact Schools to meet the anticipated growth throughout the District. New Compact Schools shall be located to offer safe pedestrian, bicycle, transit and public access from the community to the facility.
- LU Policy G4** Compact schools shall be designed to allow bus and car access yet prioritizing buses over cars, including bus only drop-offs and pickups with pathways for bus riders, transit riders, cyclists and walkers to the facility which culminate in weather protected entrances to create comfortable waiting areas. Separate bicycle paths from sidewalks to ensure safe pedestrian access to schools.
- LU Policy G5** Siting of Compact Schools shall reflect land scarcity by using smaller footprints; on lots smaller than that of recommended State minimum acreage guidelines.
- LU Policy G6** Compact School design shall use the least amount of land for development and supporting infrastructure that is reasonable under the circumstances by building taller buildings, using nearby public parks and recreational facilities when available and minimizing the use of portable and modular units.
- LU Policy G7** Partner with the Issaquah School District and other entities; when appropriate to provide shared uses of facilities meeting the needs of the students and the neighborhood community, such as school meeting rooms, on and off-site parking, multi-purpose outdoor spaces, and on and off-site recreational facilities.
- LU Policy G8** Encourage elements of the social environment including affordable housing by promoting community participation in the implementation of the Strategic Work Program and other programs.
- LU Policy G9** Integrate Sustainable Development criteria, requirements and development



standards into the Issaquah Municipal Code to ensure that all projects in the City are required to achieve a minimum level of environmental sustainability.

- LU Policy G10** Manage City owned land in a sustainable manner including:
- Integrated Pest Management practices on public lands and rights-of-way; to reduce reliance on chemical pesticides, protect endangered species and public health, while also considering public safety, economic, legal and/or aesthetic requirements.
  - A plant health care approach to designing, managing and maintaining landscapes. This approach matches appropriate plants to their respective sites, emphasizes proper site preparation to ensure plant establishment, and promotes long term success with a minimum of artificial inputs.
  - Creekside and wetland restoration programs that improve habitat and decrease flooding potential.
  - Public Education programs that provide an easily accessible source of information regarding the public stewardship role in a sustainable community.
  - Tree planting programs to enhance our Tree Canopy.

#### development patterns

**LU Goal H. Allow for and accommodate growth in a manner that is fiscally responsible, responsive to the community and enhances and protects the natural environment.**

#### discussion

The City is consistent with the intent of GMA, Mountains to Sound Greenway and the Cascade Agenda in its goal is to ensure a long-term, balanced, healthy and sustainable relationship between land and people. The shared aim of these organizations is to:

- reduce sprawl and manage growth;
- balance built and natural environments;
- improve the pedestrian friendly, Active Transportation system;
- provide places for nature and wildlife, for outdoor recreation and education, for working forests and local agricultural production; and
- maintain an economically viable community.

The Greenway vision includes prohibiting a proliferation of highway facing signage, ensuring a naturalized vegetated landscape in and adjacent to the I-90 ROW, creating interconnected trails for walkers and cyclist adjacent to or across the I-90 corridor, and architectural design adjacent to I-90 that exemplifies uniquely Pacific Northwest design.

**LU Policy H1** Encourage and develop municipal facilities such as libraries, parks, culture, recreation and education facilities, in a fashion that does not overextend the community's ability to pay for needed facilities or decrease service levels below locally established minimum standards.

**LU Policy H2** Maintain development regulations that promote compatibility between uses, retain desired neighborhood character, ensure adequate light, air and open space, protect and improve environmental quality and manage potential



impacts on public facilities and services by addressing features such as pervious surface ratios, density, setbacks, height, location of garages and parking areas, design standards, landscaping, and pedestrian linkages.

- LU Policy H3** Require provision of the City's level of service for public services and public facilities and concurrent transportation facilities as a requirement of development approval within the City's Urban Growth Area.
- LU Policy H4** Encourage new trails and viewing points along Issaquah Creek while being sensitive to existing single family residential areas.
- LU Policy H5** Continue the use of transfer of development rights (TDR) on a site-specific basis.
- LU Policy H6** Ensure the design of arterials through neighborhoods does not take precedence over the preservation of the character of residential neighborhoods, open space and safety.
- LU Policy H7** Maintain the character of adjacent land uses by providing the highest degree of noise buffering and visual screening from principal arterials that are proposed near residential neighborhoods or designated permanent open space, environmentally sensitive lands and existing wildlife corridors areas.
- LU Policy H8** Ensure arterials and access to arterials do not increase the pressure for development or increased land use densities in adjacent sensitive areas or rural/residential and parks/wilderness lands.
- LU Policy H9** Preserve, to the extent possible while achieving other City goals, existing views of the Issaquah Alps, Mount Rainier and the Sammamish Plateau from public spaces including circulation facilities, parks and open space using methods such as increasing distances between high-rise buildings, retaining or creating view corridors, and strategic placement of building bulk or height.
- LU Policy H10** Minimize the view impact of hillside development from the valley floor and other hillsides by strategically integrating the architecture, siting and landscaping into the natural environment. Techniques might include:
- using color hues which help buildings blend into the forested hillsides;
  - using non-reflective surfaces to reduce glare;
  - shifting buildings so they are not in a horizontal row; or
  - strategically locating trees and other landscaping to reduce perceived bulk and retain the forested hillside appearance.
- LU Policy H11** Strive to create connected wildlife corridors that link to protected areas adjacent to the City limits. Wildlife corridors include the City's stream buffers, shoreline areas, natural open spaces, Native Growth Protection Areas, wetlands, steep slopes, forested hillsides and other natural areas.



**LU Policy H12** Ensure development agreements and applicable codes enable development along the I-90 corridor in a manner that enhances the Mountains to Sound Greenway through preservation and restoration of the scenic beauty along the corridor.

**LU Goal I. Maintain and create a diversity of high quality places to live, work, shop and recreate.**

- LU Policy I1** Establish innovative development regulations which result in diverse housing needed to meet the growing demand for moderate and low cost housing and to create a jobs-housing balance.
- LU Policy I2** Municipal operations will be dedicated to enhancing the community's water and air quality, protection of critical areas and water resources, and provision of efficient public services to maximize public safety.
- LU Policy I3** Allow for neighborhood hubs and mixed use developments containing small scale commercial, retail and office uses in residential areas that are intended to serve neighborhood residents.
- LU Policy I4** Encourage reuse or remodeling of residential units rather than demolition, where appropriate, through development incentives or land use regulations.
- LU Policy I5** Consider the designation and protection of historic sites in project development and final environmental and design decisions.
- LU Policy I6** Encourage preservation, restoration, and appropriate adaptive reuse of historic properties to serve as tangible reminders of the area's history and cultural roots.

**healthy communities**

**LU Goal J. Ensure a connected development pattern that enhances community access and promotes physical, social and mental well-being so that all people can live healthier and more active lives.**

- LU Policy J1** Encourage a well-distributed system of commercial uses that serve the needs of residential neighborhoods, workplaces and the greater Issaquah community and are easily accessible via nonmotorized travel.
- LU Policy J2** Inspire a community where pedestrians are priority, where buildings and open space are openly inter-related, where the site and design make a positive contribution to the Public Realm.
- LU Policy J3** Provide community gathering places in recreation facilities and park sites throughout the city and encourage development of new community gathering places, including Central Issaquah and Olde Town.



**LU Policy J4** Design and build Issaquah’s public buildings to enhance their function as community gathering spaces.

**LU Policy J5** Design and create trails, sidewalks, bikeways and paths to increase connectivity for people by providing comfortable, direct or convenient links between:

- a. Residential neighborhoods
- b. Schools
- c. Recreation facilities and parks
- d. Employment centers
- e. Shopping and service designations
- f. Community gardens, and
- g. Transit

#### centers

**LU Goal K. Focus and promote office, housing and retail development in the Urban Core Regional Growth Center.**

#### discussion

The Urban Core was certified as a Regional Growth Center by the Puget Sound Regional Council (PSRC) in June, 2015. By 2040, the four county region is expected to reach a population of 5 million people (an increase from 3.2 million in 2007). PSRC anticipates most growth will be in Regional Growth Centers. Concentrating growth in centers allows cities and other urban service providers to maximize the use of existing infrastructure, make more efficient and less costly investments in new infrastructure, and minimize the environmental impact of urban growth. Centers create improved accessibility and mobility for walking, biking, and transit, and as a result play a key transportation role in the region.

**LU Policy K1** Maintain the Urban Core as the major retail, service, and entertainment area for the City. Ensure that other commercial areas in the City enhance the Urban Core and help to meet other community commercial and residential needs.

**LU Policy K2** Consider policies that prioritize funding for the Urban Core Regional Growth Center for transportation, public spaces, and other investments necessary to further support development of the Center.

#### resource lands

**LU Goal L. Maintain opportunities for resource lands, uses or activities – forest, agricultural and mineral; encourage compatible uses adjacent to resource lands which support the use of the resource; and minimize conflicts among uses.**

#### discussion

The State Growth Management Act’s Planning LU Goals (RCW 36.70A.020) include, “(8) *Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.*” Sections of Issaquah’s City boundary are also the



Urban Growth Boundary, so there continues to be natural resource-based industries adjacent to the community. Privately owned wooded land exists today within and adjacent to the City limits that could be logged using a Forest Practices Permit through the State Department of Natural Resources. Since timber harvesting could affect adjacent lands, streams, slopes and wetlands, it is important for Issaquah to be aware of Forest Practices Permits in the review stage to be sure that any potential negative impacts are mitigated. Issaquah also has mineral resources within the City limits, and has used pre-development activities of clearing, grading and site preparation to extract as much of the mineral resource (gravel) as possible before the site is being developed as another use.

- LU Policy L1** When feasible during redevelopment, consider lands within the Issaquah Creek and Tibbetts Creek Valleys, which are identified as having "prime" agricultural soils, to include small scale agricultural uses such as P-Patches or Community Gardens as amenities within the development proposal and as part of the community goal of sustainable food access and security (Human Services Goal B). Such agricultural uses shall use best management practices to protect water quality and potential fish/wildlife habitat of the adjacent stream.
- LU Policy L2** Conserve productive forest resource lands and ensure that forest practices use best management practices to protect surface water quality and potential fish and wildlife habitat of adjacent streams, and minimize impact to the Issaquah viewscape of forested hillsides.
- LU Policy L3** Exercise the option to impose a six year development restriction for forest landowners who do not state their intent to convert at the time of Forest Practice application. For cases in the City's PAA where land under development restriction is sold, the City shall encourage King County to develop means to ensure the buyers are alerted to the development restrictions.
- LU Policy L4** Realize the mineral resource potential of any property already within the City through pre-development activities (for example, clearing, grading and site preparation). In this regard, the City's 1990 "Mineral Resource Lands" designation, for purposes of RCW 36.70A.170, designates properties with mineral resource potential to be realized through pre-development activities.
- LU Policy L5** Coordinate with Washington State Department of Natural Resources and King County to ensure the conservation of forest resource lands, compliance with Forest Practice Act permit requirements, and implementation of best management practices.
- LU Policy L6** Require mineral extraction and processing operations and agricultural practices to implement Best Management Practices to reduce environmental impacts and mitigate any remaining impacts in accordance with RCW 78.44. The City's concept of best management practices includes provisions in the Basin Plan and Wellhead Protection Plan.



## regional coordination and annexation policies

### **LU Goal M. Work with local and regional agencies and all affected parties during the annexation process.**

#### discussion

Since Issaquah's Comprehensive Plan in response to GMA was adopted in 1995, the majority of Potential Annexation Areas have been brought into the City. Many of these areas have helped the City to accommodate State job and housing targets, including Issaquah Highlands and Talus. Other PAAs, like Lake Sammamish State Park, were brought into the City for other community needs such as recreation and open space. East Cougar Mountain PAA is 588 acres, reduced from 776 acres in 2016 through Issaquah's request to King County to remove the entire area from Issaquah's PAA. Issaquah remains firm that this area should be removed from Issaquah's PAA and the Urban Growth Boundary for several reasons: the area is not suitable for urban growth due to environmental constraints and difficulty in the provision of urban services; the area is no longer necessary to accommodate Issaquah's urban growth targets; and, the area is not characterized by urban development or served by public sewers. East Cougar Mountain PAA includes low density housing adjacent to Montreux, slopes and critical areas.

**LU Policy M1** Respond to community initiatives for annexation.

**LU Policy M2** Inform property owners in annexation areas and the City of the potential benefits, obligations and requirements which may be imposed prior to and as a result of annexation.

**LU Policy M3** Work with annexation proponents to develop annexation boundaries which follow logical community and geographic boundaries.

**LU Policy M4** Coordinate with adjacent jurisdictions, property owners within an annexation area and special purpose districts to ensure the efficient provision of urban services during the annexation transition period.

**LU Policy M5** Proactively coordinate with regional jurisdictions and agencies to ensure that regional funding priorities do not overlook the needs of Issaquah.

**LU Policy M6** Work with King County to analyze the benefits and disadvantages of moving the Urban Growth Boundary to remove the East Cougar Mountain PAA.

### **LU Goal N. Annex the City's Potential Annexation Areas to ensure compatibility with City development regulations and to provide for public services, public facilities and concurrent transportation facilities at the City's level of service. Recognize that some PAAs provide other community expansion solutions other than development potential.**

**LU Policy N1** Establish an interlocal agreement with King County regarding the development of land within the City's Potential Annexation Areas which defines the potential land use, zoning, growth phasing, urban services, design standards, impact mitigation requirements, and conformance with the Countywide Planning Policies. For those PAAs which are largely



undeveloped, annexation to the City should be encouraged prior to development review and permitting within the County. However, if the development commences prior to annexation to the City, the interlocal shall require that the development review and permit approval for subsequent projects within these undeveloped areas be done by the City.

- LU Policy N2** Annex PAAs prior to or concurrently with development review and permitting in order to receive the full range of City services and ensure compatibility with City standards and development regulations. The timing of development shall be determined by existing City policies including Level of Service and development standards.
- LU Policy N3** Provide urban services prior to occupancy of new development at the City's level of service (LOS) when the annexation process and development review process are occurring concurrently. Additionally, define a schedule and financing plan to correct existing service deficiencies through the annexation process. Transportation deficiencies should be addressed within six years from the time of annexation.
- LU Policy N4** Require annexation before extending City utilities, except extensions made outside the City in response to a health emergency or threat to the City aquifer or other City resources.
- LU Policy N5** Ensure the ability of the annexation area to pay its determined fair share of required services.
- LU Policy N6** Ensure annexation of a PAA would not have a negative financial impact on the City.
- LU Policy N7** Ensure the annexation area is able to help meet necessary residential or commercial/industrial expansion needs of the City and/or, in some cases, provide solutions to other community concerns such as aquifer protection, open space provision or the efficient provision of public services. Annexation should also provide for parks and other community amenities and allow for a variety of housing to meet the community's needs.
- LU Policy N8** Control impacts of development on the following when annexing.
- land use, including density, design, signage, landscaping and open space provisions;
  - surface and groundwater (wellhead protection and aquifer recharge area and flooding);
  - critical areas and natural resources;
  - parks and recreation;
  - utilities;
  - transportation;
  - housing;
  - schools;
  - economic vitality; and



- Issaquah's Treasures.

**LU Policy N9** Consider mutual benefit the annexation area is able to City residents and the annexation area to: enhance the provision of the items listed in the above criteria; to lessen impacts to all of the items listed in above criteria (Policy N8); manage impacts; and provide local representation.

**LU Policy N10** Extend urban services to the annexation area while maintaining the existing LOS for city residents.

**LU Policy N11** Discourage the provision of interim infrastructure or services in designated urban areas in the City's PAAs such as community drain fields and water systems or individual wells and septic systems.

## implementation

**LU Goal O. Measure the effectiveness and success of the Comprehensive Plan in achieving community visions, goals and policies.**

### discussion

Achieving the visions of the Issaquah community for how our City should look, feel and function is dependent on implementation of the goals and policies adopted in this document. While there are not sufficient resources to accomplish all of the implementation strategies simultaneously, the City can make progress to carry out the Comprehensive Plan by identifying priorities and necessary resources. The City has established a list of Implementation Strategies (Appendix B) that are needed to accomplish the Community vision within the Comprehensive Plan, and although not complete, the list is intended to be used as a tool for prioritizing City resources, including budget and staff time. Additionally, the City cannot accomplish all the implementation strategies alone. As part of a much larger and growing metropolitan area, issues such as growth rates, housing supply and demand, and transportation systems require cooperation and partnerships with the public and private sectors as well as local, state and federal agencies.

**LU Policy O1** Ensure Comprehensive Plan goals and policies are accompanied by related and required implementing actions, including but not limited to those listed in the Implementation Strategy (Appendix B).



Table L-5 Population and Household Projection															
				Current Population <sup>1</sup> and			Estimated Population & Household Growth <sup>2,3,4,7</sup> - April 2, 2018, to April 1, 2031 (current growth target)								
OFM Average				As of April 1, 2018			Estimated April 1, 2020			Estimated April 1, 2025			Estimated April 1, 2031		
Area	Occup.	Persons/	Acreage <sup>5</sup>	Units	HH	Population	Units	HH	Population	Units	HH	Population	Units	HH	Population
	Rate	HH				Units x Occup		HHX Persons/HH	Units x Occup.		HHX Persons/HH	Units x Occup.		HHX Persons/HH	Units x Occup.
Issaquah minus Villages & CI Area <sup>7</sup>	0.95	2.31	5,090	12,051	9,573	22,109	10,510	10,010	23,119	11,155	10,624	24,537	12,380	11,791	27,233
Central Issaquah Outside Urban Core	0.95	2.31	383	1,094	1,042	2,406	1,503	1,431	3,336	1,888	1,798	4,153	2,248	2,141	4,945
Central Issaquah Urban Core and Rowley <sup>4</sup>	0.95	2.31	1,154	0	0	0	0	0	0	360	340	792	460	438	1,012
Highlands <sup>2</sup>	0.95	2.31	78	4,070	3,876	8,953	4,399	4,190	9,676	4,547	4,331	10,002	4,550	4,333	10,008
Talus <sup>3</sup>	0.95	2.31	918	1,134	1,080	2,494	1,160	1,110	2,563	1,287	1,226	2,831	1,287	1,226	2,831
Lakeside <sup>8</sup>	0.95	2.31	116	298	284	656	298	284	656	298	284	656	323	308	710
Issaquah Total	0.95	2.31	7,422	16,647	15,855	36,715	17,875	17,024	39,319	19,535	18,605	42,971	21,248	20,237	46,739
Estimated Group Quarters <sup>6</sup>						398	404			438			521		
Total Estimate						37,113	39,319			42,971			46,739		
2018 Official OFM Population						37,110									
Population History / Projection															
OFM & Census	1995	2000	2010	2010 - 2018		2019 - 2020		2020 - 2025		2025 - 2031					
	9,530	11,212	30,434	Approx. % increase		21.95%		5.94%		9.29%		8.77%			
				Avg. yearly %change		2.74%		2.97%		1.86%		1.46%			
Potential Annexation Areas (PAAs)															
PAA'S	Occup.	Persons/	Acreage	Units	HH	Population	Units	HH	Population	Units	HH	Population	Units	HH	Population
	Rate	HH				Units x Occup.		HHX Persons/HH	Units x Occup.		HHX Persons/HH	Units x Occup.		HHX Persons/HH	
East Cougar Mtn.	0.95	2.31	588	89	85	195	90	86	198	93	88	204	98	93	215
PAA Subtotal	0.95	2.31	588	89	85	195	90	86	198	93	88	204	98	93	215
Issaquah and the PAAs				16,736	15,939	37,308	17,965	17,110	39,517	19,628	18,694	43,175	21,346	20,330	46,954
<sup>1</sup> The Washington State Office of Financial Management (OFM) provided the 2017 Population figures as of July 1, 2018, including the estimated Occupancy Rate and Persons/Household.															
<sup>2</sup> Issaquah Highlands includes the WSDOT TDR (excluding Bellevue College), Zero Energy (Z-home), TOD (YWCA) Development Agreement areas. Unit numbers for 2018 are based on existing conditions. Unit projections after 2018 are based on unbuilt residential entitlement that was allowed under the Development Agreement.															
<sup>3</sup> Talus units numbers for 2018 are based on existing conditions. The Development Agreement was terminated in June 2018. This change will be reflected in the 2019 update. Unit projections after 2018 are based on unbuilt residential entitlement that remained under the Development Agreement.															
<sup>4</sup> Rowley unit projections are for planning purposes only and may not reflect the intentions of Rowley Properties, Inc. The entitled total is 1,060 units over the 30-year buildout (2043). The minimum number of units is 500, required if a certain amount of commercial is developed, and is forecasted to be built between 2025 and 2031, near the end of the build out period. There are no units projected for Rowley.															
<sup>5</sup> Citywide right-of-way areas are not included in the acreage calculations. Recent annexations of McCarry Woods, Issaquah Middle School, Lake Sammamish State Park, and the King County Island are included.															
<sup>6</sup> Group Quarters include facilities such as dormitories, nursing homes etc. Estimate is updated annually and includes the Urban Villages. Projections are based on an average 1.6 % yearly increase.															
<sup>7</sup> Future estimates reflects a rate of growth in Issaquah (minus Central Issaquah and the Urban Villages) and in Central Issaquah outside the Urban Core of 1.6% per year. There are no units currently in the Central Issaquah Urban Core or Rowley and no units are in the pipeline until 2020.															
<sup>8</sup> Lakeside unit projections are forecasted to grow by 1.6% beginning 2025. The entitled number of units is a maximum of 1,200 units over the 30-year buildout (2043).															



Table L-5 Population and Household Projection																		
				Current Population <sup>1</sup> and Households (HH)			Estimated Population & Household Growth <sup>2,3,4,7</sup> April 2, 2019, to April 1, 2040											
	OFM Average			As of April 1, 2019			Estimated April 1, 2025			Estimated April 1, 2030			Estimated April 1, 2035			Estimated April 1, 2040		
Area	Occup.	Persons/ HH	Acreage <sup>5</sup>	Units	HH	Population	Units	HH	Population	Units	HH	Population	Units	HH	Population	Units	HH	Population
	Rate	HH																
					Units x Occup	HHX Persons/HH		Units x Occup.	HHX Persons/HH		Units x Occup.	HHX Persons/HH		Units x Occup.	HHX Persons/HH		Units x Occup.	HHX Persons/HH
Issaquah minus Villages & CI Area <sup>7</sup>	0.95	2.31	5,093	10,174	9,702	22,407	11,191	10,671	24,646	12,115	11,553	26,681	13,116	12,507	28,885	14,199	13,540	31,271
Central Issaquah Outside Urban Core	0.95	2.31	383	1,094	1,043	2,409	2,300	2,193	5,065	2,650	2,527	5,836	3,000	2,861	6,607	3,300	3,147	7,268
Central Issaquah Urban Core and Rowley <sup>4</sup>	0.95	2.31	1,154	0	0	0	360	343	793	460	439	1,013	560	534	1,233	860	820	1,894
Highlands <sup>2</sup>	0.95	2.31	78	4,070	3,881	8,964	4,547	4,336	10,014	4,550	4,339	10,021	4,550	4,339	10,021	4,550	4,339	10,021
Talus <sup>3</sup>	0.95	2.31	918	1,165	1,111	2,566	1,287	1,227	2,834	1,287	1,179	2,724	1,297	1,237	2,856	1,307	1,246	2,878
Lakeside <sup>8</sup>	0.95	2.31	116	298	284	656	298	284	656	323	308	711	348	332	766	598	570	1,317
Issaquah Total	0.95	2.31	7,742	16,801	16,021	37,186	19,983	19,055	44,009	21,385	20,392	47,097	22,871	21,809	50,369	24,814	23,662	54,649
Estimated Group Quarters <sup>6</sup>				399			439			523			531			575		
Total Estimate				37,585			44,009			47,097			50,369			54,649		
2019 Official OFM Population						37,590												

Population History / Projection									
OFM & Census	1995	2000	2010	2010 - 2019		2020 - 2025		2026 - 2030	
	9,530	11,212	30,434	Approx. % increase	23.50%	12.88%		7.02%	
				Avg. yearly %change	2.61%	2.15%		1.40%	

Potential Annexation Areas (PAAs)																		
PAA'S	Occup. Rate	Persons/ HH	Acreage	Units	HH	Population	Units	HH	Population	Units	HH	Population	Units	HH	Population	Units	HH	Population
					Units x Occup.	HHX Persons/HH		Units x Occup.	HHX Persons/HH		Units x Occup.	HHX Persons/HH		Units x Occup.	HHX Persons/HH		Units x Occup.	HHX Persons/HH
East Cougar Mtn.	0.95	2.31	588	89	85	196	93	89	205	98	93	216	105	100	231	110	105	242
PAA Subtotal	0.95	2.31	588	89	85	196	93	89	205	98	93	216	105	100	231	110	105	242
<b>Issaquah and the PAAs</b>				<b>16,890</b>	<b>16,106</b>	<b>37,781</b>	<b>20,076</b>	<b>19,144</b>	<b>44,214</b>	<b>21,483</b>	<b>20,486</b>	<b>47,313</b>	<b>22,976</b>	<b>21,909</b>	<b>50,600</b>	<b>24,924</b>	<b>23,767</b>	<b>54,891</b>

<sup>1</sup> The Washington State Office of Financial Management (OFM) provided the 2017 Population figures as of July 1, 2018, including the estimated Occupancy Rate and Persons/Household.

<sup>2</sup> Issaquah Highlands includes the WSDOT TDR (excluding Bellevue College), Zero Energy (Z-home), TOD (YWCA) Development Agreement areas. Unit numbers for 2018 are based on existing conditions. Unit projections after 2018 are based on unbuilt residential entitlement that was allowed under the Development Agreement.

<sup>3</sup> Talus units numbers for 2018 are based on existing conditions. The Development Agreement was terminated in June 2018. This change will be reflected in the 2019 update. Unit projections after 2018 are based on unbuilt residential entitlement that remained under the Development Agreement.

<sup>4</sup> Rowley unit projections are for planning purposes only and may not reflect the intentions of Rowley Properties, Inc. The entitled total is 1,060 units over the 30-year buildout (2041). The minimum number of units is 500, required if a certain amount of

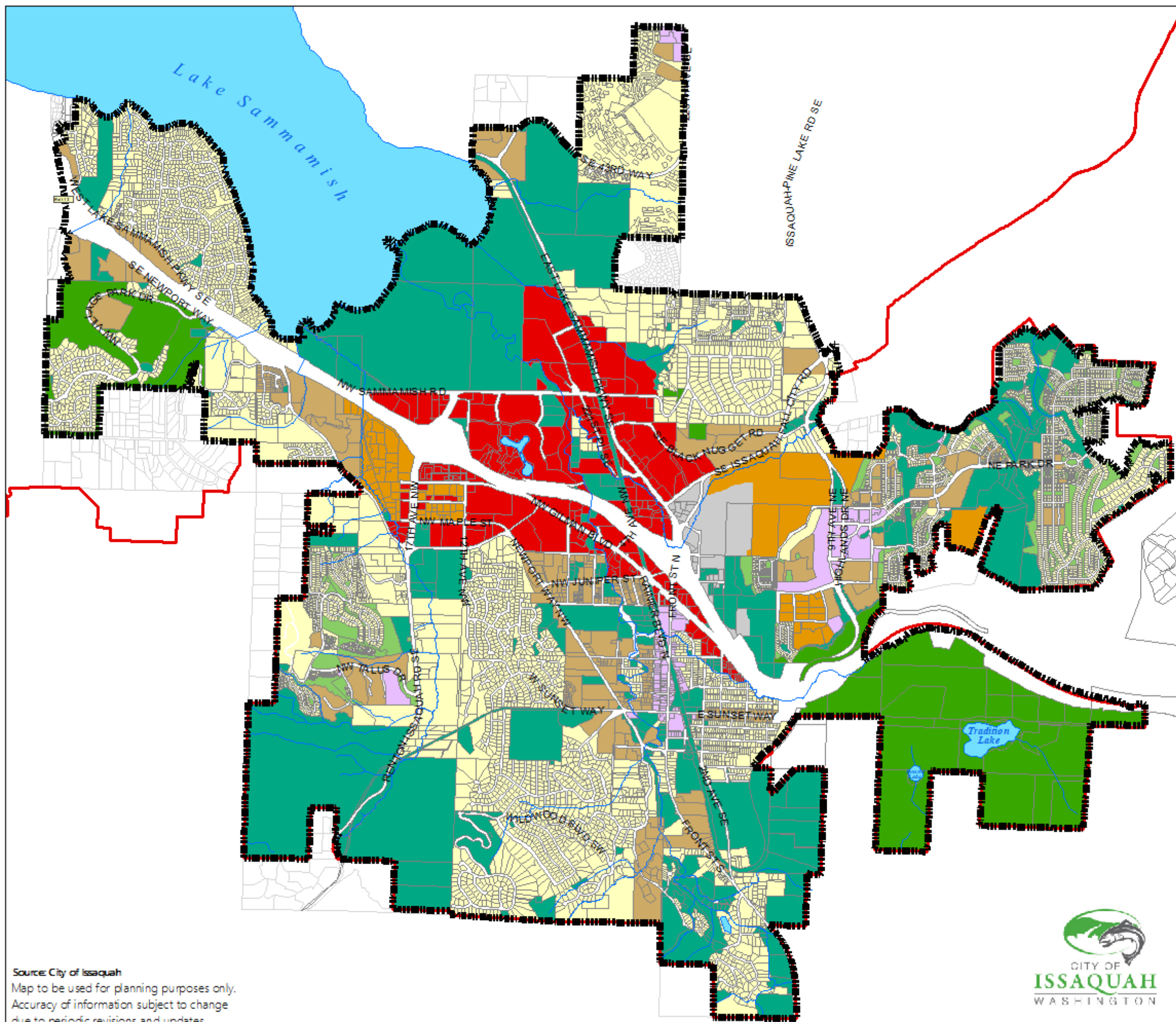
<sup>5</sup> Citywide right-of-way areas are not included in the acreage calculations.

<sup>6</sup> Group Quarters include facilities such as dormitories, nursing homes etc. Estimate is updated annually and includes the Urban Villages. Projections are based on an average 1.6 % yearly increase.

<sup>7</sup> Future estimates reflects a rate of growth in Issaquah (minus Central Issaquah and the Urban Villages) and in Central Issaquah outside the Urban Core of 1.6% per year. There are no units currently in the Central Issaquah Urban Core or Rowley and no units are in the pipeline until 2020.

<sup>8</sup> Lakeside unit projections are forecasted to grow by 1.6% beginning 2025. The entitled number of units is a maximum of 1,200 units over the 30-year buildout (2043).





- CityLimits**
- Urban Growth Area
- Land Use Designations**
- Conservancy
  - Community Facilities
  - Community Facilities Privately Owned
  - Low Density Residential
  - Multifamily Residential
  - Retail
  - Commercial
  - Mixed Use
  - Urban Village

Land Use Designations	Comparable Zoning Districts	
Conservancy	TP-NRCA	Tradition Plateau - Natural Resource Conservation Area
	C-REC	Conservancy Recreation
Community Facilities	CF-OS	Community Facilities - Open Space
	CF-R	Community Facilities - Recreation
	CF-F	Community Facilities - Facilities
Community Facilities Privately Owned	CF-OSPO	Community Facilities - Open Space Privately Owned
	CF-RPO	Community Facilities - Recreation Privately Owned
	CF-FPO	Community Facilities - Facilities Privately Owned
Low Density Residential	C-RES	Conservancy Residential - 1 du/5 acres
	SF-E	Single Family Estates - 1.24 du/acre
	SF-S	Single Family Suburban - 4.5 du/acre
	SF-D	Single Family Duplex - 7.26 du/acre
	SF-SL	Single Family Small Lot - 7.26 du/acre
	UVSF-0	Urban Village - Single Family, Zoning Cap 0 du/lot
	UVSF-1	Urban Village - Single Family, Zoning Cap 1 du/lot
Multifamily Residential	MF-M	Multifamily Medium - 14.52 du/acre
	MUR	Mixed Use Residential - 14.52 du/acre
	MF-H	Multifamily High - 29 du/acre
	VR	Village Residential
	UV-MF	Urban Village - Multifamily
	UV-MUR	Urban Village - Mixed Use Residential
Retail	CBD	Cultural and Business District
	PO	Professional Office
	UV-COM/RET	Urban Village - Commercial / Retail
	UV-O	Urban Village - Office
	UV-VC	Urban Village - Village Center
Mixed Use	UC	Urban Core
	MU	Mixed Use
	MU-CI	Mixed Use - Central Issaquah
Commercial	IC	Intensive Commercial
	IC-CI	Intensive Commercial - Central Issaquah
	M	Mineral Resources
Urban Village	UV	Urban Village - The UV designation recognizes that master planning of larger parcels provides the opportunity for mixed use development, clustering, phasing of infrastructure, and protection of critical areas. The UV designation is implemented by the adoption of a UV development agreement and UV zoning by City Council, or when the City Council authorizes the negotiation of a development agreement and sets specific goals that will support the public interest and are consistent with the Comprehensive Plan. A UV development agreement has been adopted for Issaquah Highlands (UV), Rowley (UV-R), and Lakeside (UV-L).
	UV-R	
	UV-L	



Figure L-1  
Land Use Designations  
Ordinance #2866  
Effective Date 3/27/2019

Source: City of Issaquah  
Map to be used for planning purposes only.  
Accuracy of information subject to change  
due to periodic revisions and updates.





LEGEND

— Subarea Boundaries

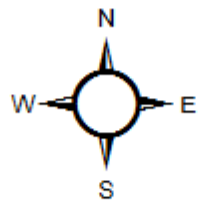
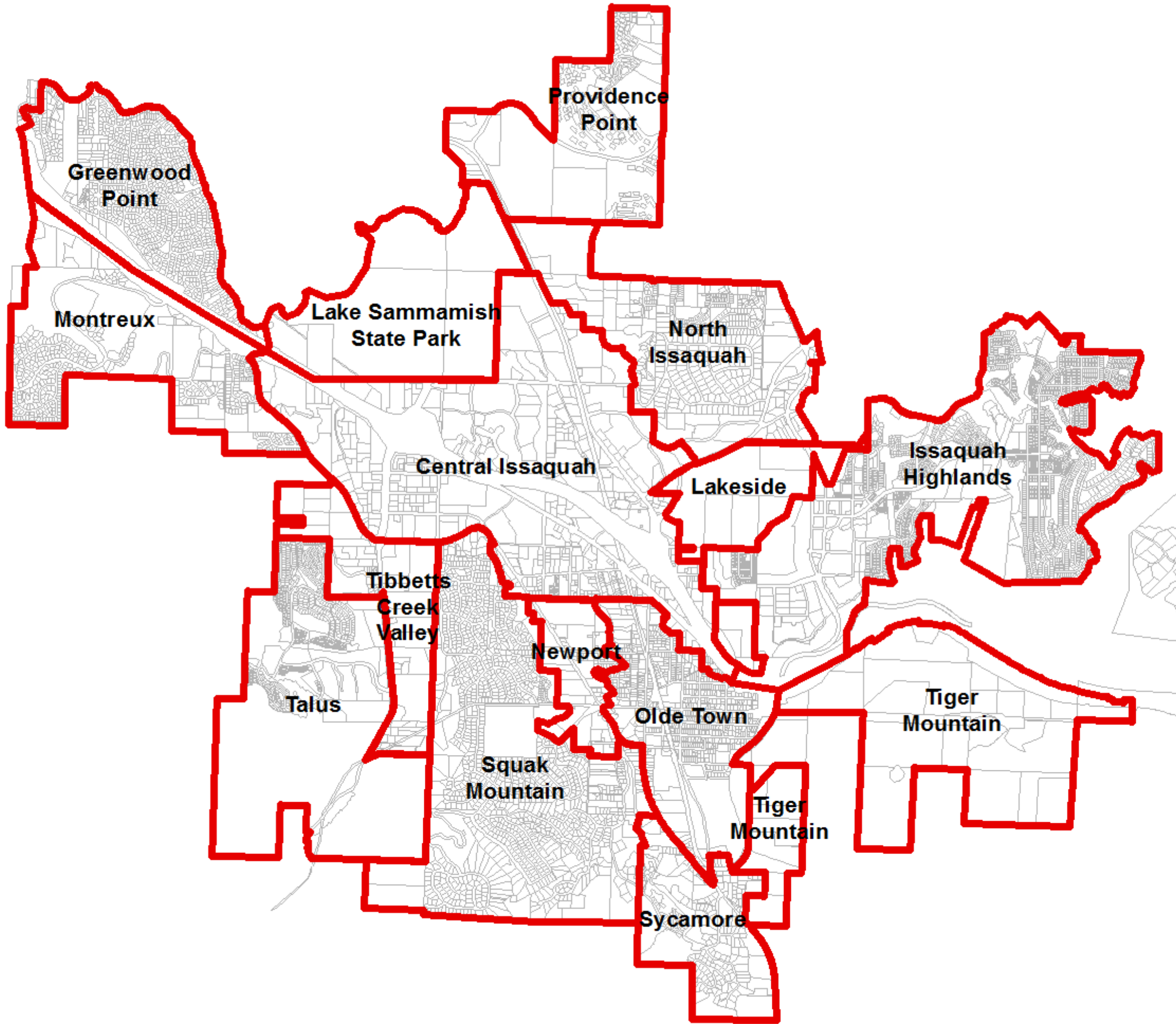
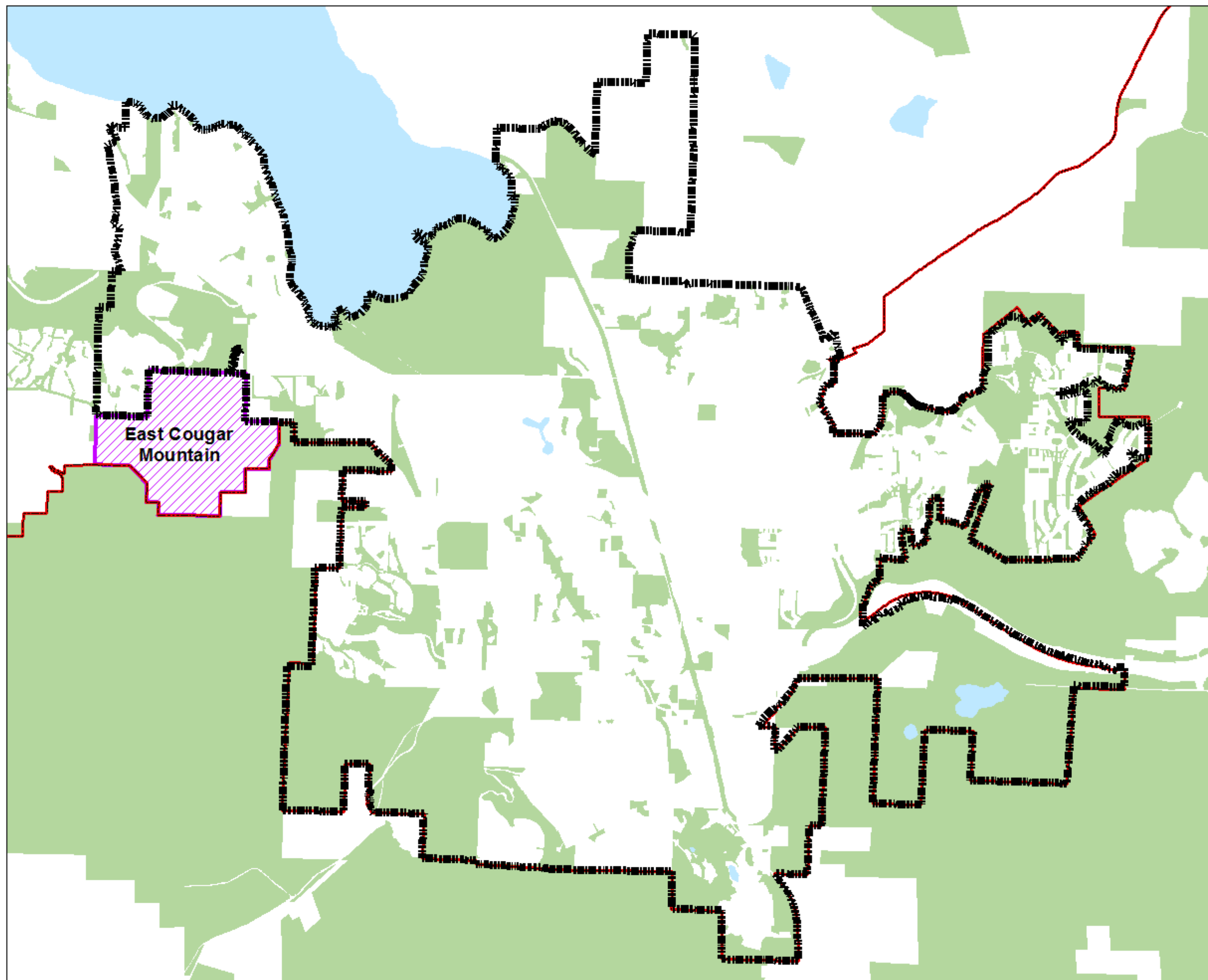


Figure L-2  
**Subareas**  
Ordinance #2741  
Effective Date: 6/30/2015





- Current City Limit
- Urban Growth Area
- East Cougar Mountain
- Parks and Open Space

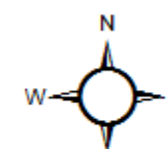


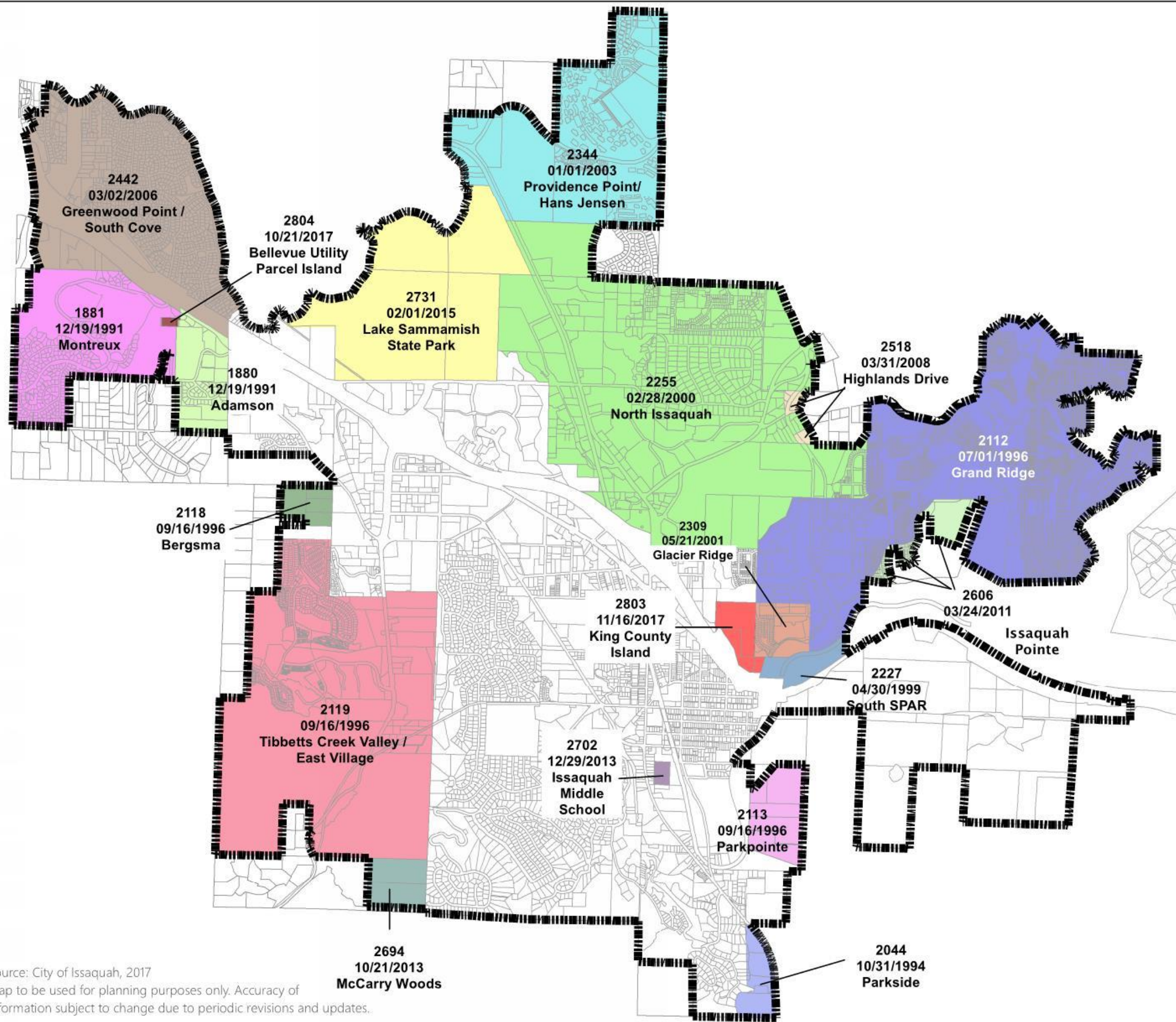
Figure L-3  
Potential Annexation  
Areas

Ordinance #2810  
Effective Date 10/25/2017









Current City Limit					
Ordinance	Effective Date	Name	Acres	Number of Housing Units	Estimated Population at Annexation
1880	2/19/1991	Adamson	60.00	0	14
1881	2/19/1991	Montreux	279.00	0	0
2044	3/31/1994	Parkside	32.70	0	9
2112	7/1/1996	Grand Ridge (Issaquah Highlands)	870.00	0	0
2113	9/16/1996	Park Pointe	67.50	0	0
2118	9/16/1996	Bergsma	27.50	0	0
2119	9/16/1996	Tibbetts Creek Valley / East Village (Talus)	760.00	0	84
2227	4/30/1999	SPAR	20.50	0	0
2255	2/28/2000	North Issaquah	1024.00	481	973
2309	5/21/2001	Glacier Ridge (Issaquah Highlands Expansion Area)	68.00	0	0
2344	1/1/2003	Providence Point / Hans Jensen	414.00	1154	1443*
2442	3/2/2006	Greenwood Point / South Cove	403.00	1565	3712
2518	3/31/2008	Highlands Drive	9.00	1	0
2606	3/24/2011	Issaquah Pointe	35.00	0	0
2694	10/7/2013	McCarry Woods (Issaquah 69)	40.00	0	0
2702	12/16/2013	Issaquah Middle School	5.45	0	0
2731	2/1/2015	Lake Sammamish State Park	380.00	0	0
2803	11/16/2017	King County Island	27.85	0	0
2804	10/21/2017	Bellevue Utility Parcel Island	1.87	0	0

Source: Washington State Office of Financial Management

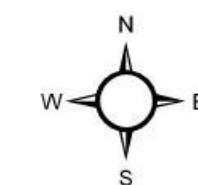


Figure L-5  
Annexation History  
Since 1990  
Ordinance #2810  
Effective Date 10/25/2017

Source: City of Issaquah, 2017  
Map to be used for planning purposes only. Accuracy of information subject to change due to periodic revisions and updates.



## Exhibit A2

# transportation element

## INTRODUCTION

Automobiles are, and will continue to be, a fundamental part of Issaquah's transportation system due in part to Issaquah's location at the crossroads of I-90 and on the edge of the Urban Growth Boundary. As a result, the City is a pass-through city for residents in Sammamish, Maple Valley and North Bend headed to employment in Seattle, Bellevue and Redmond. Issaquah is also a regional commercial center which is a desirable component of the City's economy. The Central Issaquah Plan, the Urban Villages, *Walk + Roll Issaquah* and our anticipated growth tell us that we need to think beyond cars to multi-modal options to reduce the dependency on single occupancy vehicles and maintain and achieve the desired character of our neighborhoods. It is imperative, moving forward, that pedestrians, cyclists and transit riders are given equal, if not added, attention in the design of developments and Circulation Facilities in a way that supports the land use vision and creates and sustains a strong demand for multi-modal options and a Pedestrian Friendly environment, yet, does not diminish the functionality of the motorized system.

Included in this element are several maps. Regarding Roads, Pedestrian and Bicycle (Nonmotorized) improvements, there are maps for 6-, 15- and 20- year planning cycles. The Transportation Improvement Program Map (Figure T-~~12~~11) reflects those road and nonmotorized projects that are funded in that six year period and is updated annually. The Roadway (Traffic) Projects 2015-2030 and Pedestrian and Bicycle Mitigation Projects 2015-2030 maps reflect those projects eligible for impact and mitigation fees. These maps are updated every two to three years. Lastly, the Roadway Projects 2016-2036 and Nonmotorized Improvements 2015-2035 maps show *all* mobility projects the City would like to see constructed over the entire 20-year planning period.

## TRANSPORTATION VISION

Provide a comprehensive, well-managed and connected Active Transportation system that provides a variety of mobility options, enables the safe and efficient movement of all people, contributes to the Public Realm, Pedestrian Friendliness, and accommodates multiple functions such as, recreation, passive use, informal gathering and appropriate stormwater infiltration.

Ensure that environmental considerations including promoting energy conservation, minimizing impact on natural resources, and improving quality of life are part of the transportation planning process.

## GOALS AND POLICIES

### growth management act

#### discussion

The Growth Management Act requires that the adopted Transportation Element must implement, and be consistent with, the Land Use Element. In addition, the Transportation Element must include the following components.

**GMAT 1** Land use assumptions used in estimating travel;



- GMAT 2** Estimated traffic impacts to State-owned transportation facilities resulting from land use assumptions;
- GMAT 3** Facilities and services needs, including:
- An inventory of State and local air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities;
  - Level of service standards for all locally owned arterials and transit routes;
  - Level of service standards for highways for State-owned transportation facilities;
  - Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard;
  - Forecasts of traffic for at least ten years based on the adopted land use plan; and
  - Identification of State and local system needs to meet current and future demands.
- GMAT 4** Finance, including:
- An analysis of funding capability to judge needs against probable funding resources;
  - A multiyear financing plan based on the needs identified in the comprehensive plan; and
  - A discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met if probable funding falls short of meeting identified needs.
- GMAT 5** Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions; and
- GMAT 6** Demand-management strategies;
- GMAT 7** Local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. Concurrent with the development means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

## transportation and land use

### Goal A. Coordinate land use with transportation.

#### discussion

Significant amounts of new residential and commercial development, with associated population and employment over the next 20+ years. (See Land Use Growth Targets, Goals and Development capacity) It is the City's responsibility to ensure that a transportation system is developed that serves current and future land use needs and that development accommodates the necessary modes of transportation.



- T Policy A1** Maintain the Comprehensive Plan’s land use vision in the vicinity of transportation projects by remaining consistent with the land use designations shown in the Land Use Designation Map, Figure L-51, Land Use Element.
- T Policy A2** Coordinate land use planning with public transportation service to provide opportunities that reduce transportation demand City-wide.
- T Policy A3** Support multi-modal transportation solutions including general purpose lanes, High Capacity Transit, HOV lanes, transit and nonmotorized improvements that implement the Roadway, Transit and Nonmotorized 20-year plans (Figures T-23, T-10 and T-4). Use the best available technologies when implementing these projects.
- T Policy A4** Provide a seamless roadway and nonmotorized network through implementation of the Roadway, Transit and Nonmotorized 20-year plans (Figures T-23, T-10 and T-4).

#### transportation and the environment

**Goal B. Prioritize the inclusion of nonmotorized and transit oriented mobility improvements and design elements recognizing their carbon reduction benefits.**

#### discussion

Improved air quality ranks high among Issaquah’s, the region’s and the State’s priorities. By reducing emissions by supporting alternatives fuels, alternative modes of vehicle travel, and increased pedestrian bicycle travel, and reducing vehicle miles traveled, the City can improve air quality and help protect the climate.

- T Policy B1** Support alternative fuel vehicles including low-/zero-emission vehicles as well as the infrastructure necessary to sustain these vehicles.
- T Policy B2** Seek out innovative design and construction, such as Green Streets, to minimize environmental impacts.
- T Policy B3** Foster a mobility system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.
- T Policy B4** Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance.
- T Policy B5** Develop a mobility system that minimizes negative impacts to human health.



**Goal C. Link development and transportation improvements by tying transportation cost estimates and potential funding to job and population growth estimates.**

discussion

**Concurrency and Level of Service.** Transportation concurrency and Level of Service standards are key requirements of the Washington State Growth Management Act (GMA). By policy and regulation, the City of Issaquah is required to ensure that transportation programs, projects and services needed to serve growth are in place either when growth occurs or within six years. The City Council first adopted Issaquah's transportation concurrency system on May 4, 1998 (Ord. 2184) to meet the state requirements while addressing the problems of accelerating development, increasing regional traffic through Issaquah, and shortfalls in existing roadway capacity. The City Council approved changes to the concurrency system in 2010 (Ord. 2595) moving toward a simpler system. Moving toward a further simplified transportation concurrency system the City Council once again approved changes to the system in 2015 (Ord. 6876).

The ~~2015-2018~~ concurrency system measures concurrency on a system-wide basis rather than a project-specific basis by allocating an additional capacity of ~~8,441~~11,527 vehicle internal trip ends on the city-wide transportation system. The trip capacity is achieved through the City's commitment to construct Road and Non-Motorized Project improvements identified in the TIP and prioritized in the Capital Facilities Plan to meet concurrency and maintain adopted Levels of Service. Each applicant's concurrency review is simplified into a two-step process: 1) Confirm the proposed development generates less than the trip bank capacity (starting at ~~8,441~~11,527 trips); 2) If so, applicant's payment of traffic impact fees and pedestrian and bicycle mitigation fees fulfills their concurrency requirements. This system continues SEPA review of project-specific operational and safety impacts and mitigations; however the focus is no longer a City-wide analysis; rather localized to the proposed development's location only.

The intersection level of service (LOS) standard in Issaquah shall be LOS D, as defined by the latest edition of the Highway Capacity Manual. For Transportation Concurrency purposes, ~~six-five~~ concurrency intersections (identified in the Land Use Code) may operate at LOS E or F at any point in time; as long as the weighted average (by traffic volume) Citywide LOS standard for all concurrency intersections is maintained at LOS D. All other concurrency intersections must operate at LOS D or better.

**Impacts to State Owned Facilities**

GMA also requires that local jurisdictions provide an estimate of local transportation impacts to State-owned transportation facilities and their level of service standards. Table T-1 provides a summary of traffic impacts to Interstate 90 and SR-900, the two State-owned facilities within Issaquah. Table T-1 provides existing and future average annual daily traffic (AADT) and calculates level of service standards for road segments on both facilities.

Currently, I-90, a designated Highway of State Significance, has an adopted Urban Level of Service (LOS) D. SR900, a designated Highway of Regional Significance, has an adopted Tier 1 LOS "E/Mitigated." This means that congestion should be mitigated by the State (such as transit) when PM peak hour LOS falls below LOS E.



Table T-1  
Estimated Local Traffic Impacts to State and Regional Transportation Facilities

Interstate 90				
Road Segment (mileage markers)	Existing AADT*	Future (2030) AADT	Existing Level of Service (LOS)	Future (2030) Level of Service (LOS)
12.94 - 13.89	98,774	129,423	D	F
13.89 - 15.24	57,112	80,244	D	D
15.24 - 16.19	41,017	67,451	B	C
16.19 - 17.94	43,743	45,622	B	B
SR-900				
Road Segment (mileage markers)	Existing AADT	Future (2030) AADT	Existing LOS (AM/PM Peaks)	Future (2030) LOS (AM/PM Peaks)
15.39 - 15.66	13,688	39,549	AM: D PM: C	AM: E PM: E
15.66 - 15.69	N/A	38,532	AM: A PM: B	AM: D PM: D
15.69 - 15.98	N/A	41,701	AM: B PM: E	AM: C PM: E
15.98 - 16.20	25,371	61,881	AM: D PM: F	AM: E PM: E

(Source: WSDOT, 2005)

**Transportation Improvement Program.** Anticipated transportation projects and their estimated costs are identified in the Six Year Transportation Improvement Program (TIP) in Table T-3. Capacity projects for motorized travel and nonmotorized travel are identified in the six year transportation financing plan. The remaining projects are classified as non-capacity projects as they do not directly add capacity to the City's transportation system and therefore do not directly contribute to the City's level of service standards. Much of the revenue to fund both the capacity and non-capacity projects will come from grants or bonds and other potential revenue sources, with contributions, impact fees and money from the City's street improvement fund making up the remainder. A bicycle and pedestrian mitigation fee, collected through SEPA, was also adopted by the City Council in 2015 (Ord. 6876) and updated in 2019 (Ord 2877).

Each year, the City reviews and prioritizes transportation projects and budgets money for those projects that are deemed most necessary. The list is prioritized each year and is linked to the concurrency traffic model to ensure improvements meet concurrency by maintaining the adopted LOS.

**T Policy C1** Use a system-based concurrency management system to fund growth's share of impacts to the City transportation system and support the City's preferred land use pattern and vision.

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\* Average Annual Daily Traffic



- T Policy C2** Development proposals that exceed the trip bank capacity shall do one or more of the following to achieve concurrency:
- Add the transportation system capacity necessary to meet the concurrency adopted level of service; and/or
  - Phase or modify the project so that the trips do not exceed the trip bank capacity; and/or
  - Implement demand-management strategies or other measures to reduce the number of peak hour trips generated by the project.
  - Projects failing concurrency that do not provide adequate mitigation or transportation system capacity will be denied concurrency in accordance with state law.

- T Policy C3** Maintain a Transportation Improvement Program (TIP) and Capital Facilities Plan (CFP) that improves existing substandard roadways to current standards, provides a balanced system of automobile, nonmotorized and HOV facilities, recognizes road improvements that are needed to improve traffic flow and High Accident Locations and meet transportation needs and concurrency requirements. In the event that the City is unable to fund the programs, projects and services identified in the TIP and CFP, one or more of the following actions shall be taken:

- Delay development until such time that programs, facilities or services can be funded;
- Amend the City's Comprehensive Plan to change the LOS or reduce the travel demand placed on the transportation system; or
- Obtain needed revenue or revise the TIP and CFP to reflect known financial resources.

- T Policy C4** Increase the City's multi-modal usage by ~~2035~~2040 by supporting, expanding and implementing transportation choices including High Capacity Transit, HOV lanes, transit and nonmotorized improvements, and other Transportation Demand Management solutions. Use the best available technologies when implementing these projects.

- T Policy C5** Provide a seamless multimodal system that maintains the City's adopted Level of Service as defined in the Land Use Code.

**Vehicular LOS:** Maintain standards that promote growth where appropriate while preserving and maintaining the existing transportation system in accordance with the adopted Level of Service.

**Pedestrian LOS:** Provide sidewalks, shared use routes and/or separated paths as identified in the Pedestrian and Bicycle Mitigation Projects 2015-2030 Map (Figure T-5).










**Bicycle LOS:** Provide Bicycle Facilities as identified in the Pedestrian and Bicycle Mitigation Projects 2015-2030 Map (Figure T-5).



**Transit LOS:** Partner with King County Metro, Sound Transit, and other transit operators to provide transit stop amenities and safe access to transit at major transit stops and park and ride facilities.

Table T-2 below provides additional guidance on pedestrian, bicycle and transit facilities. Those corridors that meet the minimum requirements are green or yellow in the table below and are compliant with the LOS requirements. Those corridors that do not meet the LOS requirements shown in red.

**TABLE T-2  
LOS REQUIREMENTS**

PEDESTRIAN LOS – SIDEWALK REQUIREMENTS			
LOS	Pedestrian Network		
	Pedestrian Facility provided in accordance with the Pedestrian and Bicycle Mitigation Projects 2015-2030 map.		
	Provides a lower-level Pedestrian Facility than recommended in the Pedestrian and Bicycle Mitigation Projects 2015-2030 map, or a facility only on one side of the street.		
	No Pedestrian Facility provided.		
BICYCLE LOS – FACILITY REQUIREMENTS			
LOS	Bicycle Network		
	Bicycle Facility provided in accordance with the Pedestrian and Bicycle Mitigation Projects 2015-2030 map.		
	Provides a lower-level Bicycle Facility than recommended in the Pedestrian and Bicycle Mitigation Projects 2015-2030 map.		
	No Bicycle Facility provided.		
TRANSIT PRIORITY CORRIDOR LEVEL OF SERVICE			
LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
	High level	Sidewalks and marked crosswalks serving stops	All day service. Peak service 15 minutes or less, midday 30 minutes or less
	Some amenities	Sidewalks and marked crosswalks serving some stops	All day service. Peak services 30 minutes or less, midday service 60 minutes or less
	Little or no amenities	General lack of sidewalks and marked crosswalks	Low level of service

**T Policy C6** Use transit service within the city boundaries to connect major commercial centers, neighborhoods and regional transportation facilities.

active transportation network

**Goal D. Ensure and expand a seamless integration between all modes of transportation throughout the City.**



#### discussion

Part of creating a sustainable City is by managing mobility. Managing transportation demand, network completion and careful integration of land use with transportation infrastructure will increase overall mobility options and support needed shifts in mode share.

- T Policy D1**      Develop and adopt a Transportation Master Plan that provides strategies to implement the City's multi-modal vision, goals and policies including pedestrian and bicycle facilities, streets, transit, high capacity transit, alternative modes of travel, as well as demand management, parking strategies, short-term strategy plans and funding mechanisms.
- T Policy D2**      Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.
- T Policy D3**      Provide access from every neighborhood to the adjacent City trail system, transit facilities and all City parks and recreation facilities.

#### **Goal E. Enable and encourage creative public gathering spaces along transportation corridors.**

#### discussion

Informal public gathering spaces are designed to encourage pedestrian-oriented, small-scale social interaction. They vary in size and function depending on adjacent uses, and may include street furniture, focal points and human-scaled elements which emphasize its prime function as a place for people.

- T Policy E1**      Design streets to ensure a safe and comfortable pedestrian environment that includes pedestrian and bicycle facilities and gathering spaces.
- T Policy E2**      Make corridors and public gathering spaces rain friendly, where feasible, to encourage year-round use.

#### transportation demand management

#### **Goal F. Use Transportation Demand Management techniques to achieve efficient use of transportation infrastructure, accommodate and facilitate future growth, and provide alternative modes of transportation that help to improve the number of Non-Drive Alone Trips.**

#### discussion

Transportation Demand Management (TDM) is the application of policies, strategies and actions to reduce travel demand (specifically that of the Non-Drive Alone Trips (NDAT)), or to redistribute this demand – particularly in peak commute hours – instead of increasing the roadway supply. TDM results in more efficient use of the current roadway system. In transportation, as in any network, managing demand can be a cost-effective alternative to increasing roadway capacity. A demand management approach to transportation also has the potential to deliver better environmental outcomes, improved public health, stronger communities, and more prosperous and livable cities.

Travelers base their travel choices on a number of important motivators including the desire to save time and money, to reduce stress or to improve convenience. At least some of these motivations must be addressed to encourage a change in habits. Some of the most promising TDM programs emphasize



coordination with local employers on measures such as car or vanpooling programs, bus pass subsidies, alternative work schedules, telecommuting options and parking management.

- T Policy F1** Expand employer and neighborhood programs that provide alternatives which promote the Non-Drive Alone Trips, including Commute Trip Reduction, shared-vehicles (i.e. Zip Cars) transit and Bike Share.
- T Policy F2** Incorporate transit supportive and multimodal/nonmotorized friendly design features in new and re-development through practices such as Transportation Management Action Plans during the development review process.
- T Policy F3** Manage parking through plans and programs that support Issaquah's land use objectives.
- T Policy F4** Develop, implement and continue to monitor Transportation Demand Management regulations and strategies.

## street network

**Goal G. Maintain and enhance a connected grid street system to provide alternative routes, reduce congestion, and contribute to the vitality of the neighborhoods in which each street is located.**

### discussion

Well-designed streets serve all modes of travel including automobiles, trucks, transit, bicycles, and pedestrians, they include safe routes, and help move people where they need and want to go. The appropriate number of streets means that people have more route options rather than sending people down the same path. Efficiently designed streets can also minimize and better manage the amount of stormwater runoff that directly impacts the natural environment by affecting water quality in surface streams and lakes.

- T Policy G1** Require that all streets be Complete Streets, built to accommodate all travel modes in compliance with the City's design standards and plans for streets, bicycles and pedestrian facilities.
- T Policy G2** Establish and adopt criteria in the City's Street Standards to be used as a guide to prioritize required improvements when circulation facilities are not able to be built in accordance with the specifications due to extraordinary financial or physical barriers that require deviation from the Standards.
- T Policy G3** Maintain continuity of the street pattern by avoiding dead-end and half-streets not having turn-around provisions.
- T Policy G4** Avoid the creation of excessively large blocks and long local access residential streets making streets more appealing and useable for pedestrians and cyclists.
- T Policy G5** Consider law enforcement and emergency services when designing corridors to provide adequate locations for police and other emergency vehicles to conduct enforcement and investigations, as well as emergency response to incidents.



**T Policy G6**

Adequately fund, design and build the roadway network in accordance with the 20-Year Roadway Plan shown in Figure T-~~2~~3 in order to accommodate the City's anticipated future growth.

**T Policy G7**

Inventory, identify and map major roadways and assign Functional Roadway Classifications to represent the desired functions of the roads. (Functional Roadway Classifications do not represent the design of the roads.) These can be found in Figure T-1 and are defined as follows.

**Principal Arterial.** These roadways provide for traffic movements into, out of and through the City. Principal Arterials constitute a small percentage of the overall network, yet they carry the highest traffic volumes and longest trips. These arterials contain the regional and inter-city bus routes and transit centers. Service to abutting land use is subordinate to travel service provided by Principal Arterials.

**Minor Arterial.** Minor Arterials accommodate trips of moderate length and lower travel mobility than Principal Arterials. They serve intra-city and some through traffic trips as well as serve local and intra-city bus routes. Unlike Principal Arterials, Minor Arterials provide access to abutting land uses such as retail and office centers.

**Collector Arterial.** Collector Arterials carry moderate traffic volumes and shorter trips than Principal and Minor Arterials and have little through traffic. They may serve local bus routes. Collector Arterials provide movement within neighborhoods with direct neighborhood trips to Principal and Minor Arterials as well as land access to neighborhoods, commercial and industrial areas.

**Local Streets.** Local Streets comprise all roadways and streets not otherwise classified. The primary function of Local Streets is the provision of access to abutting properties. The balance of roadways within the City are Local Streets.

**T Policy G8**

Facilitate the smooth flow of traffic on major arterials through signal coordination and other available technologies.

**T Policy G9**

Design transportation and storm water improvements to protect water resources including surface water, groundwater, and stormwater.

**transit network**

**Goal H. Increase the percentage of trips made by transit.**

**discussion**

Transit is a key element of Issaquah's multimodal network and plays an essential role in providing connections, mobility and access both regionally and locally. The City, developers, businesses and residents must be cognizant the role transit will and should play in our future when designing for new development and roads, in budgetary decisions, in regional relationships and in public awareness. Issaquah's Urban Core Urban Center designation warrants strategic attention to provide local and regional connections to achieve the City's vision for not only Central Issaquah, but for the entire City.



- T Policy H1** Design systems and establish programs that combine walking and cycling with other forms of transportation to facilitate the last mile for transit riders.
- T Policy H2** Partner with agencies to identify opportunities to improve local and regional transportation options such as:
- a. Increased frequency and span of service
  - b. Service routes, including access to residential neighborhoods
  - c. Capital improvements; and
  - d. Alternative transit options such as internal circulation bus service and routes, taxis and transit vans.
- T Policy H3** Support regional and countywide growth management strategies to create Transit Activity Centers linking Urban Centers with a high-capacity transit system, busses and other transit modes.
- T Policy H4** Work with King County Metro, Sound Transit and other transit providers to maintain and improve the speed and reliability of transit service in Issaquah through such actions as transit lanes, queue jumps and queue bypass lanes.
- T Policy H5** Include transit facilities and improvements into the design of public spaces, public and private developments and street improvements that benefit transit operations.
- T Policy H6** Support the extension of Sound Transit's I-90 Corridor light rail to Issaquah and the construction of a light rail station and its associated uses in Issaquah.
- T Policy H7** Promote and encourage public participation in the light rail corridor study and the design of Issaquah's light rail system.
- T Policy H8** Work with Sound Transit, Metro and neighboring jurisdictions to expand and better integrate the transit network and supporting services that efficiently connect Issaquah with other jurisdictions, their employers and housing clusters.
- T Policy H9** Ensure that regional transit system development occurs in accordance with *Vision 2040*, *Transportation 2040*, Sound Transit's *Regional Transit Long Range Plan* and METRO's long range plan, *METRO Connects* and its *Strategic Plan for Public Transportation 2011-2021* by working with the regional transit providers.
- T Policy H10** Remain open to alternative transit solutions managed and maintained by the City and partners.



## nonmotorized network

### Goal I. Integrate nonmotorized facilities as a part of all roadway projects.

#### discussion

A successful nonmotorized network is: comprehensive, connected, convenient, frequent, direct, integrated, safety-oriented, and Pedestrian Friendly. A successful nonmotorized network increases mobility choices, reduces reliance on single occupancy vehicles and ensures people can get to the places they want and need to go including schools, commercial centers, transit systems, parks and other recreation areas. It contributes to the Public Realm and encourages regular physical activity to enhance health and wellness.

- T Policy I1** Use the Nonmotorized Improvements Maps (Figures T-4 and T-5) to guide the design, construction and maintenance of pedestrian and bicycle facilities by public and private parties, including the preparation of design standards and elements that promote a pleasant and safe traveling environment.
- T Policy I2** Direct nonmotorized resources towards those modes that have the least environmental impact and the greatest contribution to livability.
- T Policy I3** Create a system of identifying nonmotorized routes that do not meet design guidelines and to inform route upgrades and new routes.
- T Policy I4** Require and enforce safe, comfortable and convenient access in and around construction zones.
- T Policy I5** All roadway projects shall be consistent with the Nonmotorized Corridor Map (Figure T-4) unless physical obstacles present significant difficulties or budget constraints are present. If either of the exceptions apply, attempts to design alternative routes must be considered in the project design.
- T Policy I6** Use impact and mitigation fees, grants, and other revenue to construct and maintain nonmotorized projects identified on the Nonmotorized Map (Figure T-4) that are not otherwise included in roadway projects.
- T Policy I7** Maintain a list of priority pedestrian and bicycle projects to be implemented through the Transportation Improvement Program to meet established nonmotorized goals.

### Goal J. Ensure all mobility facilities, including but not limited to, nonmotorized and motorized routes, transit, and transit facilities, are accessible to people of all ages, abilities and income levels.

#### discussion

The Americans with Disabilities Act (ADA) requires that all facilities, in this instance all mobility facilities, be accessible to people with disabilities. It is important, however, that not only are those facilities accessible, but they are complete, ensuring absolute routes to community destinations.

- T Policy J1** Establish and implement a comprehensive wayfinding plan.



- T Policy J2** Monitor and find ways to reduce the number of nonmotorized collisions.
- T Policy J3** Educate walkers and cyclists of all ages and abilities of their rules, rights and responsibilities.
- T Policy J4** Assure safe walking and cycling conditions for students who walk to and from school.
- T Policy J5** Establish, adopt and implement an ADA Self-Evaluation and Transition Plan affirming the City’s commitment to local, state and federal accessibility standards.

**Goal K. Achieve a walkable City for pedestrians by providing a safe, convenient and coordinated system of sidewalks, trails and pathways, including through routes, crossings and connections.**

discussion

Walking is the oldest and most efficient, affordable, and environmentally-friendly form of transportation—it’s how transit riders eventually reach their destinations, how drivers get from the parking lot to the front door, and how cyclists get from the bike rack to the business. In addition to the transportation aspects, walking helps to build strong communities, is great exercise and is an easy way to improve your mental and physical health. Nearly everyone, for at least some portion of every day, is a pedestrian making the need for safe, accessible and inviting walking paths all the more apparent.

- T Policy K1** Provide sidewalks whenever new corridors are constructed and when properties are redeveloped.
- T Policy K2** Separate pedestrians from traffic lanes by the use of street trees and landscaped strips unless physical obstacles present significant difficulties or budget constraints are present.
- T Policy K3** Connect incomplete sidewalks through the Complete Streets Program.
- T Policy K4** Continue the Issaquah Neighborhood Walk Series to involve the community, encourage walking in Issaquah and provide the City with information and recommendations for improving walkability in Issaquah.
- T Policy K5** Continue to identify additional opportunities for walking paths, natural or paved, that link destinations such as neighborhoods with schools and parks and work closely with developers and City departments to implement them. Key areas of focus include but are not limited to North Issaquah, Squak Mountain and South Cove.

**Goal L. Provide a bicycle-friendly and supportive community, enabling healthy, inexpensive and environmentally friendly travel.**

discussion

People have rediscovered cycling, for both recreation and transportation purposes, along with its numerous community benefits related to health, safety, the environmental and the quality of life it



provides. To promote and encourage this trend, the City must continue to explore what gets people cycling, and rely on innovation in bicycle design to provide a complete and comfortable cycling environment.

- T Policy L1**      Use innovative design such as Cycle Tracks and Star Paths to inspire a bicycle culture.
- T Policy L2**      Provide ample, safe bicycle parking at special events.
- T Policy L3**      Require bicycle amenities such as bicycle parking, lockers, and tool boxes at community destinations – places that people want to connect to and from – throughout the City.
- T Policy L4**      Work with transit agencies to integrate cycling amenities and routes with mass transit.
- T Policy L5**      Ensure the construction of nonmotorized facilities that connect the ends of cul-de-sacs to existing and/or proposed nonmotorized routes to achieve improved circulation to adjacent neighborhoods, parks and other destinations.
- T Policy L6**      Require new or redeveloping properties to design and build bicycle/ pedestrian corridors that maximize the use of nonmotorized transportation alternatives.
- T Policy L7**      Ensure changes to roads do not eliminate existing nonmotorized transportation facilities unless equivalent mitigation is provided.
- T Policy L8**      Ensure public safety by maintaining bicycle and pedestrian facilities through a formalized nonmotorized route maintenance plan and dedicated funding.

## finance

**Goal M. Invest strategically in transportation with cost savings and investment opportunities in mind.**

### discussion

In most cases, mobility projects – motorized and nonmotorized – are funded by a combination of funding sources, including grants, impact fees, general fund resources, voted bonds and sales taxes - reflecting the fact that transportation projects have multiple purposes and serve multiple beneficiaries. Leverage funds with other City departments, governmental and nonprofit agencies to pursue project and program implementation. Pursue public-private partnerships and innovative funding strategies such as impact fees and development agreements.

- T Policy M1**      Maintain a 20-year financing plan to provide predictability and assurance that transportation system improvements are accomplished when needed and in accordance with the six-year Transportation Improvement Program.
- T Policy M2**      Ensure sustainability of the existing transportation infrastructure by designing a system that meets the anticipated 20-year needs, is environmentally sound in



construction and materials and supports the fluid movement of people, goods and services.

- T Policy M3** Design arterials to be consistent with their roadway and transitway classifications shown in the Roadway and Transitway Classification Maps. New roadways must be included in the 20-year transportation plan prior to design so that the design is consistent with its roadway and transitway classifications.
- T Policy M4** Use mitigation and impact fees to complete nonmotorized and road projects that mitigate or accommodate growth required by the Growth Management Act.
- T Policy M5** Increase dedicated funding for nonmotorized projects, programs and education.
- T Policy M6** Establish a grant matching reserve fund for walking and cycling projects and programs.

## regional coordination

**Goal N. Collaborate with Issaquah's neighboring municipalities, King County, and other agencies to address regional impacts and issues.**

### discussion

It is important that the City establish and maintain good working relationships with jurisdictions and agencies throughout the Puget Sound region. Doing so will help ensure that state, county and local projects address the regional vision and local growth management planning goals and objectives.

- T Policy N1** Partner with the State Department of Transportation, Puget Sound Regional Council, Sound Transit, King County and the cities of Sammamish and Bellevue to influence regional decision making processes that promote the transportation system in the Issaquah community.
- T Policy N2** Enter into interlocal agreements with regional agencies and adjacent jurisdictions that mandate the shared financial responsibility of mitigating impacts of new developments and their associated transportation facilities as well as those that benefit the regional transportation system.

## implementation

**Goal O. Measure the effectiveness and success of the Comprehensive Plan in achieving community visions, goals and policies.**

### discussion

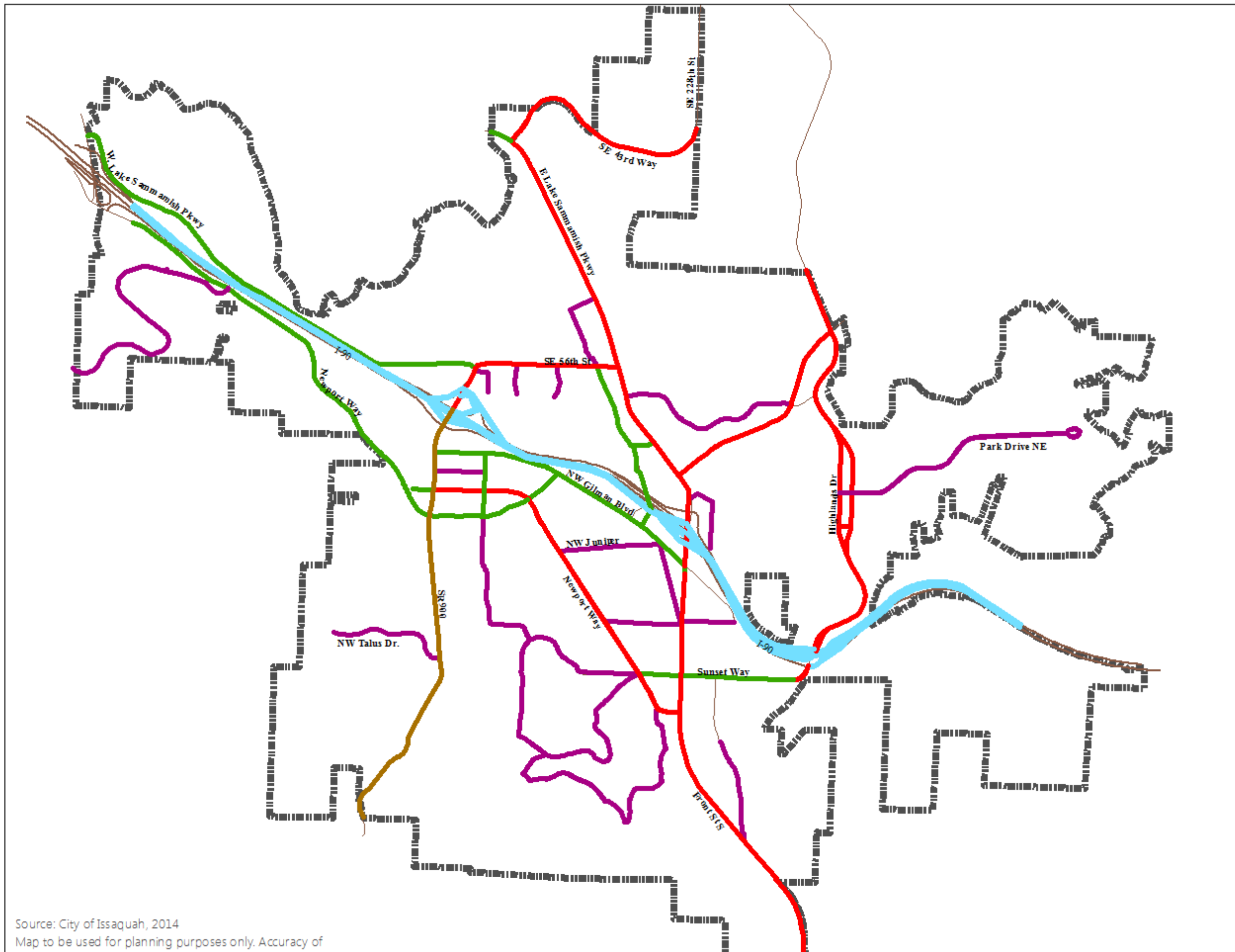
Achieving the visions of the Issaquah community for how our City should look, feel and function is dependent on implementation of the goals and policies adopted in this document. While there are not sufficient resources to accomplish all of the implementation strategies simultaneously, the City can make progress to carry out the Comprehensive Plan by identifying priorities and necessary resources. The City has established a list of Implementation Strategies (Appendix B) that are needed to accomplish the Community vision within the Comprehensive Plan, and although not complete, the list is intended to be used as a tool for prioritizing City resources, including budget and staff time. Additionally, the City cannot accomplish all the implementation strategies alone. As part of a much



larger and growing metropolitan area, issues such as growth rates, housing supply and demand, and transportation systems require cooperation and partnerships with the public and private sectors as well as local, state and federal agencies.

**T Policy O1**      Ensure Comprehensive Plan goals and policies are accompanied by related and required implementing actions, including but not limited to those listed in the Implementation Strategy (Appendix B).





-  Collector Arterial
-  Minor Arterial
-  Principal Arterial
-  SR900 - Designated Highway of Regional Significance
-  I-90 - Designated Highway of State Significance
-  City Limits

Note: This is a state required map that shows how roadways function. It does not represent the design of the roadways. Roadway designs are found in the Street Standards and the Central Issaquah Development and Design Standards.

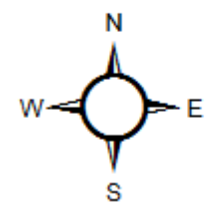
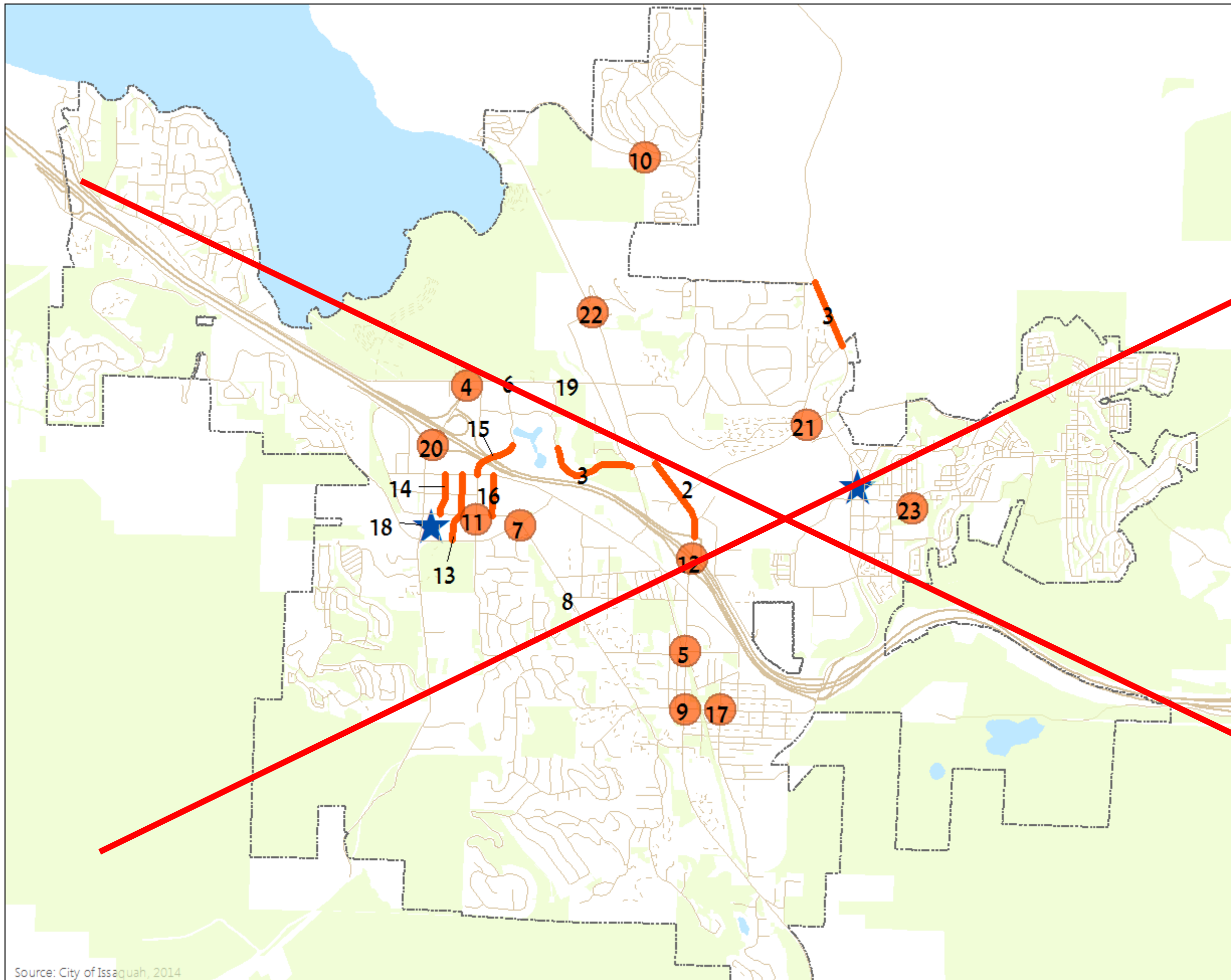


Figure T-1  
Roadway Classification  
& Inventory

Ordinance #2796





# LEGEND

- Proposed Motorized Improvements
- Proposed Motorized Spot Improvements
- # Project ID#
- ★ Transit Hubs
- City Limits

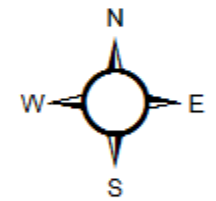


Figure T-3  
Proposed Roadway  
(Traffic) Projects  
2015-2030

Ordinance #2741







## Proposed Roadway (Traffic) Projects 2015-2030 Project Descriptions

#	Project Name	Project Description
1	<b>PARTIALLY COMPLETE</b> N Iss Rdwy Impvmnts - SE 62nd St/Ext. Imprv.	Design and construction of a new roadway and other roadway network improvements in the North Issaquah area bounded approximately by East Lake Sammamish Parkway, SE 56th St/NW Sammamish Rd, 17th Ave NW, and I-90. The projects are: new roadway and bridge extending SE 62nd St into Pickering Shopping Center; widening SE 62nd Street from ELSP to 221st Ave SE; widen ELSP southbound from s/o SE 56th St to n/o Issaquah Fall City Rd; improve 221st Ave SE from SE 56th St to SE 62nd St with a new roundabout at SE 62nd and 221st; and widen 12th Ave NW approaching 17th and widen 17th approaching 12th.
2	<b>COMPLETE</b> N Iss Rdwy Impvmnts - E Lake Sammamish Pkwy Widening	Design and construction of a roadway widening to provide for additional southbound through travel lane, curb, gutter, sidewalks, storm drainage system including pertinent stormwater filtration and storage, irrigation, and street trees. Requires modification of traffic signal at Black Nugget Rd and SE 62nd St to provide for additional southbound through lane. Restripes portion of roadway between Issaquah Fall City Rd and I-90 for additional southbound approach lane.
3	Issaquah Pine-Lake Road Improvements	Roadway widening, curb, gutter, sidewalks, bike lanes, and other multi modal elements, storm drainage, irrigation, street trees, and crosswalks between Issaquah Fall City Rd and SE 48th Street. Improvements to match the existing configuration at the intersection of Issaquah Fall City Rd, and the proposed roadway section to be constructed in the City of Sammamish, assumed to be 4 to 5 lanes.
4	N Iss Rdwy Impvmnts - 12th Ave/SR 900/17th Ave Imp	Widen 12th Ave NW at SR 900/NW Sammamish Rd to provide for an additional westbound approach lane to provide exclusive dual left turn lanes. Right-of-way will be required and the cost and amount necessary is undetermined at this time. In addition, widen the northbound 17th Ave NW approach to provide for an exclusive right turn lane for traffic turning from 17th Ave NW to 12th Ave NW.
5	NW Dogwood St Improvements	Design and construction of street improvements, including restoration of road base for two travel lanes, asphalt surfacing, curbs and gutters, storm drainage, utility adjustments, street lights, traffic signal, and sidewalks.

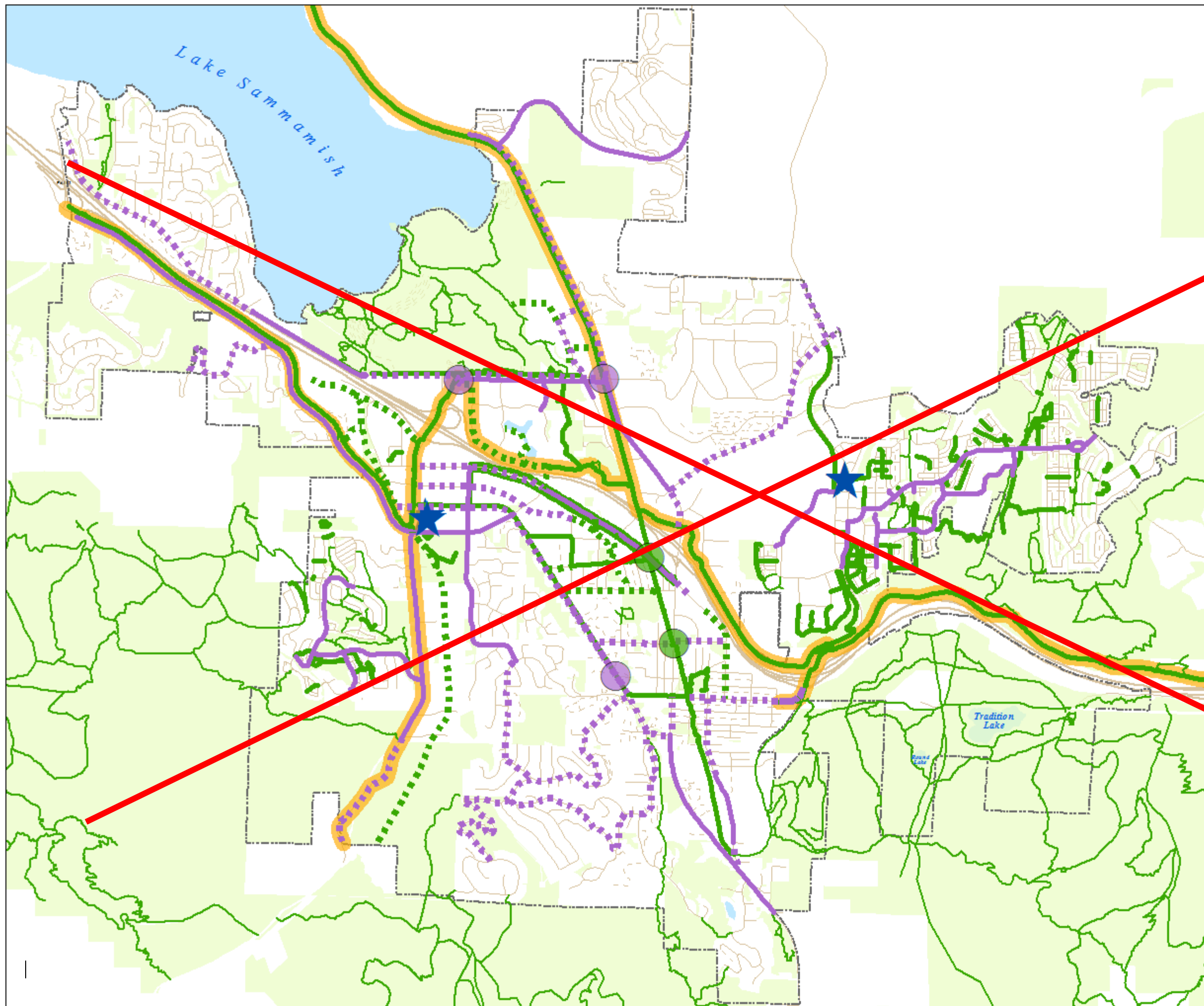


#	Project Name	Project Description
		Include southbound right turn pocket on Front Street/Dogwood Intersection.
6	SR 900/NW Sammamish Rd Widening	Construct an additional westbound general purpose lane approaching the I-90 Ramps from 11th Ave NW to the metered location on the westbound I-90 On-ramp.
7	Maple St/Newport Way Intersection Improvements	Provide an additional northbound lane on NW Newport Way approaching Maple St for an exclusive right turn lane and provide an additional westbound lane on NW Maple St approaching NW Newport Way for an exclusive right turn lane.
8	Newport Way Improvements, Maple to Sunset	Rebuild with roundabout intersection improvements at Juniper St, Holly St, and Dogwood, two travel lanes southbound from Maple St to 600 feet south of Holly St, transitioning to one travel lane southbound with one travel lane to Sunset Way, and one travel lane northbound. Includes two bike lanes, a sidewalk on the one side with an 8-foot wide walking trail on the other side, and related landscaping and lighting. Include storm water system for the roadway with detention and treatment facilities. Include a storm water bypass for existing drainage from adjacent properties.
9	Front St and Sunset Way Intersection Improvements	Design and construct left-turn lanes on Sunset Way. The existing roadway configuration from curb to curb width cannot be increased because of existing buildings. This requires removal of parking to provide for additional left-turn roadway capacity through the intersections and to improve traffic safety. Will allow for modification of the traffic signal to allow for an 8-phase signal operation and removal of the split phased operation on Sunset Way.
10	Providence Point - Intersection Realignment and Signalization	Project consists of realigning the entrances of Providence Point and to Forest Village and includes the installation of a traffic signal, street lights, and pedestrian access.
11	NW Maple and 12th Ave NW Intersection Improvement	Intersection widening to provide exclusive eastbound right turn lane and northbound right turn lane.
12	Front St and I-90 Interchange Reconfiguration	Reconfigure the Front Street/I-90 interchange to a tight diamond, provide additional capacity on Front Street North and coordinate with the improvement at Front and Gilman Boulevard. Project limits from Issaquah Fall City Road to Gilman Boulevard.



#	Project Name	Project Description
13	13th Ave NW Improvements	New two-lane roadway with turn lanes at intersections including wide sidewalks, curb and gutter, landscaping, street lights, and on-street parking and traffic signal at NW Maple St.
14	15th Ave NW Improvements	New two-lane roadway with turn lanes at intersections including wide sidewalks, curb and gutter, landscaping, street lights, and on-street parking and traffic signal at NW Maple St and NW Newport Way.
15	11th/12th Ave NW Overcrossing	New three-lane overpass with one lane in each direction. The proposal includes turn lane capacity at each termini intersection, a five-foot bike lane, and a sidewalk.
16	11th Ave NW Improvements	New two lane roadway with turn lanes at intersections including wide sidewalks, curb and gutter, landscaping, street lights, and on-street parking.
17	<del>2nd Ave/Sunset Way</del> <b>COMPLETE</b>	Signalize intersection, and restripe eastbound approach within existing pavement width.
18	SR 900 Widening	Widen SR 900 to 3 lanes in each direction between Maple Street and Newport Way. Provide additional turn lane capacity at the Newport Way intersection.
19	NW Sammamish Road/SE 56th Street Widening	Widen NW Sammamish Road/SE 56th Street to 3 lanes in each direction between the I-90 westbound ramps and East Lake Sammamish Parkway. Provide additional turn lane capacity at various intersections along the corridor.
20	SR 900/I-90 Eastbound Ramps	Provide additional turn pocket improvements at the SR 900/I-90 Eastbound Ramps intersection, specifically a third eastbound right turn lane.
21	SE Black Nugget Road Widening	Widen SE Black Nugget Road to provide 2 left turn lanes in the westbound direction approaching Issaquah Fall City Road.
22	East Lake Sammamish Parkway/SE 51st Street	Widen the eastbound approach to include a second left turn pocket.
23	10th Ave NE/NE Park Dr.	Signal phasing improvements.





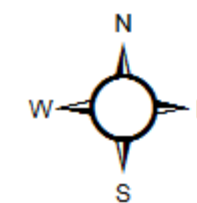
## LEGEND

Existing Routes

- Natural Paths
- Urban-Pedestrian and Urban-Shared Paths
- On-Street Bike Facilities

Proposed Routes / Improvements

- - - On-Street Bike Facility
- - - Urban Shared Path
- Urban Shared Spot
- Improvements
- Bicycle Spot Improvements
- Intended Regional Routes
- ★ Transit Hubs
- City Limits

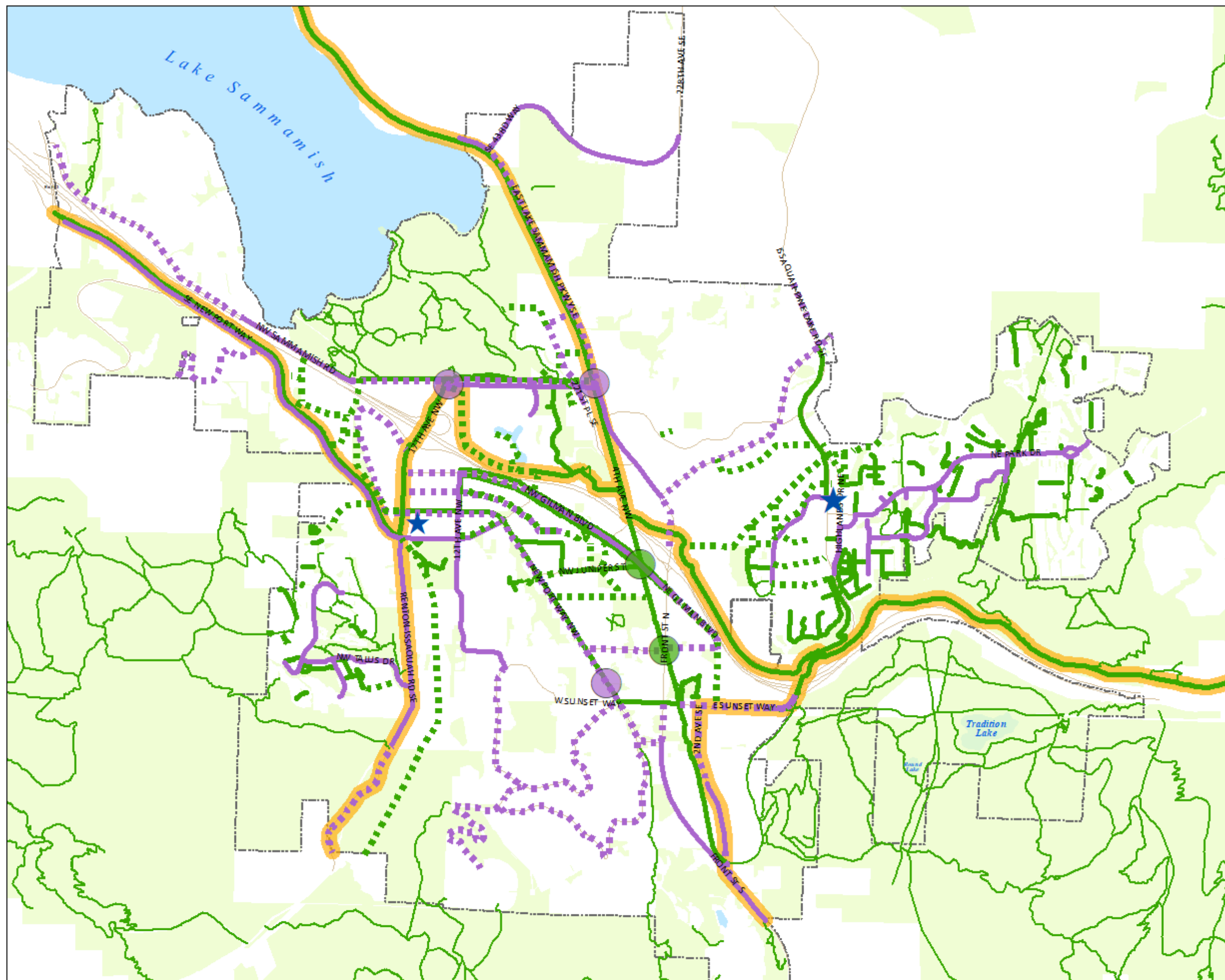


CITY OF  
**ISSAQUAH**  
WASHINGTON

Figure 1-4  
Proposed Nonmotorized  
Improvements  
2015-2035

Ordinance #2741  
Effective Date 6/30/2015





- Existing Routes
- Natural Paths
  - Urban-Pedestrian and Urban-Shared Paths
  - On-Street Bike Facilities
- Proposed Routes / Improvements
- On-Street Bike Facility
  - Urban Shared Path
  - Urban Shared Spot Improvements
  - Bicycle Spot Improvements
  - Intended Regional Routes
  - ★ Transit Hubs
  - City Limits

Note: Alignments shown here are for planning purposes only. Exact alignments will be determined during the development review process.

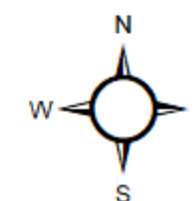
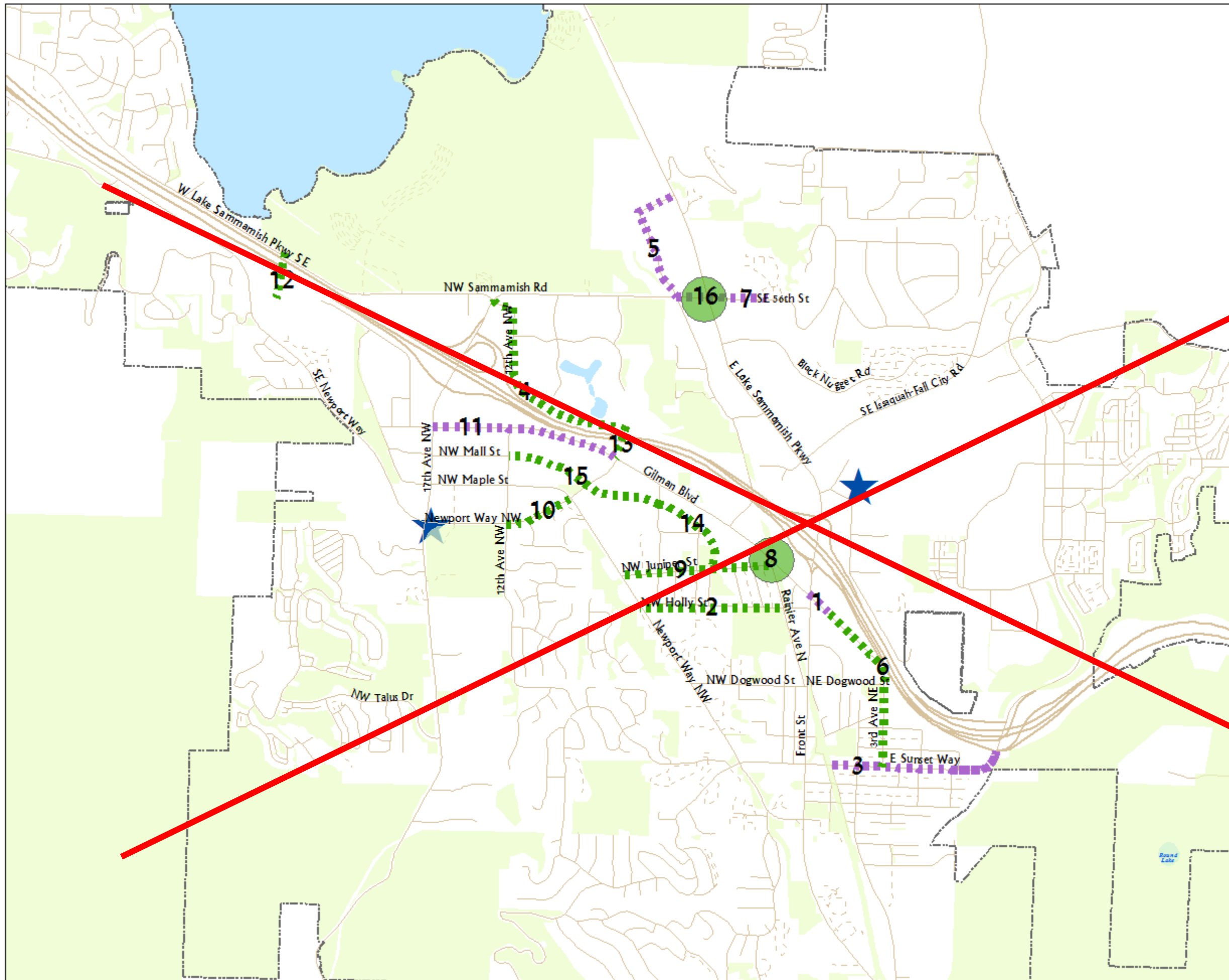


Figure T-4  
Proposed Nonmotorized  
Improvements  
2019-2040

Ordinance #XXXX





**LEGEND**

- ★ Transit Hubs
- City Limits
- Proposed Routes / Improvements
  - On-Street Bike Facility
  - Urban Shared Path
  - Urban Shared Spot Improvements
  - # Project ID#

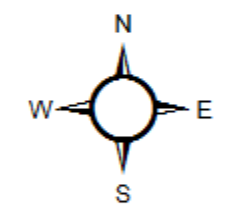
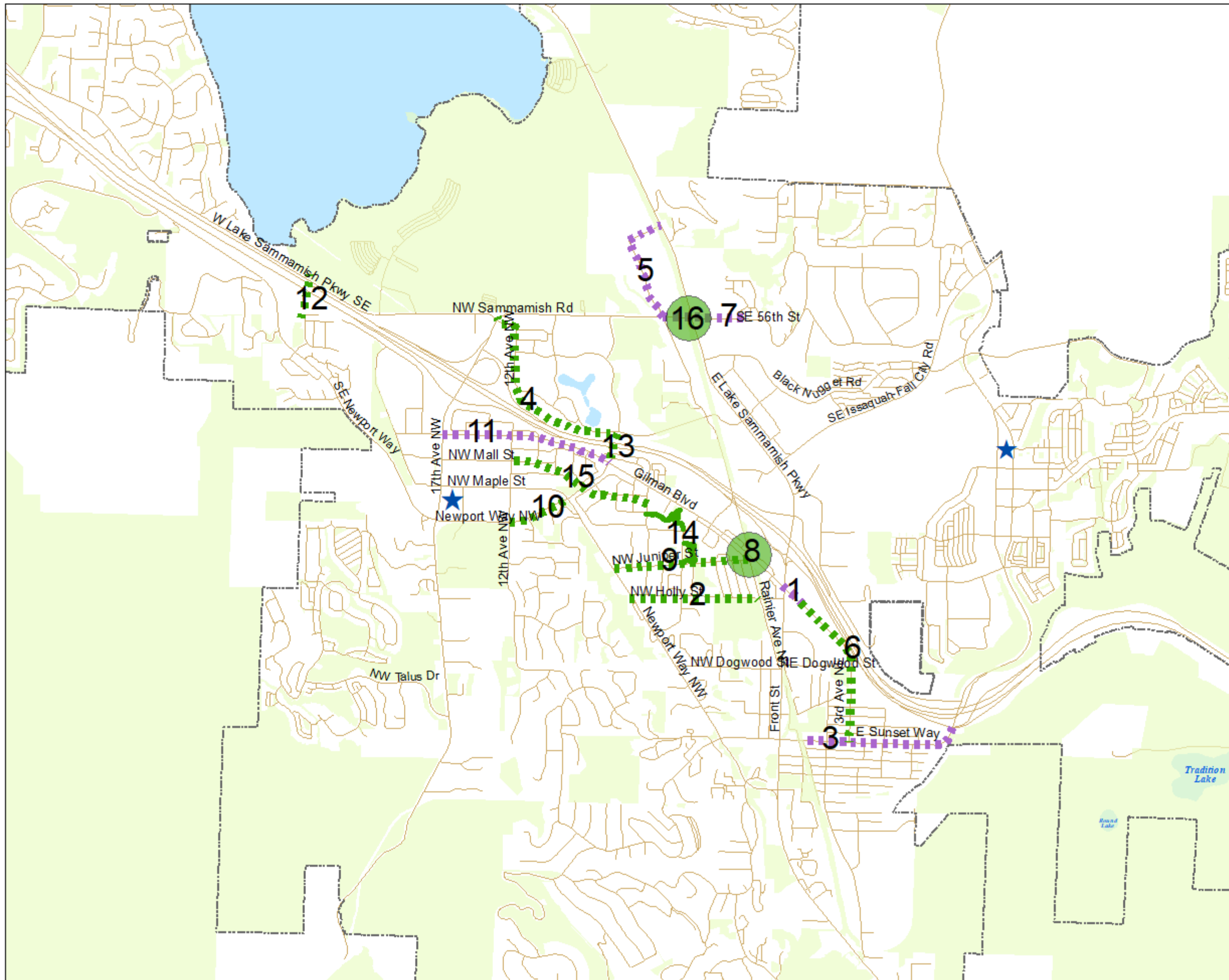


Figure T-5  
Proposed  
Pedestrian and Bicycle  
Mitigation Projects  
2015-2030

Ordinance #2741






## LEGEND

-  Transit Hubs
-  City Limits

## Proposed Routes / Improvements

-  On-Street Bike Facility
-  Urban Shared Path
-  Urban Shared Spot Improvements
-  Project ID#

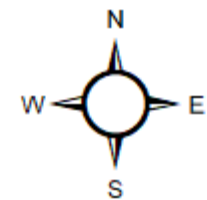


Figure T-5  
Proposed  
Pedestrian and Bicycle  
Mitigation Projects  
2015-2030

Ordinance #XXXX



## Proposed Pedestrian and Bicycle Mitigation Projects for 2015-2030

### Project Descriptions

ID #	Project Name	Project Location: Extents	Project Description
1	NE Gilman & Front Intersection Bike Lanes and Sidewalk	Gilman Blvd: Just west of Front & Gilman intersection to Triple X Restaurant driveway east of Front Street	Extend the Gilman Blvd bike lanes to the east of Front Street N and provide continuous sidewalks. The specific bike facility (for example bike lanes, shared use route, cycle track, etc.) to be determined)
2	Confluence Park/Holly Street Creek Crossing Shared Use Path	Holly Street: Newport Way NW to Rainier Blvd N (Including New Bridge)	Construct a 10- to 12-foot hard surface path along the south side of Holly Street between 5th Ave NW and Rainier Blvd N. A bridge would also be constructed over Issaquah Creek. The trail could connect just south and parallel with Holly Street through Cybil Madeline Park versus running along the roadway between 3rd Ave NW and Rainier Blvd N.
3	East Sunset Way Cycle Track	East Sunset Way: Front Street to I-90 off-ramp (South side)	Construct a 12-foot cycle track and rebuild the south side sidewalk along E Sunset Way between Front St N and the I-90 eastbound off-ramp (south side of I-90). This would likely result in the loss of on-street parking on the south side of E Sunset Way.
4	Pickering Trail along I-90 (Tributary 0170 Trail)	Along north side of I-90: 12th Avenue/SR900 to Lake Drive	Construct a 10- to 12-foot hard surface path between Lake Drive and 12 <sup>th</sup> Ave NW / 17 <sup>th</sup> Avenue NW. This facility would follow an approximately alignment along the north side of I-90.
5	220th Avenue SE Bike Lanes	220th Ave & 51st SE: SE 56th St to East Lake Sammamish Parkway	Construct 5-foot bike lanes along 220 <sup>th</sup> Ave SE and SE 51 <sup>st</sup> Street between SE 56 <sup>th</sup> Street and E Lake Sammamish Pkwy SE. It is assumed that this project can be accommodated through a restripe and a partial to full removal of the SE 51 <sup>st</sup> Street median.



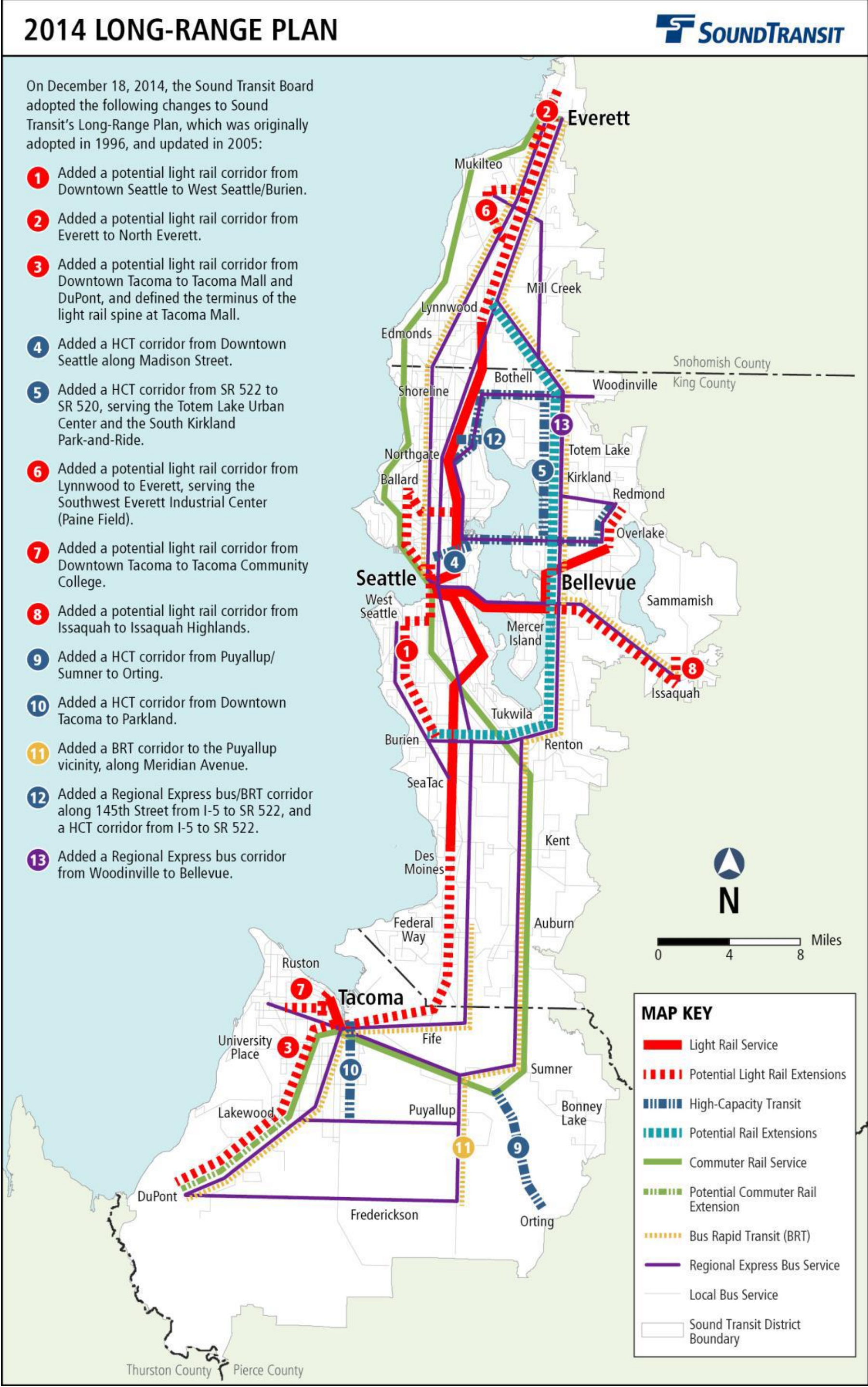
<b>ID #</b>	<b>Project Name</b>	<b>Project Location: Extents</b>	<b>Project Description</b>
6	NE Gilman & 3rd Avenue Shared Use Path	NE Gilman Blvd & 3rd Avenue NE: Triple X Restaurant driveway to E. Sunset Way	Construct a combination of bike lanes and a shared use path along NE Gilman Blvd and 3 <sup>rd</sup> Ave NE between approximately the Triple X Restaurant driveway and E Sunset Way. The bike lanes would be provided along the wider section of NE Gilman Blvd and the shared use path along 3 <sup>rd</sup> Ave NE. The specific bike facility (for example bike lanes, shared use route, cycle track, etc.) to be determined.
7	SE 56th Street Bike Lane	220th Ave SE to near former Albertson's driveway (South side)	Provide a bike lane on south side 56th Street by restriping SE 56 <sup>th</sup> Street between 220 <sup>th</sup> Ave SE and east of E Lake Sammamish Pkwy SE.
8	Three Trails Crossing Improvements	Intersection: NW Gilman Blvd & Rainier Blvd & Juniper Street	Provide a signalized crossing of the NW Gilman Blvd / Rainier Blvd N / NW Juniper Street intersection.
9	NW Juniper Street Improvements	NW Juniper St: Newport Way to Rainier Boulevard	Design and construct two travel lanes, curbs and gutter, drainage and water quality treatment, lighting, and landscaping. Includes completion of partially existing 10' wide multi-purpose trail on one side and sidewalk on the other side.
10	Newport Way NW Bike Lanes and Sidewalk	Newport Way NW: 12th Ave east to NW Maple Street	Construct bike lanes and a sidewalk between 12 <sup>th</sup> Ave NW and NW Maple Street along Newport Way NW. A section of this project will be constructed with developer improvements along the south side between 12 <sup>th</sup> Ave NW and 11 <sup>th</sup> Place NW.
11	Gilman Boulevard Bike Lanes and Sidewalk	NW Gilman Blvd: 17th Ave/SR900 to Maple Street.	Construct bike lanes between 17 <sup>th</sup> Ave NW/SR 900 and Maple Street NW. This would require widening the roadway approximately 10 feet. It was assumed that widening would occur to one side; along the widened side the sidewalk would be rebuilt.
12	NW Sammamish Road Non-Motorized Crossing I-90	I-90 Crossing: NW Sammamish Road to south side of I-90, location to be determined.	Provide a 14' wide non-motorized crossing of I-90 west of the State Park.
13	10th Ave NW Non-Motorized Crossing I-90	I-90 Crossing: Gilman Boulevard to 10th Avenue NW	Provide a 14' wide non-motorized crossing of I-90.



ID #	Project Name	Project Location:	
		Extents	Project Description
14	NW Mall Street Pedestrian Corridor	7th Avenue NW to Juniper	New urban pedestrian corridor
15	NW Mall Street Pedestrian Corridor	NW Mall Street: 12th Avenue NW to 7th Avenue NW	New urban pedestrian corridor portion of new public street
16	Sammamish Trail Grade Separation at SE 56th Street	Intersection of East Lake Sammamish Parkway, SE 56th Street, and Sammamish Trail	Construct pedestrian and bicycle crossing over or under SE 56th St for Sammamish Trail. The Sammamish multi-use trail intersects SE 56th St.



Figure T-6





# Transportation 2040

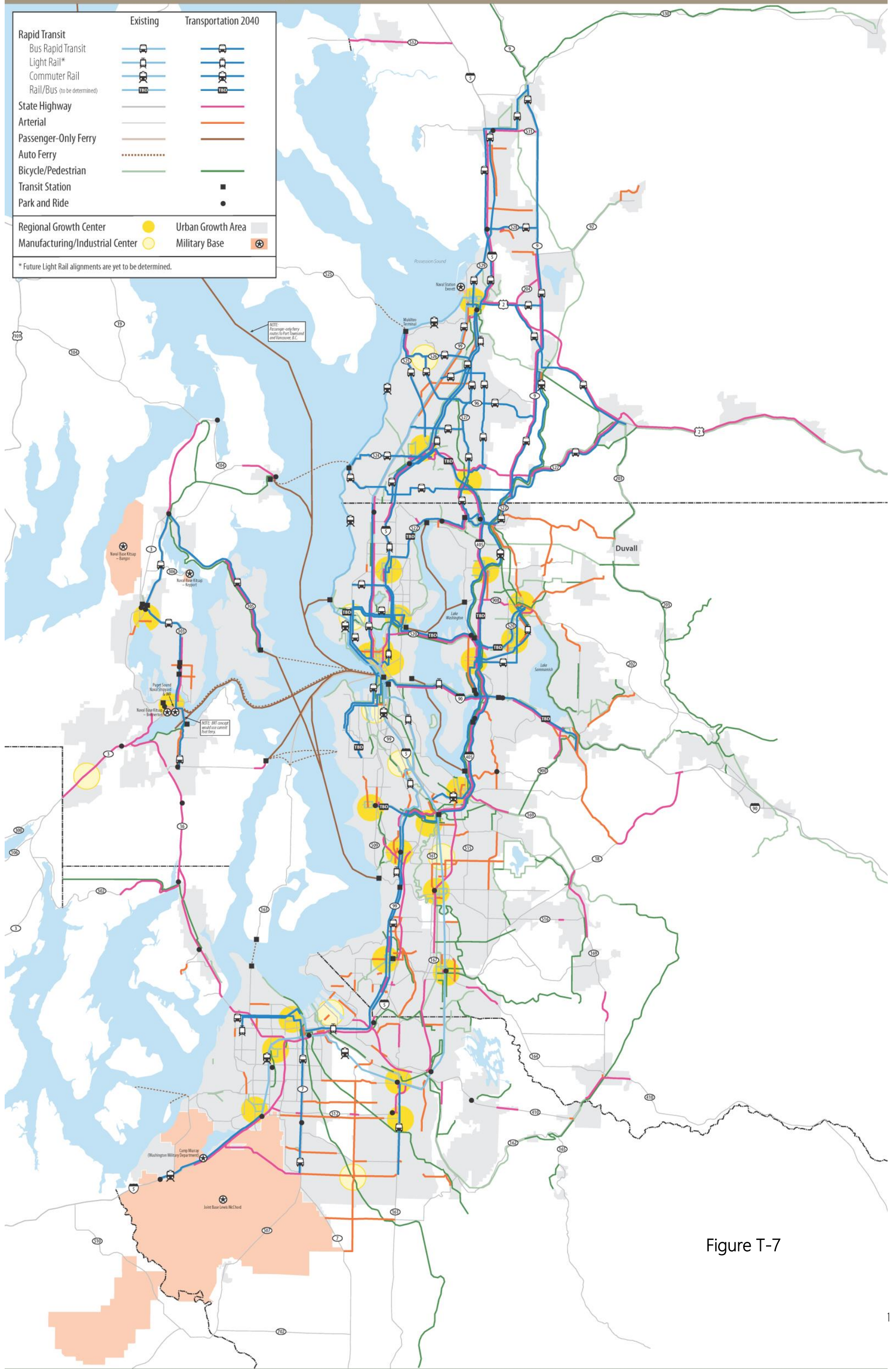
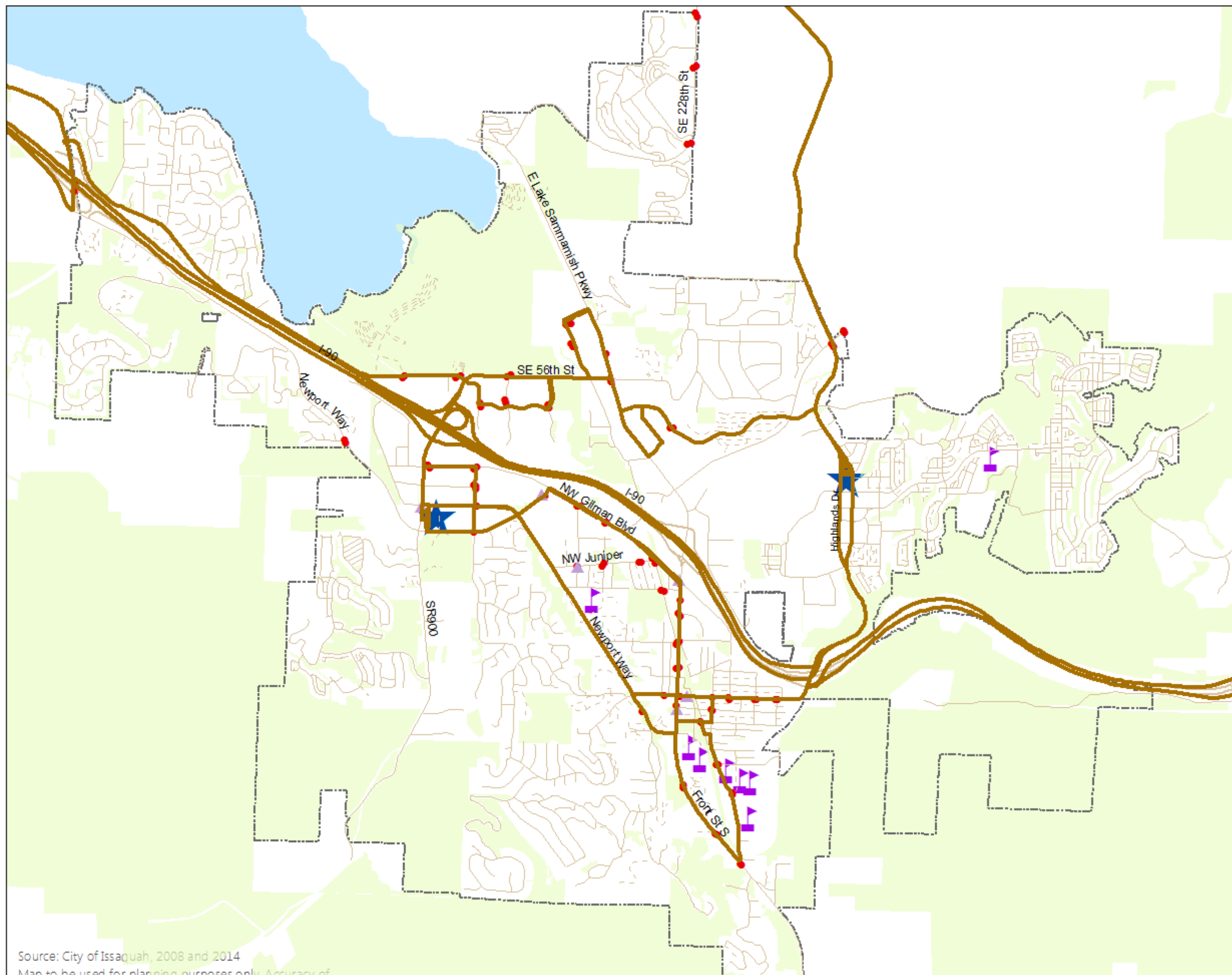









Figure T-7





## LEGEND

-  bus shelters
-  bus stops
-  Transit Center and Park & Ride
-  Transit Routes (for specific route information, go to [metro.kingcounty.gov](http://metro.kingcounty.gov) or [soundtransit.org](http://soundtransit.org))
-  Schools 2007
-  Parks and Open Space
-  City Limits

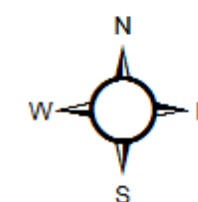
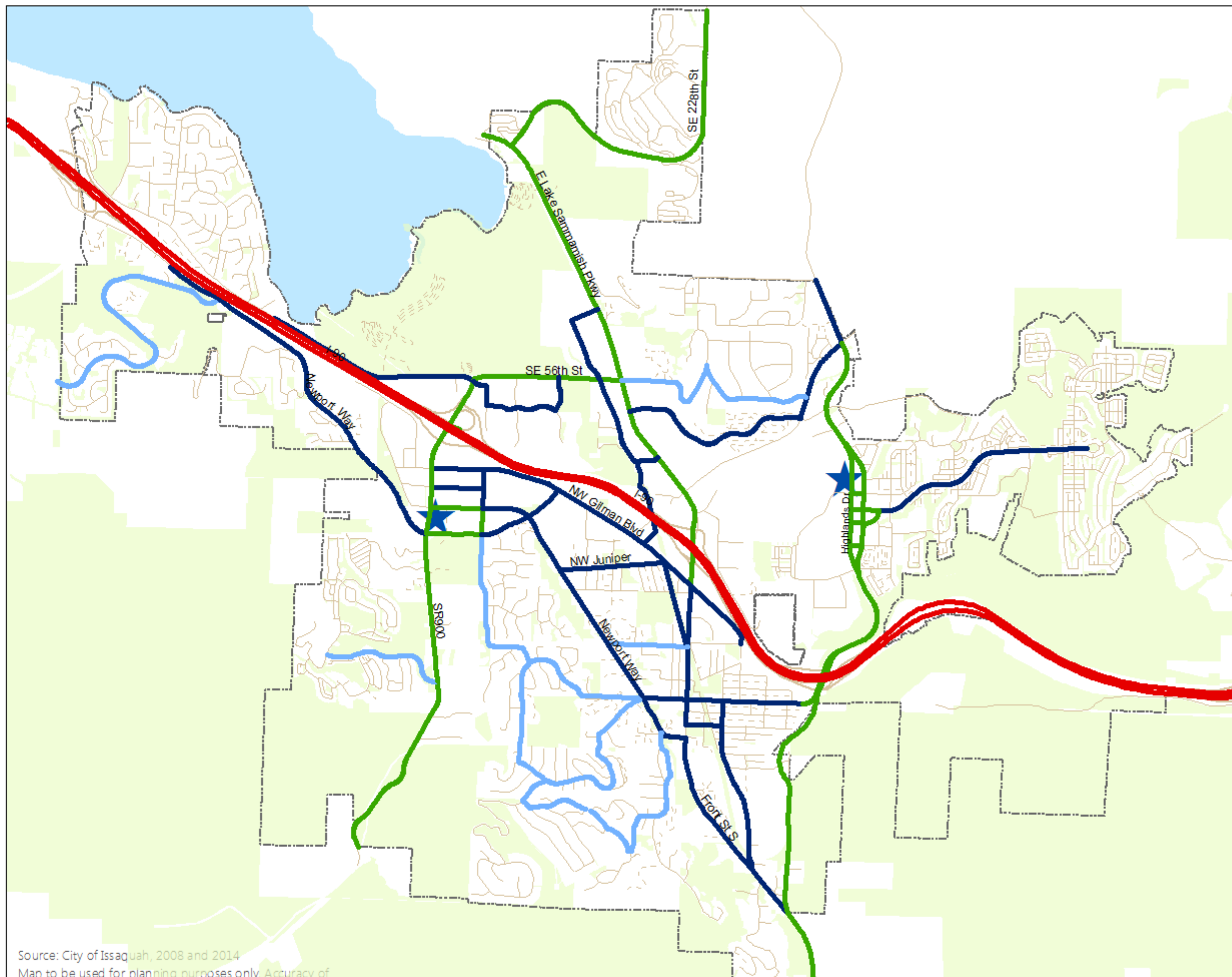


Figure T-8  
Transit Inventory Map  
2008

Ordinance #2741





## LEGEND

- Local Transitway
- Minor Transitway
- Principal Transitway
- Regional Transitway
- ★ Transit Center and Park & Ride
- Parks and Open Space
- City Limits

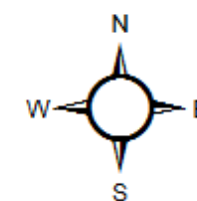
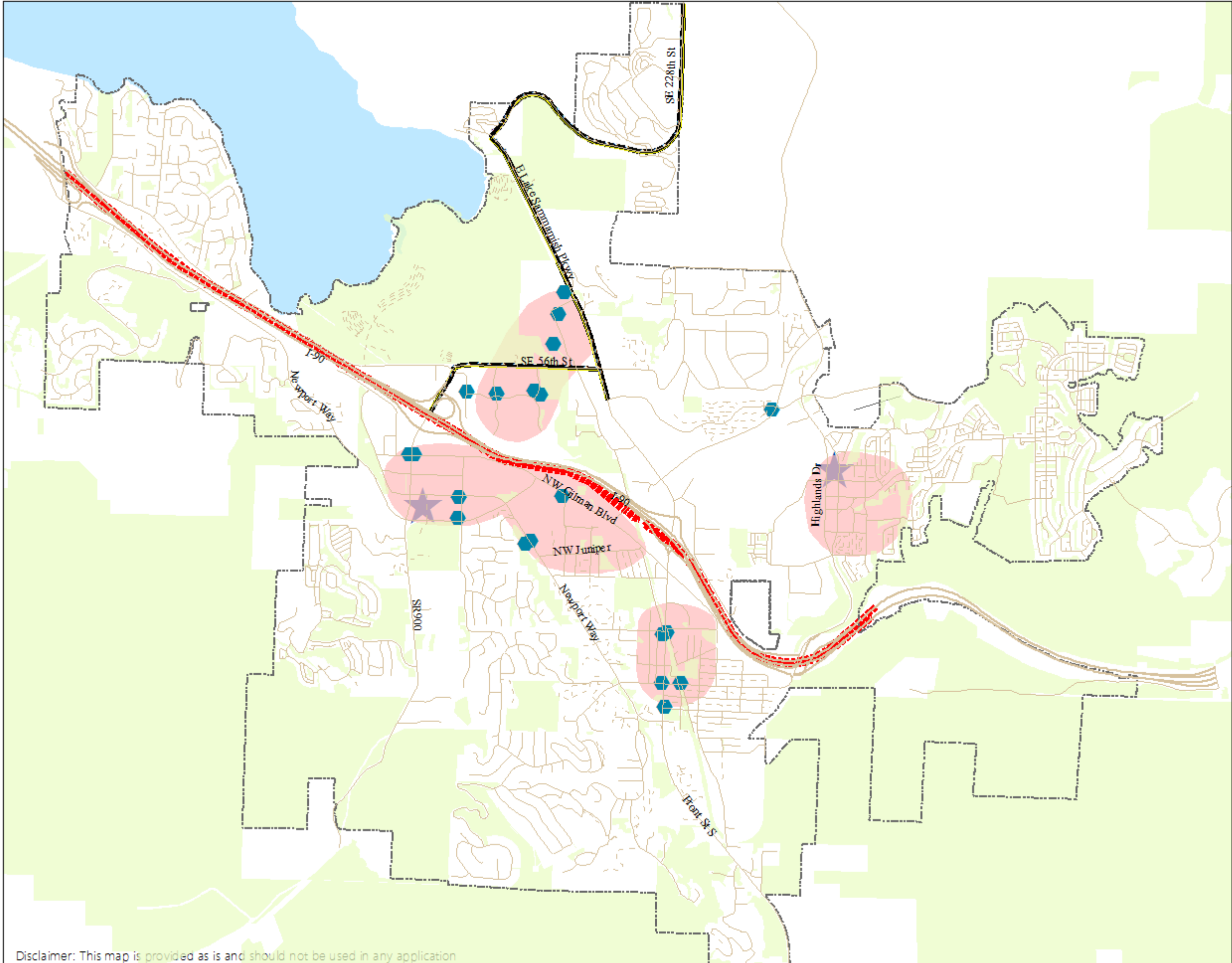


Figure T-9  
Transit Circulation and  
Classifications Plan  
2008

Ordinance #2741





# LEGEND

- New Bus Shelters
- New HOV Lanes
- High Capacity Transit
- Parks and Open Space
- Potential Pedestrian
- Emphasis Districts
- Transit Hubs
- City Limits

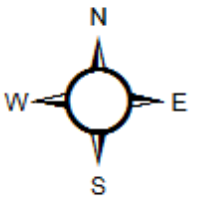


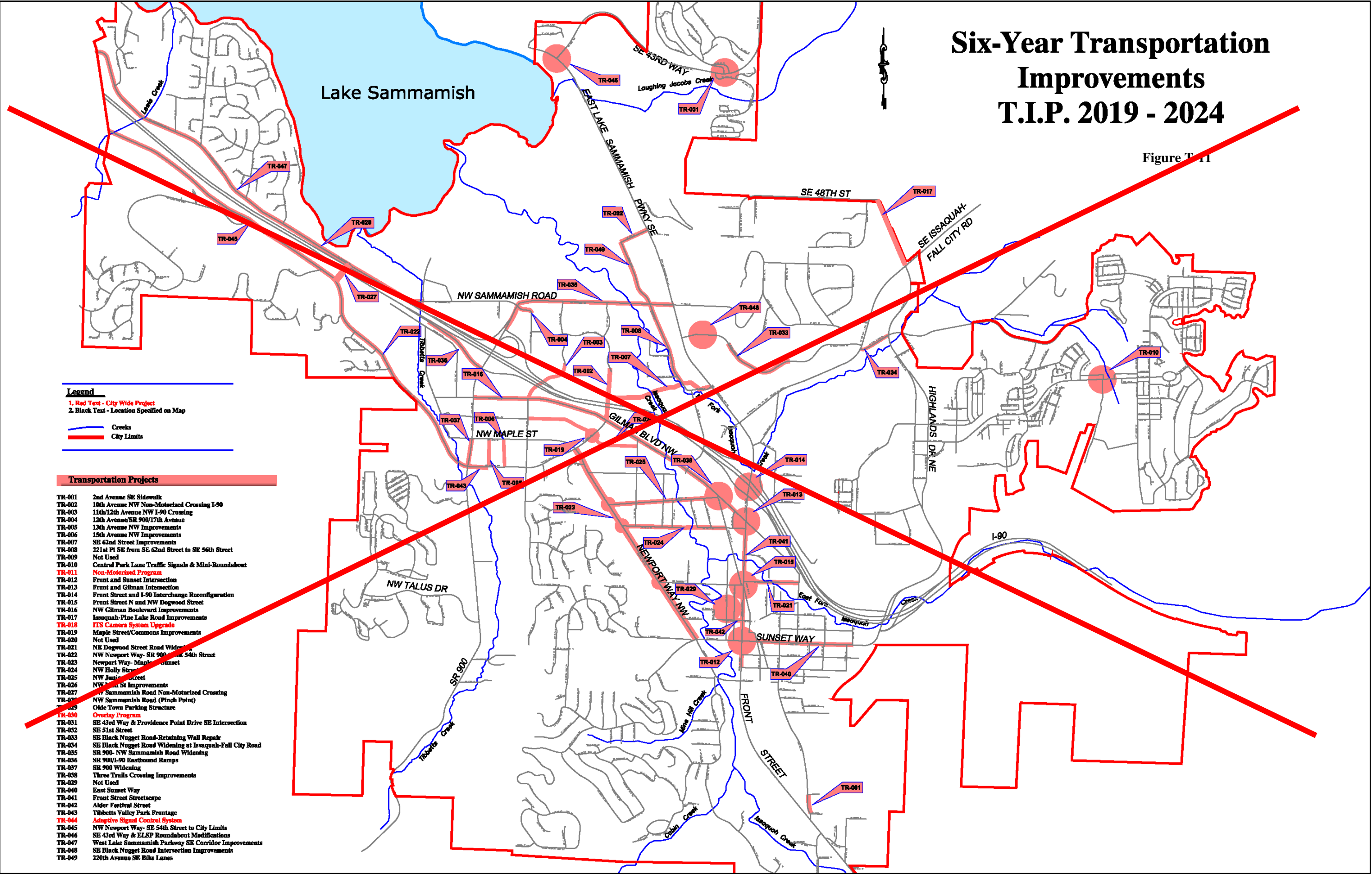
Figure T-10  
20-Year Transit and  
Transit Supportive  
Projects and Programs  
(2007)

Ordinance #2741



# Six-Year Transportation Improvements T.I.P. 2019 - 2024

Figure T-11





Transportation Capital Requests  
For the Budget Years 2019 - 2024

Description	6-Year Plan								Future Years	Overall Project Cost
	2018	2019	2020	2021	2022	2023	2024	6-Year TIP Total		
TR 030 Overlay Program	\$ 900,000	\$ 954,000	\$ 1,011,000	\$ 1,072,000	\$ 1,136,000	\$ 1,204,000	\$ 1,276,000	\$ 6,653,000	\$ -	\$ -
TR 011 Non-Motorized Program	\$ 562,500	\$ 562,500	\$ 562,500	\$ 562,500	\$ 562,500	\$ 562,500	\$ 562,500	\$ 3,375,000	\$ 1,687,500	\$ 5,625,000
TR 007 62nd St SE Improvements	\$ 13,373,318	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,492,700
TR 018 ITS Camera System Upgrade	\$ 176,062	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 176,062
TR 031 SE 43rd Way and Providence Point Dr SE Intersection	\$ 150,000	\$ 6,209,527	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,209,527	\$ -	\$ 6,359,527
TR 028 NW Sammamish Rd (Pinch Point)	\$ 250,000	\$ 224,000	\$ 506,250	\$ -	\$ -	\$ -	\$ -	\$ 730,250	\$ -	\$ 980,250
TR 010 Central Park Ln Traffic Signals and Mini-Roundabout	\$ -	\$ 224,000	\$ 672,000	\$ 3,375,000	\$ -	\$ -	\$ -	\$ 4,271,000	\$ -	\$ 4,271,000
TR 016 NW Gilman Blvd Improvements	\$ 146,569	\$ 224,000	\$ 67,200	\$ -	\$ -	\$ -	\$ -	\$ 291,200	\$ 62,802,000	\$ 63,414,769
TR 023 Newport Way - Maple to Sunset	\$ 1,283,500	\$ 816,500	\$ 3,600,000	\$ 24,301,607	\$ -	\$ -	\$ -	\$ 28,718,107	\$ -	\$ 30,001,607
TR 022 NW Newport Way - SR-900 to SE 54th St	\$ 2,340,000	\$ 3,340,000	\$ 14,835,000	\$ 11,750,000	\$ 6,750,000	\$ -	\$ -	\$ 36,675,000	\$ -	\$ 39,333,000
TR 004 12th Ave/SR 900/17th Ave	\$ 250,000	\$ 700,000	\$ 1,568,000	\$ 2,464,000	\$ 1,568,000	\$ -	\$ -	\$ 6,300,000	\$ -	\$ 6,300,000
TR 003 11th/12th Ave NW I-90 Crossing	\$ -	\$ 56,000	\$ 1,008,000	\$ 5,600,000	\$ 5,600,000	\$ 5,600,000	\$ 54,000,000	\$ 71,864,000	\$ 22,500,000	\$ 94,364,000
TR 046 SE 43rd Way and ELSP Roundabout Modifications	\$ -	\$ -	\$ -	\$ 76,050	\$ 493,750	\$ -	\$ -	\$ 559,800	\$ -	\$ 559,800
TR 008 221st Pl SE from SE 62nd St to SE 56th St	\$ -	\$ -	\$ -	\$ -	\$ 918,613	\$ 2,719,269	\$ 4,859,524	\$ 8,497,406	\$ -	\$ -
TR 038 Three Trails Crossing Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 672,000	\$ 2,250,000	\$ 2,922,000	\$ -	\$ 2,922,000
TR 033 SE Black Nugget Rd - Retaining Wall Repair	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 560,000	\$ 2,250,000	\$ 2,810,000	\$ -	\$ 2,810,000
TR 012 Front & Sunset Intersection	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 787,500	\$ 1,011,500
TR 015 Front St & NW Dogwood St	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,032,000	\$ 4,032,000
TR 041 Front St Streetscape	\$ 156,870	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,590,550	\$ 4,747,420
TR 042 Alder Festival Street	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,461,875	\$ 1,461,875
TR 040 E Sunset Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,170,000	\$ 15,170,000
TR 001 2nd Ave SE Sidewalk	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 933,000	\$ 933,000
TR 024 NW Holly St	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,281,294	\$ 8,281,294
TR 043 Tibbetts Valley Park Frontage	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 879,200	\$ 879,200
TR 025 NW Juniper St	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,191,800	\$ 2,191,800
TR 013 Front & Gilman Intersection	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,047,000	\$ 4,047,000
TR 021 NE Dogwood St Road Widening	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,771,222	\$ 1,771,222
TR 032 SE 51st St	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,221,050	\$ 2,221,050
TR 049 220th Ave SE Bike Lanes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 786,500	\$ 786,500
TR 045 NW Newport Way - SE 54th St to City Limits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,070,000	\$ 46,070,000
TR 047 W Lk Sammamish Pkwy SE Corridor Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,950,000	\$ 80,950,000
TR 044 Adaptive Signal Control System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,256,000	\$ 4,256,000

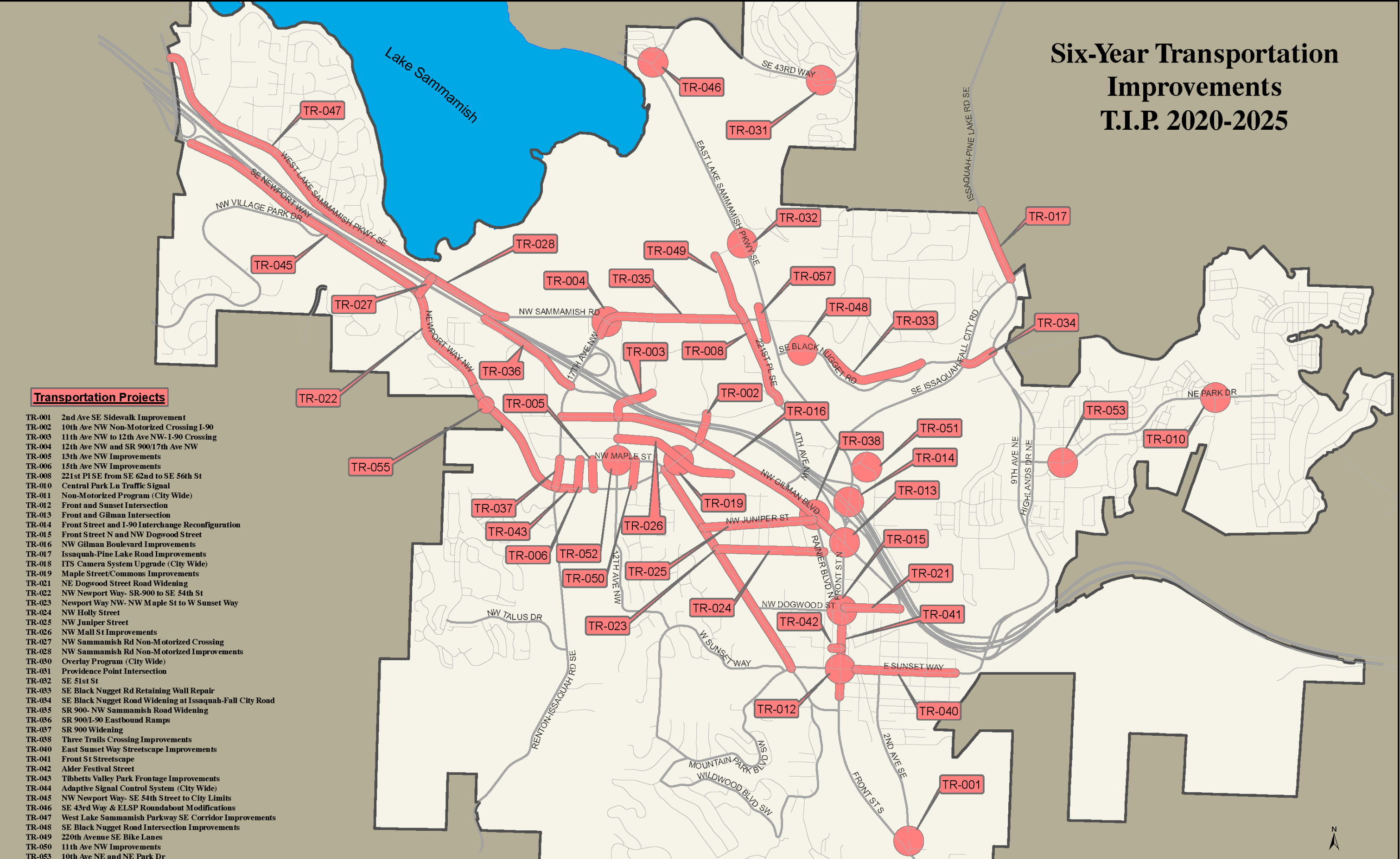


Transportation Capital Requests  
For the Budget Years 2019 - 2024

Description	6-Year Plan								Future Years	Overall Project Cost
	2018	2019	2020	2021	2022	2023	2024	6-Year TIP Total		
TR 017 Issaquah - Pine Lake Rd	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,226,464	\$ 12,226,464
TR 014 Front St & I-90 Interchange Reconfiguration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,225,000	\$ 56,225,000
TR 035 SR 900 - NW Sammamish Rd Widening	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 67,450,000	\$ 67,450,000
TR 036 SR 900/I-90 Eastbound Ramps	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,490,000	\$ 4,490,000
TR 037 SR 900 Widening	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,023,999	\$ 12,023,999
TR 034 SE Black Nugget Rd Widening at Issaquah Fall city Rd	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,344,892	\$ 1,344,892
TR 048 SE Black Nugget Rd Intersection Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 618,000	\$ 618,000
TR 002 10th Ave NW Non-Motorized Crossing I-90	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,430,000	\$ 8,430,000
TR 027 NW Sammamish Rd Non-Motorized Crossing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,295,120	\$ 11,295,120
TR 019 Maple St/Commons Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,620,000	\$ 5,620,000
TR 026 NW Mall St	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,192,031	\$ 17,192,031
TR 050 11th Ave NW Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,182,500	\$ 6,182,500
TR 005 13th Ave NW Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,040,625	\$ 5,040,625
TR 006 15th Ave NW Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,518,750	\$ 5,518,750
TR 029 Olde Town Parking Structure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,455,750	\$ 10,455,750
Total Transportation Capital Requests	\$ 19,588,819	\$ 13,310,527	\$ 23,829,950	\$ 49,201,157	\$ 17,018,863	\$ 11,317,769	\$ 65,348,024	\$ 180,026,290	\$ 489,531,622	\$ 704,532,708



Figure T-11





**Transportation Capital Requests**  
**For the Budget Years 2020-2025**

Description	2020	2021	2022	2023	2024	2025	6-Year CIP Plan Total	Future Years	Overall Project Cost
<a href="#">TR 030 - Streets Overlay Program</a>	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 6,000,000		\$ 6,000,000
<a href="#">TR 011 - Non-Motorized Program</a>	\$ 562,500	\$ 562,500	\$ 562,500	\$ 562,500	\$ 562,500	\$ 562,500	\$ 3,375,000		\$ 3,375,000
<a href="#">TR 004 - 12 Avenue NW and SR 900/17th Ave NW</a>	\$ 1,000,000	\$ 2,525,000	\$ 2,525,000	\$ -	\$ -	\$ -	\$ 6,050,000		\$ 6,050,000
<a href="#">TR 028 - NW Sammamish Road Non-Motorized Improvement</a>	\$ 3,000,000	\$ 300,000	\$ 8,300,000	\$ 3,400,000	\$ -	\$ -	\$ 15,000,000		\$ 15,000,000
<a href="#">TR 023 - Newport Way Maple to Sunset Improvements</a>	\$ 3,299,601	\$ 1,050,000	\$ 2,139,930	\$ 2,185,928	\$ 500,000	\$ 6,711,390	\$ 15,886,849	\$ 10,178,641	\$ 26,065,490
<a href="#">TR 010 - Central Park Ln Traffic Signal</a>	\$ 224,000	\$ 672,000	\$ 3,375,000	\$ -	\$ -	\$ -	\$ 4,271,000		\$ 4,271,000
<a href="#">TR 051 - SE 66th Bridge Improvements</a>	\$ 56,220	\$ 112,440	\$ 338,820	\$ -	\$ -	\$ -	\$ 507,480		\$ 507,480
<a href="#">TR 031 - Providence Point Intersection</a>	\$ 7,600,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 7,900,000		\$ 7,900,000
<a href="#">TR 043 - Tibbets Valley Park Frontage Improvements</a>	\$ 117,600	\$ 669,375	\$ -	\$ -	\$ -	\$ -	\$ 786,975		\$ 786,975
<a href="#">TR 032 - SE 51st St</a>	\$ 193,046	\$ 1,253,495	\$ -	\$ -	\$ -	\$ -	\$ 1,446,541		\$ 1,446,541
<a href="#">TR 055 - Newport Pedestrian Bridge and Raised Intersection</a>	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000		\$ 500,000
<a href="#">TR 016 - Gilman Boulevard Improvements</a>	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000		\$ 350,000
<a href="#">TR 022 - NW Newport SR 900 to SE 54th Improvements</a>	\$ 1,500,000	\$ -	\$ -	\$ 2,023,548	\$ 2,023,548	\$ 2,023,548	\$ 7,570,644	\$ 29,311,900	\$ 36,882,544
<a href="#">TR 038 - Three Trails Crossing Improvements</a>	\$ 16,941	\$ -	\$ -	\$ 600,000	\$ 2,258,800	\$ -	\$ 2,875,741		\$ 2,875,741
<a href="#">TR 041 - Front Street Streetscape</a>	\$ -	\$ 563,200	\$ -	\$ -	\$ -	\$ -	\$ 563,200	\$ 1,297,310	\$ 1,860,510
<a href="#">TR 003 - 11 to 12 Avenue NW I-90 Crossing</a>	\$ -	\$ 50,000	\$ 25,000	\$ 500,000	\$ 1,000,000	\$ 1,000,000	\$ 2,575,000	\$ 81,149,300	\$ 83,724,300
<a href="#">TR 033 - SE Black Nugget Road Retaining Wall Repair</a>	\$ -	\$ 56,470	\$ 56,470	\$ 573,694	\$ 5,647,000	\$ -	\$ 6,333,634		\$ 6,333,634
<a href="#">TR 001 - 2nd Ave SE</a>	\$ -	\$ 745,875	\$ -	\$ -	\$ -	\$ -	\$ 745,875		\$ 745,875
<a href="#">TR 018 - ITS Camera System Upgrade</a>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
<b>Total</b>	<b>\$ 19,419,908</b>	<b>\$ 9,860,355</b>	<b>\$ 18,322,720</b>	<b>\$ 10,845,670</b>	<b>\$ 12,991,848</b>	<b>\$ 11,297,438</b>	<b>\$ 82,737,939</b>	<b>\$ 121,937,151</b>	<b>\$ 204,675,090</b>

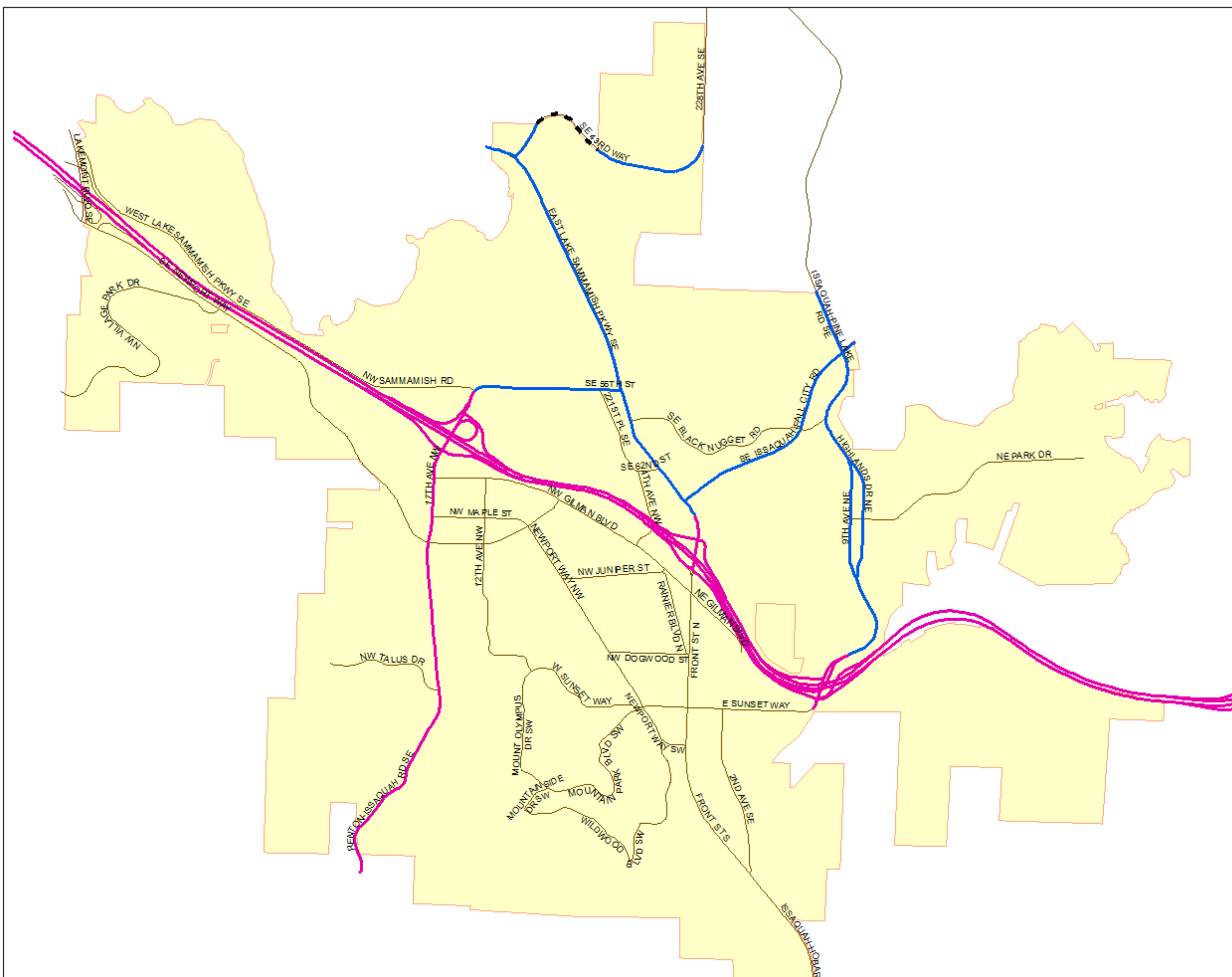
Description	2020	2021	2022	2023	2024	2025	6-Year CIP Plan Total	Future Years	Overall Project Cost
<a href="#">TR 046 - SE 43rd Way and ELSP Roundabout Modifications</a>							\$ -	\$ 650,179	\$ 650,179
<a href="#">TR 052 - NW Maple and 12th Avenue Intersection</a>							\$ -	\$ 1,350,000	\$ 1,350,000
<a href="#">TR 042 - Alder Festival Street</a>							\$ -	\$ 1,500,000	\$ 1,500,000
<a href="#">TR 012 - Front &amp; Sunset Intersection</a>							\$ -	\$ 1,011,960	\$ 1,011,960
<a href="#">TR 008 - 221st Pl SE from SE 62nd St to SE 56th St</a>							\$ -	\$ 3,768,871	\$ 3,768,871
<a href="#">TR 035 - SR 900 &amp; NW Sam Road Widening</a>							\$ -	\$ 65,203,736	\$ 65,203,736
<a href="#">TR 013 - Front Street &amp; Gilman Boulevard Intersection</a>							\$ -	\$ 3,652,299	\$ 3,652,299
<a href="#">TR 014 - Front St &amp; I-90</a>							\$ -	\$ 52,054,000	\$ 52,054,000
<a href="#">TR 040 - E Sunset Way Streetscape Improvements</a>							\$ -	\$ 11,913,342	\$ 11,913,342
<a href="#">TR 036 - SR 900/I-90 Eastbound Ramps</a>							\$ -	\$ 1,205,805	\$ 1,205,805
<a href="#">TR 017 - Issaquah - Pine Lake Rd</a>							\$ -	\$ 12,798,864	\$ 12,798,864
<a href="#">TR 025 - NW Juniper St</a>							\$ -	\$ 2,405,819	\$ 2,405,819
<a href="#">TR 027 - NW Sammamish Rd Non-Motorized Crossing</a>							\$ -	\$ 11,296,320	\$ 11,296,320
<a href="#">TR 021 - NE Dogwood St Road Widening</a>							\$ -	\$ 1,771,222	\$ 1,771,222
<a href="#">TR 037 - SR 900 Widening</a>							\$ -	\$ 8,021,311	\$ 8,021,311
<a href="#">TR 019 - Maple St/Commons Improvements</a>							\$ -	\$ 5,390,000	\$ 5,390,000
<a href="#">TR 024 - NW Holly St</a>							\$ -	\$ 7,790,051	\$ 7,790,051
<a href="#">TR 026 - NW Mall St</a>							\$ -	\$ 17,192,031	\$ 17,192,031
<a href="#">TR 034 - SE Black Nugget Rd Widening</a>							\$ -	\$ 1,344,892	\$ 1,344,892
<a href="#">TR 002 - 10th Ave NW Non-Motorized Crossing I-90</a>							\$ -	\$ 8,430,000	\$ 8,430,000
<a href="#">TR 015 - Front St &amp; NW Dogwood St</a>							\$ -	\$ 2,810,000	\$ 2,810,000
<a href="#">TR 005 - 13th Ave NW Improvements</a>							\$ -	\$ 5,040,625	\$ 5,040,625
<a href="#">TR 006 - 15th Ave NW Improvements</a>							\$ -	\$ 5,171,550	\$ 5,171,550
<a href="#">TR 049 - 220th Ave SE Bike Lanes</a>							\$ -	\$ 786,500	\$ 786,500
<a href="#">TR 045 - NW Newport Way - SE 54th St to City Limits</a>							\$ -	\$ 46,070,000	\$ 46,070,000
<a href="#">TR 047 - W Lk Sammamish Pkwy SE Corridor Improvements</a>							\$ -	\$ 80,950,000	\$ 80,950,000








Transportation Capital Requests  
For the Budget Years 2020-2025

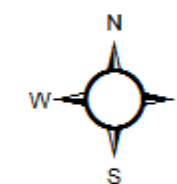
Description	2020	2021	2022	2023	2024	2025	6-Year CIP Plan Total	Future Years	Overall Project Cost
<a href="#">TR 050 - 11th Ave NW Improvements</a>							\$ -	\$ 6,182,500	\$ 6,182,500
<a href="#">TR 053 - 10th Ave NE and NE Park Dr</a>							\$ -	\$ 1,580,160	\$ 1,580,160
<a href="#">TR 057 - Sammamish Trail Grade Separation at SE 56th Street</a>							\$ -	\$ 1,580,160	\$ 1,580,160
Total Transportation Capital Requests	\$ 19,419,907.59	\$ 9,860,355.11	\$ 18,322,719.81	\$ 10,845,670.30	\$ 12,991,848.00	\$ 11,297,438.00	\$ 82,737,939	\$ 495,733,348	\$ 578,471,287





## Truck Route Jurisdiction

-  Issaquah
-  Sammamish
-  State and Federal
-  Major Streets
-  City Limits



CITY OF  
**ISSAQUAH**  
WASHINGTON

Figure T-12  
Truck Routes



# GOALS & POLICIES

The goals and policies listed herein have been modified from the 2015 Park Element of the Comprehensive Plan and have since been updated in 2019 to more effectively guide and support of the vision for Issaquah's park system. The public feedback received throughout the strategic planning process directly informed updates to goals and policies to ensure policy support of the big-picture vision for the park system. The next periodic update of the Park Element of the Comprehensive Plan will include these goals and policies.

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## PARKS FOR TODAY AND FUTURE GENERATIONS

**GOAL A:** Build on the legacy of Issaquah's existing park, recreation, trail and open space system for the Issaquah community today and for future generations.

### EXPAND & ENHANCE

**P Policy A.1: Anticipate growth and opportunities** by completing and connecting the park system through enhancement, diversification,

acquisition and expansion of Issaquah's parks, trails, recreation and open space as identified in the adopted Parks Strategic Plan.

**P Policy A.2: Re-invest in our current parks, trails and public spaces** to improve and enhance system performance via financial investment, renovation, revisioning and maintenance while adhering to all property, deed and natural restrictions.

**P Policy A.3: Respond to recreation needs and trends** by further activating park spaces with additional opportunities and amenities.

### ACQUISITION

**P Policy A.4: Acquire suitable park, trail, open space and natural resource lands** (when available) to enhance the park and recreation system. Acquisition criteria include:

- Supports the Issaquah Park System Vision.
- Responds to growth or maximizes the function of existing park property and facilities.
 

Examples of maximizing existing facilities include:

  - Connects to an identified trail or recreational corridor.
  - Expands an existing park that improves overall property management.
  - Advances a planned open space network.
- Acquired service or facility identifies the City as the best provider.
- Improves the equity of parks and recreation services to underserved areas or populations.
- Provides a cost benefit, recognizing parks as a public good.
- Open space land may or may not be required to be protected through deed or grant restrictions.
- Partnership opportunity to the potential acquisition.
- Availability or dedication of supportive maintenance and operating funds.



P Policy **A.5: Identify potential park expansion opportunities** when annexing areas and subareas.

## ATHLETIC FIELD CAPACITY

P Policy **A.6: Maximize athletic field capacity** by identifying opportunities within our parks, and meet athletic needs, by partnering with the Issaquah School District (ISD), Washington State Parks (Lake Sammamish State Park) and other organizations.

## BALANCED PARKS SYSTEM

**GOAL B:** Provide a balanced park system by blending active and passive experiences and providing equitable opportunities for the diverse needs/interests of Issaquah residents.

## BALANCED

P Policy **B.1: Strive to balance passive and active recreational opportunities** within developed parks and natural environments as the City grows and user needs change.

P Policy **B.2: Provide multi-use active recreational opportunities** within park facilities where appropriate and consistent with the intended use of each particular park facility.

P Policy **B.3: Meet the community's diverse needs and encourage healthy living** while administering in a quality, caring and efficient manner to:

- a. Grow, diversify and expand the wide variety of recreational programs, services and classes.

## GOALS AND POLICIES ↑ HOW WE WILL GET THERE

- b. Foster the development of recreational scholarship programs which encourage healthy living and active recreation for Issaquah's underserved, aged and special needs populations.

## ACCESSIBLE

P Policy **B.4: Provide universal access** to the park system and park programming to serve all ages and abilities within acceptable and appropriate context. Retrofit facilities in accordance with long-term planning goals and recreational standards.

P Policy **B.5: Provide a wide variety of recreational and park experiences** year-round for maximum benefit and enjoyment.

## CONNECTIVITY

**GOAL C:** Connect parks, neighborhoods, business districts, schools and other activity areas together through an integrated system of trails and open spaces.

## SYSTEM CONNECTIONS

P Policy **C.1: Promote connectivity of natural and built environments.** Connectivity promotes the health, sustainability, interaction, wayfinding and mobility of the natural environment (wildlife and habitat).

P Policy **C.2: Connect Issaquah's city park system** to the public lands and outdoor recreation opportunities that surrounds the community.

P Policy **C.3: Work locally and with regional partners to complete a connected trail system** that will offer walkability to parks and trails within the city, as well as connections to the regional trail system that surrounds Issaquah, providing a valley to mountains connection.



## CITY OF ISSAQUAH 2018 PARKS STRATEGIC PLAN

P Policy C.4: **Improve trail access** for Issaquah residents and visitors and prioritize incorporating Issaquah's current and future network of trails and trailheads into the city park system.

P Policy C.5: **Locate Neighborhood and Community parks or trail connections to such parks within ½ mile of each residence.** This service area is encouraged to be free of any major road or other physical barriers.

P Policy C.6: **Provide secondary connections** to further connect neighborhood and development to the City's primary trail system as defined through the Parks Strategic Plan and the Green Necklace. Such connections include: off right-of-way trails, connector trails and spur trails.

### CREEK CORRIDOR

P Policy C.7: **Provide a compelling north-south off-road valley trail network**, connecting people to quality public park spaces along a vibrant corridor that extends along Issaquah Creek, from Squak Valley Park to Lake Sammamish State Park which also includes the Rainier Trail. The Creek Corridor interacts with and supports many city districts, neighborhoods, businesses and properties providing the community essential social, environmental and economic benefits. The Creek Corridor will serve as the primary feature of Issaquah's Parks System.

### GREEN NECKLACE

P Policy C.8: **Implement the Green Necklace** through Central Issaquah by providing activated non-motorized connections (on and off right-of-way), parks, plazas and land to provide connection and experience opportunities in a collaborative planning effort.

P Policy C.9: **Ensure Green Necklace connections provide access to the public lands** that surround Issaquah (Cougar, Squak and Tiger Mountains, etc.).

### MOUNTAINS TO SOUND

P Policy C.10: **Provide an east/west Mountains to Sound trail corridor** connecting the Green Necklace, the Creek Corridor and the Rainier Trail Corridor through the City and beyond.

## PLANNING & DESIGN CONSIDERATIONS

**GOAL D:** Master plan major parks, trails, open space and facilities and engage the community in designing them.

### PLANNING

P Policy D.1: **Ensure that parks are designed utilizing a thoughtful planning process** that includes community engagement, creates a sense of place and integrates landscape, art, buffers, waterways, corridors, trails, parks, courtyards and plazas.

P Policy D.2: **Preserve and orient** park development, facilities and activities to enjoy scenic vistas and natural resources.

P Policy D.3: **Recreational facilities** are to be consistent with and enhance the park's environment, balancing development and protection of natural habitat and resources. Design, develop, construct, maintain and operate facilities to minimize impacts to, and improve the quality of, the environment, community and economy.



## AMENITIES

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P Policy **D.4: Amenities designed to serve the local neighborhood** may be located at either Neighborhood Parks or Community Parks, such as play fields, play grounds and sport courts. These may or may not have a restroom depending upon location.

P Policy **D.5: Amenities expected to draw users from multiple neighborhoods or communitywide**, should be located at Community Parks, which are larger in scale and have more supporting facilities such as parking and restrooms. Examples include community gathering spaces, spray parks, tournament sports and others.

P Policy **D.6: Assets and amenities to be added to natural open space, resource parks, or urban trails** allow active and passive enjoyment consistent with environmental conditions and design policies.

P Policy **D.7: Proposed amenities not already identified** in the Park Strategic Plan, Comprehensive Plan Capital Facilities Element, annual Capital Improvement Program, or individual park master plans should be evaluated for addition to the park system. When siting park and recreation assets and amenities, guiding principles and considerations include whether the amenity is:

- a. Consistent with the Park Strategic Plan Vision.
- b. Identified to address community needs or gaps in the system.
- c. Consistent with the park classification.
- d. Viable based on the site plan and stewardship plan.
- e. Compatible with existing park uses.
- f. Usable in multiple seasons.
- g. Within projected funding resources of the City, is grant eligible, presents a partnership opportunity, or is a viable entrepreneurial opportunity.
- h. Feasible to maintain over the long-term with available or projected resources.

P Policy **D.8: Monitor potential amenity improvements** for parks, trails and open spaces for an enhanced user experience and better functionality.

## PLACEMAKING

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P Policy **D.9: Apply "placemaking" principles** as parks are redesigned or added to ensure parks and public spaces are accessible, activities engage people, the space is comfortable and spaces are provided for social gathering.

P Policy **D.10: Create a sense of place along main access corridors** and/or boulevards (streets and thoroughfares) by utilizing unifying design features such as plantings, site furniture and wayfinding cues.

## PLAY

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P Policy **D.11: Design natural and creative play** elements for a variety of ages for fine and gross motor skills with free and/or structured play elements.

## SIGNAGE

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P Policy **D.12: Incorporate the use of signage** to direct, inform and educate all park and recreational users. In addition, signage and wayfinding shall link multi-modal transportation users to major public destinations and facilities that include cultural amenities, parks, trails, corridors, gateways, transit stops/stations and parking.

P Policy **D.13: Signage shall be strategically located** to ensure it is seen by users as a wayfinding method while preserving the visual integrity and natural character of all parks, recreational area, trails and open spaces and facilities.

P Policy **D.14: Signage shall be consistent** with park and/or city-wide branding and wayfinding plans.



### TRAIL DESIGN

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P Policy **D.15: Trails within the Creek Corridor and Mountains to Sound Trail** corridor shall have a standard minimum trail width of 12 feet unless other restrictions/constraints exist. Variations shall be approved by the Parks and Recreation Department. Trail surfacing shall support universal access.

### PLANTS & VEGETATION

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P Policy **D.16: Restoration, enhancement and stewardship projects** within the City's designated open space and Native Growth Protection Areas, should plant species native to the State of Washington and appropriate for the project site's plant community.

P Policy **D.17: Planting within the City's parks and streetscapes** shall encourage the use of native and drought tolerant plant species as appropriate for the project site and as approved by City permitting and development. Plant material should be used to provide visual interest, create atmosphere and enhance the sense of place.

## ENVIRONMENTAL PRESERVATION

**GOAL E:** Preserve, enhance and protect a coordinated system of parks and public open spaces to preserve the city's natural character, sustain its urban forest resources and enhance its natural systems, wildlife habitat and wildlife corridors as a legacy for future generations.

### PRESERVE & PROTECT

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P Policy **E.1: Preserve and protect** the natural integrity of the environment as well as resources and artifacts of significance to the City's cultural heritage.

P Policy **E.2: Manage and implement** environmental programs, stewardship plans, Standard Operating Procedures (SOP) or Maintenance and Operation Manuals to preserve and protect the City's natural open space and wildlife resources.

### BALANCE

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P Policy **E.3: Balance** multi-use recreational opportunities, recreational programming, arts and cultural experiences with preservation and protection of environmental quality, open space and wildlife habitat.

### VISUAL QUALITY

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P Policy **E.4: Bring visual relief and tranquility** to the urban environment to mitigate the impacts of development by including street trees, gardens, lawns, woods and water amenities throughout the park system.

P Policy **E.5: Promote retention and replication** of the area's natural mountain character, scenic beauty, sounds and ecology (plantings, water etc.) in the park system.

P Policy **E.6: Preserve the quality of surrounding scenic and visual resources** provided by the natural open space areas, such as the forested hillsides of the "Issaquah Alps."



## MAINTENANCE AND STEWARDSHIP

**GOAL F:** Ensure system stewardship and sustainability through effective maintenance and resource management practices.

### MANAGEMENT

P Policy F.1: **Effectively manage open space and natural resource lands** in a manner that protects the environment while enhancing opportunities for people to experience and enjoy these lands.

P Policy F.2: **Utilize best management practices** in the management of Issaquah's parks and recreation system and adhere to operating documents that include the Integrated Pest Management Plan, Open Space Management Plan, standard operating procedures and best management practices.

P Policy F.3: **Protect park lands** through sustainable management practices and encourage wildlife and habitat species diversity.

### STEWARDSHIP

P Policy F.4: **Promote stewardship projects** for areas located within and along Issaquah and Tibbetts Creeks, including their tributaries, corridors and upland natural open space areas to preserve and protect the City's natural resources through the provision of resource management. Encourage cooperation with outside groups, agencies and volunteers.

P Policy F.5: **Implement and uphold existing open space stewardship plans** and create new plans for acquired property when needed.

### SAFETY

P Policy F.6: **Ensure Issaquah's parks and facilities are safe and well managed** while providing all segments of the community with quality facilities and services.

P Policy F.7: **Proactively address user security and safety** in an effective and appropriate manner and minimize conflict potential for park facilities, open space and active recreation facilities. Ensure proper staffing levels and partner with police services in the prevention and management of safety issues through all park and recreational facilities.

P Policy F.8: **Perform routine inspections** of facilities and equipment and utilize maintenance and operations manuals to ensure public safety.

## PARTNERSHIPS

**GOAL G:** Foster partnerships with local, regional, state and federal agencies to support Issaquah's park system. Embrace local partnerships with the public sector, non-profit organizations, businesses, private developers, various user groups and interdepartmental partnerships to provide and assist in the management and maintenance of a complex park system.

### PUBLIC SECTOR

P Policy G.1: **Partner with the Issaquah School District** to improve and maintain safe and vibrant recreational facilities, fields and opportunities for school children and the park system.



## CITY OF ISSAQUAH 2018 PARKS STRATEGIC PLAN

P Policy **G.2: Coordinate, cooperate and partner with local, state and federal agencies** on a regional basis to provide an effective and efficient regional natural open space and park system, thus providing improved recreational opportunities, services and facilities for people living in the greater Issaquah area.

P Policy **G.3: Participate in the cooperative regional planning efforts** among agencies and jurisdictions in order to provide recreational opportunities and facilities on inter-jurisdictional public lands. Key agencies include but are not limited to; the Washington State Department of Fish and Wildlife, Washington State Department of Natural Resources, Washington State Parks and Recreation Commission, Department of Ecology, King County Department of Natural Resources and Parks and the United States Forest Service.

- a. The City shall also work together with these agencies and jurisdictions to identify roles and responsibilities in contributing to regional needs and priorities.
- b. Identify, establish, protect and steward urban and rural open space corridors of regional significance.

### NON-PROFIT/BUSINESS

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P Policy **G.4: Encourage partnerships with neighborhoods and existing businesses** to provide land or facilities for parks including, but not limited to: cost sharing for acquisition and development, furnishing materials or equipment, or providing maintenance or security.

P Policy **G.5: Promote partnerships with non-profit, special-interest and service organizations.** These groups provide increased expertise, interest, volunteers and/or funding for a facility or program provided by the Parks and Recreation Department.

P Policy **G.6: Continue coordination and participation with valued specific interest groups** including but not limited to: the Mountains-

to-Sound Greenway Trust, Issaquah Alps Trail Club (IATC), Friends of the Issaquah Salmon Hatchery (FISH), Friends of Lake Sammamish State Park (FLSSP), other non-profit groups and local tribal communities.

### PRIVATE DEVELOPER

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P Policy **G.7: Developers may be required to provide public spaces and facilities** such as plazas, courtyards and pedestrian connections on-site through Land Use Code development requirements and/or incentives.

- a. When private development is required to provide a public space, such as urban plazas, parks and/or trails, they are to remain as part of the public realm, be accessible and function as if publicly owned.
- b. Additional on-site project-level design requirements are also appropriate for larger subdivisions and multifamily developments.

P Policy **G.8: Developers shall mitigate to offset** impacts of their new development through payment of impact fees and/or providing park land, improvements and facilities. Impact fees are further defined in both State and City code.

### INTERDEPARTMENTAL

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P Policy **G.9: Encourage interdepartmental planning, communication and information sharing** to optimize the development and the experiences provided within Issaquah's park system.

P Policy **G.10: Coordinate collective planning efforts** to create a cohesive, balanced, encompassing, sustainable, educational, vibrant park and recreational inventory.



a. Embrace the integration of design elements contained within City plans and code including but not limited to: the Central Issaquah Plan, Mobility Action Plan, Olde Town, Transportation Plan, Open Space Stewardship Management Plans, land use and public infrastructure based plans, visions and projects into the park system.

b. Integrate public art and cultural heritage into the park system for enhancement and educational purposes.

P Policy **G.11: No change of use** within park shall occur without Parks coordination/assessment of impacts and any mitigation measures completed.

## IMPLEMENTATION

**GOAL H:** Execute the vision and plans in accordance with the Parks Strategic Plan and measure the effectiveness and success of the Comprehensive Plan in achieving community visions, goals and policies.

### COMPREHENSIVE PLAN

P Policy **H.1: Ensure Comprehensive Plan goals and policies are accompanied by actions and resources**, including but not limited to those listed in the Implementation Strategy (Issaquah Comprehensive Plan, Appendix B, Ord 2741, effective date: 6/30/15).

### PARKS STRATEGIC PLAN

P Policy **H.2: Implement actionable projects identified in the Parks Strategic Plan** and prioritize using the Parks Planning Tools. Each

project shall conform to measurable metrics for success and support the vision for the Parks and Recreation System.

### LEVEL OF SERVICE (LOS)

P Policy **H.3: Create and implement a performance-based level of service policy** that is a companion to the investment per capita level of service. The performance-based level of service should address overall asset conditions, recreation value, availability and accessibility to the community.

### FUNDING

P Policy **H.4: Employ sound fiscal management** of parks and recreation capital and operating funds. Develop guidelines and strategies to allocate funding across investment types such as: reinvestment in existing parks, trail and park system connectivity, and protecting open space networks.

P Policy **H.5: Seek funding sources** in the form of grants, park bonds, levies, partnerships and donations to enhance the City's park system and to supplement the City's contributions to the park system.

P Policy **H.6: Use impact fees to address the impacts of development** on the park system and fund improvements that serve the community at large.

### ENGAGEMENT

P Policy **H.7: Encourage citizen participation** in the planning and development, operations, stewardship and maintenance of the City of Issaquah's park system. Embrace the volunteers who participate in stewardship activities, serve on committees and partner with outside agencies and special interest groups.



# Exhibit A4

## Utilities and Public Services Element – Proposed amendment to Solid Waste Utility “Future Conditions” section

### solid waste utility

**Goal G. Manage the collection and disposal of solid waste, inclusive of garbage, recyclable materials and compostable materials, in order to protect public health and safety, provide efficient and reliable levels of service preserve environmental quality through pollution prevention and resource conservation and reduce climate impacts.**

### discussion

#### Existing Conditions

The City of Issaquah provides for solid waste collection services to all residents and businesses. This includes collections of garbage, recyclable materials and compostable materials (yard debris and food waste). Commercial recycling and compost services are deregulated and are provided to businesses on a competitive basis through a variety of service providers.

Garbage collected in the City is currently delivered to the King County Cedar Hills regional landfill for final disposal primarily through a transfer station located in Factoria. Construction, demolition and landclearing (CDL) debris is taken to regional CDL transfer stations and recyclable materials are delivered to a variety of recovery and processing facilities in the region.

Hazardous wastes generated from small businesses and households are handled through both private collectors and, for households, both private collection services and public collection programs.

#### Future Conditions

Recycling and yard debris programs have achieved a fairly high diversion rate in the residential sector in a relatively short period of time. However, as of ~~2013~~2016, the City is diverting only about ~~45~~59% of its total municipal solid waste stream – considerable additional effort will be necessary in order to achieve goals. Strategies for increasing waste reduction and recycling activities are included in the King County Comprehensive Solid Waste Management Plan, adopted by the City ~~through an interlocal agreement~~. These strategies include: waste prevention, packaging waste reduction, food waste diversion, construction, demolition and landclearing debris recycling, and business recycling.

**U Policy G1** Encourage solid waste reduction, reuse, recycling and composting throughout the City and with new construction and development.

**U Policy G2** Provide a cost-effective, safe, and responsive solid waste collection system for all areas of the City.

**U Policy G3** Reduce the climate impacts of solid waste collection operations, processing and disposal in order to meet or exceed community greenhouse gas emissions reduction targets of an 80% reduction in 2007 emissions by 2050.



- U Policy G4** Reduce the use of toxic and hazardous materials, their release to the environment and disposal in the solid waste stream. Implement programs and policies to reduce material use and improve collection and recycling.
- U Policy G5** Encourage regional coordination on solid waste issues such as waste export, compost facilities and new waste transport technologies in order to ensure viable, cost-effective and environmentally sound long-term options.
- U Policy G6** Coordinate with and encourage developers and contractors to implement comprehensive waste prevention and recycling programs through all phases of development. Minimize the generation of garbage associated with new development and construction and resultant increased residential uses through construction waste management plan submittals, waste management tracking and appropriate recycling facilities and signage in commercial, residential and multifamily facilities.
- U Policy G7** Encourage and support development of sustainability technologies and innovations which improve management of wastes in order to reduce impacts and increase the value of recovered material resources.
- U Policy G8** Support implementation of targets as adopted in the King County Solid Waste Comprehensive Plan.



# Exhibit A5

## capital facilities element

### INTRODUCTION

The Growth Management Act requires that communities plan for capital facilities to ensure there is an adequate level of facilities and services in place to support development at time of occupancy or use.

The overall goal is to ensure that new development does not exceed a jurisdiction's ability to pay for needed facilities or that new development does not decrease current service levels below locally established minimum standards.

Pursuant to this goal, the Capital Facilities Element, together with referenced parts of the Municipal Budget and Capital Improvement Plan, provides a six year financial plan that allows the City to prioritize public projects and identify adequate funding sources. This Capital Facilities Element serves as a guide to the City's financial commitment in providing those facilities desired by the community by monitoring planned investments relative to adopted levels of service in key areas.

The Capital Facilities Element is linked to the City's ~~biennial~~ annual Capital ~~Facilities Improvement~~ Plan, which identifies current and future capital projects including proposed locations, capacities, and public funding sources. The current Capital ~~Improvement~~ Facilities Plan is adopted by reference in the Capital Facilities Element of the Comprehensive Plan. Only a subset of the projects listed in the Capital Facilities Element and Capital Improvement Plan receive funding and are approved in the City's annual budget process.

### CAPITAL FACILITIES VISION

Provide high-quality public safety services and well-maintained and dependable public facilities, excellent fire and emergency response times, professional police services, beautiful parks, clean drinking water and effective wastewater and stormwater management because the capital facilities needed to provide these services are planned and maintained for the long term. The cost of providing and maintaining quality services and facilities is shared equitably, balancing the needs of the community with those of the individual.

### STATE REQUIREMENTS

#### growth management act requirements

As required by the Growth Management Act (RCW 36.70A.070), this element includes:

- GMACF-1** An inventory of existing capital facilities owned by the City, showing the locations and capacities of the facilities;
- GMACF-2** A forecast of the future needs for the capital facilities;
- GMACF-3** The proposed location and capacities of expanded or new capital facilities;



- GMACF-4** A six-year plan to finance such capital facilities within projected funding capacities and clearly identified sources of public money for such purposes;
- GMACF-5** Policies to reassess the Land Use Element if probable funding falls short of meeting existing needs and to ensure that the Land Use Element, Capital Facilities Element and financing plan within the Capital Facilities Element are coordinated and consistent.

In addition, state law requires that cities which collect impact fees under Chapter 82.02 RCW identify the following:

- 6 Deficiencies in public facilities serving existing development and the means by which existing deficiencies will be eliminated within a reasonable period of time;
- 7 Additional demands placed on existing public facilities by new development; and
- 8 Additional public facility improvements required to serve new development.

## LEVEL OF SERVICE STANDARDS

Levels of service (LOS) are quantifiable measures of the amount of public facilities that are provided to the community ~~and typically coincide with those capital facilities associated with the collection of impact fees.~~ ~~Levels of service may also measure the quality of some public facilities.~~ Typically, measures of levels of service are expressed as ratios of capacity to demand.

Each facility's level of service is measured using a standard specific to that facility type to determine the level of service needs. For example, ~~fire police~~ "demand" is defined as the amount of time spent by staff responding to incidents, and "availability" as all the time not spent responding to incidents. The minimum acceptable availability percentage for the City is 90%. When availability goes below 90%, the service provision goes below an acceptable level. ~~level of service standards rely on an annual average call for service standard to determine the community's current and future police needs.~~ Table CF-1 lists ~~examples the City's of~~ levels of service for ~~the those range of~~ capital facilities associated with the collection of impact fees ~~within the City.~~

A city uses a defined level of service standard to determine the community's future facility needs to plan for both the provision and funding of future capital facilities associated with the collection of impact fees. The GMA stipulates that a community has the ability to provide needed facilities within six fiscal years of any development. ~~To determine how the requirement will be met, two questions need to be answered:~~

- a) ~~What is the quantity of public facilities that will be required by the end of the sixth year?~~
- b) ~~Is it financially feasible to provide the quantity of facilities that are required by the end of the sixth year?~~

~~The answer to each question is derived by evaluating the level of service for each type of facility based on the adopted standard. The need in the sixth year is calculated and the end result is either a deficiency or surplus of the measured capital facility.~~



~~Existing Level of Service: The existing LOS represents the minimum standards, which the City requires for permit approval for the provision of water, sanitary sewer or storm drainage utility service.~~

Level of Service Goals: The LOS goals are standards which the City generally meets under existing conditions, ~~but yet~~ may not meet at certain times or in certain areas. These levels of service also generally indicate needed capital facilities improvements in order to achieve the LOS goal.

~~Table CF-1 lists examples of levels of service for the range of capital facilities within the City.~~

~~Table CF-1: Examples of Level of Service Measurements~~

Type of Capital Facility	Lead Agency	Examples
Water	City of Issaquah Public Works Department	<del>Provide adequate operation pressure and fire flow capacity</del>
Sanitary Sewer	City of Issaquah Public Works Department	<del>Capacity adequate to handle the demand from each service connection</del>
Storm <del>W</del> ater Drainage	City of Issaquah Public Works Department	<del>All public on-site or off-site storage, conveyance and treatment facilities shall result in little or no impact to downstream water quality and quantity</del>
Fire	Eastside Fire and Rescue	<del>Response time within a defined geographic area</del>
Police	City of Issaquah Police Department	<del>Calls for service</del>
Parks	City of Issaquah Parks Department	<del>Expenditure per capita</del>
Roads and Streets	City of Issaquah Public Works Department	<del>The relationship between vehicular traffic volumes and roadway capacity</del>
Municipal Facilities (Administration and Maintenance)	City of Issaquah <del>Parks Department</del> Operations and Maintenance	<del>Square footage per capita or user</del>



Table CF-21: City of Issaquah Level of Services Associated with Collection of Impact Fees

Type of Capital Facility	Lead Agency	Level of Service Standards
Water	City of Issaquah Public Works Department	<p><u>Normal Operating:</u></p> <ul style="list-style-type: none"> <li>➤ <del>40 pounds per square inch (psi) at the top floor of a building<sup>1</sup>.</del></li> <li>➤ <del>Maximum of 150 psi in water mains.</del></li> <li>➤ <del>Maintain system to meet State and Federal requirements and industry guidelines such as those of the AWWA—American Water Works Association and the APWA—American Public Works Association.</del></li> </ul> <p><u>Fire / Emergency Demand:</u></p> <ul style="list-style-type: none"> <li>➤ <del>3,500 gallons per minute (gpm) for non-residential uses.</del></li> <li>➤ <del>1,000 gpm for residential uses with side yard setbacks equal to or greater than eight feet.</del></li> <li>➤ <del>1,500 gpm for residential uses with side yard setbacks less than eight feet.</del></li> <li>➤ <del>20 pounds per square inch (psi) at the fire hydrant. (WA State Law)</del></li> </ul> <p><u>Supply:</u></p> <ul style="list-style-type: none"> <li>➤ <del>Provide as needed to meet total demand<sup>2</sup></del></li> </ul>
Sanitary Sewer	City of Issaquah Public Works Department	<p><u>Normal Operating:</u></p> <ul style="list-style-type: none"> <li>➤ <del>Maintain system to meet State and Federal requirements and industry guidelines, such as those of the APWA—American Public Works Association.</del></li> </ul> <p><u>Sewer System Design<sup>3</sup>:</u></p> <ul style="list-style-type: none"> <li>➤ <del>Infiltration / Inflow shall not exceed 1,100 gallons per acre per day.</del></li> <li>➤ <del>Convey the 5-year flow without overflowing.</del></li> <li>➤ <del>Capacity to safely pass the 20-year wastewater flow scenario<sup>4</sup></del></li> </ul> <p><u>Sewer System Provision:</u></p> <ul style="list-style-type: none"> <li>➤ <del>Provide sewer service to all areas within the sewer service area.</del></li> </ul>
Storm Water Drainage	City of Issaquah Public Works Department	<p><u>Stormwater System Design:</u></p> <ul style="list-style-type: none"> <li>➤ <del>All systems meet the adopted King County Surface Water Design Manual</del></li> <li>➤ <del>Maintain all City-owned stormwater facilities at or above State requirements identified in the municipal stormwater permit.</del></li> </ul> <p><u>Flood Hazard &amp; Warning:</u></p> <ul style="list-style-type: none"> <li>➤ <del>Monitor all critical facilities during significant storms.</del></li> <li>➤ <del>Provide flood warning and hazard response when the upstream Issaquah Creek gauge exceeds 6.5 feet.</del></li> </ul>
Fire	Eastside Fire and Rescue	<ul style="list-style-type: none"> <li>➤ <u>Demand is defined as the amount of time spent by staff responding to incidents, and availability as all the time not spent responding to incidents. The minimum acceptable availability percentage for the City is 90%. When availability goes below 90%, the service provision goes below an acceptable level.</u></li> </ul>



Type of Capital Facility	Lead Agency	Level of Service Standards
		<p>➤ <del>0.428 fire / aid units (apparatus) per 1,000 people;</del>  <del>1 fire station per every five square miles, allowing for variations in topography and geography.</del>  ➤</p>
Police	City of Issaquah Police Department	<p>➤ <del>Adopted LOS = 1 officer per 876 Calls for Service (CFS) and 1 investigator per 145 Criminal Investigations (CI).</del>  ➤ <del>Additional measures:</del></p> <ul style="list-style-type: none"> <li>• <del>One police vehicle per two police officers<sup>5</sup></del></li> <li>• <del>One Criminal Investigation vehicle per investigator<sup>5</sup></del></li> <li>• <del>0.90 square feet per combined Call for Service (CFS) or Criminal Investigation (CI).<sup>5</sup></del></li> </ul>
Parks	City of Issaquah Parks Department	<p>➤ <del>\$3,874.51 expenditure on park facilities per capita.<sup>62</sup></del>  <u>Issaquah's park and recreation system measures the overall parks inventory and capacity projects in the current Capital Improvement Program. Through this analysis, the City ensures that each resident and employee receives an equitable amount of parks and recreational facilities. The City provides this value through investment in parks and recreation facilities that are most appropriate for each site, responding to the changing needs and priorities tied to City growth and population demographic changes.</u></p>
Transportation	City of Issaquah Public Works Department	<p><sup>61</sup>The intersection level of service (LOS) standard in Issaquah shall be LOS D, as defined by the latest edition of the Highway Capacity Manual. For Transportation Concurrency purposes, <del>six (6)</del> <u>five (5)</u> concurrency intersections may operate at LOS E or F at any point in time; as long as the weighted average (by traffic volume) Citywide LOS standard for all concurrency intersections is maintained at LOS D. All other concurrency intersections must operate at LOS D or better. The following <del>six (6)</del> <u>five (5)</u> intersections may operate at LOS E or F:</p> <ul style="list-style-type: none"> <li>o NW Sammamish Road/12th Avenue NW/17th Avenue NW/SE 56th Street</li> <li>o SR 900/I-90 Eastbound Ramps <sup>73</sup></li> <li>o Sunset Way/Front Street</li> <li>o SE Issaquah Fall City Road/Issaquah Pine Lake Road SE/Highlands Drive NE</li> <li>o <del>SR 900/NW Talus Drive<sup>7</sup></del></li> <li>o SE Issaquah Fall City Road/SE Black Nugget Road</li> </ul>
Schools	Issaquah School District	<p><u>Set by Issaquah School District in the District's Capital Facilities Plan, as annually amended</u></p>
Municipal Facilities (Administration Buildings and Maintenance Buildings)	City of Issaquah Parks Department, Facilities Maintenance	<p><u>Required facilities for specified land use:</u></p> <p>➤ <del>Single Family: 9.63 square feet of municipal building per dwelling unit</del>  ➤ <del>Multifamily: 4.44 square feet of municipal building per dwelling unit</del>  — <del>Non-Residential: 0.00408 square feet of municipal building per Non-Residential square foot.</del>  ➤</p>



## Table CF-2: City of Issaquah Level of Services Continued Footnotes

<sup>1</sup> ~~State law requires a minimum of 30 psi at the meter; the City of Issaquah has adopted a more stringent standard.~~

<sup>2</sup> ~~Current usage is approximately 205 gallons per day (gpd) per equivalent residential unit (ERU).~~

<sup>3</sup> ~~The sewer system is designed to meet 100% of the Department of Ecology's criteria for Sewage System Design.~~

<sup>4</sup> ~~The amount of sewage generated at the 20-year full site build-out.~~

<sup>5</sup> ~~This information is based on the 1999 and/or 2008 Rate Studies for reference and is not the City of Issaquah's adopted Level of Service.~~

<sup>1</sup> Ord ~~2773~~ 2877, Impact and mitigation fees, including transportation and fire impact fees, and police, general government buildings, and bike/pedestrian mitigation fees ~~Traffic Impact Fees Rate Study and Parks, Open Space, and Recreation Facilities Impact Fees Rate Study~~

<sup>62</sup> Ord 2773, Traffic Impact Fees Rate Study and Parks, Open Space and Recreation Facilities Impact Fees Rate Study

<sup>3</sup> Adoption of a different operational LOS for concurrency purposes in the Capital Facilities Element does not override the Washington State Department of Transportation statutory LOS noted in the Transportation Element of this Comprehensive Plan.

## CAPITAL FACILITY INVENTORY

### discussion

A full inventory of all capital facilities is maintained as part of the biennial City's Capital ~~Facilities~~ Improvement Plan (~~CFIP~~CIP), which is adopted in the Capital Facilities Element by reference.

### water

The locations of the City's water facilities are illustrated in the City's Water System Plan Update, which is incorporated in the Capital Facilities Element by reference.

#### water level of service

The existing water supply level of service standard is to provide reliable water service for domestic use, fire flow protection and emergencies. All future development must demonstrate that there is adequate water for the proposed land use and that fire flow requirements can be met. Water level of service standards are defined in the City's Water System Plan Update which forecasts future water needs beyond the immediate 6 year Capital Facilities Element planning period.

#### future water needs

The City relies on groundwater from the Lower Issaquah Creek Basin Aquifer System for much of its water needs. The aquifer also serves several neighboring communities. The City also obtains water from the Cascade Water Alliance, which obtains water through a wholesale agreement with Seattle Public Utilities, for use in part of the City's service area.

The groundwater pumping capacity is determined by groundwater rights, and the Cascade Water Alliance agreement provides additional supply needs (see the Utilities and Public Services Element for a complete discussion regarding water service in the City). The City's future water needs will be met through continued use of groundwater resources as well as new water sources to be developed by the Cascade Water Alliance. The City will need to continue to ensure there is an adequate supply of water for current and anticipated demand, without adversely impacting water quality.



## finance

Water capital projects for the ~~2014-2019~~2020-2025 planning period, including proposed locations, capacities, and public funding sources are identified in the adopted ~~2014-2020~~ Issaquah Municipal Budget and in the ~~2020-2025~~ ~~2014-2019~~ Capital ~~Facilities~~ Improvement Plan (CFP) and are incorporated here by reference.

## sanitary sewer

### discussion

The sanitary sewer system handles the sewage needs for much of the City. There are several areas of the City not served by sewer; though the City's goal is to provide sewer service, where feasible, to all areas within City boundaries.

The inventory and locations of the City's existing sewer facilities are identified in the City's Sewer System Plan, which is incorporated in the Capital Facilities Element by reference.

### sanitary sewer level of service

The City's existing minimum LOS standard for providing sanitary sewer service is the provision of all necessary mains and other facilities to adequately handle the demand from each service connection.

### future sanitary sewer needs

The City's future LOS goals for sewer service are as follows:

- a) Use 100 percent of the Department of Ecology Criteria for Sewage System Design.
- b) Provide gravity system sanitary sewer service wherever economically feasible.
- c) New systems shall be designed to safely pass the wastewater flow under the future 20-year development scenario, as determined by full site build out or by the Sewer System Plan Update, which forecasts future sewer needs beyond the immediate 6 year CFE planning period.

## finance

Several sewer projects have been identified to correct existing deficiencies and to accommodate population growth from ~~2014-2019~~2020-2025. Sewer capital projects for the planning period, including proposed locations, capacities, and public funding sources are identified in the adopted ~~2014-2020~~ Issaquah Municipal Budget and in the ~~2014-2019~~2020-2025 Capital ~~Facilities~~ Improvement Plan (CFP) and are incorporated here by reference.

## stormwater

### discussion

Stormwater management deals with the detention/ retention and movement of water on the surface of the ground, typically associated with stormwater.

The control of stormwater is essential to preventing property damage due to flooding and to prevent the degradation of water quality. To this end, the City commits substantial resources to providing adequate stormwater management facilities. An inventory of the City's stormwater facilities and their



locations is provided in the City's Stormwater Management Plan, which is incorporated in the Capital Facilities Element by reference.

#### stormwater level of service

The City's existing minimum LOS standard for surface water drainage management is the requirement that all private or public on-site or off-site storage, conveyance and treatment facilities meet stormwater development standards in the King County Surface Water Design Manual (as amended by the City of Issaquah) that result in little or no impact to downstream water quality and quantity.

#### future stormwater needs

Nonstructural storm drainage management measures, such as the implementation of the Issaquah Basin Action Plan, will be used to help the City plan for future stormwater needs.

#### finance

Stormwater capital projects for the planning period, including proposed locations, capacities, and public funding sources are identified in the adopted ~~2014-2020~~ Issaquah Municipal Budget and in the ~~2014-2019~~2020-2025 Capital ~~Facilities Improvement Plan (CFIP)~~ and are incorporated here by reference.

### fire service facilities

#### discussion

Eastside Fire and Rescue (EF&R), which was created in 1999 by the consolidation of Issaquah Fire Department and Fire District 10, provides fire protection services to the City. Today EF&R also includes Fire District 38 and the Cities of North Bend and Sammamish.

EF&R as the fire department provides a complete range of services including fire protection, emergency medical services, fire code planning, engineering and enforcement to both businesses and residents alike. This requires EF&R as the City's Fire Department to maintain appropriate resources to respond to a variety of firefighting and medical aid needs. Capital facilities associated with fire protection include facilities such as fire stations and equipment, including service/aid vehicles and firefighting equipment.

#### fire level of service

The level of service (LOS) standard is based on demand versus availability. Fire “demand” is defined as the amount of time spent by staff responding to incidents, and “availability” as all the time not spent responding to incidents. The minimum acceptable availability percentage for the City is 90%. When availability goes below 90%, the service provision goes below an acceptable level. Any availability percentage below 90% would require increased apparatus acquisitions by the City. ~~on the ability of fire units to respond to a call within the City's adopted 5-minute response time. Response times vary depending on the location of the call and traffic conditions, though the average response time of 4.01 minutes meets the LOS standard. As the City grows, the City will evaluate the need for additional fire stations or the relocation of existing fire stations and additional equipment to provide adequate coverage.~~

The City of Issaquah currently meets its fire level of service standards. ~~It should be noted that some apparatus are considered borrowed temporary capacity from other EF&R locations.~~



## future fire needs

~~Fire facilities will continue to be adequate until the 2021 when the City will need to locate a fire facility north of I-90 near the City's northern boundary. The rational for the new facility location is based on the need to be able to cover the northern area of the City within the 5-minute LOS by the year 2023. In addition to a new facility, the City will also need to purchase an aid unit (vehicle) in 2023. As response times decline with population growth, additional fire service capacity is needed to meet the LOS thresholds.~~

By analyzing Eastside Fire & Rescue's historical data, it was determined that the City's availability ratio decreased by approximately 0.25% for every 1,000 person increase in population. Using data from the City's Comprehensive Plan, the City's population growth was forecast at a rate of 1.61%, as shown in **Table CF-2**.

**Table CF-2: Population and Availability Projections**

Year	Population	Availability
2013	32,130	91.51%
2014	32,880	91.32%
2015	33,330	91.90%
2016	34,590	91.67%
2017	36,030	91.26%
2018	37,110	90.72%
2019	37,708	90.57%
2020	38,316	90.42%
2021	38,934	90.27%
2022	39,561	90.11%
2023	40,199	89.95%
2024	40,847	89.79%
2025	41,505	89.62%

Source: Ord. 2877 Adopted Fire Impact Fees, 2019

As shown by Table CF-2, the City's projected Level of Service falls below 90% in 2023. Therefore, the City's projected population in 2022 of 39,561 serves as the maximum capacity of the City's existing assets.

## finance

Public identified funding sources for the ~~2018-2024~~2020-2025 fire service capital planning period ~~includes Real Estate Excise Tax, (REET) voter approved debt and fire service impact fees~~are included in the 2020-2025 Capital Improvement Plan and the 2020 ~~-. The funding sources are further identified in the~~Issaquah Municipal Budget, ~~and in the Capital Improvement Plan (CIP)~~These documents are incorporated here by reference.

Determination of the City's fire service needs is based on the adopted level of service standard as illustrated in Table CF-3 below. As Table CF-3 illustrates, the City will need to address fire service deficiencies over the next six years in order to maintain its adopted level of service standards.



Table CF-3: Fire Service 6-Year Capital Improvement Plan

Project List	2018	2019	2020	2021	2022	2023	2024	Total Cost
Fire Station				\$10,000,000				\$10,000,000
Aid Unit						\$242,224		\$242,224
Total Annual Costs								\$10,242,224

Project List	2020	2021	2022	2023	2024	2025	Total Cost
Temporary Fire Station <sup>1</sup>	\$2,657,500						\$2,657,500
New Fire Station 71 <sup>1</sup>	\$200,000		\$8,246,966	\$14,716,378			\$23,163,344
Debt Payments related to the construction of Station 72 (Maple St) Adopted into Capital Improvement Plan <sup>2</sup>							\$3,516,000 <sup>3</sup>
Total Annual Costs	\$2,857,500		\$8,246,966	\$14,716,378			
Total 6-year Costs							\$29,336,844

<sup>1</sup> Source: 2020-2025 Capital Improvement Plan

<sup>2</sup> Source: Ord. 2877 Adopted Fire Impact Fees, 2019

<sup>3</sup> \$5.86 million is the total amount of fire station debt outstanding. However, only 60% of that is allocated to growth within the Fire Impact Fee Report study period, so the debt payment paid off by fire impact fees is \$3,516,000. The remaining \$2,344,000 of debt related to the construction of Station 72 (Maple Street) would have to be funded through a different mechanism.

## police service facilities

### discussion

Police protection services are provided by the City of Issaquah Police Department. In early 2000, a new police facility was constructed across from City Hall South, which combines police, jail and emergency operations under one roof.

The construction of a new police facility in 2000 allowed the City to meet its facility requirements for some time afterward, however in 2019 the City began to move police staff into the second floor office space as they had outgrown the first floor. This displaced other City staff on the second floor to other City offices. ~~may need to provide additional police facilities based on the police level of service standards. In addition, the City may need to acquire additional patrol vehicles to meet its police vehicle level of service standards if population growth exceeds projections.~~



## police level of service

The 2019 Law Enforcement Mitigation Fee Study (Ord 2877) showed the Issaquah Police Department responded to 16,329 incidents in 2017. This information was analyzed to identify which incidents were associated with patrol vehicles and those that were associated with criminal investigations. This provides for separate calculation of asset cost per patrol vehicle and asset cost per criminal investigation. ~~Police level of service standards are determined based on annual calls for service. The current LOS was established in the 2008 Rate Study and Ordinance 2523. This LOS is to provide:~~

- ~~a) One officer/staff to handle each 876 annual calls for service (CFS 6)~~
- ~~b) One criminal investigator/detective to handle each 145 investigations.~~

~~Since police officers are not “capital,” the LOS standard is extrapolated to calculate the number of patrol and criminal investigation vehicles needed. Using the standard of two officers per patrol vehicle found in the 2008 Rate Study (Ordinance 2523), a de facto patrol vehicle standard is one vehicle per two officers. The same study establishes a standard of one criminal investigator per criminal investigation vehicle. Technology has changed the way the Police Department manages Calls for Service. As a result, the City will need to update the LOS standard for Calls for Service by updating the 2008 Rate Study in order to more accurately depict the Levels of Service for Police.~~

Capital facilities associated with police services include police stations, training facilities, and police equipment. Projected capital facility requirements are based on the number of officers needed to respond to the calls for service ~~LOS standard~~. As the need for additional officers increases, the need for additional police equipment and facilities increases as well.

## future police needs

With the construction of a new police facility in 2000, the City met its facility requirements. ~~Variability and a general downward trend in the number of Calls For Service (CFS) per capita could affect the need for additional floor space.~~ The City also continues to acquire new police equipment that helps promote efficiency through the use of the latest technologies. There are no police vehicles or new police building facilities in the 2020-2025 Capital Improvement Plan.

## finance

Police ~~capital~~ projects for the 2020-2025 ~~2014-2019~~ planning period, ~~including proposed locations, capacities, and public funding sources~~ are identified in the adopted 2014-2020 Issaquah Municipal Budget and in the 2020-2025 ~~2014-2019~~ Capital ~~Facilities~~ Improvement Plan ~~(CFP)~~ and are incorporated here by reference, however there are no police capital projects.

Table CF-4: Police Level of Service

Patrol Vehicles: 0.5 Vehicles per Officer <sup>1</sup>						
-	(1)	(2)	(3)	(4)	(5)	(6)
-	Population	CFS/Capita (0.4164) <sup>2,8</sup>	Officers required @ 876 <sup>1,3</sup> CFS/ Officer	Patrol Cars Required @ 0.5 cars/officer <sup>1</sup>	Patrol Cars available <sup>7</sup>	Net Surplus or (Deficiency) <sup>7</sup>
2003 Actual <sup>3</sup>	15,110	12,053	14	7	8	+1
2004 Actual	15,510	12,677	15	8	8	+1
2005 Actual	17,060	13,650	16	8	9	+1



2006 Actual	23,282	14,200	16	8	11	+3
2007 Actual	24,710	15,649	18	9	11	+2
2008 Actual	26,320	15,733	18	9	11	+2
2009 Actual	26,890	13,210	15	8	11	+3
2010 Actual	30,434	12,581	14	7	11	+4
2011 Actual	30,690	13,060	15	8	11	+3
2012 Actual	31,150	11,995	14	7	11	+4
2013 Actual	32,130	12,160	14	7	11	+4
2014 Actual	32,880	13,954	16	7	11	+3
2015 Projected	33,330	14,132	16	8	13	+5
2020 Projected Total	43,382	18,066	21	10	13	+3

**Table CF-4: Police Level of Service (continued)**

**Criminal Investigation Vehicles: 1 Vehicle per Criminal Investigator<sup>1</sup>.**

-	(1)	(2)	(3)	(4)	(5)	(6)
	Population	CI/Capita (0.0149) <sup>4</sup>	Criminal Investigators Required @ 145 CI each <sup>1</sup>	Criminal Investigation Vehicles Required @ 1 per Investigator <sup>1</sup>	Criminal Investigation Vehicles available	Net Surplus or (Deficiency)
2003 Actual	15,110	580	4	4	4	+0
2004 Actual	15,510	487	4	3	4	+1
2005 Actual	17,060	686	5	5	4	-1
2006 Actual	23,282	560	4	4	4	+0
2007 Actual	24,710	336	3	3	4	+1
2008 Actual	26,320	649	4	4	4	+0
2009 Actual	26,890	362	2	2	4	+2
2010 Actual	30,434	596	4	4	4	+0
2011 Actual	30,690	412	3	3	4	+1
2012 Actual	31,150	472	3	3	4	+1
2013 Actual	32,130	406	3	3	4	+1
2014 Actual	32,880	446	3	3	4	+1
2015 Projected	33,330	391	3	3	4	+1
2020 Projected Total	43,382	645	4	4	5	+1

**Table CF-4: Police Level of Service (continued)**

**Public Safety Building: 300 sq. ft. per Patrol Officer / Criminal Investigator<sup>5</sup>**

-	(1)	(2)	(3)	(4)	(5)	(6)
	Population	Total CFS&CI (0.4751 /Capita) <sup>1,3,4</sup> 8	Square feet required @ 0.90 sq. ft. per Total CFS / CI <sup>5</sup>	Square Feet Available <sup>6</sup>	Net Surplus or (Deficiency)	
2003 Actual	15,110	12,633	11,370	13,129	1,759	
2004 Actual	15,510	13,164	11,848	13,129	1,281	
2005 Actual	17,060	14,336	12,902	13,129	227	
2006 Actual	23,282	14,760	13,284	13,129	-155	



2007 Actual	24,710	15,985	14,387	13,129	-1,258
2008 Actual	26,320	16,382	14,744	13,129	-1,615
2009 Actual	26,890	13,572	12,215	13,129	914
2010 Actual	30,434	13,177	11,859	13,129	1,270
2011 Actual	30,690	13,472	12,125	13,129	1,004
2012 Actual	31,150	12,467	11,220	13,129	1,909
2013 Actual	32,130	11,754	10,579	13,129	2,550
2014 Actual	32,880	13,686	12,317	13,129	812
2015 Projected	33,330	13,741	12,367	13,129	762
<i>2020 Projected Total</i>	<i>43,382</i>	<i>20,611</i>	<i>18,550</i>	<i>13,129</i>	<i>-5,121</i>

#### **Table CF-4: Police Level of Service Footnotes**

- <sup>1</sup>—The 876 CFS per patrol officer / 1,752 CFS per patrol vehicle and 145 criminal investigations per investigator / investigator vehicle levels of service are established in the 2003-based Rate Study for law enforcement mitigation fees.
- <sup>2</sup>—Calls For Service (CFS) per capita is based on the 5-year average for the previous 5-year period, or 2009-2013. Total calls for service in 2009-2013 (63,006) / Total population 2009-2013 (151,294) = 0.4164 calls per capita. This CFS level used for projections only.
- <sup>3</sup>—The 2003-based Rate Study for law enforcement mitigation fees reports 14,018 CFS for patrol response. Two indicators for calls are included in the Issaquah Police Department (IPD) annual summary report—"Computer Aided Dispatch Calls for Service" (CADCFS) meaning all Police related calls to 911 and "Incident Reports" (IR) meaning those calls that required officers to file formal incident reports (17,512 CADCFS and 12,005 IR in 2003). The Rate Study involved analysis of all CADCFS records for 2003 to determine which calls, in addition to those resulting in incident reports, met requirements for mitigation fee analysis. This level of analysis is not conducted on an annual basis. Accordingly, the lower, more conservative "Incident Report" number of calls is used to monitor Police facilities and vehicles for Comprehensive Plan purposes. The actual Police needs may be greater as determined by IPD analysis. For example, using Rate Study methodology in 2003, there was no surplus for patrol vehicles.
- <sup>4</sup>—Criminal Investigates (CI) per capita is based on the 5-year average for the previous 5 years, or 2009-2013 (2,248) / Total population 2009-2013 (151,294) = 0.0149 Average CI per capita. This CFS level used for projections only.
- <sup>5</sup>—Although the Comprehensive Plan does not include a level of service standard for police facilities, the standard from the 2008 Rate Study (Ordinance 2523) for police services is included to calculate anticipated City expenditures for police facilities. The 8,800 sq. ft. surplus cited in the 2008 Rate Study was based on a measurement of 300 square feet per officer that was the standard used at the time. The 2008 Rate Study standard of 0.90 square feet per combined CFS/CI with a 2003 base year is more reflective of the total space needs of the Police Department, including jail operations.
- <sup>6</sup>—Taken from Approved Building Plans for the City's Police & Jail facility per Issaquah Public Works Department.
- <sup>7</sup>—One patrol car is held in reserve for emergency back-up and not available for daily use as a standard safety procedure of the Police Department. This is not reflected in the LOS calculation, and therefore a surplus of +1 shown in the table is effectively a zero surplus due to IPD procedures. (IPD, 2009)
- <sup>8</sup>—Calls For Service (CFS) numbers for 2005-2008 updated to reflect 2010 Issaquah Police Department data.
- <sup>9</sup>—The City's 2010 population was adjusted from the previous Office of Financial Management estimate of 27,160 to the 2010 US Census total of 30,434. OFM adopted the US Census population figure as Issaquah's official population for 2010. LOS numbers for 2010 have been updated accordingly.
- <sup>10</sup>—Current year projected totals are based on year-to-date IPD investigation totals and extrapolated to a full year. This projection is not included in the CI/capita calculation.

## **parks and open space**

### **discussion**

Park and recreation facilities and open spaces are essential to a community's mental and physical well-being. Parks and open spaces help soften dense development, provide important ecological functions and provide recreation opportunities for citizens and visitors.

For more detailed information, including the current inventory, regarding ~~on Parks~~ parks and ~~Open open Space~~space, see the Parks, Recreation, Trails and Open Space Element, the Parks Strategic Plan, and/or the 2019-2020 park impact fee study.



## parks level of service

Calculation of parks level of service standards is based on the City's existing inventory and proposed project list found in the Capital Improvement Program. The 2020-2025 Capital Improvement Program identifies \$62.2 million worth of parks and recreation-related capital investments, of which \$41.7 million of outyear investments (i.e. 2022 through 2025) are currently unfunded. The investments identified in this asset category reflect priorities identified in the Parks Strategic Plan. ~~a four-step process. Unlike a traditional approach of calculating the number of parks or acres of parkland required per person, Issaquah's level of service standards for parks are determined through the application of a formula that measures overall parks investment per person. This "investment per capita" method is used to measure parks and recreation levels of service for the City's park and recreation facilities within the City limits.~~

~~The "investment per capita" method provides the city with a flexible approach to providing park and recreational facilities. By using the total capital investment per person figure, the City is able to provide facilities that are most appropriate for each site without being required to maintain arbitrary ratios for each type of facility at each park site. This method also provides the City the flexibility to be responsive to changing park needs.~~

~~The Parks level of service standard is approximately \$3,874.51 per person. This figure is used to calculate projected Parks capital expenditures. However, the provision of specific parks and recreation facilities are determined by a different set of standards applied by the Parks and Recreation Department based on the standards in the 2009-2018 Parks Strategic Plan.~~

Table CF-5: Park Level of Service Standards<sup>1,2</sup>

Type of Recreational Facility	Unit of Measurement	Inventory	Cost per Unit	Total Value
Artificial Turf Fields	turf field	2	\$ 1,250,000	\$ 2,500,000
Baseball / Softball Field	field	9	\$ 1,000,000	\$ 9,000,000
Basketball Court (O.D.)	court	4	\$ 50,000	\$ 200,000
Bridges—Pedestrian	bridge (lineal feet)	225	\$ 1,000	\$ 225,000
Community Center	square foot	33,000	\$ 399	\$ 13,167,000
Concession Stand	concession facility each	1	\$ 333,000	\$ 333,000
Gazebo (Pickering)	gazebo	1	\$ 25,000	\$ 25,000
Land—Active	acres	246	assessor value	\$ 72,337,934
Land—Passive/Natural	acres	1,353	assessor value	\$ 63,162,200
Land—Unstructured Recreation	acres	8	assessor value	\$ 4,770,600
Picnic Shelters	picnic shelter per unit	4	\$ 157,000	\$ 628,000
Play Lot/Tot Lot	lot	6	\$ 105,000	\$ 630,000
Parking Lots (parks)	square foot	184,000	\$ 8	\$ 1,472,000
Restrooms	restroom (CXT)	9	\$ 140,000	\$ 1,260,000
Skateboard Park	park	1	\$ 350,000	\$ 350,000
Soccer Field (Synthetic)	field	3	\$ 1,200,000	\$ 3,600,000
Swimming Pool—Indoor	square foot	17,220	\$ 345	\$ 5,940,900
Tennis Court	court	7	\$ 50,000	\$ 350,000
Trails—Recreation	mile (unpaved)	10.5	\$ 56,000	\$ 588,000
Trails—Urban	mile (paved multi-use)	5	\$ 1,000,000	\$ 5,000,000
Trailheads	trailhead (unpaved) sq ft	65,000	\$ 4	\$ 273,000



<u>Type of Recreational Facility</u>	<u>Unit of Measurement</u>	<u>Inventory</u>	<u>Cost per Unit</u>	<u>Total Value</u>
Viewing Platform	viewing platform	2	<del>—</del> 20,000	<del>—</del> 40,000
Total Value				<del>—</del> 185,852,634
Population 3				48,509
Level of Service Standard (Total)				\$3,874.51

**Table CF-5: Park Level of Service Standards Footnotes**

- <sup>1</sup> ~~Recreational Facility Inventory and Values from City of Issaquah 2014 Rate Study for Parks, Open Space, and Recreation Facilities Impact Fees (Ordinance 2733).~~
- <sup>2</sup> ~~Park Land Inventory and Values from King County Assessor.~~
- <sup>3</sup> ~~Growth Equivalent Population and Employment for 2013 from City of Issaquah 2014 Rate Study for Parks, Open Space, and Recreation Facilities Impact Fees (Ordinance 2733).~~

The calculations in the following tables are used to determine Issaquah's future park facilities needs to accommodate *projected* population growth. The Parks facilities needs for the entire population (existing and future) are identified in the Capital Facilities Improvement Plan (CFP).

#### **Step 1: Park/Recreation Capital Investment per Person**

The first step in determining the City's future park and recreational needs is to calculate the amount needed to meet the level of service standard, or the capital investment per person. The total capital value is calculated by multiplying the inventory of parks and recreational facilities in appropriate units times the average costs of those items.

**Table CF-6: Total Capital Value Calculation**

Inventory in units	×	Average cost per facility	=	Total Capital Value
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#### **Inventory**

An inventory was conducted of all parks and recreational facilities using a 2006 baseline year for the inventory. The 2014 Rate Study for Parks, Open Space, and Recreation Facilities Impact Fees (Ordinance 2733) provided an updated list of inventory.

#### **Average Cost per Facility**

The average cost per facility was determined using data such as the property value as determined by King County tax assessment and/or actual costs as determined by the City of Issaquah Parks and Recreation Department.

#### **Total Capital Value**

The total capital value of the Park and Recreation system was determined by then multiplying the inventory in units by the average cost per facility. Also, refer to Table CF-6.

#### **Capital Investment per Person**

Dividing the Total Capital Value by the 2013 total equivalent population yields the capital investment cost per person (\$187,949,754 / 48,509 = \$3,874.51). Also, refer to the 2014 Rate Study for Parks, Open Space and Recreation Facilities Impact Fees [Ordinance 2733].

#### **Step 2: Value Needed for Growth**

The second step in determining future parks and recreation facility needs is to calculate the value needed for growth, which is determined by estimating the City's future population and multiplying by the capital investment per person.

The capital investment per person was calculated in Step 1. The forecast population growth is estimated annually as part of Issaquah's long range planning process. The forecast population growth between the impact fee study base year of 2013 (see Capital Investment per Person above) and the forecast year of 2020 is 12,191.

**Table CF-7: Value Needed for Growth Calculation**



Capital Value per Person	*	Equivalent Population Growth	=	Value Needed for Growth
\$3,874.51	*	12,191	=	\$47,235,558

The formula above shows the calculation of the value of parks and recreational facilities needed for growth. Column 1 lists the level of service standard for capital investment per person; column 2 shows the growth in population that is forecast; and column 3 is the total value of parks and recreational facilities that is needed to serve the growth that is forecast for Issaquah (Source: 2014 Rate Study).

Column 3 shows that Issaquah needs parks and recreational facilities valued at \$47,235,558 in order to serve the growth of 12,191 additional people who are expected to be added to the City's existing equivalent population from 2014 to 2020 according to the 2014 Rate Study. The 2016 update of Table CF-10 Parks Level of Service shows 2016-2020 deficit as \$50,548,610. The future investment in parks and recreational facilities will need to be \$50,548,610 unless the City has existing reserve capacity in its parks and recreational facilities.

### Step 3: Investment Needed for Growth

The third step in the process is to determine the amount the City needs to invest to address any park and/or recreation deficiencies. The investment needed for growth is calculated by subtracting the value of any existing reserve capacity from the total value of parks and recreational facilities needed to serve the growth calculated in Step 2.

#### Value of existing reserve capacity

The value of reserve capacity is the difference between the value of the City's existing inventory of parks and recreational facilities, and the value of those assets that are needed to provide the level of service standard for the existing population.

Table CF-8 shows the calculation of the investment in parks and recreational facilities that is needed for growth. Column 1 lists the value of parks and recreational facilities needed to serve growth (from Table CF-7), column 2 shows the value of existing reserve capacity (from the 2014 Rate Study for Parks, Open Space and Recreation Facilities Impact Fees [Ordinance 2733]), and column 3 is the remaining investment in parks and recreational facilities that is needed to serve the projected growth.

Table CF-8: Investment Needed for Growth Calculation

(1) Value Needed for Growth	(2) Value of Existing Reserve Capacity	(3) Investment Needed for Growth
\$47,235,558	\$0	\$47,235,558

As column 3 in Table CF-8 illustrates, the City has no reserve capacity and therefore needs to invest \$47,235,558 in additional parks and recreational facilities in order to serve future growth (Source: 2014 Rate Study). The future investment in parks and recreational facilities to be paid by growth may be less than \$47,235,558 if the City designates other revenues to make capacity investments in parks and recreational facilities. The 2016 update of Table CF-10 Parks Level of Service shows 2016-2020 deficit as \$50,548,610.

### Step 4: Investment to be Paid by Growth

The last step in the process is to determine the investment to be paid by growth. The investment to be paid by growth is calculated by subtracting the amount of any revenues the City invests in parks and recreation infrastructure from the total investment in parks and recreational facilities needed for growth. City investment in parks is offset to some degree by developer contributions, impact fees, grants and other contributions.

Impact fee rate calculations must recognize and take into account revenues, which are earmarked or pro-ratable to projects that are funded with impact fees. The City of Issaquah has historically used local revenues, such as real estate



excise tax, councilmanic bonds and other revenues within the City's Capital Improvement Fund and General Fund to pay for part of the cost of park and recreational facility capital costs. The City's investment has averaged 44% of the cost of capital improvement projects for parks and recreational facilities (2014 Rate Study for Parks, Open Space and Recreation Facilities Impact Fees [Ordinance 2733]).

These revenues are accounted for by reducing the investment needed for growth in the fourth formula for computing impact fees. These reductions are the "adjustments" required by law for future taxes or other payments.

Revenues that are used for repair, maintenance or operating costs are not used to reduce impact fees because they are not used, earmarked or prorated for the system improvements that are the basis of the impact fees. Revenues for payments of past taxes paid on vacant land prior to development are not included because new capital projects do not have prior costs; therefore prior taxes did not contribute to such projects.

Table CF-9 shows the calculation of the investment in parks and recreational facilities that needs to be paid by growth. Column 1 lists the investment in parks and recreational facilities needed to serve growth. Column 2 shows the value of City investment for growth (calculated at 36% of the investment needed for growth), and column 3 is the remaining investment in parks and recreational facilities that will be paid by growth.

Table CF-9: Minimum Investment Paid by Growth Calculation

Investment Needed for Growth	-	City Investment Needed for Growth	=	Value Needed for Growth
\$47,235,558	-	\$17,194,447	=	\$30,041,111

The 2014 Rate Study established that a total of \$47,235,558 in additional funding is needed for parks to serve future growth. The rate study also projected that of the \$47+ mm, \$17,194,447 will be paid by the City; \$10.2 million is projected for projects that add land and recreational facilities to the park system, \$4.6 million from the 2013 park bond and \$2.4 million from the fund balance in the City's park impact fee. The remaining \$30,041,111 will be paid for by growth through impact fees. (2014 Rate Study for Parks, Open Space and Recreation Facilities Impact Fees [Ordinance 2733])

### future park needs

The 2014 Rate Study for Parks, Open Space and Recreation Facilities Impact Fees (Ordinance 2733) indicates a capital investment of \$3,874.51 per person is required to meet the City's LOS standard. Budgeted capacity projects are tabulated for the year; the total is compared to LOS standard for the year and projects it into 2020. Capacity projects are those park projects that add new capacity to the park system, while non-capacity projects do not add capacity to the park system. A parks ~~and recreation~~ impact fee will be collected from new growth to provide for parks and facilities needed to support this additional growth. In addition, voters approved a \$10 million park bond in 2013 and a portion of that bond ~~will be~~ was used for projects that add capacity to the City's park system. The City's ~~annual~~ biennial Capital ~~Facilities~~ Improvement Plan (~~CFP~~) will incorporate park and facility needs as needed by the community.

The 2016 update to Table CF-10 shows that growth in Issaquah would need to invest \$50,548,610 in additional parks and recreational facilities to maintain the City's standards for future growth projected for the years 2016 to 2020. The annual surplus/deficit represents the amount of funding necessary to maintain the City's Level of Service (LOS) for parks. A deficit would indicate that the



City needs to make more capacity investments in the parks system in order to meet the LOS. A surplus would indicate that the City is meeting its LOS for parks.

Table CF-10: Parks Level of Service

-1	-2	-3	-4	-5	-6
Year	Population <sup>1</sup>	Population Growth from previous year(s) (actual/projected)	Parks Capacity Investments (actual/planned)	Adopted LOS Capacity <sup>9</sup> Total (=Per Capita Growth x LOS Rate)	Annual Surplus/Deficit <sup>8</sup> Total
2006 Actual	23,282 <sup>4</sup>	n/a = base year	n/a = base year	n/a = base year	n/a = base year
—Base Year					
2007 Actual	24,710	1,428	\$2,770,500	\$6,192,979	-\$3,422,479 <sup>3</sup>
2008 Actual	26,320	1,610	\$5,564,500	\$6,982,280	-\$1,417,780 <sup>2</sup>
2009 Actual	26,890	570	\$4,939,544	\$2,471,987	\$2,467,557
2010 Actual	30,434 <sup>7</sup>	3,544 <sup>7</sup>	\$3,802,776	\$15,369,690	-\$11,566,914
2011 Actual	30,690	256	\$384,584 <sup>6</sup>	\$1,110,226	-\$725,642
2012 Actual	31,150	460	\$986,510 <sup>6</sup>	\$1,994,937	-\$1,008,427
2013 Actual	32,130	980	\$1,165,299	\$4,250,084	-\$3,084,785
2014 Actual	33,330	1,200	\$976,770 <sup>10</sup>	\$4,649,412	-\$3,672,642
2015 Budget	34,587	1,257	\$3,175,500 <sup>10</sup>	\$4,870,259	-\$1,694,759
2006–2015	n/a	8,848	\$23,765,983	\$47,891,854	-\$24,125,871
Cumulative Totals					
2016–2020 Projected Cumulative Totals <sup>11</sup>	43,283	8,696 <sup>5</sup>	\$7,270,000	\$33,692,739	-\$50,548,610 <sup>3</sup>

Table CF-10: Parks Level of Service Footnotes

- <sup>1</sup>—All population numbers from Washington State Office of Financial Management (OFM), except 2015–2020 population projections were quantified using the Rate Study for Parks, Open Space, and Recreation Facilities Impact Fees (Ordinance 2733).
- <sup>2</sup>—Deficit only as an annual calculation; remaining surplus when addressed cumulatively.
- <sup>3</sup>—Reflects the cumulative absorption of any surplus and/or deficit recorded for preceding years. Subject to change with adopted budgets for years noted.
- <sup>4</sup>—Includes Washington State OFM approved post-annexation census population for Greenwood Point / South Cove.
- <sup>5</sup>—See Table L-5 in the Land Use Element.
- <sup>6</sup>—Based on actual expenditures and adopted 2013 Budget.
- <sup>7</sup>—The City's 2010 population was adjusted from the previous Office of Financial Management estimate of 27,160 to the 2010 US Census total of 30,434. OFM adopted the US Census population figure as Issaquah's official population for 2010. LOS numbers for 2010 have been updated accordingly.
- <sup>8</sup>—Parks Capacity Investments are actual or budgeted capacity expenditures from the Park Improvement/Acquisition Fund, Capital Improvement Fund, Mitigation Fund (until 2014) and plus capital requests from the Capital Facilities Plan.
- <sup>9</sup>—Rate Study for Parks, Open Space, and Recreation Facilities Impact Fees (Ordinance 2733) establishes a new LOS Capital Value of \$3,874.51 that was used to calculate the 2014 Budget Adopted LOS Capacity. The previous LOS Capital Value of \$4,336.82 was used from 2006 until 2013. According to the 2014 Rate Study for Parks, Open Space, and Recreation Facilities Impact Fees (Ordinance 2733), the value of parks and the population increased from the 2008 rate study thereby reducing the capital value per equivalent population.
- <sup>10</sup>—Skate Park project deemed 50% capacity per the Rate Study for Parks, Open Space, and Recreation Facilities Impact Fees (Ordinance 2733).
- <sup>11</sup>—Includes "Future Years" Capital Requests from the 2014–2019 Capital Facilities Plan Projected Cumulative Totals.



**Table CF-4: Parks and Recreation Capital Projects in 2020-2025 Capital Improvement Plan**

Project Number	Project Name	6-Year Plan						6-Year CIP Plan Total	Future Years	Overall Project Cost
		2020	2021	2022	2023	2024	2025			
PK 006	Blackberry Park Improvements	\$ -	\$ 551,366	\$ -	\$ -	\$ -	\$ -	\$ 551,366	\$ 533,715	\$ 1,085,081
PK 008	Central Park Bike Skills Park	168,213	-	-	-	-	159,936	328,149	-	328,149
PK 010	Confluence Park	-	-	515,640	-	-	-	515,640	24,852,125	25,367,765
PK 012	Valley Trail and Creekside (Sensitive Land) Acquisitions	1,486,960	1,521,160	1,555,360	1,589,560	1,622,273	1,654,986	9,430,299	6,834,304	16,264,603
PK 014	Gateway Park Improvements	225,000	-	1,499,478	-	-	-	1,724,478	-	1,724,478
PK 018	Dog Park	-	-	-	70,554	-	-	70,554	-	70,554
PK 021	Rainier Trail	-	-	115,112	1,012,873	120,065	1,038,827	2,286,877	5,837,150	8,124,027
PK 030	Play ground Equipment Replacement	-	-	-	333,051	339,325	345,599	1,017,975	-	1,017,975
PK 031	Hillside Park Project	58,040	551,366	-	-	-	-	609,406	1,039,525	1,648,931
PK 032	Hillside Acquisition	492,470	496,257	499,486	502,206	504,260	505,847	3,000,526	1,067,860	4,068,386
PK 036	Central Park Pad #2	-	-	230,120	10,690	3,427,844	-	3,668,654	-	3,668,654
PK 037	Central Park Pad #3	200,000	1,686,532	1,588,697	-	-	-	3,475,229	-	3,475,229
PK 039	Placemaking (Site Amenities)	-	-	78,450	133,625	81,825	139,125	433,025	875,820	1,308,845
PK 040	Front Street Park	-	-	-	-	218,200	-	218,200	5,934,000	6,152,200
PK 041	Veterans Memorial Field / Depot Park / Pedestrian Park	50,000	-	-	320,700	9,623,144	-	9,993,844	3,812,250	13,806,094
PK 042	Tibbetts Valley Park	350,000	-	6,617,611	6,750,479	-	333,900	14,051,990	5,937,150	19,989,140
PK 043	Pickering Barn Park	-	-	261,500	-	4,127,770	2,102,025	6,491,295	2,406,405	8,897,700
PK 044	Wayfinding and Park Signage	-	117,645	120,290	-	125,465	-	363,400	676,260	1,039,660
PK 045	Creek Corridor	-	-	209,200	1,080,397	218,200	1,121,080	2,628,877	2,606,405	5,235,282
PK 056	Harvey Manning Park Expansion	200,000	-	610,152	213,800	-	333,900	1,357,852	5,937,150	7,295,002
		\$ 3,230,683	\$ 4,924,326	\$ 13,901,096	\$ 12,017,935	\$ 20,408,371	\$ 7,735,225	\$ 62,217,636	\$ 68,350,119	\$ 130,567,755

**\*Note: List includes infill and capacity projects.**

## finance

Public identified funding sources for the 2020-2015 parks service capital planning period are included in the 2020-2025 Capital Improvement Plan and the 2020 Issaquah Municipal Budget. These documents are incorporated here by reference. The 2020-2025 CIP identifies \$62.2 million worth of Parks and Recreation-related capital investments, of which \$41.7 million of outyear investments (i.e. 2022 through 2025) are currently unfunded. The investments identified in this asset category reflect priorities identified in the Parks Strategic Plan, which Council adopted in 2018.

**Table CF-5: Parks Service 20-Year Capital Improvement Plan: Infill and Capacity Projects**

A. Infill 1 Projects That Include Capacity	Total Cost	Timing
PK 006 Blackberry Park Improvements	\$ 1,085,081	2021
PK 008 Central Park Bike Skills Park	328,149	2020-2025
PK 018 Dog Park	70,554	2023
PK 021 Rainier Trail	8,124,027	2022 - 2026
PK 031 Hillside Park Project	1,648,931	2020-2026
PK 036 Central Park Pad #2	3,668,654	2022-2024
PK 037 Central Park Pad #3	3,475,229	2020-2022
PK 039 Placemaking (Site Amenities)	1,308,845	2022-25
PK 041 Veterans Memorial Field / Depot Park / Pedestrian Park	13,806,094	2020-After 2025
PK 042 Tibbetts Valley Park	19,989,140	2020-After 2025



PK 043 Pickering Barn Park	8,897,700	2020-After 2025
PK 045 Creek Corridor	5,235,282	2022-After 2025
TL 007 2nd Avenue & Rainier Trailhead	1,674,100	2024-2025
PK 048 Issaquah School District Field Improvement Partnership	4,406,000	After 2025
PK 049 Lake Sammamish State Park Field Improvement Partnership	4,406,000	After 2025
<b>Total</b>	<b>\$ 78,123,786</b>	

<sup>1</sup> Most infill projects also provide limited capacity for growth, and those that meet that criteria are listed in this table with a total cost of \$78,123,786. These projects' eligibility for impact fee funding is approximately 26.16%, for a total eligible cost of \$21,580,787 (See 2019-2020 parks impact fee study)

<b>B. Capacity <sup>1</sup> Increasing Projects</b>	<b>Total Cost</b>	<b>Timing</b>
PK 012 Valley Trail and Creekside Sensitive Land Acquisitions	\$ 16,264,603	2020-After 2025
PK 032 Hillside Acquisition	4,068,386	2020-After 2025
PK 014 Gateway Park Improvements	1,724,478	2020-2022
TL 005 East Sunset Trailhead	3,020,900	2024-2025
TL 008 Central Park to Valley Trail	1,674,100	2024-2025
TL 009 Tibbetts Creek Trail	1,113,000	2024-2025
TL 010 Forest Rim Trailhead	1,081,300	After 2025
TL 011 Laughing Jacobs Trail	2,703,280	After 2025
TL 013 Squak Mountain to Valley/Downtown Trail	1,013,730	After 2025
TL 014 Talus to Tibbetts Valley Trail	1,622,000	After 2025
TL 012 Mall Street Trail	2,703,820	After 2025
TL 015 I-90 Crossing - Lake Tradition to Central Park	20,274,600	After 2025
TL 016 I-90 Crossing Newport to Lake Sammamish State Park	20,274,600	After 2025
TL 017 Park Hill North Issaquah Trail	2,703,280	After 2025
TL 019 Mountains to Sound Trail	1,013,730	After 2025
TL 018 Tibbetts Valley Park to Squak Trail	2,703,280	After 2025
PK 050 Sound Transit Station Urban Plaza	4,406,000	After 2025
PK 053 East Lake Park	11,749,300	After 2025
PK 007 Central Issaquah Urban Parks Total	27,032,800	After 2025
PK 054 West Highlands Park	2,937,300	After 2025
FC 009 Community Center Phase 2	35,500,000	After 2025
FC 017 Aquatic Center	21,000,000	After 2025
PK 010 Confluence Park	25,367,765	After 2025
PK 040 Front Street Park	6,152,200	After 2025
PK 051 Squak Valley Park North	2,937,300	After 2025
<b>Total:</b>	<b>\$ 221,041,752</b>	

<sup>1</sup> All Capacity Projects are eligible for impact fee funding

~~Table CF-10 indicates future surplus or deficit totals for planned capacity investments. The 2016 update of Table CF-10 Parks Level of Service shows 2016-2020 deficit as \$50,548,610.~~ Further investment will be required in the future to accommodate population growth. Future revenues will include park impact fees, bonds, grants, REET funds (Real Estate Excise Tax) and other sources. Capacity projects are determined through the ~~Annual~~ City's Budget and the Capital ~~Facilities~~ Improvement Plan ~~(CFP)~~.

## municipal facilities

### discussion

City Hall administrative activities are currently accommodated in three separate buildings. City Hall South, located along Sunset Way in Olde Town, is the City's primary gathering place for many public meetings and



hosts the City's Municipal Court. The second facility, City Hall Northwest, is located near Lake Sammamish State Park and includes the Development Services, Public Works Engineering, Economic Development, and Human Resources Departments. The newest facility is the Police/Jail building that also includes City administrative offices. The City's long term goal is to locate most of the City government offices in the downtown area.

The City's Parks Maintenance shops are located on a 2.3 acre site in a residential neighborhood near Issaquah Creek south of Confluence Park. This parks maintenance shop is a semi-industrial, operational facility necessary to accommodate vehicle and equipment maintenance, materials storage, and workshops. This facility is eventually planned to be incorporated into Confluence Park and the maintenance functions shifted elsewhere.

In 1993, the City purchased 9.1 acres of land north of I-90 as a future maintenance site. This facility became operational in 2003 and hosts the City's Public Works Operations Department, which maintains the city's infrastructure including roadways and water and sewer systems.

### municipal facilities level of service

~~To calculate the impact of new residents on general government services, the City focuses on the unfunded portion of the cost of government buildings needed to serve the community. City owned buildings which are not used for general government service, such as the Depot and Gilman Town Hall Historic Museum, are not included in the calculation of level of service (i.e. these are "non-capacity" projects).~~

Currently, general government functions are performed in multiple buildings throughout the City. These "city hall" functions have been in multiple temporary locations for decades. These facilities have aged and are nearing the point of significant capital reinvestment. In addition, the current facilities were not designed to perform as City's primary location for customer service or service delivery.

### future municipal facilities needs

Space needs for City Hall and City Shops will be affected by several variables, including the ~~annexation of areas outside~~ housing and job growth within the existing city limits resulting in the need for additional City staff. ~~The number of Administrative and Maintenance staff and their equipment will primarily dictate the size of the facilities.~~ City services are not located with efficiency, adjacencies, public access or security in mind. Over the past decades, space allocation and community needs have also changed; the current configurations have been unable to meet those needs effectively. Future ability to meet organizational growth, concurrent with population increases, is also uncertain.

### finance

Municipal Facilities capital projects for the ~~2014-2019~~2020-2025 planning period, ~~including proposed locations, capacities, and public funding sources~~ are identified in the adopted ~~2014~~ 2020 Issaquah Municipal Budget and in the ~~2014-2019~~2020-2025 Capital ~~Facilities Improvement Plan (CFP)~~ and are incorporated here by reference.



**Table CF-6: Municipal Facilities Capital Projects in 2020-2025 Capital Improvement Plan**

<b><u>Project List</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>	<b><u>2023</u></b>	<b><u>2024</u></b>	<b><u>2025</u></b>	<b><u>Future Years</u></b>
<u>Consolidated City Offices</u>		<u>\$4,398,900</u>					<u>\$39,702,500</u>
<u>Total Annual Costs</u>		<u>\$4,398,900</u>					<u>\$39,702,500</u>
<u>Total Costs Including Future Years</u>							<u>\$44,101,400</u>

**Source: 2020-2025 Capital Improvement Plan**



Table CF-11: Municipal Facilities Level of Service<sup>1</sup>

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Year	New Single Family Dwelling Units <sup>2</sup>	Adopted LOS=9.63 sq. ft. per SF Unit	New Multifamily Dwelling Units	Adopted LOS=4.44 sq. ft. per MF Unit	New Non-Residential Floor Space	Adopted LOS=.00408 sq. ft. per 1 Non-Res sq. ft.	Adopted LOS Needed Capacity Total =(Columns 3+5+7)	Municipal Facilities Floor Space Added	Annual Surplus/ Deficit Total <sup>5</sup>
2006 Actual <sup>3</sup> <i>Base Year</i>	1,294	n/a = base year	941	n/a = base year	323,676	n/a = base year	n/a = base year	n/a = base year	n/a = base year
2007 Actual <sup>5</sup>	165	1,589	332	1,474	13,802	56	3,119	0	-3,119
2008 Actual <sup>5</sup>	67	645	114	506	132,313	540	1,691 <sup>5</sup>	0	-4,811
2009 Actual	54	520	6	27	568,473	2,319	2,866	1,500 <sup>4</sup>	-6,177
2010 Actual	67	645	65	289	685,990	2,799	3,733	0	-9,909
2011 Actual	125	1,204	7	31	770,413	3,143	4,378	0	-14,287
2012 Actual	161	1,550	256	1,137	29,662	121	2,808	0	-17,095
2013 Actual	141	1,358	20	89	450,931	1,840	3,286	0	-20,382
2014 Actual	116	1,117	113	502	303,623	1,239	2,858	320	-23,239
2015 Actual <sup>5,8</sup>	86	828	16	71	143,755	587	1,486	0	-24,725
2016-2020 Projections <sup>5,6</sup>	1,178	11,348	902	4,005	3,059,618 <sup>9</sup>	12,183	27,836	69,770 <sup>7</sup>	17,209 <sup>5</sup>

<sup>1</sup>— This table based upon an inventory of general government buildings with a year 2005 baseline established in the Mitigation Fee Rate Study for General Government Buildings. The general government buildings in place in 2005 provide the basis for the new adopted level of service which results in no surplus space represented for buildings built prior to 2006.

<sup>2</sup>— Trakit data counts certain attached dwellings as Single Family units when they are associated with individual lots.

<sup>3</sup>— Reflects updated numbers to include 970 single family units and 595 multifamily units annexed in Greenwood Point/South Cove. Data from the post-annexation census approved by Washington State Office of Financial Management (OFM).

<sup>4</sup>— Reflects a 1,500 sq. ft. storage building funded in the 2009 Budget for Talus.

<sup>5</sup>— Annual LOS calculations for monitoring purposes only. The current Rate Study states that the 2006 inventory of general government buildings was determined to be sufficient to serve additional growth up to the amount then estimated for the year 2011 which was roughly 8.5 million square feet more than 2006 levels for residential and non-residential combined. At the end of 2008, this left roughly 2.6 million square feet of remaining growth capacity for the 2009—2011 period. Based upon the Rate Study, page #11 and supporting data.

<sup>6</sup>— Projections are based on unit counts and Table L-3 Population and Household Projection (Land Use Element). An arbitrary SF/MF split of 45% SF/55% MF is applied to the total.

<sup>7</sup>— Based on 2014 Budget, 2014-2019 CIP/CFP, and PWO information. Includes one 2,000 sq. ft. PWO satellite storage building in the Issaquah Highlands, 3,200 sq. ft. central server facility building 320 sq. ft. PWO storage facility, and 7,500 sq. ft. maintenance parking building expansion.

<sup>8</sup>— Based on statistics from the Permit Center.

<sup>9</sup>— Based on the average annual amount of new non-residential floor space added during the five-year period 2009-2013, and applying a 5% annual growth rate.



## **schools**

### **discussion**

Proposed improvements and capital expenditures are determined by the Issaquah School District No. 411, which has prepared a separate Capital Facilities Plan. School facilities locations are illustrated in the Issaquah School District's Capital Facilities Plan District Site Location Map.

### **schools level of service**

The City neither sets nor controls the level of service standards for area schools. The City of Issaquah is wholly within the boundaries of the Issaquah School District. The Issaquah School District is charged with ensuring there is adequate facility space and equipment to accommodate existing and projected student populations. The City coordinates land use planning with the school district to ensure there is adequate capacity in place or planned. The level of service is described in the "Issaquah School District No. 411, Capital Facilities Plan" (as annually amended by the School District).

### **future needs**

Future needs are discussed in the "Issaquah School District No. 411, Capital Facilities Plan" (as annually amended by the School District).

## **transportation**

### **discussion**

The description of the existing transportation system, deficiencies and future needs are identified in the Transportation Element of this Comprehensive Plan.

### **level of service**

Based on the 2017 Concurrency Model Update, the City's Transportation Level of Service for intersections has improved since the previous update to only 5 intersections operating at LOS E or F (See Table CF-1: Level of Service Associated with Collection of Impact Fees).

### **future needs**

**Table CF-7: Existing Transportation Facilities with Available Capacity**

Existing Assets with Available Capacity	Traffic Impact Fee
Recently completed projects:	
• East Lake Sammamish Road Widening	\$7,800,000
• SE 62nd Street	<u>42,000,000</u>
Total Project costs	49,800,000
Less grant funding	(21,500,000)
Less outstanding debt	0
Net City Cost	\$28,300,000
Available capacity	95%
Eligible cost	\$26,885,000
Source: Ord 2877 Traffic Impact Fee and Bicycle/Pedestrian Mitigation Fee Update	



**Table CF-8: Transportation and Bicycle and Pedestrian Capital Projects in 2020-2025 Capital Improvement Plan**

<b>Transportation Projects</b>						
	<b>Category</b>	<b>Total Future Project Cost</b>	<b>Potential City-Funded Cost Basis</b>	<b>Eligibility Percentage</b>	<b>Traffic Impact Fee Cost Basis</b>	<b>Bicycle and Pedestrian Mitigation Fee Cost Basis</b>
<b>Included in potential impact fee cost basis</b>	<input checked="" type="checkbox"/> <b>Check to Include</b>					
-						
<u>TR 004 12th Ave/SR900/17th Ave</u>	<u>Street</u>	<u>\$ 6,089,567</u>	<u>\$ 4,589,567</u>	<u>100.00%</u>	<u>\$ 4,589,567</u>	<u>\$ -</u>
<u>TR 033 SE Black Nugget Rd - Retaining Wall Repair</u>	<u>Street</u>	<u>2,585,200</u>	<u>2,585,200</u>	<u>0.00%</u>	<u>-</u>	<u>-</u>
<u>TR 016 NW Gilman Blvd Improvements</u>	<u>Street</u>	<u>386,400</u>	<u>386,400</u>	<u>35.25%</u>	<u>136,223</u>	<u>-</u>
<u>TR 022 NW Newport Way - SR-900 to SE 54th St</u>	<u>Street</u>	<u>49,400,000</u>	<u>46,400,000</u>	<u>35.25%</u>	<u>17,415,686</u>	<u>-</u>
<u>TR 023 Newport Way - Maple to Sunset</u>	<u>Street</u>	<u>39,400,000</u>	<u>34,000,000</u>	<u>35.25%</u>	<u>13,890,243</u>	<u>-</u>
<u>TR 011 Complete Streets Program</u>	<u>Street</u>	<u>3,437,500</u>	<u>3,437,500</u>	<u>0.00%</u>	<u>-</u>	<u>-</u>
<u>TR 014 Front St &amp; I-90 Interchange Reconfiguration</u>	<u>Street</u>	<u>52,054,000</u>	<u>2,554,000</u>	<u>35.25%</u>	<u>2,554,000</u>	<u>-</u>
<u>TR 030 Overlay Program</u>	<u>Street</u>	<u>11,860,000</u>	<u>11,860,000</u>	<u>0.00%</u>	<u>-</u>	<u>-</u>
<u>TR 038 Three Trails Crossing Improvements</u>	<u>Ped/Bike</u>	<u>2,794,811</u>	<u>2,794,811</u>	<u>35.25%</u>	<u>-</u>	<u>985,295</u>
<u>TR 040 E Sunset Way</u>	<u>Ped/Bike</u>	<u>11,781,731</u>	<u>11,781,731</u>	<u>0.00%</u>	<u>-</u>	<u>-</u>
<u>TR 008 221st Pl SE from SE 62nd St to SE 56th St</u>	<u>Street</u>	<u>7,518,688</u>	<u>7,518,688</u>	<u>0.00%</u>	<u>-</u>	<u>-</u>
<u>TR 001 2nd Ave SE</u>	<u>Street</u>	<u>876,915</u>	<u>175,375</u>	<u>0.00%</u>	<u>-</u>	<u>-</u>
<u>TR 041 Front St Streetscape</u>	<u>Street</u>	<u>6,295,750</u>	<u>6,295,750</u>	<u>0.00%</u>	<u>-</u>	<u>-</u>
<u>TR 013 Front &amp; Gilman Intersection</u>	<u>Ped/Bike</u>	<u>3,652,299</u>	<u>3,652,299</u>	<u>35.25%</u>	<u>-</u>	<u>1,287,597</u>
<u>TR 003 11th/12th Ave NW I-90 Crossing</u>	<u>Street</u>	<u>84,318,750</u>	<u>48,872,012</u>	<u>100.00%</u>	<u>48,872,012</u>	<u>-</u>
<u>TR 043 Tibbetts Valley Park Frontage</u>	<u>Ped/Bike</u>	<u>786,975</u>	<u>314,790</u>	<u>35.25%</u>	<u>-</u>	<u>277,444</u>



<b><u>TR 035 SR 900 - NW Sammamish Rd Widening</u></b>	<u>Street</u>	<u>65,059,583</u>	<u>55,059,583</u>	<u>100.00%</u>	<u>55,059,583</u>	<u>-</u>
<b><u>TR 036 SR 900/I-90 Eastbound Ramps</u></b>	<u>Street</u>	<u>1,205,805</u>	<u>1,205,805</u>	<u>35.25%</u>	<u>425,100</u>	<u>-</u>
<b><u>TR 017 Issaquah - Pine Lake Rd</u></b>	<u>Street</u>	<u>12,798,864</u>	<u>5,119,546</u>	<u>35.25%</u>	<u>4,512,166</u>	<u>-</u>
<b><u>TR 025 NW Juniper St</u></b>	<u>Ped/Bike</u>	<u>2,405,819</u>	<u>2,405,819</u>	<u>35.25%</u>	<u>-</u>	<u>848,158</u>
<b><u>TR 027 NW Sammamish Rd Non-Motorized Crossing</u></b>	<u>Ped/Bike</u>	<u>11,296,320</u>	<u>11,296,320</u>	<u>100.00%</u>	<u>-</u>	<u>11,296,320</u>
<b><u>TR 032 SE 51st St</u></b>	<u>Street</u>	<u>1,440,901</u>	<u>1,440,901</u>	<u>35.25%</u>	<u>507,981</u>	<u>-</u>
<b><u>TR 021 NE Dogwood St Road Widening</u></b>	<u>Street</u>	<u>1,771,222</u>	<u>1,771,222</u>	<u>0.00%</u>	<u>-</u>	<u>-</u>
<b><u>TR 029 Olde Town Parking Structure</u></b>	<u>Street</u>	<u>10,155,750</u>	<u>10,155,750</u>	<u>0.00%</u>	<u>-</u>	<u>-</u>
<b><u>TR 037 SR 900 Widening</u></b>	<u>Street</u>	<u>8,021,311</u>	<u>8,021,311</u>	<u>35.25%</u>	<u>2,827,867</u>	<u>-</u>
<b><u>TR 019 Maple St/Commons Improvements</u></b>	<u>Street</u>	<u>5,390,000</u>	<u>5,390,000</u>	<u>35.25%</u>	<u>1,900,213</u>	<u>-</u>
<b><u>TR 018 ITS Camera System Upgrade</u></b>	<u>Street</u>	<u>176,062</u>	<u>176,062</u>	<u>0.00%</u>	<u>-</u>	<u>-</u>
<b><u>TR 024 NW Holly St</u></b>	<u>Ped/Bike</u>	<u>8,281,294</u>	<u>8,281,294</u>	<u>35.25%</u>	<u>-</u>	<u>2,919,523</u>
<b><u>TR 026 NW Mall St</u></b>	<u>Ped/Bike</u>	<u>5,730,677</u>	<u>5,730,677</u>	<u>100.00%</u>	<u>-</u>	<u>5,730,677</u>
<b><u>TR 026 NW Mall St</u></b>	<u>Street</u>	<u>11,461,354</u>	<u>11,461,354</u>	<u>100.00%</u>	<u>11,461,354</u>	<u>-</u>
<b><u>TR 034 SE Black Nugget Rd Widening</u></b>	<u>Street</u>	<u>1,344,892</u>	<u>1,344,892</u>	<u>35.25%</u>	<u>474,134</u>	<u>-</u>
<b><u>TR 028 NW Sammamish Rd</u></b>	<u>Street</u>	<u>11,242,500</u>	<u>11,242,500</u>	<u>35.25%</u>	<u>3,963,479</u>	<u>-</u>
<b><u>TR 012 Front &amp; Sunset Intersection</u></b>	<u>Street</u>	<u>1,021,720</u>	<u>1,021,720</u>	<u>35.25%</u>	<u>360,202</u>	<u>-</u>
<b><u>TR 002 10th Ave NW Non-Motorized Crossing I-90</u></b>	<u>Ped/Bike</u>	<u>7,152,012</u>	<u>7,152,012</u>	<u>100.00%</u>	<u>-</u>	<u>7,152,012</u>
<b><u>TR 010 Central Park Ln Traffic Signal</u></b>	<u>Street</u>	<u>1,405,313</u>	<u>1,405,313</u>	<u>35.25%</u>	<u>495,435</u>	<u>-</u>
<b><u>TR 031 Providence Point Intersection</u></b>	<u>Street</u>	<u>6,934,943</u>	<u>6,934,943</u>	<u>0.00%</u>	<u>-</u>	<u>-</u>
<b><u>TR 015 Front St &amp; NW Dogwood St</u></b>	<u>Street</u>	<u>2,810,000</u>	<u>2,810,000</u>	<u>35.25%</u>	<u>990,649</u>	<u>-</u>
<b><u>TR 005 13th Ave NW Improvements</u></b>	<u>Street</u>	<u>4,609,425</u>	<u>4,609,425</u>	<u>100.00%</u>	<u>4,609,425</u>	<u>-</u>
<b><u>TR 006 15th Ave NW Improvements</u></b>	<u>Street</u>	<u>5,171,550</u>	<u>5,171,550</u>	<u>100.00%</u>	<u>5,171,550</u>	<u>-</u>
<b><u>Total</u></b>		<b><u>\$ 470,125,903</u></b>	<b><u>\$ 356,426,122</u></b>		<b><u>\$ 180,216,869</u></b>	<b><u>\$ 30,497,024</u></b>



## finance

The 2020-2025 Capital Improvement Program identifies \$69.4 million worth of transportation-related capital needs, of which \$400 thousand of outyear investments (i.e. 2022 through 2025) are currently unfunded. Because of the large amount of transportation-related capital needs and the limitations on revenues to support such investments, the 2020-2025 CIP recommends leveraging enhanced transportation-related revenue options available to the City through the Transportation Benefit District (TBD).

## FUNDING OF CAPITAL FACILITIES

### discussion

The Capital Improvement Plan (~~CIP~~) is up-dated ~~annually~~ biennially and identifies all the future capital projects the City plans to undertake given adequate revenues. The City prioritizes the projects in the CIP for the next six years based on need and projected finances available. The approved CIP is adopted by reference in the Capital Facilities Element of the Comprehensive Plan.

The CIP is linked to the City's annual budget through the Capital Facilities Element in that the adopted budget is reflected as the CIP's first year capital improvement expenditures to ensure the most accurate capital financing information. An important distinction between the budget and CIP is that the one-year budget is the legally adopted annual operating budget, whereas the longer-term CIP does not necessarily commit the City to a particular expenditure for a particular year as finances are reviewed on an ongoing basis and updated accordingly in the annual budget process. Thus, the CIP allows flexibility in scheduling projects based on need or funding opportunities.

### revenues

The City uses a number of funding mechanisms to pay for its capital facilities' needs. Funding for capital projects comes from a variety of sources including grants, bonds, property and sales taxes, impact fees, and contributions. Some of these funds are earmarked for specific projects while other projects are funded by the General Fund. The General Fund revenues are used not only for part of the capital facilities expenditures, but also for the operation and maintenance of the City. Utility fees are the primary source of revenue for water, sewer, and storm drainage capital improvements and operating costs; however, additional non-city sources of funds will be needed to fund many projects. The non-city sources would include grants, financing with bonds, impact fees, County, State or Federal funds, and the continued use of Utility or Road Local Improvement District (ULID & RLID) and developer extension agreements.

### expenditures

The CIP, as incorporated by reference into the Capital Facilities Element, covers only the cost of capital facilities. With the development of these facilities there will be other operating, maintenance and staff costs that will continue to accrue annually over the life of the facility.

## GOALS AND POLICIES

### provide facilities and services



**CF Goal A. Provide adequate public services and facilities which address existing deficiencies and future needs through prudent use of fiscal resources, levels of service, realistic time lines, resource management, and sustainable development.**

- CF Policy A1** The Capital ~~Improvement~~**Facilities** Plan should be consistent with the Comprehensive Plan.
- CF Policy A2** The Capital ~~Improvement~~**Facilities** Plan should contain an inventory of existing capital facilities and their locations and capacities, a forecast of future needs, and the proposed location and capacities of new or expanded capital facilities.
- CF Policy A3** The Capital ~~Improvement~~**Facilities** Plan should contain projected funding capacities and identify sources of funding for proposed capital facilities.
- CF Policy A4** The Capital ~~Improvement~~**Facilities** Plan should identify existing deficiencies and the means to correct those deficiencies.

#### level of service

**CF Goal B. Level of Service Standards. Level of service standards shall be used to evaluate adequate public facilities and services and projected needs based upon the future population estimates in *Table L-3.5 Population and Household Projection of the Land Use Element*.**

- CF Policy B1** The existing Level of Service for water supply shall provide reliable water service for domestic use, fire flow protection, and emergencies.
- CF Policy B2** Stormwater management Level of Service standards are based on the requirements of the King County Surface Water Design Manual, as adopted by the City of Issaquah.
- CF Policy B3** The Level of Service for sewer facilities includes using 100% of the Department of Ecology criteria for Sewer Works Design; providing gravity system service where feasible; and ensuring new systems can safely pass wastewater flow as determined by the Sewer System Plan.
- CF Policy B4** The City will work with the Sammamish Plateau Water and Sewer District and other water and sewer jurisdictions to ensure adequate service is provided for properties served by those suppliers.
- CF Policy B5** Collection services for garbage, recycling, and food waste compost, shall be available to all properties within the City.
- CF Policy B6** The Level of Service for fire protection shall be the ratio of capacity to demand. ~~one fire station per every five square miles. In addition, a total of 0.428 fire units per 1,000 people shall be provided.~~ Demand is defined as the amount of time spent by staff responding to incidents, and availability as all the



time not spent responding to incidents. The minimum acceptable availability percentage for the City is 90%. When availability goes below 90%, the service provision goes below an acceptable level.

**CF Policy B7** The Level of Service for police protection is based on calls per service, including those associated with criminal investigations. ~~one officer for every 876 annual calls for service (CFS) and one investigator per 145 criminal investigations (CI).~~

**CF Policy B8** The Parks, Recreation, Trails and Open Space ~~and Recreation~~ Level of Service Standard is based on the City's existing inventory and proposed project list found in the Capital Improvement Program. ~~requires that as population growth occurs, facilities shall be provided based on a one time only per capita expenditure of \$3,874.51 (2014 Rate Study).~~

**CF Policy B9** The Level of Service for transportation is: ~~found in the Transportation Element of the Comprehensive Plan.~~  
The intersection level of service (LOS) standard in Issaquah shall be LOS D, as defined by the latest edition of the Highway Capacity Manual. For Transportation Concurrency purposes, six (6) five (5) concurrency intersections may operate at LOS E or F at any point in time; as long as the weighted average (by traffic volume) Citywide LOS standard for all concurrency intersections is maintained at LOS D. All other concurrency intersections must operate at LOS D or better. The following six (6) five (5) intersections may operate at LOS E or F:  
1. NW Sammamish Road/12th Avenue NW/17th Avenue NW/SE 56th Street  
2. SR 900/I-90 Eastbound Ramps  
3. Sunset Way/Front Street  
4. SE Issaquah Fall City Road/Issaquah Pine Lake Road SE/Highlands Drive NE  
5. SR 900/NW Talus Drive  
~~6. SE Issaquah Fall City Road/SE Black Nugget Road~~

**CF Policy B10** The Level of Service for public schools is established in the "Issaquah School District No. 411, ~~2018-2019~~ Capital Facilities Plan." The Issaquah School District No. 411 ~~2018-2019~~ Capital Facilities Plan, dated May ~~23~~22, ~~2018-2019~~ is incorporated herein by reference, provided the school impact fee amounts set forth in the Plan are subject to separate approval by the Issaquah City Council.

**CF Goal C. Manage land use change and develop capital facilities and services to direct and control land use patterns, intensities and efficient service provision.**

**CF Policy C1** Allow development only when and where all public facilities and essential public services are adequate and such development can adequately be served without reducing levels of service elsewhere.



- CF Policy C2** Development must provide facilities and/or services at its own expense in order to develop concurrency with service provision if adopted level of service for facilities and/or services are currently unavailable and public funds are not committed to provide such facilities,
- CF Policy C3** Provide public facilities and services at the adopted level of service standards needed to serve said development prior to the issuance of the Certificate of Occupancy. If facilities and services are not provided, a Certificate of Occupancy shall not be granted.
- CF Policy C4** Future development shall bear a fair share, as defined, of facility improvement cost necessitated by the development to achieve and maintain adopted level of service standards and efficient service provision.
- CF Policy C5** "Concurrent with development" shall mean that transportation facilities or system improvements are currently existing, or financially committed for completion within six years of the issuance of the Certificate of Occupancy RCW 36.70A.070(6)(b). For developments or projects that do not have a Certificate of Occupancy, a similar measure will be established through a Concurrency Management System.

**CF Goal D.** All projects in the Capital Improvement Plan shall be consistent with the LU Policy ~~LI~~**2**, “*Municipal operations will be dedicated to enhancing the community’s water and air quality, protection of critical areas and water resources, and provision of efficient public services to maximize public safety.*”

- CF Policy D1** Capital projects should, to the extent feasible, conform to the development and design standards applicable at the location of the facility, such as Appendix 2 Design Standards of Chapter 18.07 IMC, Olde Town Design Standards, or the Central Issaquah Development and Design Standards.
- CF Policy D2** Capital projects should meet the localized needs of projected growth patterns as established in the Land Use Element.
- CF Policy D3** Capital projects should minimize impact on the surrounding uses and natural and cultural resources.
- CF Policy D4** Capital projects should be consistent with the policies for the creation and maintenance of utility facilities and public services in the Utilities and Public Services Element.
- CF Policy D5** Capital projects should be consistent with the requirements for plans of state agencies.

**CF Goal E.** Finance the needed capital facilities in an economic, equitable and efficient manner.



- CF Policy E1** All City departments shall coordinate long range financial planning activities to conserve fiscal resources available to implement the Capital ~~Facilities~~ Improvement Plan, including the Transportation Improvement Plan.
- CF Policy E2** Use the Six Year Capital Improvement Plan ~~(CIP)~~ to prioritize the financing of capital facilities within projected funding capacities and update it annually prior to the City's budget process. High priority of funding shall be given to those projects most consistent with the City's Comprehensive Plan goals.
- CF Policy E3** Evaluate capital projects that are not included in the Capital ~~Facilities~~ Improvement Plan and are potentially consistent with the Comprehensive Plan prior to the project's inclusion into the City's budget.
- CF Policy E4** Distribute the burden for financing capital facilities among the primary beneficiaries of the facility, including the present and future users where feasible.
- CF Policy E5** Use funding appropriate to the project, and consider including the use of general revenues to fund projects which provide general benefit to the entire community such as a new police facility or human services campus; long-term borrowing for capital facilities which benefit the City for more than one generation; special assessment, revenue, or other self-supporting bonds instead of general obligation bonds; and grants and other private funds where possible.
- CF Policy E6** Any revenue source that cannot be used for the highest priority will be used beginning with the highest priority for which the revenue can legally be expended. The City will determine the priority of public facility capital improvements in a manner consistent with City Council Resolution 2013-13 (Comprehensive Financial and Budget Policies).
- CF Policy E7** If funding opportunities for capital facilities are insufficient to meet existing needs for the provision of urban services, reassess the Land Use Element's forecasted growth and adopted levels of service.
- CF Policy E8** Continue collecting impact fees in accordance with the GMA and the Land Use Code as part of the financing for public facilities. Such financing should provide for a balance between impact fees and other sources of public funds. Impact fees should be reviewed on an annual basis.
- CF Policy E9** Collect impact fees only for system improvements which are reasonably related to and will benefit the new development in accordance with GMA; the fees shall not exceed a proportionate share of the costs of system improvements reasonably related to the new development.
- CF Policy E10** Continue to assess and collect those mitigation fees described in the Land Use Code for public services and facilities not covered by impact fees.



- CF Policy E11** Continue working with the Issaquah School District to collect and assess school impact fees, and streamline those procedures and protocols governing the fee program.

#### sustainability

**CF Goal F. Incorporate sustainable products and practices as an integral part of all City capital facilities projects and services to ensure Issaquah's ability to meet future needs.**

- CF Policy F1** Encourage infill, redevelopment, and PAA development to design, develop, construct and maintain projects in a resource efficient and sustainable manner, which minimizes impacts to and improves the quality of the environment, community and economy.
- CF Policy F2** Capital facilities should achieve a LEED Silver or similar level of certification in accordance with the City's Sustainable Building and Infrastructure Policy (Resolution No. 2004-11).

#### implementation

**CF Goal G. Measure the effectiveness and success of the Comprehensive Plan in achieving community visions, goals and policies.**

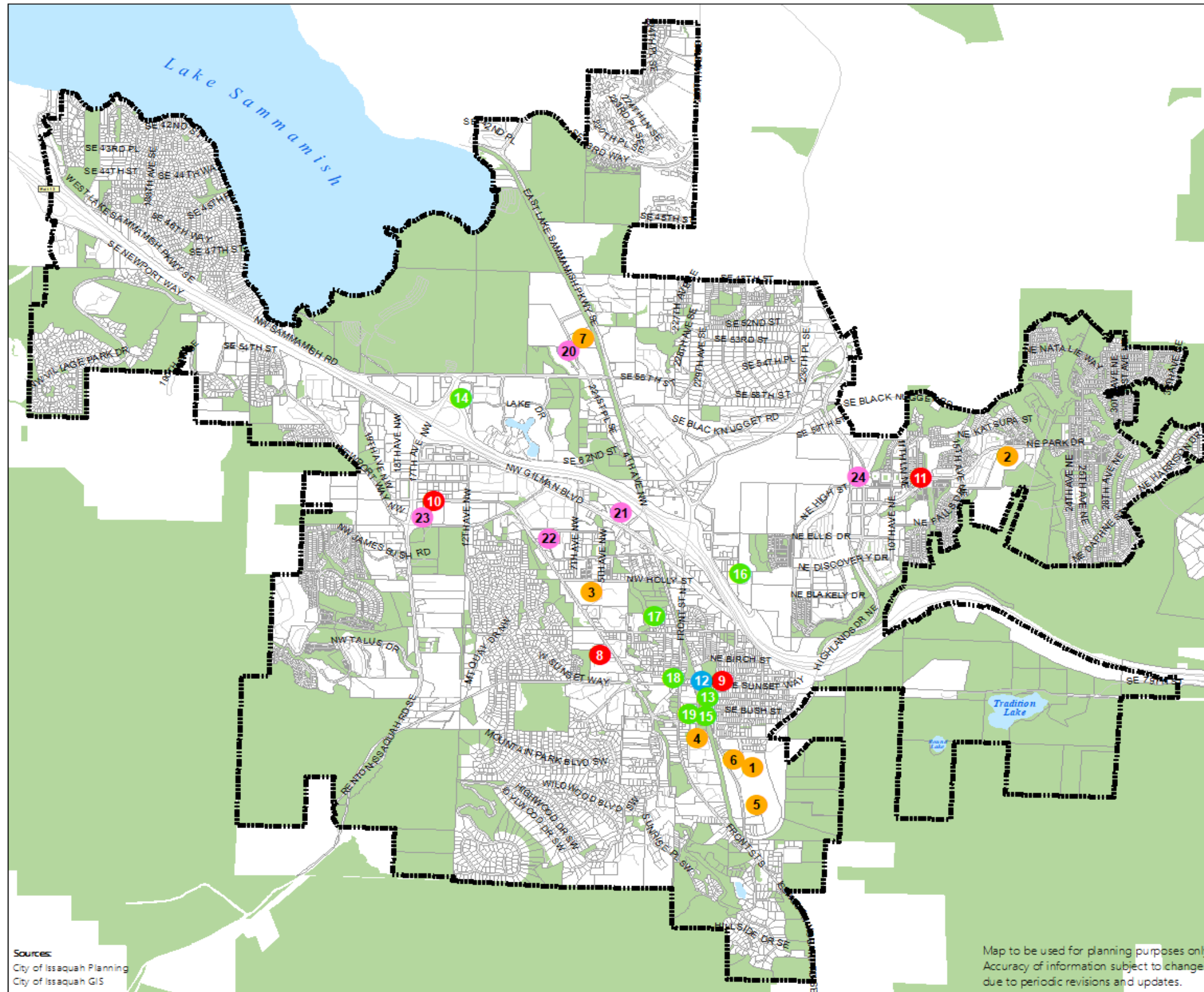
#### discussion

Achieving the visions of the Issaquah community for how our City should look, feel and function is dependent on implementation of the goals and policies adopted in this document. While there are not sufficient resources to accomplish all of the implementation strategies simultaneously, the City can make progress to carry out the Comprehensive Plan by identifying priorities and necessary resources. The City has established a list of Implementation Strategies (Appendix B) that are needed to accomplish the Community vision within the Comprehensive Plan, and although not complete, the list is intended to be used as a tool for prioritizing City resources, including budget and staff time. Additionally, the City cannot accomplish all the implementation strategies alone. As part of a much larger and growing metropolitan area, issues such as growth rates, housing supply and demand, and transportation systems require cooperation and partnerships with the public and private sectors as well as local, state and federal agencies.

- CF Policy G1** Ensure Comprehensive Plan goals and policies are accompanied by related and required implementing actions, including but not limited to those listed in the Implementation Strategy (Appendix B).



PROPOSED



- City Limits
- Parks - Open Space - NGPE
- 1 Issaquah Middle School
- 2 Grand Ridge Elementary School
- 3 Issaquah Valley Elementary School
- 4 Clark Elementary School
- 5 Issaquah High School
- 6 Tiger Mountain Community High School
- 7 Issaquah School District Administrative Service Center
- 8 Eastside Fire and Rescue (EFR) Headquarters
- 9 EFR Station No. 71
- 10 EFR Station No. 72
- 11 EFR Station No. 73
- 12 Police Station / City Hall
- 13 City Hall South
- 14 City Hall Northwest
- 15 Parks Office
- 16 Public Works Shop and Future Shop Expansion
- 17 Parks Maintenance Shop
- 18 Issaquah Library
- 19 The Garage, A Teen Cafe
- 20 King County Courthouse
- 21 U.S. Post Office
- 22 King County Library Administration Building
- 23 Issaquah Transit Center
- 24 King County Metro Park & Ride

Note: Future fire station proposed to be located north of I-90, near the City's northern boundary.

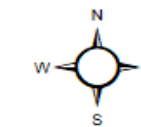


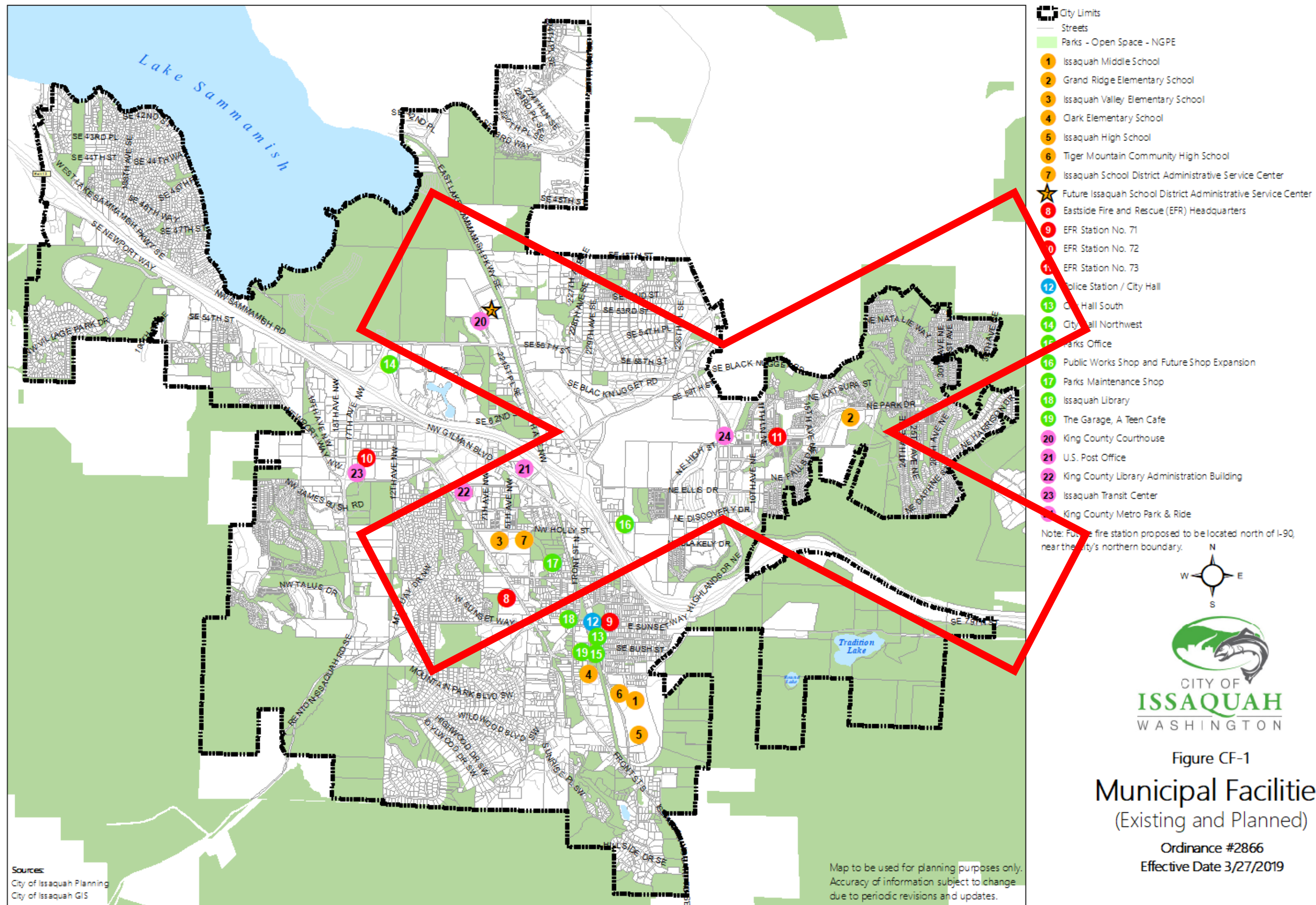
Figure CF-1  
Municipal Facilities  
(Existing and Planned)

Ordinance #XXXX  
Effective Date XX/XX/2019

Sources:  
City of Issaquah Planning  
City of Issaquah GIS

Map to be used for planning purposes only.  
Accuracy of information subject to change  
due to periodic revisions and updates.







# Exhibit A6

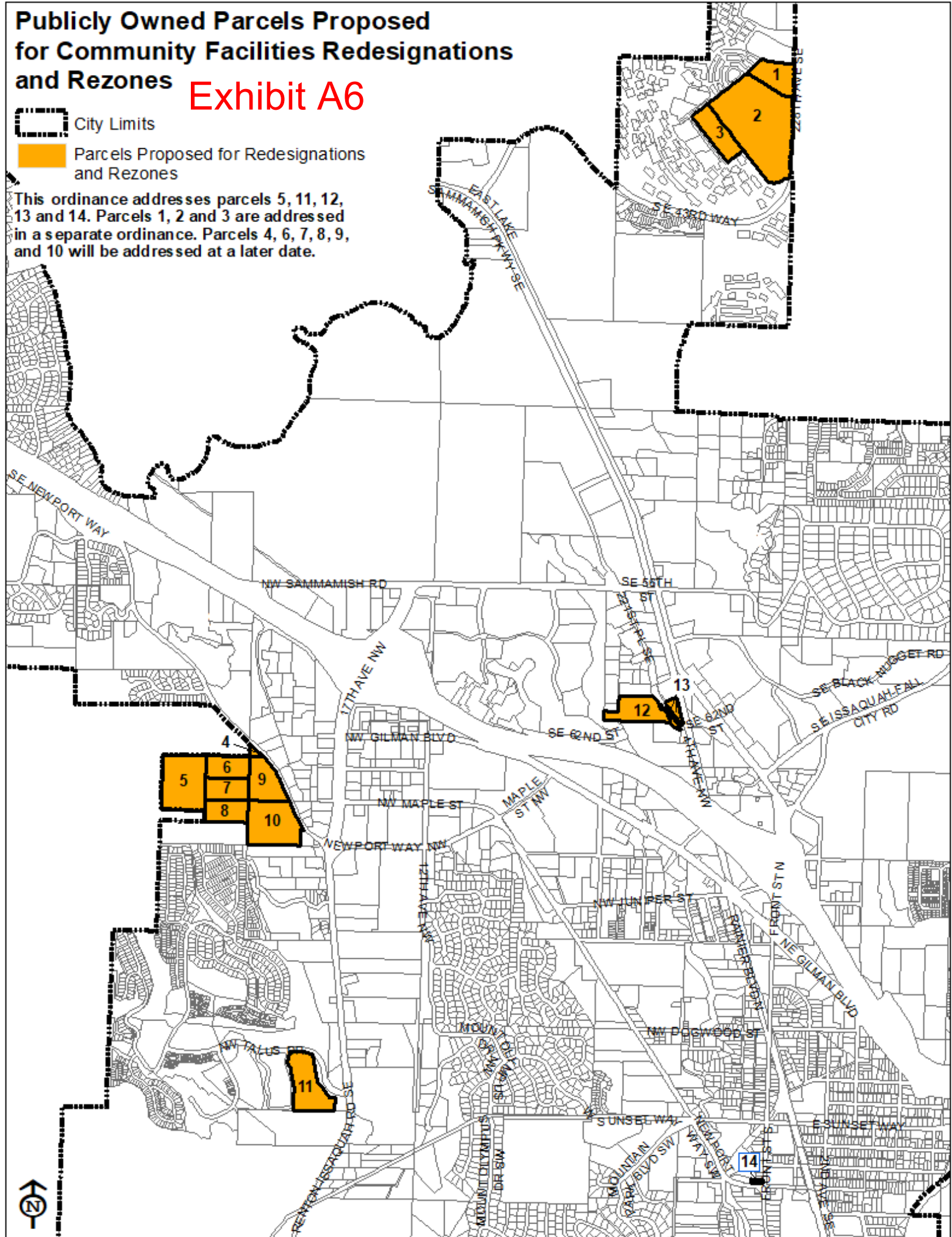


## City Limits



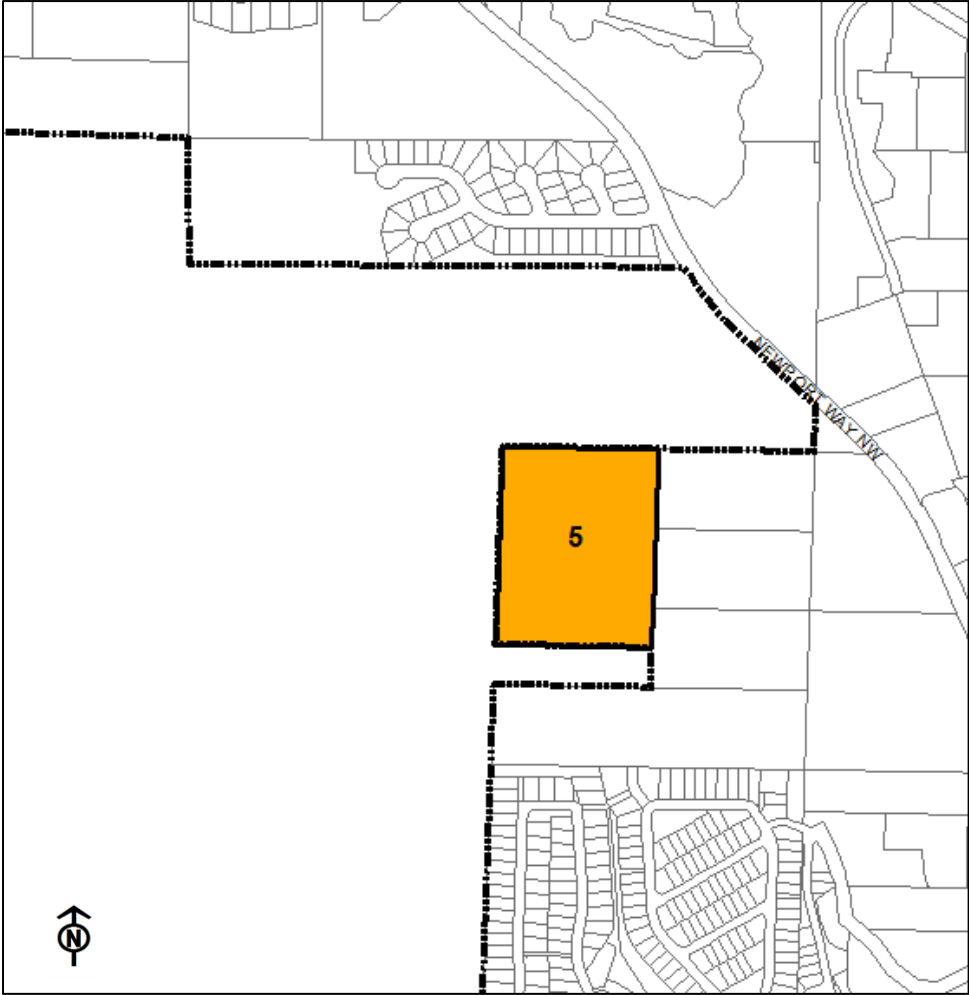
### Parcels Proposed for Redesignations and Rezones

This ordinance addresses parcels 5, 11, 12, 13 and 14. Parcels 1, 2 and 3 are addressed in a separate ordinance. Parcels 4, 6, 7, 8, 9, and 10 will be addressed at a later date.



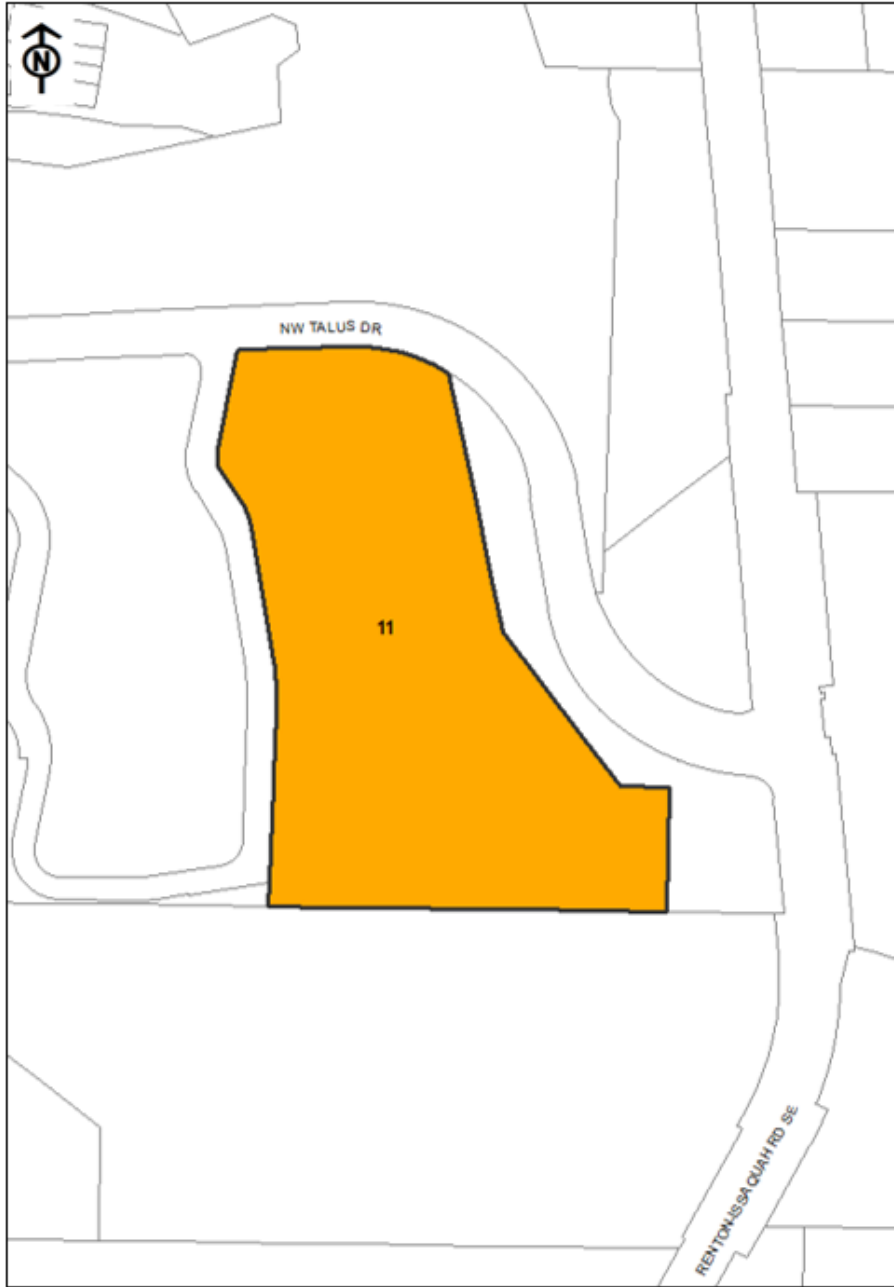


Map ID	Parcel #	Acreage	Existing Designation	Proposed Designation	Existing Zone	Proposed Zone
5	2924069010	12.50	Low Density Residential	Community Facilities	Single Family-Estates	Community Facilities - Open Space



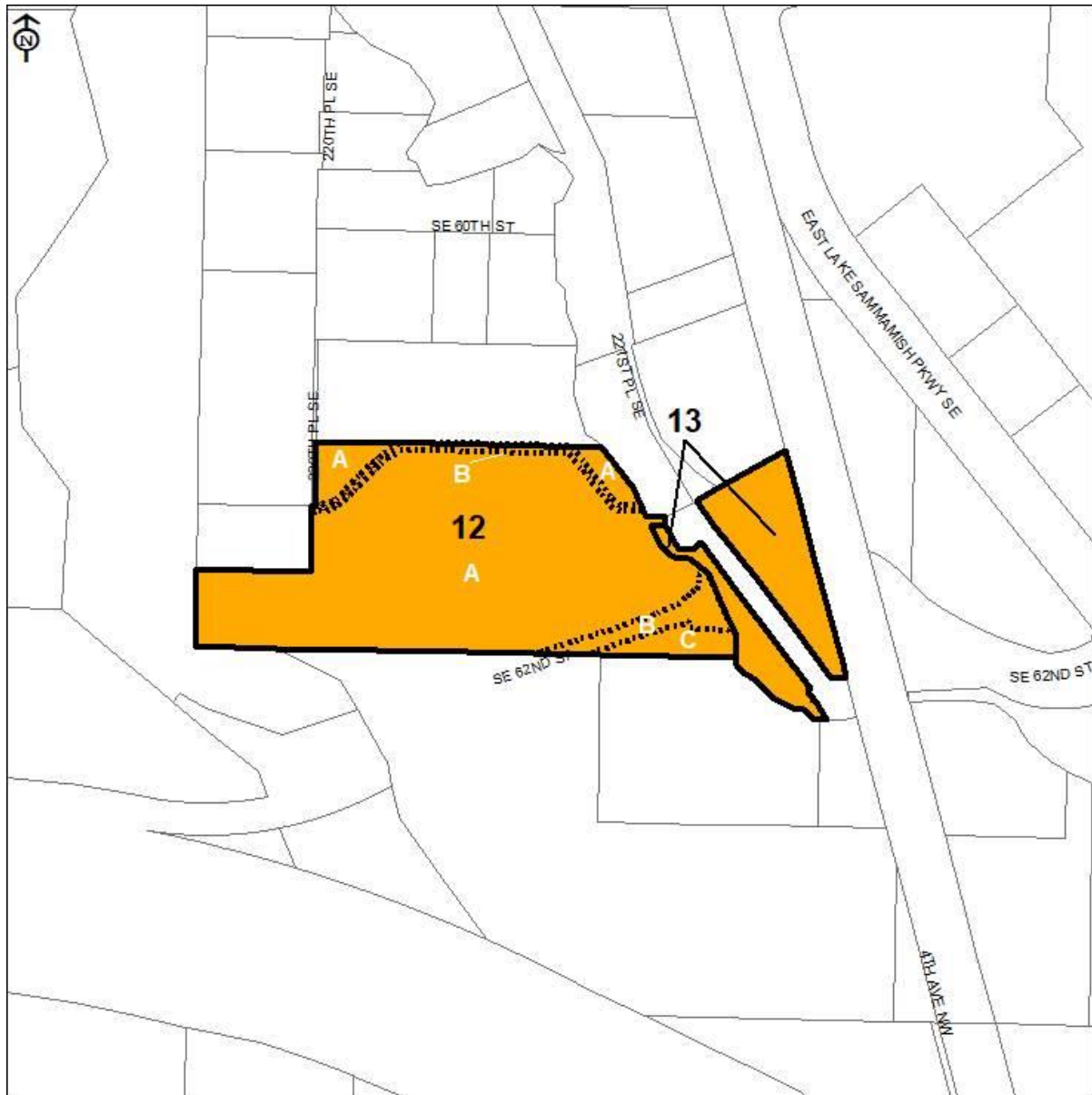


Map ID	Parcel #	Acreage	Existing Designation	Proposed Designation	Existing Zone	Proposed Zone
11	8562730170	8.96	Retail	Community Facilities	Urban Village - Office	Community Facilities - Facilities





Map #	Parcel #	Acreage	Existing Designation	Proposed Designation	Current Zoning	Proposed Zoning
12A	2124069087	6.71	Mixed Use	Community Facilities	Mixed Use	Community Facilities – Open Space
12B	2124069087		Mixed Use	Community Facilities	Mixed Use	Community Facilities – Facilities
12C	2124069087		Mixed Use	Community Facilities	Mixed Use	Community Facilities – Recreation
13	2124069099	1.21	Mixed Use	Community Facilities	Mixed Use	Community Facilities - Facilities





Map #	Parcel #	Acreage	Existing Designation	Proposed Designation	Current Zoning	Proposed Zoning
14	3324069063	0.24	Low Density Residential	Community Facilities	Single Family – Small Lot	Community Facilities - Recreation





# Exhibit B

## CITY OF ISSAQUAH PLANNING POLICY COMMISSION

IN THE MATTER OF CONSIDERING THE 2019 AMENDMENTS TO THE ISSAQUAH COMPREHENSIVE PLAN AND ZONING MAP, INCLUDING:  1. Transportation Element 2. Land Use Element, including the Land Use Designation Map 3. Utilities and Public Services Element 4. Parks, Recreation, Open Space and Trails Element 5. Capital Facilities Element and 6. Zoning Map	) ) )	FINDINGS OF FACT, PROPOSED AMENDMENT DOCKET, REVIEW RATIONALE AND RECOMMENDATION
--	-------------	--

WHEREAS, pursuant to requirements of the Growth Management Act {RCW 36.70A.106 Comprehensive Plans—Development Regulations}; and the Issaquah Land Use Code {IMC 18.04.100-1 Levels of Review; and Chapter 18.04 IMC Appendix: Level 6 Review – Comprehensive Plan and Land Use Code Amendments}, the Planning Policy Commission (PPC) reviewed the proposed amendments to the Issaquah Comprehensive Plan and Zoning Map; and

WHEREAS, the amendment process is consistent with the Comprehensive Plan’s Goals and Policies; and

WHEREAS, environmental review was done on the proposed amendments and a Proposed Determination of Nonsignificance for a non-project action was issued on September 13, 2019, for this amendment. The comment period for this decision ended on September 27, 2019, and the Final Determination of Nonsignificance was issued on October 9, 2019, and the appeal period ended on October 23, 2019; and

WHEREAS, these amendments are directly related to the 2019 Docket of Comprehensive Plan Amendments, reviewed by Planning Policy Commission on January 24, 2019 and approved by City Council on February 19, 2019. Council amended the Docket on June 17, 2019; and

WHEREAS, the Planning Policy Commission discussed the 2019 Comprehensive Plan Amendments on July 11, 2019 and July 25, 2019 and held the public hearing on September 26, 2019 and continued to October 10, 2019 and continued again to October 24, 2019. Prior to the September 26, 2019 public hearing, over 900 letters were sent to property owners within 300 feet of the proposed Community Facilities redesignations and rezones, notifying them of the public hearing; and

WHEREAS, an appeal by Providence Point Umbrella Association of the Final Determination of Nonsignificance for 2019 Comprehensive Plan and Zoning Amendments, File No. SEP19-00009 was received by the City on October 22, 2019; and

WHEREAS, the public review process for the proposed amendments included a Planning Policy Commission public hearing on September 26, 2019 and continued to October 10, 2019 and continued again to October 24, 2019 to: 1) review the proposed amendments, and 2) take public comments on the proposed amendments. Required notice to the State of Washington was sent on October 3, 2019. Legal notice of the public hearing was published in *The Issaquah Reporter* on September 13, 2019. The public hearing was held on September 26, 2019 and continued to October 10, 2019 and continued again to October 24, 2019. Prior to the September 26, 2019 public hearing, over 900 letters were sent to property owners within 300 feet of the proposed Community Facilities redesignations and rezones, notifying them of the public hearing. The Planning Policy Commission made their recommendation to City Council on these amendments, after hearing comments from the public and closing the public hearing; and



WHEREAS, all persons desiring to comment on the proposed amendments were given a full and complete opportunity to be heard;

THEREFORE, the Planning Policy Commission is now satisfied that the amendments are sufficiently considered, and hereby makes and enters the following:

**I. FINDINGS OF FACT  
PROPOSED DOCKET OF AMENDMENTS, REVIEW, RATIONALE, AND  
RECOMMENDATION**

**-Amendment 1-**

**Transportation Element**

**PROPOSED AMENDMENT:** The amendment includes the updated Transportation Improvement Program adopted by City Council; the 2018 Transportation Concurrency update, including update of *Figure T-3 Proposed Roadway (Traffic) Projects 2015-2030*, *Figure T-4 Proposed Nonmotorized Improvements 2019-2040*, and *Figure T-5 Proposed Pedestrian and Bicycle Mitigation Projects 2015-2030*.

**RATIONALE:** This amendment is consistent with the City's desire to keep the Transportation Element as accurate as possible.

**RECOMMENDATION:** On October 24, 2019, PPC recommended that Amendment 1, amending the Transportation Element, be approved as an amendment to the Issaquah Comprehensive Plan.

**-Amendment 2-**

**Land Use Element, including the Land Use Designation Map**

**PROPOSED AMENDMENT:** The amendment includes updates to *Table L-2 Units Toward adopted State Housing Target* and *Table L-3 Jobs Toward adopted State Job Target*, and *Table L-5 Population and Household Projection*. This amendment also includes policy language regarding the City's support for Mountains to Sound Greenway goals, and changes regarding the update to the City's Shoreline Master Program. The amendments also include the proposed Community Facilities parcels on the Land Use Designation Map.

**RATIONALE:** This amendment is consistent with the City's desire to have the most current and accurate information in the Land Use Element and on the Land Use Designation Map. PPC's rationale regarding their recommendation to **not concur** with the Administration recommendation regarding the Land Use Designation Map, Parcels #1 and #2, and leaving those parcels with the existing Land Use Designation of *Low Density Residential* includes:

- a) confirming that the City needs more schools now, as existing schools are overcrowded;
- b) keeping the existing Land Use Designation of *Low Density Residential* for Parcels #1 and #2 to allow for an elementary school or a middle school to be built; and
- c) keeping the existing Land Use Designation of *Low Density Residential* and zone of *Single Family-Small Lot* for Parcels #1 and #2 which **does not allow** a high school and stadium to be built.

**RECOMMENDATION:** On October 24, 2019, PPC recommended that Amendment 2, amending the Land Use Element, including the Land Use Designation Map, be separated into three parts:

#	Item	PPC Recommendation
2a	Land Use Designation Map, Parcels #1 and #2 (adjacent to Providence Point)	On October 24, 2019, PPC <b>did not concur</b> with the Administration recommendation regarding Parcels #1 and #2. PPC recommended that Parcels #1 and #2 have <b>no changes</b> to



		the Land Use Designation and <b>remain designated as <i>Low Density Residential</i></b> .
2b	Land Use Designation Map, Parcels #3 (adjacent to Providence Point), #5 (King County), #11 (Talus), #12 and #13 (SE 62 <sup>nd</sup> and mitigation), and #14 (Front Street Park)	On October 24, 2019, PPC concurred with the Administration recommendation that Parcels #3, #5, #11, #12, #13 and #14 be redesignated on the Land Use Designation Map as <i>Community Facilities</i> .
2c	Land Use Element (not including the Land Use Designation Map)	On October 24, 2019, PPC concurred with the Administration recommendation that the Land Use Element be approved as an amendment to the Issaquah Comprehensive Plan.

### **-Amendment 3-**

#### **Utilities and Public Services Element**

**PROPOSED AMENDMENT:** The amendment includes an update to the Solid Waste section, noting that Issaquah has adopted the King County Solid Waste Plan.

**RATIONALE:** This amendment is consistent with the City's desire to keep the Utilities and Public Services Element as accurate as possible.

**RECOMMENDATION:** On October 24, 2019, PPC recommended that Amendment 3, amending the Utilities and Public Services Element, be approved as an amendment to the Issaquah Comprehensive Plan.

### **-Amendment 4-**

#### **Parks, Recreation, Open Space and Trails Element**

**PROPOSED AMENDMENT:** These amendments include updating the goals and policies only, as requested by Planning Policy Commission and required by the City Council during the review of the 2018 Parks Strategic Plan.

**RATIONALE:** This amendment is consistent with the City's desire to have clear and meaningful goals and policies in the Parks, Recreation, Open Space and Trails Element.

**RECOMMENDATION:** On October 24, 2019, PPC recommended that Amendment 4, amending the Parks, Recreation, Open Space and Trails Element, be approved as an amendment to the Issaquah Comprehensive Plan.

### **-Amendment 5-**

#### **Capital Facilities Element**

**PROPOSED AMENDMENT:** These amendments include updates related to the update of transportation, fire and school impact fees; police, general government buildings, bike/pedestrian mitigation fees; and current work on park impact fees.

**RATIONALE:** This amendment is consistent with the City's desire to keep the Capital Facilities Element as accurate and current as possible, and in compliance with the State Growth Management Act regarding impact fees.

**RECOMMENDATION:** On October 24, 2019, PPC recommended that Amendment 5, amending the Capital Facilities Element be approved as an amendment to the Issaquah Comprehensive Plan.



## -Amendment 6-

### Zoning Map

**PROPOSED AMENDMENT:** The amendments include proposed Community Facilities parcels added to the map.

**RATIONALE:** This amendment is consistent with the City's desire to keep the City Zoning Map as accurate and current as possible. PPC's rationale regarding their recommendation to **not concur** with the Administration recommendation regarding Parcels #1, #2 and #3, includes:

- a) confirming that the City needs more schools now, as existing schools are overcrowded;
- b) keeping the existing zone of *Single Family-Small Lot* for Parcels #1 and #2 to allow for an elementary school and/or a middle school to be built;
- c) keeping the existing zone of *Single Family-Small Lot* for Parcels #1 and #2 to **not allow** a high school and stadium to be built;
- d) changing the zone of Parcel #3 to *Community Facilities-Open Space* to provide a protected open space buffer for the adjacent residential area if a school were to be built on Parcels #1 and #2;
- e) confirming that an elementary and/or middle school is an appropriate use on Parcels #1 and #2, and has minimal impact to the adjacent neighborhood, however two schools on this site is excessive if one of those schools is a high school; and
- f) confirming that PPC would **prefer an elementary and/or a middle school** on Parcels #1 and #2, rather than more single family homes, as the impact of either of these uses to the adjacent neighborhoods would be similar regarding additional traffic, noise, and loss of trees and existing vegetation.

**RECOMMENDATION:** On October 24, 2019, PPC recommended that Amendment 6, amending the City Zoning Map be separated into two parts.

#	Item	PPC Recommendation
6a	Zoning Map, Parcels #1, #2 and #3 (adjacent to Providence Point)	On October 24, 2019, PPC <b>did not concur</b> with the Administration recommendation regarding Parcels #1, #2 and #3. PPC recommended that Parcels #1 and #2 <b>have no changes</b> to the Zoning Map and remain zoned <i>Single Family-Small Lot</i> because this zone allows elementary and middle schools, and does not allow high schools. PPC recommended that Parcel #3 <b>be rezoned to Community Facilities – Open Space</b> to provide a natural treed buffer to the adjacent neighborhood if a school is built on Parcels #1 and #2.
6b	Zoning Map, Parcels #5 (King County), #11 (Talus), #12 and #13 (SE 62 <sup>nd</sup> and mitigation), and #14 (Front Street Park)	On October 24, 2019, PPC concurred with the Administration recommendation for the following Community Facilities zoning: Parcel #5 = <i>Community Facilities – Open Space</i> Parcel #11 = <i>Community Facilities – Facilities</i> Parcel #12 and #13 = <i>Community Facilities – Facilities</i> Parcel #14 = <i>Community Facilities – Recreation</i>

## II. REASONS FOR ACTION

Having made the Findings set forth above, the Planning Policy Commission makes the following conclusions:

-1-

The proposed amendments are reviewed through a Level 6 Review process as required by IMC 18.04.100-1 Levels of Review. The Planning Policy Commission is responsible for reviewing and making a recommendation to the City Council on Comprehensive Plan and Zoning Map Amendments.



The Planning Policy Commission determined that the proposed amendments are consistent with:

1. Requirements of the Growth Management Act {RCW 36.70A.106 Comprehensive Plans—Development Regulations}; and
2. Issaquah Comprehensive Plan {Land Use Element; Economic Vitality Element}; and
3. Issaquah Land Use Code {IMC 18.04.100-1 Levels of Review}.

### III. ACTION TAKEN

It is for these reasons that the Issaquah Planning Policy Commission decided to recommend approval of these amendments as noted in these findings, including those items where the Planning Policy Commission **does not concur** with the City Administration, as submitted to the City Council.



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Issaquah Planning Policy Commission

Nov 14, 2019

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Date Signed



# Exhibit C

## Comprehensive Plan Amendments: Redesignation and Rezone Analysis

### 1. Issaquah Land Use Code: Comprehensive Plan Process and Criteria

#### IMC 18.04.660 Comprehensive Plan Amendments.

##### B. Process:

...

2. Annual Limit: Consistent with the provisions of RCW [36.70A.130](#), Comprehensive Plan amendments shall not be made more frequently than once each calendar year so that all proposals are considered concurrently to ascertain the cumulative effect of the various proposals, except that the amendments may be considered more frequently than once per year under the following circumstances:

- a. The initial adoption of a subarea plan that does not modify the Comprehensive Plan policies and designations applicable to the subarea;
- b. The adoption or amendment of a shoreline master program under the procedures set forth in Chapter [90.58](#) RCW; and
- c. The amendment of the capital facilities element of a comprehensive plan that occurs concurrently with the adoption or amendment of a county or city budget.
- d. After appropriate public participation, amendments for emergencies or to resolve an appeal of a comprehensive plan filed with a Growth Management Hearings Board or with the court.

...

4. Council Action: Legislative action by the City Council shall take place in a manner consistent with the provisions of RCW [36.70A.130](#), including identifying the reasons for not adopting a proposed amendment and providing an additional opportunity for public review and comment before final voting if the City Council chooses to consider a significant change to a proposed comprehensive plan or development regulation amendment after the required opportunities for public review and comment have passed.

C. Approval Criteria: A plan amendment proposal should be granted only if the amendment is consistent with all of the following criteria:

1. Consistent with the Issaquah Comprehensive Plan; and
2. Consistent with King County Countywide Planning Policies, and the Growth Management Act; and
3. The proposed amendment addresses changed conditions since the last time the relevant policy or map was considered. (Ord. 2462 § 12, 2006; Ord. 2388 § 9, 2004; Ord. 2383 § 5, 2004).



## 2. Issaquah Land Use Code: Rezone Criteria

### IMC 18.04.632 Rezones.

A. Purpose: This section establishes the procedures and amendment criteria for amending the zoning map.

...

D. Approval Criteria: A rezone request shall be granted only if all the following approval criteria are met:

1. Complete Application: The applicant has submitted and the Permit Center has deemed the application complete; and
2. Health, Safety and Welfare: The rezone bears a substantial relation to the public health, safety, welfare or other community benefit; and
3. Growth Controls: If the requested rezone results in increased housing unit density, the additional density shall only be allowed if the Growth Management Act housing growth targets have not been met, unless the City Council approves a Development Agreement as part of the rezone proposal; and
4. Changed Circumstances or Reasonable Development: The rezone is warranted because of changed circumstances including the need for additional property in the proposed land use zoning district, or because the proposed zoning district is appropriate for reasonable development of the subject property; and
5. Zoning Conformance: The subject property is suitable for development in general conformance with zoning standards under the proposed zoning district; and
6. No Detriment to Adjacent Property: The rezone will not be materially detrimental to uses or property in the immediate vicinity of the subject property(s); and
7. Consistent with Comprehensive Plan: The rezone request is consistent with the Comprehensive Plan, or is in the concurrent process of a Comprehensive Plan redesignation application; and
8. Consistency with City Regulations: The rezone request complies with all other applicable City rules and regulations; and
9. Public Facilities and Services: Adequate public facilities and services are available, or would be made available, to serve the development allowed by the proposed zone; and
10. Environmental Impacts:
  - a. The probable adverse environmental impacts of the types of development allowed by the proposed zone can be mitigated taking into account all applicable regulations; or
  - b. The probable unmitigated impacts of the types of development allowed by the proposed zone are acceptable.



### 3. State Growth Management Act: Planning Goals

The following goals are adopted to guide the development and adoption of comprehensive plans and development regulations of those counties and cities that are required or choose to plan under RCW [36.70A.040](#). The following goals are not listed in order of priority and shall be used exclusively for the purpose of guiding the development of comprehensive plans and development regulations:

(1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(2) Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

(3) Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

(4) Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

(5) Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

(6) Property rights. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

(7) Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

(8) Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands, and discourage incompatible uses.

(9) Open space and recreation. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

(10) Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

(11) Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

(12) Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

(13) Historic preservation. Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.



## 4. Issaquah Land Use Code: Community Facilities

Issaquah Municipal Code 18.06 Establishment of Zoning Districts

18.06.090 Community Facilities – CF.



The primary purpose of this district is to provide for public benefit uses on publicly owned property, and to further specify which uses are appropriate for specific properties through the creation of the Community Facilities Open Space (CF-OS), Recreation (CF-R) and Facilities (CF-F) zones. Public lands are a limited resource and all administrative departments, the Council and Boards and Commissions should work collaboratively to determine the best use of public lands for the benefit of the community. Health, safety, public amenity, economic vitality and environmental protection concerns should be balanced in determining use. Multiple public uses are encouraged. The Community Facilities District will separate public land (City, county, school district, special district, state, and federal) that is being utilized or planned for public benefit uses into separate zoning categories. The following objectives also apply to this district:

- A. Compatibility of Land Uses: Establish general standards regarding aesthetics, height, and other development standards for community facilities which ensure compatibility of design, construction and scale, and minimize the impact of these facilities on surrounding uses.
- B. Provision of Service: Establish general standards to ensure that the public is provided with safe and functional community facilities.
- C. Comprehensive Plan Implementation: Provide for community facility improvements and additions necessary to meet local and regional needs and implement Issaquah's Comprehensive Plan.
- D. Nonconforming Situations: Existing, legally nonconforming situations may be allowed to continue or expand as established in IMC 18.07.480, Community facilities standards.
- E. Community Facilities Zones:
  - 1. CF – Open Space: CF-OS zone is primarily for undeveloped public lands, such as unimproved parks, critical areas, buffers and open spaces. It is intended that minor and major utilities may be located in the CF-OS zone only after it is established that no other reasonable alternative exists. The proponent of the utility shall demonstrate that there is no other reasonable alternative by evaluating the environmental, social and economic impacts of location within the CF-OS zone, as established through the approval criteria in IMC 18.07.480(D), Approval criteria – Public utility facilities. In general, the CF-OS zone is intended for low impact, low intensity uses such as permanent open space, passive hiking trails, and passive interpretative trails.
  - 2. CF – Recreation: CF-R zone is primarily for community facilities that are outdoor recreation oriented, such as improved parks, ball fields, and accessory uses. The intent of the CF-R overlay is to provide a land use designation for community recreational developments such as: ballparks, community parks, interpretative trails, accessory concession stands, and “tot lot” parks.
  - 3. CF – Facilities: CF-F zone is primarily for services and/or recreation oriented development that serves the larger community and includes uses that generate high levels of traffic. The intent of the CF-F zone is to provide a land use designation for community facilities that do not qualify for CF-OS or CF-R land use designations, such as indoor recreation oriented development, utilities, government facilities, libraries, daycare, conference centers, schools, park and rides, banquet reception halls, museums, or public/private projects. (Ord. 2388 § 10, 2004; Ord. 2274 § 5, 2000; Ord. 2108 § 6.3.3, 1996).

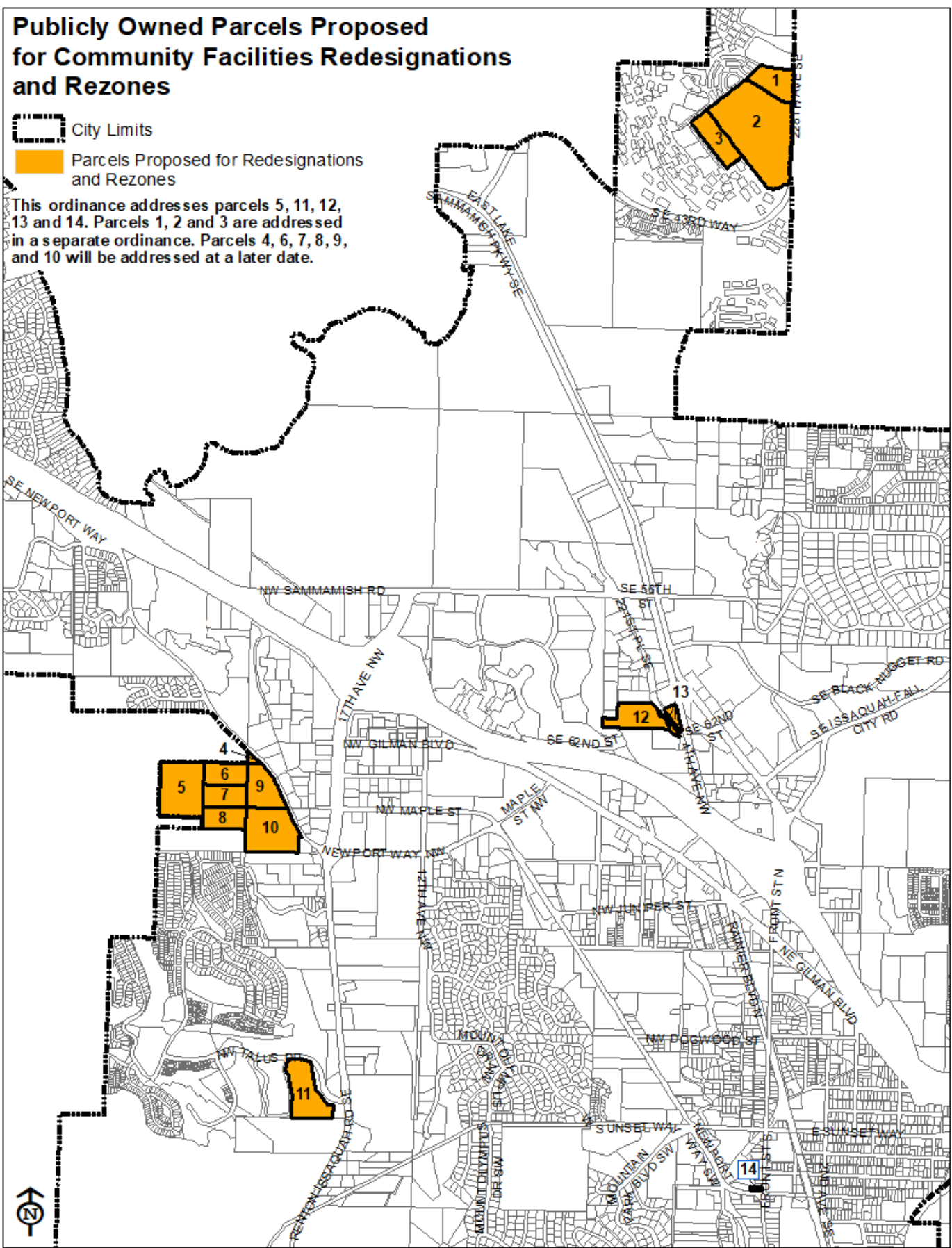


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### Publicly Owned Parcels Proposed for Community Facilities Redesignations and Rezones

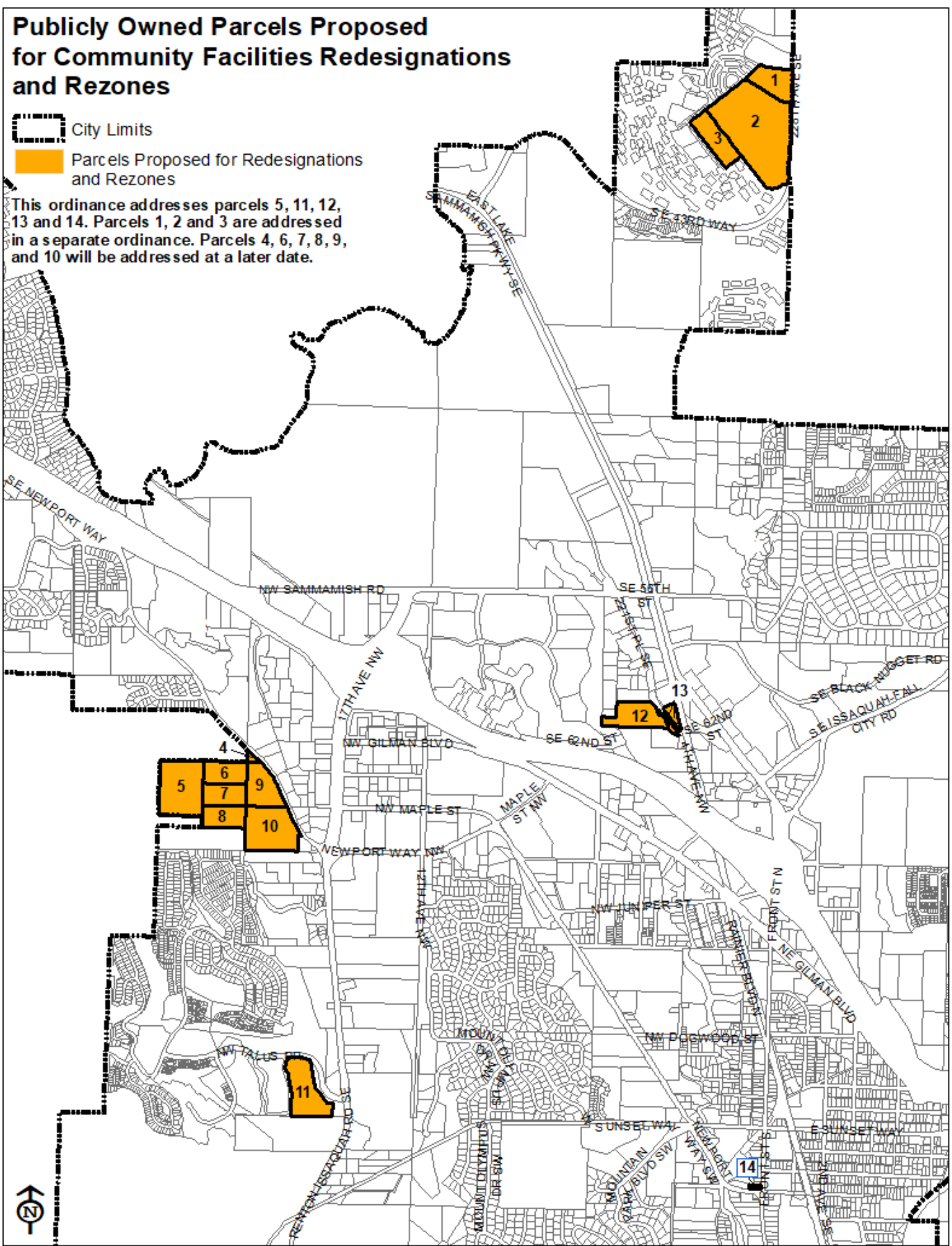
 City Limits  
 Parcels Proposed for Redesignations and Rezones

This ordinance addresses parcels 5, 11, 12, 13 and 14. Parcels 1, 2 and 3 are addressed in a separate ordinance. Parcels 4, 6, 7, 8, 9, and 10 will be addressed at a later date.



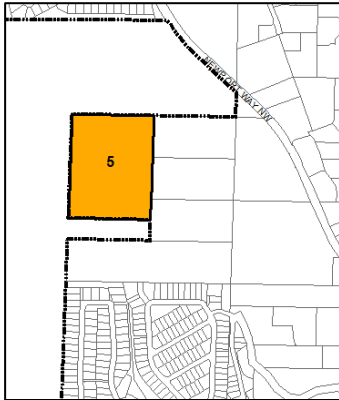
Map showing publicly owned parcels proposed for community facilities redesignations and rezones. The map includes a legend, a north arrow, and a scale bar. The legend indicates that orange shaded areas represent parcels proposed for redesignations and rezones, and dashed lines represent city limits. The map shows the following parcels:

- Parcel 1: Located in the northeast corner of the map, near the intersection of SE 136th Way and SE 20th Ave.
- Parcel 2: Located in the northeast corner of the map, near the intersection of SE 136th Way and SE 20th Ave.
- Parcel 3: Located in the northeast corner of the map, near the intersection of SE 136th Way and SE 20th Ave.
- Parcel 4: Located in the center of the map, near the intersection of NW Gilman Blvd and NW Maple St.
- Parcel 5: Located in the west of the map, near the intersection of SE Newport Way and NW Gilman Blvd.
- Parcel 6: Located in the center of the map, near the intersection of NW Gilman Blvd and NW Maple St.
- Parcel 7: Located in the center of the map, near the intersection of NW Gilman Blvd and NW Maple St.
- Parcel 8: Located in the center of the map, near the intersection of NW Gilman Blvd and NW Maple St.
- Parcel 9: Located in the center of the map, near the intersection of NW Gilman Blvd and NW Maple St.
- Parcel 10: Located in the center of the map, near the intersection of NW Gilman Blvd and NW Maple St.
- Parcel 11: Located in the south of the map, near the intersection of NW Tallus and SE 136th Way.
- Parcel 12: Located in the center of the map, near the intersection of SE 62nd St and SE 136th Way.
- Parcel 13: Located in the center of the map, near the intersection of SE 62nd St and SE 136th Way.
- Parcel 14: Located in the southeast corner of the map, near the intersection of SE 136th Way and SE 20th Ave.





## Parcel 5



Existing Land Use Designation: Low Density Residential

Existing Zoning: Single Family-Estates

Proposed Land Use Designation: Community Facilities

Proposed Zoning: Community Facilities – Open Space

Owner: King County

This property is landlocked without access and is surrounded by open space. CF-OS is the only appropriate designation for this parcel.

Comprehensive Plan Criteria	
1. Consistent with the Issaquah Comprehensive Plan	A proposed Comprehensive Plan amendment is currently underway to change this designation to Community Facilities. This redesignation is consistent with: Land Use Element Goal C: Conserve and protect environmentally critical areas from loss or degradation. Maintain critical hazard areas as open space and significant areas of steep slopes, undeveloped shorelines and wetlands.
2. Consistent with King County Countywide Policies and the Growth Management Act	The proposed amendment is consistent with the KCCPP and GMA Planning Goals: # 9: Open space and recreation. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities; and #10: Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
3. Addresses changed conditions since the last time the relevant policy or map was considered	This parcel was acquired by King County in 2018 and is intended solely for trails to connect to Cougar Mountain trails. A Land Use Designation change is required to disallow potential development on the site.
Rezone Criteria	
1. Complete Application	The City is considered the applicant for a Community Facilities redesignation and rezone and an application is not required.
2. Bears a substantial relation to the public health, safety, welfare or other community benefit	Trails and open space, as proposed for this site, provide public health benefits.
3. If results in an increase in housing, Growth Targets have not been met	The proposed redesignation and rezone does not result in an increase in housing.
4. Warranted because of changed circumstances including the need for additional property in the proposed zoning district, or because the proposed zoning district is appropriate for reasonable development to the subject property	This parcel was acquired by King County in 2018 and is intended solely for trails to connect to Cougar Mountain trails. A Land Use Designation change is required to disallow potential development on the site and to identify the property as publicly owned for public purpose.
5. Property is suitable for development in general conformance with zoning	Trails are an approved use under the proposed Community Facilities – Open Space zoning district.



standards under the proposed zoning district	
6. Will not be materially detrimental to uses or property in the immediate vicinity of the subject property(s)	No development will be allowed on this site if the rezone is approved, therefore there would be no material detriment to this or adjacent properties.
7. Consistent with the Comprehensive Plan, or is in the concurrent process of Comprehensive Plan redesignation application	A proposed Comprehensive Plan amendment is currently underway to change this designation to Community Facilities making the proposed rezone to Community Facilities-Open Space consistent. This rezone is also consistent with Land Use Element Goal C: Conserve and protect environmentally critical areas from loss or degradation. Maintain critical hazard areas as open space and significant areas of steep slopes, undeveloped shorelines and wetlands.
8. Complies with all other applicable City rules and regulations	Any proposed improvements must comply with all applicable City rules and regulations. However, improvements in the Community Facilities- Open Space zoning district are very limited.
9. Adequate public facilities and services are available or would be made available to serve the development allowed by the proposed zone	No development will occur on this property. Trails exist on adjacent properties which will connect to this property.
10. Environmental Impacts: a. Probable adverse environmental impacts of the types of development allowed by the proposed zone can be mitigated taking into account all applicable regulations b. Probable unmitigated impacts of the types of development allowed by the proposed zone are acceptable	No development will be allowed on this site if the rezone is approved, therefore there would be no environmental impacts.



## Parcel 11



Existing Land Use Designation: Retail  
 Existing Zoning: Urban Village – Office  
 Proposed Land Use Designation: Community Facilities  
 Proposed Zoning: Community Facilities - Facilities

Owner: Issaquah School District  
 The District wishes to construct a middle school on this property. Already allowed by the current designation and zoning, this proposed action would make this site consistent with other District-owned school sites within the City.

Comprehensive Plan Criteria	
<p>1. Consistent with the Issaquah Comprehensive Plan</p>	<p>A proposed Comprehensive Plan amendment is currently underway to change the Land Use Designation to Community Facilities. Consistency with the City's Comprehensive Plan include:</p> <p><b>Land Use Element:</b></p> <p>LU Policy G3: Partner with the Issaquah School District to site Compact Schools to meet the anticipated growth throughout the District. New Compact Schools shall be located to offer safe pedestrian, bicycle, transit and public access from the community to the facility.</p> <p>LU Policy G4: Compact schools shall be designed to allow bus and car access yet prioritizing buses over cars, including bus only drop-offs and pickups with pathways for bus riders, transit riders, cyclists and walkers to the facility which culminate in weather protected entrances to create comfortable waiting areas. Separate bicycle paths from sidewalks to ensure safe pedestrian access to schools.</p> <p>LU Policy G5: Siting of Compact Schools shall reflect land scarcity by using smaller footprints; on lots smaller than that of recommended State minimum acreage guidelines.</p> <p>LU Policy G6: Compact School design shall use the least amount of land for development and supporting infrastructure that is reasonable under the circumstances by building taller buildings, using nearby public parks and recreational facilities when available and minimizing the use of portable and modular units.</p> <p>LU Policy G7: Partner with the Issaquah School District and other entities; when appropriate to provide shared uses of facilities meeting the needs of the students and the neighborhood community, such as school meeting rooms, on and off-site parking, multi-purpose outdoor spaces, and on and off-site recreational facilities.</p> <p><b>Economic Vitality Element</b>  <b>Vision</b>          Based on the City's Vision and Comprehensive Plan and Land Use Policies, the Economic Vitality Element emphasizes enhancement of the City's character, as well as its natural and built environment; all of which provide Issaquah</p>



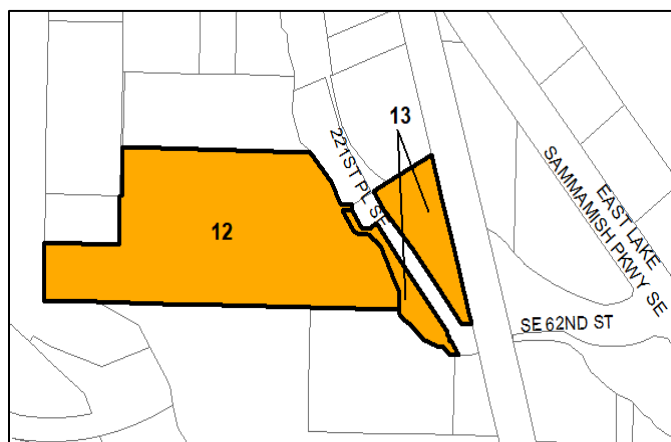
	<p>with a unique advantage in attracting jobs and residents. Issaquah's economic vitality vision is to leverage Issaquah's high quality of life, locational advantages, strong schools and existing business community to attract and retain businesses that are additive to our community and create a strong local economy. Through policy direction focusing on the creation of a thriving business environment; the development of a regional recognition for the value of Issaquah as a business location; dedication of resources to workforce development; promoting relations with the school district; focusing on workforce housing issues; and, retaining the vibrancy of Issaquah as an authentic and desirable community, the City will best realize its true economic potential.</p> <p>Economic Vitality Goal C. Encourage partnerships with workforce education and housing providers.</p> <p>discussion National economic development surveys consistently place access to a trained workforce as one of the top 3 factors for the relocation or expansion of a business. The level and quality of skills and education of Issaquah's residents and business employees will be key in determining the future of business success, and thus economic success. In addition, housing availability at all income levels is an important factor to be able to attract employees for all levels of employment. Finally, "good schools" are a fundamental component to our family-oriented community. People relocate to Issaquah, and continue to live here, in part, because of the excellence of the public schools and educational opportunities.</p> <p>EV Policy C1: Encourage the provision of high-quality, primary secondary and postsecondary educational systems in Issaquah, as well as education and training opportunities to maintain a skilled workforce and local labor pool.</p> <p>EV Policy C2: Assist the Issaquah School District and Issaquah Schools Foundation to be well integrated with the business community.</p> <p>EV Policy C3: Assist Issaquah School District in planning for growth.</p>
2. Consistent with King County Countywide Policies and the Growth Management Act	<p>The proposed redesignation and rezone is consistent with the King County Countywide Planning Policies (KCCPP) and GMA Planning Goals:</p> <p>#1: Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner; and</p> <p>#2 Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.</p>
3. Addresses changed conditions since the last time the relevant policy or map was considered	<p>This site is vacant and zoned Office. Various proposals have been discussed, but no plans had been submitted prior to purchase by the School District. The Issaquah School District intends to construct a middle school on this site. A School District bond was approved in April 2016 providing funding for a new high school, new middle school, two new elementary schools, a rebuild/ expansion of an existing middle school and additions to six existing elementary schools. Finding appropriate land for new schools had been difficult and no new schools are under construction at this time, three years after bond approval. This site is needed to address the overcrowding occurring in the Issaquah School District.</p>
<b>Rezone Criteria</b>	
1. Complete Application	<p>The City is considered the applicant for a Community Facilities redesignation and rezone and an application is not required.</p>



2. Bears a substantial relation to the public health, safety, welfare or other community benefit	The addition of the proposed middle school would serve a broader community benefit by providing additional facilities for an already overcrowded school district.
3. If results in an increase in housing, Growth Targets have not been met	The proposed redesignation and rezone does not result in an increase in housing.
4. Warranted because of changed circumstances including the need for additional property in the proposed zoning district, or because the proposed zoning district is appropriate for reasonable development to the subject property	A School District bond was approved in April 2016 providing funding for a new high school, new middle school, two new elementary schools, a rebuild/ expansion of an existing middle school and additions to six existing elementary schools. Finding appropriate land for new schools had been difficult and no new schools are under construction at this time, three years after bond approval. This site is needed to address the overcrowding occurring in the Issaquah School District.
5. Property is suitable for development in general conformance with zoning standards under the proposed zoning district	The property is suitable for development and, should the zoning be approved, the proposed development would be required to conform to the requirements established in IMC 18.07.480 Community Facilities Standards.
6. Will not be materially detrimental to uses or property in the immediate vicinity of the subject property(s)	The existing zoning allows for the construction of a school. The redesignation/rezone does not allow for a land use that was not allowed prior to the current proposed legislative action.
7. Consistent with the Comprehensive Plan, or is in the concurrent process of Comprehensive Plan redesignation application	A proposed Comprehensive Plan amendment is currently underway to change the Land Use Designation to Community Facilities. Consistency with the City's Comprehensive Plan is also demonstrated through the Land Use Element and Economic Vitality Element as listed in row 1 /column 2 of this table.
8. Complies with all other applicable City rules and regulations	The proposed amendments are being processed through a Level 6 review, as required by the Issaquah Municipal Code. Any proposed development will comply with all applicable City rules and regulations.
9. Adequate public facilities and services are available or would be made available to serve the development allowed by the proposed zone	As required by Issaquah's Comprehensive Plan and Municipal Code, adequate public facilities and services will be made available to serve the proposed middle school.
10. Environmental Impacts: a. Probable adverse environmental impacts of the types of development allowed by the proposed zone can be mitigated taking into account all applicable regulations b. Probable unmitigated impacts of the types of development allowed by the proposed zone are acceptable	The environmental review can be phased or tiered so SEPA compliance can be done at each phase. A tiered review allows agencies and the public to focus on issues that are ready for decision while excluding those already decided or not yet ready. The sequence of a phased review must go from a broad to a narrow scope. There is no rational reason for expecting the use of this property for public education would result in an unmitigatable, significant adverse environmental impact.



## Parcels 12 and 13



### Parcel 12:

Existing Land Use Designation: Mixed Use

Existing Zoning: Single Family-Small Lot

Proposed Land Use Designation: Community Facilities

Proposed Zoning: Community Facilities – Facilities, Community Facilities – Recreation, and Community Facilities – Open Space

Owner: City of Issaquah

SE 62<sup>nd</sup> Street currently cuts through the southeast corner of Parcel 12. The balance

of Parcel 12 is a wetland mitigation site protected by an NGPE in perpetuity.

### Parcel 13:

Existing Land Use Designation: Mixed Use

Existing Zoning: Single Family-Small Lot

Proposed Land Use Designation: Community Facilities

Proposed Zoning: Community Facilities – Facilities

Owner: City of Issaquah

SE 62<sup>nd</sup> Street currently represents a majority of Parcel 13.

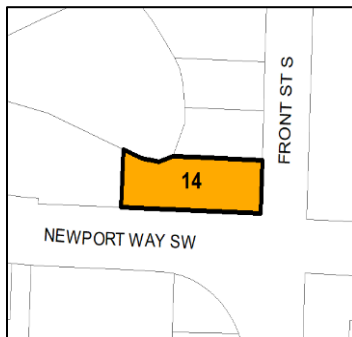
Comprehensive Plan Criteria	
1. Consistent with the Issaquah Comprehensive Plan	A proposed Comprehensive Plan amendment is currently underway to change this designation to Community Facilities.
2. Consistent with King County Countywide Policies and the Growth Management Act	<p>The proposed redesignation and rezone is consistent with the KCCPP and with GMA planning goals:</p> <p>#9: Open space and recreation. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities; and</p> <p>#10: Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water; and</p> <p>#12: Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.</p>
3. Addresses changed conditions since the last time the relevant policy or map was considered	In 2018, the City completed construction of SE 62 <sup>nd</sup> Street which, because this road was recorded as an easement, encumbers all of parcel #13 and a portion of parcel #12. Parcel 12 also includes SE 61 <sup>st</sup> St as a portion of the northern property line. A redesignation is the best way to protect these properties under these circumstances.



<b>Rezone Criteria</b>	
1. Complete Application	The City is considered the applicant for a Community Facilities redesignation and rezone and an application is not required.
2. Bears a substantial relation to the public health, safety, welfare or other community benefit	The construction of NE 62 <sup>nd</sup> Street provided much needed relief for traffic on E Lake Sammamish Pkwy and provided additional route to Pickering Place to support the expansion of Costco's Headquarters.
3. If results in an increase in housing, Growth Targets have not been met	The proposed redesignation and rezone does not result in an increase in housing.
4. Warranted because of changed circumstances including the need for additional property in the proposed zoning district, or because the proposed zoning district is appropriate for reasonable development to the subject property	Costco purchased parcel 12 in 2012 to be used as a wetland mitigation project area to compensate for development impacts from Costco Gas Station and parking Expansion Project in the Pickering Place Center. A Native Growth Protection Easement was recorded on the property in 2012 which prevents any additional development on this parcel in perpetuity with the exception of the future roadway anticipated by the City and Costco. The wetland was located and shaped to accommodate the potential roadway alignment, and encroachment into proposed wetland is not anticipated, however recognized that buffers are likely to be impacted. The property was then purchased by the City of Issaquah in 2017 and a road, SE 62 <sup>nd</sup> Street, was constructed on this property making this a publicly owned property engaged in public use.
5. Property is suitable for development in general conformance with zoning standards under the proposed zoning district	Roads are considered utilities and are considered an acceptable use under the Community Facilities – Facilities zone. The Native Growth Protection Easement protects the remaining portion on parcel 12.
6. Will not be materially detrimental to uses or property in the immediate vicinity of the subject property(s)	The adjacent wetland mitigation area is protected under a Native Growth Protection Easement recorded with the County in 2012. The road has been constructed. Further development on this site is not allowed, according to the Easement.
7. Consistent with the Comprehensive Plan, or is in the concurrent process of Comprehensive Plan redesignation application	A proposed Comprehensive Plan amendment is currently underway to change this designation to Community Facilities which allows for the Community Facilities – Facilities zoning district.
8. Complies with all other applicable City rules and regulations	The existing road complies with applicable City rules and regulations.
9. Adequate public facilities and services are available or would be made available to serve the development allowed by the proposed zone	The road, sidewalks and trail serve as adequate public facilities on this site.
10. Environmental Impacts: a. Probable adverse environmental impacts of the types of development allowed by the proposed zone can be mitigated taking into account all applicable regulations b. Probable unmitigated impacts of the types of development allowed by the proposed zone are acceptable	Due to the recorded Native Growth Protection Easement and the proposed CF-F zoning, no further development would occur, therefore, no adverse or unmitigated environmental impacts would occur. Impacts due to the construction of SE 62 <sup>nd</sup> Street were mitigated through the realignment of North Fork Issaquah Creek, buffer enhancements and the addition and enhancement of wetlands.



## Parcel 14



Existing Land Use Designation: Low Density Residential

Existing Zoning: Single Family-Small Lot

Proposed Land Use Designation: Community Facilities

Proposed Zoning: Community Facilities – Recreation

Owner: City of Issaquah

Identified in Parks Strategic Plan as “Front Street Park (Issaquah Creek)”

Comprehensive Plan Criteria	
1. Consistent with the Issaquah Comprehensive Plan	A proposed Comprehensive Plan amendment is currently underway to change this designation to Community Facilities.
2. Consistent with King County Countywide Policies and the Growth Management Act	The proposed amendment is consistent with the KCCPP and with GMA Planning Goal: #9: Open space and recreation. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities; and #10: Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
3. Addresses changed conditions since the last time the relevant policy or map was considered	The City purchased this property in 2018 consistent with the 2018 Parks Strategic Plan policies (P Policies A2.3 and A2.7) and the City's Comprehensive Plan policy to purchase creekside properties (Land Use Element Policy E3).
Rezone Criteria	
1. Complete Application	The City is considered the applicant for a Community Facilities redesignation and rezone and an application is not required.
2. Bears a substantial relation to the public health, safety, welfare or other community benefit	Rezoning this property to Community Facilities -Recreation increases the potential for the improved public health of Issaquah residents through more open and recreational spaces.
3. If results in an increase in housing, Growth Targets have not been met	The proposed redesignation and rezone does not result in an increase in housing.
4. Warranted because of changed circumstances including the need for additional property in the proposed zoning district, or because the proposed zoning district is appropriate for reasonable development to the subject property	The property was purchased by the City for recreational purposes. The rezone is necessary to show ownership by a public entity and restrict the use on the property to recreational.
5. Property is suitable for development in general conformance with zoning standards under the proposed zoning district	The primary purpose of the proposed Community Facilities – Recreation zoning district is for community facilities that are outdoor recreation oriented, such as improved parks, interpretive trails, ball fields, and accessory uses.
6. Will not be materially detrimental to uses or property in the immediate vicinity of the subject property(s)	This parcel is governed by a King County Conservation Futures Grant which restricts how this property can be used, therefore the administration does not anticipate any allowable



	improvements to have adverse or unmitigated impacts on this or the surrounding properties. Any proposed development on this site would undergo development review.
7. Consistent with the Comprehensive Plan, or is in the concurrent process of Comprehensive Plan redesignation application	A proposed Comprehensive Plan amendment is currently underway to change this designation to Community Facilities.
8. Complies with all other applicable City rules and regulations	Any proposed development will comply with all applicable City rules and regulations.
9. Adequate public facilities and services are available or would be made available to serve the development allowed by the proposed zone	As required by Issaquah's Comprehensive Plan and Municipal Code, adequate public facilities and services will be made available to serve any recreational needs.
10. Environmental Impacts: <ul style="list-style-type: none"> <li>a. Probable adverse environmental impacts of the types of development allowed by the proposed zone can be mitigated taking into account all applicable regulations</li> <li>b. Probable unmitigated impacts of the types of development allowed by the proposed zone are acceptable</li> </ul>	This parcel is governed by a King County Conservation Futures Grant which restricts how this property can be used. The administration does not anticipate any improvements allowed under the grant restrictions to have adverse or unmitigated impacts on this or the surrounding properties.



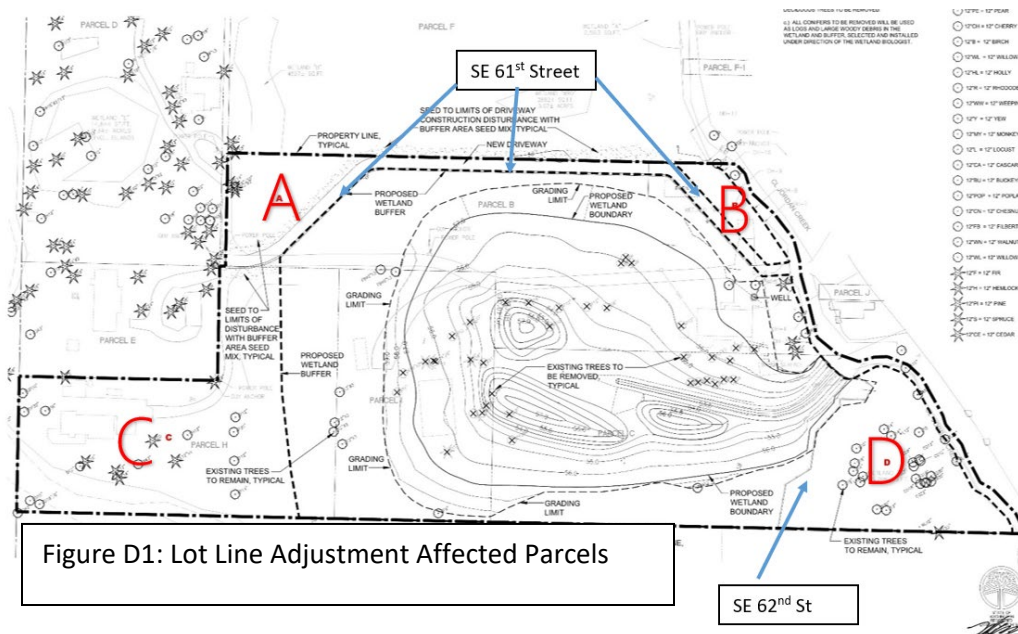
# Exhibit D

## Exhibit D. Options for Parcel 12

### Option 1. Short plat & ROW dedication

City to pursue a short plat & property dedication whereby:

- The roadway sections of SE 62<sup>nd</sup> Street and SE 61<sup>st</sup> Street would be segregated into separate Tracts and submitted to the Council for dedication as right-s of way.
- Parcel A would be consolidated with adjacent City owned Community Facility – Open Space property to the north #2124069048; Parcel B would be merged with adjacent City owned parcel to the east #2124069123, Parcel C would be merged with adjacent City owned parcel to the north #2124069044; and Parcel D would be merged with adjacent City owned Community Facility – Recreation property to the south #2124069077.



- Remainder of parcel 12 to be rezoned to Community Facilities – Open Space;
- The NGPE on parcel 12 continues in perpetuity; and
- Any proposed development on parcel 12 would require review and approval from City Council.

### Option 2. Rezone to Community Facilities – Open Space (public comment)

City pursues rezone of parcel 12 to Community Facilities – Open Space, whereby:

- Existing roadways, SE 61<sup>st</sup> St and SE 62<sup>nd</sup> St become **nonconforming uses**;
- Creating nonconforming uses through rezoning is not appropriate land use when there are other options;
- As nonconforming uses, if the roads were damaged or destroyed, rebuilding them as “less nonconforming” would be required;
- NGPE on parcel 12 continues in perpetuity; and
- Any proposed development on parcel 12 would require review and approval from City Council.

### Option 3. Rezone to Community Facilities – Facilities (Administration initial recommendation)

City pursues rezone of parcel 12 to Community Facilities – Facilities, whereby:

- Existing roadways, SE 61<sup>st</sup> St and SE 62<sup>nd</sup> St remain as conforming uses;



- b. Consistent with proposed zoning of parcel 13, which includes the roundabout;
- c. NGPE on parcel 12 continues in perpetuity; and
- d. Any proposed development on parcel 12 would require review and approval from City Council.

**Option 4. Splitzone: Rezone to Community Facilities – Facilities and Community Facilities – Open Space and Community Facilities - Recreation (Administration updated recommendation)**

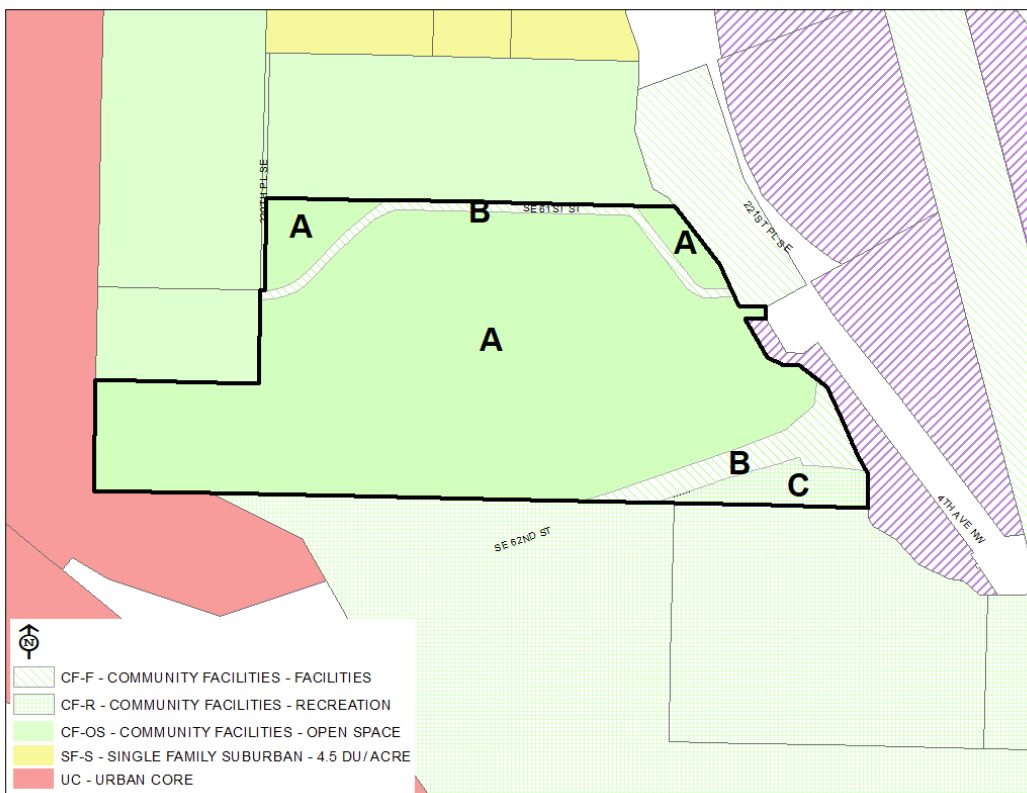
Public comment was taken during the docket process. The recommendation was for the Council to rezone the entire parcel to CF-OS, creating the streets as non-conformities. Rather than creating non-conformities through zoning action, the Council can split zone this property pursuant to IMC 18.06.030(J):

- J. Other Cases: When zoning district boundaries are not shown as following a property, lot, tract line, or street, the actual zoning boundary lines are as drawn, based on the scale shown, on the official zoning map. (Ord. 2108 § 6.2.1, 1996).

Since neither 61<sup>st</sup> Street nor 62<sup>nd</sup> Street are public rights-of-way, IMC 18.06.030(J) would apply rather than IMC 18.06.030(H). This would allow a similar outcome as Option 1 without the cost associated with the Lot line adjustments.

City pursues rezone of parcel 12 to **Community Facilities – Facilities and Community Facilities – Open Space and Community Facilities - Recreation**, whereby:

- a. CF- Facilities for roadways of SE 61<sup>st</sup> and SE 62<sup>nd</sup> St (B);
- b. CF- Open Space for (A);
- c. CF- Recreation for (C) south of SE 62<sup>nd</sup> St, as adjacent City owned land to the south is zoned CF-R;
- d. NGPE on parcel 12 continues in perpetuity; and
- e. Any proposed development on parcel 12 would require review and approval from City Council.





STATE OF WASHINGTON, COUNTY OF KING }  
AFFIDAVIT OF PUBLICATION

**PUBLIC NOTICE**

Gale Gwin, being first duly sworn on oath that she is the Legal Advertising Representative of the

**Issaquah/Sammamish Reporter**

a weekly newspaper, which newspaper is a legal newspaper of general circulation and is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a weekly newspaper in King County, Washington. The Issaquah/Sammamish Reporter has been approved as a Legal Newspaper by order of the Superior Court of the State of Washington for King County.

The notice in the exact form annexed was published in regular issues of the Issaquah/Sammamish Reporter (and not in supplement form) which was regularly distributed to its subscribers during the below stated period. The annexed notice (Ad# 884844), a:

**Public Notice**

was published on **December 20, 2019.**

The full amount of the fee charged for said foregoing publication is the sum of \$115.40.



Gale Gwin

Legal Advertising Representative, Issaquah/Sammamish Reporter

Subscribed and sworn to me this 20<sup>th</sup> day of December, 2019.



Polly Ann Shepherd, Notary Public for the State of Washington, Residing in Federal Way, Washington





**NOTICE OF  
ORDINANCES  
PASSED BY  
ISSAQUAH CITY  
COUNCIL**

Following is a summary, by title, of ordinances passed by the Issaquah City Council on Dec. 16, 2019, to be published on Dec. 20 with an effective date of Dec. 25, 2019.

**ORDINANCE NO. 2893**  
AN ORDINANCE OF THE CITY OF ISSAQUAH, WASHINGTON, AMENDING THE 2019 BUDGET AS SET FORTH IN ORDINANCE NO. 2854 AND AMENDED IN ORDINANCE NOS. 2863 AND 2878 CONCERNING REVENUES, EXPENDITURES, AND FUND BALANCE FOR VARIOUS FUNDS FOR THE YEAR 2019.

**ORDINANCE NO. 2894**  
AN ORDINANCE OF THE CITY OF ISSAQUAH, WASHINGTON, ADOPTING BY REFERENCE SEVERAL AMENDMENTS TO THE ISSAQUAH COMPREHENSIVE PLAN PROCESSED AS PART OF THE 2019 COMPREHENSIVE PLAN AND ZONING MAP AMENDMENTS; AMENDING THE LAND USE ELEMENT; THE TRANSPORTATION ELEMENT; THE PARKS, RECREATION, OPEN SPACE AND TRAILS ELEMENT; UTILITIES AND PUBLIC SERVICES ELEMENT; AND THE CAPITAL FACILITIES ELEMENT; AND ADOPTING BY REFERENCE AMENDMENTS TO THE CITY'S ZONING MAP; EXCLUDING COMPRE-



HENSIVE PLAN AND  
ZONING MAP AMEND-  
MENTS FOR THREE  
PARCELS BEING  
ACQUIRED BY THE IS-  
SAQUAH SCHOOL DIS-  
TRICT IN THE PROVI-  
DENCE HEIGHTS  
NEIGHBORHOOD TO  
BE ADOPTED BY SEP-  
ARATE ORDINANCE;  
PROVIDING FOR SEV-  
ERABILITY AND ES-  
TABLISHING AN EF-  
FECTIVE DATE.

Complete text of the or-  
dinances is posted at  
City Hall, 130 E. Sunset  
and on the City's web-  
site, [issaquahwa.gov/ordinances](http://issaquahwa.gov/ordinances). Photocopies  
are available upon re-  
quest, for a fee, to the  
City Clerk's Office (425-  
837-3000).

Published in the Issa-  
quah Sammamish Re-  
porter on December 20,  
2019. #884844



DISTRIBUTION SCHEDULE  
City of Issaquah

Ordinance No. 2894

AB 7787

☒ FINAL STEP  
Original Filed in  
Clerk's Records Room

DATE: 3/15/20

Subject: AN ORDINANCE OF THE CITY OF ISSAQUAH, WASHINGTON, ADOPTING BY REFERENCE SEVERAL AMENDMENTS TO THE ISSAQUAH COMPREHENSIVE PLAN PROCESSED AS PART OF THE 2019 COMPREHENSIVE PLAN AND ZONING MAP AMENDMENTS; AMENDING THE LAND USE ELEMENT; THE TRANSPORTATION ELEMENT; THE PARKS, RECREATION, OPEN SPACE AND TRAILS ELEMENT; UTILITIES AND PUBLIC SERVICES ELEMENT; AND THE CAPITAL FACILITIES ELEMENT; AND ADOPTING BY REFERENCE AMENDMENTS TO THE CITY'S ZONING MAP; EXCLUDING COMPREHENSIVE PLAN AND ZONING MAP AMENDMENTS FOR THREE PARCELS BEING ACQUIRED BY THE ISSAQUAH SCHOOL DISTRICT IN THE PROVIDENCE HEIGHTS NEIGHBORHOOD TO BE ADOPTED BY SEPARATE ORDINANCE; PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

12/16/2019 Date passed by City Council



Signed by Mayor



Signed by City Clerk



Posted in lobby\*

12/16/2019 Legal notice submitted to the press

12/20/2019 Date(s) published (normally by title only)

12/25/2019 Date effective

no

Codification correction (yes/no)



Affidavit received

Electronic copies of executed document distributed as follows:

Website Posting (iCompass): 12/20/19

Code Publishing Website: 12/20/19

MRSC (per RCW 35A.39.010) email notification: 12/23/19

Originating Department (Name, Dept.): Trish Heinonen, DSD 12/23/19

*For transmittal to state* Notice of Action: DOC 12/26/2019 n/a

Final Website Posting (with cod. correction/affidavit/dist.):



Hard copies of executed document distributed as follows:

Other: none

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Total photocopies needed: 0

Reviewed by City Clerk lll Date 1/5/20

Tisha Gieser  
Tisha Gieser, Deputy City Clerk

3/5/20  
Date

\* If ordinance includes exhibits – label the last page of the ordinance, stating exhibits are on file with the City Clerk.