

VIII. Implementation

A. Establishing the Future Path

The Olde Town Subarea Plan establishes a vision to ensure a highly liveable neighborhood of the City. The Plan contains numerous goals, objectives and policies to direct growth to areas where it supports the valued quality of life, and is in turn supported by the urban infrastructure and resources. The purpose of this chapter is to discuss how the Olde Town Plan will be carried out in the years to come. Implementation measures include the regulation of public and private land uses, provision of facilities and services, capital improvement programs, encouragement of activities, and development proposals that result in the desired land development pattern.

B. Regulatory Framework Changes

Land use regulation is the primary way to carry out the Olde Town Subarea Plan. This section describes how the City's Land Use regulations relate to the Olde Town Subarea Plan. The regulations must be equitable, reasonable and responsibly administered to ensure that city regulations are effective and warrant a high degree of public trust and confidence.

The City's established regulations work well for most of the Olde Town Subarea. There are some refinements to be considered to facilitate the desired growth within Olde Town. The recommended refinements to Land Use regulation are as follows:

1. Three small-area changes to the Issaquah Comprehensive Plan designations and zoning maps. (**See Figure VIII-A.**) These changes are requested to facilitate connections and continuity of business activities in the CBD, or to establish the opportunity for preserve additional open space within Olde Town.
2. Allow administrative adjustments to increase the impervious surface requirements along CBD zoned Front and Sunset, subject to conditions.
3. Reduction of the off-street parking requirements within the CBD zone, and allowing on-street parking to be used (if existing) and created to serve the CBD area.
4. Modify the B & B regulations to not require that the owner or manager is present at all times when a B&B operation is within commercial zones. This will not apply to B&B within low density residential zones.
5. Complete and adopt the Downtown Design Standards for the Cultural and Business District.
6. Establish Neighborhood Design Guidelines for the E. Sunset Way Corridor, Creekside area and Traditional Residential areas.
7. Amend the Land Use Code District Standards Table for maximum building height in the CBD to require MSP for AAS applications to increase 45' base height (CBD maximum building height to remain 65').

C. Capital Expenditures

The City should ensure that infrastructure and services, which enhance and connect the City's neighborhoods, are adequately funded so they will be committed or in place when development occurs, and that public investments in existing infrastructure will be maintained. Olde Town, like its name, contains the oldest settlement and development areas of the city. The Olde Town area is on the edge of significant transition to improvement or to decline. A strong commitment to support the health, safety and welfare of this part of the community is needed to assure that improvement is the direction of that transition.

Capital projects, which relate to Olde Town, have been identified. The capital expenditures relate primarily to circulation and parking, utility and facility improvements. These recommended capital expenditures are contained in **Tables VIII-1, VIII-2 and VIII-3**. A map of the improvement project locations is shown in **Figure VIII-B (Circulation and Parking)**.

The following table has been compiled from the recommended changes to parking and circulation.

Table VIII-1
Circulation and Parking Implementation Action List
 (2-25-99 update)

Circulation and Parking Implementation Action List	Priority	Time Frame (range of years)	Contributing Agent(s)	Estimated Cost
Road Projects				
I-90/Sunset Interchange/ S. SPAR	High	1999-2001	City General, Street Improvement	\$16,000,000 (1999) \$34,800,000 (total)
<i>(page 216 CIP) City participation in the Master Transportation Financing Agreement.</i>				
Study for Front Street/Dogwood/Rainier Intersection	High	2002	City	NA
<i>Not included in 1999-2004 CIP</i>				
Construct Front St/Dogwood/Rainier Intersection	Medium	2001-2002	City, LID	NA
<i>Not included in 1999-2004 CIP</i>				
1st Avenue NW extension to Rainier Blvd. Study	Medium	2005-2007	City, LID	NA
<i>Not included in 1999-2004 CIP</i>				
Second Avenue Extension to NE Dogwood	High	2002-2005	City, LID	NA
<i>Not included in 1999-2004 CIP</i>				
1st Place Parking Street Improvements	High	2000-2002	City, LID, Dev. Projects	NA
<i>Not included in 1999-2004 CIP</i>				
Creekway Parking Street Improvements	Medium	2002-2005	City, LID, Dev. Projects	NA
<i>Not included in 1999-2004 CIP</i>				
Circulation and Parking Implementation Action List	Priority	Time Frame (range of years)	Contributing Agent(s)	Estimated Cost
Rainier Boulevard Parking Street Improvements	Medium	2003-2007	City LID, Dev. Projects	NA
<i>Not included in 1999-2004 CIP</i>				
2nd Avenue NE improvements	High	2003	City, LID, Dev. Projects	NA
<i>Not included in 1999-2004 CIP</i>				

1st Avenue road improvements	Medium	2001-2003	City, LID, Dev. Projects	NA
<i>Not included in 1999-2004 CIP</i>				
North Sunset residential road overlays	Medium	2005-2008	City	NA
<i>Not included in 1999-2004 CIP</i>				
South Sunset residential road overlay	High	2000-2003	City	NA
<i>Not included in 1999-2004 CIP</i>				
Creekside residential road overlay	Medium	2009-2012	City	NA
<i>Not included in 1999-2004 CIP</i>				
South Olde Town residential road overlay	Medium	2003-2005	City	NA
<i>Not included in 1999-2004 CIP</i>				
Nonmotorized Projects				
Front Street streetscape	High	2002-2005	City, LID, Main Street	NA
<i>Not included in 1999-2004 CIP</i>				
Sunset Way streetscape	High	1999-2005	City, LID, State	NA
<i>Not included in 1999-2004 CIP</i>				
North Sunset residential walkway completion	Medium	2002-2007	City	NA
<i>Not included in 1999-2004 CIP</i>				
South Sunset residential walkway completion	High	2000-2006	City	NA
<i>Not included in 1999-2004 CIP</i>				
Transit Projects				
Circulation and Parking Implementation Action List	Priority	Time Frame (range of years)	Contributing Agent(s)	Estimated Cost
RTA Transit Facility (Transit Hub) Construction	High	2000-2001	City, RTA, Metro	\$900,000
<i>(p. 228 CIP) Construction of HOV and Transit Facilities</i>				
Transit Route 200 Shuttle	High	Continuous	City, Metro	\$312,000
<i>(p. 222 CIP)</i>				
Trolley Service Study	Medium	2003-2006	City, Main Street, Metro	NA
<i>Not included in 1999-2004 CIP</i>				

Trolley Implementation				
	Medium	2005-2008	City Main Street, Metro	NA
<i>Not included in 1999-2004 CIP</i>				
Parking				
Establish Parking Authority				
	High	1999- ongoing	City, Main St.	NA
<i>Not included in 1999-2004 CIP</i>				
Joint Public-Private parking facility location study				
	Medium	2005-2006	City, LID,	NA
<i>Not included in 1999-2004 CIP</i>				
Parking Facility Construction				
	Medium	2006-2008	City, LID, Dev. Projects	NA
<i>Not included in 1999-2004 CIP</i>				

NA – Estimates not available

Source: City of Issaquah Administration's 1998 Capital Improvement Plan (CIP) 1999-2004.

(Note: This table identifies potential new circulation and parking projects for the Olde Town Subarea. These are recommendations formed under the work of the Olde Town Subarea Plan.)

Table VIII-2
Utilities Implementation Action List
 (2/25/99 update)

Facilities and Utilities Improvement Action List	Priority	Time Frame (CIP Year or Potential range of years)	Responsible Agent(s) & Potential Funding	Estimated Cost
Water Improvement Projects				
Water Conservation (City-wide Program)	High	1998 & Continuous	City Water Capital	\$49-59,000
<i>(p. 246 CIP) Project entails the implementation of water conservation efforts through education and retrofitting of existing facilities and tracking of the program's effectiveness (to reduce demand on the water supply).</i>				
Gun Club Wells Reactivation Part of the Water Rights Development	High	1998-2003	City	\$1,458,000
<i>City of Issaquah Water System Plan Update 12/96</i>				
Production Well Facilities (Current City Shop site; confluence of E. Fork & main stem of Issaquah Creek)	High	1999-2000	City Water Capital	\$2,978,000
<i>(p. 242 CIP) Project consists of designing production well facilities in 1999 and construction of these facilities in 2001. Project includes water quality treatment facility to remove manganese. Facilities needed to utilize existing water rights and potential new rights.</i>				
Watermain Replacement Including Olde Town projects	High	1999 Watermain Replacement	City	\$366,000-
<i>(p. 240 CIP) Project replaces apx. 756 feet of 12-inch and 2,122 feet of 8-inch diameter water main prior to 5th Ave. NW, 1st Pl. NW, Greenwood, Gibson, and SE Clark being overlayed. The mains are old and are continuing to have frequent leaks which need repair and some of the mains are undersized according to current standards. Water Capital funding.</i>				
Watermain Replacement (Sycamore neighborhood)	High	2000 Watermain Replacement	City	\$565,000
<i>(p. 241 CIP, p. 6-10 B) Project replaces apx. 4,484 feet of 8-inch diameter water main in Sycamore neighborhood. The mains are old and are continuing to have frequent leaks which need repair and some of the mains are undersized according to current standards. Water Capital funding.</i>				
Sewer Improvement Projects				
West Downtown Trunk (Phase I) 1 st Ave. NW	Medium	2001-2002	City Sewer Capital	\$647,000
<i>(p. 266 CIP) Replacement of 921 feet of 12-inch and 496 feet of 10-inch existing sewer main with 15-inch diameter main. The trunk main was constructed in the late 1930's and is anticipated to surpass its capacity under the land use adopted by Council.</i>				
West Downtown Trunk (Phase II) 1 st Ave NW, W. Sunset Way, and Front St. from Sunset to Newport.	Medium	2002-2003	City Sewer Capital	\$697,000
<i>(p. 269 CIP) Replacement of 414 feet of 10-inch existing sewer main with 15-inch main and 1,359 feet of 8-inch existing sewer main with 15-inch diameter main (justification, above).</i>				

Facilities and Utilities Improvement Action List	Priority	Time Frame (CIP Year or Potential range of years)	Responsible Agent(s) & Potential Funding	Estimated Cost
Infiltration and Inflow Study	High	2000-2001	City Sewer Capital	\$130,000
<i>(p. 273 CIP) Study involves the monitoring of flows to identify areas of concern for infiltration and inflow and possible other testing to identify the source(s) of I & I.</i>				
Sewer Main Improvements				
1999 Sewer Rehabilitation (1 st Pl. NW, NW Dogwood, NW Alder and the Rainier Corridor)	High	1999	City Sewer Capital	\$326,000
<i>(p. 262 CIP) Project involves the reconstruction and/or repair of 3,262 lineal feet of 8-inch diameter sewer main. These facilities have reached the end of their design life. Infiltration and inflow are problems METRO identified in the 1980's. The reconstruction and/or repairs will reduce the infiltration and inflow which helps maintain system capacities and reduces flow impacts to the METRO treatment facility serving Issaquah.</i>				
2000 Sewer Rehabilitation (NE Creek Way, 3 rd Ave NE, and NE Birch)	High	2000	City Sewer Capital	\$339,000
<i>(p. 263 CIP) Project involves the reconstruction and/or repair of 3,240 lineal feet of 8-inch diameter sewer main (justification, see above).</i>				
2001 Sewer Rehabilitation (Between SE Andrews and E. Sunset, SE Andrews and Bush, Croston Lane))	High	2001	City Sewer Capital	\$299,000
<i>(p. 264 CIP) Project involves the reconstruction and/or repair of 3,505 lineal feet of 8-inch diameter sewer main (justification, see above).</i>				
2002 Sewer Rehabilitation (SE Clark, Community Center, NW Alder, Front Street, and the alley between Andrews and Bush.)	High	2002	City Sewer Capital	\$377,000
<i>(p. 265 CIP) Project involves the reconstruction and/or repair of 3,339 lineal feet of 8-inch diameter sewer main (justification, see above).</i>				
Storm Drainage Improvement & Flood Restoration Projects				
NE Dogwood St. Bridge hydraulic construction elimination	High	2000	City Storm-water Capital, PW Trusts Fund Loan	\$500,000 portion of 2,582,000
<i>(p. 282 CIP) Cherry Area Flood Restoration (along Issaquah Creek from NW Dogwood to W. Sunset Way). The design and reconstruction of the Issaquah Creek channel from the confluence of the East Fork to W. Sunset Way along with the purchase of property to help reduce the impact of flooding.</i>				
Newport Way Bridge SW Newport Way between Wildwood Blvd. & S. Front St.	High	1999	City Storm-water Capital & PWTF Loan	\$1,199,000
<i>(p. 291 CIP) Stormwater Fund participation in bridge replacement cost. The street fund is anticipated to participate in the funding of this bridge.</i>				

Facilities and Utilities Improvement Action List	Priority	Time Frame (CIP Year or Potential range of years)	Responsible Agent(s) & Potential Funding	Estimated Cost
Lengthen NW Dogwood Bridge	High	2000	City, King County	\$730,000 portion of \$2,426,594
<i>(p. 282 CIP) Cherry Area Flood Restoration</i>				
Birch to Sunset Channel Restoration	High	2000	City, King County	\$375,000 portion of \$2,426,594
<i>(p. 282 CIP) Cherry Area Flood Restoration</i>				
Drainage Program Actions				
Establish channel and floodplain restoration program	High	1999-2001	City, King County, DOE	\$1,200,000
<i>Proposed Basin Flood Control Plan</i>				
Establish Issaquah Fishery Management Task Force	Low	1999	King County, WA State	NA
<i>King County, State led project</i>				

NA- Estimates not available.

Source: City of Issaquah Administration's 1998 Capital Improvement Plan (CIP) 1999-2004. Water System Plan Update, August 1996; Sewer System Plan Update, September 1996; and Proposed Basin Flood Control Plan, March 1996. Issaquah Public Works Department

Table VIII-3
Facilities Implementation Action List
(2/25/99 update)

Municipal and Parks Facility Action List	Priority	Time Frame (CIP Year or (potential range of years)	Responsible Agent(s) & Potential Funding	Estimated Cost
Municipal CIP Projects				
Police/ Jail	High	1998-1999	City	\$10,300,000
<i>(p. 5-8 99 City Budget) Construction Fund includes Voted-in debt (\$5,000,000 1995); Councilmanic debt (4,400,000 1999); Investment Interest (600,000) and Police mitigation (300,000).</i>				
Senior Center	Low	2003+	City CIF	\$1,000,000
<i>(p. 19 CIP) Improvements to the Issaquah Library to accommodate the new Senior Center.</i>				
Historical Society/Museum	Low	2003+	City	\$15,000
<i>(p. 16 CIP) replace roof on Depot.</i>				
City Hall/ Community Center	Low	2005+	City	NA
<i>Not included in 1999-2004 CIP</i>				
Community Center Parking Garage	Low	2005+	City	NA
<i>Not included in 1999-2004 CIP</i>				
Parks Projects				
Memorial Park Improvements (Art walk not included in CIP)	Medium	2000-2003	City CIF	\$16,000 (ball field) \$5,000 (trail) \$30,000 (irrig)
<i>(p. 69 CIP) Repair backstop fencing. Replace bleachers with aluminum style and install ADA drinking fountain & concrete garbage cans.</i>				
<i>(p. 72 CIP) Replace existing asphalt trail by Library with 5-foot wide concrete trail.</i>				
<i>(p. 76 CIP) add automatic controller & pop-up impact sprinkler heads to existing water lines.</i>				
Issaquah Creek Site Acquisition I "Anderson" located west of Rainier Blvd. N	High	When available	City	\$1.5 million
<i>(p. 55 CIP) Acquisition of apx. 5 acres for passive park creekside preservation and possibly public/private joint venture in a Bed & Breakfast facility. (p. 47 CIP seems to be same acquisition)</i>				
Issaquah Creek Site Acquisition II NW Holly St. and Rainier S., Issaquah	High	When available	City	\$500,000
<i>(p. 56 CIP) Acquisition of apx. 1 acre/two residential parcels at SW corner of NW Holly St. and Rainier S., for additional park area (Cybil-Madeline Park) and possibly a public/private joint venture for a bed & breakfast facility. (p. 47 CIP seems to be same acquisition)</i>				
Cybil-Madeline Park Master Plan (confluence of the East Fork and Main Stem Issaquah Creek)	High	1999-2001	City	\$50,000
<i>(p. 54 CIP) Develop a park Master Plan for a passive recreational park in the central core of Issaquah.</i>				

Municipal and Parks Facility Action List	Priority	Time Frame (CIP Year or potential range of years)	Responsible Agent(s) & Potential Funding	Estimated Cost
Artist in Residence Program Evaluate and establish <i>Not included in 1999-2004 CIP</i>	Medium	2001-2005	City	NA
Continuation of Rainier Greenway				
	Medium	2001-2005	City, IAC, ISTE A	\$2 million
<i>(p. 62 CIP) The acquisition of properties on Front St. S. along Issaquah Creek would expand the Issaquah Creek Greenway. One property identified by PW as a "buy-out" due to flooding hazards.</i>				
Cybil-Madeline Park Phased Construction				
	Medium	2000-2003	City CIP, grants, donations	\$3.5 million
<i>(p. 53 CIP) Construction of open space recreational and interpretive trails, creek crossing and neighborhood park facilities- tot lot, sport court, picnic shelter/area, and landscaping.</i>				
Second Ave. S. Trailhead				
		1999	City, CIP, Grants	\$150,000
<i>(p. 45 CIP) Constructs trailhead parking facility for access to Tiger Mountain and Tradition Lake Plateau.</i>				
Other Community Facilities				
Library and parking structure	High	1999-2000	Library Dist.	\$8,200,000
<i>Library District funded project</i>				
Hatchery Phase 2 Improvements				
	High	1999-2000	State, FISH, City	\$555,000
<i>State funded improvements</i>				

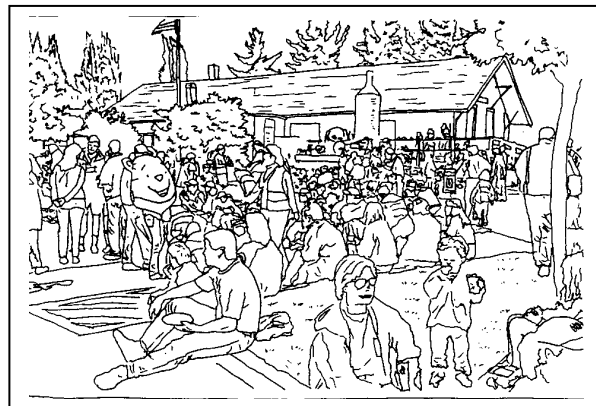
NA – Estimates not available

Source: City of Issaquah Administration's 1998 Capital Improvement Plan (CIP) 1999-2004.

D. Community Programs

Part of the success of the Olde Town Subarea Plan will be dependent on the establishment and/or continuation of community programs. The types of programs recommended as part of the Olde Town Plan are:

1. Parking Authority – Establish some authority, through a Business Improvement Association (BIA) or business district organization, to provide a program of cooperative parking, establish time limitations within certain parking locations, patrol and enforce parking limitations and to develop new parking for the CBD area.
2. Main Street™ Issaquah – Continue to act as a central voice and action organization for CBD merchants in the areas of marketing, business area improvement, business location and new business support.
3. F.I.S.H. – Continue preservation efforts of the Hatchery and the addition of public displays and educational facilities within Olde Town.
4. Historical Society – Continue expansion and improvement of the historic Train Depot with additional display and activity rail cars including the Millennium Trolley Project. Continue the annual Pioneer Reunion to bring city-wide residents and visitors to Olde Town in support of the Historic Society's preservation efforts. Establish a historic walk of the City's historic commercial and residential buildings and sites.
5. Arts Commission – Coordinate Olde Town plans for art displays, street art, art walk and the potential Artist in Residence Program, with the efforts of the Arts Commission.
6. Salmon Days Organization – Continue work with the organization for the annual festival. The Olde Town Plan will provide better circulation opportunities for neighborhoods during Salmon Days and more opportunity for close in parking, transit connections and freeway access.
7. A.R.C.H. – Continue participation with ARCH to locate sites or structures that are suitable for low or moderate income housing, using the vacant and redevelopment land inventory of the Plan.
8. Christmas In April – Solicit this program to target some of the under-maintained homes in Old Town.
9. Flood Hazard Protection Program – Continue efforts of the City and County flood protection program efforts. Utilize the Olde Town Plan to identify what additional parcels/homes may be suitable for purchase as part of the program.
10. Parks Board (and Park Department) – Working to identify the park and recreation needs and provide appropriate parks and park improvements in Olde Town.



11. School District – Establish a joint City/School District Program for creating school (or transit) bus incentives for the High School students. Consider the limitation of student parking privileges at the High School, through concepts such as car-pooling, senior parking or after-school job parking.

E. Amendments to the Issaquah Comprehensive Plan

The Olde Town Subarea Plan is a component of the Issaquah Comprehensive Plan. Implementation of the Plan will continue with Land Use Code amendments for CBD parking or impervious surface requirements and design and streetscape standards. In addition to adopting the Plan's discussion, maps, goals and policies, there will other actions that will coincide and follow Plan adoption. These actions are:

- Revised Comprehensive Plan designations for 20 parcels, revision to changes to zoning on 7 parcels. These amendments will:
 1. Expand by 7 small parcels the area designated and zoned CBD to include the 5 lots north of the Julius Boehm Pool along SE Bush and 2 lots south of the East Fork of Issaquah Creek along Front Street;
 2. Redesignate for future park and open space 9 parcels that would comprise the Cybil-Madeline park. However, the zoning will remain as (SF-L) Single Family – Low Density until the land is acquired/owned by the City of Issaquah.
 3. Redesignate for future open space/park 3 creekside parcels: the first along the north side of Newport Way at its intersection with S. Front Street; the second on W. Sunset Way and the third at the end of NW Birch. However, the zoning will remain as Single Family – Small Lot (SF-SL) until the land is acquired/owned by the City of Issaquah. Two of these parcels are already identified by the Park Comprehensive Plan for potential purchase or acquisition.
 4. Redesignate for future open space 3 parcels near the Sunset interchange. These parcels will be utilized by the Sunset Interchange. After completion of the construction, unused portions should be revegetated to provide for an open space/greenbelt. However, the zoning will remain as Single Family – Small Lot (SF-SL) or Single Family- Duplex (SF-D) until the land is acquired/owned by the City of Issaquah or State of Washington.
- Amendments to the Land Use Code:
 1. Change the allowable administrative adjustment of standards to allow reductions in the pervious surface requirements along CBD zoned Front and Sunset, subject to a requirement for providing green space (planters, hanging plants) and street trees to mitigate the loss of landscaped areas.

2. Reduce the CBD on-site parking requirements as indicated below:

	Current Rate - Onsite parking	Potential Rate for parking in CBD only
Multi-family	2 per unit	1 per unit
Retail	1 per 200 s.f.	1 per 400 s.f. onsite & 1 per 400 s.f. offsite.
Office	1 per 300 s.f.	1 per 500 s.f. onsite & no off-site

These reductions would be concurrent with the implementation of shared parking, parking monitoring for time, parking streets (road improvements that supply parking within the City road right-of-way). Establishment of a Parking Authority and/or Business Improvement Association (BIA) is one method of centralizing the use and development of parking in the CBD.

**Figure VIII-A
Comprehensive Plan Designation and Zoning Changes**

**Figure VIII-B
Circulation and Parking Improvements**