

<p>Land Use Mitigating Measures</p>	<ol style="list-style-type: none"> 1. Continually evaluate (and amend if needed) City codes to encourage mixed use development. 2. Design Guidelines will be used to assure quality residential infill that respects residential character. 3. Assure that residential regulations allow flexibility for home occupation, cottage and mother-in-law apartment options. 4. Work with community based housing organizations to facilitate rehabilitation to maintain affordable housing , and construction of new affordable housing units. 5. Use public property and new multi-family development along creek to allow controlled visual access to Issaquah Creek and tie into other segments of the City's trail system. 6. Modify the Land Use Code to: <ol style="list-style-type: none"> a. Allow detached accessory units within the Low Density Residential Area; b. Modify Impervious Surface Limits in the CBD zone area; with the correlated requirement for streetscape improvements when the impervious surface exceeds 85%. c. Modify parking ratios in the CBD zone area; to allow less on-site parking, partial on-street parking or created parking to be used to meet CBD parking requirements. d. Establish a Future Park/Open Space overlay designation over existing residential zoning, to allow parcels to be identified for long range park and open space use, while maintaining the owners existing usability. 7. Establish a pedestrian only crossing between NE Alder and NE Creekway within the Historic Depot railcar display area. 8. Establish, at the completion of the Sunset Interchange and SE Issaquah Bypass, designated areas of Open Space to buffer these transportation facilities.
<p>Unavoidable Adverse Impacts</p>	<p>Development will reduce the City's vacant land supply.</p>

Housing	<i>Housing relates to the number of housing units, the mix of type, and the affordability of housing. It also includes group housing for special needs.</i>
Housing Impacts	<p>Olde Town will experience a sizable increase in housing units – 628 units over 20 years (about 60% of the projected City growth, for non-annexation and non-major development growth).</p> <p>Visitor housing like Bed and Breakfast (B&B) would be allowed throughout the residential areas, and encouraged in the commercial area. Older homes may be targeted for B&B structures.</p> <p>New infill of apartments and mixed use along E. Sunset Way will be one of the most visible changes to Olde Town. There is also an additional focus on rehabilitation of run-down units, or allowing the addition of accessory units as one way to encourage residential upkeep and improvement. Accessory units will create a substantial part of the residential infill. Elderly and/or accessory housing lead the City’s effort to meet affordable housing objectives. Group homes and subsidized housing get continued community support.</p>
Housing Mitigating Measures	<ol style="list-style-type: none"> 1. Work with ARCH to add affordable housing within Olde Town. 2. City to seek CDBG funds to aid housing rehabilitation. 3. Assure that residential regulations allow flexibility for home occupation, cottage and accessory apartment options. 4. Give low/moderate income units reduced permit costs.
Unavoidable Adverse Impacts	The demand for affordable housing and specialty housing (Countywide) will continue.

Natural Environment	<i>The natural environment limitations include frequent flooding areas, drainage patterns, creek and hillside vegetation and habitat.</i>
Natural Environment Impacts	<p>There will be no increase in planned density within flood hazard areas. Parking facilities and increased building impervious space in downtown will add to the impervious surface area and increase runoff, but storm drainage systems are in the appropriate places to serve CBD growth.</p> <p>No wetlands will be impacted by the Draft Plan No significant impact to shoreline areas is anticipated by the Draft Plan. Shoreline access may potentially increase by the future acquisition of land at various points along Issaquah Creek as a result of 1) flood hazard prevention actions, 2) park land purchase and 3) Sunset Interchange improvements.</p> <p>New office, retail and mixed use development will be placed outside the floodplain and creek habitat areas. Although some additional multifamily or infill residential will be added at creekside, critical area regulations should minimize further intrusion in the creekside habitat.</p>
Natural Environment Mitigating Measures	<ol style="list-style-type: none"> 1. Continue working on the Flood Hazard Plan to reduce the number of units that are susceptible to frequent flooding by either removal, creek improvements and /or raising floor elevations. 2. Enforce the CAO and Shoreline policy and regulatory protection for the vegetation and habitat closest to the creek and on steep hillsides.
Unavoidable Adverse Impacts	Continued development will: increase the amount of impervious surface area resulting in greater volumes of storm water runoff; result in some increased risk of damage from erosion and sedimentation; result in some moderate loss of less valuable habitat.

Transportation	<i>Roads, vehicle circulation and traffic area key components of transportation. This also includes movement of commercial vehicles, pedestrians and bicyclists over defined routes or urban or recreational trails. Regional highways, transit facilities and parking are another part of the transportation network.</i>
Circulation and Parking Impacts	<p>The Draft Plan relies on the construction of the Sunset Interchange and SE Issaquah Bypass to provide significant reduction in the traffic volumes in Olde Town. The intent of circulation changes within Olde Town is to expand the grid. Increasing the north-south and east-west circulation for local residents is provided to reduce the dependence on Front Street and Sunset Way as the only sources of through access. North-south connections include extending 1st Avenue NW, 2nd Avenue NE and in future years potential extension of 3rd Avenue NE (3rd Avenue Bridge). East-west connections include NE Alder to NE Creekway and a realignment of NW Dogwood and NE Dogwood.</p>
Future Traffic Volumes	<p>Traffic calming measures, to intentionally slow traffic speeds, will intentionally decrease road capacity to move single occupant vehicles. It is implemented with measures such as frequent 4-way stops, narrow parking streets, traffic circle (or island) and speed bumps. Olde Town streets identified for traffic calming measures are Front Street and 1st Place NW.</p> <p>Residents of Olde Town will have better access to I-90 via the Sunset Interchange and may avoid travel through the Front Street North and Gilman Boulevard intersection. Construction of the interchange and bypass will have a beneficial impact on Olde Town and is essential to the success of the Draft Olde Town Subarea Plan.</p>
Future Traffic Volumes	<p>Without the SE Issaquah Bypass connecting to the Sunset Interchange, traffic will divert to 2nd Avenue as a bypass to Front Street. Year 2005 modeling prepared for the SE Issaquah Bypass EIS that 2nd Avenue S. PM Peak traffic will increase over four times the present levels. East Sunset will experience volumes six times the current PM Peak hour volumes. The traffic on Front Street will decrease 38% at the north end and 34% at the south end.</p> <p>With the SE Issaquah Bypass, significant traffic will be diverted from Olde Town roads. The Bypass will significantly reduce use of Front Street as the arterial for pass-through traffic, and in turn will allow changes to the Olde Town circulation to be made. Year 2005 modeling prepared for the SE Issaquah Bypass EIS indicates that N. Front Street PM Peak hour traffic will decrease by 52% and S. Front St. will decrease by 63%. Sunset Way will experience an increase of 58% of the PM Peak hour volumes by 2005.</p> <p>Improvement to the Front Street/Dogwood Street/Rainier Boulevard intersections, will be used to decrease the rate of accidents. Two other intersections prone to accidents will also be improved. Increased traffic on 2nd Avenue S. will create conflicts with on-street parking and will raise additional safety (street crossing) concerns, if the School District and City continue to allow overflow parking. The success of a parking strategy for Olde Town should also include its school-related drivers.</p>
Parking	<p>The Draft Plan identifies a framework for increased parking in Olde Town. However, the increase in parking is not made at the expense of Olde Town's walkability and transit accessibility. The creation of an organization such as a parking authority to establish and monitor parking will improve the availability of parking by focusing on customers. The parking authority provides a group to establish parking as a beneficial enterprise for all merchants in Olde Town. New perimeter parking within the CBD will have a positive impact on businesses that depend on those customers that drive. The addition of parking garages within Olde Town will benefit parking with minimal land area devoted to auto parking.</p>

<p>Transit</p> <p>Pedestrian and Bicycle Circulation</p>	<p>The Draft Plan coordinates the existing transit services with new supplemental transit (transit center and trolley). The improvements support many of the needs for transit by making pedestrian access to transit and bringing a transit hub (transit center) into the center of Olde Town where pedestrian activity is higher than any other part of the City.</p> <p>The Draft Plan recognizes that the connection of sidewalks from the surrounding area is needed to make the CBD and Community facilities in Olde Town more accessible to residents, workers and visitors. Segments of walkways and trails have been identified for completion, but the Draft Plan does not set the priority for the segments.</p>
<p>Parking and Circulation Mitigating Measures</p>	<ol style="list-style-type: none"> 1. Support SE Bypass as a means to reduce pass-through traffic on Front Street. 2. City and Main Street™ to examine ways to get a parking garage(s) built. 3. Examine creation of a parking authority with ability to regulate timed parking 4. Revise parking standards to decrease parking spaces required as incentive to transit usage. Establish parking standards to support mixed use residential and to support downtown off-site parking, parking streets and garage(s). 5. Metro and School District work with program to reduce student driving. 6. Locate RTA proposed transit center in the CBD of Olde Town. 7. Maintain ease of access from new I-90/Sunset interchange. 8. Support a southern access point to the SE Bypass as a means to reduce school bus traffic on Front Street. 9. Establish an incremental improvement of sidewalks and trails in the CIP with a priority first on school/child safety, then general pedestrian or bicycle safety, and finally convenience for accessing the CBD.
<p>Unavoidable Adverse Impacts</p>	<p>Growth and development will increase traffic volumes and congestion in Olde Town, but these increases will be offset by the construction of the Sunset Interchange and SE Issaquah Bypass. Traffic volumes and congestion on Front Street can not be mitigated without expansion (widening) of Front Street. Thus, the construction of the SE Issaquah Bypass is essential to avoid significant adverse impacts from traffic.</p>

<p>Urban Design and Economic Development</p>	<p><i>Urban design reflects the design considerations for an area’s appearance, function and spacial arrangement of activities and objects.</i> <i>Economic Development reflects the efforts to improve the economic condition of a community or neighborhood through actions.</i></p>
<p>Urban Design Impacts</p> <p>Marketing and Economic Impacts</p>	<p>The urban design emphasizes the planning area’s assets: natural green edges that surround Olde Town, clear gateways that provide entry; strong historic residential character of the neighborhood; historic structures and sites; healthy CBD activity area with specific new development and redevelopment areas; and established pedestrian-oriented population. The Draft Plan primarily focuses on serving is neighborhood, rather than being a regional destination and the design improvements are geared to providing essential services along with entertainment and amenities (restaurants, theaters and specialty shops). The changes identified by the Urban Design Concept will enhance the livability of Olde Town, without necessarily favoring major changes in how Olde Town functions.</p> <p>The abundant government facilities (City, State, Library District and School District) and private development investments within Olde Town have been beneficial. Successful implementation of the Draft Plan will allow a slow stable increase in rents as new tenants are added, but more frequent turnover in tenants. In this turnover some of the long standing tenants may be lost. Proper marketing for new tenants, that satisfy neighborhood commercial needs, will allow a turnover that is beneficial to Olde Town. Night and weekend hours for businesses will increase as the customers increase. The longer evening hours for businesses will serve the local population, by making it more convenient to shop in Olde Town. Some of the rising rents will reflect festival related retail locating where activity levels are high. Office uses may choose to locate along the 1st Place/1st Avenue NW corridor. Olde Town’s smallness and quaintness will be a benefit for creating start-up companies.</p> <p>The Draft Plan uses the existing promotions and festivals to draw visitors aad augments the festivals with smaller and more frequent group meetings and activities. The choice for increasing tourism takes advantage of the Community Center space and the availability of B&B’s for overnight guests. If the emphasis on before & after theater activities is promoted, there will be an increase in restaurants and clubs to serve the patrons.</p>
<p>Mitigating Measures</p>	<ol style="list-style-type: none"> 1. Continue to achieve a cohesive community focus, through organizations such as Main Street™, the Historical Society and Mural Committee, if appropriate. 2. Assure physical improvement costs are consistent with increased business for merchants. 3. Focus tourism on ways to increase business daily or weekly rather than with more grand festival activities.
<p>Unavoidable Adverse Impacts</p>	<p>Achieving renovation and redevelopment will be influenced by economic climate. Scarcity of land and rising land values (or rents) may make limit the type of “neighborhood” uses locating in Olde Town.</p>

<p>City Facilities Impacts</p>	<p>Fire access may be enhanced by some of the planned circulation improvements, but the proposed one-way roads will have to be carefully planned for emergency access. Growth may accentuate the need for hydrant spacing. The addition of moderate or large multifamily structures may require additional fire prevention measures, such as sprinklers or modifications to assure fire flow requirements are met.</p> <p>The impact on the Operation and Maintenance facility will be negligible provided the change to 1st Avenue NW is not implemented prior to moving the new location north of I-90.</p> <p>The Plan's concept for parks along with the Parks and Recreation Plan, and Parks Board input, offers ideas for use in the design of individual parks. The City's established park planning process would be able to consider the Olde Town Subarea Plan concepts as part of the process.</p>
<p>City Utility Mitigating Measures</p> <p>City Facility Mitigation Measures</p>	<ol style="list-style-type: none"> 1. Identify in the Capital Improvement Program the incremental upgrade of deficient water and sewer lines in Olde Town. 2. Complete storm drainage plan for Olde Town consistent with the selected land use. Coordinate the drainage plans with improvements being made for the Sunset Interchange and SE Issaquah Bypass. 3. The Fire Department will be consulted in the proposed changes to roads (such as a one-way couplet and the creation of parking streets). 4. Provide Community Center expansion compatible with the Olde Town Plan. 5. Use the City's established park planning process to consider the Olde Town Subarea Plan concepts for parks. 6. Delay the proposed change to 1st Avenue NW until the Public Works Maintenance and Operation Shops move north of I-90.
<p>Unavoidable Adverse Impacts</p>	<p>Increased development and population will increase the demand for city water, sewer and storm drainage services and may expedite the need for system upgrades. Increased development and population will increase the demand for police, fire, emergency medical, City office space and parks (both passive and active).</p>

Other Services and Facilities	<i>Other community services are the non-city provided services including the Fish Hatchery, Library, Senior Center and Schools.</i>
Other Facility Impacts	<p>The Fish Hatchery will not be adversely impacted by the Draft Plan. The Draft Plan supports the planned expansion of the hatchery and includes reference to some of its proposed improvements on-site and off-site (bus loading area).</p> <p>The modification of 1st Place NW and 1st Avenue NW will impact the future operation of the library and garage. The proposed implementation of these one-way streets is not anticipated until after completion of Library construction and the impact of the Library operation can be considered. The Senior Center is recommended to move to the old Library site. Walkway improvements in Olde Town will make it safer for seniors to walk to the relocated Senior Center.</p> <p>Clark Elementary School and Tiger Mountain High School are already reported to have deficiency of class space. The increase in 628 housing units in Olde Town will add to the school age population. If an average of one student per household is generated, 628 students can be expected over the planning period. This would represent the equivalent of 24 classrooms (with 26 students per classroom). The Draft Plan supports the proposed circulation changes (bus drop-off) for the Middle School and highlights the need to provide a secondary access to the SE Issaquah Bypass for District busses and drivers. Joint City, School District and Metro attention is needed to address the impact on student safety by allowing parking on 2nd Avenue SE.</p>
Other Facility Mitigating Measures	<ol style="list-style-type: none"> 1. Hatchery promoted as tourist attraction and education center. 2. Carefully evaluate the effectiveness of the library's operation on the ease of access, and affect on intensity of patron use before the proposed 1st Avenue/1st Place NW changes are implemented. 3. Create a joint evaluation by the City, School District and Metro of ways to reduce student driving and parking (within the 2nd Avenue NE).
Unavoidable Adverse Impacts	Development and population growth will place increased demand on use of schools. The library and hatchery facilities have already planned and are implementing changes to address increased interest in and demand for use of the facilities.
Private Utilities	<i>The utility systems operated by other public and private entities such as electrical power, natural gas, cable TV, and telecommunications.</i>
Private Utility Impacts	Underground lines are typically paid for by new development or costs shared when done as part of a road project. Significant electrical and communication upgrades will raise the cost to develop in Olde Town and utility rates for home and business owners, but will improve service availability and reliability. It may be possible to work with PSE to get lines replaced incrementally. New technology can provide better aesthetics for the utility facilities. The impact on utility service providers will be the potential for service upgrades, where aged or no facilities exist. The increased customers (from the new population) will help to offset the expenditures. The City should continue to demand improvements to the telecommunications system, especially in the area of digital access to Internet and cable, for its residents, businesses and government institutions.
Private Utility Mitigating Measures	<ol style="list-style-type: none"> 1. Work with electric provider to assure continuous power for the CBD and replacement of aged lines in other affected Olde Town residential areas. 2. Set as City priority, to integrate digital lines in Olde Town projects and promote providers that step up to the initiative.
Unavoidable Adverse Impacts	Increased development and growth will place increased demand on the provision of these utilities. Growth may expedite the need for upgrades to the existing systems.

