



ISSAQUAH GATEWAY

2300 NEWPORT WAY

PRE-APPLICATION SUBMITTAL 2

NOVEMBER 26, 2014

THE WOLFF COMPANY



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 www.via-architecture.com

DESIGN TEAM:
 VIA - ARCHITECTURE
 COMMUNITA - LANDSCAPE ARCHITECTURE
 TRIAD - CIVIL
 TALASEA - WETLAND
 TEN W - TRAFFIC

PRE-APPLICATION SUBMITTAL II

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DEVELOPMENT OBJECTIVES

The Issaquah Gateway project intends to fully meet the goals outlined in the Central Issaquah Plan (C.I.P.) by making a commitment to public parkland and wetlands preservation while providing much-needed family friendly housing. A walkable, urban scale street network will be established to allow safe, convenient circulation by all modes and promote community interaction. The project will meet prescribed density levels while remaining seamlessly integrated into its ecologically sensitive surroundings.

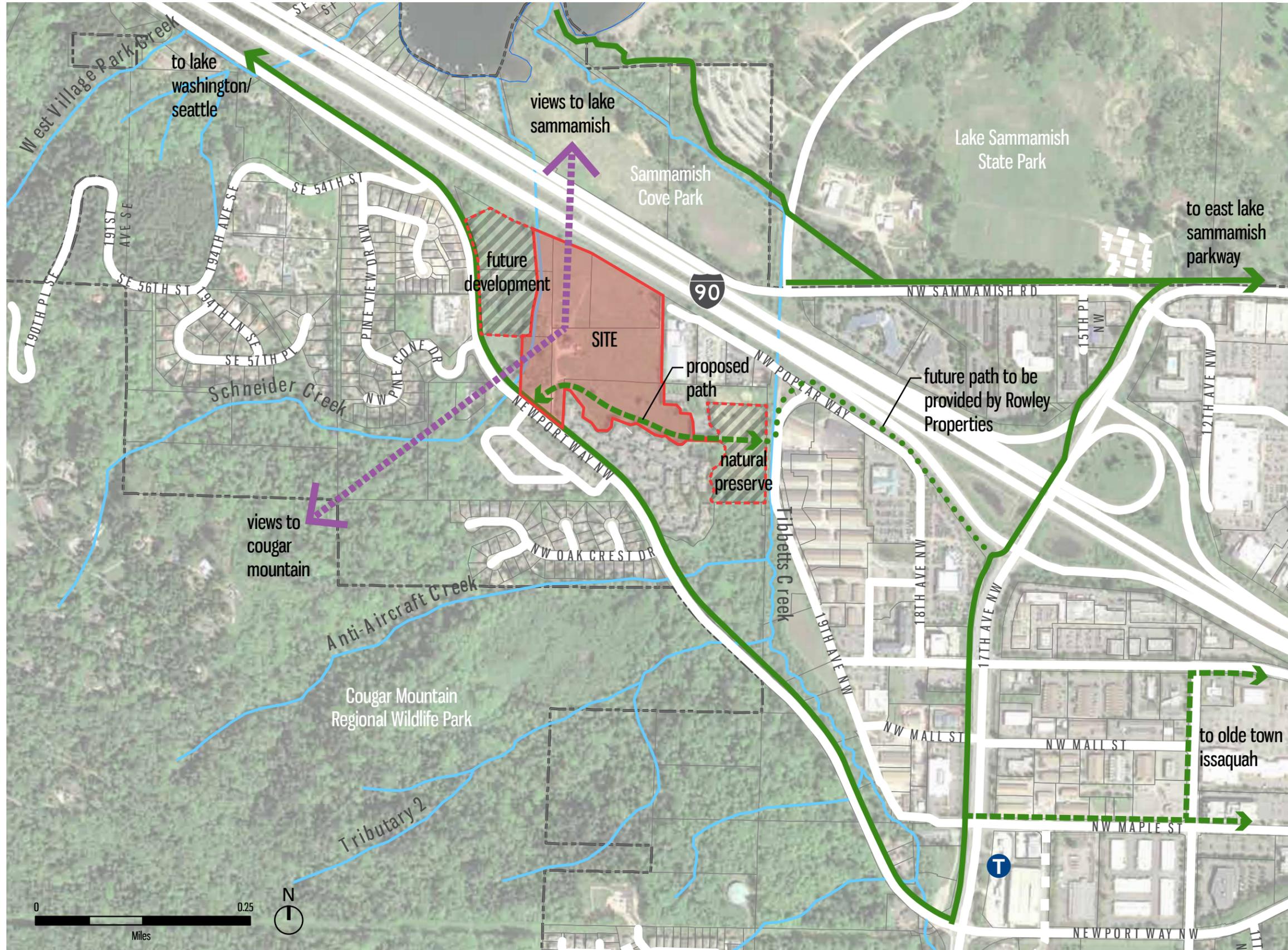
The project is situated on a gently sloping site bordered by I-5 to the north, Newport way to the south, and the Rowley Properties planned Hyla Center to the east, with views north to Lake Sammamish. Neighbors to the project include Arena sports, a veterinary clinic, and the Sammamish Point condos. The 30-acre site is bounded at north and east edges by Class II wetlands and bisected by Schneider Creek. The development will preserve 6.5 acres of the site as natural areas enabling the potential naturalization of Tibbets creek, and will make a significant 2.3-acre contribution to public parkland space.

The project's prominent location near I-90 presents a unique opportunity to create a gateway as drivers enter Issaquah from the west. To take advantage of this, two five-story residential buildings will front I-90, using distinctive architecture to create a sense of arrival and establish an urban scale for Central Issaquah. The project is also adjacent to Newport Way, an important regional cycling route and part of the Mountains to Sound greenway trail network. The project has the potential to improve access between Central Issaquah and Newport way by establishing a multi-use trail connection between Newport way and the future Hyla Crossing development site.

SUMMARY:

DESIRED USE -	MULTIFAMILY RESIDENTIAL
ZONING -	VILLAGE RESIDENTIAL ZONE in C.I.P.
SITE AREA -	29.85 ACRES
# OF UNITS -	400 (670 BEDROOMS)
# PARKING SPACES-	264 GARAGE, 382 SURFACE (646 TOTAL)





EXISTING SITE CONDITIONS

- LEGEND**
- Mountains to Sound Greenway
 - - - City of Issaquah Trail Network
 - Proposed Project Site
 - Undeveloped Area
 - ~ Stream
 - Issaquah City Limit
 - T Transit Center

EXISTING SITE CONDITIONS: PHOTOS





1. VIEW SOUTH FROM I-90



2. VIEW WEST FROM SITE



3. VIEW NORTH FROM SITE



4. VIEW OF ENTRY FROM NEWPORT WAY



5. VIEW WEST FROM I-90



6. VIEW OF FROM ARENA SPORTS SOUTH PARKING LOT

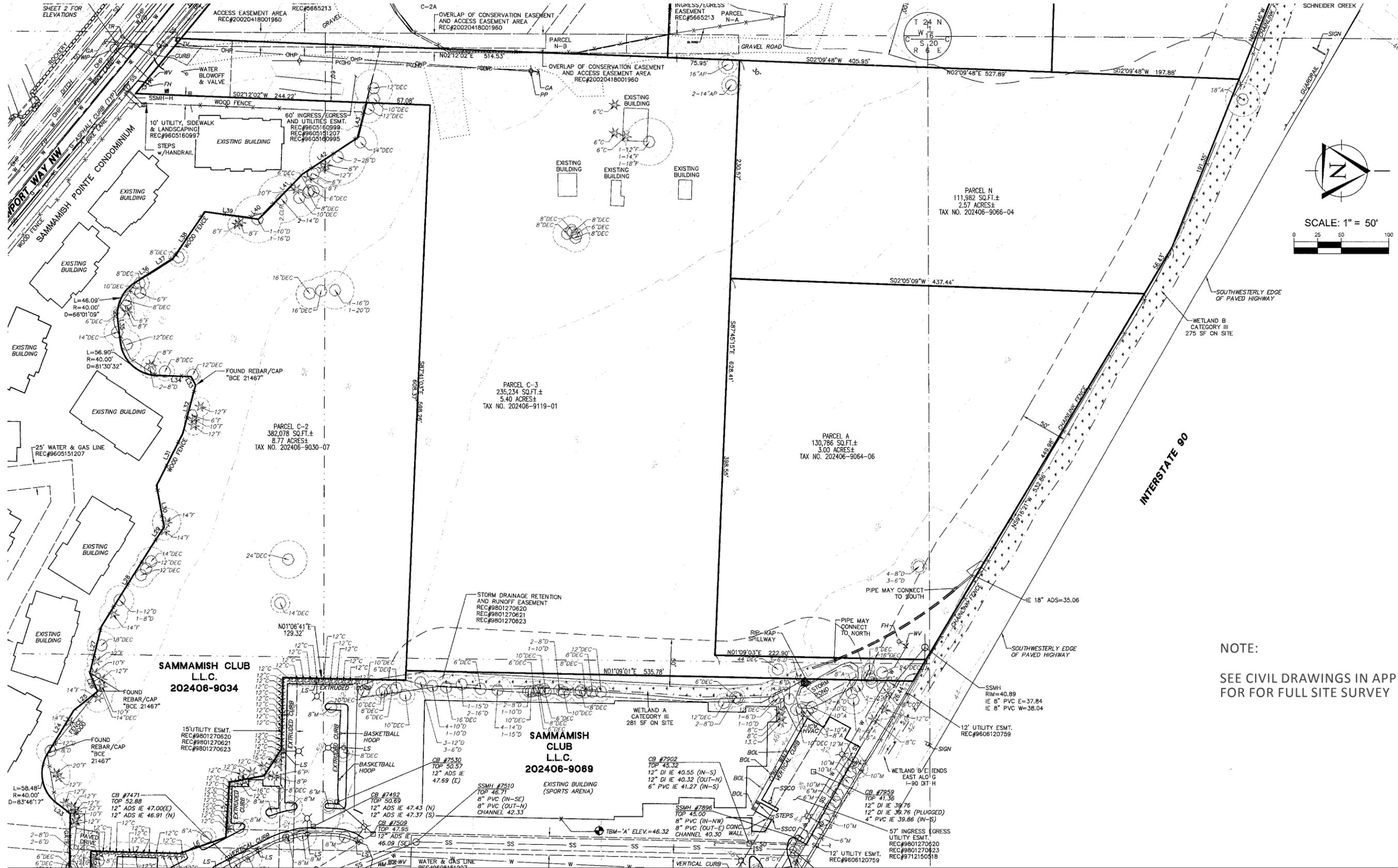


7. VIEW EAST FROM I-90



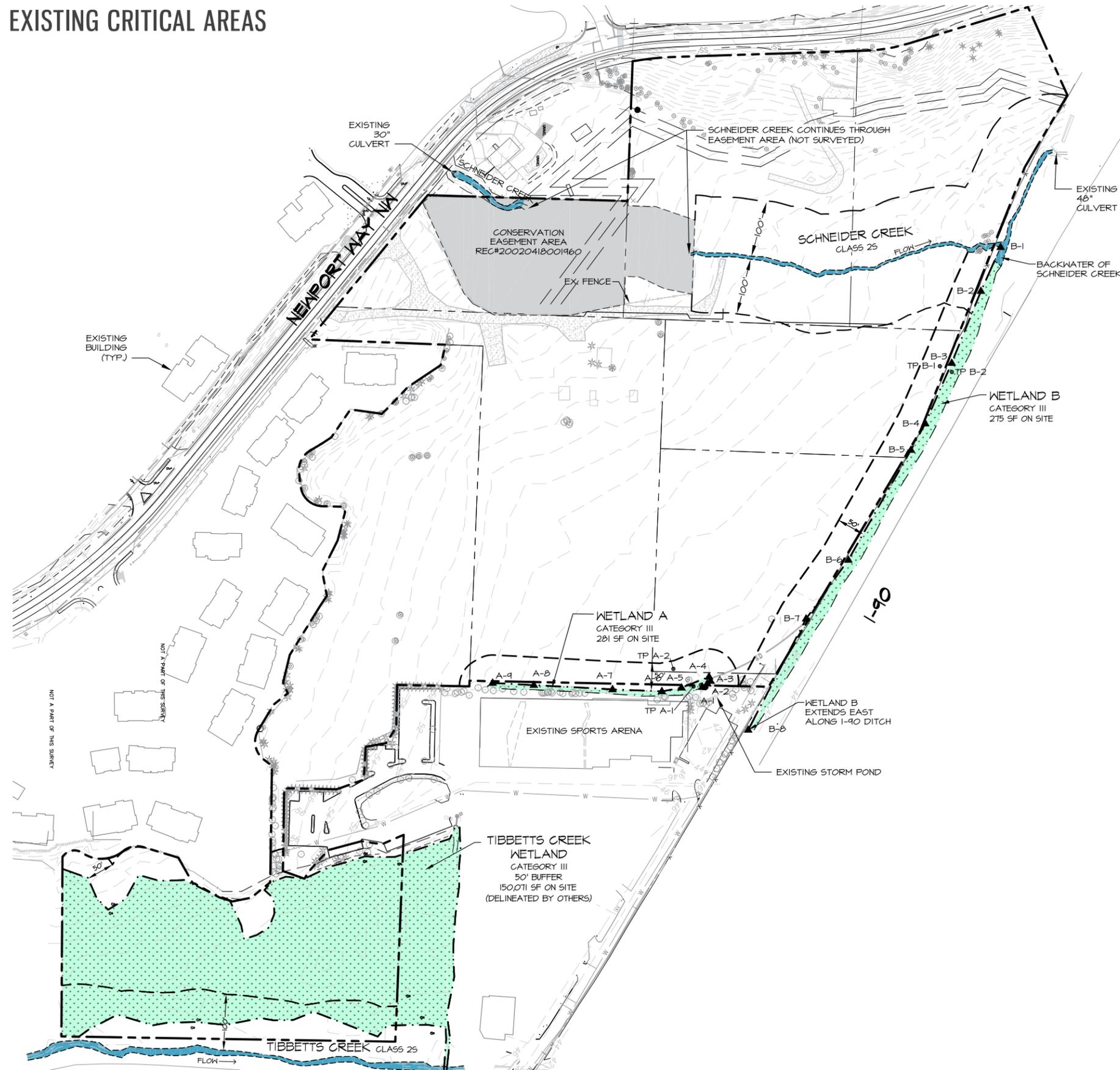
8. VIEW OF FROM ARENA SPORTS NORTH PARKING LOT

DEVELOPMENT SITE SURVEY

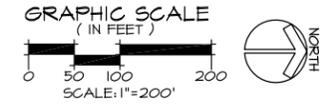


NOTE:
SEE CIVIL DRAWINGS IN APPENDIX
FOR FULL SITE SURVEY

EXISTING CRITICAL AREAS



EXISTING CONDITIONS PLAN



PLAN LEGEND

- PROJECT SITE BOUNDARY
- EXISTING WETLAND
- APPROXIMATED WETLAND BOUNDARY (NOT SURVEYED)
- WETLAND BUFFER - STANDARD
- STREAM BUFFER - STANDARD
- STREAM ORDINARY HIGH WATER MARK (OHWM)
- FLOW → DIRECTION OF FLOW
- 100' EXISTING CONTOUR
- ▲ A-# WETLAND FLAG LOCATION
- TP-# SOIL TEST PLOT LOCATION
- * CONIFER ○ DECIDUOUS EXISTING TREES

NOTES

1. SURVEY PROVIDED BY TRIAD ASSOCIATES, 12112 115TH AVE, NE KIRKLAND, 98034-6929, (425) 821-8448.
2. SITE PLAN PROVIDED BY VIA ARCHITECTS, 1809 7TH AVENUE STE. 800 SEATTLE, 98101, (206) 284-5624.
3. SOURCE DRAWINGS HAVE BEEN MODIFIED BY TALASAEA CONSULTANTS FOR VISUAL ENHANCEMENT.

TALASAEA
CONSULTANTS, INC.
Resource & Environmental Planning
15020 Bear Creek Road Northeast - Woodinville, Washington 98077
Phn (425) 861-7550 - Fax (425) 861-7540

DESIGN PROPOSAL

(Discuss 10 and 20-story buildings)

To facilitate community connections and provide eyes on the street, entrances to all ground level residential units will open directly to a through-block corridor, a neighborhood park street, or a woonerf court. Upper level units in ten and twenty-unit buildings will share a common entrance also facing a main circulation route. Both the clubhouse and outdoor community space are located at the intersection of the site's green through-block corridors, providing safe vehicle-free access to all units and further encouraging neighbor interaction.

At the site's northern edge, a pair of five-story, eighty-unit buildings about I-90, establishing a gateway that marks the entrance to Issaquah from the freeway's eastbound lanes. The eighty-unit buildings' northern locations also provide a visual and acoustic barrier from the freeway for the rest of the site and preserve solar access for lower ten and twenty-unit buildings located to the south. Each building will share a single grade-level entry, with shared parking provided slightly below grade. Secure bicycle parking for eighty-unit buildings will be shared per building and will be located at garage level. Bermed plantings on the south side of each building will screen the parking areas from the woonerf court streetscapes, while plantings on the north side of each building inside the 'L' shape present an opportunity for additional landscaping and/or natural area dedication.

All residential units will share access to an iconic clubhouse located in front of the main entry lane to establish a sense of arrival and place for residents and visitors. The community clubhouse supports the family-friendly mission of the project by serving as a social hub and activity center for residents and their children. All mailboxes will be centrally located at the clubhouse, encouraging daily social interaction. A community room will be available for resident gatherings and workout rooms as well as an outdoor pool will create opportunities for recreation and play. Outdoor community space surrounding the clubhouse will provide a semi-private recreation area for residents, however resident recreation may also spill over to the adjacent parkland across the neighborhood loop street.



AERIAL VIEW NORTH FROM NEWPORT WAY



AERIAL VIEW EAST FROM I-90

OPPORTUNITIES AND CONSTRAINTS

Of the project site's 30 acres, 13 acres will be developed to provide 400 residential units across twenty buildings in 10-unit, 20-unit, and 80-unit configurations. Residential density in developed areas will reach 30 units per acre, allowing the dedication of 8.8 acres to public parkland, wetland, and natural areas while providing the community with much needed family-oriented housing. A green necklace at the site's periphery will leave habitat and sensitive natural areas intact, as well as offer opportunities for public park facilities and new neighborhood connections.

A new shared-use regional path will provide pedestrian and bicycle access between Newport Way and the future Rowley Properties Hyla Crossing project to the east, offering a low-traffic alternative to Newport Way for users navigating the Mountains to Sound Greenway. Vehicular access to the site will be provided from Newport Way and will be aligned with the driveway of a neighboring development, where a new signalized intersection with full crosswalks will provide pedestrians and bicyclists a safe crossing of Newport Way to connect with the new parkland and shared use path.

The Wolff Company will be pursuing a lot boundary adjustment that will divide the property along Schneider Creek, minimizing impacts to the creek and preserving the western corner of the site for future development. The development will comply with all required setbacks, will avoid disturbance of wetland areas, and will establish a habitat friendly buffer at the periphery of the project.

Emergency access to the site will be provided at two locations, via both the main entry at Newport Way as well as through an emergency-vehicle-only easement connecting to the Arena Sports parking lot. Fire code compliant hammerhead turnarounds are located at the northeast and northwest corners of the site, allowing full fire truck access from the site's circulation network to the perimeter of both eighty-unit buildings abutting I-90 as well as all smaller buildings.



LEGEND

- Public Parkland Dedication
- Wetland Dedication/Buffer
- Undeveloped Area
- Property Line
- Stream
- General Entry
- Emergency Vehicle Entry



SITE CIRCULATION

At the center of the site, a legible neighborhood park street loop encircles an urban scale grid of alley courts, woonerf courts and through-block corridors. Street dimensions of the loop street, including pedestrian areas, planting, parking spaces and drive lanes, will comply with C.I.P. requirements for neighborhood streets. Secondary vehicle and pedestrian access between residential units and the loop street will occur via woonerf courts. At the heart of the site, green through-block corridors will provide residents with direct, off-street connections to the community clubhouse amenity, as well as to the green necklace areas at the periphery of the project. These corridors will comply with C.I.P. requirements, providing a minimum twenty feet clear for plantings and a minimum ten-foot-wide pedestrian pathway while dividing each block into frontages no wider than 200 feet.

Resident parking will be located to the rear of each building in a common alley court. To activate neighborhood streets and woonerf courts, access between parking spaces and residential units will be provided via open-air passageways connecting through each building from the street front to the alley court behind. Alley courts are designed with pedestrian-scaled materials and plantings to slow vehicle speeds and to allow for flexible active uses as well as vehicle parking. For each two- and three-bedroom unit, a tandem-parking configuration will maximize space efficiency while providing residents with adequate parking. Parking for one-bedroom units and guests will be located along woonerf courts and the neighborhood street loop. Space for secure bicycle parking in ten and twenty-unit buildings will be provided in each building's private garage.

-  PARKWAY
 -  NEIGHBORHOOD STREET
 -  WOONERF COURT*
 -  THROUGH-BLOCK PASSAGE
 -  SHARED USE ROUTE
 -  PARKING AREA
 -  COMMON PRIVATE COMMUNITY SPACE
 -  NEIGHBORHOOD PARK
 -  PRIVATE IN-UNIT BIKE PARKING
 -  SHARED BIKE PARKING
- * PROPOSED NON-STANDARD CIRCULATION FACILITY TYPE TO COMPLY WITH 6.2.C.

NOTE:
SEE CIVIL DRAWINGS FOR TECHNICAL INFORMATION FOR CIRCULATION AND STREET DESIGN



ARCHITECTURAL CHARACTER

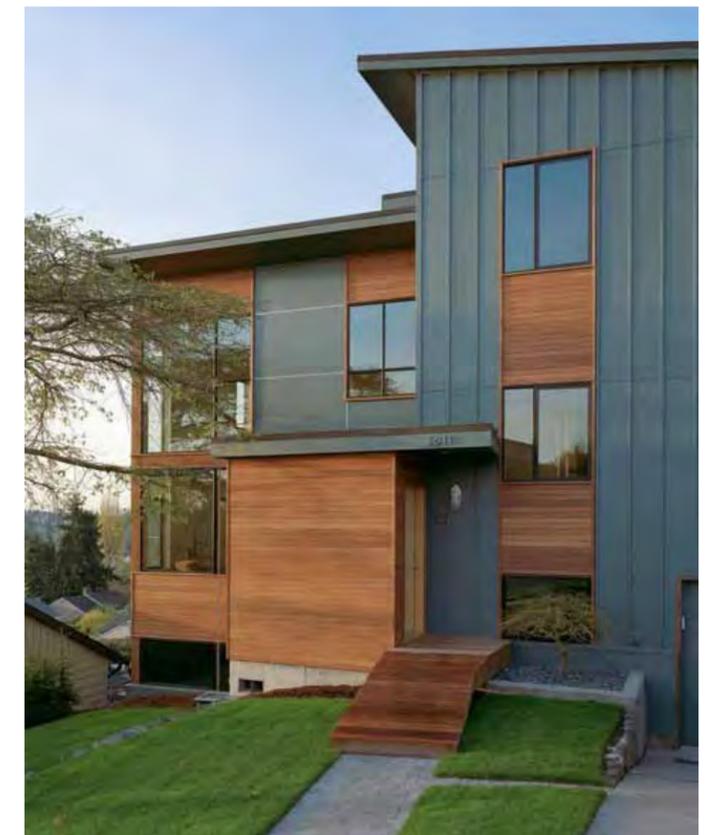
The proposed architectural character will take its inspiration from the rich agricultural history of the Issaquah lowlands. A contemporary interpretation of a farm house vernacular will be employed by the use of some of the traditional textures and the very simplified building masses common to that building type.

The use of multiple textures and colors on each building will help to modulate and reduce the scale of the larger building masses. A kit of parts will be created to provide a consistent palette of materials and building elements that will appear throughout the project. By using these various pieces in slightly different ways on each of the building types we will create a pedestrian experience that is both fresh and full of variety.

The relationship of the buildings to their surrounding spaces has been carefully considered. The concept is to create a series of outdoor rooms formed by the buildings surrounding the spaces. This concept is also consistent with the traditional farm house vernacular and with the idea of an urban village.



Simple, patterned facades



Orthogonal patterning



Community spaces



Entry experience



LANDSCAPE NARRATIVE

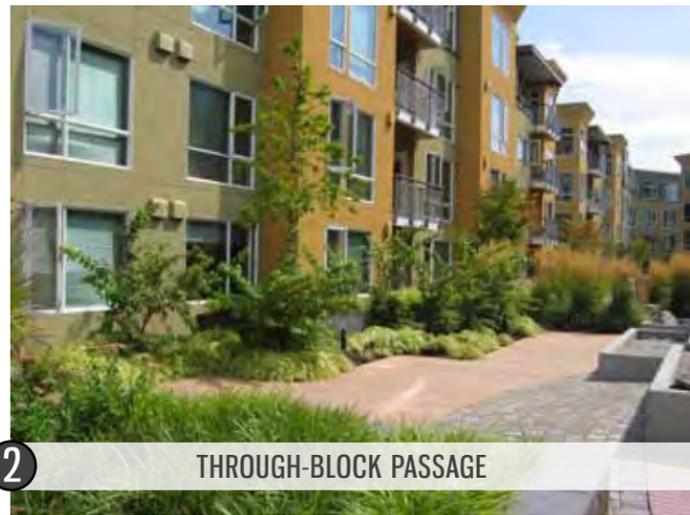
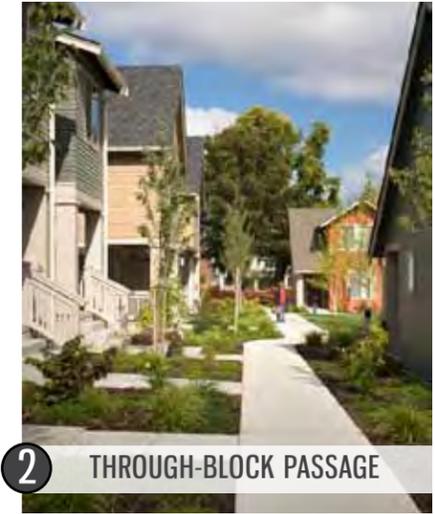
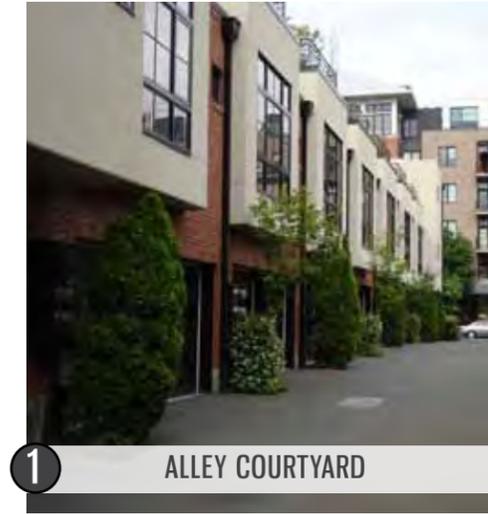
Human scale and walkability is emphasized throughout the neighborhood. The pedestrian experience, open spaces and planting design will complement the overall vision for creating an urban, walkable community. Large canopy street trees will adorn the main loop road, providing an inviting urban scale for residents and visitors. Accent columnar and flowering trees along will emphasize the pedestrian greenways, providing year-round interest. The site provides for a variety of open spaces that include a larger public park, a Community Center and central green as the focal point to the community, informal seating areas along the pedestrian greenways, and flexible, shared uses within the woonerf courts. Resident parking is tucked behind the buildings with architectural trellis elements framing their entries to maintain a green, human front. The woonerf courts at the edges will include textured paving and canopy trees set within an urban rhythm to allow for flexibility in use as both parking and neighborhood gatherings. Residential unit patios along the street edge will activate the streetscape, promote a sense of community and enhance safety.

TREE PRESERVATION CONCEPT

All healthy trees in buffers and setbacks will be maintained.



LANDSCAPE PRECEDENTS





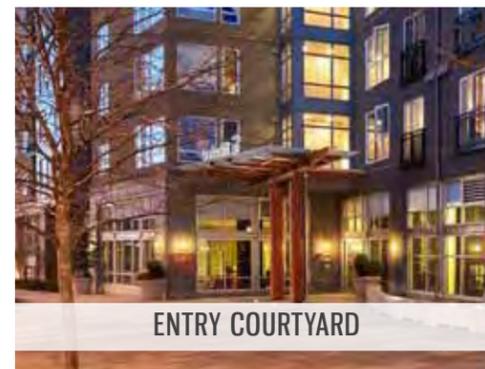
1



TERMINUS AT END OF THROUGH-BLOCK PASSAGE



THROUGH-BLOCK PASSAGE

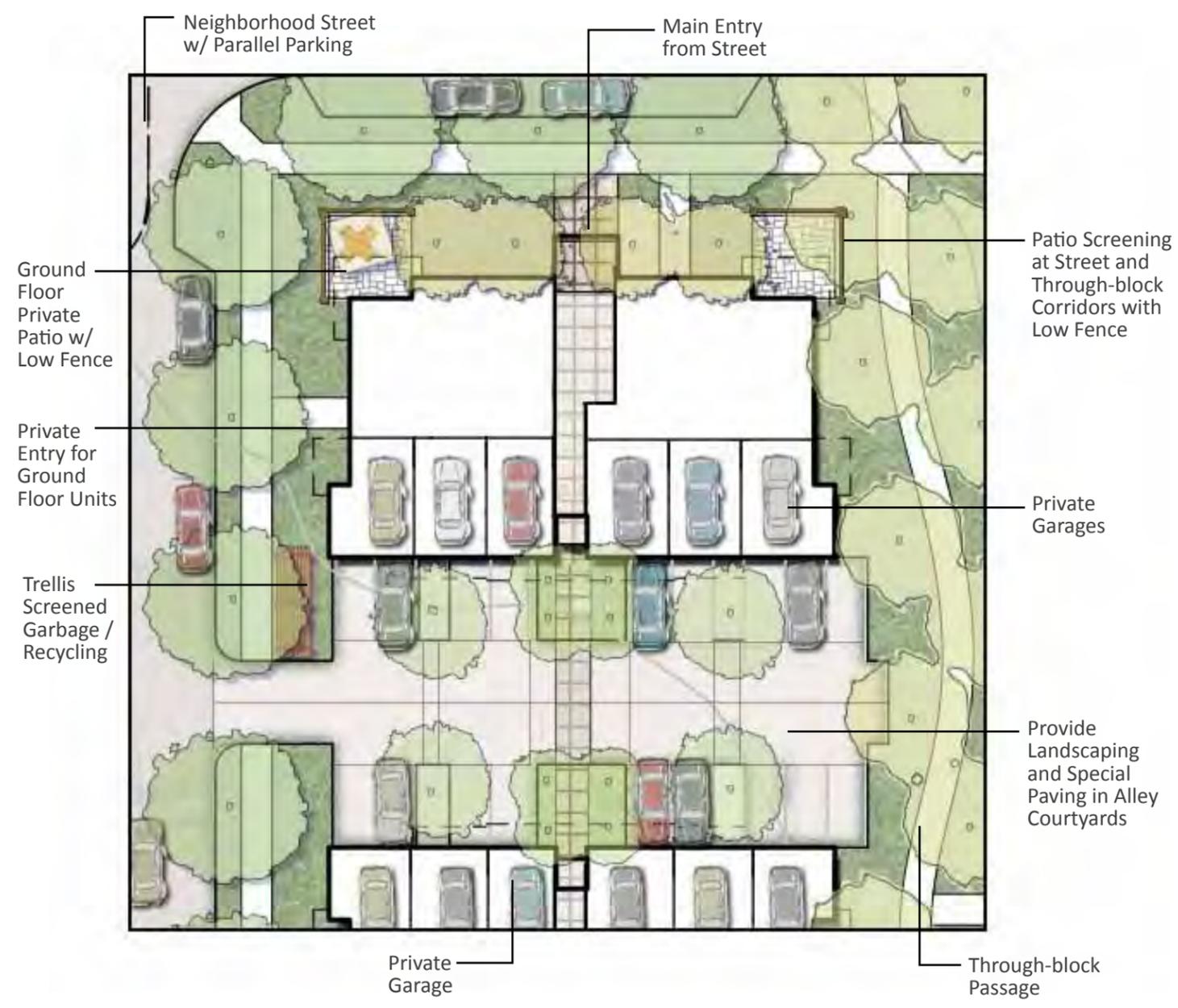


ENTRY COURTYARD

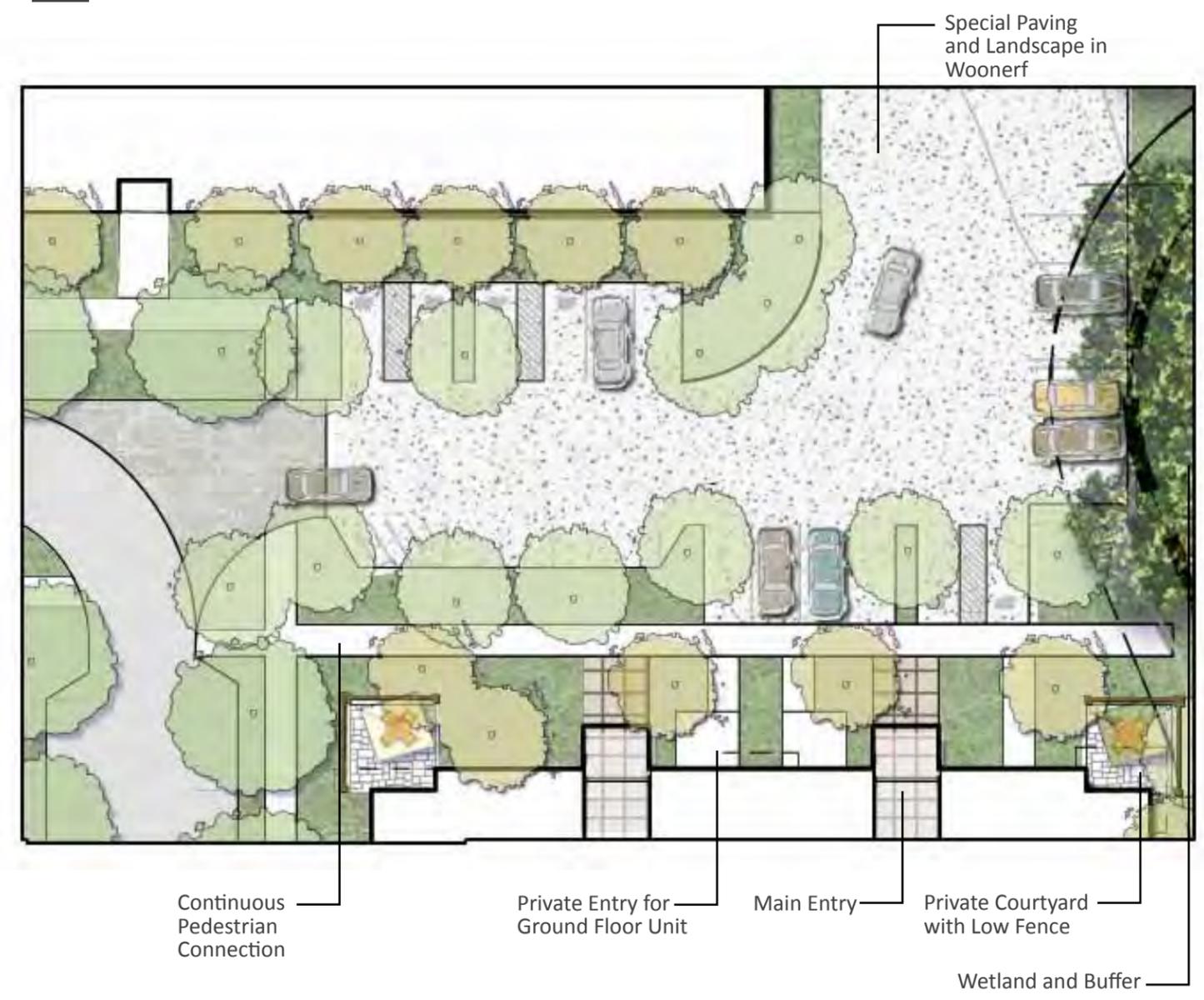


ALLEY COURTYARD

2



3



4



OPEN SPACE TYPOLOGIES

NEIGHBORHOOD PARK

May provide the following:

- Active play field
- Playground or natural play area
- Shared use pathway - Connected to nature
- Focal point of the community
- Integrated into the community with strong pedestrian connections
- Units fronting the park
- Trailhead with interpretive signage
- Engage all ages

WETLANDS AND BUFFERS

- Access to nature
- Interpretive opportunities

PRIVATE COMMON COMMUNITY SPACE

- Community gathering space
- Active recreation
- Plaza/courtyard
- Passive recreation
- Centrally located focal point
- Pedestrian connectivity
- Engage all ages

THROUGH-BLOCK CORRIDORS

- Interconnected pedestrian routes
- Landscaped to create pleasing pedestrian experience
- Front doors face corridors to create an inviting, active space
- Terminus points of corridors are the Neighborhood Park, entrance courtyards, and the community center

SHARED USE TRAIL

- Connectivity through site
- Access to nature
- Interpretive opportunities
- Pet walking amenity

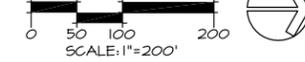


NEIGHBORHOOD PARK



PROPOSED SITE PLAN & IMPACTS & MITIGATION OVERVIEW PLAN

GRAPHIC SCALE
(IN FEET)



PLAN LEGEND

- PROJECT SITE BOUNDARY
- EXISTING WETLAND
- APPROXIMATED WETLAND BOUNDARY (NOT SURVEYED)
- WETLAND BUFFER
- 15' BSBL
- STREAM BUFFER
- STREAM ORDINARY HIGH WATER MARK (OHWM)
- FLOW → DIRECTION OF FLOW

BUFFER AVERAGING (PER IMC 18.10.650 (D)(5))

	REDUCED WETLAND BUFFER AREA	
	WETLAND A	371 SF
	WETLAND B	542 SF
	REDUCED STREAM BUFFER AREA	
	SCHNEIDER CREEK	3,392 SF
	REPLACED WETLAND BUFFER AREA	
	WETLAND A	371 SF
	WETLAND B	542 SF
	REPLACED STREAM BUFFER AREA	
	SCHNEIDER CREEK (NET GAIN IN BUFFER AREA= 3,491 SF)	7,383 SF

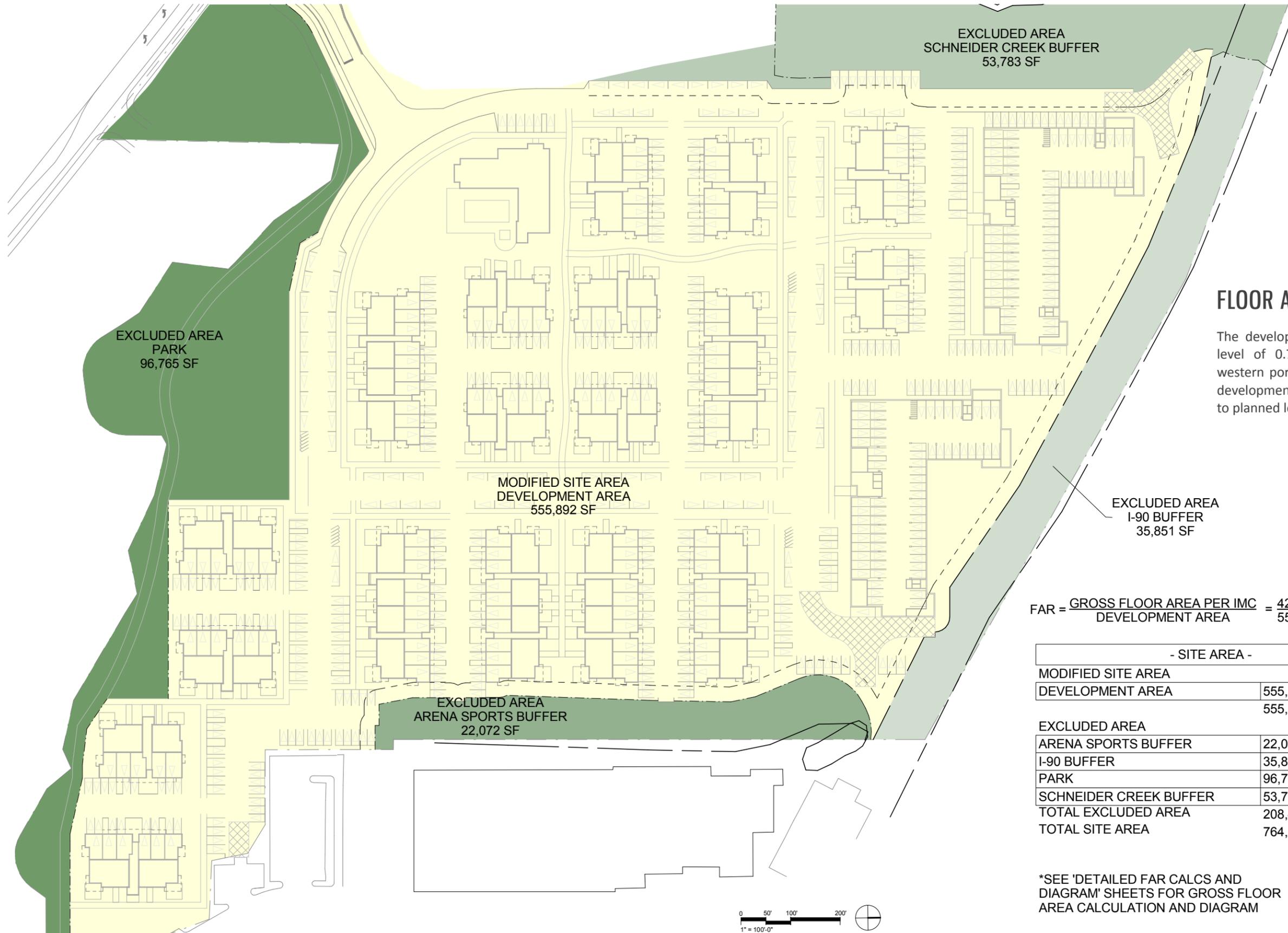
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FLOOR AREA RATIO

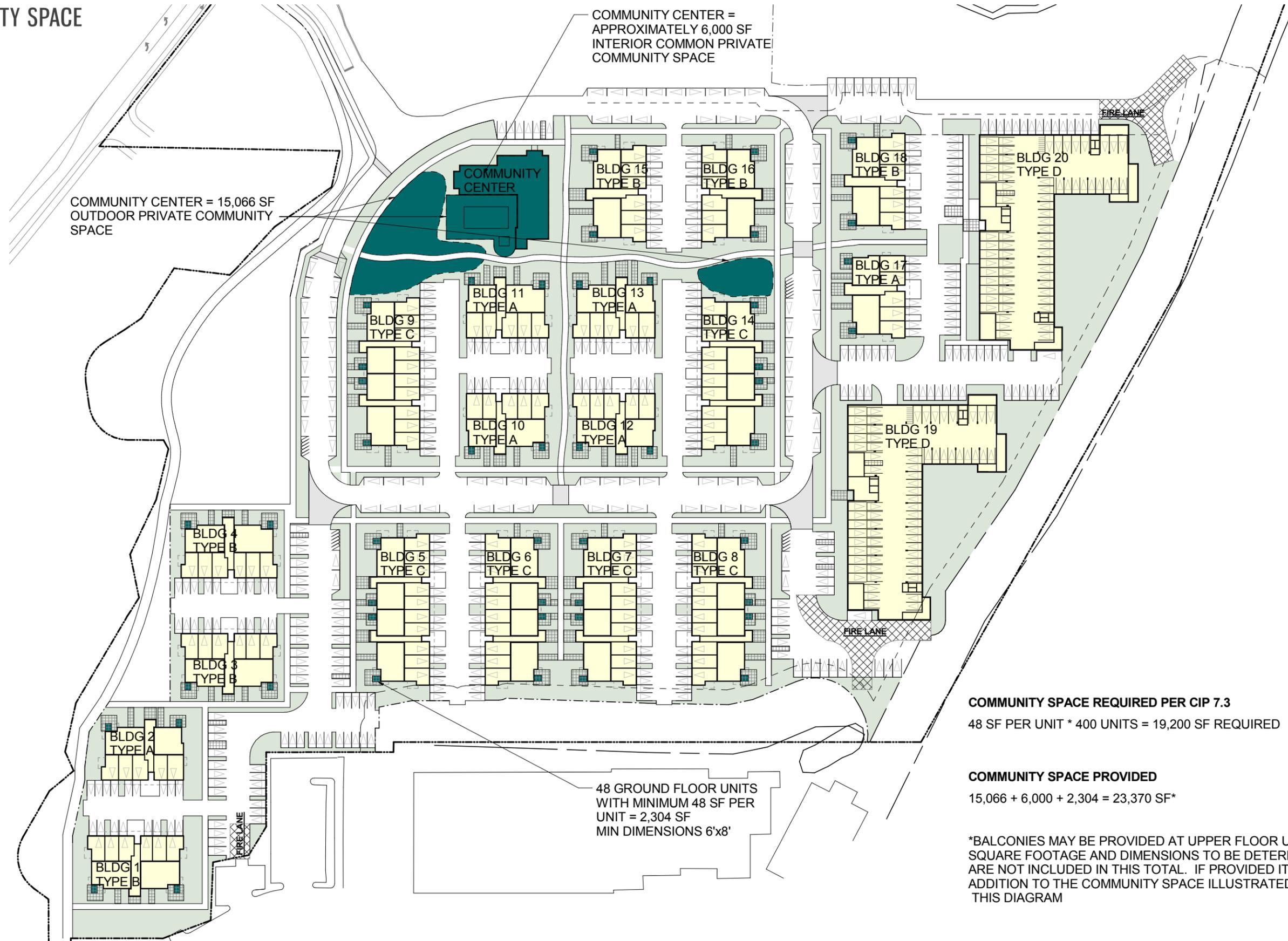
The development will meet the prescribed density level of 0.75 FAR as outlined in the C.I.P. The western portion of the property reserved for future development is not included in FAR calculations due to planned lot boundary line adjustment.

$$FAR = \frac{\text{GROSS FLOOR AREA PER IMC}}{\text{DEVELOPMENT AREA}} = \frac{429,045 \text{ SF}}{555,892 \text{ SF}} = 77.2\%$$

- SITE AREA -	
MODIFIED SITE AREA	
DEVELOPMENT AREA	555,892 SF
	555,892 SF
EXCLUDED AREA	
ARENA SPORTS BUFFER	22,072 SF
I-90 BUFFER	35,851 SF
PARK	96,765 SF
SCHNEIDER CREEK BUFFER	53,783 SF
TOTAL EXCLUDED AREA	208,471 SF
TOTAL SITE AREA	764,363 SF

*SEE 'DETAILED FAR CALCS AND DIAGRAM' SHEETS FOR GROSS FLOOR AREA CALCULATION AND DIAGRAM

COMMUNITY SPACE



COMMUNITY SPACE REQUIRED PER CIP 7.3
 48 SF PER UNIT * 400 UNITS = 19,200 SF REQUIRED

COMMUNITY SPACE PROVIDED
 15,066 + 6,000 + 2,304 = 23,370 SF*

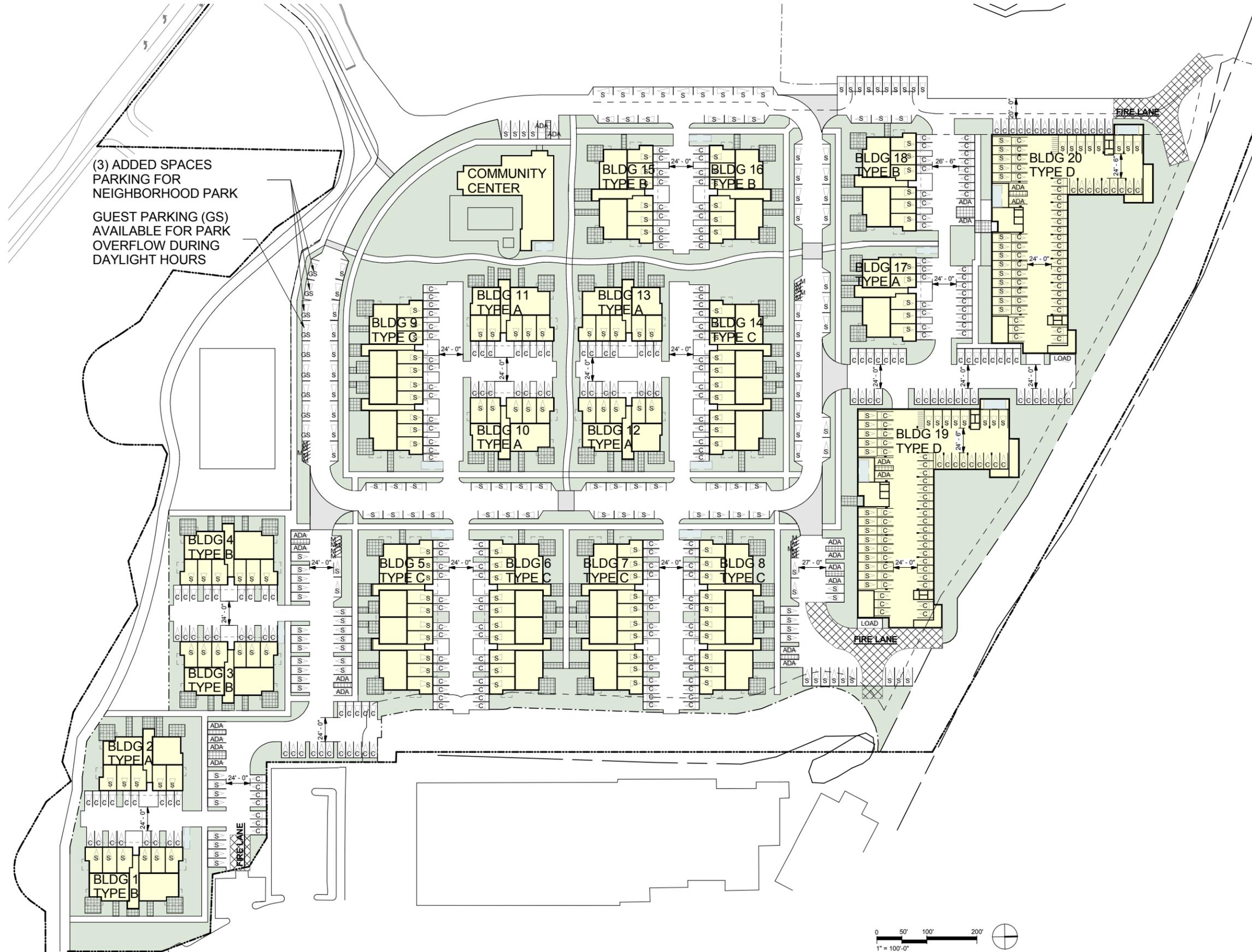
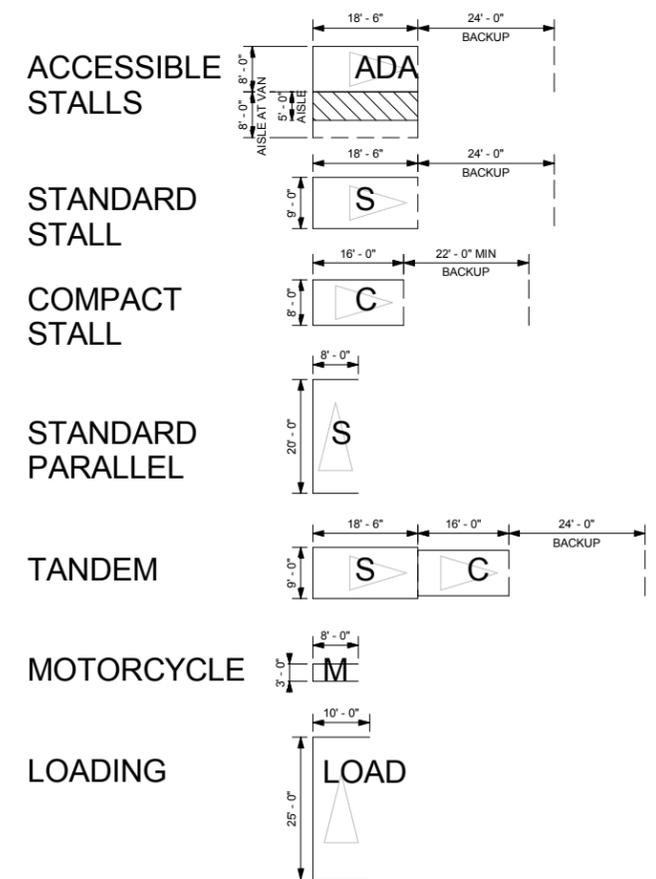
*BALCONIES MAY BE PROVIDED AT UPPER FLOOR UNITS. SQUARE FOOTAGE AND DIMENSIONS TO BE DETERMINED AND ARE NOT INCLUDED IN THIS TOTAL. IF PROVIDED IT WILL BE IN ADDITION TO THE COMMUNITY SPACE ILLUSTRATED IN THIS DIAGRAM

VEHICULAR PARKING

Parking will be provided at a ratio of 1.74 parking spaces per unit. Parking is provided with a mixture of on-street, courtyard, private-garage and shared-garage configurations. Two- and three-bedroom units will be provided with tandem parking spaces to minimize parking footprint. In eighty-unit buildings, parking will be provided in a common garage and will be partially below grade to reduce visual impact from the street.

A traffic study is underway to determine impacts of added vehicle trips on the surrounding transportation network including Newport Way. To mitigate those impacts, a new traffic signal on Newport Way with widened turn lanes will be provided and the street's existing bicycle and pedestrian facilities will be maintained or improved within the project vicinity.

PARKING LEGEND



(3) ADDED SPACES PARKING FOR NEIGHBORHOOD PARK
 GUEST PARKING (GS) AVAILABLE FOR PARK OVERFLOW DURING DAYLIGHT HOURS



QUANTITIES

UNIT COUNT AND MIX				
BUILDING TYPE A	1 BDRM	2 BDRM	3 BDRM	TOTAL
BUILDING NUMBERS: 2, 10, 11, 12, 13, 17				
FLOOR 1		1	1	0
FLOOR 2		2	1	1
FLOOR 3		2	1	1
TOTAL UNITS PER BLDG		5	3	2
NUMBER OF TYPE A BUILDINGS	6	30	18	12
BUILDING TYPE B				
BUILDING NUMBERS: 1, 3, 4, 15, 16, 18				
FLOOR 1		0	2	0
FLOOR 2		0	3	1
FLOOR 3		0	3	1
TOTAL UNITS PER BLDG		0	8	2
NUMBER OF TYPE B BUILDINGS	6	0	48	12
BUILDING TYPE C				
BUILDING NUMBERS: 5, 6, 7, 8, 9, 14				
FLOOR 1		2	2	0
FLOOR 2		4	2	2
FLOOR 3		4	2	2
TOTAL UNITS PER BLDG		10	6	4
NUMBER OF TYPE C BUILDINGS	6	60	36	24
BUILDING TYPE D				
BUILDING NUMBERS: 19, 20				
FLOOR 1		0	0	0
FLOOR 2		11	9	0
FLOOR 3		11	9	0
FLOOR 4		11	9	0
FLOOR 5		11	9	0
TOTAL UNITS PER BLDG		44	36	0
NUMBER OF TYPE D BUILDINGS	2	88	72	0
TOTAL NUMBER OF BUILDINGS	20			
TOTAL NUMBER OF UNITS:		178	174	48
		45%	44%	12%
TOTAL NUMBER OF BEDROOMS:		178	348	144 =
				670

VEHICLE PARKING COUNT			
Description	Type	Singles	Tandems*
Garage			
Private Garage	Standard		126
Shared Garage	Compact	62	
Shared Garage	Compact		28
Shared Garage	Barrier Free	4	
Shared Garage	Standard	16	
Shared Garage			28
Total Garage Vehicles		82	182
Street Parking			
90 Degree Street Parking	Barrier Free	18	
90 Degree Street Parking	Compact	145	
90 Degree Street Parking	Compact		126
90 Degree Street Parking	Standard	56	
Parallel Parking	Standard	90	
Total Street Vehicles		309	126
Grand Totals		391	308
<i>Total Tandems* Provided (2 vehicles count as one stall) 308/2 154</i>			
Max Allowed Tandems is 50% Total Stalls		273	
Total Stalls Provided in development			545
Total Vehicles Accomodated in development			699

*A single tandem space accomodates two vehicles

REQUIRED ADA PARKING			
REQUIRED ADA 2% OF TOTAL	2%	699	14.0
1 IN 6 OF TOTAL ADA REQUIRED TO BE VAN			3
PROVIDED ADA			22
PROVIDED VAN			4

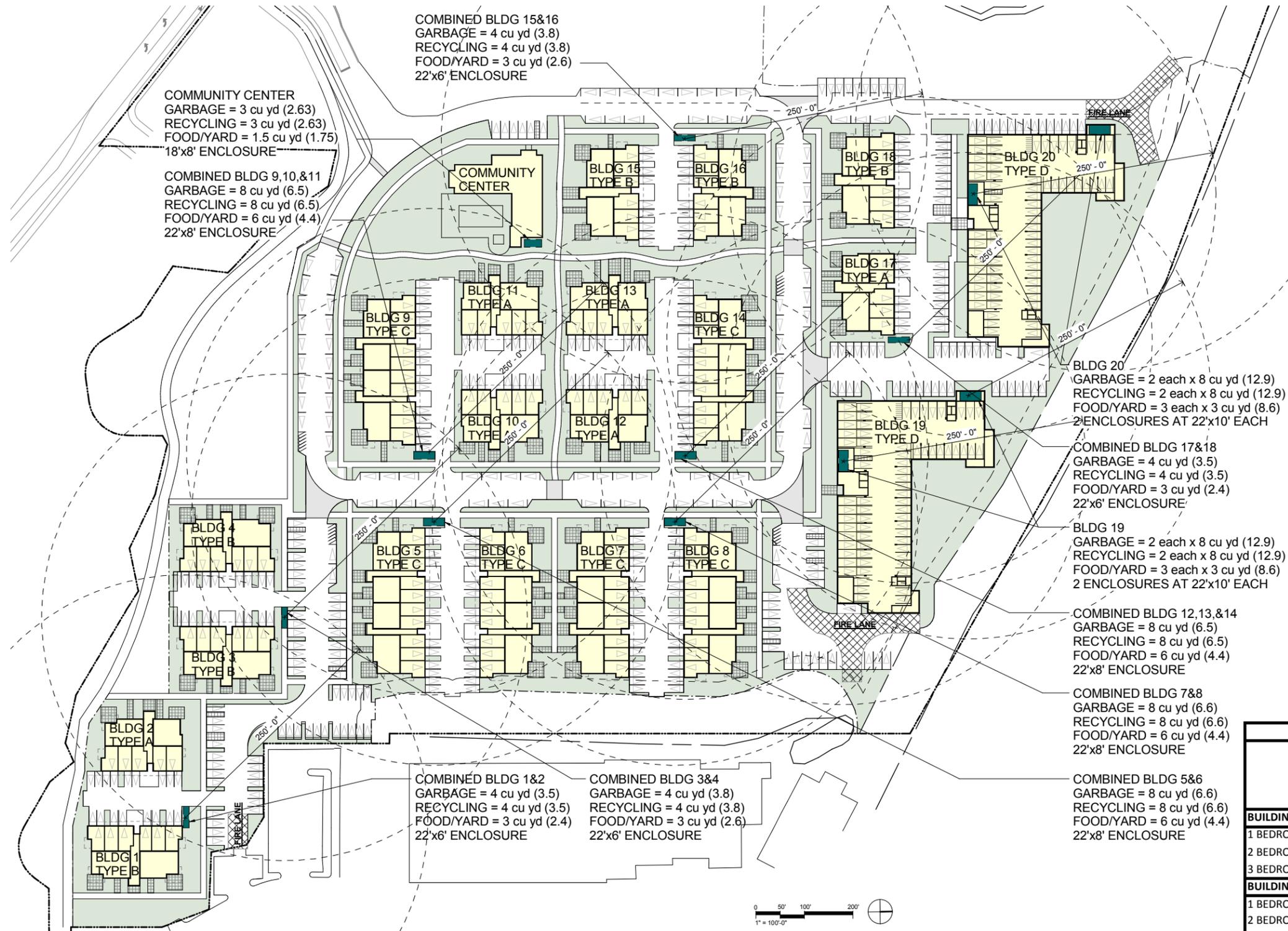
PARKING TYPES REQUIRED / PROVIDED		
TOTAL 1 BEDS:	MIN 1 STALL PER UNIT	MAX 1.25 PER UNIT*
178	178	222.5
TOTAL 2/3 BEDS:	MIN 1 STALL PER UNIT	MAX 2 STALLS PER UNIT*
222	222	444
TOTALS:	400	666.5
PROPOSED TOTAL STALLS		545
PROPOSED SURFACE PARKING AS SHOWN ON PARKING COUNT CHART		
		435

*MAXIMUM APPLIES TO SURFACE PARKING ONLY

MOTORCYCLE SPACES REQUIRED PER CIP 8.12	
1 PER 36 REQUIRED AUTOMOBILE SPACES	
AUTOMOBILE STALLS REQUIRED:	400
MOTORCYCLE STALLS REQUIRED: 400/36	11.11
MOTORCYCLE STALLS PROVIDED:	20

BIKE PARKING REQUIRED:	
PER CIP 8.11 BIKE PARKING REQUIRED PER BED:	0.15
TOTAL BEDROOMS:	670
TOTAL BIKE PARKING REQUIRED:	101
TOTAL BIKE PARKING PROVIDED (BY BUILDING TYPE)	
BLDG TYPE A (6)	1 BIKE PER UNIT 10
BLDG TYPE B (6)	1 BIKE PER UNIT 10
BLDG TYPE C (6)	1 BIKE PER UNIT 20
BLDG TYPE D (2)	.15 PER BEDROOM 18
TOTAL BIKE PARKING ON SITE	276

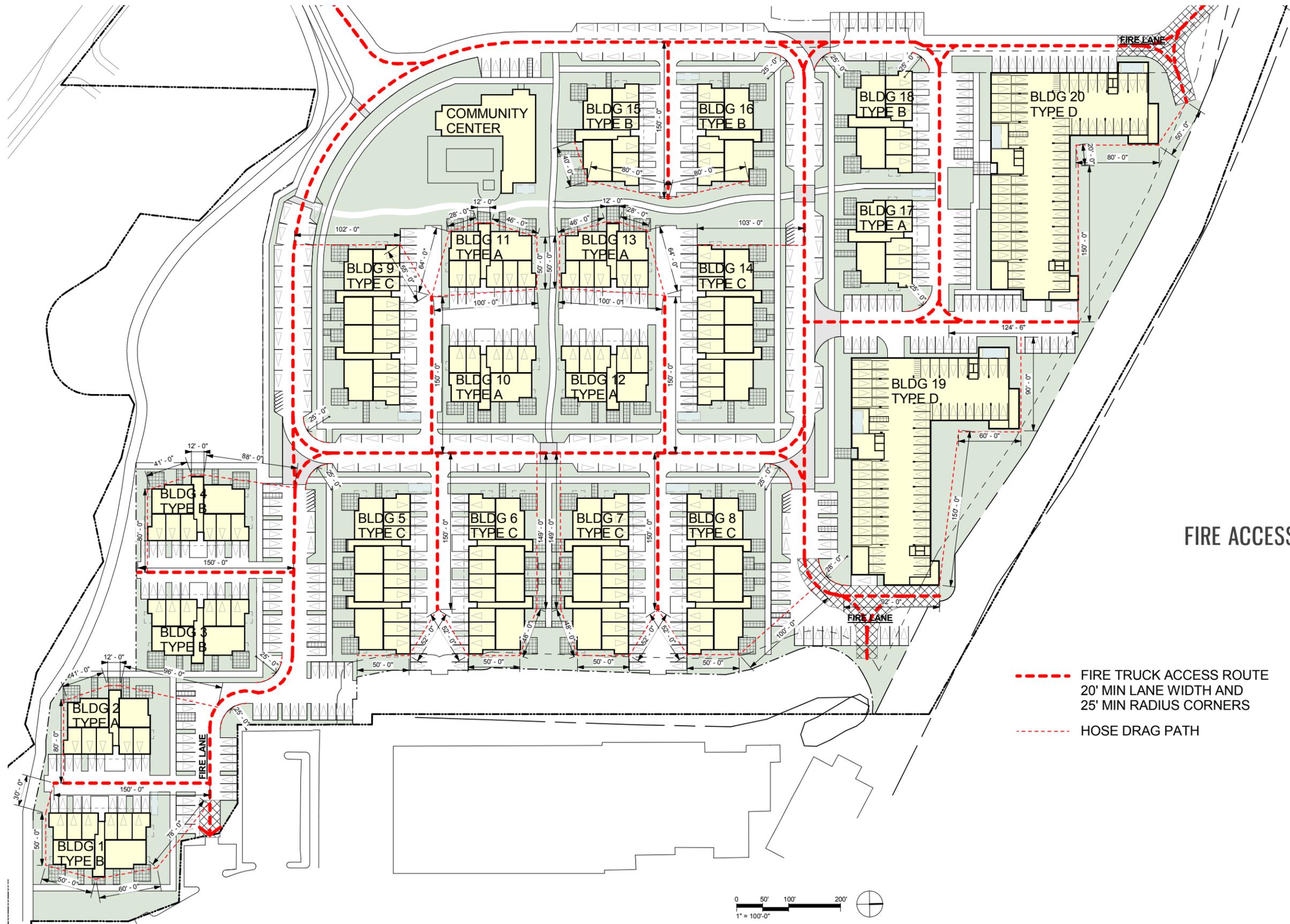
LOADING STALLS REQUIRED PER CIP 8.16:	2
LOADING STALLS PROVIDED:	2



SOLID WASTE STORAGE

Trash, Recycling and Compost facilities will be located adjacent to each building near the neighborhood street loop, with access from the alley court. Enclosures will be provided and screening will minimize the visual impact of these structures on street character. No enclosure will be located more than 250 feet away from any unit it serves.

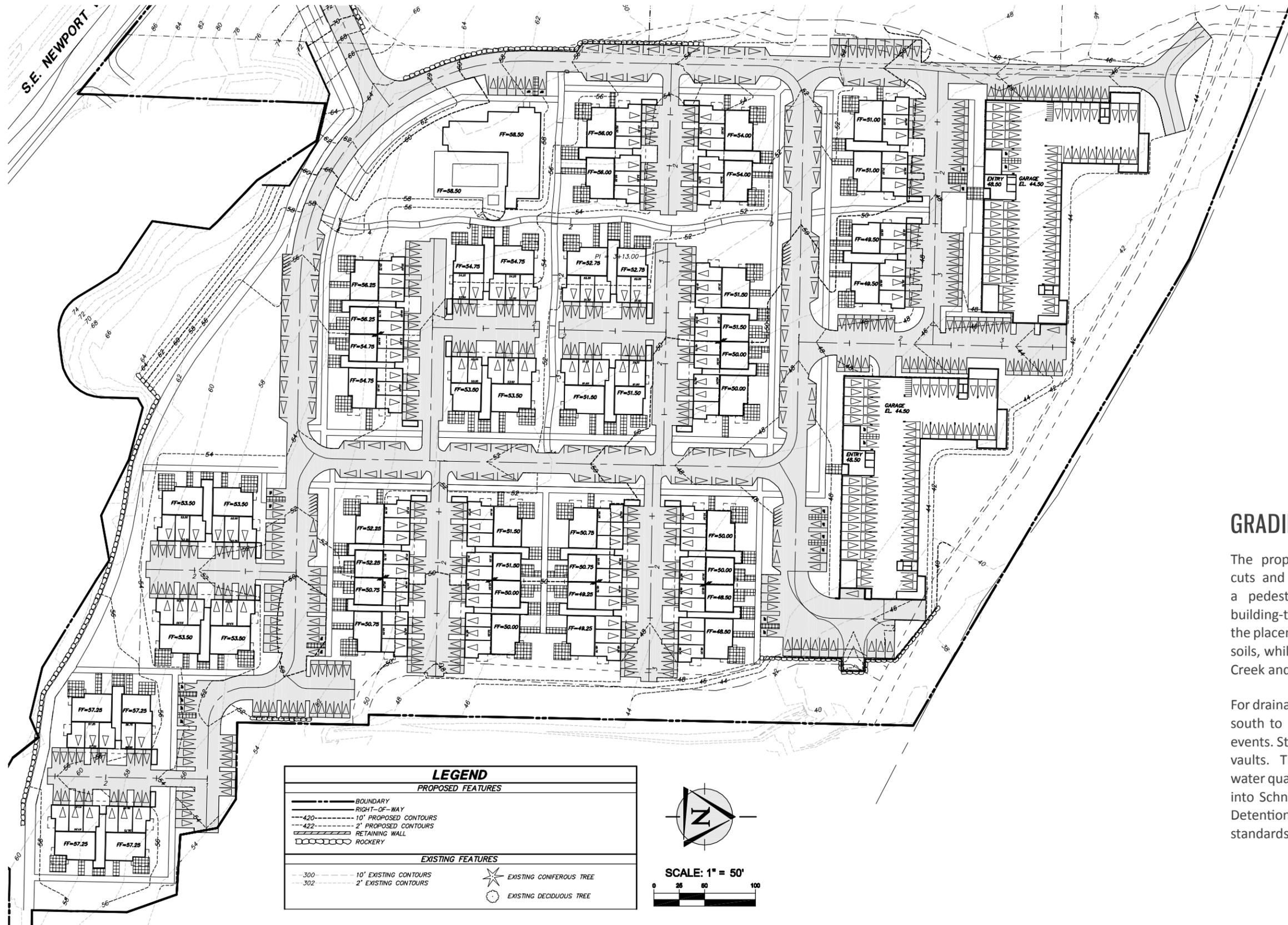
SOLID WASTE REQUIREMENTS - PER CIP GUIDELINES							
	1 Beds cu yd per month	2-3 Beds cu yd per month	Total cu yd per Building per month	Weekly Pickup	Food / Yard Waste	Recycling	Garbage
	1.5	2		0.25	25.00%	37.50%	37.50%
BUILDING TYPE A	7.5	10	17.5	4.375	1.1	1.6	1.6
1 BEDROOMS = 5							
2 BEDROOMS = 3							
3 BEDROOMS = 2							
BUILDING TYPE B	0	20	20	5	1.3	1.9	1.9
1 BEDROOMS = 0							
2 BEDROOMS = 8							
3 BEDROOMS = 2							
BUILDING TYPE C	15	20	35	8.75	2.2	3.3	3.3
1 BEDROOMS = 10							
2 BEDROOMS = 6							
3 BEDROOMS = 4							
BUILDING TYPE D	66	72	138	34.5	8.6	12.9	12.9
1 BEDROOMS = 44							
2 BEDROOMS = 36							
3 BEDROOMS = 0							



FIRE ACCESS DIAGRAM

- FIRE TRUCK ACCESS ROUTE
20' MIN LANE WIDTH AND
25' MIN RADIUS CORNERS
- HOSE DRAG PATH

PROPOSED GRADING PLAN

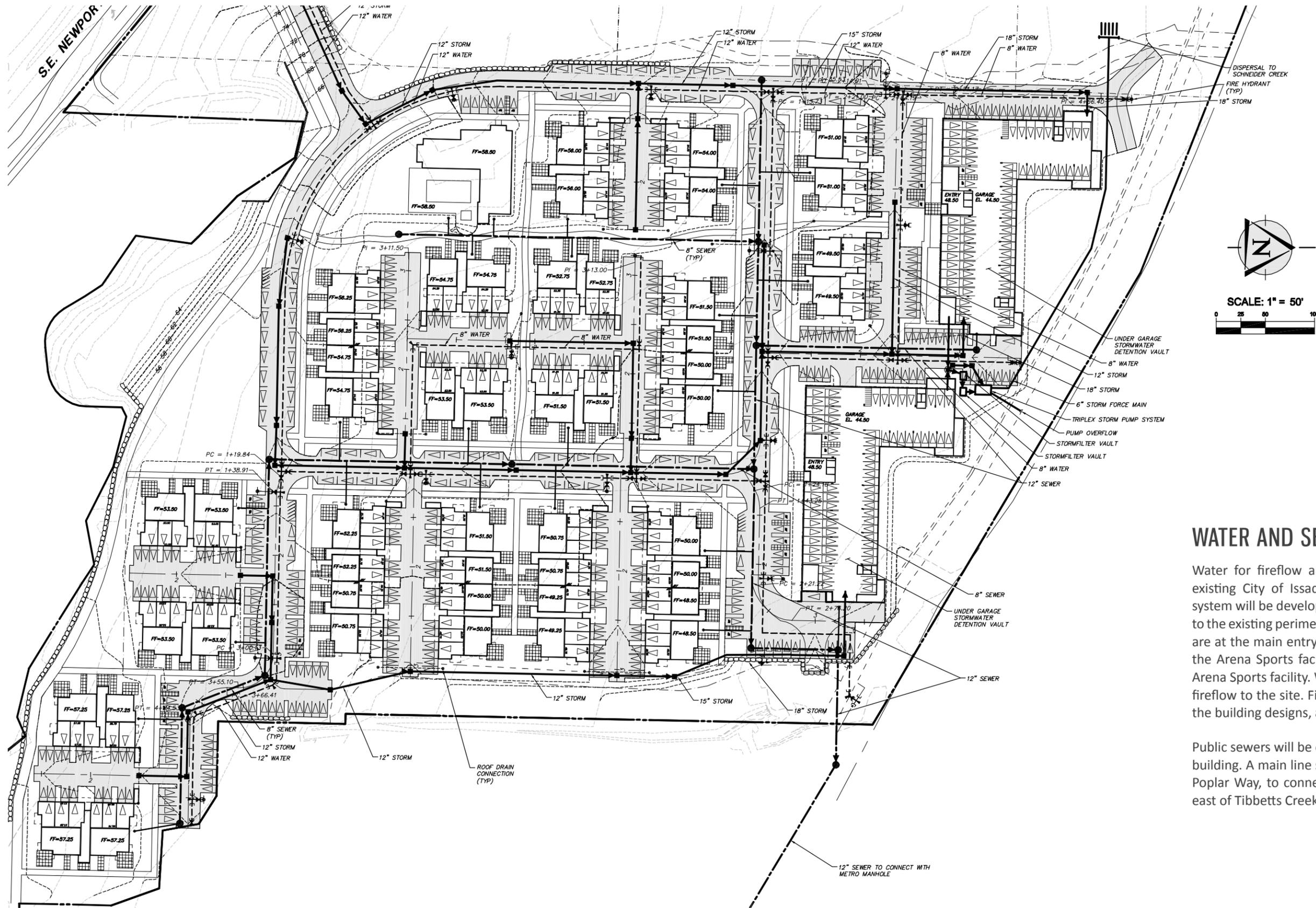


GRADING AND DRAINAGE

The proposed grading attempts to minimize and balance the cuts and fills onsite. The site will be gently graded to provide a pedestrian-friendly environment while providing functional building-to-roadway relationships. The design attempts to minimize the placement of additional fill above locations with underlying peat soils, while keeping the site above shallow groundwater, Schneider Creek and the I-90 ditch.

For drainage, a uniform drainage path will be created, generally from south to north, providing safe overflow paths during high rainfall events. Stormwater detention will be provided within below-garage vaults. The detained outflows will be filtered through two, large water quality treatment structures, and then pumped and dispersed into Schneider Creek, the natural point of discharge. Stormwater Detention and Water Quality Treatment will be per the required standards to protect Schneider Creek and Lake Sammamish.

PROPOSED UTILITIES PLAN

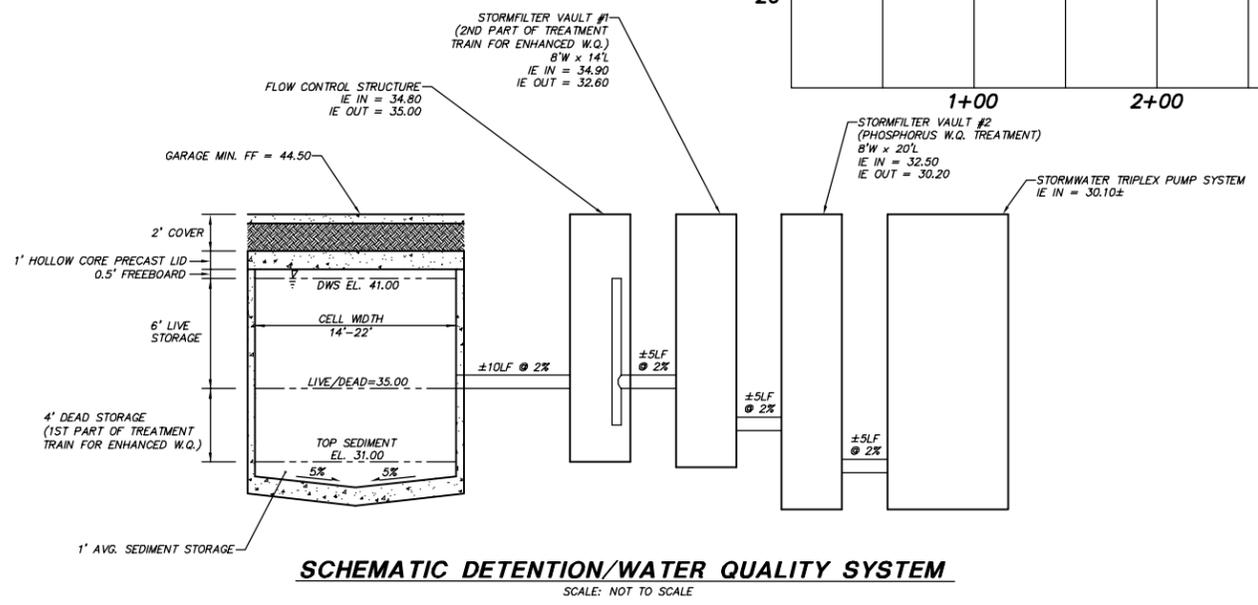
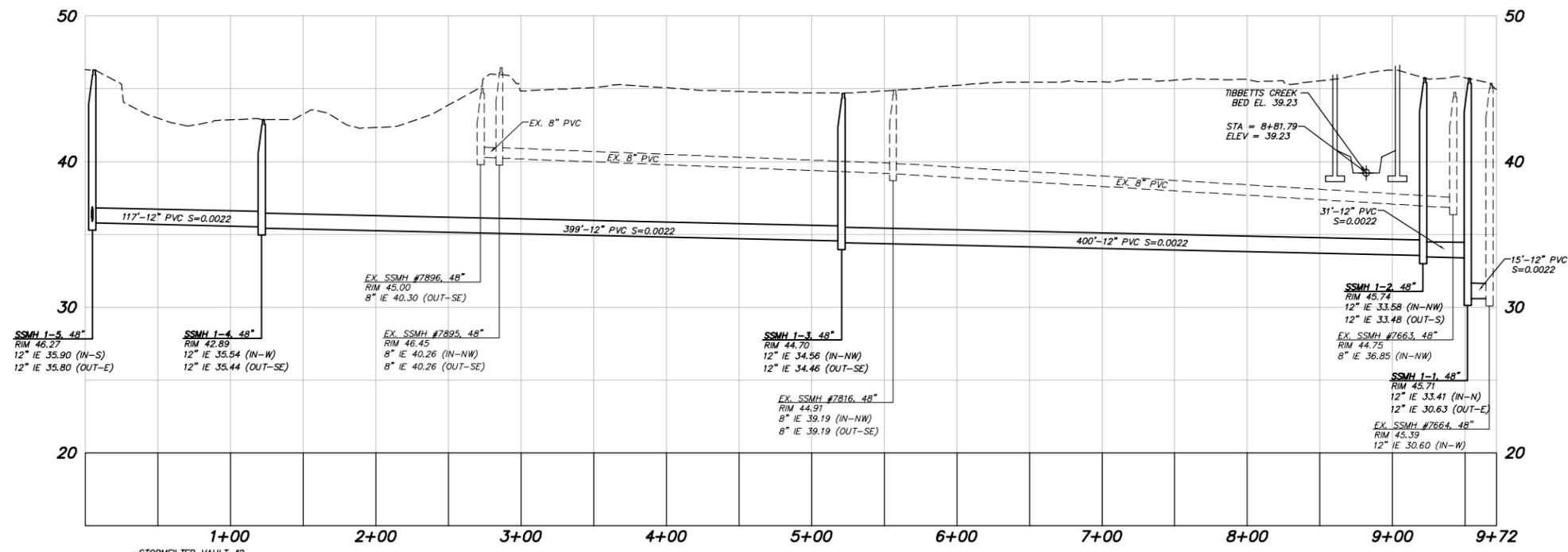
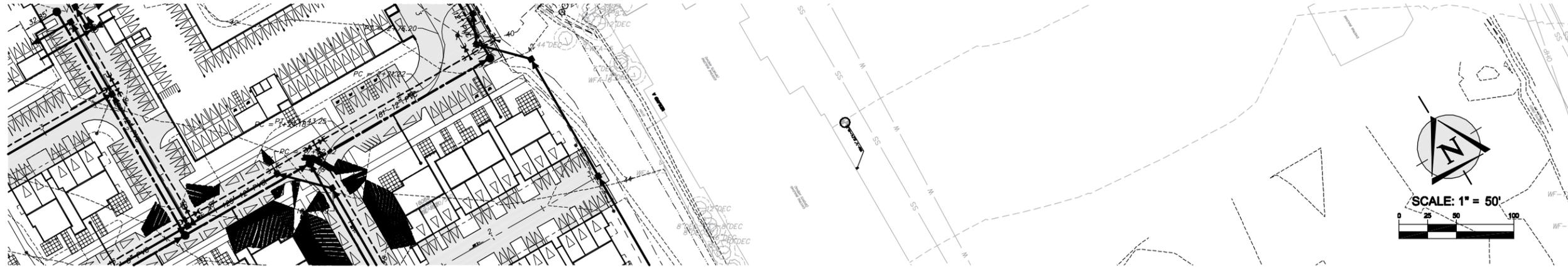


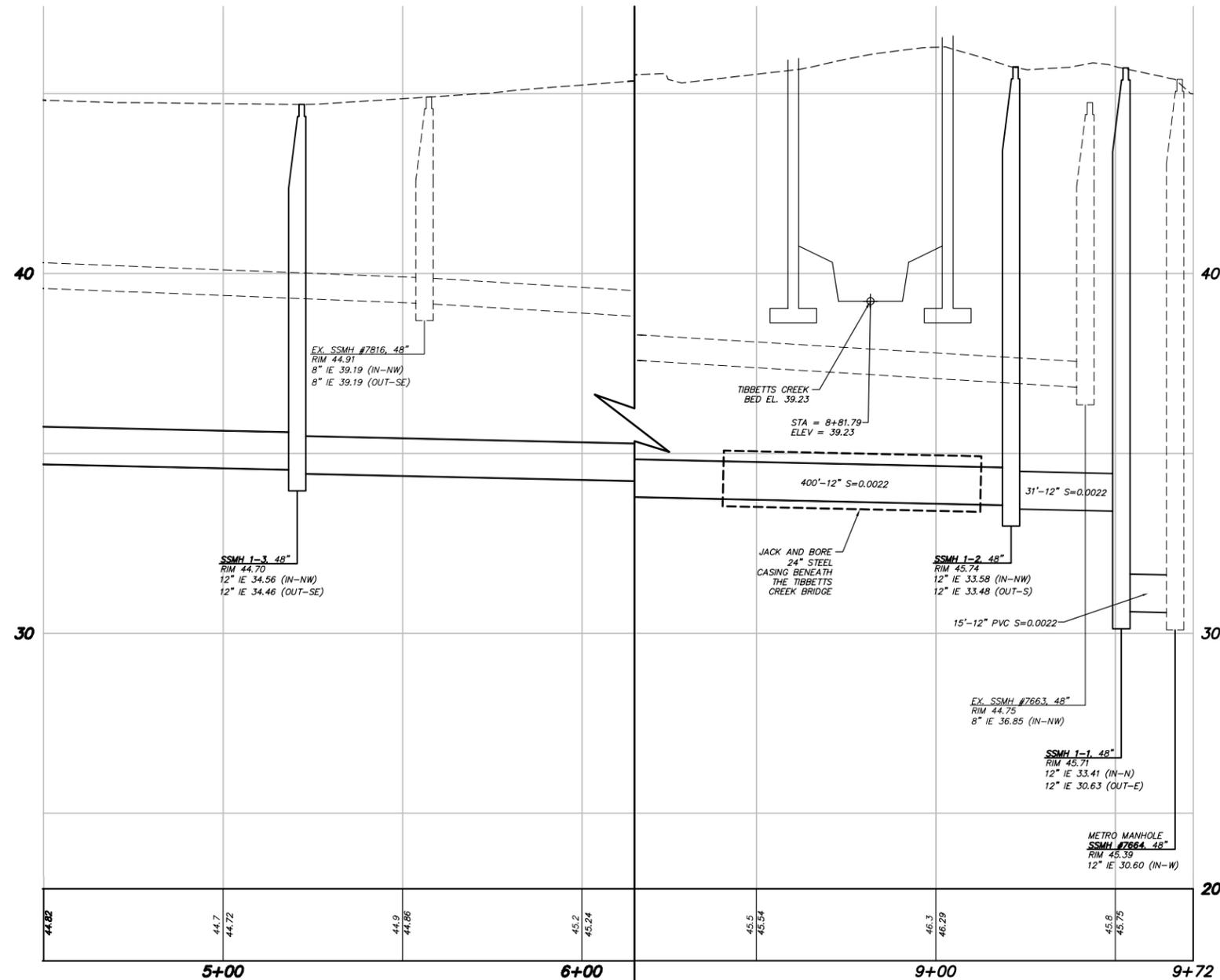
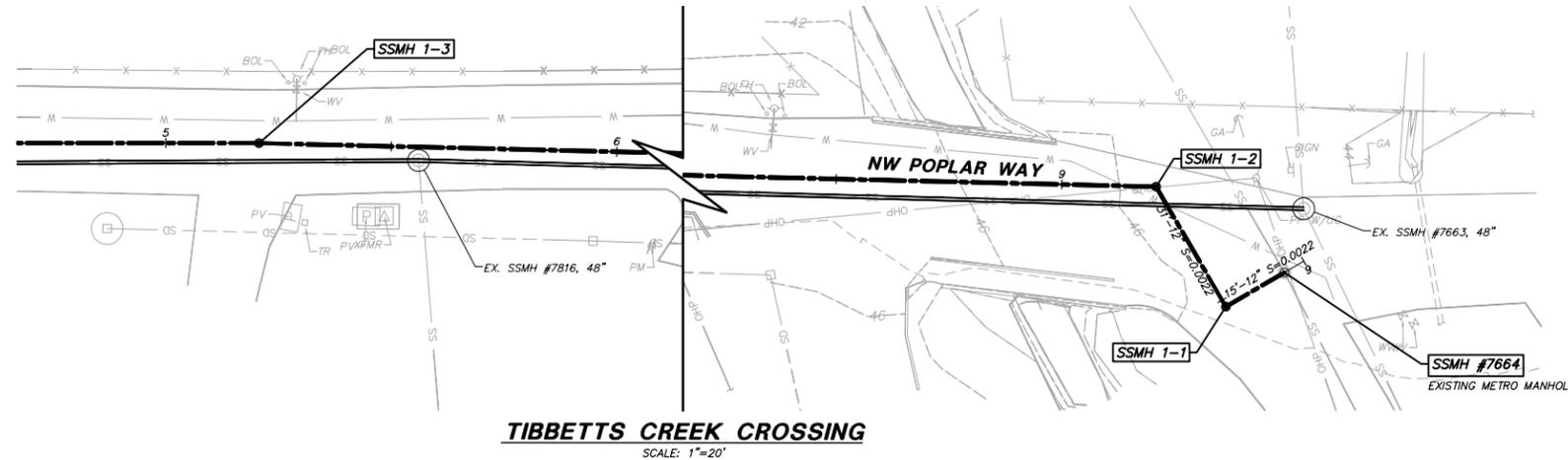
WATER AND SEWER

Water for fireflow and domestic use will be acquired from the existing City of Issaquah water system. A robust, looped water system will be developed onsite, and will connect at three locations to the existing perimeter water system. Proposed connection points are at the main entry from Newport Way, the northwest corner of the Arena Sports facility; and, the southwest parking area of the Arena Sports facility. Water mains will be sized to provide adequate fireflow to the site. Fire sprinkler systems will be incorporated into the building designs, as required by City of Issaquah code.

Public sewers will be constructed throughout the site to serve each building. A main line sewer will be extended to the east, along NW Poplar Way, to connect to an existing Metro sewer manhole, just east of Tibbetts Creek.

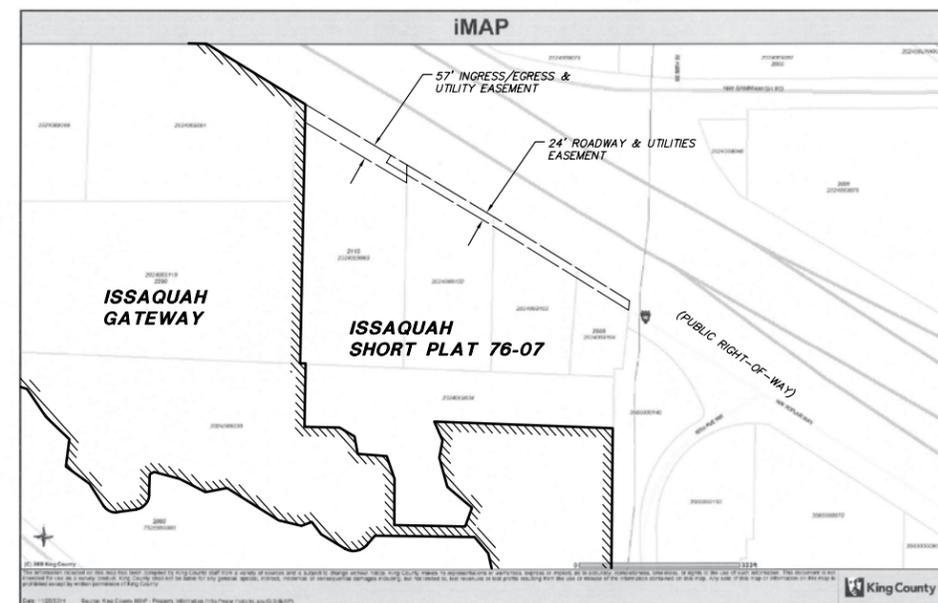
PROPOSED UTILITIES DETAIL





NOTES:

1. THE EXISTING SANITARY SEWER, JUST NORTHEAST OF THE ISSAQUAH GATEWAY PROPERTY, IS PRIVATE AND TOO SHALLOW TO SERVE THE PROPOSED ADDITIONAL DEVELOPMENT OF ISSAQUAH GATEWAY. PER DISCUSSIONS WITH THE ROWLEY PROPERTIES, THIS EXISTING SANITARY SEWER ALSO HAS LIMITED CAPACITY.
2. THERE IS AN EXISTING METRO SANITARY SEWER THAT RUNS IN A NORTH-SOUTH DIRECTION, JUST EAST OF TIBBETTS CREEK. THIS EXISTING SEWER HAS CAPACITY FOR THE PROPOSED ISSAQUAH GATEWAY PROPERTY, AND HAS ADEQUATE DEPTH.
3. TO SERVE THE EXTREME NORTHWEST PORTION OF THE ISSAQUAH GATEWAY SITE, IT IS PROPOSED TO EXTEND A 12" GRAVITY SANITARY SEWER AT A SLOPE OF 0.0022 FT/FT. THIS WILL REQUIRE CONSTRUCTION BENEATH NW POPLAR WAY. THE SEWER DEPTH WILL APPROACH 13 FEET.
4. IT IS PROPOSED TO JACK AND BORE A 24" STEEL CASING BENEATH THE TIBBETTS CREEK BRIDGE. THE NEW 12" SANITARY SEWER WOULD THEN RUN THROUGH THIS CASING.
5. THERE ARE EXISTING UTILITY EASEMENTS IN PLACE, AS GRAPHICALLY SHOWN BELOW.
6. IF THE EXISTING (OR FUTURE) DEVELOPMENTS DESIRE, THEY MAY CONNECT TO THIS NEW SANITARY SEWER EXTENSION, ELIMINATING THE NEED FOR TWO, PARALLEL SANITARY SEWER LINES.



LEGAL DESCRIPTION

LEGAL DESCRIPTION**PARCEL A:** (ISSAQUAH)

THAT PORTION OF GOVERNMENT LOT 4 AND THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING SOUTHERLY OF PRIMARY STATE HIGHWAY NO. 2 (SR-90), DESCRIBED AS FOLLOWS:

BEGINNING AT THE EAST QUARTER CORNER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON; THENCE SOUTH 89° 40' 12" WEST ALONG THE EAST-WEST CENTERLINE OF SAID SECTION 2,684.42 FEET TO THE CENTER OF SAID SECTION; THENCE SOUTH 01° 37' 35" WEST ALONG THE NORTH/SOUTH CENTERLINE OF SAID SECTION, 290.82 FEET TO THE SOUTHERLY MARGIN OF PRIMARY STATE HIGHWAY NO. 2 PRIOR TO CONDEMNATION UNDER KING COUNTY SUPERIOR COURT CAUSE NO. 681940; THENCE NORTH 59° 17' 18" WEST ALONG SAID SOUTHERLY MARGIN OF HIGHWAY, 768.86 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 59° 17' 18" WEST ALONG SAID SOUTHERLY MARGIN 508.65 FEET; THENCE SOUTH 02° 04' 12" WEST, 574.56 FEET TO AN EXISTING FENCE LINE; THENCE SOUTH 87° 46' 12" EAST ALONG SAID FENCE LINE 450.00 FEET TO A POINT WHICH BEARS SOUTH 01° 08' 04" WEST FROM THE TRUE POINT OF BEGINNING;

THENCE NORTH 01° 08' 04" EAST, 332.96 FEET, MORE OR LESS, TO THE SOUTHERLY MARGIN OF SAID HIGHWAY AND THE TRUE POINT OF BEGINNING;

EXCEPT THAT PORTION WHICH LIES WITHIN THE FOLLOWING DESCRIBED PROPERTY:

BEGINNING AT THE EAST QUARTER CORNER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON; THENCE SOUTH 89° 40' 12" WEST ALONG THE EAST-WEST CENTERLINE OF SAID SECTION 2,684.42 FEET TO THE CENTER OF SAID SECTION; THENCE SOUTH 01° 37' 35" WEST ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION 290.82 FEET TO THE SOUTHERLY MARGIN OF PRIMARY STATE HIGHWAY NO. 2; THENCE NORTH 59° 17' 18" WEST ALONG THE SAID SOUTHERLY MARGIN OF HIGHWAY, 1,250.29 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 59° 17' 18" WEST ALONG SAID MARGIN 262.01 FEET; THENCE SOUTH 02° 04' 12" WEST, 687.47 FEET; THENCE SOUTH 87° 46' 12" EAST, 229.85 FEET; THENCE NORTH 02° 04' 12" EAST, 562.21 FEET, MORE OR LESS, TO THE SOUTHERLY MARGIN OF SAID HIGHWAY AND THE TRUE POINT OF BEGINNING.

PARCEL C-2: (ISSAQUAH)

THAT PORTION OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE SOUTHWEST QUARTER; THENCE NORTH 00° 54' 09" EAST ALONG THE EAST LINE THEREOF, 598.26 FEET; THENCE NORTH 87° 41' 03" WEST, 369.95 FEET; THENCE SOUTH 23° 06' 12" EAST, 11.77 FEET; THENCE SOUTH 23° 35' 15" EAST, 30.93 FEET; THENCE SOUTH 08° 50' 07" WEST, 36.75 FEET; THENCE SOUTH 15° 00' 59" EAST, 61.72 FEET; THENCE SOUTH 47° 31' 43" EAST, 50.60 FEET; THENCE SOUTH 58° 42' 59" EAST, 16.07 FEET; THENCE SOUTH 19° 24' 49" WEST, 41.00 FEET; THENCE NORTH 89° 06' 44" WEST, 148.00 FEET; THENCE NORTH 01° 13' 52" EAST, 93.62 FEET; THENCE NORTH 19° 30' 05" WEST, 51.86 FEET; THENCE NORTH 86° 32' 02" WEST, 58.82 FEET; THENCE NORTH 10° 26' 45" WEST, 37.19 FEET; THENCE NORTH 57° 13' 47" WEST, 33.63 FEET; THENCE NORTH 88° 53' 19" WEST, 75.53 FEET; THENCE NORTH 01° 08' 41" EAST, 129.45 FEET TO THE SOUTH LINE OF PROPERTY CONVEYED IN INSTRUMENTS RECORDED UNDER RECORDING NUMBERS 8509180653 AND 8509180654; THENCE NORTH 87° 41' 03" WEST, ALONG SAID SOUTH LINE, AND SAID SOUTH LINE EXTENDED WESTERLY, 608.37 FEET TO A POINT ON A LINE 60 FEET EAST OF, AS MEASURED PARALLEL WITH AND PERPENDICULAR TO, THE EAST LINE OF THE RECORD OF SURVEY RECORDED UNDER RECORDING NUMBER 8405119004, RECORDS OF KING COUNTY, WASHINGTON; THENCE SOUTH 02° 12' 02" WEST ALONG SAID LINE, 67.21 FEET TO THE NORTHWEST CORNER OF ADJUSTED PARCEL 1 OF CITY OF ISSAQUAH LOT LINE ADJUSTMENT NUMBER 97-02, AS RECORDED UNDER RECORDING NUMBER 9704229004, RECORDS OF KING COUNTY, WASHINGTON; THENCE ALONG THE NORTHERLY AND EASTERLY LINE OF SAID ADJUSTED PARCEL 1 TO ITS INTERSECTION WITH THE SOUTH LINE OF SAID NORTHEAST QUARTER OF THE SOUTHWEST QUARTER; THENCE SOUTH 89° 37' 09" EAST, ALONG SAID SOUTH LINE, 321.30 FEET TO THE POINT OF BEGINNING;

TOGETHER WITH AN EASEMENT FOR INGRESS, EGRESS AND UTILITIES OVER, UNDER AND ACROSS THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING NORTH OF THE RIGHT OF WAY OF NEWPORT ISSAQUAH ROAD, ALSO KNOWN AS STATE ROAD NO. 2, ALSO KNOWN AS SOUTHEAST NEWPORT WAY, WEST OF A LINE 60 FEET EAST OF, AS MEASURED PARALLEL WITH AND PERPENDICULAR TO, THE EAST LINE OF A PARCEL OF LAND AS SURVEYED BY RECORD OF SURVEY RECORDED UNDER RECORDING NUMBER 8405119004, RECORDS OF KING COUNTY, WASHINGTON, AND SOUTHERLY OF THE WESTERLY PROJECTION OF THE MOST NORTHERLY LINE OF THE ABOVE DESCRIBED PARCEL.

(AKA PARCEL 2 OF CITY OF ISSAQUAH LOT LINE ADJUSTMENT NUMBER 97-05, RECORDED UNDER RECORDING NUMBER 9712159013).

PARCEL C-3: (ISSAQUAH)

THAT PORTION OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTH QUARTER CORNER OF SAID SECTION 20; THENCE NORTH 88° 55' 58" WEST, 647.43 FEET; THENCE NORTH 01° 05' 02" EAST, 2,332.99 FEET TO THE TRUE POINT OF BEGINNING AT THE INTERSECTION OF SAID LINE AND AN EXISTING EAST-WEST FENCE, SAID POINT BEING HEREINAFTER REFERRED TO AS POINT "A"; THENCE SOUTH 01° 05' 02" WEST, 93.00 FEET; THENCE SOUTH 89° 58' 05" WEST, 668.86 FEET; THENCE NORTHERLY ALONG AN EXISTING FENCE 119 FEET TO SAID EAST-WEST FENCE, AT A POINT HEREINAFTER REFERRED TO AS POINT "B"; THENCE EASTERLY ALONG SAID FENCE TO THE TRUE POINT OF BEGINNING;

EXCEPT ANY PORTION THEREOF LYING WITHIN PARCELS DESCRIBED IN A DEED TO BESTFIRE OIL COMPANY RECORDED UNDER RECORDING NUMBER 5669373 AND A CONTRACT TO WALTER W. BAZ RECORDED UNDER RECORDING NUMBER 58545410;

TOGETHER WITH THE SOUTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER AND THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING NORTHERLY AND WESTERLY OF THE FOLLOWING DESCRIBED LINE:

COMMENCING AT THE SOUTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE SOUTHWEST QUARTER; THENCE NORTH 00° 54' 09" EAST ALONG THE EAST LINE THEREOF, 598.26 FEET; THENCE NORTH 87° 41' 03" WEST, 369.95 FEET; THENCE SOUTH 23° 06' 12" EAST, 11.77 FEET; THENCE SOUTH 23° 35' 15" EAST, 30.93 FEET; THENCE SOUTH 08° 50' 07" WEST, 36.75 FEET; THENCE SOUTH 15° 00' 59" EAST, 61.72 FEET; THENCE SOUTH 47° 31' 43" EAST, 50.60 FEET; THENCE SOUTH 58° 42' 59" EAST, 16.07 FEET; THENCE SOUTH 19° 24' 49" WEST, 41.00 FEET; THENCE NORTH 89° 06' 44" WEST, 148.00 FEET; THENCE NORTH 01° 13' 52" EAST, 93.62 FEET; THENCE NORTH 19° 30' 05" WEST, 51.86 FEET; THENCE NORTH 86° 32' 02" WEST, 58.82 FEET; THENCE NORTH 10° 26' 45" WEST, 37.19 FEET; THENCE NORTH 57° 13' 47" WEST, 33.63 FEET; THENCE NORTH 88° 53' 19" WEST, 75.53 FEET; THENCE NORTH 01° 08' 41" EAST, 129.45 FEET TO THE BEGINNING OF THIS LINE DESCRIPTION;

THENCE NORTH 87° 41' 03" WEST, 608.37 FEET TO A POINT ON A LINE 60 FEET EAST OF, AS MEASURED PARALLEL WITH AND PERPENDICULAR TO THE EAST LINE OF THE RECORD OF SURVEY RECORDED UNDER RECORDING NUMBER 8405119004, RECORDS OF KING COUNTY, WASHINGTON, THIS LINE BEING KNOWN AS LINE "A" FOR THE PURPOSES OF THIS DESCRIPTION; THENCE SOUTH 02° 12' 02" WEST ALONG SAID LINE, 311.58 FEET TO THE NORTHERLY RIGHT OF WAY OF NEWPORT ISSAQUAH ROAD, ALSO KNOWN AS STATE ROAD NO. 2, ALSO KNOWN AS SOUTHEAST NEWPORT WAY, AND THE END OF THIS LINE DESCRIPTION; AND

TOGETHER WITH THAT PORTION OF LOT 1, CITY OF ISSAQUAH SHORT PLAT NO. SP-76-07 RECORDED UNDER RECORDING NUMBER 7710270770, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 1 OF SAID SHORT PLAT; THENCE SOUTH 01° 08' 48" WEST, ALONG THE WEST LINE OF SAID LOT 1, TO AN INTERSECTION WITH A LINE RUNNING FROM THE ABOVE REFERENCED POINT "A" TO THE ABOVE REFERENCED POINT "B"; THENCE EASTERLY, ALONG SAID LINE, TO THE EAST LINE OF THAT CERTAIN PORTION OF LOT 1 CONVEYED TO INDIVIDUALLY BY STATUTORY WARRANTY DEED RECORDED UNDER RECORDING NUMBER 9601221155;

THENCE NORTH 01° 08' 48" EAST, ALONG SAID EAST LINE, TO THE SOUTHERLY MARGIN OF I-90; THENCE NORTH 59° 16' 34" WEST, A DISTANCE OF 26.44 FEET, MORE OR LESS, TO THE NORTHWEST CORNER OF SAID LOT 1 AND THE TRUE POINT OF BEGINNING.

(AKA ADJUSTED PARCEL 3 OF CITY OF ISSAQUAH LOT LINE ADJUSTMENT NUMBER 97-05, RECORDED UNDER RECORDING NUMBER 9712159013).

PARCEL N:

THAT PORTION OF GOVERNMENT LOT 4 AND THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING SOUTHERLY OF THE SOUTHERLY MARGIN OF PRIMARY STATE HIGHWAY NO. 2 (SR 90), AS ESTABLISHED IN KING COUNTY SUPERIOR COURT CAUSE NO. 681940, DESCRIBED AS FOLLOWS:

BEGINNING AT THE EAST QUARTER CORNER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON; THENCE SOUTH 89° 40' 12" WEST ALONG THE EAST-WEST CENTERLINE OF SAID SECTION 2,684.42 FEET TO THE CENTER OF SAID SECTION; THENCE SOUTH 01° 37' 35" WEST ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION, 290.82 FEET TO THE SOUTHERLY MARGIN OF PRIMARY STATE HIGHWAY NO. 2, PRIOR TO CONDEMNATION UNDER KING COUNTY SUPERIOR COURT CAUSE NUMBER 681940; THENCE NORTH 59° 17' 18" WEST ALONG SAID SOUTHERLY MARGIN OF HIGHWAY 1,250.29 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 59° 17' 18" WEST ALONG SAID MARGIN 262.01 FEET; THENCE SOUTH 02° 04' 12" WEST, 687.47 FEET; THENCE SOUTH 87° 46' 12" EAST, 229.85 FEET; THENCE NORTH 02° 04' 12" EAST, 562.21 FEET, MORE OR LESS, TO THE SOUTHERLY MARGIN OF SAID HIGHWAY AND THE TRUE POINT OF BEGINNING.

TOGETHER WITH AN EASEMENT FOR ROAD OVER THE WEST 15 FEET OF THE NORTH 328.25 FEET OF THE SOUTH 858.50 FEET OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION, LYING NORTHERLY OF PRIMARY STATE HIGHWAY NO. 2-D; AND OVER THE WEST 20 FEET OF THE SOUTH 118.45 FEET OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION, AS ESTABLISHED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER 5665213; AND

TOGETHER WITH AN EASEMENT FOR ROAD OVER THE WEST 20 FEET OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION AS ESTABLISHED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER 1020720;

SAID EASEMENTS ALSO GRANTED UNDER INSTRUMENT RECORDED UNDER RECORDING NUMBER 8706120181.

PARCEL D:

THAT PORTION OF GOVERNMENT LOT 5, LYING SOUTHERLY OF PRIMARY STATE HIGHWAY NO. 2 (SR 90) AS NOW CONDEMNED AND ESTABLISHED AND EASTERLY OF SECONDARY STATE HIGHWAY NO. 2-D, ISSAQUAH NEWPORT COUNTY ROAD;

ALSO KNOWN AS LAKE SAMMAMISH ROAD, AS NOW LOCATED AND ESTABLISHED AND MORE READILY DESCRIBED AS FOLLOWS:

BEGINNING AT THE EAST QUARTER CORNER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON; THENCE SOUTH 89° 40' 12" WEST ALONG THE EAST-WEST CENTERLINE OF SAID SECTION 2,684.42 FEET TO THE CENTER OF SAID SECTION; THENCE SOUTH 01° 37' 35" WEST ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION, 290.82 FEET TO THE SOUTHERLY MARGIN OF PRIMARY STATE HIGHWAY NO. 2 PRIOR TO CONDEMNATION UNDER KING COUNTY SUPERIOR COURT CAUSE NUMBER 681940; THENCE NORTH 59° 17' 18" WEST ALONG SAID SOUTHERLY MARGIN OF HIGHWAY 1,512.30 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 59° 17' 18" WEST ALONG SAID MARGIN 250.00 FEET; THENCE SOUTH 65° 51' 10" WEST, 409.00 FEET, MORE OR LESS, TO THE EASTERLY MARGIN OF SECONDARY HIGHWAY NO. 2-D; THENCE SOUTH 18° 10' 18" EAST ALONG THE EASTERLY MARGIN OF SAID HIGHWAY, 44.45 FEET; THENCE ON THE ARC OF A CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 10° 17' 42" WITH A RADIUS OF 1,462.25 FEET, A DISTANCE OF 268.14 FEET TO A LINE ESTABLISHED BY AGREEMENT RECORDED UNDER RECORDING NO. 5228379; THENCE SOUTH 88° 21' 25" EAST ALONG SAID ESTABLISHED LINE 501.85 FEET; THENCE NORTH 02° 04' 12" EAST, 357.54 FEET, MORE OR LESS, TO THE SOUTHERLY MARGIN OF SAID PRIMARY STATE HIGHWAY NO. 2 AND THE TRUE POINT OF BEGINNING; AND EXCEPT THAT PORTION CONDEMNED FOR DRAINAGE DITCH PURPOSES UNDER KING COUNTY SUPERIOR COURT CAUSE NUMBER 115812.

PARCEL H:

THAT PORTION OF GOVERNMENT LOT 4, GOVERNMENT LOT 5, AND THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY MARGIN OF SECONDARY STATE HIGHWAY NO. 2-D AT A POINT 149.08 FEET NORTH (AS MEASURED AT RIGHT ANGLES) OF THE SOUTH LINE OF SAID GOVERNMENT LOT 5 OF SAID SECTION 20 (SAID SOUTH LINE BEARS NORTH 89° 40' 52" EAST); THENCE SOUTH 88° 21' 25" EAST, 501.50 FEET; THENCE SOUTH 02° 11' 08" WEST, 405.95 FEET; THENCE NORTH 87° 53' 56" WEST, 459.59 FEET, MORE OR LESS, TO SAID EASTERLY MARGIN OF HIGHWAY; THENCE NORTHERLY ALONG SAID HIGHWAY MARGIN 404.05 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

PARCEL O:

THAT PORTION OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING NORTHERLY OF SECONDARY STATE HIGHWAY NUMBER 2-D;

EXCEPT THAT PORTION OF GOVERNMENT LOT 4, GOVERNMENT LOT 5, AND THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY MARGIN OF SECONDARY STATE HIGHWAY NO. 2-D AT A POINT 149.08 FEET NORTH (AS MEASURED AT RIGHT ANGLES) OF THE SOUTH LINE OF SAID GOVERNMENT LOT 5 OF SAID SECTION 20 (SAID SOUTH LINE BEARS NORTH 89° 40' 52" EAST); THENCE SOUTH 88° 21' 25" EAST, 501.50 FEET; THENCE SOUTH 02° 11' 08" WEST, 405.95 FEET; THENCE NORTH 87° 53' 56" WEST, 459.59 FEET, MORE OR LESS, TO SAID EASTERLY MARGIN OF HIGHWAY; THENCE NORTHERLY ALONG SAID HIGHWAY MARGIN, 404.05 FEET, MORE OR LESS, TO THE POINT OF BEGINNING; AND

EXCEPT THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY MARGIN OF SECONDARY STATE HIGHWAY NO. 2-D AT A POINT 149.08 FEET NORTH (AS MEASURED AT RIGHT ANGLES) OF THE NORTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 20 (SAID NORTH LINE BEARS NORTH 89° 40' 52" EAST); THENCE SOUTH 88° 21' 25" EAST, 501.50 FEET; THENCE SOUTH 02° 11' 08" WEST, 405.95 FEET; THENCE NORTH 87° 53' 56" WEST, 209.11 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 01° 41' 00" WEST 357.12 FEET, MORE OR LESS, TO THE SAID WESTERLY MARGIN OF HIGHWAY; THENCE NORTHERLY ALONG SAID HIGHWAY MARGIN, 450.10 FEET, MORE OR LESS, TO A POINT THAT BEARS NORTH 87° 53' 56" WEST FROM THE TRUE POINT OF BEGINNING; THENCE SOUTH 87° 53' 56" EAST, 250.48 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING; AND

EXCEPT THAT PORTION OF THE NORTHWEST QUARTER AND THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING EAST OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE EASTERLY MARGIN OF SECONDARY STATE HIGHWAY NO. 2-D AT A POINT 149.08 FEET NORTH (AS MEASURED AT RIGHT ANGLES) OF THE SOUTH LINE OF SAID NORTHWEST QUARTER OF SECTION 20 (SAID SOUTH LINE BEARS NORTH 89° 40' 52" EAST); THENCE SOUTH 88° 21' 25" EAST, 501.50 FEET TO THE TRUE POINT OF BEGINNING OF SAID DESCRIBED LINE; THENCE SOUTH 02° 11' 08" WEST, 405.95 FEET TO THE END OF SAID DESCRIBED LINE.

PARCEL P:

THAT PORTION OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY MARGIN OF SECONDARY STATE HIGHWAY NO. 2-D AT A POINT 149.08 FEET NORTH (AS MEASURED AT RIGHT ANGLES) OF THE SOUTH LINE OF SAID NORTHWEST QUARTER OF SECTION 20 (SAID SOUTH LINE BEARS NORTH 89° 40' 52" EAST); THENCE SOUTH 88° 21' 25" EAST, 501.50 FEET; THENCE SOUTH 02° 11' 08" WEST, 405.95 FEET; THENCE NORTH 87° 53' 56" WEST, 209.11 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 01° 41' 00" WEST, 357.12 FEET, MORE OR LESS, TO SAID EASTERLY MARGIN OF THE HIGHWAY; THENCE NORTHERLY ALONG SAID HIGHWAY MARGIN A DISTANCE OF 450.10 FEET, MORE OR LESS, TO A POINT THAT BEARS NORTH 87° 53' 56" WEST FROM THE TRUE POINT OF BEGINNING; THENCE SOUTH 87° 53' 56" EAST A DISTANCE OF 250.48 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING.

PARCEL S:

THAT PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING NORTHEASTERLY OF THE RIGHT OF WAY OF NEWPORT ISSAQUAH ROAD, ALSO KNOWN AS STATE ROAD NO. 2, ALSO KNOWN AS S. E. NEWPORT WAY;

EXCEPT THE EAST 22 FEET OF THE NORTH 80 FEET THEREOF, AS CONDEMNED BY DRAINAGE DISTRICT NO. 4, FOR DRAINAGE PURPOSES IN KING COUNTY SUPERIOR COURT CAUSE NO. 115812; AND

EXCEPT THE FOLLOWING DESCRIBED PARCEL OF LAND: BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF SAID SUBDIVISION AND THE NORTHEASTERLY MARGIN OF NEWPORT ISSAQUAH ROAD; THENCE SOUTH 89° 37' 09" EAST, 447.50 FEET ALONG SAID NORTH LINE; THENCE SOUTH 46° 26' 13" EAST, 0.72 FEET TO A POINT OF CURVATURE; THENCE SOUTHERLY ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET THROUGH A CENTRAL ANGLE OF 49° 10' 00" AND AN ARC LENGTH OF 21.45 FEET; THENCE SOUTH 02° 43' 47" WEST, 112.51 FEET; THENCE SOUTH 31° 02' 31" WEST, 108.48 FEET TO A POINT OF CURVATURE; THENCE SOUTHWESTERLY ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET THROUGH A CENTRAL ANGLE OF 33° 03' 31" AND AN ARC LENGTH OF 23.15 FEET; THENCE SOUTH 84° 06' 02" WEST, 5.92 FEET TO A POINT OF CURVATURE; THENCE SOUTHWESTERLY ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 25.00 FEET THROUGH A CENTRAL ANGLE OF 36° 56' 14" AND AN ARC LENGTH OF 16.12 FEET; THENCE SOUTH 47° 09' 48" WEST, 41.03 FEET; THENCE NORTH 65° 04' 18" WEST, 20.09 FEET; THENCE NORTH 43° 13' 31" WEST, 17.69 FEET; THENCE NORTH 65° 56' 14" WEST, 53.34 FEET; THENCE SOUTH 68° 41' 42" WEST, 25.82 FEET; THENCE NORTH 64° 02' 28" WEST, 33.68 FEET; THENCE NORTH 69° 40' 12" WEST TO THE NORTHEASTERLY MARGIN OF SAID NEWPORT ISSAQUAH ROAD; THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY MARGIN TO THE POINT OF BEGINNING.

(ALSO KNOWN AS ADJUSTED PARCEL 1, CITY OF ISSAQUAH LOT LINE ADJUSTMENT NUMBER 95-04, RECORDED UNDER RECORDING NUMBER 9604309004).

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE BEARING BETWEEN WGS CONTROL MONUMENT #2280 (THE QUARTER CORNER COMMON TO SECTIONS 20 AND 29), A 4 x 4 CONCRETE MONUMENT WITH 3" BRASS DISK AND WGS CONTROL POINT #D22, A 2-1/2" BRASS CAP WITH PUNCH AND STAMPED "KCSM" AND "1993 KC-D-22". THE BASIS OF BEARINGS IS TAKEN AS NORTH 01°45'38" WEST. AN

HORIZONTAL DATUM

NAD 83(91) WASHINGTON STATE PLANE COORDINATE SYSTEM, NORTH ZONE

VERTICAL DATUM

NAVD 88

BENCHMARKS

ORIGINAL BENCHMARK: WSDOT BRASS DISK SET INTO A ROUND CONCRETE MONUMENT NEAR CENTER OF INTERSTATE MEDIAN OF I-90, 0.6 MILES WEST OF INTERCHANGE WITH SR 520, AND IS LEVEL WITH EXISTING GROUND SURFACE. WSDOT MONUMENT ID NO. 617. ELEV. = 42,116 FT

TBM-A TOP OF REBAR SET IN CURB STOP IN EASTERLY PARKING LOT OF THE SAMMAMISH SPORTS ARENA ON NW POPLAR WAY. CURB STOP LOCATED FOUR FEET SOUTH OF POWER TRANSFORMER BOX NEXT TO BUILDING. ELEV. = 46.32 FT

TBM-B SCRIBED "X" IN TOP OF NORTHWESTERLY BOLT OF FIRE HYDRANT LOCATED AT EAST SIDE ENTRANCE TO NW PACIFIC ELM DR. AT THE INTERSECTION OF NW NEWPORT WAY. ELEV. = 96.36 FT

GENERAL NOTES

1.) THE BOUNDARY SHOWN HEREON, AS WELL AS PORTIONS OF THE TOPOGRAPHIC FEATURES AND THE ON-SITE CONTOURS FOR THIS TOPOGRAPHIC SURVEY WERE TAKEN FROM THE A.L.T.A./A.C.S.M. LAND TITLE SURVEY DONE BY BARGHAUSEN CONSULTING ENGINEERS, INC. CONDUCTED IN OCTOBER 2005, MAY-JULY 2006 AND APRIL 2008. ALL MONUMENTS SHOWN HEREON WERE FOUND AND VISITED AT THAT TIME. THE QUARTER SECTION CORNERS AND STREET INSTRUMENTATION USED FOR THIS SURVEY WERE VERIFIED FOR THIS TOPOGRAPHIC SURVEY AS VERIFICATION. THE BARGHAUSEN SURVEY WAS A FIELD TRAVERSE SURVEY AND INSTRUMENTATION FOR SAID SURVEY WAS A LEICA 703 TOTAL STATION AND A TRIMBLE SP7 INSTRUMENTATION USED FOR THIS SURVEY. THIS DATA IS SHOWN ONLY FOR THE INTENTION OF PRELIMINARY SITE EVALUATION ONLY.

2.) THE INFORMATION DEPICTED ON THIS MAP REPRESENTS THE RESULTS OF A SURVEY MADE ON DATE INDICATED AND CAN ONLY BE CONSIDERED AS INDICATING THE GENERAL CONDITION EXISTING AT THAT TIME.

3.) EASEMENTS AND LEGAL DESCRIPTION ARE BASED ON THE TITLE PLAT BY CHASCO TITLE COMPANY OF WASHINGTON, ORDER NO. 0017856-06, DATED JUNE 29, 2014, AT 8:00 A.M.

4.) THE OFF-SITE CONTOURS AND OFF-SITE EXISTING BUILDINGS LYING WITHIN 100 FEET OF THE BOUNDARY AS SHOWN HEREON WERE COMPILED FROM INSTRUMENTATION OF PUBLIC DOMAIN AIRBORNE LIDAR DATA ACQUIRED IN 2003 BY THE PUGET SOUND LIDAR CONSORTIUM (PSLC). LIDAR HAS DEMONSTRATED ADVANTAGES IN DEFINING GROUND SURFACES IN SHADOWED AREAS BUT MAY NOT ADEQUATELY DEFINE THE GROUND IN OBSCURED AREAS. THE ACCURACY OF THE CONTOURS AND DIGITAL TERRAIN MODEL IS CONTINGENT ON THE ACCURACY OF THE PSLC DATA. IT IS NOT EXPECTED THAT THESE CONTOURS CONFORM TO NATIONAL STANDARDS FOR SPATIAL DATA ACCURACY. THIS DATA IS SHOWN ONLY FOR THE INTENTION OF PRELIMINARY SITE EVALUATION ONLY.

5.) SANITARY SEWER AND STORM DRAINAGE FACILITIES HAVE BEEN ASBUILT THROUGH FIELD MEASUREMENTS OF THE LOCATION OF THE ACCESS STRUCTURES, THE TOP ELEVATION OF THE STRUCTURES, AND THE INVERT ELEVATIONS OF ANY PIPES ENTERING OR LEAVING THE STRUCTURES. IT IS STANDARD PRACTICE TO SHOW THE PIPES CONFORMING TO THESE STRUCTURES AS STRAIGHT LINES. THIS IS ONLY AN ASSUMPTION AND THE ACTUAL LOCATION OF THE PIPING MUST BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ANY CONSTRUCTION.

6.) UTILITY LOCATIONS SHOWN ON THIS SURVEY DRAWING ARE BASED UPON FIELD LOCATION OF EXISTING UTILITY STRUCTURES AND UTILITY LOCATIONS SHOWN ON THE A.L.T.A./A.C.S.M. LAND TITLE SURVEY DONE BY BARGHAUSEN. OTHER UNDERGROUND UTILITIES MAY EXIST. NO SUB-SURFACE EXPLORATION WAS DONE TO VERIFY UTILITY ROUTINGS. THE ROUTING OF ALL BURIED UTILITIES SHOULD BE CONFIRMED WITH THE UTILITY PURVEYOR AND EXPOSED IN AREAS CRITICAL TO DESIGN.

7.) RECORDS OF UNDERGROUND TELECOMMUNICATIONS/FIBER OPTIC LINES WITHIN THE ADJACENT RIGHTS OF WAY ARE NOT ALWAYS AVAILABLE OR DISCLOSED TO THE PUBLIC AND LOCAL JURISDICTIONS. ROUTING COULD NOT BE VERIFIED.

8.) NO SUBSURFACE INVESTIGATION WAS DONE AS PART OF THIS SURVEY AND NO ATTEMPT WAS MADE TO ASCERTAIN LIMITS OF BELOW GRADE FOUNDATION.

9.) PROPERTY AREA = 1,723,255 +/- SF (39.56 +/- AC)

NOTE ON INTERNAL PARCEL LINES

THE EXTERIOR BOUNDARIES OF THIS PROPERTY ARE SHOWN ACCORDING TO DEEDS OF RECORD. THE INTERIOR PARCEL BOUNDARY LINES SHOWN HEREON ARE QUESTIONABLE. AS LONG AS THESE PARCELS BECOME ONE PROJECT, THE INTERNAL PARCEL BOUNDARY LINES DO NOT NEED TO BE ACCURATELY RESOLVED. HOWEVER, IF ANY OF THESE PARCELS NEED TO BE SEPARATED FROM THIS TITLE, THEN SUBSTANTIAL ADDITIONAL TITLE AND SURVEY WORK WILL BE NECESSARY.

CAUTION LOCATION OF EXISTING UTILITIES SHOWN IS APPROXIMATE AND MAY NOT BE ACCURATE OR ALL INCLUSIVE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY LOCATION OF UTILITIES PRIOR TO PROCEEDING WITH CONSTRUCTION. YOU MUST CALL 1-800-424-5555 NOT LESS THAN 3 FULL BUSINESS DAYS BEFORE BEGINNING EXCAVATION WHERE ANY UNDERGROUND UTILITIES MAY BE LOCATED. FAILURE TO DO SO COULD MEAN BEARING SUBSTANTIAL REPAIR COSTS.

DETAILED FAR CALCULATIONS - GROUND LEVEL



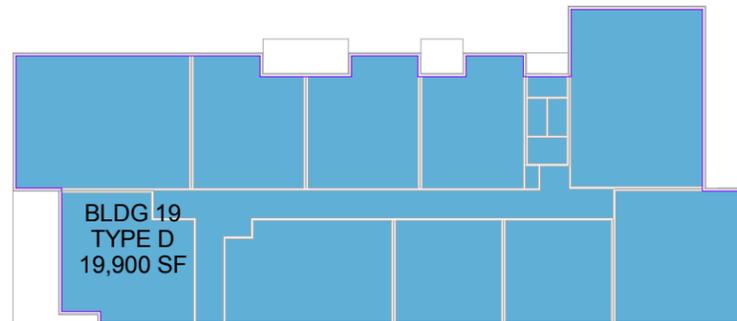
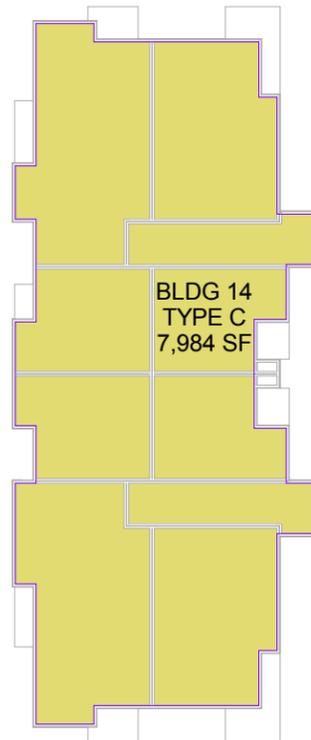
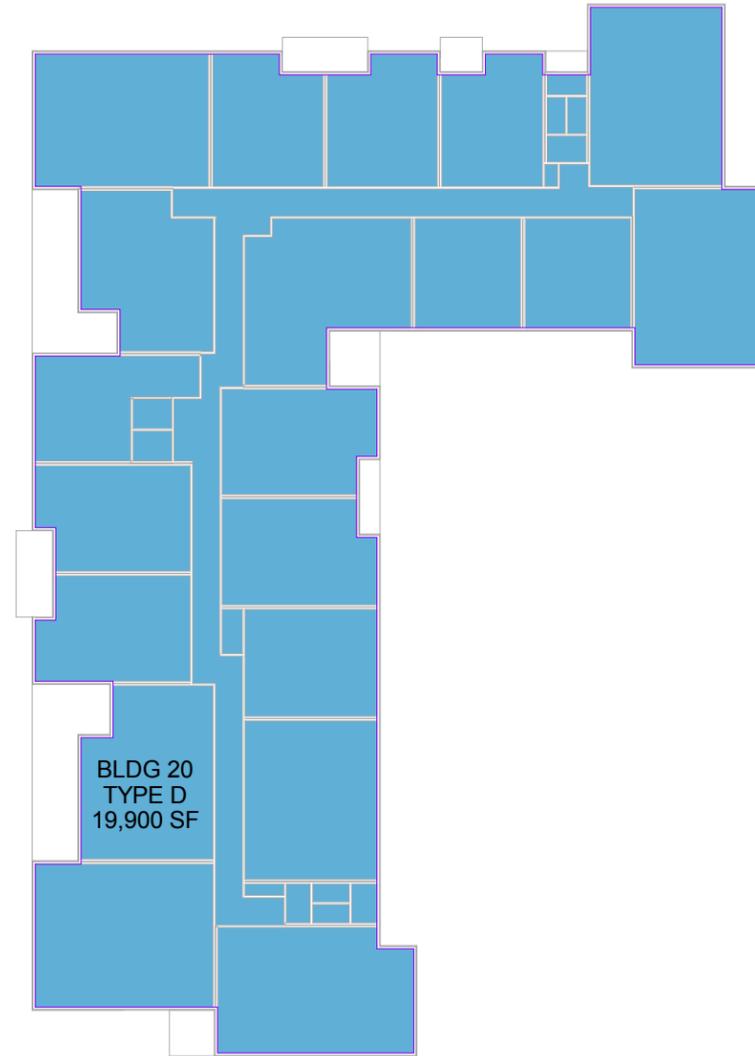
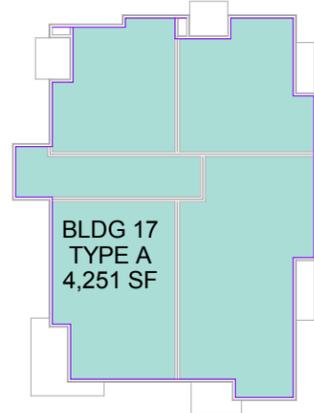
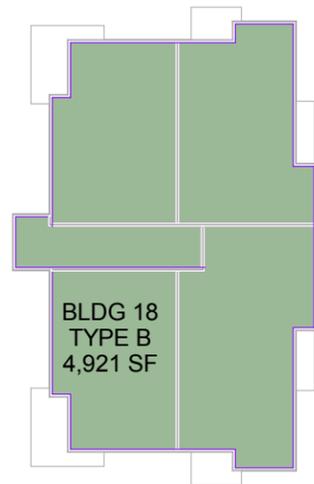
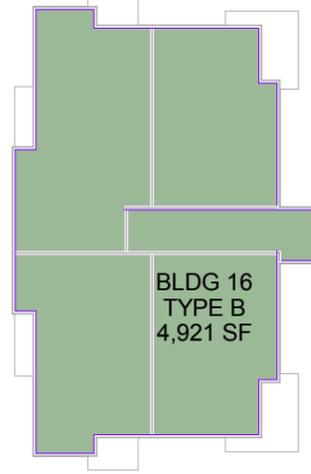
- F.A.R. AREA -		
LEVEL	AREA	# UNITS
COMMUNITY CENTER		
LEVEL 1	4,809 SF	0
	4,809 SF	0
	4,809 SF	0
TYPE A		
BLDG 2		
LEVEL 1	2,234 SF	2
LEVEL 2	4,251 SF	4
LEVEL 3	4,251 SF	4
	10,736 SF	10
BLDG 10		
LEVEL 1	2,234 SF	2
LEVEL 2	4,251 SF	4
LEVEL 3	4,251 SF	4
	10,736 SF	10
BLDG 11		
LEVEL 1	2,234 SF	2
LEVEL 2	4,251 SF	4
LEVEL 3	4,251 SF	4
	10,736 SF	10
BLDG 12		
LEVEL 1	2,234 SF	2
LEVEL 2	4,251 SF	4
LEVEL 3	4,251 SF	4
	10,736 SF	10
BLDG 13		
LEVEL 1	2,234 SF	2
LEVEL 2	4,251 SF	4
LEVEL 3	4,251 SF	4
	10,736 SF	10
BLDG 17		
LEVEL 1	2,234 SF	2
LEVEL 2	4,251 SF	4
LEVEL 3	4,251 SF	4
	10,736 SF	10
TYPE B		
BLDG 1		
LEVEL 1	2,492 SF	2
LEVEL 2	4,921 SF	4
LEVEL 3	4,921 SF	4
	12,335 SF	10
BLDG 3		
LEVEL 1	2,492 SF	2
LEVEL 2	4,921 SF	4
LEVEL 3	4,921 SF	4
	12,335 SF	10
BLDG 4		
LEVEL 1	2,492 SF	2
LEVEL 2	4,921 SF	4
LEVEL 3	4,921 SF	4
	12,335 SF	10
BLDG 15		
LEVEL 1	2,492 SF	2
LEVEL 2	4,921 SF	4
LEVEL 3	4,921 SF	4
	12,335 SF	10
BLDG 16		
LEVEL 1	2,492 SF	2
LEVEL 2	4,921 SF	4
LEVEL 3	4,921 SF	4
	12,335 SF	10
BLDG 18		
LEVEL 1	2,492 SF	2
LEVEL 2	4,921 SF	4
LEVEL 3	4,921 SF	4
	12,335 SF	10
TYPE C		

- F.A.R. AREA -		
LEVEL	AREA	# UNITS
BLDG 5		
LEVEL 1	4,152 SF	4
LEVEL 2	7,984 SF	8
LEVEL 3	7,984 SF	8
	20,119 SF	20
BLDG 6		
LEVEL 1	4,152 SF	4
LEVEL 2	7,984 SF	8
LEVEL 3	7,984 SF	8
	20,119 SF	20
BLDG 7		
LEVEL 1	4,152 SF	4
LEVEL 2	7,984 SF	8
LEVEL 3	7,984 SF	8
	20,119 SF	20
BLDG 8		
LEVEL 1	4,152 SF	4
LEVEL 2	7,984 SF	8
LEVEL 3	7,984 SF	8
	20,119 SF	20
BLDG 9		
LEVEL 1	4,152 SF	4
LEVEL 2	7,984 SF	8
LEVEL 3	7,984 SF	8
	20,119 SF	20
BLDG 14		
LEVEL 1	4,152 SF	4
LEVEL 2	7,984 SF	8
LEVEL 3	7,984 SF	8
	20,119 SF	20
TYPE D		
BLDG 19		
LEVEL 1	1,054 SF	0
LEVEL 1	271 SF	0
LEVEL 1	190 SF	0
LEVEL 1	509 SF	0
LEVEL 1	407 SF	0
LEVEL 1	190 SF	0
LEVEL 1	326 SF	0
LEVEL 2	19,900 SF	20
LEVEL 3	19,900 SF	20
LEVEL 4	19,900 SF	20
LEVEL 5	19,900 SF	20
	82,548 SF	80
BLDG 20		
LEVEL 1	1,054 SF	0
LEVEL 1	190 SF	0
LEVEL 1	271 SF	0
LEVEL 1	509 SF	0
LEVEL 1	407 SF	0
LEVEL 1	190 SF	0
LEVEL 1	326 SF	0
LEVEL 2	19,900 SF	20
LEVEL 3	19,900 SF	20
LEVEL 4	19,900 SF	20
LEVEL 5	19,900 SF	20
	82,548 SF	80
	165,095 SF	160
Grand total: 77	429,045 SF	400

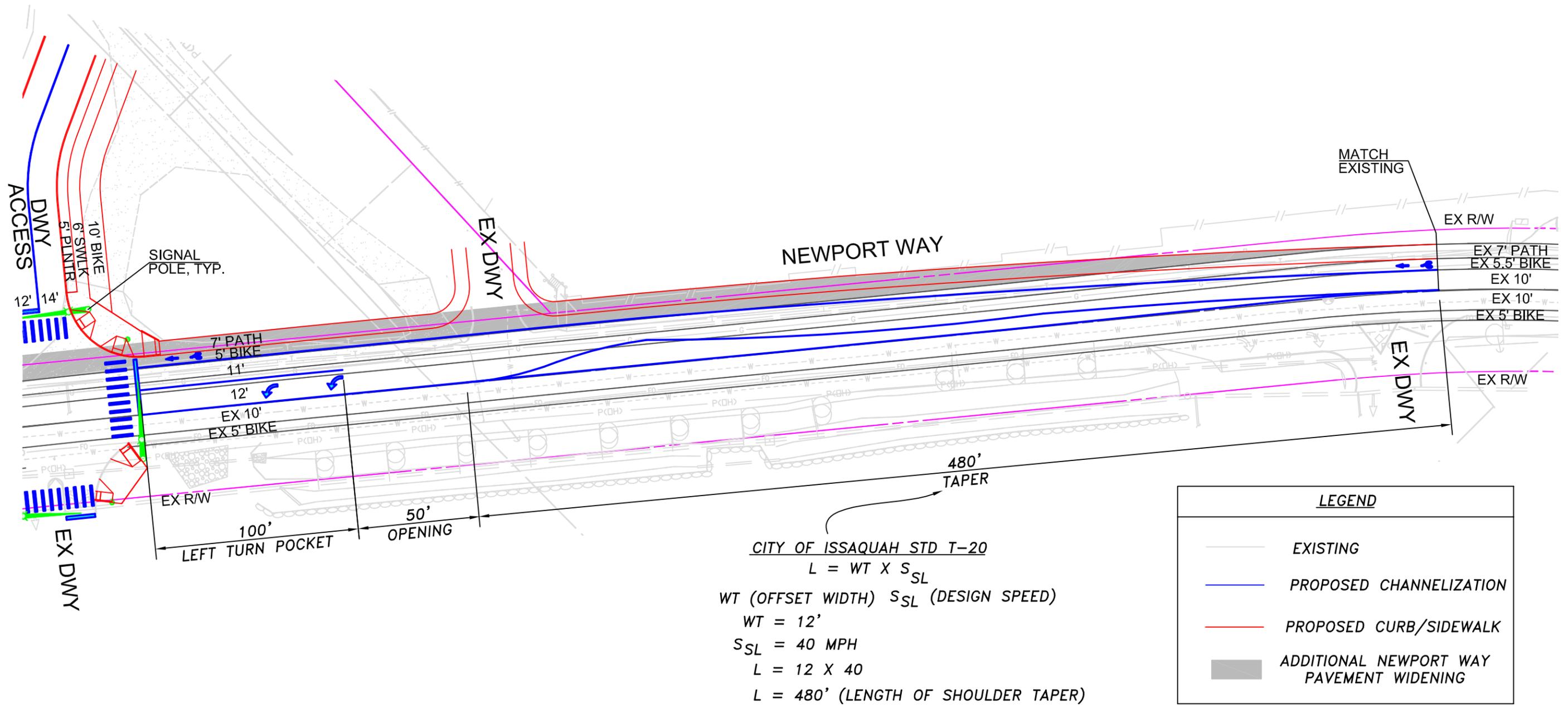
PLAN IS REPRESENTATIVE OF GROSS FLOOR AREA FOR EACH BUILDING TYPE AT LEVEL 1 AS CALCULATED FOR FAR



DETAILED FAR CALCULATIONS - LEVELS 2+

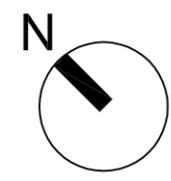


PLAN IS REPRESENTATIVE OF GROSS FLOOR AREA FOR EACH BUILDING TYPE AS CALCULATED FOR FAR
BLDG TYPE A,B,C LEVELS 2-3
BLDG TYPE D LEVELS 2-5



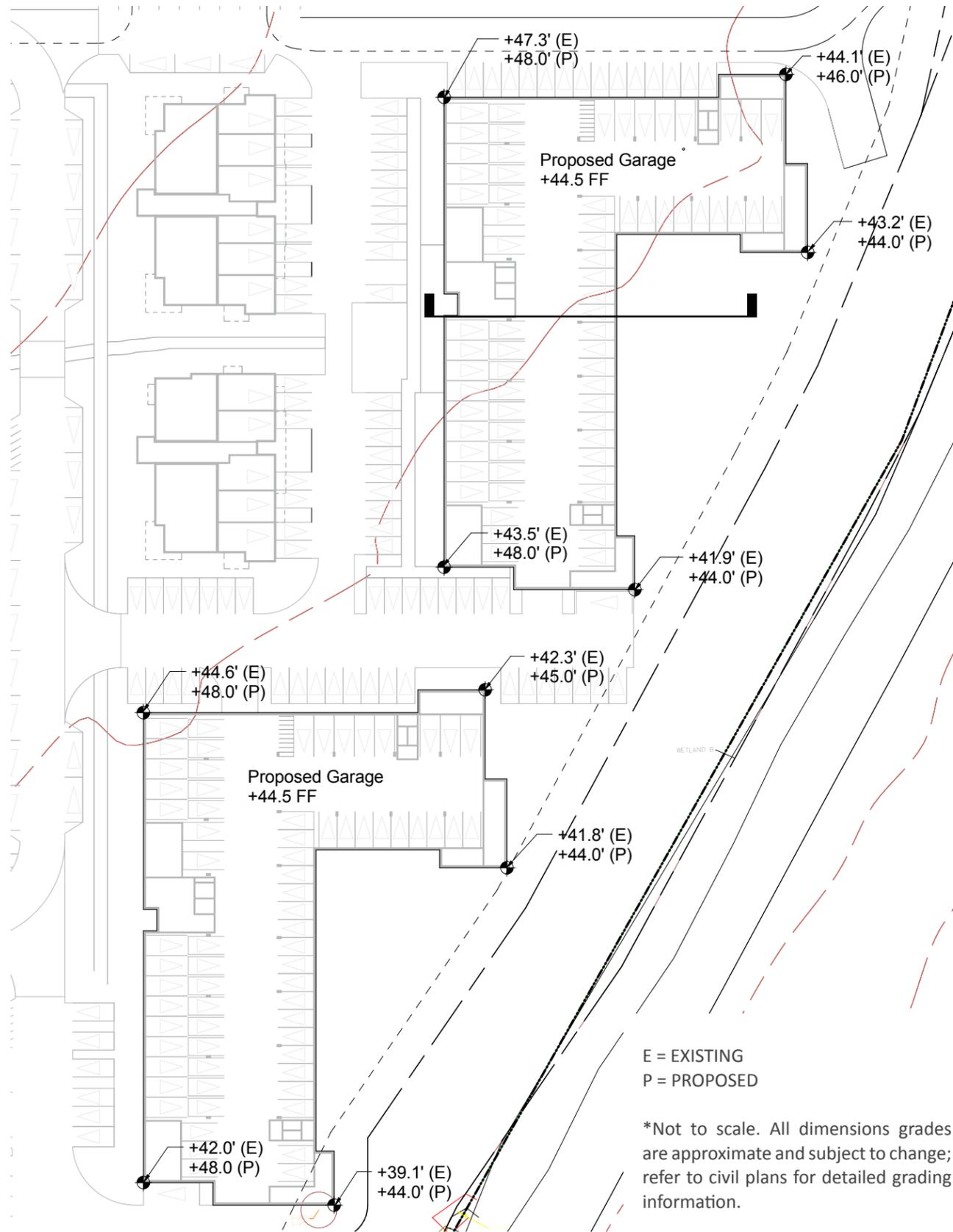
CITY OF ISSAQUAH STD T-20
 $L = WT \times S_{SL}$
 WT (OFFSET WIDTH) S_{SL} (DESIGN SPEED)
 WT = 12'
 $S_{SL} = 40$ MPH
 $L = 12 \times 40$
 $L = 480'$ (LENGTH OF SHOULDER TAPER)

LEGEND	
	EXISTING
	PROPOSED CHANNELIZATION
	PROPOSED CURB/SIDEWALK
	ADDITIONAL NEWPORT WAY PAVEMENT WIDENING



0 50
 HORIZONTAL SCALE
 IN FEET

DATE: 08/13/2014	 Transportation Engineering NorthWest <small>Transportation Planning Design Traffic Impact & Operations 11400 SE 8th Street, Suite 200, Bellevue, WA 98004 Office (425) 889-6747 Project Contact: Chris Bicket, P.E. Phone: 425-250-5002</small>	ISSAQUAH FARM - NEWPORT WAY ISSAQUAH, WASHINGTON	SHEET 2
		FRONTAGE AND ACCESS IMPROVEMENTS CONCEPT 1: NORTH SIDE WIDENING	OF 2



ENLARGED SITE PLAN*

BUILDING HEIGHT INTERPRETATION

The applicant would like to request an interpretation of the method for determining average grade as described in IMC Chapter 18, Appendix 1A.

1. Due to geotechnical ground conditions, poor soil and the need to accommodate stormwater management and street design, the entire site will be regraded prior to building construction. This means the existing grade will not be evident or relevant after the site grading is complete.
2. Whereas 19 of the site's 21 buildings are well below the height limit, only two buildings near I-90 are impacted by the height maximum.
3. To meet minimum density and stormwater requirements, retention vaults will be located underneath parking garages in both five-story buildings. Because the site's high water table limits how low garage facilities can be located, the maximum height measured from existing grade would not be enough to accommodate the current design.
4. CIP goals require that development at this site establish a strong sense of place and arrival by creating a prominent gateway visible from eastbound I-90. While flat roofs at these buildings would comply

with a conservative interpretation, we feel that pitched roofs will add architectural interest and reinforce these buildings as architectural beacons marking the western entry to Central Issaquah. Given these circumstances, we propose that the director allow average grade to be calculated using finished grade elevations rather than grades currently existing on the site.

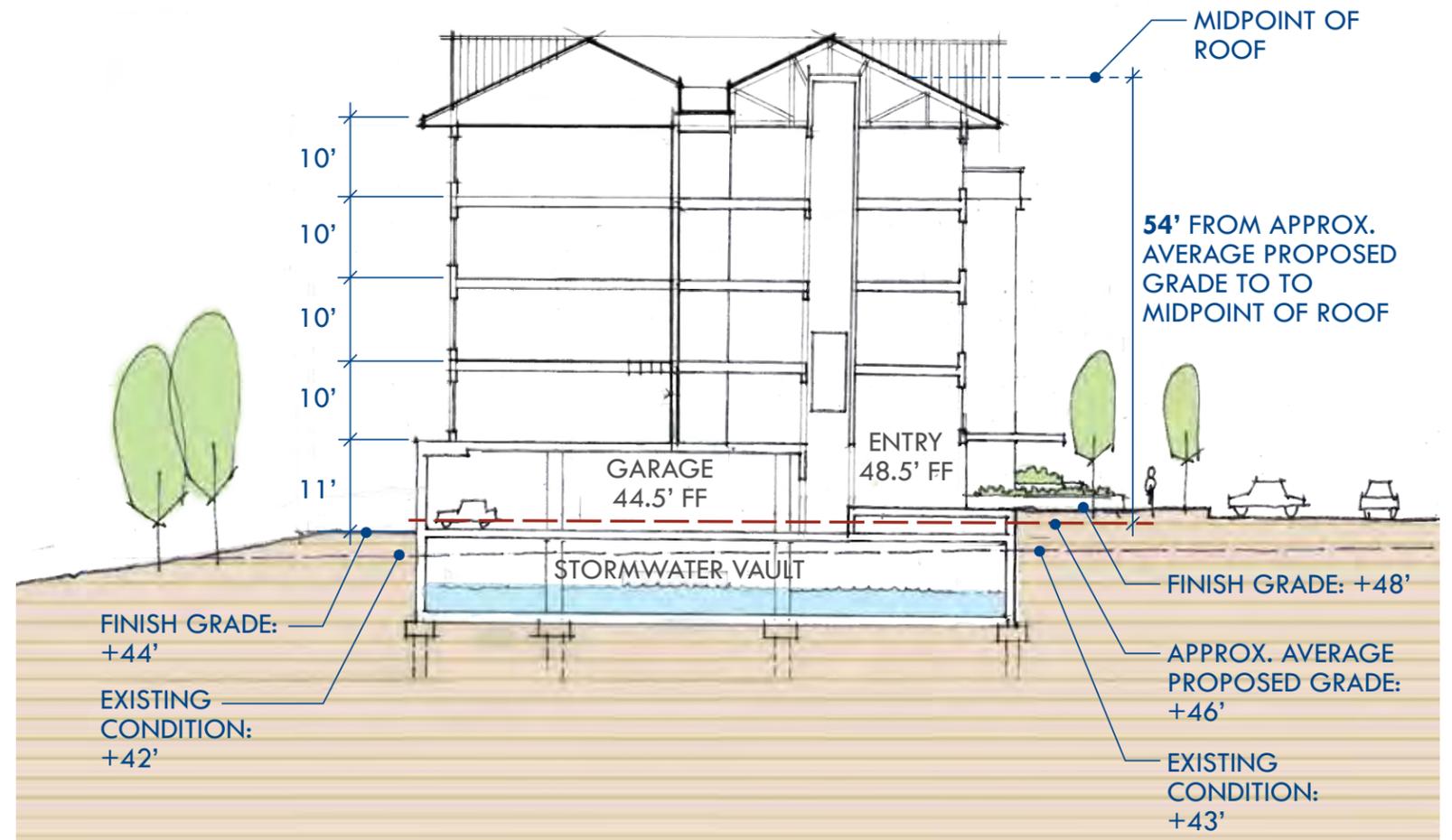
CIP TABLE 4.4 FOOTNOTE 3:

"Base height may increase to 54 feet to accommodate additional first floor height such as for Retail and Service uses (at least 15 feet tall) or Office entrance lobbies or underbuilding parking."

IMC CHAPTER 18, APPENDIX 1A:

"How to determine average grade:*

[...] Show points on the drawing every ten (10) feet around the building footprint. For each point, provide spot elevations of the topography either as it exists today or as proposed, whichever is lower."



TYPICAL SECTION AT 5-STORY BUILDINGS*