

## PROJECT TEAM

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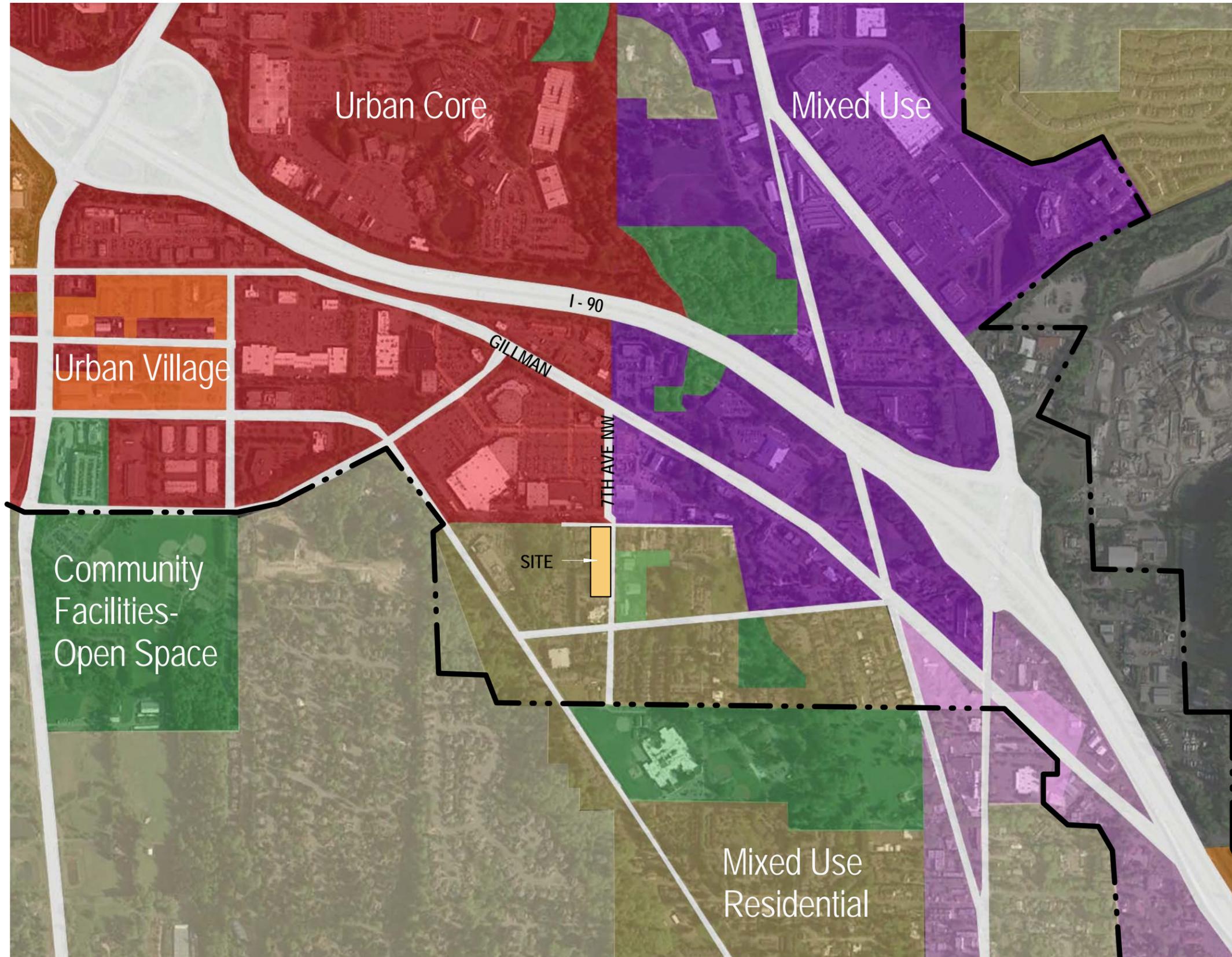


# ISSAQUAH APARTMENTS

955 7th Avenue NW  
Issaquah, WA 98027

PRE-APPLICATION MEETING  
February 2nd, 2016

# PROJECT OVERVIEW / ZONING MAP



## PROPOSAL SUMMARY

### PROJECT SITE

Site Address: 955 7th Ave NW Issaquah, WA 98027  
Tax ID #: 884430-0122, 884430-0035, 884430-0036  
Site Area: 54,000 SF (1.24 acres)  
Zoning: MUR - mixed use residential

### PRINCIPAL USES

Number of Residential Units: 110 Units - Multifamily Apartments  
Residential Amenity Area Prop'd: 1,600 SF - Rooftop Garden (level 2)  
1,122 SF - Amenity Lounge (level 2)  
Commercial Uses Proposed: None

### PARKING / ACCESSORY USES

Parking Provided: 109 stalls - residential (targeted at 1.0 stalls / unit avg.)

### SITE EVALUATIONS AND STUDIES PERFORMED TO DATE

- Preliminary geotechnical summary evaluations performed by Earth Solutions NW (ESNW)

### LEGAL DESCRIPTION

#### PARCEL A:

THE NORTH 200 FEET OF LOT 1, BLOCK 2, HERBERT S. UPPER'S THIRD ADDITION TO ISSAQUAH, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 21 OF PLATS, PAGE 56, IN KING COUNTY, WASHINGTON.

#### PARCEL B:

LOT 1, LESS THE NORTH 200 FEET THEREOF, AND THE NORTH 30 FEET OF LOT 15, BLOCK 2, HERBERT S. UPPER'S THIRD ADDITION TO ISSAQUAH, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 21 OF PLATS, PAGE 56, IN KING COUNTY, WASHINGTON.

SITUATED IN THE COUNTY OF KING, STATE OF WASHINGTON.

#### PARCEL C:

THE SOUTH 60 FEET OF THE NORTH 150 FEET OF LOT 15 IN BLOCK 2 AND THE SOUTH 60 FEET OF THE NORTH 90 FEET OF LOT 15 IN BLOCK 2 OF H.S. UPPER'S THIRD ADDITION TO ISSAQUAH, AS PER PLAT RECORDED IN VOLUME 21 OF PLATS, PAGE 56, RECORDS OF KING COUNTY, WASHINGTON.

### DEVELOPMENT OBJECTIVES

The proposed project is a multi-story development comprised of one residential apartment tower of wood-frame VA Construction Type over a common open concrete parking structure of IA construction. The project will contain approximately 110 apartments which will be a mixture of unit types consisting of studios, one-bedroom, one-bedroom lofts, and two bedroom units for households ranging from one to four people. The goal of this unit mix is to meet the local demographic demand with emphasis on roommates and young families with children while still providing housing for single professionals. The project proposes the use of on grade parking with approximately 1.00 parking spaces per unit. The project's total target FAR is the zoning maximum of 2.0 when including all bonus development incentives such as affordable housing per City of Issaquah standards. Residential amenities such as lounges, outdoor open space, and fitness center to be provided in addition to on-site leasing center and associated services. Parking to be provided at surface, no subterranean garage is proposed.

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AMERICAN CLASSIC HOMES

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0.01

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## DEVELOPMENT OBJECTIVES & SITE ANALYSIS

### SITE & VICINITY DESCRIPTION

The project is located immediately south of the Issaquah Commons Shopping Center and centrally between the Newport Way and NW Gillman Boulevard arterials. This area serves as a critical link between the commercial urban areas to the north and the residential areas to the south. The East edge of the project site is facing 7th Ave NW. The North edge is facing NW Locust St which is flanked by the pedestrian Juniper Trail edging along the southern border of Issaquah Commons. Along the South edge is a two-story commercial office building with a surface parking lot abutting the Southern and portion of the Eastern property lines. The remainder of the West edge is backed by an assisted living residential development with three 2 storey buildings surrounded by landscaping. The site is 3 connected lots with 2 lots being currently un-developed area, and the third with a single-story residence and detached garage. The immediate adjacent area is predominantly built-out by a variety of single-storey and two-storey suburban style commercial buildings, single family homes, multi-family buildings, and a retail commercial center to the North. Opposite the project site on 7th Ave NW is a vacant lot and an AtWork! Recycling Center and employment training center for the disabled. To the Northwest of the site a new 344 unit multifamily building is currently under development. Issaquah Creek is approximately 1,000 feet to the East. The site offers views to Squak Mountain to the south, Cougar Mountain to the east, and Tiger Mountain to the southwest.

### SUSTAINABLE DEVELOPMENT OBJECTIVES

The project is proposed to be developed in line with common sustainable building practices and materials to the maximum extent feasible. The owner will maintain ownership of the project as a long term investment, and as such will place a premium on energy and long term operational cost saving opportunities. The Client's vision for the project as a Boutique Living Environment will encourage tenant participation in sustainability methods through individual utility metering to track usage, encourage alternative means of transportation, and providing 'high touch' services such as free biodegradable dish soaps, etc. Additionally, the project proposes re-purposing the existing Cedar Trees onsite that will be removed by milling them into on-site benches and interior finishes. By harvesting a community nature among the tenants encourages a sense of a community stewardship that ultimately promotes all other sustainable practices.

The Client and design team has met with the City of Issaquah sustainability team and third party consultant Fermata to discuss potential opportunities for the project. At this time, no specific sustainability certification target has been formally established by the project team nor has a decision been reached regarding formally certifying the project. The client and design team will consult DSIREusa.com for state and federal incentives that apply to the project. The Client has also expressed strong interest in Salmon Safe and potentially becoming a pilot project for Built Green 5 star and above.

Typical projects by this development team would meet LEED-Certified or Built-Green 3-Star standards regardless of Client's certification target. Typical design features will include LID strategies for storm water management, energy efficient appliances / fixtures / mechanical systems, water-efficient fixtures and irrigation / planting designs, and locally-sourced and low-VOC materials and finishes. Pricing alternates will be investigated for geo-thermal heating/cooling, storm water re-use, rainwater harvesting, solar hot water, as a way to incorporate sustainable strategies into already existing challenges required for the site. Affordable housing will be provided on site as well as additional infrastructure supporting bicycle users, electric vehicles, and micro-size, and ride-share vehicles will be provided.

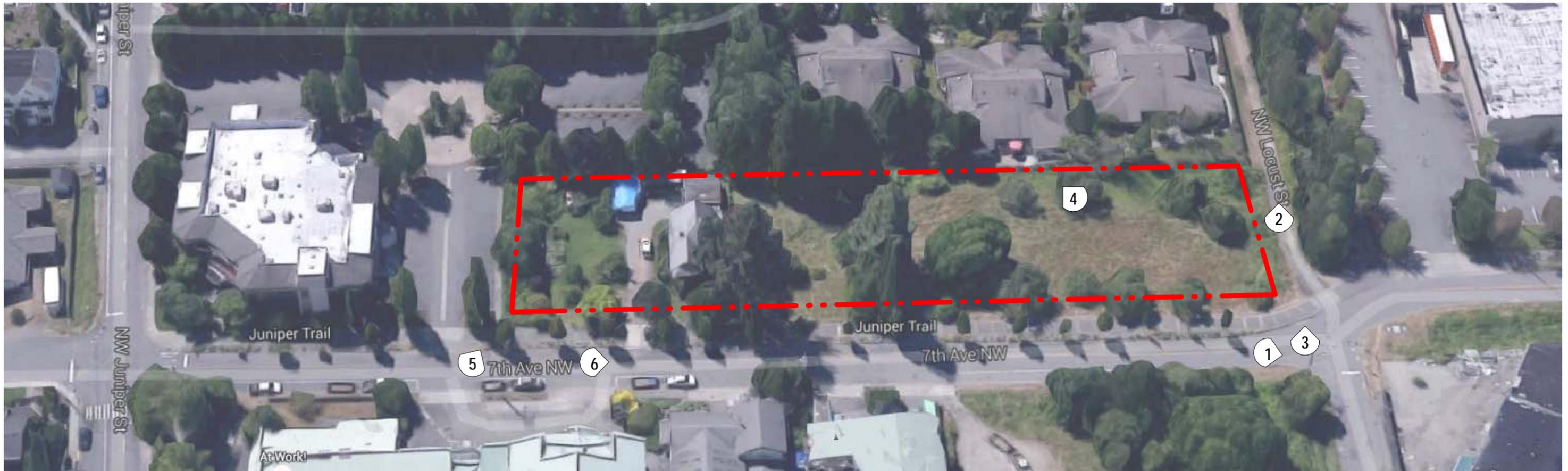




AERIAL B - LOCUST ST FACING SOUTH



AERIAL MAP



AERIAL A - 7TH AVE NW FACING WEST



# ISSAQUAH APARTMENTS

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02/02/2016

0.03

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1 - 7TH AVE NW AND NW LOCUST STREET



2 - NW LOCUST STREET - LOOKING WEST



3 - NW LOCUST STREET AND JUNIPER TRAIL - LOOKING WEST



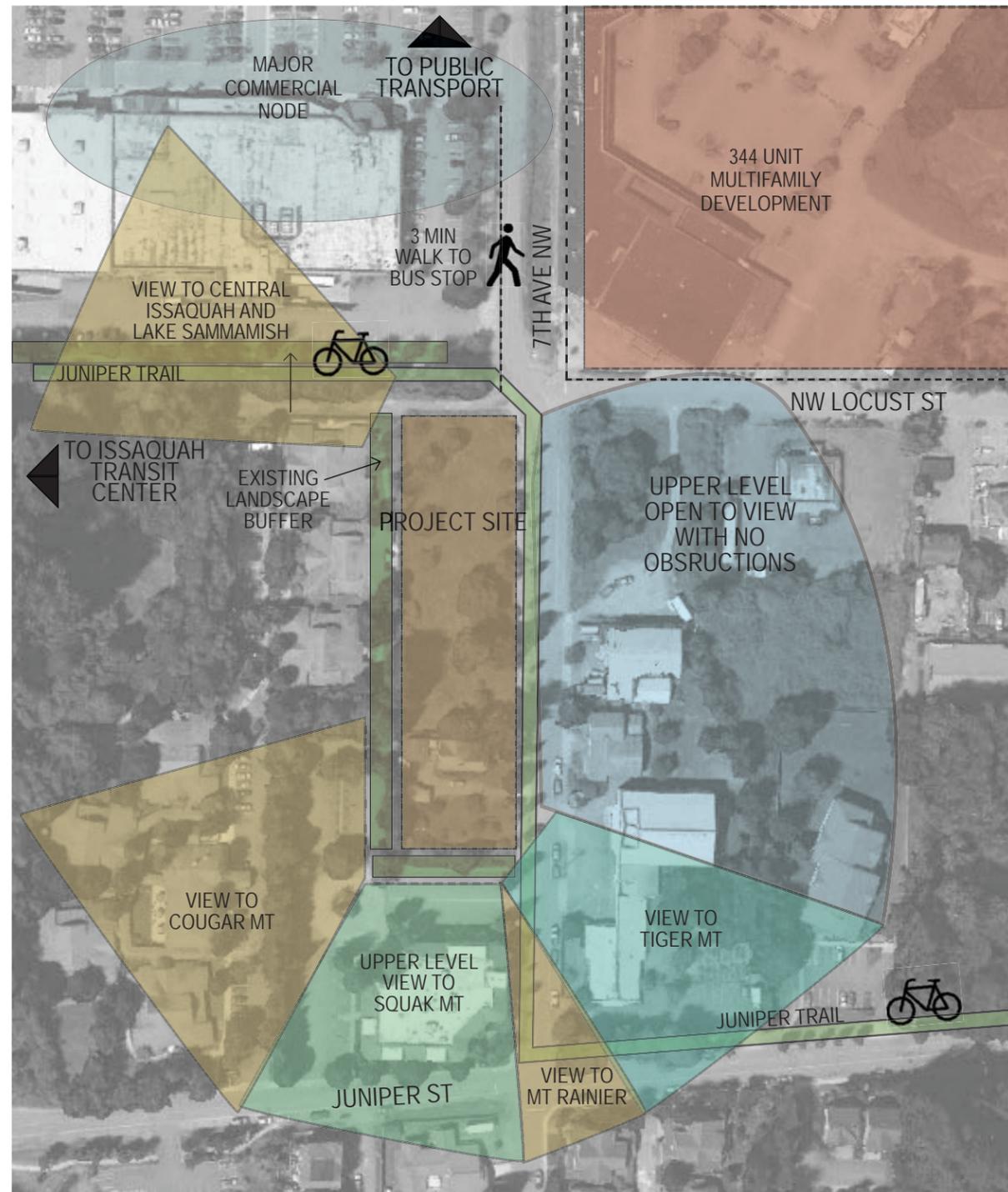
4 - WEST PROPERTY LINE - LOOKING WEST



5 - SOUTH PROPERTY LINE - LOOKING NORTH



6 - 7TH AVE NW - LOOKING NORTH



OPPORTUNITIES



CONSTRAINTS

# PUBLIC TRANSPORTATION AND TRAILS

## BUS ROUTES WITHIN 5 MIN WALK (7TH AVE NW AND GILMAN BLVD)

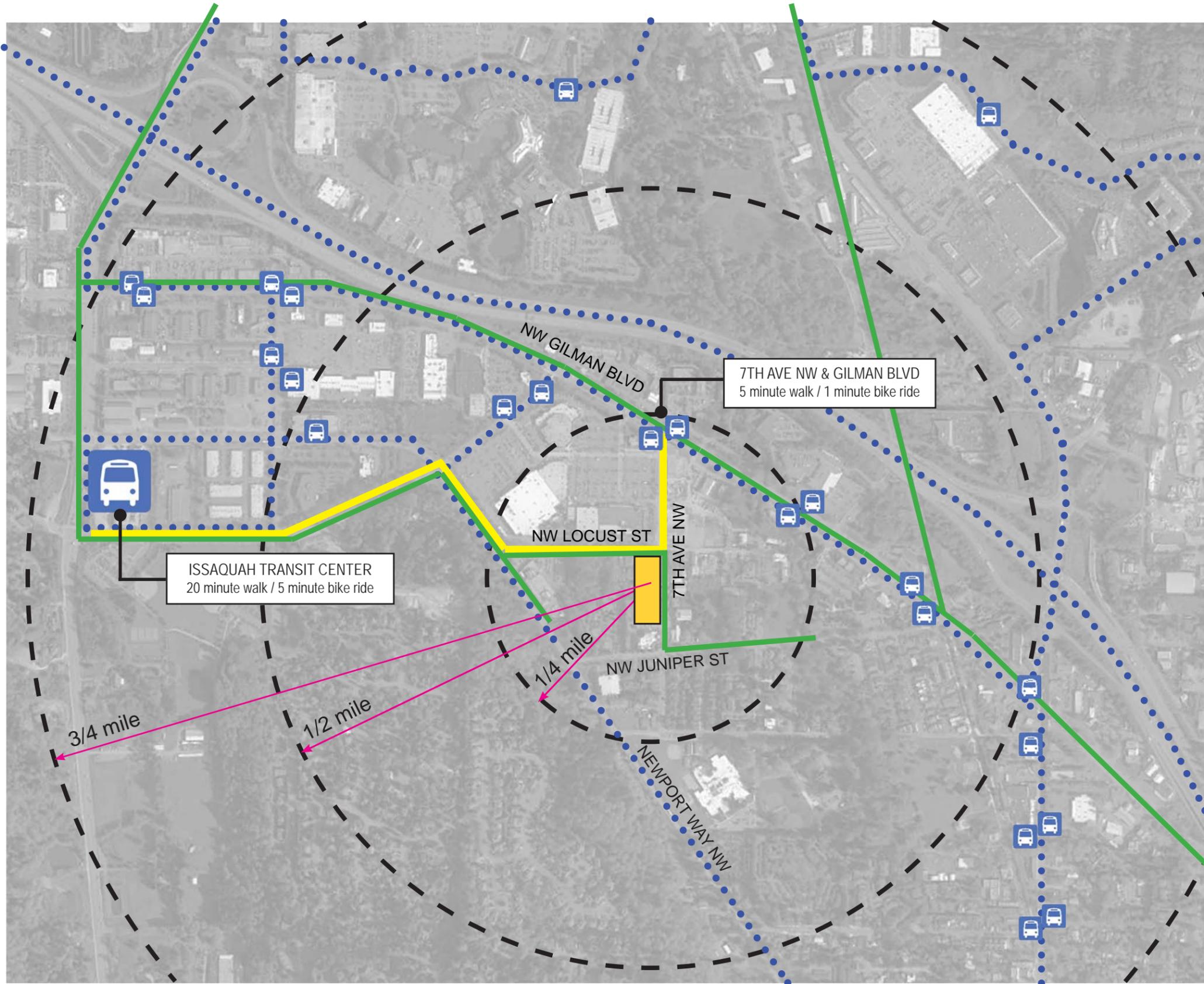
- ROUTE 200  
Weekdays every 35 min.  
Local route through Issaquah
- ROUTE 208  
Weekdays every 2 hours 15 min.  
Regional route to Snoqualmie and North Bend
- ROUTE 214  
Weekdays every 10-20 min.  
Regional route from Issaquah through Mercer Island to Downtown Seattle
- ROUTE 271  
Weekdays every 30 min.; weekends every 30 min.  
Regional Route from Issaquah through Bellevue

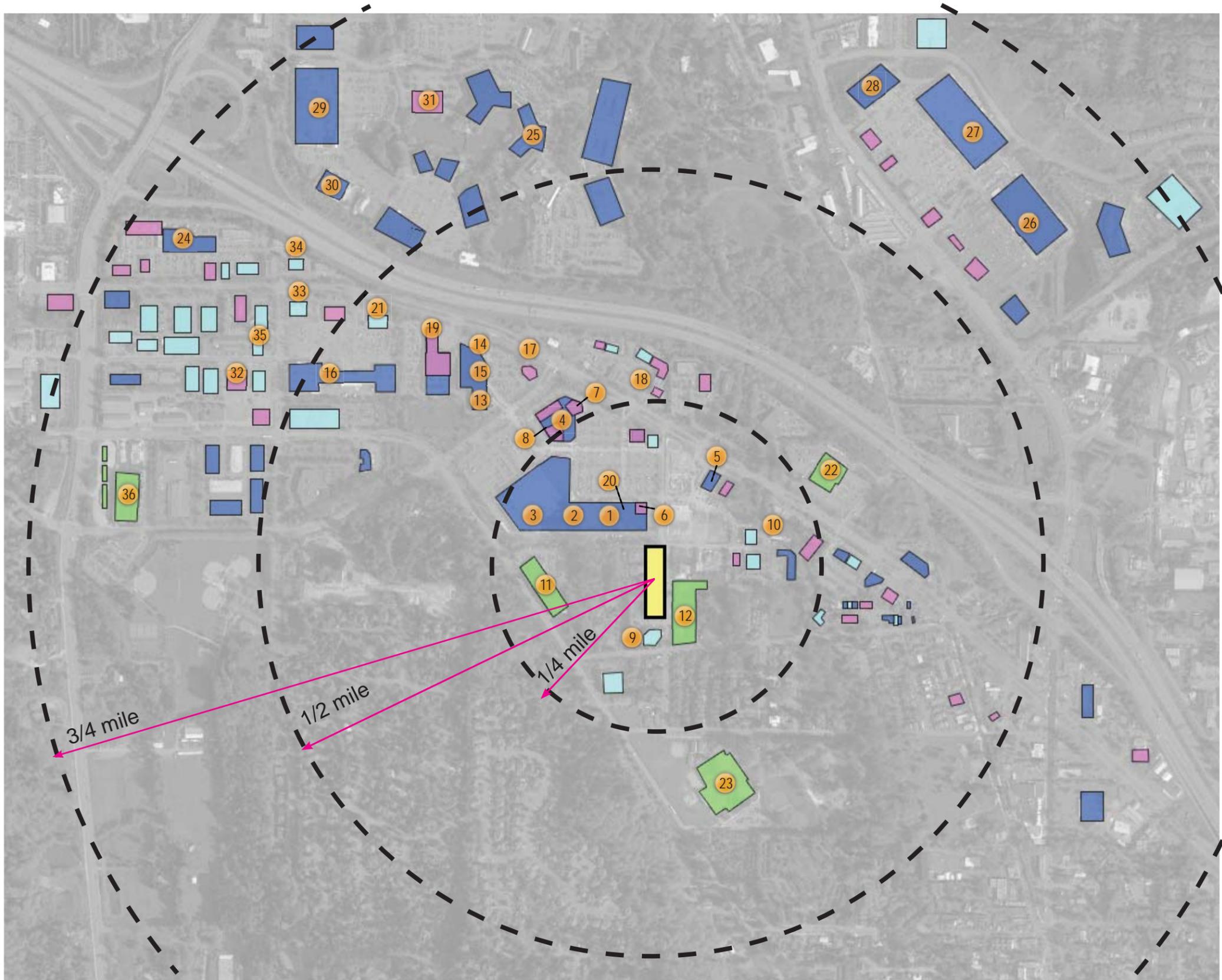
## BUS ROUTES WITHIN 18 MIN WALK (ISSAQUAH TRANSIT CENTER)

- ROUTE 269  
Weekdays; every 20-30 min.  
Regional Route from Issaquah through Bear Creek to Overlake
- ROUTE 554  
Weekdays every 20 min.; Weekends every 30 min.  
Sound Transit route from Redmond through Issaquah to Downtown Seattle
- ROUTE 555  
Weekdays every 20 min.  
Sound Transit route from Issaquah through Bellevue and University District to Northgate
- ROUTE 556  
Weekdays every 30 min.  
Sound Transit route from Issaquah through Bellevue and University District to Northgate

### MAP LEGEND

- PUBLIC TRAIL
- ..... BUS ROUTE
- DIRECT PEDESTRIAN/ BIKE ROUTE FROM SITE





# DEVELOPMENT PATTERN

## NEIGHBORHOOD DEVELOPMENT WITHIN 1/4 MILE

- |                          |                         |
|--------------------------|-------------------------|
| <b>RETAIL</b>            | <b>COMMERCIAL</b>       |
| 1 SAFEWAY                | 9 ISSAQUAH DENTAL ARTS  |
| 2 REI                    | 10 KEY BANK             |
| 3 TARGET                 | <b>PUBLIC AMENITIES</b> |
| 4 BED BATH AND BEYOND    | 11 KING COUNTY LIBRARY  |
| 5 O'RIELY AUTO PARTS     | 12 AT WORK!             |
| <b>FOOD AND BEVERAGE</b> |                         |
| 6 STARBUCKS              |                         |
| 7 CHIPOLTLE              |                         |
| 8 PANERA BREAD           |                         |

## NEIGHBORHOOD DEVELOPMENT WITHIN 1/2 MILE

- |                           |                                      |
|---------------------------|--------------------------------------|
| <b>RETAIL</b>             | <b>COMMERCIAL</b>                    |
| 13 TRADER JOES            | 20 BECU                              |
| 14 PETCO                  | 21 BANK OF AMERICA                   |
| 15 ROSS                   | <b>PUBLIC AMENITIES</b>              |
| 16 SPORTS AUTHORITY       | 22 US POST OFFICE                    |
| <b>FOOD AND BEVERAGE</b>  | <b>INSTITUTIONAL</b>                 |
| 17 WILDFIN AMERICAN GRILL | 23 ISSAQUAH VALLEY ELEMENTARY SCHOOL |
| 18 BIG FOOT JAVA          |                                      |
| 19 TACO TIME              |                                      |

## NEIGHBORHOOD DEVELOPMENT WITHIN 3/4 MILE

- |                          |                            |
|--------------------------|----------------------------|
| <b>RETAIL</b>            | <b>COMMERCIAL</b>          |
| 24 QFC                   | 33 CHASE BANK              |
| 25 COSTCO                | 34 WELS FARGO              |
| 26 HOME DEPOT            | 35 US BANK                 |
| 27 FRED MEYER            | <b>PUBLIC AMENITIES</b>    |
| 28 BEST BUY              | 36 ISSAQUAH TRANSIT CENTER |
| 29 LOWES                 |                            |
| 30 PETSMART              |                            |
| <b>FOOD AND BEVERAGE</b> |                            |
| 31 RED ROBIN             |                            |
| 32 GASLAMP BAR & GRILL   |                            |

### MAP LEGEND

- |   |   |
|---|---|
| <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> RETAIL              | <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> COMMERCIAL   |
| <span style="display:inline-block; width:15px; height:15px; background-color:purple; border:1px solid black;"></span> FOOD AND BEVERAGE | <span style="display:inline-block; width:15px; height:15px; background-color:green; border:1px solid black;"></span> PUBLIC AMENITIES |

## ISSAQUAH APARTMENTS

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PNW HOLDINGS, LLC

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02/02/2016

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## PARKING REQUIREMENTS:

### PARKING REQUIREMENTS (TABLE 8.10-1)

UNIT TYPE	MIN	MAX
Studio	0.75/ Unit (<600 sf)	1/ Unit
One Bedroom	1/ Unit	1.25 / Unit
Two Bedroom	1/ Unit	2 / Unit
Type A Loading Space (25' x 10')	2 (>40 UNITS)	
<b>UNIT COUNT</b>		
1 / 1 (32 UNITS)	x 1 / UNIT = 32	x 1.25 / UNIT = 40
1+DEN / 1 (8 UNITS)	x 1 / UNIT = 8	x 1.25 / UNIT = 10
2 / 2 (39 UNITS)	x 1 / UNIT = 39	x 2 / UNIT = 78
LOFT 1/1 (8 UNITS)	x 1/ UNIT = 8	x 1.25 / UNIT = 12
OPEN 1 / 1 (23 UNITS)	x 0.75/ UNIT = 17	x 1/ UNIT = 23
PARKING REQ'D (BEFORE EV CREDIT) = 104 MIN		163MAX
ELECTRIC VEHICLE STATION CREDIT = 5		

**TOTAL PARKING REQUIRED 99 MIN 163MAX**

### PARKING PROPOSED:

PARKING STALL TYPE	SIZE	TOTAL	% TOTAL
COMPACT	16'-0" x 8'-0"	63	58.2%
MICRO	12'-0" x 7'-0"	5	4.5%
STANDARD	18'-6" x 9'-0"	41	37.3%
		109	100%

### ADDITIONAL PARKING REQUIREMENTS (FIGURE 8.20-1)

SIZE	L x W	% ALLOWED
Standard	18'-6" x 9'-0"	100%
Compact	16'-0" x 8'-0"	60% MAX
Micro	12'-0" x 7'-0"	5% MAX
Parallel	20'-0" x 7'-0"	

### TANDEM PARKING (8.13.B.9)

Max allowed: 50% of total  
 Provided: 11 / 110 = 10%

### BICYCLE PARKING:

Required : 22 (0.15 spaces / bedroom (149))  
 Provided: 46

### MOTORCYCLE PARKING (8.12.A.2)

Required: 1 per 36 of parking spaces = 36/ 110 = 3.3  
 Provided: 3

### ELECTRIC VEHICLE CHARGING STATIONS (8.13.B.11)

May be provided to reduce parking requirements by number of stations provided; up to 5% of total parking required.  
 Provided: 5 (4.5% OF TOTAL)

### LOADING SPACES (TABLE 8.16-1)

Required: 2 Total (over 40 units)  
 Provided: 2 (TYPE A)

## PARKING DESCRIPTION:

### OVERVIEW

The project aims to feature a multi-use transportation strategy to best serve its tenants in the near and distant future as transportation needs evolve. The development aims to act as a pilot project for multifamily residential buildings of this size to encourage active integration and use of all transportation method available. Surface parking in conjunction with close proximity to frequent public transportation, an oversized bike room with amenities, motorcycle parking, and potential partnerships with car sharing companies will be available for tenants to tailor their use to the many available options. The project is looking towards current trends of car sharing (Zip Car, Car-2-Go) and the mobile taxi trends (Uber, Lyft) as additional ways residents will opt out of car ownership. The project location is perfectly suited for all of these alternative means of car ownership as its proximity to commercial shopping and services, food and beverage, and local attractions will have very short trip times. In a recent meeting hosted by the City of Issaquah with sustainability consultant Fermata, it was discussed that in the not so distant future, much of the proposed parking would not be utilized due to people's awareness of the negative impacts of car ownership and all of the alternative transportation options available to them. The negative environmental impacts of car ownership is also reflected in the Central Issaquah Development Standards as it has codified reduced parking infrastructure in the Central Area from the previous Municipal code requirements, and added dedicated bike lanes to many of its major road standards. Additionally, the zoning intent of the area as Mixed Use Residential is intended to "locate housing in close proximity to a range of urban services, to facilitate transportation alternatives and encourage pedestrian access" (IMC 18.06.100.F.4). The multi-use transportation approach of the project strongly promotes the City's sustainable goals as a way to protect the natural environment.

### VEHICULAR PARKING

The project proposes a 1:1 parking to unit ratio which exceeds the Central Issaquah Design Standards for the unit mix proposed. All parking is proposed to be surface parking with a mix of standard, compact, and micro stall sizes per city standards. All parking is accessed from an internal two-way drive with thru circulation with driveway entrances off of 7th Ave NW and NW Locust St. The twelve tandem stalls proposed will be assigned to multi-bedroom units and the arrangement and sizes meets all city standards. The project is conducting a Traffic Impact Analysis Study to address potential vehicular impacts of the development. In addition to off-street parking, the project will undertake improvements on 7th Ave NW that includes a widening of the R.O.W and addition of a dedicated parking lane. With 450' of street frontage along 7th Ave NW, the project assumes approximately 15 additional street parking stalls directly in front of the project. These additional stalls are not included in any calculations, but are a recognized addition to accommodate additional parking demands.

### PUBLIC TRANSPORT

The project is conveniently located within ¼ mile of several major local and regional bus routes. From the bus stop at 7th and Gilman, a 5 minute walk from the project, routes 200, 208, 214, and 271 serve all of the local Issaquah commercial areas, and regional areas of Downtown Seattle, University District, Bellevue, Mercer Island, Snoqualmie, and North Bend. The Issaquah Transit Center is located ¾ mile to the west, a 5 minute bike ride or 20 minute walk away. The proximity to frequent public transportation further encourages residents to forgo car ownership and utilize alternative means of transportation.

### CAR SHARING

The owner is involved in ongoing discussions with local car sharing companies Zip-Car and Car-2-Go to provide dedicated parking for the car sharing program to encourage residents to use these services as alternate means to car ownership. Additionally, mobile app taxi services such as Uber and Lyft have proven to be safe and much more user friendly than traditional taxi services. These are a few of the reasons that these services had been wildly popular and usage is widespread among all demographics.

### BIKE STORAGE

In addition to vehicular parking, the project proposes over 2x the code required amount of bike storage. In addition to the increased capacity, other user friendly amenities are proposed such as a bike washing and maintenance station. The bike room is served by the central entry, separate from the main entry and is located just off of the Juniper Trail. The convenient access to the bike room, useful amenities, and proximity to the Juniper trail will encourage users to use this alternative means of transportation and avoid ever increasing traffic congestion.

### PUBLIC BIKE RENTALS

Per recent meetings with the City of Issaquah sustainability team, the project will monitor the City's proposal to provide public shared use bike rentals throughout the city. The project proposes to collaborate with the City to provide on-site facilities for city use public bike rentals.

## PARKING DESIGN CRITERIA NARRATIVE:

### CHAPTER 8 - PARKING

8.4 TRANSPORTATION MANAGEMENT PLAN - Project will include a TMP linked to the final building unit mix / parking layouts and desired transportation program objectives.

8.7 MAINTENANCE - All parking facilities on-site will be maintained by the property owner.

8.8 / 15 REQUIRED VEHICULAR SPACES - All parking quantities will be provided per City codes. All barrier-free parking spaces shall be provided per IBC / City codes.

8.10 TABLE OF VEHICULAR SPACES - On-site parking will be targeted to exceed City minimum standards.

8.11/12 BICYCLE / MOTORCYCLE PARKING - All bicycle and motorcycle parking will be provided per City codes.

8.13B9 TANDEM PARKING - Tandem parking stalls are proposed for serving multiple-bedroom dwelling units. Quantities and arrangement/ sizes of tandem parking shall be provided per City codes.

8.13B11 ELECTRIC VEHICLE CHARGING - EV parking stall quantity / locations will be provided. Any proposed parking quantity reductions shall be calculated per City codes.

8.16 LOADING SPACES - Two Type A loading spaces and the requisite overhead clearance will be provided per City codes.

8.18 PARKING STALL DESIGN STANDARDS - All parking stalls shall be designed per City codes.

8.19 ADMINISTRATIVE ADJUSTMENT OF PARKING STANDARDS - No AAS for parking stall sizes anticipated to be required.

8.20 DRIVE AISLE DIMENSION STANDARD - All interior drive aisles shall be provided per City codes.

### CHAPTER 15 - PARKING DESIGN

#### 15.2 GENERAL STANDARDS

The surface parking lot has been located and configured to be have a minimized appearance from the public R.O.W. The driveway access has been carefully located to minimize the impacts on the 7th Ave NW and NW Locust Streets. A through drive configuration is proposed to distribute entry and egress so to minimize queuing. Parking lot landscaping is provided to soften the paved area and visually break up the parking areas. A majority of the parking is located beneath the podium building above to further reduce the impact of a surface parking lot.

#### 15.4 STANDARDS FOR SURFACE PARKING

The surface parking lot will have a wide landscaped edge that will allow large canopy trees for shade and visually screen the lot from the adjacent property to the West. Paving areas are reduced by utilizing a two-foot vehicular overhang with landscaping at the parking stall head. Low impact Stormwater management elements will be implemented to reduce run off impacts and promote sustainable water management efforts.

#### 15.5 BICYCLE PARKING

An oversized secure bike room is provided adjacent to the Juniper Trail. The bike room will provide over 2x the required bike storage and other useful amenities such as a maintenance station. The location of the bike room is adjacent to the building entrance.

## ZONING CODE ANALYSIS:

Land Use District : MIXED USE RESIDENTIAL (MUR)  
 Total Site Area, Sq. Ft. 54,000 SF

### BUILDING HEIGHT (TABLE 4.4)

Base Allowed: 40 feet  
 Max Allowed: 65 feet  
 Max Allowed to be achieved by utilizing Density Bonus Program by providing 8,100 SF affordable housing. See calculations below

### FAR (4.4B)

Base FAR: 1.25 (67,500 Sq. Ft.) / Max FAR 2.00 (108,000 Sq. Ft.)  
 Max Allowed to be achieved by utilizing Density Bonus Program by providing 8,100 SF affordable housing. See calculations on this sheet.

### SETBACKS (TABLE 4.4)

Build to Line 10 feet (min 60% of facade, maximum setback at street facing frontage);  
 Corner Build to Line: min 60' along each facade from corner shall adhere to 'Build to Line'  
 Side setback: 7 feet  
 Rear Setback: 7 feet

### IMPERVIOUS SURFACE / LOT COVERAGE (TABLE 4.4)

\*\* R.O.W. included as Pervious Cover per Municipal Code 18.07.050.E  
 Allowed: 80%  
 Proposed: SEE CHART BELOW

### IMPERVIOUS COVERAGE PROPOSED:

COVER TYPE	AREA	% TOTAL
IMPERVIOUS	41930 SF	77.6%
PERVIOUS	8793 SF	16.3%
R.O.W. DEDICATION (**PERVIOUS)	3277 SF	6.1%
	54000 SF	100.0%

### COMMUNITY SPACE (7.3.A.2)

Each residential unit to have a minimum 48 SF of private or community outdoor space, provided for individual unit or as common community space.

TOTAL UNITS	110
OUTDOOR SPACE REQUIRED (UNITS x 48 SF)	5,280 SF
COMMUNITY ROOF DECK PROPOSED	1,600 SF
COMMUNITY ON GRADE PLAZA (2,875 SF)	
PRIVATE UNIT DECKS PROPOSED	3,744 SF
TOTAL UNIT DECK COUNT (6'x12' = 72 SF min)	52
<b>PRIVATE OUTDOOR SPACE PROVIDED</b>	<b>5,344 SF</b>
RESIDENT AMENITY REQUIRED	400 SF
RESIDENT LOUNGE (1122 SF)	
FITNESS (758 SF)	
<b>TOTAL AMENITY PROVIDED</b>	<b>1,880 SF</b>

### PARKING AREA LANDSCAPING (10.5.A)

Refer to calculations on sheet L.03

## FAR & DENSITY BONUS

### FAR CALCULATIONS AND DENSITY BONUS - ALLOWED

Max FAR 2.00 (108,000 SF)  
 Base FAR: 1.25 (67,500 SF)  
 Bonus FAR 0.75 (40,500 SF)

1/3 of 0.75 bonus (40,500 SF) = 0.25 FAR = 13,500 SF  
 20% of 0.25 FAR (13,500 SF) = 2,700 SF

2/3 or 0.75 bonus (40,500 SF) = 0.50 FAR = 27,000 SF  
 20% of 0.50 FAR (27,000 SF) = 5,400 SF

(1/3) 2,700 SF + (2/3) 5,400 SF = 8,100 SF affordable housing req'd to achieve max density bonus

### FAR CALCULATIONS AND DENSITY BONUS - PROPOSED

Total FAR proposed = 2.0 FAR (108,000 SF)

Required & Elective Public Benefits Provided  
 MANDATORY - on-site affordable housing 2,700 sf (per calcs above)  
 ELECTIVE - on-site affordable housing 5,400 sf (per calcs above)

### PROPOSED FAR SUMMARY:

NAME	AREA
	0 SF
FAR - LEVEL 1	9839 SF
FAR - LEVEL MEZZ	3273 SF
FAR - LEVEL 2	23977 SF
FAR - LEVEL 3	23977 SF
FAR - LEVEL 4	23977 SF
FAR - LEVEL 5	22781 SF
FAR - LEVEL ROOF	134 SF
	107956 SF

## WASTE FACILITIES

### SOLID WASTE REQUIREMENTS

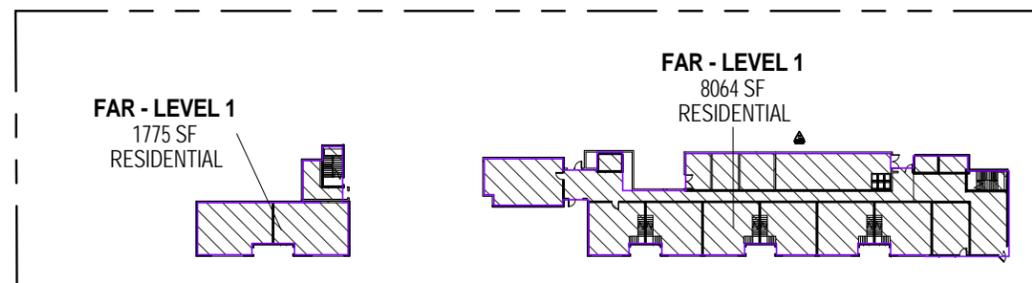
UNIT COUNT	CLASS	MIN (CU. YD.)*	MAX (CU. YD.)**	PROVIDED (CU. YD.)
(23) STUDIOS	SINGLE	23	34.5	
(40) 1 BEDROOM	SINGLE	40	60	
(8) LOFTS	SINGLE	8	14	
(39) 2 BEDROOMS	FAMILY	58.5	78	
TOTAL/MONTH		129.5	186.5	
TOTAL/WEEK (x .25)		32.4	46.6	
SOLID WASTE BY CATEGORY/WEEK	MIN	MAX	TOTAL	
FOOD WASTE (25%)	8	12	8	
RECYCLE (37%)	12	17	12	
GARBAGE (37%)	12	17	12	

\*SINGLE = 1 CU. YD/UNIT  
 FAMILY = 1.5 CU. YD/UNIT

\*\*SINGLE = 1.5 CU.YD/UNIT  
 FAMILY = 2 CU.YD/UNIT

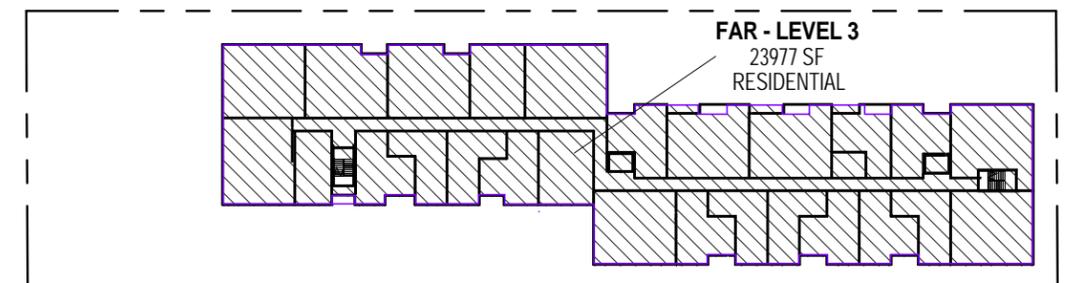
### WASTE FACILITY NARRATIVE:

Trash chute, Recycling Chute, and 96 gallon Food Waste bin provided on each floor, located a maximum of 265' from all units with 81% of all units located within 200' from waste facilities. On-site maintenance will move food waste bins to Level 1 waste storage room as required. Food waste bins are preferred in lieu of a chute due to maintenance issues and to promote reduction in odor to improve resident use of this facility.



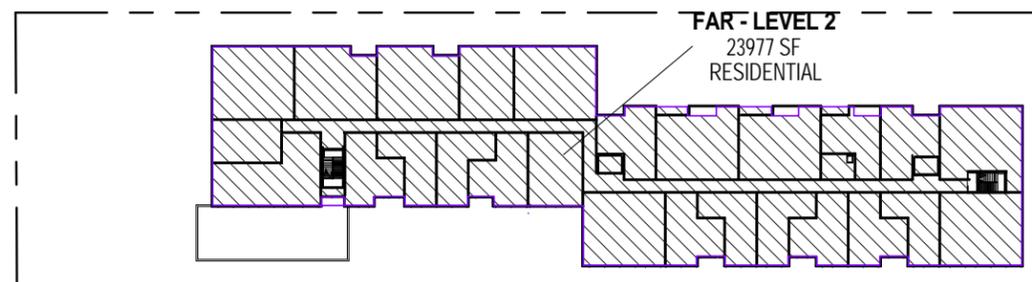
### FAR DIAGRAM - LEVEL 1

SCALE: 1" = 80'-0"



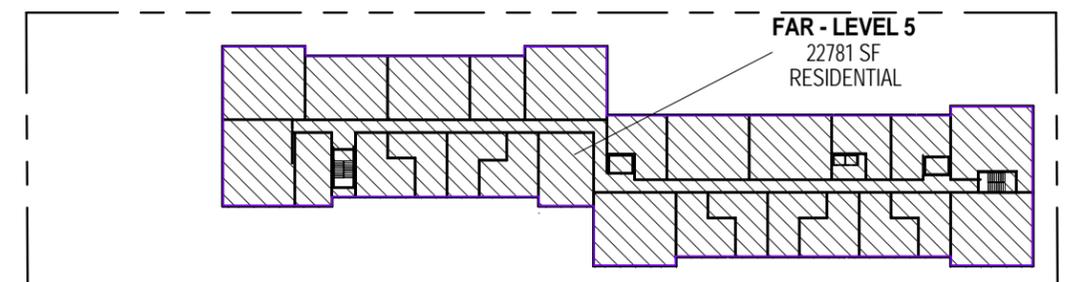
### FAR DIAGRAM - LEVEL 3 (4-5 SIMILAR)

SCALE: 1" = 80'-0"



### FAR DIAGRAM - LEVELS 2 - 5

SCALE: 1" = 80'-0"



### FAR DIAGRAM - LEVEL 5

SCALE: 1" = 80'-0"

# PRE-APPLICATION DISCUSSION POINTS & DEVELOPMENT NARRATIVE

## PRE-APPLICATION DISCUSSION POINTS

### PROPOSED DEVELOPMENT ADJUSTMENTS

1. Pedestrian Mid-Block Connection. Project proposed connection at 300'+/- from intersection (increase from 250'). See sheet 1.06.
2. Project proposes Driveway Sight Distance Triangles to be classified as "Residential Driveways" instead of "Minor Street/ Multifamily Access" in order to increase the amount of available on-street parking. See sheets 1.01 and C.4.

### DISCUSSION POINTS

1. Access and treatment of NW Locust St. Refer to Sheets 1.03 and 1.05 for additional comments. Refer to pre-application collaboration meeting minutes dated 12/1/2015 for additional notes.
  - 1.a. Locust Cross Section and intersection design
  - 1.b. Stream Buffer mitigation area and requirements
2. 7th Ave frontage improvements
  - 2.a. 7th Ave curb curvature
  - 2.b. Bulb out design, if any
3. Pedestrian mid block connection, location and treatment. Refer to sheet 1.06.
4. City planning support of the proposed parking strategy and anticipated needs due to project location, adjacent density, access to public transportation, car sharing, on-site bicycle amenities, and City's sustainability goals.
  - 4.a. Is there a standard or preferred motorcycle stall size?
  - 4.b. Are designated off site street parking spaces along 7th Ave NW in the parking lane able to encroach into the sight line triangles shown to maximize the amount of street parking provided? How close to the edge of the driveway will parking be allowed?
  - 4.c Update on City bicycle sharing program
5. Area trade for storm bypass area in 7th Ave NW
6. Flood Zone X
7. Frontage Utility replacement/relocation

## DESIGN NARRATIVE

### CHAPTER 11 - SITE DESIGN

#### 11.2 GENERAL STANDARDS

The project will significantly contribute to the neighborhood by creating a transitional, pedestrian-friendly streetfront along 7th Avenue. Landscaping at grade and detailing on the building itself will create a new sense of place to reinforce the new development in the area while respecting the mixed-use character and zoning already present. Sustainable building features will be celebrated wherever possible. A new 10 feet wide multi-modal trail that will be part of the Juniper- Maple Trail will be the "streetfront" for the ground-related loft dwelling units along 7th Avenue. NW Locust Street will also be improved from the existing gravel road to a paved street with landscaping strip and pedestrian sidewalk to encourage a safer and more inviting presence of the 7th Ave NW and NW Locust Street intersection. The project will dedicate extensive areas to the widening of 7th Ave NW and to providing an improved street at NW Locust Street while also retaining the existing stream and vegetative buffer. Multi-functional site design elements will be implemented where possible and applicable to promote informal gathering and create a welcoming pedestrian experience. The project massing will be emphasized at the corner of 7th Ave NW and NW Locust Street as a way to add significance to this critical corner and add a valuable sense of arrival into the transition from the Issaquah Commons to the residential neighborhood to the south. The project massing and orientation of the resident roof deck amenity will serve to preserve and promote views of the local natural features of Tiger, Squak, and Cougar mountains.

#### 11.2 STANDARDS FOR ALL USERS

The project places an emphasis on pedestrian circulation though the new 10 feet wide multi-use Juniper Trail as well as the incorporation of a pedestrian thru block connection that will serve to connect future developments to the west. The project emphasizes green landscaping through the large open space plaza located along the Juniper Trail & 7th Ave NW frontage. The pedestrian thru block connection also engages this plaza to further link green belt opportunities throughout the community. Opportunities to utilize this plaza in meaningful ways such as a community pea patch or other uses will be explored. The project will adhere to the 10 foot build to line and corner frontage requirements along that will create a desires sense of engagement of the project to the public frontage. All utilities will be located to eliminate their visual impact. Landscaping in conjunction with architectural details along the sites frontage will serve to create an overall desirable sense of place.

#### 11.4 ENVIRONMENTALLY CRITICAL AREAS

The project is adjacent to a Class 4 stream located in the center of the NW Locust St R.O.W. The project has engaged a wetlands consultant and consulted with the Washington State Department of Fish and Wildlife to ensure that impacts to this stream are avoided as much as possible. The project proposes a significant dedication along NW Locust Street in order to provide necessary R.O.W improvements while also avoiding impacting the stream. Mitigation of any impacts to the 25' buffer will be located within the existing riparian zone and will serve to remove intrusive plant species and promote a more sustainable and habitable vegetative environment along the stream bank.

#### 11.5 SERVICE, LOADING AND WASTE FACILITIES

All loading zones are located in the rear of the project and adjacent to the elevator entries. Waste enclosures are located inside the building. Waste containers will be moved to the internal drive by property management as necessary for pick up.

### CHAPTER 12 - CIRCULATION DESIGN

#### 12.2 GENERAL STANDARDS

The building massing is configured to promote an urban context and engagement of the development with the adjacent community. The building entry lobbies have been carefully situated to encourage multiple routes of circulation throughout the site. The main entry lobby at the corner of 7th Ave NW and NW Locust Street engages this critical corner and serves to promote pedestrian connection to the commercial shopping to the north. The mid block entry along 7th Ave NW allows multiple points of entry to increase accessibility. Each entry lobby is provided with an elevator and serves to connect both the public street as well as the internal parking. Universal design will be incorporated throughout the site to increase ease of movement and connection for all users. Differentiating pavement colors and patterns will be utilized to provide hierarchy and visual clues. Delineation of public and private circulation will be minimized and indistinct.

#### 12.3 MOTORIZED FACILITY STANDARDS

The surface parking lot pavement will be reduced through the use of the two-foot vehicle overhangs with landscaping at the vehicle head. Pedestrian crossings will be highlighted through changes in paving color or striping to alert motorists. There will be only one curb cut off of 7th Ave NW and one off of NW Locust St to minimize bicycle and pedestrian conflicts. Vehicular movements are internalized and separated from pedestrian circulation routes.

#### 12.4 NONMOTORIZED FACILITY STANDARDS

Project will improve pedestrian / bike pathways along 7th Ave NW and NW Locust Street and reinforce pedestrian realm while increasing safety at pedestrian crossings such as street intersections. The Juniper Trail will provide a 10 foot wide path to encourage multi-use for all users. The bike room for the project is strategically located immediately adjacent to the Juniper Trail to improve connectivity.

#### 12.5 CONNECTIVITY AND BLOCK STRUCTURE DESIGN

An East-West through block pedestrian connection is proposed to connect 7th Ave NW to future adjacent developments to the West. The location of this connection has been studied and carefully placed to accommodate staged future developments. The pedestrian connection meets City standard 6.4.A for Non-Motorized Secondary Through Block Passage. All pedestrian curb ramps and walkway separation shall be designed to meet City standards. The project will provide Dedications as required by the city for R.O.W improvements. The R.O.W improvements and landscaping provided will be maintained my property management.

#### 12.6 CIRCULATION LANDSCAPING

Frontage landscaping adjacent to the walk up loft units in addition to code-required frontage landscaping along the street frontages will be provide to enhance the pedestrian experience within the ROW. Plantings will be designed and maintained to provide maximum visibility for pedestrian and vehicular safety on streets and internal drives. Landscape design will prioritize selection of native species, and those that are low maintenance and low water usage. Irrigation will be incorporated to accommodate summer drought stress. Tree selection will provide shade and be of a proper scale to the building and adjacent pedestrian facilities.

## ISSAQUAH APARTMENTS

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02/02/2016

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## GENERAL CITY STANDARDS / GUIDELINES

### CHAPTER 6 - CIRCULATION

6.2A BLOCK LENGTH - Building massing to allow for mid-building pedestrian connectivity to adjacent senior housing property to the west. At this time, the existing senior housing is fully constructed with no pedestrian connection to which to align our proposed project.

6.2B/C NEW CIRCULATION FACILITIES - Project will improve the bike pathway along 7th Avenue and provide new sidewalks at Locust Street(6.2F).

Additional dedications (6.2H) along 7th Avenue are anticipated to be required to provide these requirements.

6.4 The proposed 7th Ave R.O.W development section as indicated by the City of Issaquah Development Services Department will be as follows (East to West):

10' Sidewalk -- 6' Landscaping -- 8' parking -- 10' Southbound Travel Lane -- 10' Northbound Travel Lane -- 5' Bike Lane -- 8' Parking -- 6' Landscaping -- 8' Sidewalk  
71' total ROW width

### CHAPTER 7 - COMMUNITY SPACE

7.3A RESIDENTIAL - Private residential open space will be provided through common open spaces (rooftop gardens as well as at-grade open areas) and through private balconies in most dwelling units. All code-required amenity areas will be provided.

7.3B NON-RESIDENTIAL - all public / non-residential open space will be provided as required and appointed with pedestrian amenities and design elements such as benches, etc.

7.4D SHARED USE ROUTES - 7th Ave NW and NW Locust Street are noted as existing shared use routes. Accommodations for the shared use route along 7th Ave NW and NW Locust Street will be accommodated and planned for in the development of on site connections and circulation as noted in 6.2B

### CHAPTER 8 - PARKING - SEE PARKING ANALYSIS

### CHAPTER 9 - SIGNS

All project signage to be provided per City codes. No project signage other than building monumentation is anticipated at this time.

9.39C MONUMENT SIGNS / RESIDENTIAL IDENTIFICATION SIGNS - Monument signage shall be provided to meet City code standards of development for multifamily areas.

### CHAPTER 10 - LANDSCAPE

10.5 LANDSCAPING AT PARKING AREAS - Parking lot landscaping to be provided via trees, landscaping islands, edge plantings, and rain gardens per City codes.

10.10 MINIMUM TREE DENSITY - Replacement trees will be provided to satisfy City codes.

## DESIGN NARRATIVE CONTINUED

### CHAPTER 13 - COMMUNITY SPACE

#### 13.2 GENERAL STANDARDS

The project proposes a community roof top deck on the second level that has been strategically placed on the southern end of the project to take advantage of sun and views of the local natural amenities of Tiger, Squak, and Cougar Mountains. The roof deck is adjacent to indoor amenity spaces and looks down onto the large landscaped area on 7th Ave NW. This orientation provides passive surveillance and activates the landscape area and street frontage. Architectural elements such as a covered trellis will be incorporated onto the roof deck for weather protection and year-round use. Lighting will provide night time access and will be designed to meet code requirements for safety and light pollution. A variety of seating and other shared use amenities such as barbecues will be provided to encourage use by all residents.

### CHAPTER 14 - BUILDING DESIGN

#### 14.2 GENERAL STANDARDS

The building mass is designed to engage to public realm while providing visual interest and eliminate blank walls through changes in materials and modulation, as well as emphasizing the entrances and significant corners of the site. The project is being designed as "podium" style construction to provide long-term flexibility at the ground level uses. Project currently is proposing loft-style double height units at grade but these units can be easily converted to retail / office / other commercial uses at a future time without substantially impacting the overall project construction.

#### 14.3 BUILDING MASS AND DESIGN

Doors, operable windows, architectural modulation and detailing will be provided along each facade facing a circulation path that will break down the building massing to a pedestrian scale and prevent blank walls. Buildings over 3 stories shall be stepped back through changes in massing, materials, and modulation, while also serving to distinguish the building's top, middle, and base. View opportunities to Issaquah's natural character and surroundings including Squak, Tiger, and Cougar mountains will be prioritized. The entrances will be creatively integrated into the overall building massing and design so to create an interesting and inviting sense of arrival. The architectural and site design for the corner of 7th Ave NW and NW Locust Street will include added detail and form to emphasize the importance of this corner.

#### 14.4 GROUND LEVEL DETAILS

The project is proposing loft-style double height units along the grade level with the main building entry and leasing office at the corner of 7th Ave NW and NW Locust Street. The grade level will feature a carefully composed material palette of natural and textural materials such as brick, wood, and glass. The building entries will have canopies for weather protection. Ornamental light fixtures at each walk up unit and building entrance will provide additional visual interest and character. The walk up units will have a patio space along the public R.O.W to further engage the public realm.

#### 14.5 WEATHER PROTECTION

Weather protection shall be provided along the ground level and at all residential entrances per City requirements.

#### 14.6 ROOF AND PARAPETS

Active and passive rooftop amenities shall be provided where feasible. Parapets will not exceed 42" in height and will be integrated into the modulation of the architectural design. The roof and parapets will act to break up the building mass and provide visual interest. All visible mechanical equipment will be screened from view.

### CHAPTER 15 – PARKING DESIGN

SEE PARKING ANALYSIS

### CHAPTER 16 - LANDSCAPING DESIGN

#### 16.2 GENERAL STANDARDS

Landscaping will provide an integral quality to soften buildings and hardscape areas as well as provide a sense of scale and pedestrian friendly quality to the site design. Trees will be specifically selected and located for its ability to shade and integrate into other landscaped elements. Selection and composition of landscapes elements will be to emphasize a sense of place and visual interest through color variety and configurations of beds, raised planters, and potted planting. Landscaping will be used to screen visually impactful elements such as parking as well as provide privacy to on-grade residential units. Native plantings will be prioritized in an effort to reinforce Issaquah's natural setting. Surface parking areas shall be screened and softened with landscaping.

### CHAPTER 17 - LIGHTING

#### 17.2 GENERAL STANDARDS

A variety of lighting will be implemented in the project that will enhance the urban form and promote pedestrian safety and friendliness after dark. The lighting will be designed by a licensed engineer experienced with lighting design and will meet all city requirements for dark sky elements and light pollution. Lighting will be specifically designed to promote the activity of the space it is located and accent the architectural quality of the building.

#### 17.3 BUG (Backlight, Uplight, Glare) STANDARDS

The project will meet all BUG standards as applicable.

#### 17.4 DESIGN AND FIXTURE STANDARDS

Lighting will be scaled to pedestrians and be provided to activate and enhance pedestrian routes and activities. Illumination of outdoor public spaces and amenities will be provided to encourage use after dark.

#### 17.6 CIRCULATION STANDARDS: PEDESTRIAN, BICYCLE, TRAIL

Lighting will be provided along the Juniper Trail and Pedestrian Through Block Connection that will create a sense of safety without adversely affecting adjacent residential uses.

#### 17.8 PARKING STANDARDS

Parking area lighting shall meet all applicable City standards and will be designed to avoid direct light spill and glare. Lighting of pedestrian routes shall be provided throughout parking facilities.





SITE ACCESS DIAGRAM

SCALE: 1" = 40'-0"



ISSAQUAH APARTMENTS

955 7th Avenue NW  
Issaquah, WA 98027

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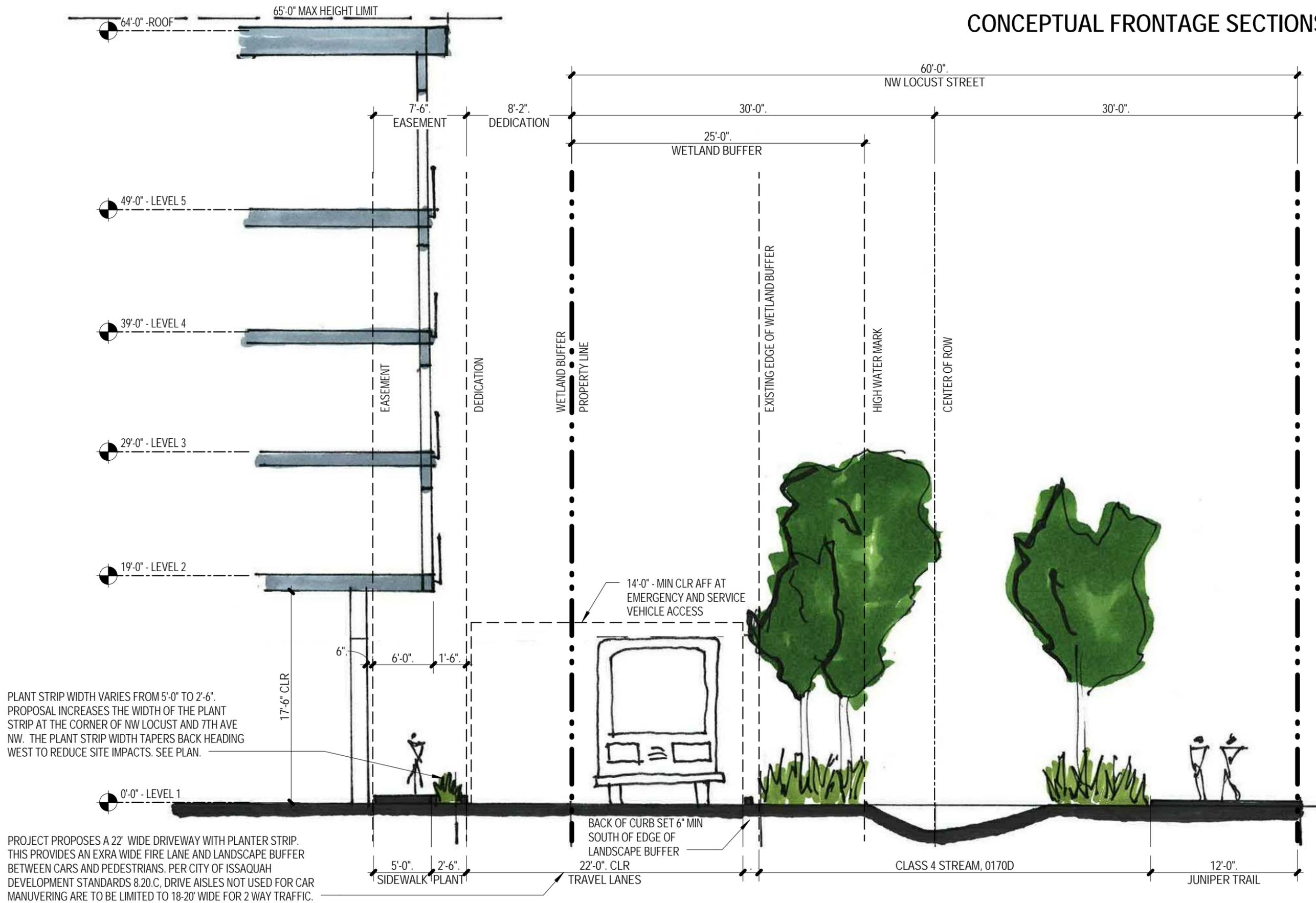
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CONCEPTUAL FRONTAGE SECTIONS - NW LOCUST ST



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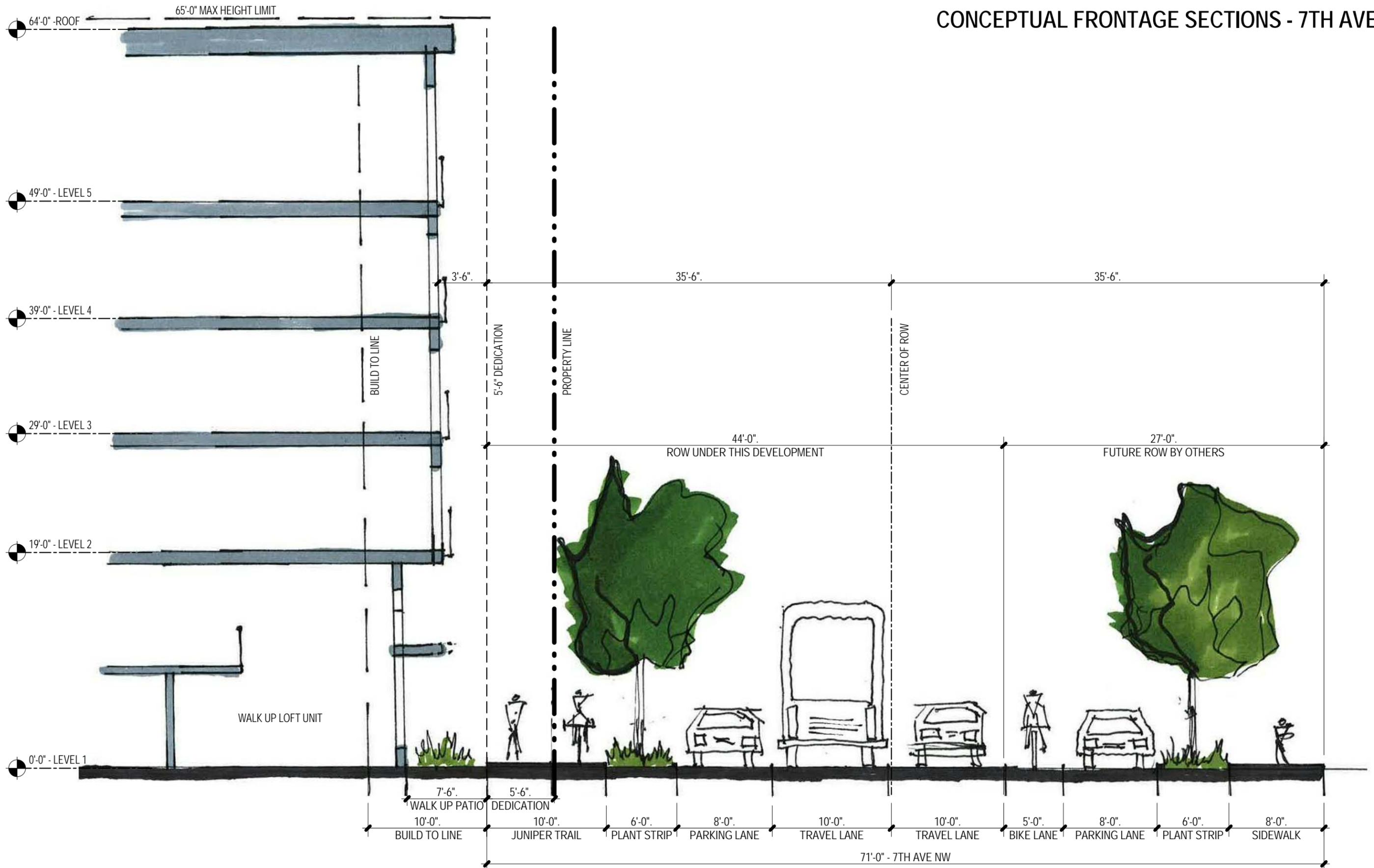
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# CONCEPTUAL FRONTAGE SECTIONS - 7TH AVE NW



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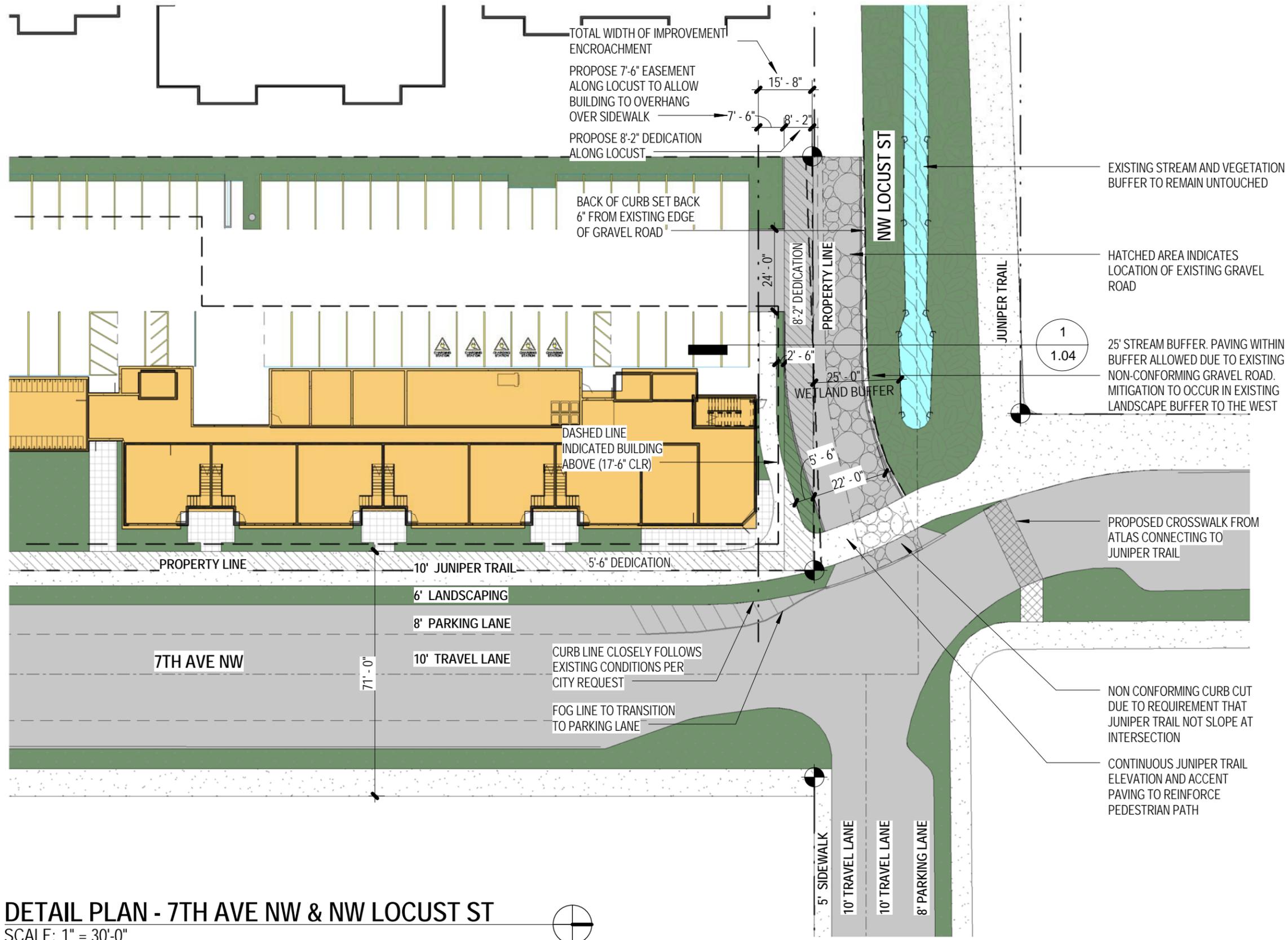
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# 7TH AVE AND NW LOCUST ST



### DRIVEWAY NOTES:

- A.1. THE NORTH-SOUTH PEDESTRIAN PATH ALONG JUNIPER TRAIL IS DESIGNED AS THE PRIORITY BY CONTINUING THE PAVING TYPE AND ELEVATION ACROSS NW LOCUST DRIVEWAY
- B.1 VEHICULAR TRAFFIC ENTERING AND EXITING LOCUST IS SLOWED DUE TO CURB CUT ENTRY
- C.1. EXISTING CURB LINE ALONG 7TH AVE IS CLOSELY FOLLOWED TO SMOOTH OUT OFFSET INTERSECTION. FOG LINE PROVIDED TO TRANSITION

### GENERAL NOTES:

1. IMPROVEMENTS DO NOT CONFLICT WITH EXISTING STREAM OR LANDSCAPE BUFFER. (SET 6" INSIDE OF EXISTING GRAVEL ROAD). PROPOSAL IS TO MITIGATE IMPACT WITHIN EXISTING LANDSCAPE BUFFER TO THE WEST OF THE PROJECT.
2. 30' OVERALL IMPROVEMENT WIDTH. 15'-8" ENCROACHMENT ONTO PROPERTY. PROPOSED 8'-2" DEDICATION AND 7'-6" EASEMENT. TO PROVIDE FOR FUTURE CONNECTION TO THE WEST.
3. 7'-6" EASEMENT ALLOWS THE PROPOSED BUILDING TO OVERHANG THE SIDEWALK ALONG LOCUST. THE IMPACT OF THIS IS MINIMIZED SINCE LOCUST IS A DEAD END AND ALLOWS FOR FLEXIBILITY FOR HOW THE SIDEWALK WILL CONTINUE WEST AND INTEGRATE INTO FUTURE DEVELOPMENT (LARGER LANDSCAPE SETBACK/ MEANDERING PATH) WHICH MAY BE MORE SUITABLE FOR THIS END OF THE DEAD END STREET.
4. THE PLANTER STRIP ALONG LOCUST VARIES BETWEEN 5'-6" TO 2'-6" TO PROVIDE BUFFER BETWEEN PEDESTRIANS AND TRAFFIC. THE LARGER WIDTH IS LOCATED AT THE CORNER OF NW LOCUST AND 7TH AVE NW. 5' SIDEWALK IS DEVIATION DUE TO LOW PEDESTRIAN VOLUME AND PRESENCE OF JUNIPER TRAIL AS ONLY PEDESTRIAN CONNECTION THRU TO NEWPORT WAY.

## DETAIL PLAN - 7TH AVE NW & NW LOCUST ST

SCALE: 1" = 30'-0"

## ISSAQUAH APARTMENTS

955 7th Avenue NW  
Issaquah, WA 98027

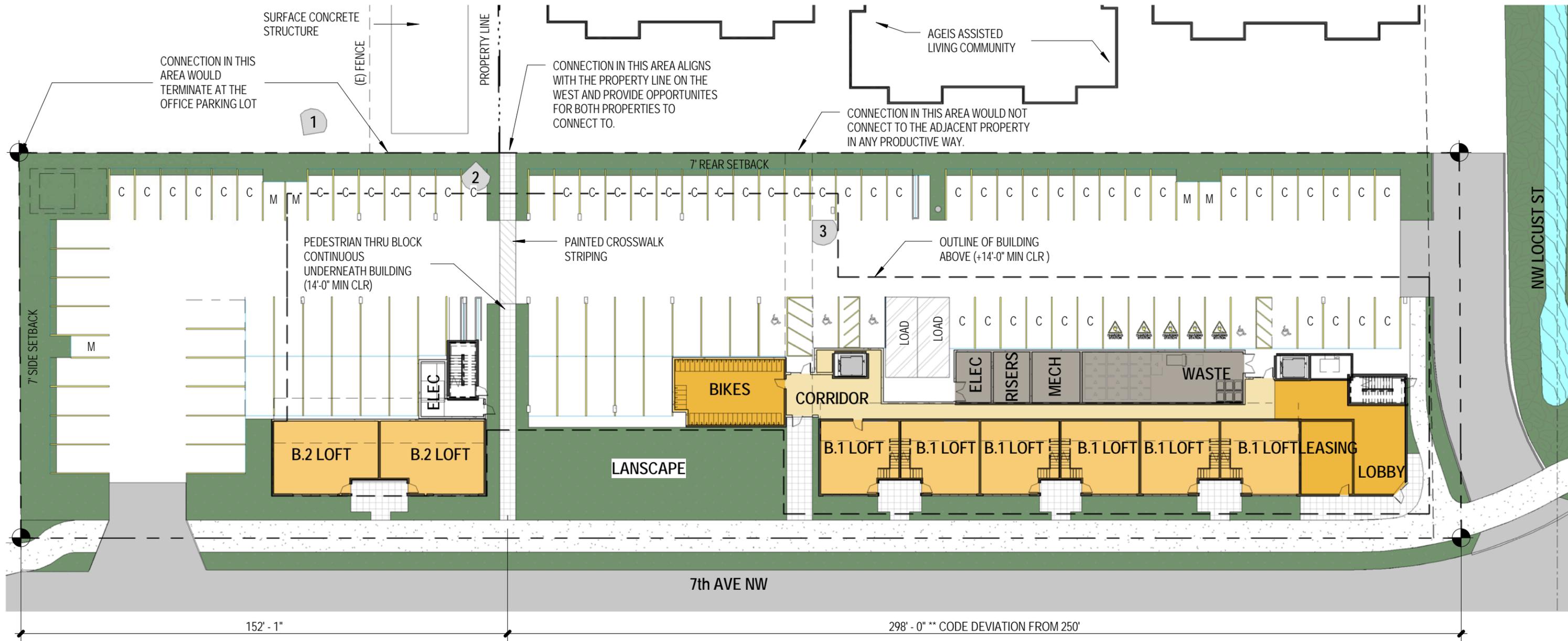
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# MID-BLOCK CONNECTION CONCEPTS



## MID-BLOCK CONNECTION

SCALE: 1" = 30'-0"

## ISSAQUAH APARTMENTS

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# ISSAQUAH APARTMENTS



**D.R. STRONG CONSULTING ENGINEERS**  
ENGINEERS PLANNERS SURVEYORS  
620 - 7th AVENUE KIRKLAND, WA 98033  
© 425.827.3053 F 425.827.2423

**ISSAQUAH APARTMENTS**

SITE PLAN

945 & 955 7TH AVE NW  
ISSAQUAH, WA  
PARCEL NO. 8844300122, -0035, -0036

**PNW HOLDINGS, LLC**

9675 SE 36TH STREET, SUITE 105  
MERCER ISLAND, WASHINGTON 98040  
(206) 588-1147



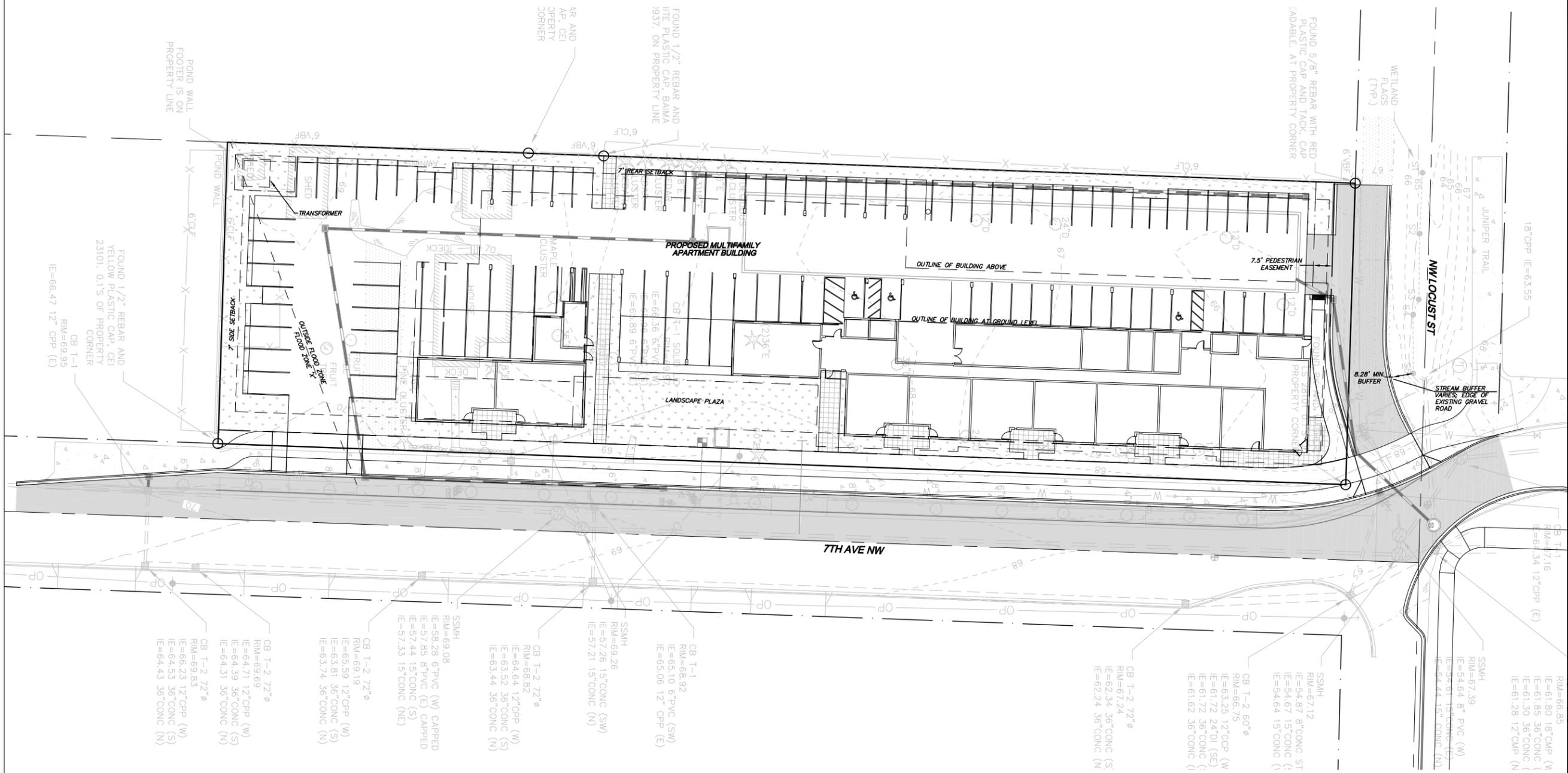
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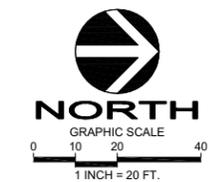
DRAFTED BY: YLP  
DESIGNED BY: MAJ  
PROJECT ENGINEER: MAJ  
DATE: 01.11.16  
PROJECT NO.: 15100

DRAWING: C1  
SHEET: 1 OF 4

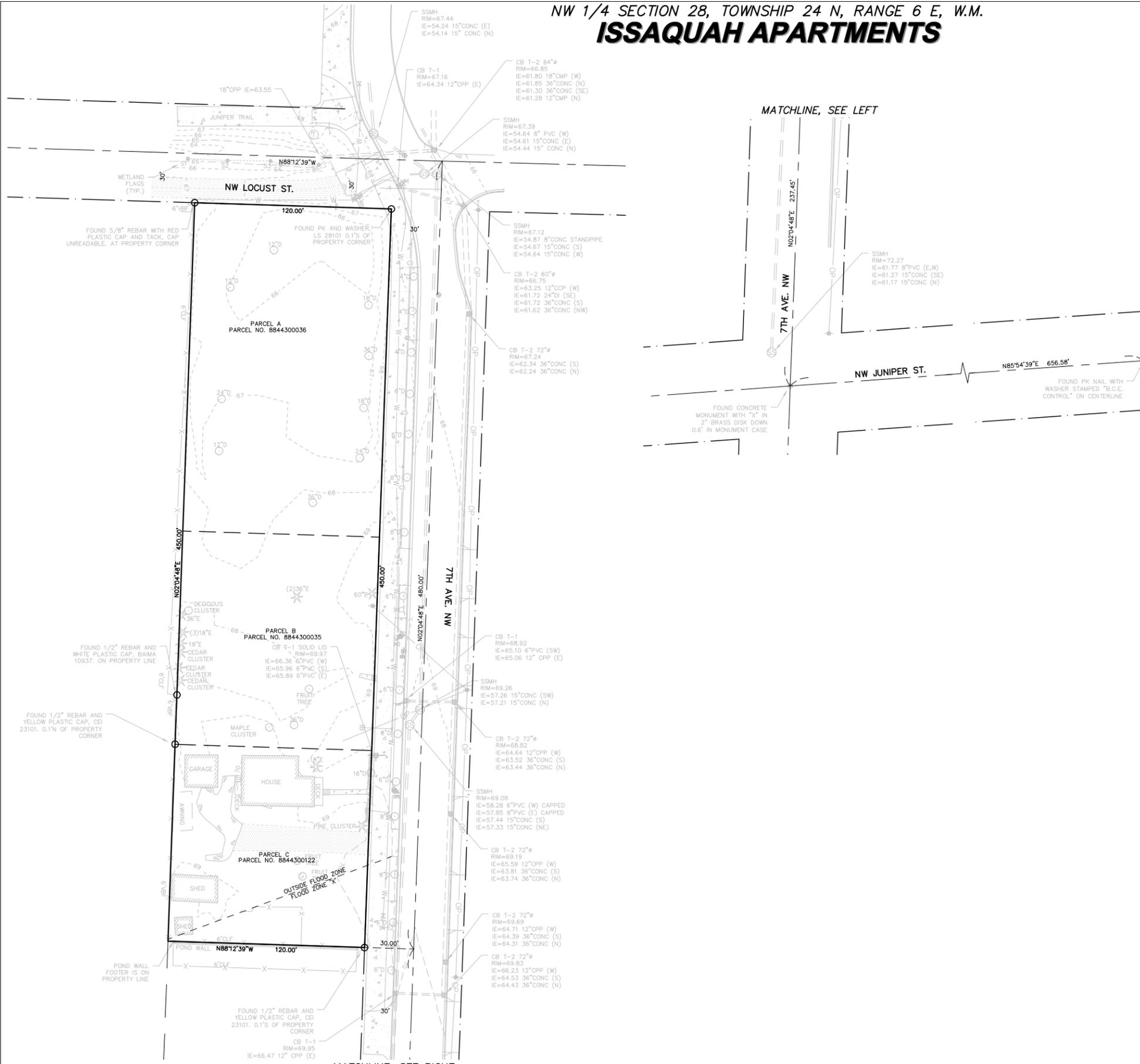


**SHEET INDEX:**

- C1 OF 4 SITE PLAN
- C2 OF 4 SITE SURVEY
- C3 OF 4 CONCEPTUAL GRADING AND UTILITIES
- C4 OF 4 SIGHT DISTANCE TRIANGLES



NW 1/4 SECTION 28, TOWNSHIP 24 N, RANGE 6 E, W.M.  
**ISSAQUAH APARTMENTS**



**LEGAL DESCRIPTION:**

PARCEL A:  
 THE NORTH 200 FEET OF LOT 1, BLOCK 2, HERBERT S. UPPER'S THIRD ADDITION TO ISSAQUAH, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 21 OF PLATS, PAGE 56, IN KING COUNTY, WASHINGTON.

PARCEL B:  
 LOT 1, LESS THE NORTH 200 FEET THEREOF, AND THE NORTH 30 FEET OF LOT 15, BLOCK 2, HERBERT S. UPPER'S THIRD ADDITION TO ISSAQUAH, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 21 OF PLATS, PAGE 56, IN KING COUNTY, WASHINGTON.

SITUATED IN THE COUNTY OF KING, STATE OF WASHINGTON.

PARCEL C:  
 THE SOUTH 60 FEET OF THE NORTH 150 FEET OF LOT 15 IN BLOCK 2 AND THE SOUTH 60 FEET OF THE NORTH 90 FEET OF LOT 15 IN BLOCK 2 OF H.S. UPPER'S THIRD ADDITION TO ISSAQUAH, AS PER PLAT RECORDED IN VOLUME 21 OF PLATS, PAGE 56, RECORDS OF KING COUNTY, WASHINGTON.

**SURVEYOR'S NOTES**

- ALL TITLE INFORMATION SHOWN ON THIS MAP HAS BEEN EXTRACTED FROM CHICAGO TITLE INSURANCE COMPANY ALTA COMMITMENT ORDER NUMBER 0045245-04 DATED JULY 20, 2015 AND SUPPLEMENTAL COMMITMENTS NUMBER 1 AND 2 THERETO DATED JULY 28, 2015 AND OCTOBER 16, 2015 RESPECTIVELY AS TO PARCEL A AND B AND CHICAGO TITLE INSURANCE COMPANY ALTA COMMITMENT ORDER NUMBER 0045808-04 DATED JULY 17, 2015 AND SUPPLEMENTAL COMMITMENTS NUMBER 1, 2 AND 3 THERETO DATED JULY 29, 2015, JULY 30, 2015 AND OCTOBER 16, 2015 RESPECTIVELY AS TO PARCEL C. IN PREPARING THIS MAP, D.R. STRONG CONSULTING ENGINEERS INC. HAS CONDUCTED NO INDEPENDENT TITLE SEARCH NOR IS D.R. STRONG CONSULTING ENGINEERS INC. AWARE OF ANY TITLE ISSUES AFFECTING THE SURVEYED PROPERTY OTHER THAN THOSE SHOWN ON THE MAP AND DISCLOSED BY REFERENCED CHICAGO TITLE INSURANCE COMPANY COMMITMENTS. D.R. STRONG CONSULTING ENGINEERS INC. HAS RELIED WHOLLY ON CHICAGO TITLE COMPANY REPRESENTATIONS OF THE TITLE'S CONDITION TO PREPARE THIS SURVEY AND THEREFORE D.R. STRONG CONSULTING ENGINEERS INC. QUALIFIES THE MAP'S ACCURACY AND COMPLETENESS TO THAT EXTENT.
- TOPOGRAPHIC AND EXISTING IMPROVEMENTS SHOWN HEREON ARE BASED ON THE ALTA/ASCM LAND SURVEY PREPARED BY PLS, INC. PROJECT NO. 15099 AND FIELD VERIFIED BY D.R. STRONG CONSULTING ENGINEERS INC. IN OCTOBER, 2015. ALL SURVEY CONTROL INDICATED AS "FOUND" WAS RECOVERED FOR THIS PROJECT IN OCTOBER, 2015.
- PARCEL A PROPERTY AREA = 24,000± SQUARE FEET (0.5510± ACRES)  
 PARCEL B PROPERTY AREA = 15,600± SQUARE FEET (0.3581± ACRES)  
 PARCEL C PROPERTY AREA = 14,400± SQUARE FEET (0.3306± ACRES)  
 TOTAL PROPERTY AREA = 54,000± SQUARE FEET (1.2397± ACRES).
- ALL DISTANCES ARE IN FEET.
- THIS IS A COMBINED FIELD TRAVERSE AND GLOBAL POSITIONING SYSTEM SURVEY. A LEICA FIVE SECOND COMBINED ELECTRONIC TOTAL STATION AND A LEICA SERIES 1200 GLOBAL POSITIONING SYSTEM WERE USED TO MEASURE THE ANGULAR AND DISTANCE RELATIONSHIPS BETWEEN THE CONTROLLING MONUMENTATION AS SHOWN. CLOSURE RATIOS OF THE TRAVERSE MET OR EXCEEDED THOSE SPECIFIED IN WAC 332-130-090. ALL MEASURING INSTRUMENTS AND EQUIPMENT ARE MAINTAINED IN ADJUSTMENT ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
- UTILITIES OTHER THAN THOSE SHOWN MAY EXIST ON THIS SITE. ONLY THOSE UTILITIES WITH EVIDENCE OF THEIR INSTALLATION VISIBLE AT GROUND SURFACE ARE SHOWN HEREON. UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY. UNDERGROUND CONNECTIONS ARE SHOWN AS STRAIGHT LINES BETWEEN SURFACE UTILITY LOCATIONS BUT MAY CONTAIN BENDS OR CURVES NOT SHOWN. SOME UNDERGROUND LOCATIONS SHOWN HEREON MAY HAVE BEEN TAKEN FROM PUBLIC RECORDS. D.R. STRONG CONSULTING ENGINEERS INC. ASSUMES NO LIABILITY FOR THE ACCURACY OF PUBLIC RECORDS.

**TITLE RESTRICTIONS:**

AFFECTS PARCELS A AND B

- THIS SITE IS SUBJECT TO THE EXCEPTIONS AND RESERVATION CONTAINED IN THE DEED RECORDED UNDER RECORDING NUMBER 2020941.
- THIS SITE IS SUBJECT TO THE EXCEPTIONS AND RESERVATION CONTAINED IN THE DEED RECORDED UNDER RECORDING NUMBER 3526103.
- THIS SITE IS SUBJECT TO ANY RIGHTS, INTERESTS, OR CLAIMS WHICH MAY EXIST OR ARISE BY REASON OF THE SURVEY RECORDED UNDER RECORDING NUMBER 9003099012.
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AFFECTS PARCEL C

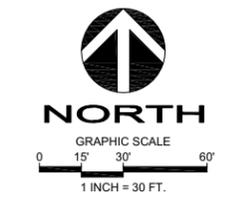
- THIS SITE IS SUBJECT TO THE RESERVATION CONTAINED IN THE DEED RECORDED UNDER RECORDING NUMBER 1200138.
- THIS SITE IS SUBJECT TO MATTERS DISCLOSED BY THE SURVEY BY PLS INC. DATED AUGUST 13, 2015 AND AMENDED SEPTEMBER 30, 2015, UNDER JOB NO. 15099.

**REFERENCES:**

- RECORD OF SURVEY RECORDED UNDER RECORDING NUMBER 9810269007.
- RECORD OF SURVEY RECORDED UNDER RECORDING NUMBER 9601169002.
- RECORD OF SURVEY RECORDED UNDER RECORDING NUMBER 9003099012.

**VERTICAL DATUM:**  
 NAVD 88 PER KCDPWSB (KING COUNTY DEPARTMENT OF PUBLIC WORKS SURVEY BRANCH) VERTICAL CONTROL.

**BENCHMARK:**  
 KCDPWSB BENCHMARK 018, FOUND .3" BRASS DISK STAMPED "KING COUNTY KC-0-18 SET IN THE CONCRETE PLANTER AT THE INTERSECTION OF FRONT STREET N. AND RAINIER BOULEVARD ELEVATION = 96.69 FEET.



**BASIS OF BEARINGS:**  
 NAD 83/2011 EPOCH 2010  
 N101°4'32"W BETWEEN THE MONUMENT FOUND AT THE INTERSECTION OF NW JUNIPER WAY AND THE CORNER MONUMENT FOUND AT THE NORTHWEST PROPERTY CORNER AS DETERMINED BY GPS OBSERVATION.



**ISSAQUAH APARTMENTS**  
 SITE SURVEY  
 945 & 955 7TH AVE NW  
 ISSAQUAH, WA  
 PARCEL NO. 8844300122, -0035, -0036

**PNW HOLDINGS, LLC**  
 9675 SE 36TH STREET, SUITE 105  
 MERCER ISLAND, WASHINGTON 98040  
 (206) 588-1147



APR  
 REVISION  
 DATE

DRAFTED BY: YLP  
 DESIGNED BY: MAJ  
 PROJECT ENGINEER: MAJ  
 DATE: 01.11.16  
 PROJECT NO.: 15100

DRAWING: C2  
 SHEET: 2 OF 4

# ISSAQUAH APARTMENTS



**D.R. STRONG  
CONSULTING ENGINEERS**  
ENGINEERS PLANNERS SURVEYORS  
620 - 7th AVENUE KIRKLAND, WA 98033  
O 425.827.3053 F 425.827.2423

**ISSAQUAH APARTMENTS**

CONCEPTUAL GRADING AND UTILITIES

945 & 955 7TH AVE NW  
ISSAQUAH, WA  
PARCEL NO. 8844300122, -0035, -0036

**PNW HOLDINGS, LLC**

9675 SE 36TH STREET, SUITE 105  
MERCER ISLAND, WASHINGTON 98040  
(206) 588-1147



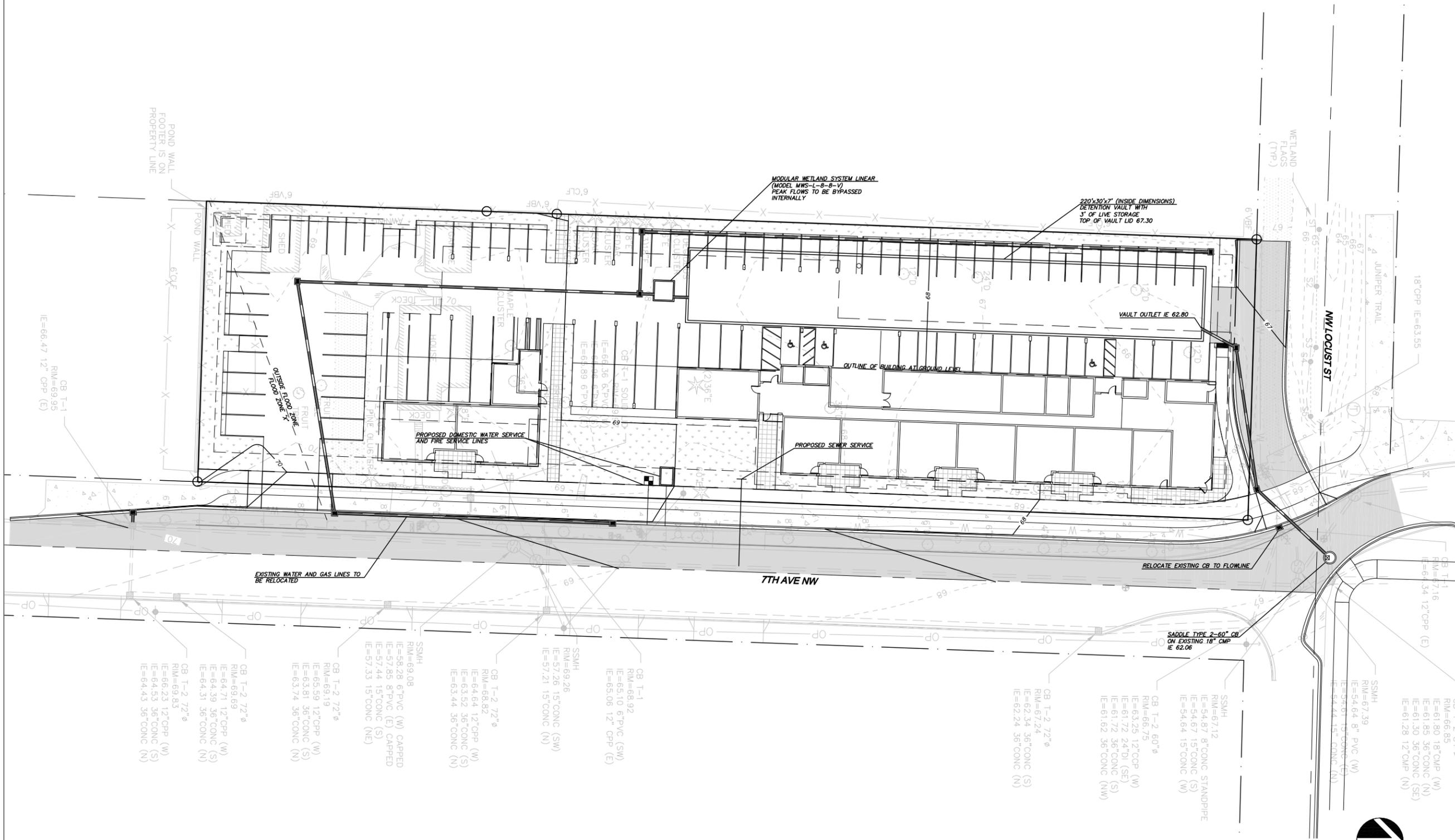
APR

REVISION

DATE

DRAFTED BY: YLP  
DESIGNED BY: MAJ  
PROJECT ENGINEER: MAJ  
DATE: 01.11.16  
PROJECT NO.: 15100

DRAWING: C3  
SHEET: 3 OF 4

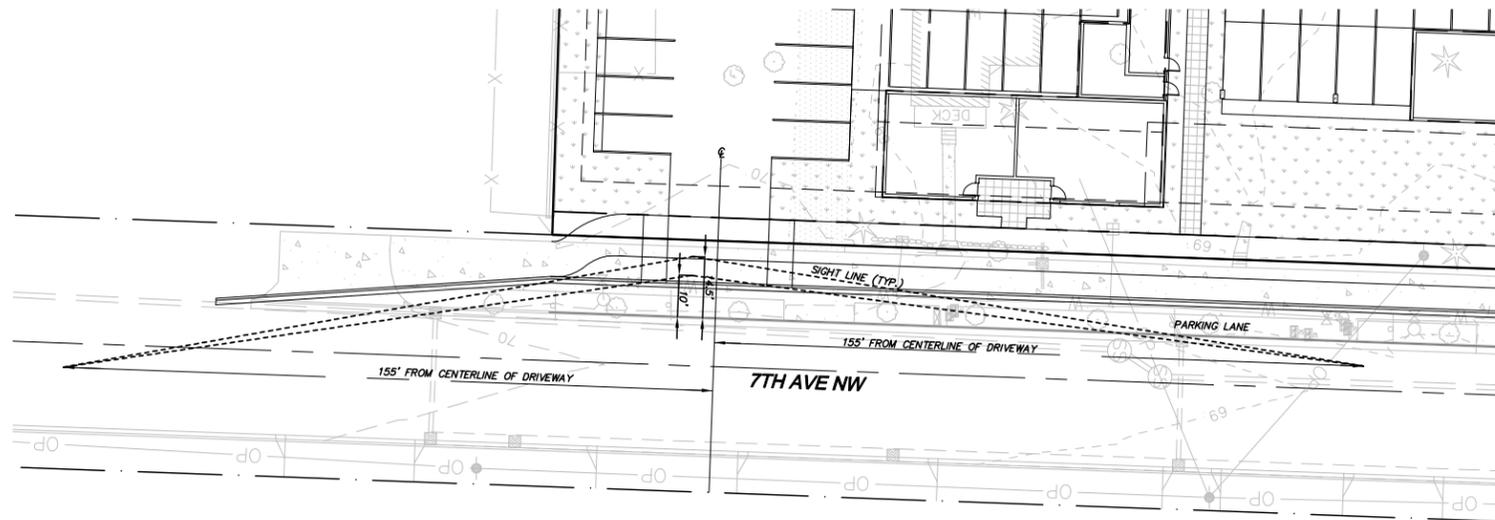


**NOTE:**  
CATCH BASINS INSTALLED IN 7TH AVENUE NW WILL COLLECT NON-TARGET IMPERVIOUS SURFACE AS AN AREA TRADE FOR AREA OF 7TH AVENUE NW THAT CANNOT BE COLLECTED IN THE PROPOSED FACILITY.

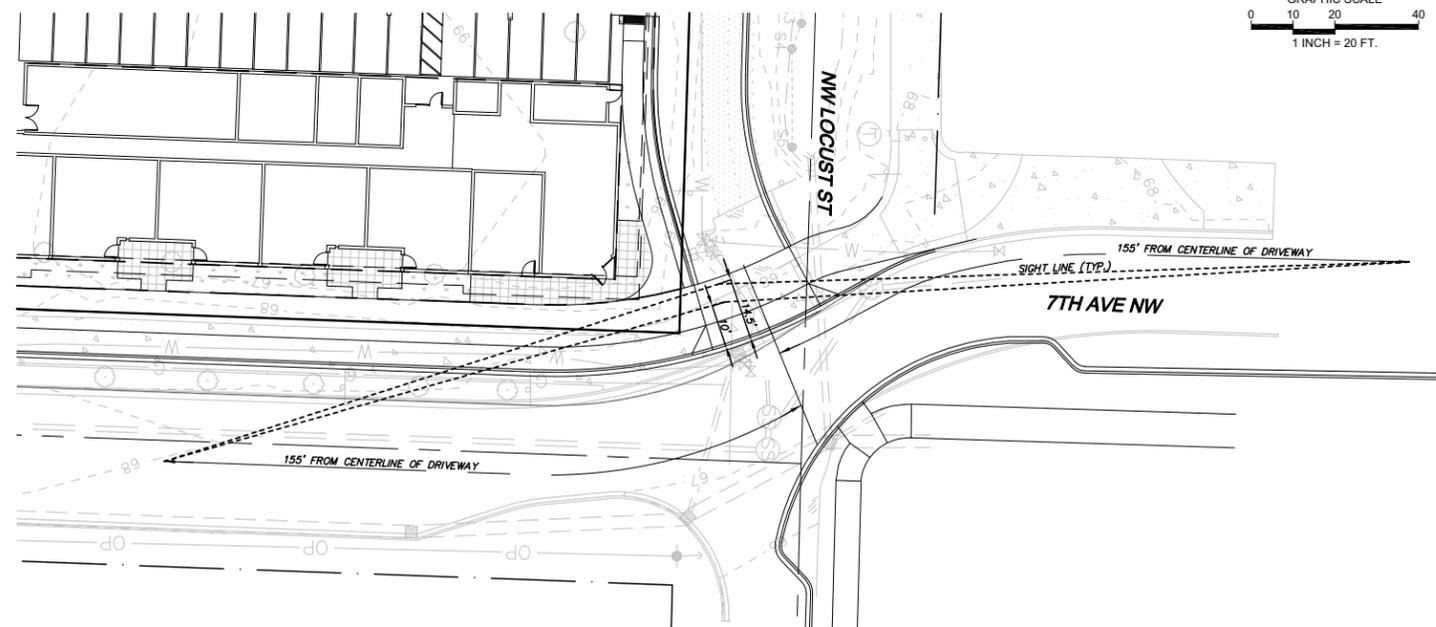


# ISSAQUAH APARTMENTS

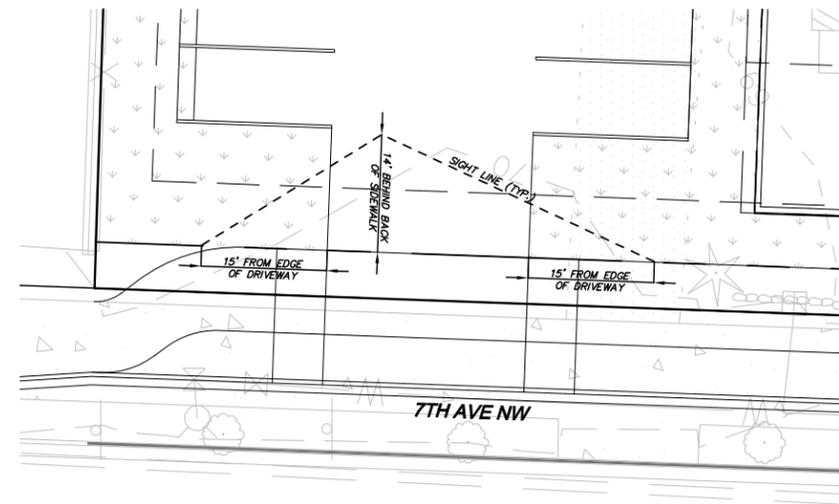
**NOTE:**  
SIGHT DISTANCE TRIANGLES PER CITY OF ISSAQUAH STANDARD DETAIL NO. T-01



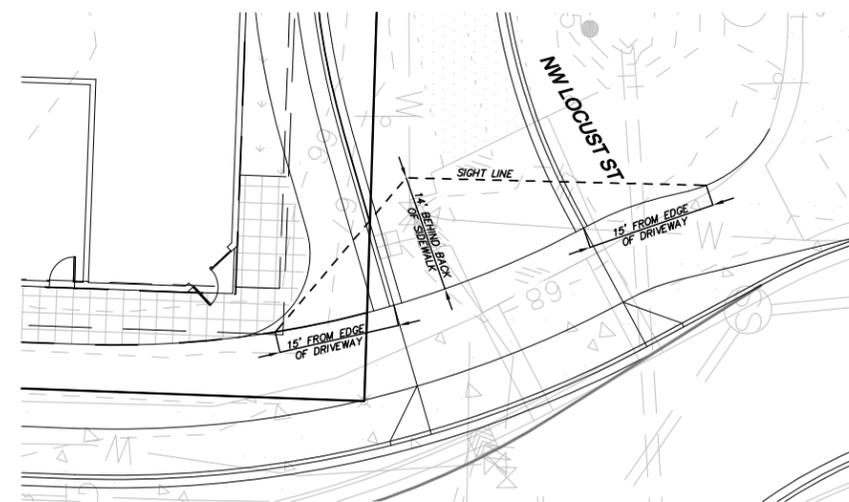
DRIVEWAY SIGHT DISTANCE TRIANGLES:



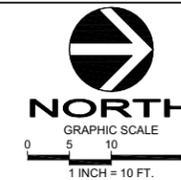
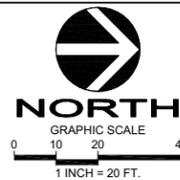
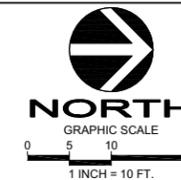
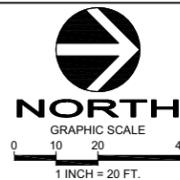
NW LOCUST ST. SIGHT DISTANCE TRIANGLES:



DRIVEWAY PEDESTRIAN SIGHT TRIANGLES:



NW LOCUST ST. PEDESTRIAN SIGHT TRIANGLES:



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**ISSAQUAH APARTMENTS**

SIGHT DISTANCE TRIANGLES

945 & 955 7TH AVE NW  
ISSAQUAH, WA  
PARCEL NO. 8844300122, -0035, -0036

**PNW HOLDINGS, LLC**

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(206) 588-1147



DATE

REVISION

DATE

DRAFTED BY: YLP  
DESIGNED BY: MAJ  
PROJECT ENGINEER: MAJ  
DATE: 01.11.16  
PROJECT NO.: 15100

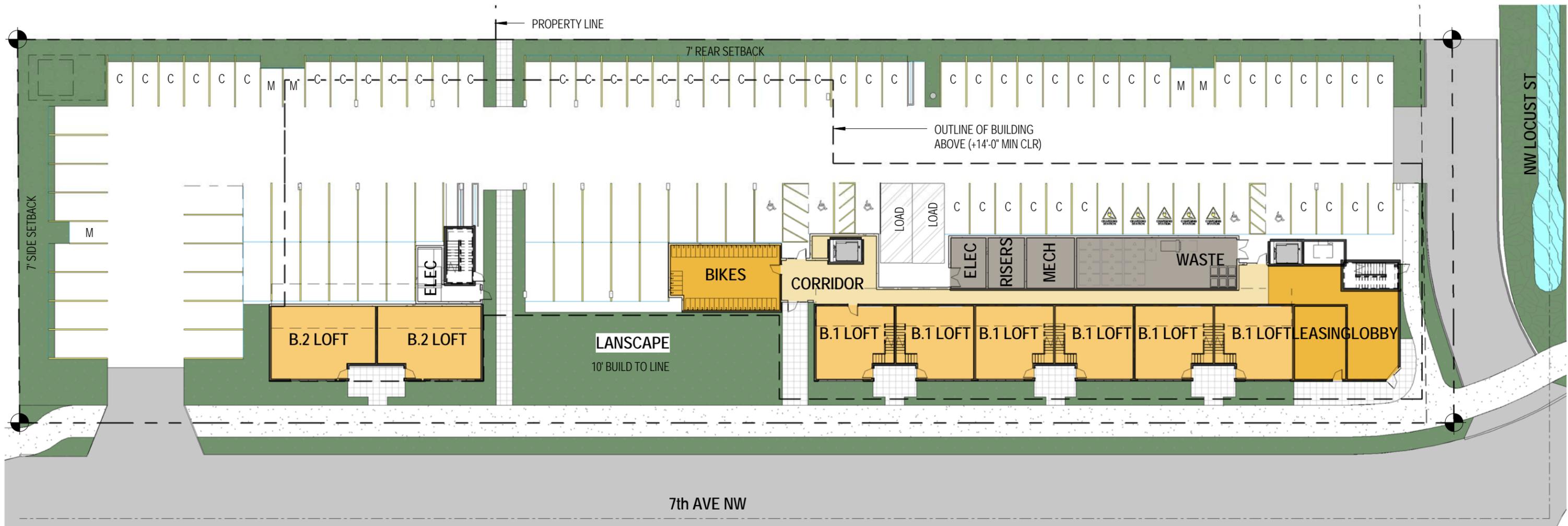
DRAWING: C4  
SHEET: 4 OF 4

# FLOOR PLAN - LEVEL 1

**PARKING PROPOSED:**

PARKING STALL TYPE	SIZE	TOTAL
COMPACT	16'-0" x 8'-0"	63
MICRO	12'-0" x 7'-0"	5
STANDARD	18'-6" x 9'-0"	41

109



## LEVEL 1 PLAN

SCALE: 1" = 30'-0"



## ISSAQUAH APARTMENTS

955 7th Avenue NW  
Issaquah, WA 98027

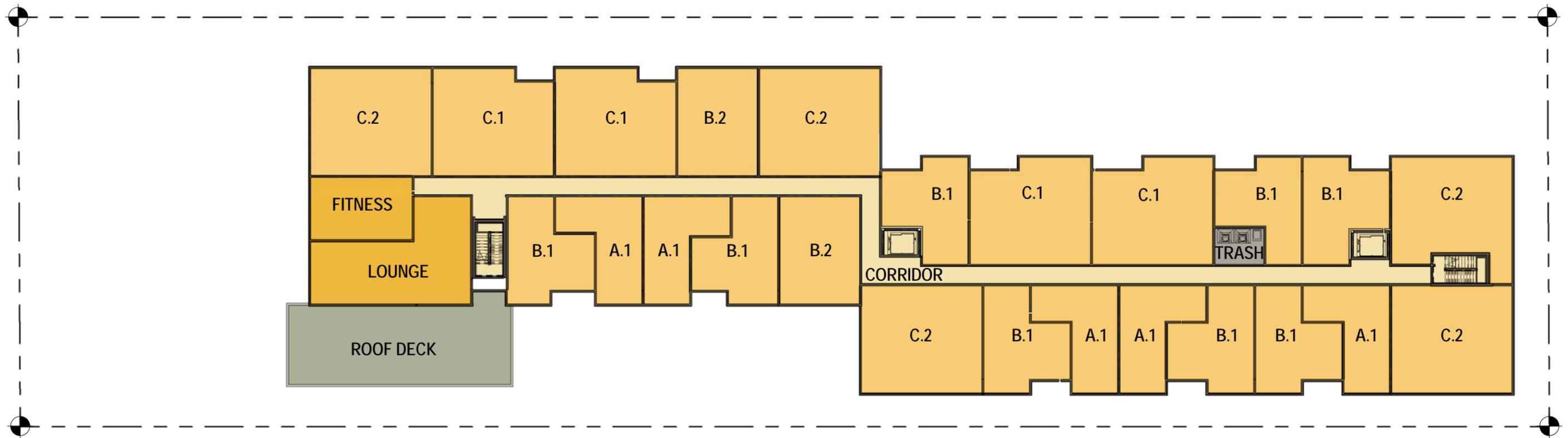
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Pre-Application Meeting  
02/02/2016

2.01

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**LEVEL 2 PLAN**

SCALE: 1" = 30'-0"



**ISSAQUAH APARTMENTS**

955 7th Avenue NW  
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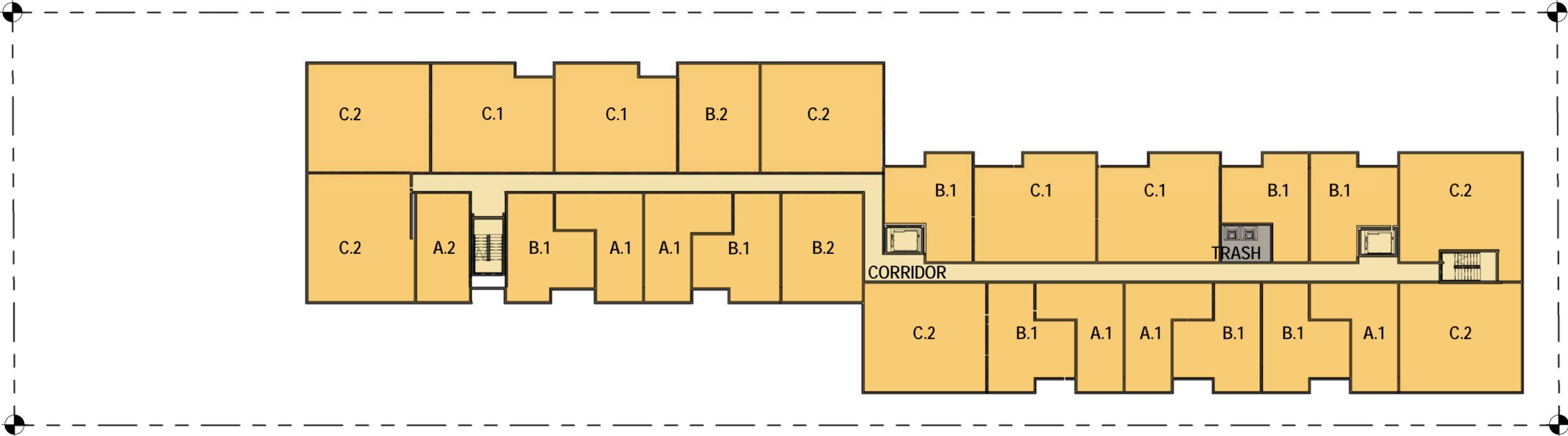
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**LEVEL 3 PLAN**

SCALE: 1" = 30'-0"



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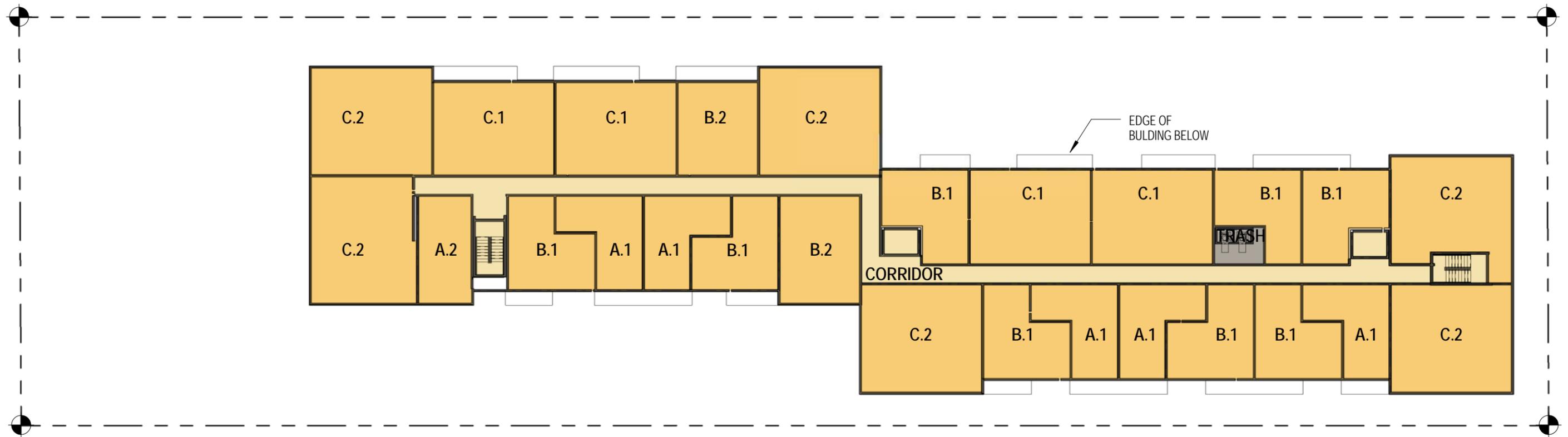
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**LEVEL 5 PLAN**

SCALE: 1" = 30'-0"



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ARCHITECTURAL CONCEPT: 7TH NW AND NW LOCUST ST



**MID BLOCK CONNECTION**  
CEMENT BOARD COLOR -3 WITH WOOD  
ACCENT TRIM FRAMING CORNER MASSING  
VOLUME AND ENTRY AT GROUND LEVEL



**RESIDENTIAL DECKS**  
WOOD ACCENT BALUSTRADES



**7TH & LOCUST**  
CEMENT BOARD COLOR-3 WITH WOOD LINED  
ACCENT TRIM FRAME AND LARGE VINYL  
WINDOWS WITH VERTICAL REVEALS

**TOP FLOOR RESIDENTIAL UNITS**  
RECESSED FROM LOWER MASSING WITH LAPPED  
CEMENT BOARD SIDING COLOR-2

**TYPICAL RESIDENTIAL UNITS**  
CEMENT BOARD COLOR-1



**LANDSCAPE PLAZA**  
MID-BLOCK PEDESTRIAN ENTRY  
AND PUBLIC USE SEATING



7TH AVENUE NW

NW LOCUST STREET

**MAIN ENTRY & LEASING**  
RECESSED FULL HEIGHT GLAZING WITH  
INTEGRATED ENTRY CANOPIES.



**WALK UP LOFT UNITS**  
BRICK CLADDING WITH FULL HEIGHT  
GLAZING. UNIT SET BACK 10' TO PROVIDE  
PATIO & LANDSCAPE BUFFER



ARCHITECTURAL CONCEPT: VIEW FROM SOUTHWEST

LOCUST ST FACADE  
CEMENT BOARD WITH WOOD ACCENT



SOUTHERN FACADE  
CEMENT BOARD ACCENT COLOR  
-3 WITH LARGE OVERHANG AND  
WOOD LINED SOFFIT.



TOP FLOOR RESIDENTIAL UNITS  
MATERIAL TRANSITION FROM LOWER MASSING WITH  
LAPPED CEMENT BOARD SIDING COLOR-2

TYPICAL RESIDENTIAL UNITS  
CEMENT BOARD COLOR-1

FEATURE FACADE TREATMENT  
CEMENT BOARD ACCENT COLOR -3 WITH  
CEMENT BOARD FRAMING VOLUME TO  
MATCH 7TH AVE ELEVATION

RESIDENT ROOF DECK  
OVERLOOKS 7TH AVE, LANDSCAPE  
PLAZA, AND FACING SOUTH FOR  
VIEWS AND SUN





**ISSAQUAH APARTMENTS**

955 7th Avenue NW  
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# LANDSCAPE CONCEPTS



**A** ROOF DECK AMENITIES

**B** PLAZA AMENITIES

**C** STREET TREES & PUBLIC PATH



**D** PRIVATE PATIOS



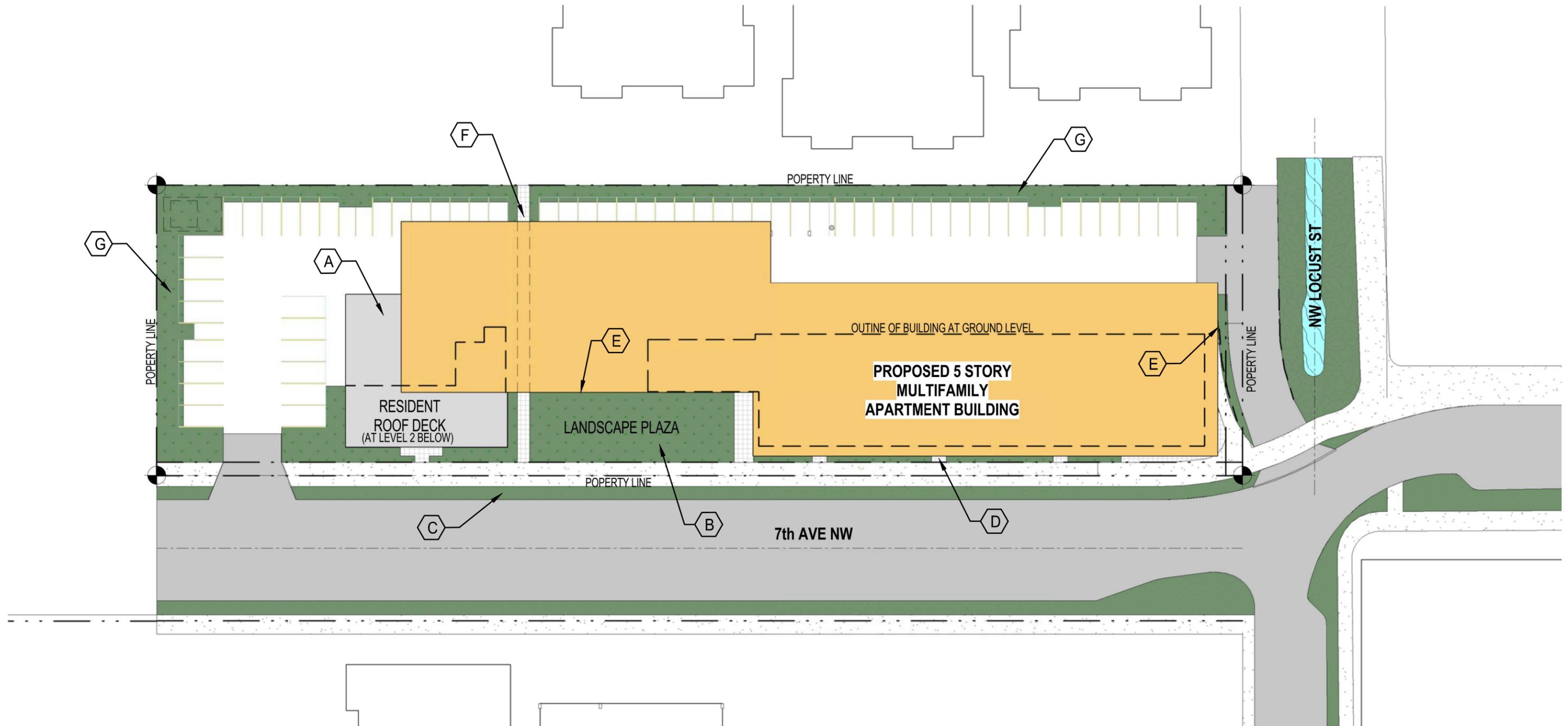
**E** DECORATIVE PANELS / GREENSCREENS



**F** PEDESTRIAN BREEZE WAY



**G** SOUTH & WEST SIDE SCREENING



**LANDSCAPE CONCEPTS PLAN**

SCALE: 1" = 40'-0"

**ISSAQUAH APARTMENTS**

955 7th Avenue NW  
Issaquah, WA 98027



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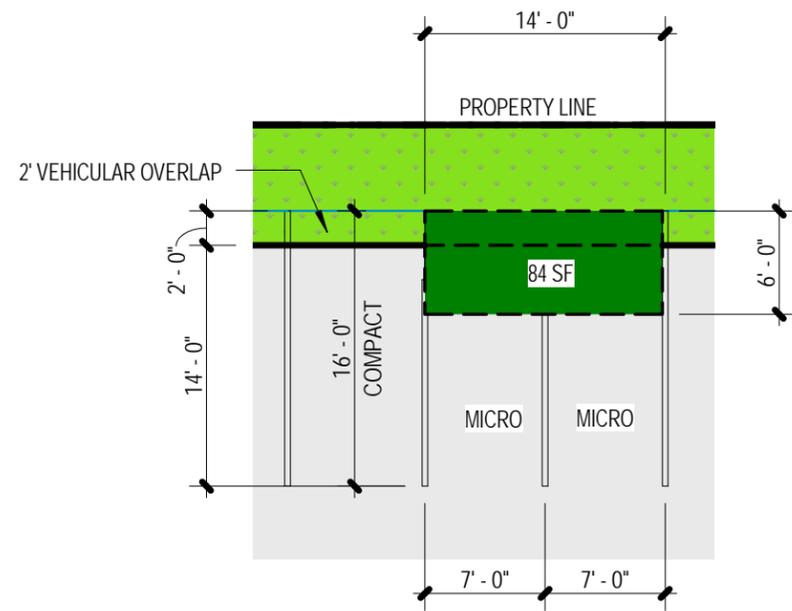
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# PARKING AREA LANDSCAPE CALCULATIONS



## PROPOSED PARKING HEAD LANDSCAPE

SCALE: 3/32" = 1'-0"

2

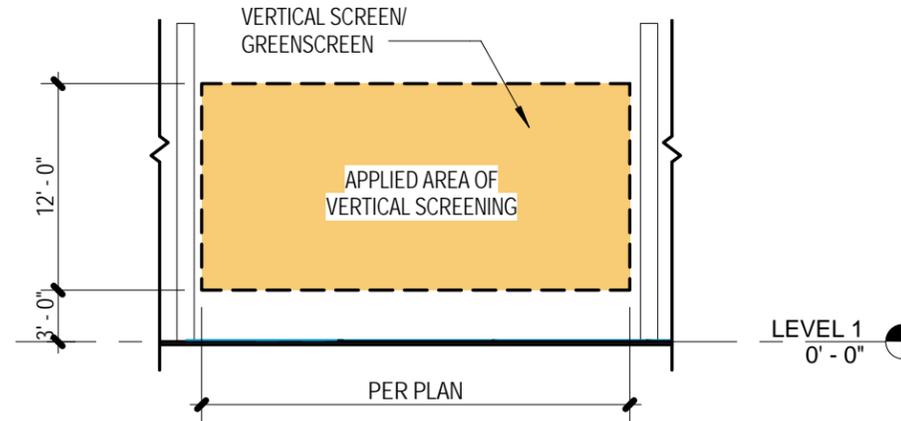
L.03

## PARTIAL ELEVATION - PARKING SCREENING

SCALE: 3/32" = 1'-0"

3

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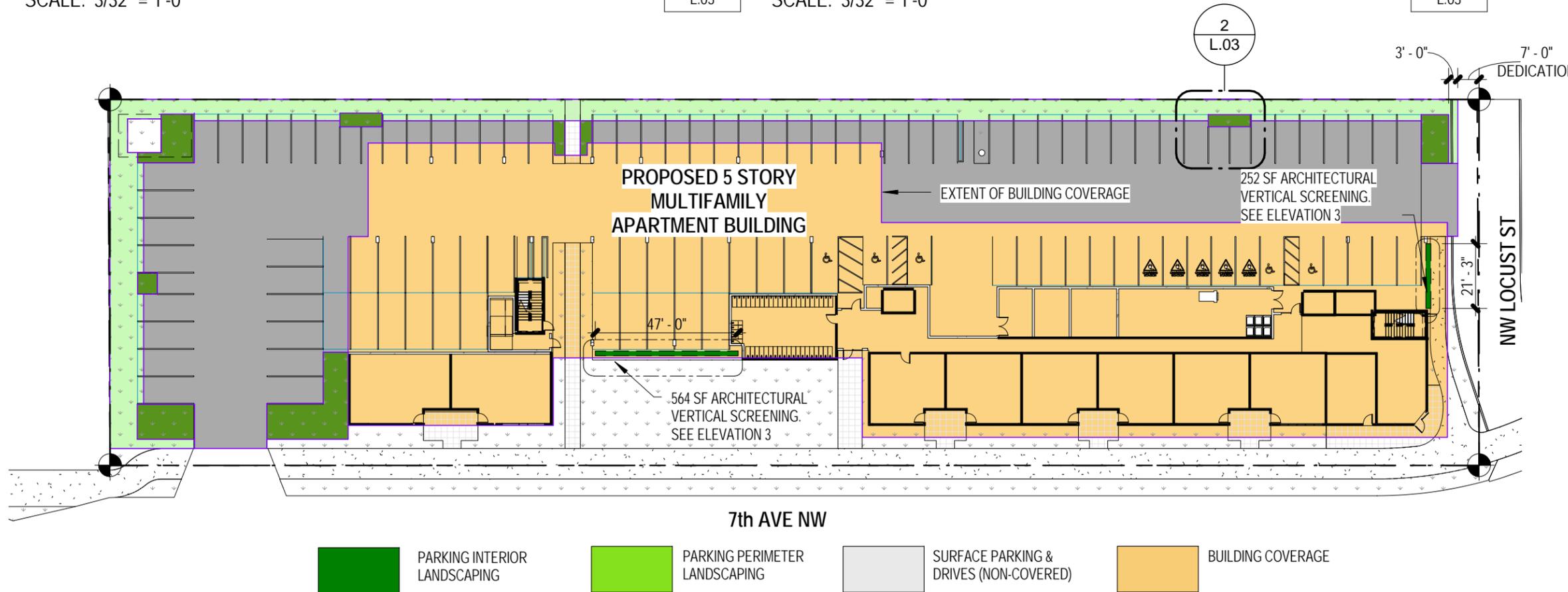


### PARKING AREA LANDSCAPING (10.5.A)

Surface Parking Area (Un-Covered)	13705 SF
Surface Parking Stalls (Un-Covered)	59
Trees Required (1/6 stalls)	10
Interior Landscaping Required (10%)	1,372 SF
Parking Area Landscaping Provided:	

PARKING AREA LANDSCAPING	
INTERNAL LANDSCAPING	1255 SF
PERIMETER LANDSCAPING	4172 SF
VERTICAL WALL SCREENING	816 SF

INTERNAL LANDSCAPING + VERTICAL SCREENING 2,079 SF



### 10.5.A LANDSCAPE FOR PARKING AREAS

- 10.5.A.2 INTERIOR LANDSCAPE:
- ONE TREE FOR EACH 6 STALLS
  - LANDSCAPE AREA SHALL EQUAL 10% OF PARKING AREA
- AREA
- LANDSCAPE ISLANDS WITH TREES SHALL BE 5' MIN WIDTH
- 10.5.A.3 EDGE LANDSCAPE:
- 3'-0" WIDE (MIN) EDGE LANDSCAPE REQUIRED AT ROW, CIRCULATION FACILITIES, COMMUNITY SPACES ONLY
- 10.5.A.4 ALTERNATIVES
- TREE WELL AT HEAD OF STALL SHALL BE 40 SF MIN
  - EDGE TREATMENT - VERTICAL AREA OF ARCHITECTURAL ELEMENTS ALONG EDGE ABOVE 3' IN HEIGHT

## PARKING AREA LANDSCAPE PLAN

SCALE: 1" = 40'-0"

## ISSAQUAH APARTMENTS

955 7th Avenue NW  
Issaquah, WA 98027



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