

PROJECT TEAM

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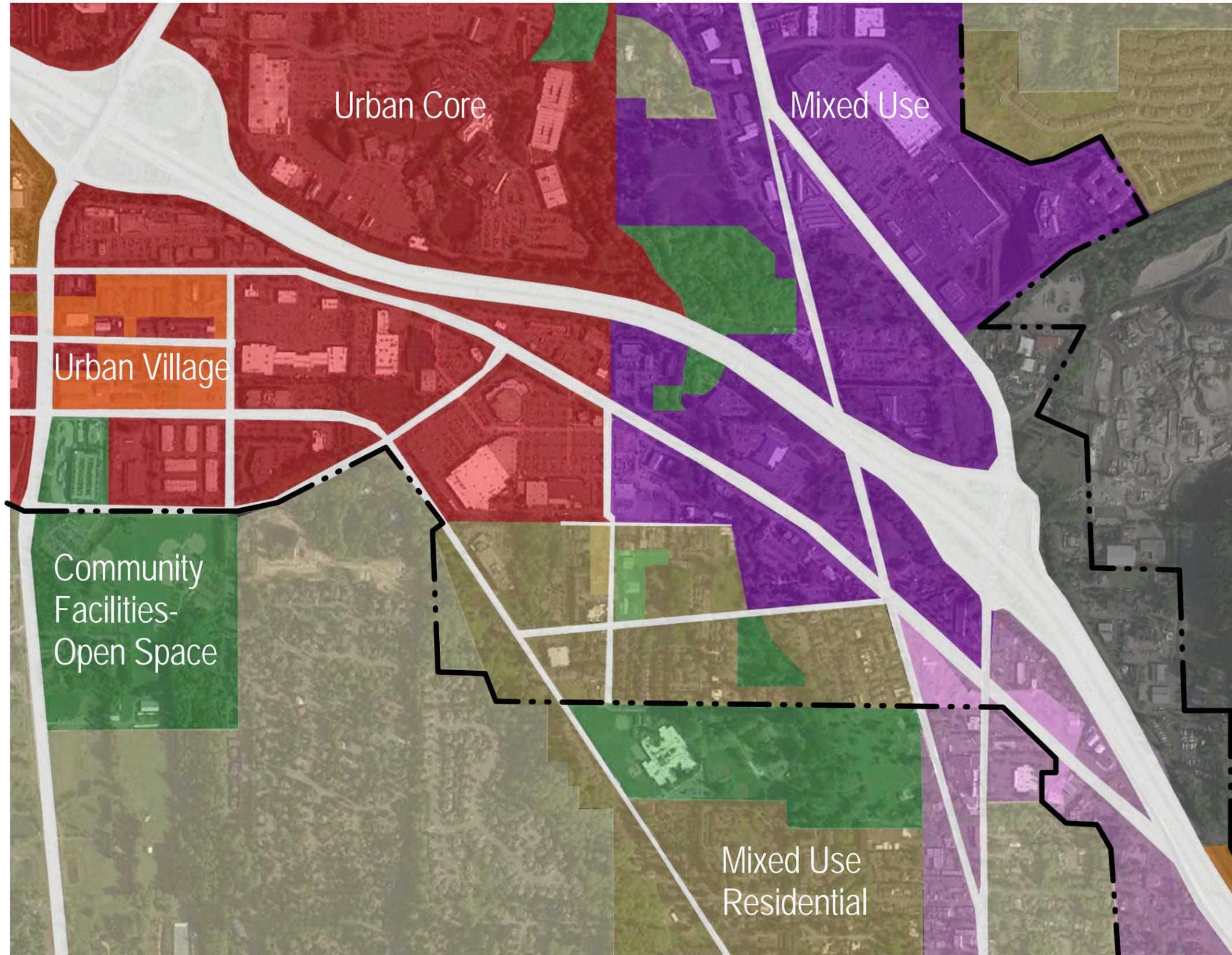
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ISSAQUAH APARTMENTS

955 7th Avenue NW
Issaquah, WA 98027

PRE-APPLICATION COLLABORATION MEETING
October 22, 2015

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: 3,839 SF - Rooftop Garden (level 2)
995 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)
- ALTA survey by PLS dated 8/13/2015

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.

DEVELOPMENT SUMMARY

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-storey 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 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.



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AMERICAN CLASSIC HOMES

Pre-Application Collaboration
11/12/15

0.02

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AERIAL B - LOCUST ST FACING SOUTH



AERIAL MAP



AERIAL A - 7TH AVE NW FACING WEST



ISSAQUAH APARTMENTS

955 7th Avenue NW
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AMERICAN CLASSIC HOMES

Pre-Application Collaboration
10/22/2015

0.04

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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	43124 SF	79.9%
PERVIOUS	8357 SF	15.5%
R.O.W. DEDICATION (**PERVIOUS)	2475 SF	4.6%
	53956 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	112
OUTDOOR SPACE REQUIRED (UNITS x 48 SF)	5,376 SF
COMMUNITY ROOF DECK PROPOSED	3,820 SF
COMMUNITY ON GRADE PLAZA (2,875 SF)	
PRIVATE UNIT DECKS PROPOSED	1,584 SF
TOTAL UNIT DECK COUNT (6'x8' = 48 SF min)	33
PRIVATE OUTDOOR SPACE PROVIDED	5,404 SF
RESIDENT AMENITY REQUIRED	400 SF
RESIDENT LOUNGE (976 SF)	
FITNESS (648 SF)	
TOTAL AMENITY PROVIDED	1,624 SF

PARKING AREA LANDSCAPING (10.5.A)

Refer to calculations on sheet 1.05

ISSAQUAH APARTMENTS

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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:

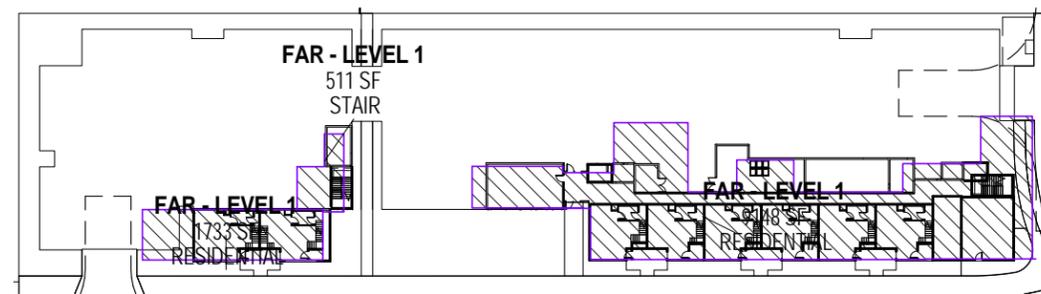
NAME	AREA
FAR - LEVEL 1	11392 SF
FAR - LEVEL MEZZ	2560 SF
FAR - LEVEL 2	23469 SF
FAR - LEVEL 3	23477 SF
FAR - LEVEL 4	23477 SF
FAR - LEVEL 5	23477 SF
FAR - LEVEL ROOF	134 SF
	107987 SF

SOLID WASTE REQUIREMENTS

UNIT COUNT	CLASS	MIN (CU. YD.)*	MAX (CU. YD.)**
(24) STUDIOS	SINGLE	24	36
(36) 1 BEDROOM	SINGLE	36	54
(9) LOFTS	SINGLE	9	13.5
(43) 2 BEDROOMS	FAMILY	64.5	86
TOTAL/MONTH		133.5	189.5
TOTAL/WEEK (x .25)		33.4	47.4
SOLID WASTE BY CATEGORY/WEEK	MIN	MAX	
FOOD WASTE (25%)	8.35	11.85	
RECYCLE (37%)	12.4	17.5	
GARBAGE (37%)	12.4	17.5	

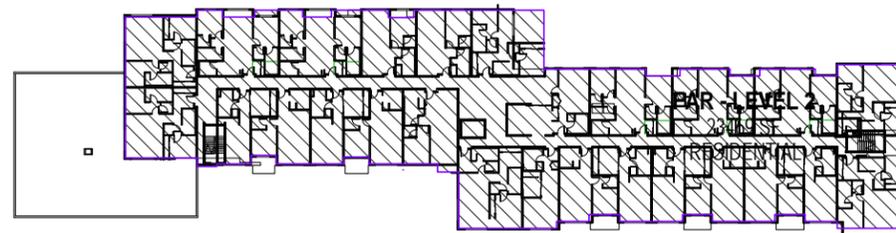
*SINGLE = 1 CU. YD/UNIT
 FAMILY = 1.5 CU. YD/UNIT

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



FAR DIAGRAM - LEVEL 1

SCALE: 1" = 80'-0"



FAR DIAGRAM - LEVELS 2 - 5

SCALE: 1" = 80'-0"

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)	

UNIT COUNT	MIN	MAX
1 / 1 (36 UNITS)	x 1 / UNIT = 36	x 1.25 / UNIT = 45
2 / 2 (43 UNITS)	x 1 / UNIT = 43	x 2 / UNIT = 86
LOFT 1/1 (9 UNITS)	x 1 / UNIT = 9	x 1.25 / UNIT = 11
OPEN 1 / 1 (24 UNITS)	x 0.75 / UNIT = 18	x 1 / UNIT = 24

PARKING REQ'D (BEFORE EV CREDIT) =	106 MIN	166 MAX
ELECTRIC VEHICLE STATION CREDIT =	5	

TOTAL PARKING REQUIRED	101 MIN	166 MAX
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PARKING PROPOSED:

PARKING STALL TYPE	SIZE	TOTAL	% TOTAL
COMPACT		65	59.1%
MICRO	12'-0" x 7'-0"	5	5.7%
STANDARD		39	35.2%
		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:	12 / 107 = 11.2%

BICYCLE PARKING:

Required :	23 (0.15 spaces / bedroom)
Provided:	46

MOTORCYCLE PARKING (8.12.A.2)

Required:	1 per 36 of parking spaces = 36 / 107 = 3.05
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 20 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.

BIKE STORAGE

In addition to vehicular parking, the project proposes over 3x 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.

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.

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.

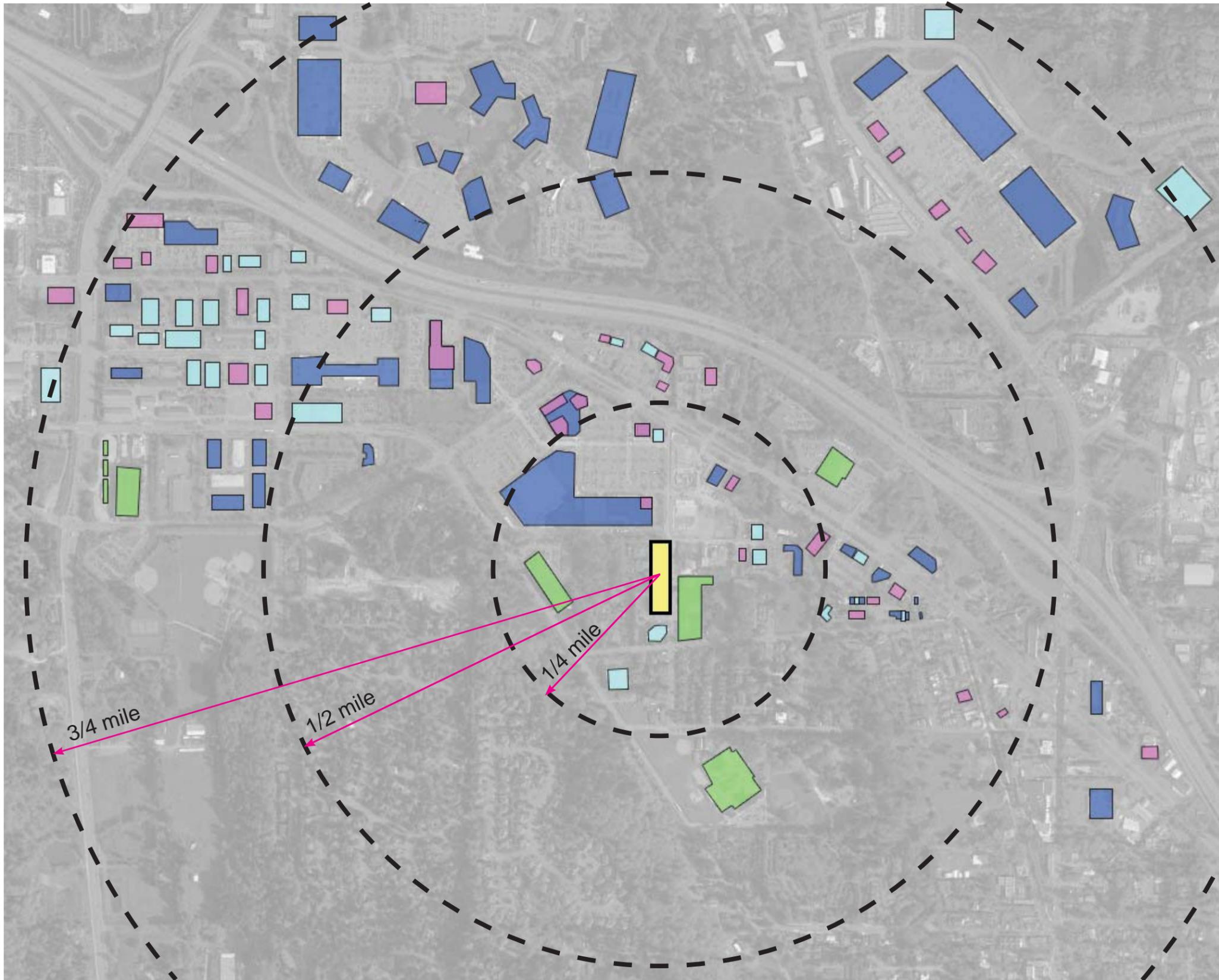
15.4 STANDARDS FOR SURFACE PARKING

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.

DEVELOPMENT PATTERN



NEIGHBORHOOD DEVELOPMENT WITHIN 1/4 MILE

RETAIL

- SAFEWAY
- REI
- TARGET
- BED BATH AND BEYOND
- O'RIELY AUTO PARTS

FOOD AND BEVERAGE

- STARBUCKS
- CHIPOLTLE
- TUTTA BELLA
- PANERA BREAD
- TACO BELL

COMMERCIAL

- ISSAQUAH DENTAL ARTS
- KEY BANK

PUBLIC AMENITIES

- KING COUNTY LIBRARY
- AT WORK!

ISSAQUAH APARTMENTS

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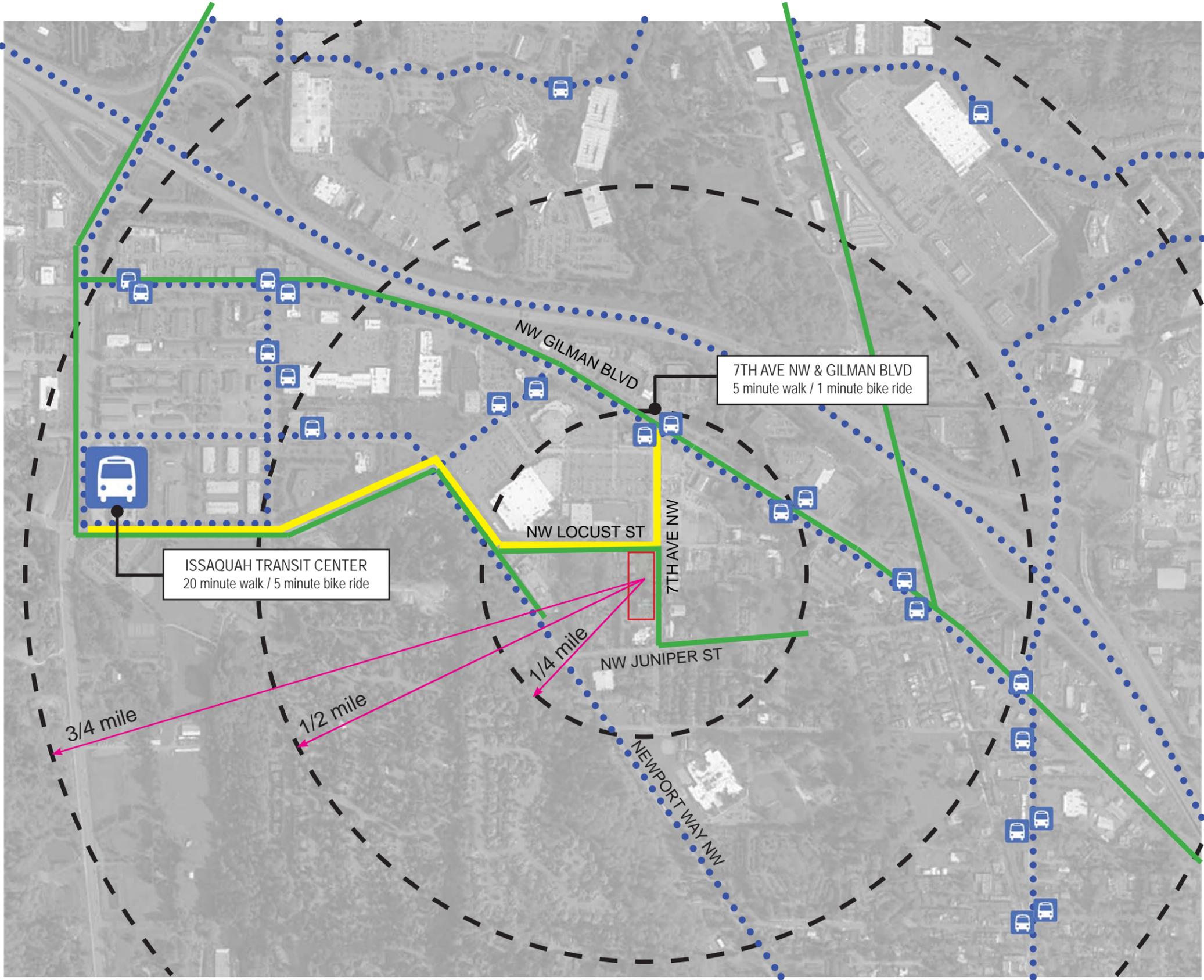
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PUBLIC TRANSPORTATION AND TRAILS



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

- ROUTE 200
Local route through Issaquah
- ROUTE 208
Regional route to Snoqualmie and North Bend
- ROUTE 214
Regional route from Issaquah through Mercer Island to Downtown Seattle
- ROUTE 271
Regional Route from Issaquah through Bellevue to Seattle and University of Washington

BUS ROUTES WITHIN 18 MIN WALK (ISSAQUAH TRANSIT CENTER)

- ROUTE 269
Regional Route from Issaquah through Bear Creek to Overlake
- ROUTE 554
Sound Transit route from Redmond through Issaquah to Downtown Seattle
- ROUTE 555
Sound Transit route from Issaquah through Bellevue and University District to Northgate
- ROUTE 556
Sound Transit route from Issaquah through Bellevue and University District to Northgate

MAP LEGEND

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

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 Labne -- 5' Bike Lane -- 8' Parking -- 6' Landscaping -- 8' Sidewalk
 66' 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 pedestrain amenities and design elements such as benches, etc.
- 7.4D SHARED USE ROUTES - 7th Ave NW and NW Locust Street are noted as existing shred use routes. Accomodations for the shared use route along 7th Ave NW and NW Locust Street will be accomodated 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

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 CONECTIVITY AND BLOCK STURCTURE 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.



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 barbeques 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 pallet 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.

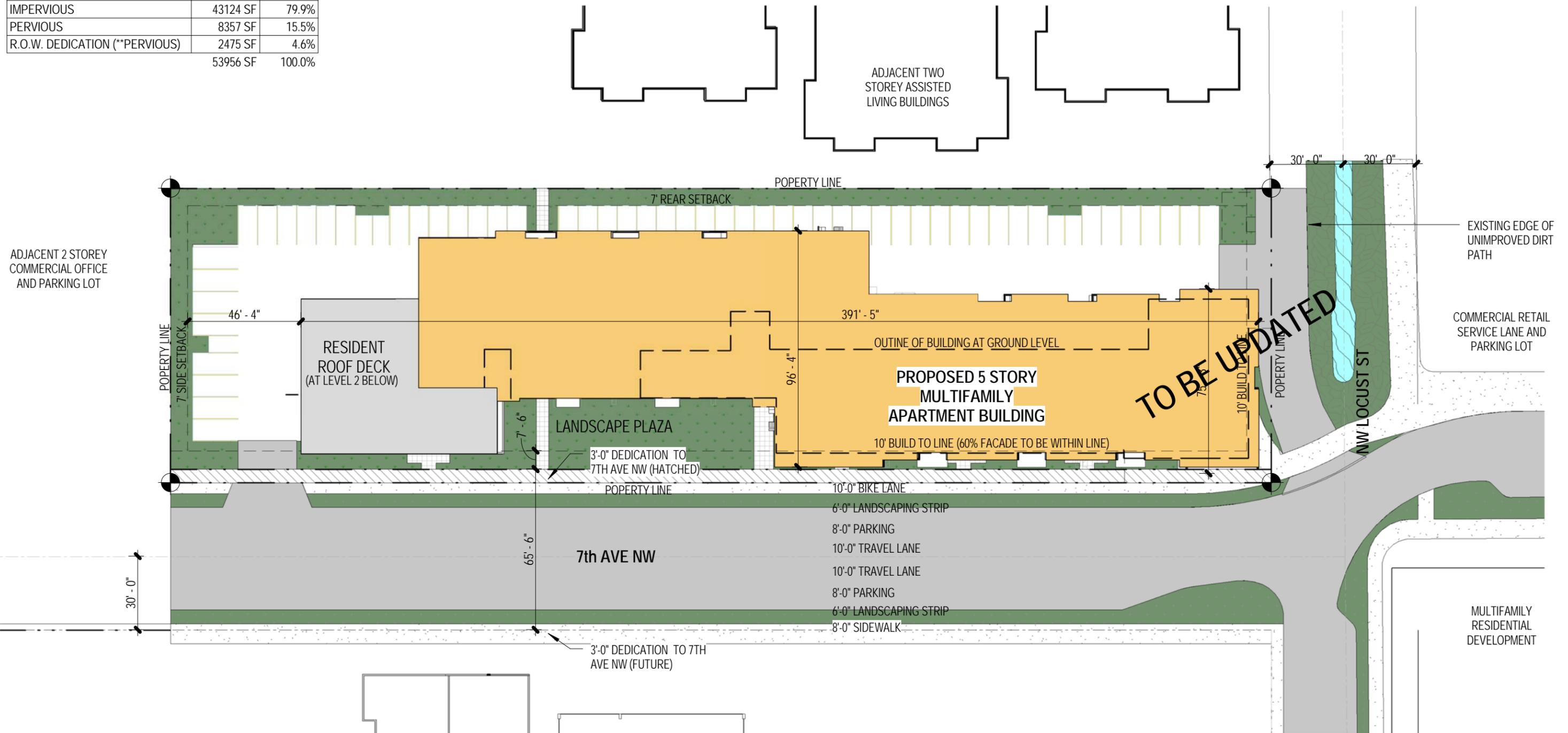
17.8 PARKING STANDARDS

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.

CONCEPTUAL SITE PLAN

PERVIOUS AREA PROPOSED:

COVER TYPE	AREA	% TOTAL
IMPERVIOUS	43124 SF	79.9%
PERVIOUS	8357 SF	15.5%
R.O.W. DEDICATION (**PERVIOUS)	2475 SF	4.6%
	53956 SF	100.0%



CONCEPTUAL SITE PLAN

SCALE: 1" = 40'-0"



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FLOOR PLAN - LEVEL 1

PARKING REQUIREMENTS

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)	

UNIT COUNT	MIN	MAX
1 / 1 (40 UNITS)	x 1 / UNIT = 40	x 1.25 / UNIT = 50
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 = 10
OPEN 1 / 1 (24 UNITS)	x 0.75 / UNIT = 18	x 1 / UNIT = 24

PARKING REQ'D (BEFORE EV BONUS) =	105 MIN	162 MAX
ELECTRIC VEHICLE STATIONS =	5	

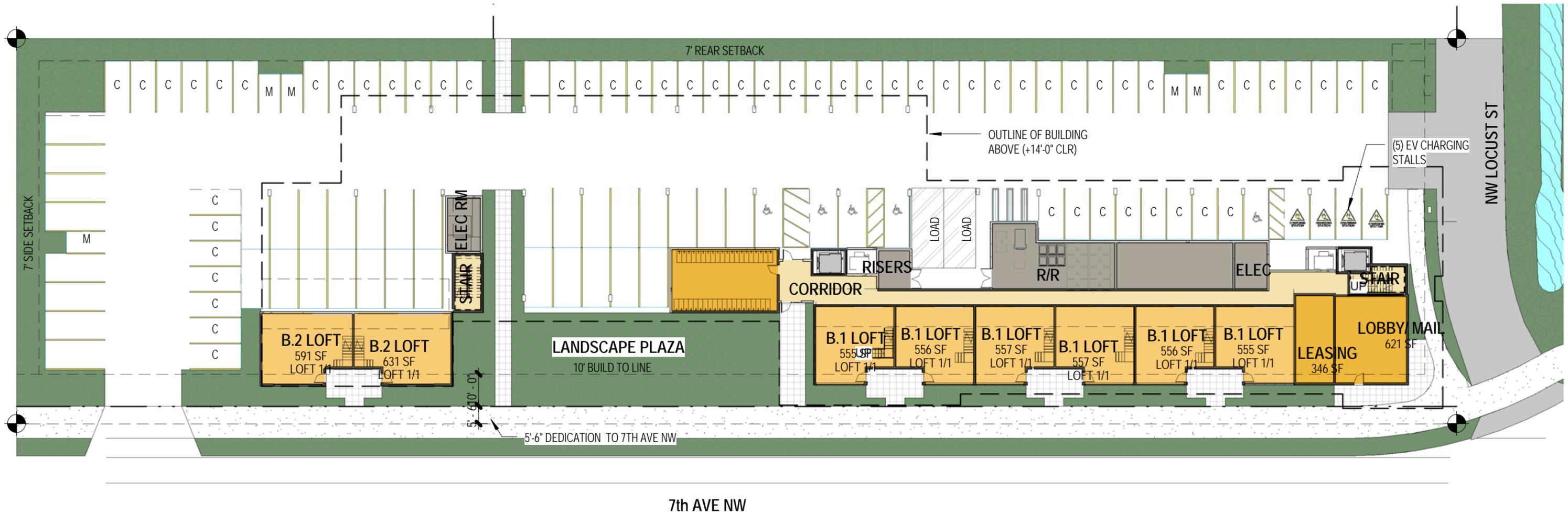
TOTAL PARKING REQUIRED	100 MIN	162 MAX
-------------------------------	----------------	----------------

PARKING PROPOSED:

PARKING STALL TYPE	SIZE	TOTAL	% TOTAL
COMPACT		65	59%
MICRO	12'-0" x 7'-0"	5	5%
STANDARD		39	36%
		109	100%

NON-TANDEM ACCESS	98	88.2%
TANDEM ACCESS	12	11.8%

UNIT COUNT - LEVEL 1		
Level	Comments	Count
LEVEL 1	LOFT 1/1	8
		8



LEVEL 1 PLAN

SCALE: 1" = 30'-0"

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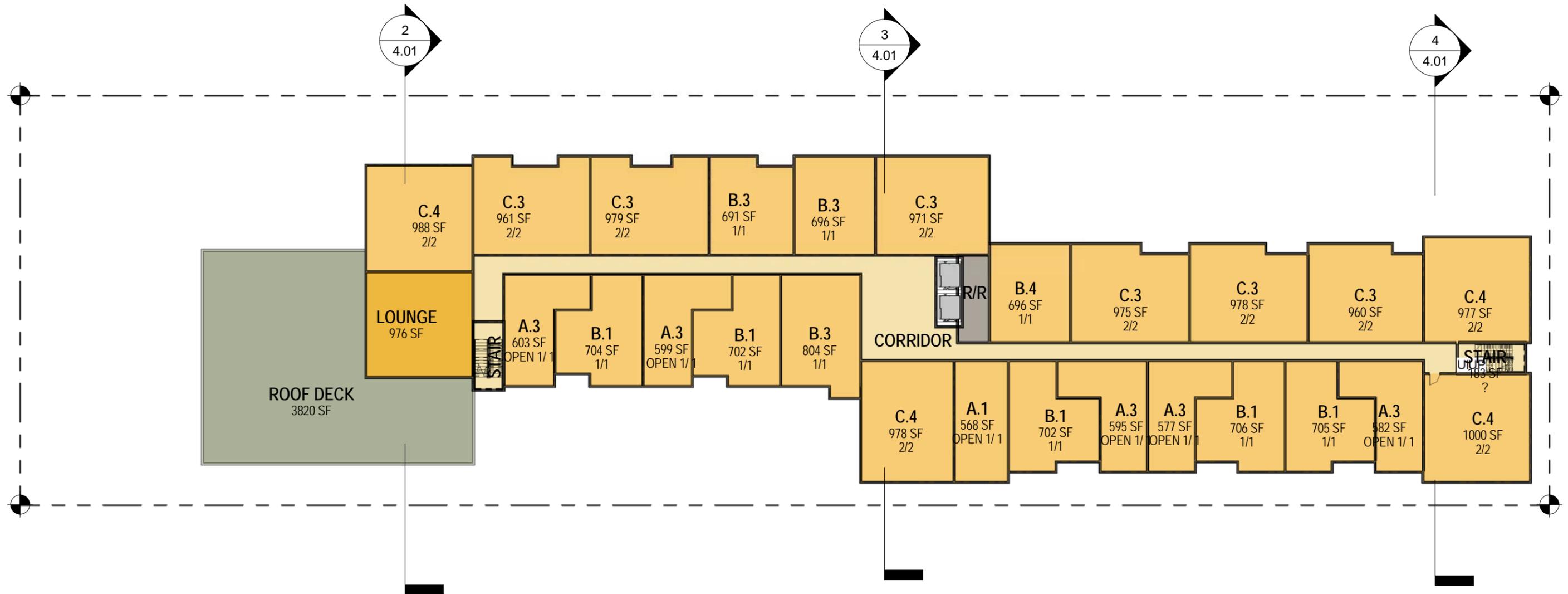
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FLOOR PLAN - LEVEL 2

UNIT COUNT - LEVEL 2		
Level	Comments	Count
LEVEL 2	1/1	9
LEVEL 2	2/2	10
LEVEL 2	OPEN 1/1	6
		25



LEVEL 2 PLAN

SCALE: 1" = 30'-0"



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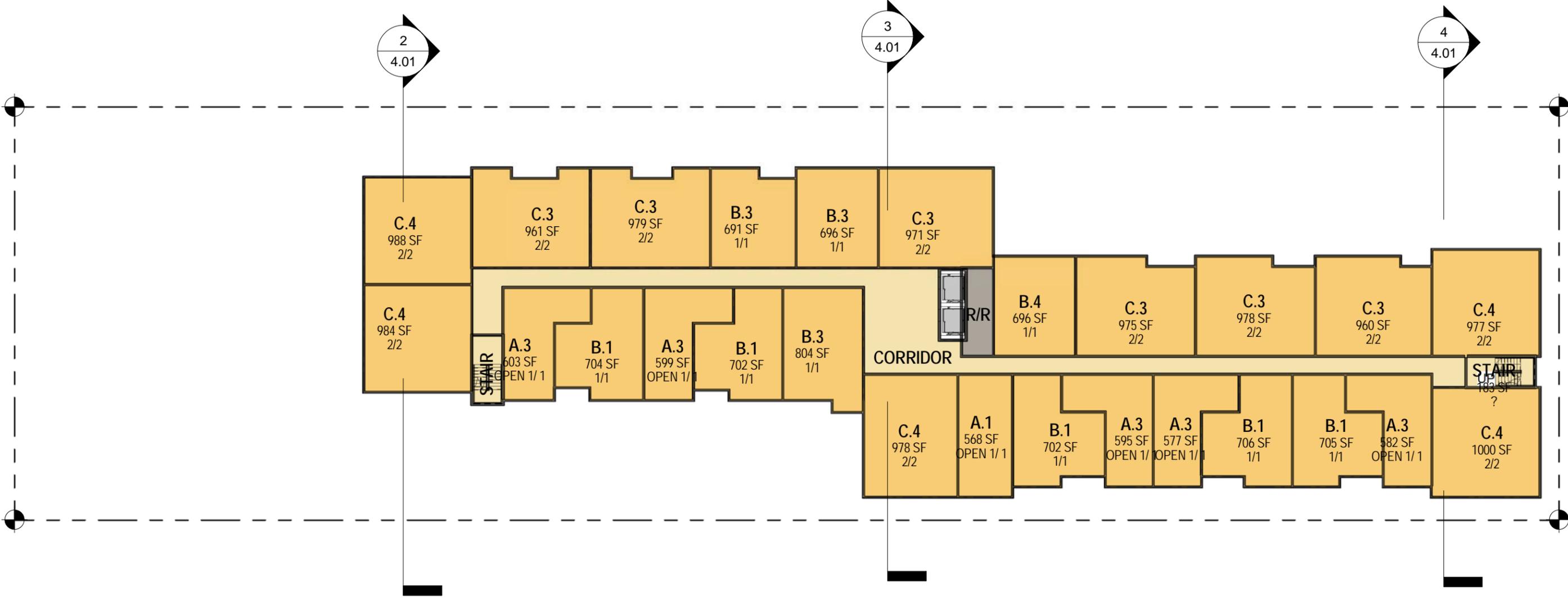
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FLOOR PLAN - RESIDENTIAL TOWER (LEVEL 3-5)

UNIT COUNT - LEVEL 3		
Level	Comments	Count
LEVEL 3	1/1	9
LEVEL 3	2/2	11
LEVEL 3	OPEN 1/ 1	6
		26



LEVEL 3 PLAN

SCALE: 1" = 30'-0"



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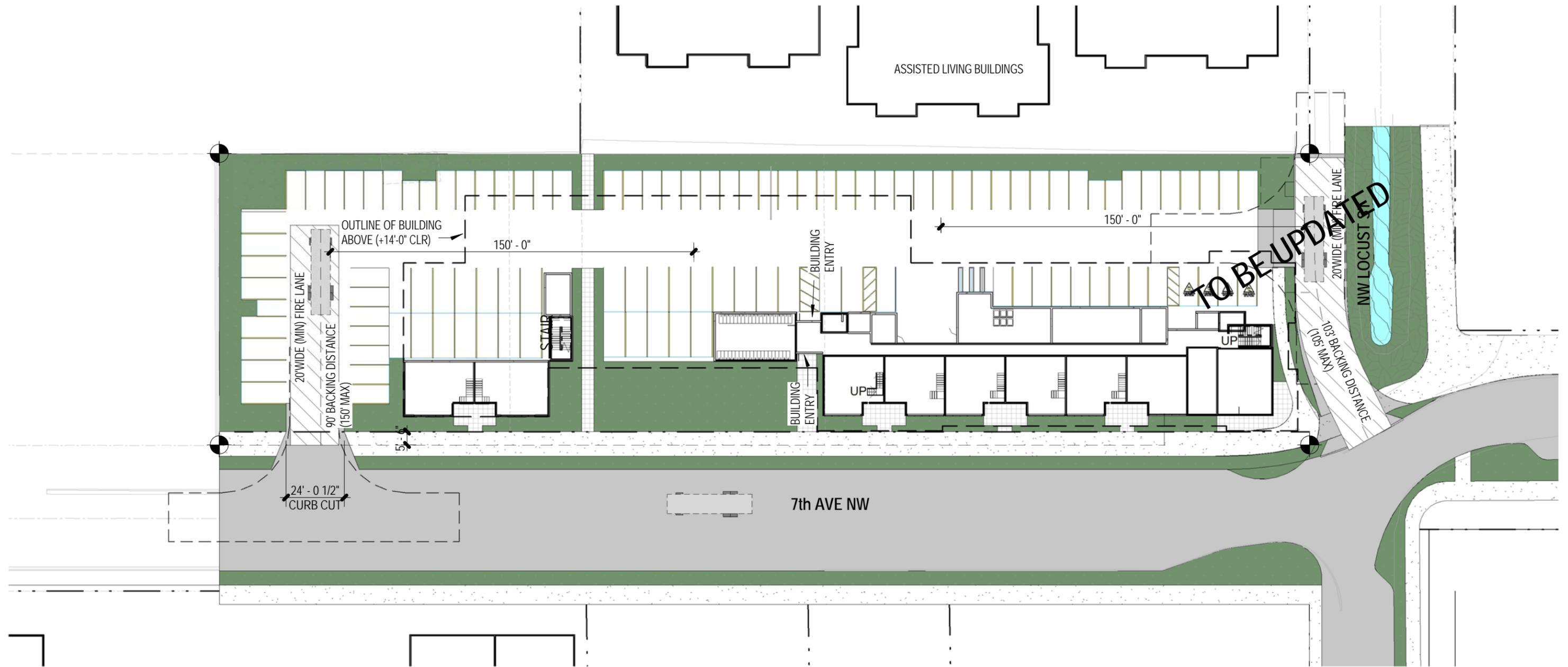
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SITE ACCESS DIAGRAM

SCALE: 1" = 40'-0"

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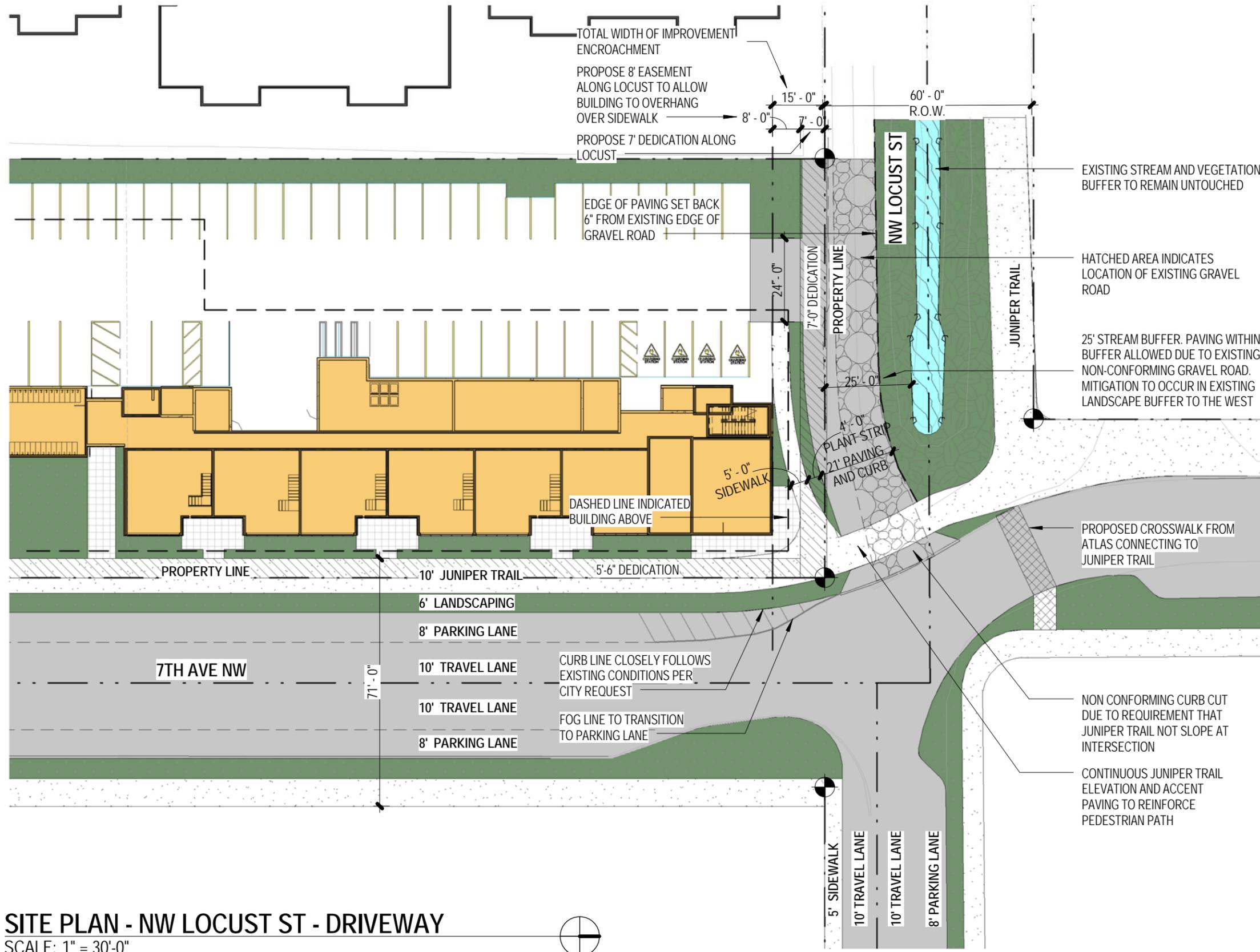
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NW LOCUST ST - OPTION 1



OPTION 1 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' ENCROACHMENT ONTO PROPERTY. PROPOSED 7' DEDICATION AND 8' EASEMENT. TO PROVIDE FOR FUTURE CONNECTION TO THE WEST.
3. 8' 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 4' PLANTER STRIP ALONG LOCUST BASED ON "PEDESTRIAN PRIORITY STREET" 6.4.D. 5' SIDEWALK IS DEVIATION DUE TO LOW PEDESTRIAN VOLUME AND PRESENCE OF JUNIPER TRAIL AS ONLY PEDESTRIAN CONNECTION THRU TO NEWPORT WAY.

SITE PLAN - NW LOCUST ST - DRIVEWAY

SCALE: 1" = 30'-0"



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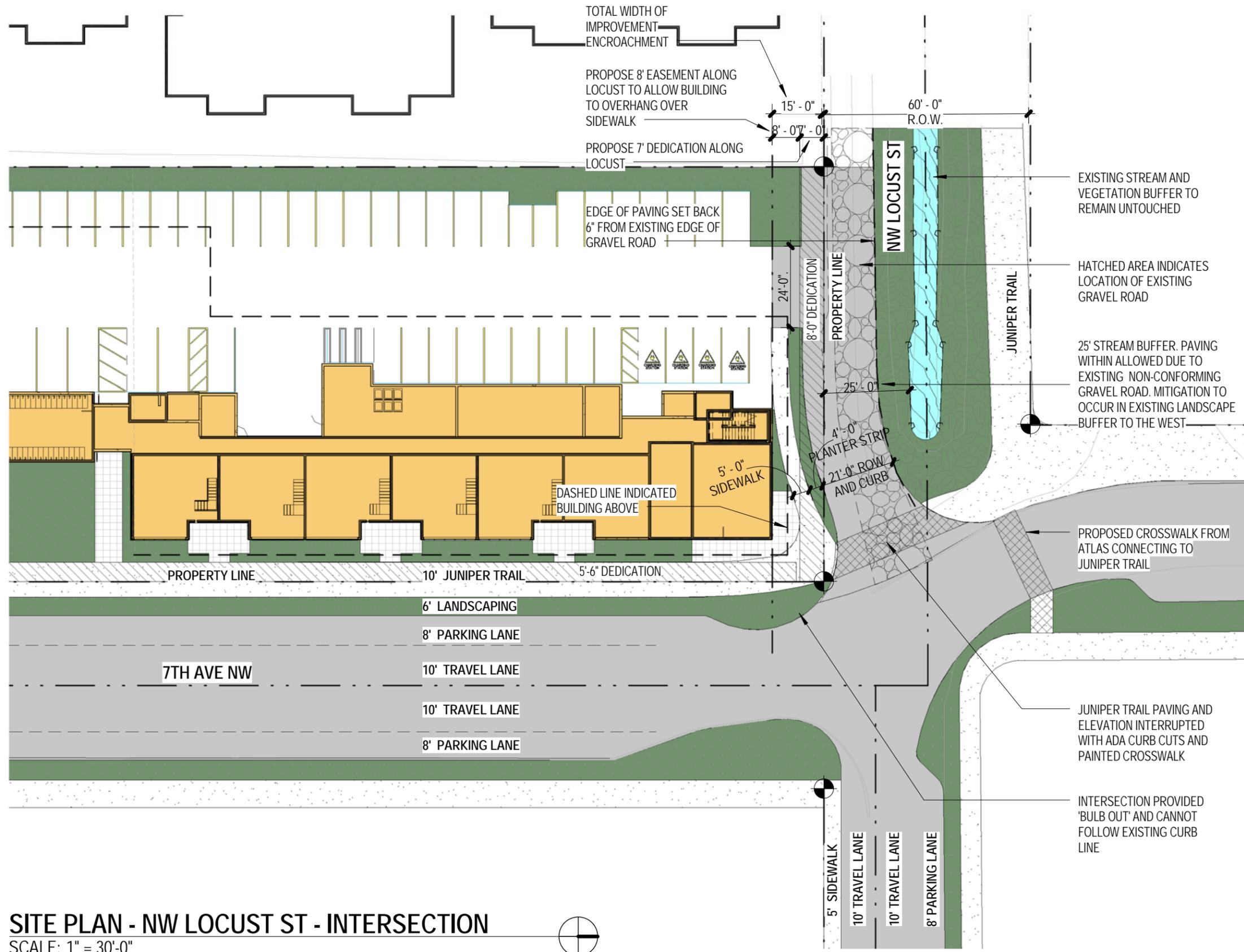
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NW LOCUST ST - OPTION 2



OPTION 2 NOTES:

- A.2. THE INTERSECTION PRIORITIZES THE VEHICULAR CONNECTION AND REDUCES THE PRIORITY OF THE PEDESTRIAN CONNECTION OF THE JUNIPER TRAIL.
- B.2. EXISTING CURB LINE ALONG 7TH AVE BULBS OUT AND DOES NOT FOLLOW THE EXISTING CURB LINE

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' ENCROACHMENT ONTO PROPERTY. PROPOSED 7' DEDICATION AND 8' EASEMENT. TO PROVIDE FOR FUTURE CONNECTION TO THE WEST.
3. 8' 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 4' PLANTER STRIP ALONG LOCUST BASED ON "PEDESTRIAN PRIORITY STREET" 6.4.D. 5' SIDEWALK IS DEVIATION DUE TO LOW PEDESTRIAN VOLUME AND PRESENCE OF JUNIPER TRAIL AS ONLY PEDESTRIAN CONNECTION THRU TO NEWPORT WAY.

SITE PLAN - NW LOCUST ST - INTERSECTION

SCALE: 1" = 30'-0"



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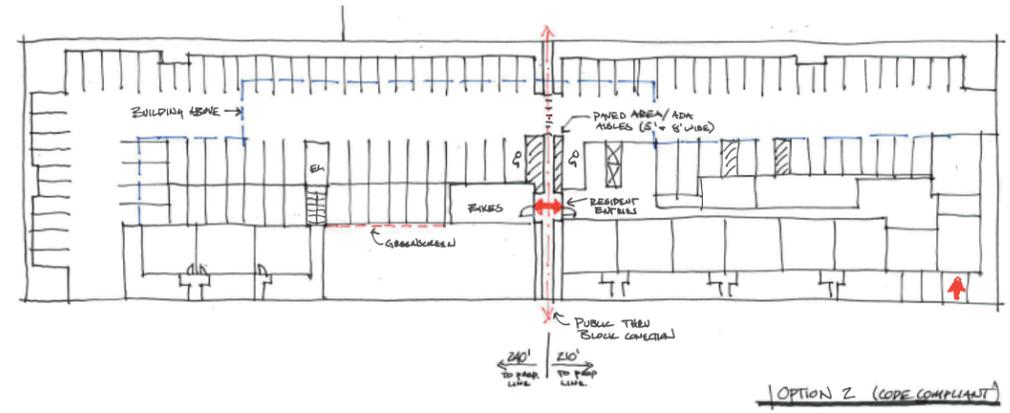
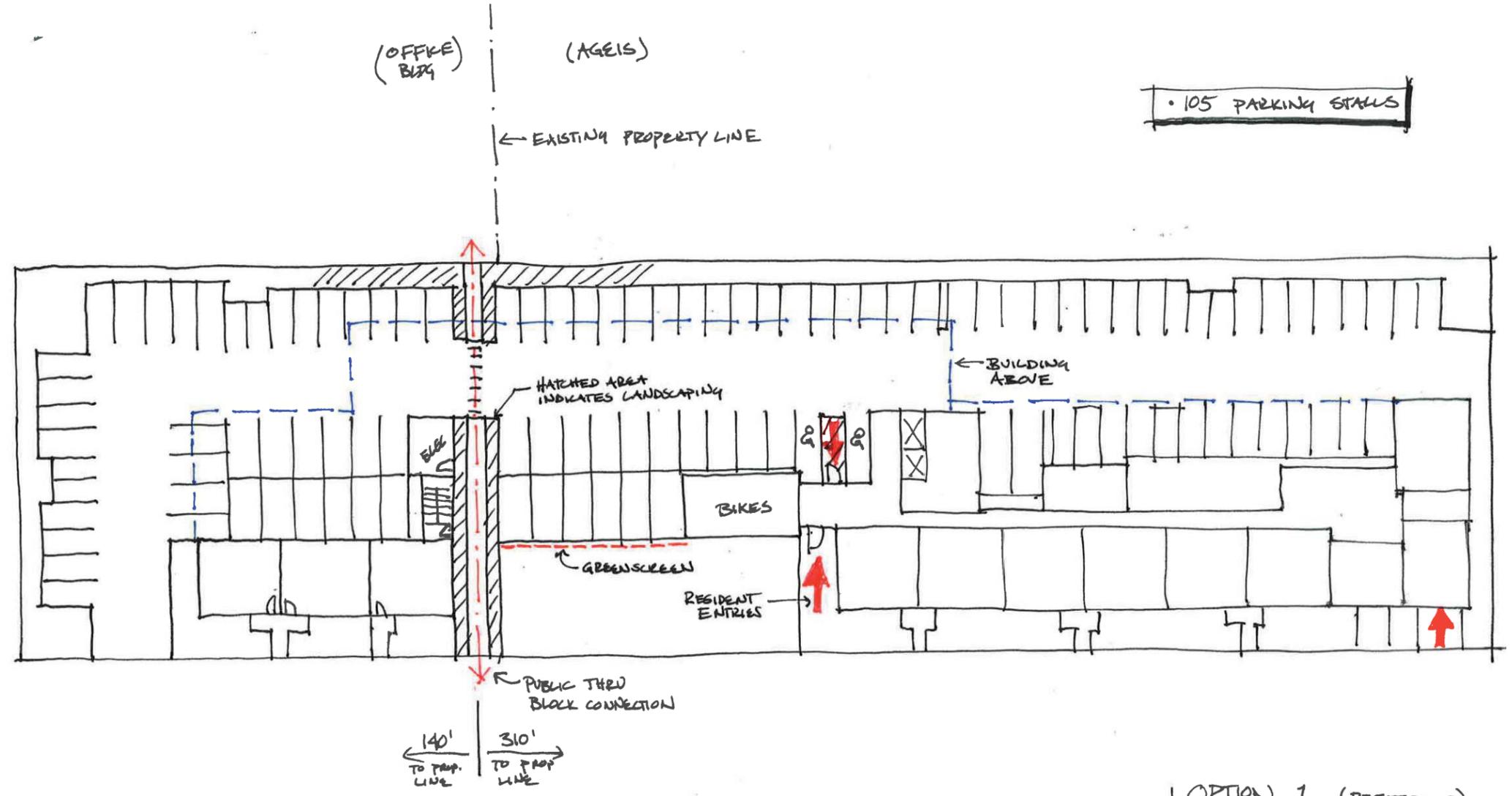
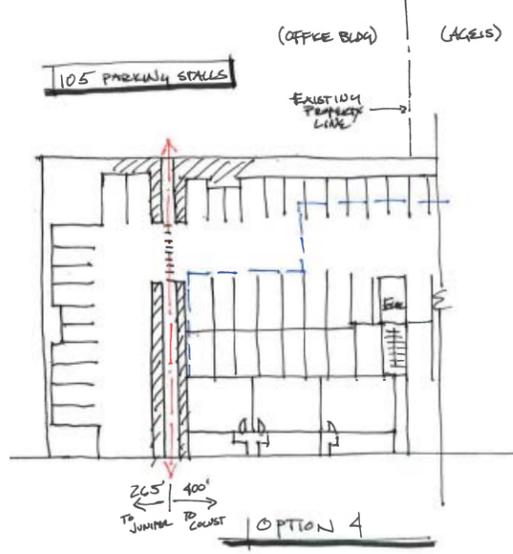
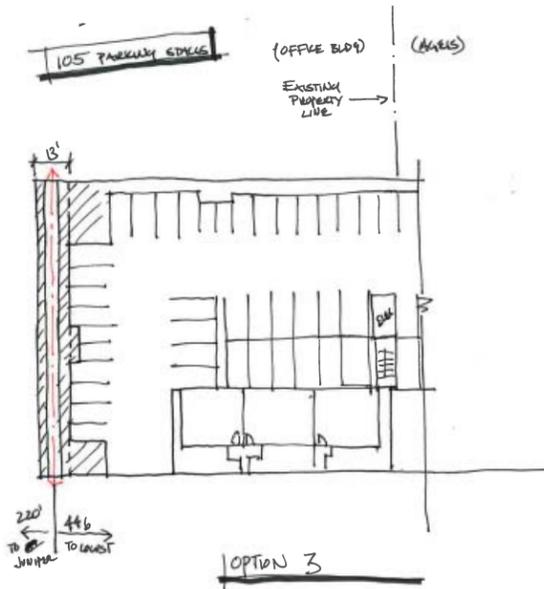
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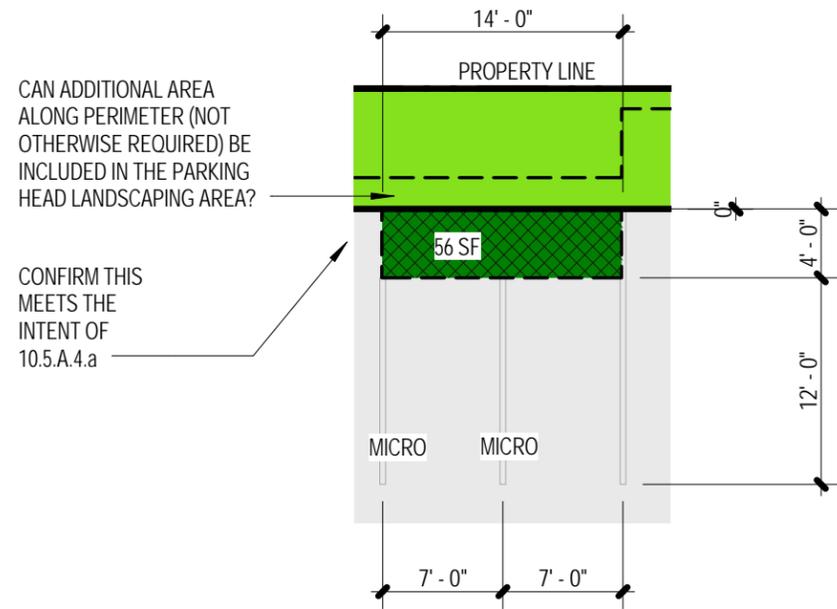
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THRU BLOCK CONNECTION CONCEPTS

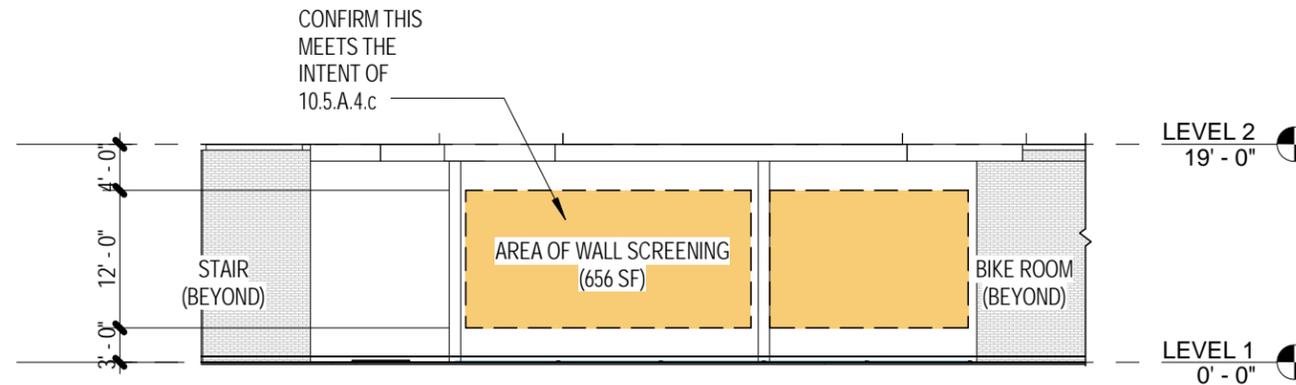


PARKING AREA LANDSCAPE CALCULATIONS



PROPOSED PARKING HEAD LANDSCAPE

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



PARTIAL ELEVATION - PARKING SCREENING

SCALE: 1/16" = 1'-0"

PARKING AREA LANDSCAPING (10.5.A)

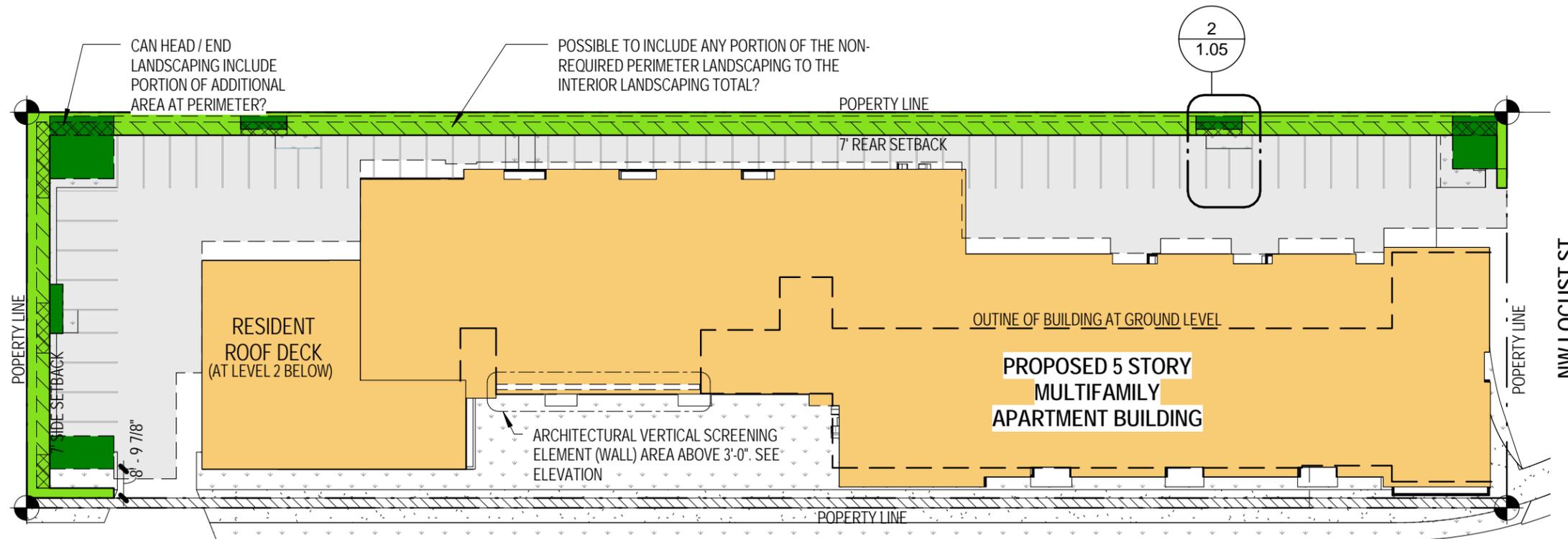
Surface Parking Area (Un-Covered)	13710 SF
Surface Parking Stalls (Un-Covered)	59
Trees Required (1/6 stalls)	10
Interior Landscaping Required (10%)	1,371 SF
Parking Area Landscaping Provided:	

PARKING AREA LANDSCAPING	
EDGE (R.O.W) LANDSCAPING	140 SF
INTERNAL LANDSCAPING	925 SF
SIDE/ REAR PERIMETER LANDSCAPING	3758 SF
VERTICAL WALL SCREENING	656 SF

INTERNAL LANDSCAPING + VERTICAL SCREENING 1,581 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
 - 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



7th AVE NW

PARKING AREA LANDSCAPE PLAN

SCALE: 1" = 40'-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.



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

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

TYPICAL RESIDENTIAL UNITS
CEMENT BOARD COLOR-1

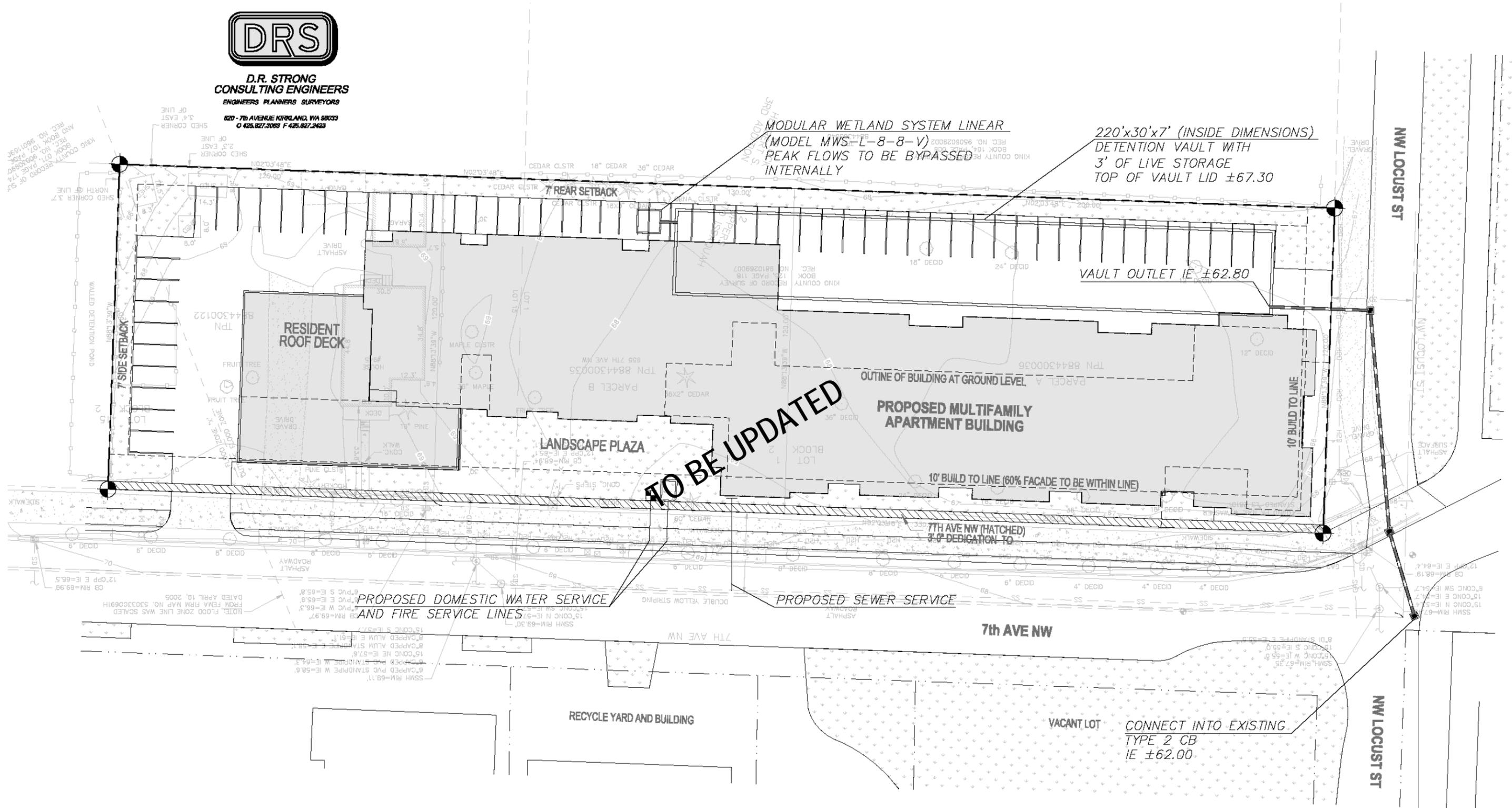
RESIDENT ROOF DECK
OVERLOOKS 7TH AVE, LANDSCAPE
PLAZA, AND FACING SOUTH FOR
VIEWS AND SUN





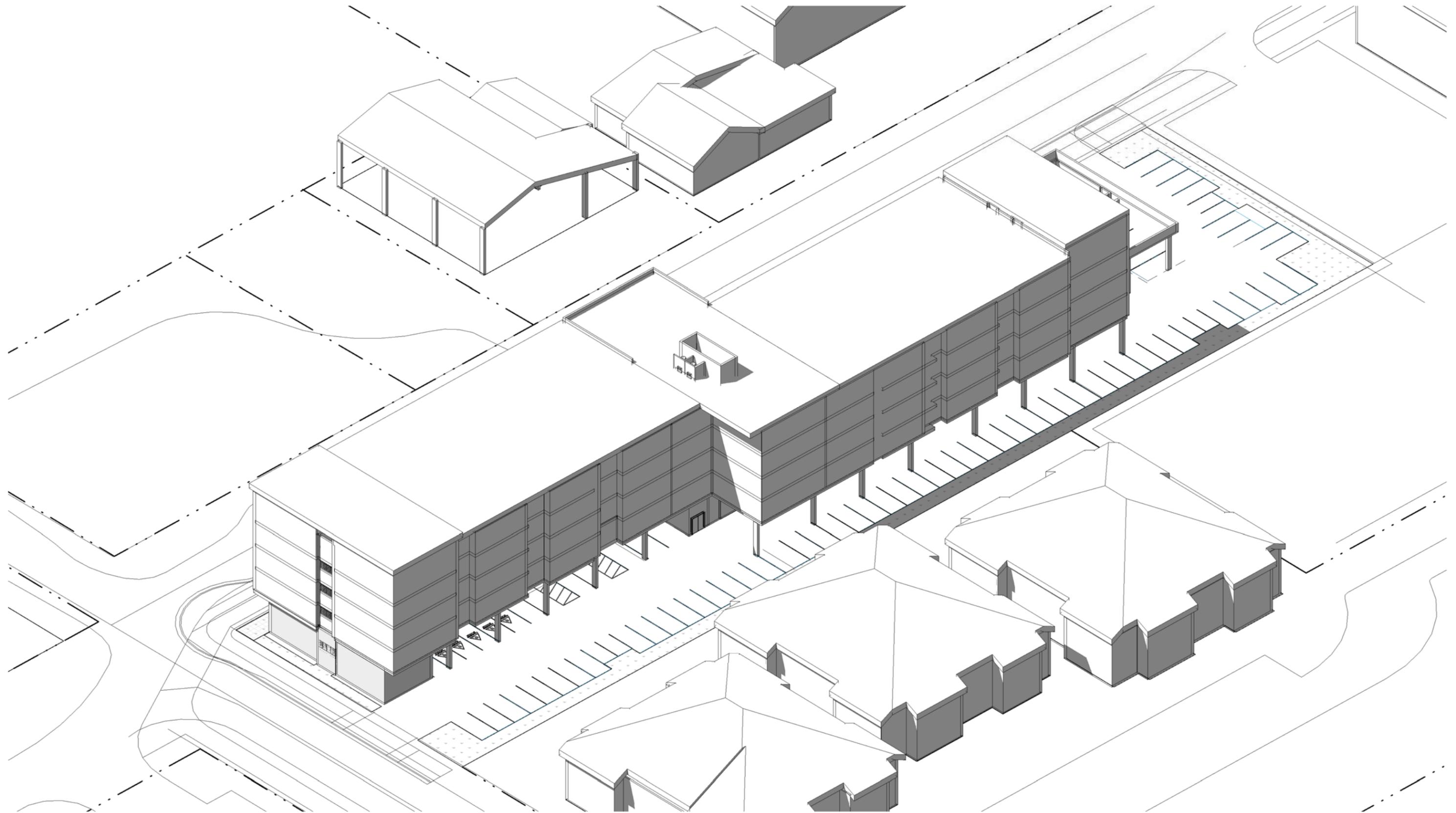
D.R. STRONG
CONSULTING ENGINEERS
ENGINEERS PLANNERS SURVEYORS

620 - 7th AVENUE KIRKLAND, WA 98033
O 425.827.3063 F 425.827.2423



TO BE UPDATED





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