AGENDA
Development Commission – Special Meeting

7:00 PM - Wednesday, September 28, 2016
Council Chambers, 135 East Sunset Way, Issaquah WA

Page			
	1.	**CALL TO ORDER**	**7:00 PM**
3		a) Commission Membership	
	2.	**APPROVAL OF MINUTES**	**7:05 PM**
5 - 14		a) Minutes of September 7, 2016	
	3.	**AGENDA ITEMS**	**7:10 PM**
		a) **Issaquah Apartments - Site Development Permit (SDP16-00005) (Q)** *Presented by:* *Mike Martin, Associate Planner*	
15 - 50		Staff Report	
51 - 162		Attachments	
	4.	**OTHER BUSINESS / ANNOUNCEMENTS**	**8:45 PM**
	5.	**ADJOURNMENT**	**9:00 PM**

INQUIRIES

Please contact Christopher Wright (425) 837-3093 or ChrisW@issaquahwa.gov.

Meeting room is wheelchair accessible. American Disability Act (ADA) accommodations available upon request. Please phone (425) 837-3000 at least two business days in advance.

Note: Times listed for meeting topics are approximate and items are subject to being shifted from the original order.

(Q) Quasi-judicial or (NQ) Non Quasi-judicial

Development Commission

About

Created in 1983, this commission reviews all land use actions requiring a Level 3 review. The Commission further serves as an advisory board to the City Council on land use actions requiring council approval (Level 5 review).

The appearance of fairness doctrine prohibits Development Commission members and City Council members from discussing the merit of specific land use development applications outside of the formal public meeting process. Citizens, however, may discuss any issue with the City's Development Services Department. Written comments are also welcome.

Membership

The Development Commission is comprised of seven regular members, with four-year terms; and several alternates, with two-year terms. All members are appointed by the Mayor and subject to confirmation by the City Council. Terms expire April 30 of the year listed. For more information, see IMC 18.03.

Staff Liaison

Christopher Wright,
Project Oversight Manager
Email

Regular Members

2018 - Vacant
2018 - Raymond Leong
2018 - Richard Sowa
2019 - Michael Brennan
2019 - Randolph Harrison
2020 - Melvin Morgan
2020 - Kevin Price

Alternate Members

2017 - TJ Ginthner
2017 - Vacant
2018 - Robert Bakh
2018 - Carl Swedberg

Meetings

Unless otherwise posted:

When

7 p.m. the first and third Wednesday of each month

Where

Council Chambers, 135 E. Sunset Way

CITY OF ISSAQUAH
DEVELOPMENT COMMISSION
MINUTES
September 7, 2016

City Hall South
Council Chambers

135 E. Sunset Way
Issaquah, WA 98027

COMMISSIONERS PRESENT
Richard Sowa, Chair
Mel Morgan, Jr., Vice Chair
Robert Bakh, Alt.
Michael Brennan
Randy Harrison
Ray Leong
Kevin Price

STAFF PRESENT
Amy Tarce, Senior Planner
Lucy Sloman, Land Development Manager
Keith Niven, Economic & Dev. Services Director

APPLICANTS/OTHERS PRESENT
Aron Golden, Conner Homes
Jeff Schramm, TENW

CALL TO ORDER
SOWA, Chair, called the meeting to order at 7:02 PM.

APPROVAL OF MINUTES
MOVED BY BRENNAN, SECONDED BY MORGAN that minutes of the Development Commission meeting on July 6, 2016 be approved as presented. MOTION CARRIED UNANIMOUSLY.

MOVED BY BRENNAN, SECONDED BY BAKH that minutes of the Development Commission meeting on July 20, 2016 be approved as presented. MOTION CARRIED UNANIMOUSLY.

MOVED BY MORGAN, SECONDED BY BRENNAN to publicly acknowledge the excellent meeting minutes the Development Commission is receiving from the Recording Secretary. MOTION CARRIED UNANIMOUSLY.

STAFF UPDATE
Keith Niven, Economic and Development Services Director, made the following remarks to the Commission. He said for those who are not aware, the City Council met last night and passed a temporary development moratorium in the City. He said there were a number of reasons why they felt it was necessary, and said he can give the highpoints of that moratorium and what projects are included and excluded, or can answer questions from the Commission. The Commission elected to hear from staff first.

Niven continued his remarks. He explained where the “line was drawn,” meaning which projects will be affected by the moratorium, and why the Council thought a moratorium was warranted. He said the discussion came out of the Council’s request for a three-year assessment of the Central Issaquah Plan (CIP), including which projects have come through the pipeline to date and whether the plan is on track for achieving the vision that drove the CIP. He said staff went through an assessment of Central Issaquah with the Council, on a district-by-district basis, and discussed what has taken place in each neighborhood. From there, the Council indicated they felt that the indicators showed certain deficiencies where the vision was not being met. He listed the specific items the Council indicated were concerning to them and that caused them to enact a moratorium.

Niven continued his remarks by indicating that certain projects that are already in the pipeline will continue and not be stopped by the moratorium, including Riva Townhomes, Gateway Apartments, Sunset 7 Apartments, and so on. Other projects will have to wait until the moratorium is lifted, he

said. The “line” for determining whether a project is subject to the moratorium is whether or not a completed permit application for land use is in place. The moratorium is a rolling, six-month moratorium, and staff will be working on a work plan in the next few weeks to alleviate the concerns expressed by the Council.

He referred to the legal issues the City faces in enacting a moratorium, including the need to have a work plan with a perceivable end, or be subject to lawsuits. He noted that exclusions from the need to have a completed land use permit include projects that are on properties covered by development agreements; transit-oriented development; central public facilities; publicly funded schools and the Village Theatre; projects that involve the sale of land owned by the City and/or capital improvement projects; remodels and tenant improvements; single-family homes; affordable housing projects with at least 40 percent of units being affordable; and emergency repairs or construction necessitated by disasters. He said the state statute allows for a moratorium under certain conditions, but must have a public hearing within 60 days to hear from interested and/or aggrieved parties. That hearing is scheduled for October 17, 2016 in Council Chambers, he stated.

BRENNAN asked does the moratorium apply to just the Central Issaquah area or citywide. Niven explained how the Council reached its decision to apply the moratorium citywide, including the need to figure out what to do about affordable housing before too many properties all over the city are permitted. BRENNAN asked how much of what is in the pipeline will proceed, and how much will be coming to the Development Commission for review. Sloman replied there are at least two permitted projects that will be coming to the Commission; a slowdown is likely to be seen more in the new year than this fall. She said there is a fairly long list of projects that made the cut-off, but not all of them will be coming to the Development Commission for review, such as those that will go to the Urban Village Development Commission.

MORGAN asked about the proposed rezone project in the Highlands. Niven replied the property owner has expressed interest in a development there that is not currently allowed in the City’s zoning regulations. As of today, he continued, they have not made a request for what would be analogous to a rezone. He described the 20-acre, L-shaped property in question, and said his understanding is that there is not much interest by the Highlands community in putting in more housing there. MORGAN asked for clarification of whether that would be subject to the moratorium. Niven replied it depends on the timing. If the request came into the City in advance of the development agreement expiring next year, then it would be covered by the City’s development agreement. If it came in after the agreement expired, then it would be subject to the moratorium.

LEONG noted the items that concerned the Council vary from affordable housing to architectural issues to parking. Will the Development Commission get involved in giving input on those concerns, or will the City be coming up with new guidelines. Niven referred to the work plan that staff will be developing in the next few weeks. It is possible, for example, that the Council may ask the Development Commission to get involved in architectural review, specifically to get input and help craft guidelines. Staff will be putting some timing around the work plan items in the next few weeks, and while it is likely there will be some touch points with the Development Commission, we don’t know what they are right now, he concluded.

HARRISON asked has there been any discussion of establishing an architectural review board. Niven replied that is one option. The City Council could decide to create a separate board that would review each project, separate from the Development Commission’s review. Another way would be to hire a consultant to perform the architectural review, which would then be incorporated into the staff reports for the Development Commission to react to. The Council has indicated it is open to considering different methods and procedures, and staff will be talking among themselves as well to propose options.

HARRISON asked did the subject of staff workload come up. The City has a lot going on, and there are a fixed number of people on staff, he continued. Was staffing a consideration, he asked. Niven said no, not directly. He referred to a consultant recently hired to do a vertical mixed-use study, which will be presented along with a housing strategy presentation to the Council on September 27. He described the work being done on those two issues, and gave his perspective on the Council's concerns about achieving the vision and parking.

HARRISON asked what is the effect, if any, of the moratorium on traffic. Niven said in his opinion, the effect is probably negligible. He characterized much of the traffic being experienced in the City now as coming from construction projects, both projects within the City and those in nearby jurisdictions that have resulted in traffic moving through the City, and regional traffic.

BAKH asked will the moratorium create an even worse housing shortage situation for the City. Niven replied the moratorium is temporary. The City receives its growth targets from the state and PSRC (Puget Sound Regional Council), which is 5500 housing units. The moratorium may change the pace that the 5500 units are built, but they will eventually be built. The Council wants to step back and see what can be done to influence whether that housing comes in at market rate or at a particular price point. That is a conversation the Council and Administration will be having over the next six to eight months, he added.

The July 11 work session discussions that led to the Council's decision to enact a moratorium can be viewed at this website:
https://www.youtube.com/watch?v=BgBhC4o6muA&list=PLJFSvQKbGsgGTHeVxpcCfDKs07_iQetmY&index=6

PUBLIC HEARING: Riva Townhomes, Site Development Permit 15-00004

Approval for 36 townhomes on about 8.39 acres, located in Central Issaquah on Newport Way, across from the Cougar Mountain Regional Wildland Park trailhead. The site includes about 6.2 acres of critical areas, including a fish-bearing stream, wetlands, and associated buffers for Tibbetts Creek and the wetlands, reducing the developable area to 2.19 acres.

Staff Presentation

Lucy Sloman gave a quick recap of the nature of a quasi-judicial matter, noting that in tonight's decision on Riva Townhomes, the Development Commission is acting in a quasi-judicial manner. She briefly described procedural due process and substantial due process, and asked Commissioners whether they would answer "yes" to a series of questions about their ability to be fair and impartial in making a decision on this project. All Commissioners answered "no." She then asked whether any Commissioners had had ex parte communications or contact with the applicant or anyone with an interest in this project. All Commissioners answered "no." She asked whether anyone wanted to challenge the participation of any of the Commissioners in this decision, and there was none.

Amy Tarce made staff's presentation. She noted tonight's meeting is a continuation of a public hearing on the Riva Townhouses project on March 9, 2016. The continuation was originally scheduled for April 6, but the applicant requested more time to work with staff on one of the conditions related to the Shared Use Route. Tarce continued her presentation of the information contained in the Staff Briefing Memo dated August 31, 2016. She noted that public comment is included as Attachments 6-9, and additional public comment received since the memo was prepared have been distributed to Commissioners and included as Exhibits 1-4. She said her

comments tonight will focus mainly on the topics of interest at the previous public hearing, the Shared Use Route and traffic/safety concerns.

Tarce displayed a Regional Trail System map and explained in detail how the applicant and Administration are proposing to connect the required Shared Use Route with existing and planned trails, as detailed on pages 8-9 of the Staff Briefing Memo. She continued the applicant has provided the Administration with two cost estimates for constructing this Shared Use Route. The route is significant—over 1,000 linear feet—and due to its cost, in this situation staff thinks the cost is far beyond what the applicant would have had to pay in park impact fees. As a result, she continued, staff is proposing condition 9, as follows: *In lieu of constructing the Shared Use Route, the Applicant shall pay the applicable Park Impact Fees for 36 multi-family units. The Applicant shall also provide a relocatable public access easement, with a width of 20 feet, for the entire length of the Shared Use Route… The current location of the Shared Use Route as shown in the SDP permit shall be signed, prior to the sale of the first unit, to ensure residents and owners are aware of the potential Shared Use Route.* Signage will also be installed at the entry of the property indicating where the future trailhead will be, and residents will be notified of the future trailhead. She briefly described changes to condition 2 and the elimination of conditions 10 and 11.

She continued her comments on traffic and safety concerns, including the interest expressed in a potential four-way stop or signal at the Newport Way intersection with Oakcrest Drive. She said staff's recommendation is to continue to use the City's standards for sight distances, clearances, and so on during the permit review, which indicate that no sight distances will be blocked. She continued another area of concern is whether Newport Way is wide enough to accommodate vehicular traffic and pedestrian safety. She showed a diagram of the existing right-of-way and what is being required of the applicant for Newport Way. She described the 1.5 feet of frontage being required of the developer to provide along the full width of Newport Way; paving on the full width of the roadway with curbs and gutters; commuter bike lanes and a raised shared use trail; a center turn lane or landscaped median; repositioning the existing street lights; and installing a temporary 5-foot gravel walkway to the Cougar Mountain trailhead to replace a 10-foot shoulder that is being eliminated.

From staff's perspective, she concluded, the Administration has addressed the concerns expressed about this project, and together with additional information provided by the applicant and the revisions and changes included in the Staff Briefing Memos, is recommending approval of SDP15-00004.

MORGAN noted you said that the City received two cost estimates from the applicant, and asked what were those estimates. Tarce replied they were about twice as much as the park impact fees would be. The estimates ranged from about $500,000 to $800,000, not including railings and geotechnical studies.

BRENNAN asked for clarification of a "re-locatable public easement," as referenced in condition 9. Tarce replied we have a general idea where the easement will be, but it may shift somewhat depending on what is found when we start looking at actual site conditions. The line may shift somewhat, for example, in order to avoid existing trees. It will remain running in the same general direction as what is shown now, she added. BRENNAN said so it may not be exactly as shown here because of topography or vegetation. Tarce replied that is correct

HARRISON asked is the requirement to build the Shared Use Route being delayed, or must it be constructed within a fixed time frame. Tarce replied in this case, staff acknowledges that it is an important element of the green necklace, but the applicant is not required to construct it. Either the City or some other party or entity, not yet identified, will be responsible for constructing it.

LEONG said parking and the King County trailhead were discussed at the last meeting on this application, but didn't appear to be addressed in the staff memo. Tarce replied King County's Parks Department is proceeding with applying for a grant for a 40-space parking lot onsite, so it is just a matter of timing before that issue is resolved. The City will continue to work with them to monitor adequate parking at the site, she added. LEONG asked so the parking lot would be at the trailhead. Tarce replied yes, it would be within King County's property.

BAKH asked for more clarification of why no traffic light is being proposed. Tarce replied looking at it systemwide, Newport Way is intended to function as an arterial, with constantly moving traffic. The City's Public Works Director is not supportive of anything that would hinder that, she said. Also, the traffic study has indicated that not enough trips will be triggered to warrant a signal at the intersection with Newport, primarily because the project will result in so few new housing units. BAKH noted the trailhead will result in more people moving around at that location. Tarce replied for pedestrian safety, the intersection will have a more enhanced pedestrian system, including a high-visibility rectangular flashing beacon, speed radar to remind drivers to slow down approaching the crosswalk, and improvements to the crosswalks at the intersection of Oakcrest and Newport Way.

HARRISON asked for clarification of the requirement to regrade Newport to accommodate the replacement project at the Anti-Aircraft Creek Culvert. Tarce replied due to requirements for fish passage and raising the height of the culvert cover, the City has to raise the grade of Newport Way. Since the applicant will be building on Newport, they were able to accommodate the required change in grade on this site by changing the height of townhouse garages along Newport.

LEONG expressed concern about nearby projects adding something like 900 units of housing along Newport Way that will generate a lot of traffic, and asked whether discussions continued about the possibility of a roundabout at the intersection. Tarce replied a roundabout was included as part of the Gateway Apartments project, and showed it on a diagram. Sloman noted even with the addition of the Gateway Apartments project, the traffic analysis indicates that not enough traffic would be generated to allow us to installing a traffic signal at the intersection of Newport and Oakcrest. LEONG asked what is the number that would "trip the warrant" and indicate that a traffic signal was warranted. Jeff Schramm, Transportation Engineer/Consultant, TENW, 11400 SE 8th Street, Suite 200, Bellevue, said that calculation is actually made from a series of warrants. The one that is typically triggered is the peak-hour warrant, he continued. The trigger would need about 150 trips from the side street, which is the equivalent of about 200 units on this property, he added, and so a traffic signal would not be warranted at this intersection. LEONG asked what is considered peak-hours. Schramm said typically we would look at both morning peak-hours, 7:30 to 8:30 a.m., and afternoon peak, 4:30 to 5:30 p.m. BAKH clarified so the trigger would be enough added traffic coming out of the Riva Townhomes. Schramm replied yes; if there was enough added volume onto Newport then we would be near where the warrant would be, and that has been calculated as an additional 200 housing units, whereas Riva Townhomes will add only 36 units.

HARRISON asked when the expression is used that "a traffic signal would not be allowed," by whom is it not allowed. Schramm referred to the nationally accepted standards (MUTCD, or Manual on Uniform Traffic Control Devices). He gave more details about the standards, and said it is a standard practice not to install a signal when the traffic-volume warrant is not met. Sloman added her understanding is that is also a liability issue for the City. If the City elects to install signals or stop signs where they are not warranted and something occurs there, they the City could be found as having installed the signal or sign contrary to professional standards, which could create an additional liability for the City.

PRICE asked is the same criteria used for roundabouts. Schramm replied no. If a signal is not warranted, one option is the use of a roundabout as an alternative. There is no standard for roundabouts as there is for traffic signals, he continued. PRICE asked would the same liability for the City apply. Schramm replied there are more situations that allow for roundabouts than traffic signals, so the liability would not be exactly equivalent. PRICE noted most of the traffic going out onto Newport will be going left, and asked is that part of the flow-rate calculation. Schramm replied yes. When we figured that into the equation, the intersection was projected to function at a level "C," which is an acceptable level without a traffic-stopping device.

HARRISON asked has there been any indication yet from the Atlas project and other housing projects going on whether these new tenants will be working in Issaquah or commuting elsewhere, perhaps as part of a marketing study by the developers. Sloman said that information may exist as part of a marketing study, but if so, it has not been shared with the City. HARRISON said that would be interesting information to have. LEONG agreed, and said he seemed to recall a study was done that included that information. Sloman clarified that the traffic impact analysis done for this project is based on a model of what is expected; it does not include data about the people who will eventually be tenants.

BAKH asked for clarification of the school bus stops. Tarce noted the school bus stop is expected to be close to the crosswalk. Sloman noted that school bus stops can change every year, so it is hard to predict where it will be once construction occurs. BAKH asked whether we know which schools students who live in these units will attend. Sloman replied school boundaries also change, so we don't know that right now. HARRISON clarified that the Issaquah School District's policy is to pick up and discharge students on arterials, and not enter into neighborhoods. Tarce replied that is correct. BAKH noted the location of schools would influence traffic volumes in one direction or the other on Newport Way. Sloman noted that school bus traffic would contribute to through-traffic but not cross-street traffic.

Applicant Presentation
Aron Golden, Conner Homes, thanked staff and the Development Commission for their time and efforts working on this project. He said he and his team are here tonight to answer any questions, and thinks this is an attractive project for the City that meets a distinct market niche.

Public Comment
SOWA opened the meeting for public comment at 8:16 PM.

Hart Sugarman, 2550 NW Oakcrest Drive, said he has been a City resident for over 20 years. He thanked staff for replying to his written comments. He said the decision to build the Riva complex adjacent to the roadway will be precedent-setting; it is the first housing complex in the City to be built right next to the road. He described the sight-line issues he experiences now coming out of Oakcrest Drive onto Newport Way and said these will be made worse with the Riva project. He said every other intersection on Newport has traffic controls. He discussed the roundabout that will be installed as part of the Gateway Apartments project and questioned how pedestrian safety will be ensured there. He also noted that many drivers from Talus choose to use Exit 13 rather than Exit 15, which increases traffic on Newport, and the additional traffic from Riva and Gateway make the traffic studies done to date obsolete. He also said although building roads first, then dwellings inconveniences existing residents, it is not as inconvenient as building dwellings first, then roads.

Tina Conforti, 1220 Oakwood Place NW, Issaquah, said she agrees that the complex is positioned too close to the roadway. She said she doesn't feel the project is safe, and that people who don't live there can't really appreciate how dangerous it will be. She spoke of the dust, pollution, and truck traffic on Newport from the Gateway project, including a street cleaning vehicle that uses

Oakcrest to make U-turns. She said children are in danger, and talked about the need for a traffic light at the intersection of Oakcrest and Newport. When all the projects under way are completed, she noted, there will be three or four times as much traffic as there is now. She asked the Commission to take into consideration all of the noise and disruption these projects are causing to existing neighborhoods and residents.

Joe Verner, 1230 Oakwood Place NW, Issaquah, said he lives in the Summerhill subdivision, and would like to debunk some myths about the Oakcrest intersection. He showed it on a map, including the crosswalk and school bus stop, and said the City has said it is going to "do something about Newport" for 30 years. Now we are facing 5-6 years of projects, he continued. He said contrary to what was stated earlier, the school district boundary won't change, the streets will stay the same as they are now, and the only thing that will change is a huge increase in traffic. He described the long effort it took to get the City to reduce speeds on Newport from 40 to 30 mph, and said it took the death of a four-year-old to get the City to reduce the speed limit and put in a new crosswalk sign. He invited Commissioners to go to the neighborhood and see for themselves that the crosswalk sign is ineffective. He said now we will be having more traffic going west on Newport to work, and said he wonders whether it will take another tragic accident to get the City to take some action.

Mary Lynch, 2690 NW Oakcrest Drive, Issaquah, thanked staff for attempting to put together a package that follows the CIP. She said she would like to remind the Commission that when the CIP was approved, the City had already identified that it has flaws. Now changes are being rushed through without adequate public comment, and referred to a Land and Shore Committee public hearing tomorrow night at 5:30 in the Council Chambers. She said she doesn't think the trail should be built across wetlands in the first place, and asked will the trail be given to the City to maintain into perpetuity, noting that the City already has funding issues. Who will maintain and pay for the trail, she asked. She expressed her concerns about the need to relocate the Anti-Aircraft Creek culvert, and said it will result in not having enough room to safely walk away from traffic, especially when trucks are passing by. She described her other concerns with the traffic circle at the Gateway Apartments project, and how the need for a construction staging area there will create safety issues for pedestrians and motorists. She described the recommendations in a consultant's work on a Pedestrian/Crosswalk Study and said none of those recommendations are in this project. She urged the Development Commission to take actions tonight to help make our streets and neighborhoods safer.

John Fisher, 2122 Newport Way NW, Issaquah, thanked the Development Commission for its attention to this matter, and said the applicant has been both attentive and communicative during this process. He said he sees several contradictions, particularly with the proposal on the Shared Use Route and boardwalk. He said he sees a conflict because there is no commercial development west of Tibbetts; it is all on the east side. He said the wetlands must be protected, and we all want to promote walkability and bus ridership, but there is no transit access west of Tibbetts and no prospect of it coming as far as he knows. He referred to comments he submitted on April 4 that questioned the cost and other aspects of the trail proposal. He showed the proposed trail on a diagram, and noted that any connectivity benefit would be east-west, not north-south, and would give no benefit to Sammamish Pointe residents. In fact, it would adversely affect them because it would require tree removal, he noted. He gave examples of proposals for walkways on the south side of Newport but asked how long would those proposals take to come to fruition, and how many years will people jaywalk across the road. Issaquah is a very fortunate community in that it has lots of resources, he concluded, but that does not absolve us of being careful of how public funds are used. He said he urges the Commission to consider this project in the context of existing residents and asked that City expenditures and use of park fees be responsible.

Hearing no additional requests to speak, SOWA closed public comment at 8:48 PM.

Commissioner Discussion
HARRISON noted the concerns expressed tonight are definitely legitimate but there needs to be a clear understanding of what is within the Development Commission's purview, versus what is the responsibility of the Mayor, City Council, and City staff. That said, he continued, he has ongoing concerns about the intersection issue. He said he understands the data and standards used to address traffic at the intersection, including school bus and pedestrian usage, but when he looks at the map and drives on Newport, emotionally and rationally the proposal just doesn't seem to ring true. He said he understands the liability issue, but he thinks the proposed intersection as it is now planned will result in additional liability for the City because it's hard not to believe there will not be another fatal accident there. BAKH agreed.

MORGAN said conditions 22 and 23 refer to "further refining…natural materials" and "providing additional architectural details…". Given that those conditions were in place when the Commission reviewed this application last March, he continued, those additional details could have been brought back to the Commission at tonight's meeting for additional input. Tarce explained that staff typically works out the details of the conditions with the applicant once the conditions are approved, and in this case the applicant chose to put that work aside until after the Commission had completed its review of the project's SDP. MORGAN said given that it has been about six months since we last discussed this project, it would have probably been better to have the applicant make those changes in the interim and bring them forward to the Commission. Tarce said she will keep that in mind for future applications.

Jeff Schramm, Transportation Engineer/Consultant, TENW, 11400 SE 8th Street, Suite 200, Bellevue, said he has heard the concerns about the intersection of Oakcrest and Newport "loud and clear." The question underlying the concerns is whether or not the intersection is safe, he continued. In my professional opinion, he stated, the improvements planned for the intersection are just that—improvements. He described the improvements, saying they will add turn lanes, build out the City's plans for this roadway, and create a narrowing of through-lanes which will also slow speeds. The rapid flashing beacon mechanism will continue to be maintained, with a newly aligned intersection that will improve sight lines, plus improvements to curve ramps and better crosswalk delineation. He said the changes will supplement what the City is planning for Newport Way, and said the additional traffic will be mitigated by the improvements being made there. Sloman asked Schramm to explain why a four-way stop sign or traffic signal is not being proposed. Schramm said it is not considered good practice or safe to use a four-way stop or traffic signal on an arterial, which is intended to carry traffic through a corridor. The appropriate control here would be a stop sign at the side street, and an all-way stop is not the appropriate control here.

BRENNAN asked what is the expected duration of the temporary trail to the trailhead, and said perhaps at least a curb separation could be installed there. Tarce said that idea has come up in discussions with the applicant, and we can look into it. We want people to feel safe, she continued, and the proposed condition is intended to help delineate a clear walkway, so if a curb separation will help, we can discuss it with the applicant. BRENNAN asked whether there is any sense of how long the temporary trail will exist. Tarce replied it is on City property, and to her knowledge the City doesn't have any plans for the property. Sloman noted it is part of the "missing segments" bond measure that will be before voters this fall. LEONG asked will the area from Oakcrest to the trailhead be a sidewalk or gravel. Tarce replied it will be a temporary five-foot-wide gravel path, and showed it on a diagram. LEONG asked will the bond measure propose to pay for a permanent sidewalk there. Sloman said her understanding is that the bond measure would pay for that part of the segments that are not the responsibility of property developers.

BRENNAN asked for clarification of revised condition 4, *"The primary through-block passage walkway serving units 34-36 shall be six feet wide."* He said he recalled that the original condition called for a 10-foot wide sidewalk. Tarce gave background on the change, noting that the original condition stipulated five feet, then was changed to ten feet, and is now six feet. The shifts occurred because fire trucks required more space for turning, so units 34-36 moved to the east. In re-evaluating the resulting space, the applicant and staff reasoned that there won't be many people using the sidewalk to access just these three units, and so it would be better to have a smaller walkway and a larger open space there. She concluded the condition stipulates "six feet" because the CIP does not include an applicable standard. BRENNAN asked does the wording imply "a minimum of six…" or "exactly six." Tarce replied, "exactly six."

HARRISON clarified that his earlier remarks about potential problems at the intersection were not intended to impugn anyone's integrity or professional expertise on the issue of traffic safety. Rather, he continued, speaking as someone who is not a traffic engineer, the lack of a traffic signal or control there seems counter-intuitive, and said he appreciates Schramm's explanation. He asked when will the Commission be able to see the materials and so on that MORGAN referred to. Tarce said it is staff's hope that the Commission feels comfortable enough with the SDP application that it can approve it tonight, and then staff can begin working out the details with the applicant. If not, the Commission can indicate it wants more time for its review and would prefer to have another meeting, which could include the materials. Sloman added on condition 22, which refers to the incorporation of natural materials, the intention was that the appearance of the buildings themselves would not be altered in that the color, appearance, and so on would be consistent, but that the materials to achieve that could be stone, or wood, or hardiplank, and so on.

BAKH spoke of the perception expressed earlier that the project is too close to the roadway, and said he's not sure he is comfortable with that. Tarce showed an illustration of Newport Way and sad no units are perpendicular to Newport Way, so car lights from cars driving on Newport won't flash into living spaces, for example. Sloman noted the standard for central Issaquah is a build-to line, rather than a set-back line. The build-to requirement is anywhere from 0 to 15 feet, she clarified, and this application falls within that zone.

MORGAN said he hasn't heard any requests from the public to extend the Shared Use Route into the wetland buffer area as a boardwalk, and asked is it possible to take it out of the proposal entirely. Sloman said it is required by the CIP. BRENNAN noted the CIP is being amended now, and it's possible that it could be changed to allow it to be eliminated. Sloman said she agrees that no one seems committed to having it built now, but preserving the ability to build it in the future is probably something the City wants to retain for now. She said we might have more of an issue with it if it were a condition, but that is not the case. She referred to the work plan that Niven mentioned in his remarks earlier in the meeting, and explained the arrival of the City's new Parks Department Director will mean that the City can re-examine this and similar questions. She spoke in favor of keeping the ability to decide whether a boardwalk is the right connection by maintaining the ability to move forward or not based on a more comprehensive examination of what the City needs.

MORGAN suggested maybe a sentence could be added to condition 9 to indicate that if a trail is no longer required by the Central Issaquah Plan, this easement would no longer be needed. Sloman that would be possible. PRICE asked if the requirement for an easement was eliminated, what would become of that space. Is it a wetland, and what are its potential uses, he asked. Tarce replied it would remain private property, and would be the responsibility of the property owner, so the City could not build on it. PRICE asked could it be landscaped, such as for a play area. Tarce and Sloman clarified on a diagram that the area where a boardwalk is proposed is shown in green, and is not in the wetland. Sloman said if the easement was released and the City did not require

building the boardwalk, the property owner would have the opportunity to consider the property for another permitted use.

Commission Decision
MOVED BY MORGAN, SECONDED BY BRENNAN that the Development Commission approve the Site Development Permit for the project known as Riva Townhomes, File No. SDP15-00004, with plans and technical reports received on October 16, 2015 through February 26, 2016; Staff Report dated March 3, 2016 with Attachments 1-17; Briefing Response Memo dated March 30, 2016 with Attachments 1-9, and Briefing Response Memo dated August 31, 2016 with Attachments 1-3 and Exhibits 1-4, subject to the conditions of the Staff Report dated March 3, 2016, as revised in the Briefing Response Memo dated July 31, 2016, and as amended at tonight's meeting.

MOVED BY MORGAN, SECONDED BY BAKH to amend condition 9 by adding a new sentence as the last sentence of the condition, as follows: "If it is determined that the Shared Use Route is no longer required, the easement may be eliminated." MOTION CARRIED BY THE UNANIMOUS VOTE OF ALL DEVELOPMENT COMMISSIONERS PRESENT.

MAIN MOTION CARRIED BY THE MAJORITY VOTE OF ALL DEVELOPMENT COMMISSIONERS PRESENT (BAKH, Alt., voted in the minority).

MOVED BY BRENNAN, SECONDED BY HARRISON that the Development Commission direct the Development Services Department to prepare the Findings of Fact and Conclusions which affirm the Development Commission's decision to approve the Site Development Permit for Riva Townhomes, File No. SDP15-00004, with plans and technical reports received on October 16, 2015 through February 26, 2016; Staff Report dated March 3, 2016 with Attachments 1-17; Briefing Response Memo dated March 30, 2016 with Attachments 1-9, and Briefing Response Memo dated August 31, 2016 with Attachments 1-3 and Exhibits 1-4, subject to the conditions of the Staff Report dated March 3, 2016, as revised in the Briefing Response Memo dated July 31, 2016, and as amended at tonight's meeting. MOTION CARRIED BY THE MAJORITY VOTE OF ALL DEVELOPMENT COMMISSIONERS PRESENT (BAKH, Alt., voted in the minority).

OTHER BUSINESS/ANNOUNCEMENTS/ADJOURNMENT
SOWA commented that although some of the feedback and comments the Development Commission hears is out of its purview, it is welcome and valuable. We appreciate hearing from the public, he continued, and when comments are given at Development Commission meetings, staff has the opportunity to hear the comments as well.

Sloman noted the next Development Commission meeting is scheduled for September 21, 2016.

With no further business to conduct, SOWA adjourned the meeting at 9:35 PM.

Respectfully submitted,

Susan Lowe
Recording Secretary

***(Note**: Alternate Member(s) participated in decisions at tonight's meeting but cast advisory votes only, as there was a quorum of Regular Members present.)*

CITY OF ISSAQUAH WASHINGTON

Development Services
1775 – 12th Ave. NW | P.O. Box 1307
Issaquah, WA 98027
425-837-3100
issaquahwa.gov

CITY OF ISSAQUAH

SITE DEVELOPMENT PERMIT
FILE NO SDP16-00005

SEPTEMBER 21, 2016

ISSAQUAH APARTMENTS
955 7th Avenue Northwest

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9 Issaquah Apartments – Project Design Renderings – dated September 7, 2016

The following technical studies, which informed the analysis of this project for Site Development Permit compliance, are available in the Department of Development Services and online, in the City's website, under Development Services:

1. Critical Area Report – dated January 6, 2016
2. Stormwater Technical Information Report – April 12, 2016
3. Preliminary Geotechnical Report – November 17, 2015
4. Traffic Impact Analysis (updated) – September 2016

STAFF REPORT

I. Application Information

Applications: Project No. PRJ15-00034
Site Development Permit: SDP16-00005

Project name: Issaquah Apartments

Staff Contact: Mike Martin, Associate Planner
Development Services Department. 425-837-3103
mikem@issaquahwa.gov

Applicant: GroupArchitect
David Edwards
1735 Westlake Ave N
Seattle, WA 98109

Owner: Issy 7th Ave LLC
9675 SE 36th Street
Mercer Island, WA 98040

Request: Site Development Permit **approval** for a 110-unit 5-story apartment building on 1.24 acres. The project includes two community roof decks, resident lounge, and ground level court for the residents. The project proposes 112 parking spaces. Existing critical area buffers will be enhanced through invasive plant removal and replanting of native vegetation. Primary site access is via a driveway on 7th Avenue NW. Additionally, a secondary emergency access is provided via NW Locust Street.

Location: 955 7th Ave NW (see Attachment 2, Site Vicinity Map).

Existing Land Use: The project site consists of three lots that are being consolidated into a single parcel through a Lot Line Adjustment. The north and middle lots are undeveloped while the southern lot contains an unoccupied house.

Adjacent Uses (see Figure 1, Existing Land Use):

North: Class 4 stream, Juniper Trail and Issaquah Commons (retail)
South: Juniper Street Professional Center
East: Aegis of Issaquah (retirement community)
West: 7th Avenue NW, and cleared, undeveloped land and former At-Work site (waste collection/sorting)

Zoning: MUR - Mixed Use Residential

Comprehensive Plan:
Land Use: Multi-Family Residential
Subarea: Central Issaquah
District: Gilman

II. Recommendation

Based upon the application, submitted plans, listed Attachments, and rationale contained in this Staff Report, the Administration recommends that the Development Commission approve the Site Development Permit for Issaquah Apartments, with conditions.

III. Site Development Permit Level of Review

Based on Table 4.3A, Levels of Review, in the CIDDS, this project requires a Level 3 Site Development Permit review. The process steps for a Level 3 review are outlined in Table 3.8-1.

IV. Public Comments

The City received comments from 9 citizens (see Attachment 7).

V. Background

This development proposal is planned across three existing lots. One lot located at the south contains an existing, unoccupied house and several out buildings. The two lots to the north are undeveloped. Typically, multi-family apartment buildings are not permitted to be located on multiple lots. As such, a lot consolidation must be executed in order to create one single legal parcel for the proposed development.

> [Condition 1] *No building permit shall be issued prior to the submittal and approval of a Lot Line Adjustment to consolidate the three lots into 1 lot.*

Approval Criteria

The purpose of the Site Development Permit (SDP) is to obtain planning level approval from the Development Commission with the confidence that the project meets the standards and guidelines contained in the Central Issaquah Plan and the Central Issaquah Development and Design Standards (CIDDS), and, where appropriate, City or other applicable Code, prior to the preparation of construction documents.

The decision shall be made using applicable approval criteria including but not limited to:

If the development proposal:

A. Is consistent with the Comprehensive Plan and Central Issaquah Plan;
B. Meets all applicable codes, rules, regulations, and polices; and
C. Satisfies the elements of the Central Issaquah Development and Design Standards.

Only those goals and standards that apply to the SDP application are discussed in this report. A completed CIDDS Checklist is provided as part of this Staff Report to document how the project fully complied with the CIDDS and includes a comprehensive staff analysis for this project.

VI. Development Standards and Regulations

This chapter of the Staff Report is meant to provide the rationale that served as the basis for the recommendation for the approval of the SDP, including the conditions of approval. In addition to the recommended conditions in this chapter, there are mitigation requirements for environmental impacts identified in the SEPA review for this project and construction conditions meant to address specific CIDDS standards that are more appropriately reviewed during the construction permit review of projects.

SEPA Review

SEPA environmental review is concurrently being conducted with the Site Development Permit review. SEPA is done early in the permit process and is typically completed before the Site Development Permit (SDP) decision by the Development Commission. Staff has determined that environmental impacts will require mitigation. A Draft Mitigated Determination of Nonsignificance is to be issued on September 20, 2016. A 21-day combined comment/appeal period was established beginning on September 20, 2016 and ending on October 12, 2016.

> [Condition 2] *The applicant shall comply with the Mitigation Measures set forth by the Mitigated Determination of Nonsignificance.*

The Mitigated Determination of Nonsignificance (MDNS) is based on the SEPA environmental checklist received April 19, 2016 and supplemental technical information and reports listed in the Notes. SEPA mitigation measures shall be deemed conditions of the approval of the licensing decision pursuant to Chapter 18.10 of the Issaquah Land Use Code. All conditions are based on policies adopted by reference in the Land Use Code. The issued SEPA MDNS and SEPA Checklist are provided as Attachments 5 and 6 of this Report.

CENTRAL ISSAQUAH PLAN and CENTRAL ISSAQUAH DEVELOPMENT AND DESIGN STANDARDS

The following summarizes compliance, or where appropriate, the basis for the recommended Land Use and Construction Conditions for SDP16-00005, Issaquah Apartments. Detailed analysis of project compliance to the Central Issaquah Development and Design Standards can be found in the CIDDS Checklist (see Attachment4). The CIDDS Checklist staff comments are based on the Plan Drawings dated September 9, 2016 (see Attachment 8). Many CIDDS standards can only be reviewed for compliance at the construction permit review phase. These items are marked with an "X" in the Design Checklist, under the column heading "Review at Constn." A mark in this box indicates that a standard will be substantially or fully reviewed with construction permits, since elements reviewed for compliance during land use permit review are almost always also reviewed during construction permit review as well. The approval of the SDP with the conditions of approval does not preclude further staff requirements during construction permits review of the project to ensure compliance with the CIDDS.

Chapter 1: Purpose and Applicability

The purpose of the Central Issaquah Plan and Development and Design Standards are to provide the tools for implementing an inspiring, animated, and connected urban community where pedestrians are priority, requiring buildings and open space that are openly inter-

related, designing sites that make a positive contribution to the Public Realm, attracting businesses that complement the Central Issaquah vision, and creating a place where people of all income levels and diversities are drawn to live, work, and play.

Applicability: The subject site is located within the Central Issaquah subarea of the City. New development and redevelopment activities, such as the proposed multi-family development, are subject to the Central Issaquah Development and Design Standards. The Applicant and the City have worked collaboratively on the design of this project to meet the design standards of the Central Issaquah Plan.

Interpretations

The Central Issaquah Development and Design Standards authorizes the Director to interpret and adjust the Code where there are ambiguity or conflicts in the standards. For this project, interpretations have been applied to the following requirements:

1. 7th Avenue Core Street – Incorporation of bike lane into Shared Use Route (CIDDS 6.4.A, 6.4.F).

Administrative Adjustment of Standards (AAS)

Administrative Adjustment of Standards are requested by the Applicant for:

1. **AAS16-00019**: Adjustment to CIDDS 6.2.A – Block Length. See discussion in Chapter 6.2.A below for more information.
2. **AAS16-00020:** Adjustment to CIDDS 10.13 – Tree Retention Requirements. See discussion in Chapter 10.13 and 10.18 below.

AASs are Level 2, administrative review with provision for the public to provide comments. The AASs for the Issaquah Apartments is concurrently being reviewed and Staff is soliciting input from the public. Decisions for the AAS will be finalized prior to the Development Commission taking action on this SDP application.

Unless expressly identified, approval of this SDP application does not modify any City or Central Issaquah Plan standards, which are in conflict with the elements of the SDP plan or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Administrative Adjustment of Standards as allowed under Chapter 1.0.E (Administrative Adjustment of Standards Flexibility).

Chapter 2: Definitions Specific to Central Issaquah Plan

Chapter 2 contains definitions for terms used throughout the Central Issaquah Plan. These are additive to the definitions in the Land Use Code. Capitalized words in this staff report are defined terms in Chapter 2.0.

Chapter 3: Procedures

Chapter 3 provides for the procedures of processing permits within the Central Issaquah Plan. Because the total site contains 3 or more acres, it is a Level 3 Review (see (Table 4.3A) in which the Development Commission is the decision maker. The applicant chose to not hold an optional Community Conference.

Table 3.8-1 of this Chapter requires that the Level 3 Review include: Early Coordination and Collaboration, Pre-Application Meeting, Complete Application Determination, Notice of Application, SEPA Determination, Public Hearing, Notice of Decision and provisions for Appeals and Permit Extension.

The Applicant and City Staff has collaborated extensively since the pre-application review to identify issues of compliance with the Central Issaquah Development and Design Standards and resolve these issues prior to the public hearing. The public has been provided with opportunities for early review and comment by providing the project documents on the City's website, from the time of the Pre-application review. Members of the community attended the Rivers & Streams Board meeting and provided comments also. (The meeting minutes are available at the public at the Permit Center upon request.)

Below is the project schedule following the prescribed Level 3 Review process. Some actions will occur in the future e.g. Second Public Hearing, Notice of Decision, and Appeals if one is filed.

Pre-application Meeting: **February 2, 2016**

Determination of Complete Application: **June 2, 2016**

Rivers and Streams Board meeting: **April 5, 2016**

Notice of SEPA Determination issued: **September 20, 2016** (21-day comment and appeal period begins)

Development Commission Public Hearing, part 1: **September 21, 2016 (continued to September 28, 2016).**

Development Commission Public Hearing, part 1: **September 28, 2016**

Development Commission Public Hearing, part 2: **Scheduled for October 19, 2016**

Final Determination for SEPA: **October 12, 2016** (comment and appeal period ends for SEPA)

<u>Public Notices</u>

The Notice of Application included notices to: 1) parties of record, 2) adjacent property owners, 3) the City's website, and 4) property posting.

- A Notice of Application was posted on the City's website and mailed to adjacent property owners on **June 14, 2016**.
- Property posting with a 4' x 4' project identification sign was placed on the site on **August 1, 2016, and revised on August 29, 2016**.
- A Notice of Public Hearing was mailed to properties within 300 feet of the project on **September 2, 2016**. The originally scheduled Development Commission meeting for September 21, 2016 was rescheduled and a Notice of Public Hearing was sent for the September 28th meeting was sent on **September 16, 2016**. A Legal notice in the Issaquah Sammamish Reporter was published on **September 9, 2016** of the Development Commission's Public Hearings scheduled on September 21, 2016 and October 19, 2016. Per the IMC 18.04.180.C, legal notices are required to be provided at least 10 days before the meeting/hearing.

- Staff appeared at Council Chambers at 7pm on **September 21, 2016** to formally continue the Public Hearing to **September 28, 2016** at 7pm.
- Notice of the Development Commission Public Hearing was also placed on the City's web site and on the project identification sign on the site.
- A Notice of Decision of the Site Development Permit, when issued, will be emailed to all parties of record and an appeal process will be provided as governed by IMC 18.04.250.

Chapter 4: Zoning Districts, Uses and Standards Summary

The intent of chapter 4 is to establish zoning districts to allow for a livable, sustainable, mixed use, urban community; balance environmental concerns with development pressures; and to ensure the health, welfare and safety of those who work, live and play in Central Issaquah.

Fig. 1. Vicinity Map with Zoning Designation

The zoning of the property is Mixed Use Residential (MUR) and multi-family residential is a permitted use. The Intent of the Mixed Use Residential is to provide mixed use neighborhoods with Class A office buildings, retail uses, high quality, medium density residential development and existing service businesses. The application proposes a residential density of 2.0 F.A.R. which meets the requirement for the MUR zone (see District Standards Table below).

Level of Review (Table 4.3A)

See comments in **Chapter 3: Procedures**, above.

Permitted Land Uses

According to Table 4.3B Permitted Land Uses, a multi-family development with 5 or more units is permitted in the MUR, Mixed Use Residential zone of Central Issaquah.

District Standards

Table 4.4 is the District Standards Table. Applicable sections to this table are:

STANDARD	ALLOWED/REQUIRED	PROPOSED
Floor Area Ratio – Base:	Minimum of 0 up to 2.0 max	2.0 (triggers Density Bonus)
Height – Base:	48' base; 65' max	65 feet (triggers Density Bonus)
Setbacks – side and rear:	7 feet minimum	Side setback (south): 76 feet Rear setback (west): 14 feet
Setbacks - Build to Line:	0-10 feet maximum (applies to east and north elevations)	At least 60% of the building frontage is within the required 10 foot Build-to-Line area including credit for Community Space. (see sheets A0.1, A1.00)
Impervious Surface:	80% maximum	78.1% Dedicated area along property is excluded from impervious total per IMC 18.07.050.E

Building Setback Line – Stream buffer

A 15 foot Building Setback Line (BSBL) is located from the edge of the stream buffer at the north end of the property. Sheet A1.00 shows an encroachment into the BSBL of 18 inches maximum for the eaves of the building which is allowed per IMC Section 18.07.040 (Architectural Features in Required Setback).

Chapter 5: Density Bonus Program

The purpose of the Density Bonus program is to allow additional building square footage in exchange for the public benefits of affordable housing and public open space.

The Density Bonus Program is applicable as the proposed building height and Floor Area Ratio (FAR) exceed the Base limits as defined in Table 4.4 of the CIDDS. The table below outlines the affordable housing requirement based upon the building height and FAR square footage that exceeds that base limits per Table 4.4.

The applicant has indicated that they will satisfy both the required and elective requirements of the Density Bonus Program through the provision of on-site affordable housing as shown in the table below; and, pursuant to Issaquah Municipal Code (IMC) Section 18.21.030 – Affordable housing programs. In order to ensure that the required and elective affordable housing is provided, the applicant must record affordable housing covenants upon property title prior to the issuance of any Temporary Certificate(s) of Occupancy. This will be verified during the review of construction permits.

> [Condition 3] *Prior to Temporary Certificate of Occupancy, the applicant shall record affordable housing covenants against the property for all required and elective on-site affordable housing in accordance with the provisions of the Density Bonus Program.*

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)

Figure 2. Density Bonus Program – affordable housing requirement

CIRCULATION Development and Design Standards (Chap. 6 and 12)

Design and Development Standards covering the same subject (i.e. circulation, community space, parking and landscape) are paired together even though the chapters are not sequential.

Chapter 6: Circulation Facilities Development Standards

Chapter 6 provides the appropriate standards to establish design, configuration, and performance of all Circulation Facilities that serve this project including non-motorized routes. The proposed Issaquah Apartments complies with the CIDDS, with conditions. Further analysis of project compliance to Chapter 6 can be found in the Design Checklist.

General Description of Proposed Circulation Facilities

Circulation Facility access serving the project is demonstrated on sheet A1.00, Architectural Site Plan of the plan drawings. The site is accessed via a new driveway off of 7th Avenue NW for vehicles and via building entries along the north and east building elevations abutting 7th Avenue and at the corner of 7th and NW Locust Street. A pre-existing gravel road that provides emergency access to the Aegis Issaquah development to the east will be enhanced with asphalt and will serve as an emergency access lane for the project. General vehicular access will not be available for use by the general public; however, a new pedestrian connection will be provided which connects the existing Juniper Trail to the north portion of the building.

7th Avenue NW - Core Street

The circulation facility classification type is not pre-defined per Figure 6A of the CIDDS and must be determined during the development review process. As determined through preliminary development review, based upon the existing right-of-way width, a dedication of 5.5 feet is required in order to accommodate the Core Street circulation facility classification.

[Condition 4] *Prior to Temporary Certificate of Occupancy, a 5.5 foot wide section along the property frontage shall be dedicated to the City to accommodate improvements to 7th Avenue NW and the Juniper Trail Shared Use Route.*

The Core Street standard is consistent with the road type identified for the Atlas project located immediately to the north and east. A bike lane on the west side of 7th Avenue will not be provided at the street level (as permitted under the Core Street standard in Chapter 6.0 of the CIDDS) and bicyclists will continue to have the option of riding in the travel lane or along the Juniper Trail. It is anticipated that a bike lane will be provided along the east side of 7th Avenue upon redevelopment of the adjacent properties and can be accommodated because of the required ROW dedication which will allow for a 71 foot wide street section.

Required Frontage Improvements for 7th Avenue NW

In order to implement the Core Street standards for the Issaquah Apartments street frontage and accommodate the existing Juniper Trail Shared Use Route in the new Core Street design, staff has interpreted the Core Street standards as it applies to this section of 7th Avenue NW, as follows:

Lanes	CIDDS	Modified Standards
Travel Lanes	2 @ 10’ each	2 @ 10’ each
Bicycle Lanes	2 @ 5’ each (discretionary)	1 future 5’ wide (east side) + 10’ shared use route (west side)
Parking Lanes	2 @ 8’	2 @ 8’
Planter Type	Planter Strip or Tree Wells	Planter Strip
Landscape/Amenity Zone	6’	6’
Walkway Type	8’ sidewalk	10’ Shared Use Route (Juniper Trail)

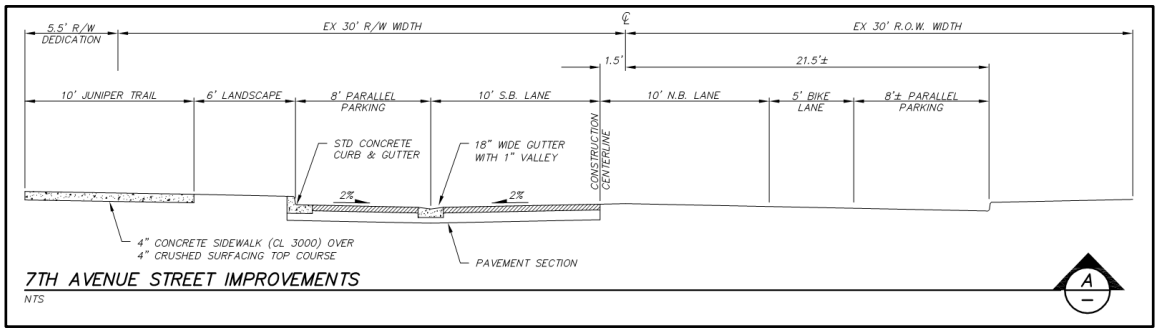
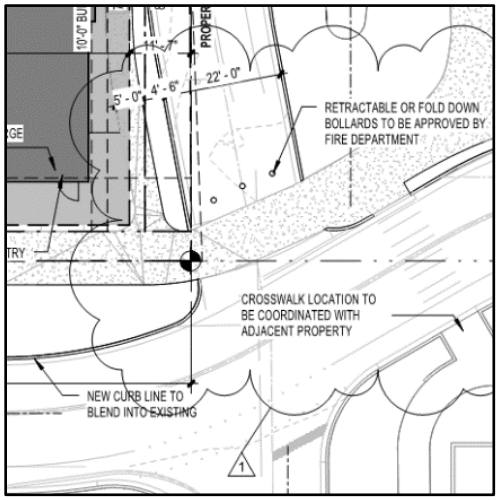
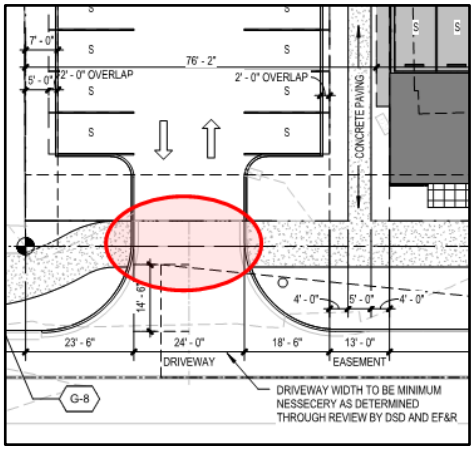


Figure 3. Proposed street section for 7th Avenue NW (includes Shared Use Route)



Juniper Trail (Shared Use Route)
The existing 10 foot wide Juniper Trail (Shared Use Route), which is located along the property frontage, must be shifted to the west in order to accommodate the Core Street section for 7th Avenue. Additionally, where the Juniper Trail crosses Locust Ave NW and at the driveway to the Locust Street NW emergency access, the trail shall remain at a consistent grade as depicted on Figure XX. See Section 7.4.D below for additional information pertaining to the development and design standards for the Shared Use Trail.

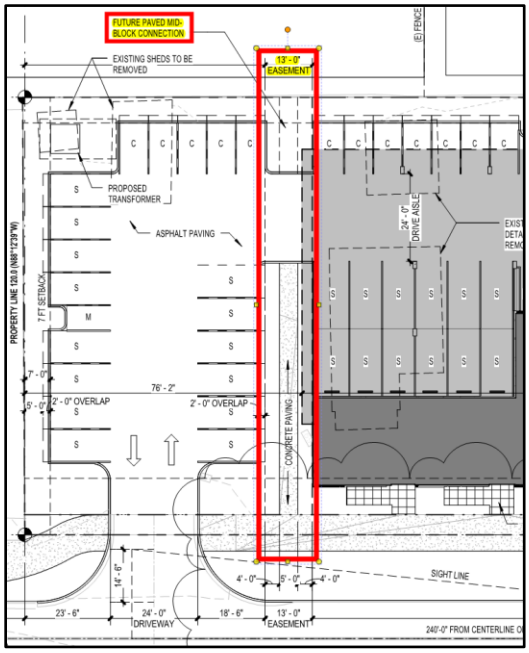
FIGURE 4. Emergency Access at Locust Street NW



Urban Driveway Standard
The south driveway as shown in Figure 5 (and on Sheet A1.00 of plan drawings) is not compliant with the Urban Driveway Standard as the sidewalk (Shared Use Route) does not continue through the driveway at a consistent grade and without any curb ramps. The Shared Use Trail must be constructed so that there is no break in grade so that the trail remains consistent across the driveway.

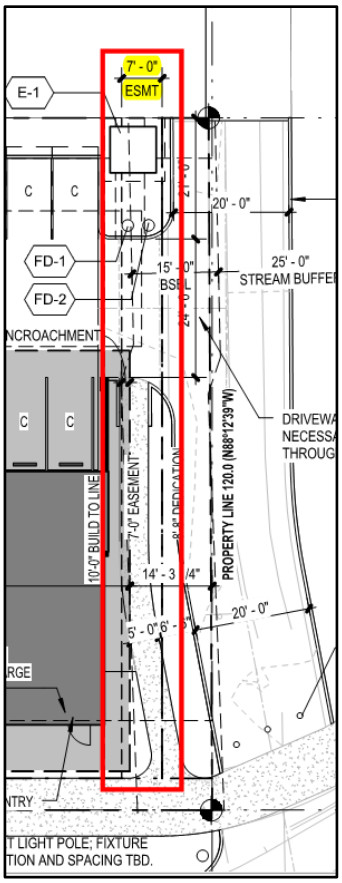
Fig. 5. (Sheet A1.00) South driveway inconsistent with CIDDS 6.4.K

[Condition 5] *The Juniper Trail shall remain at a constant grade across the south driveway entry in accordance with Urban Driveway Standards – CIDDS 6.4.K.*



Administrative Adjustment of Standards – CIDDS 6.2.A – Block Length

The requirements for pedestrian Circulation Facilities for every 300 feet length of a block is meant to ensure that there are frequent and multiple routes for pedestrians to access the site without traversing uncomfortable long distances. The 7th Avenue frontage is 450 feet. At present time, a through block connection isn't practical as the corresponding landing point to the west would encroach into the private yards of the Aegis Issaquah community. However, a public pedestrian access easement shall be provided to allow for a continuation of the south pedestrian access to the building so that a viable through block connection is possible at a future date.



The applicant has proposed a second public pedestrian access easement at the north end of the site to allow for the future connection of the pedestrian walk that serves the primary entrance to the building. This easement would allow the walk to continue west toward and into the Aegis Issaquah community.

Figure 6. (left) Southern Pedestrian Connection Easement
Figure 7. (right) Northern Pedestrian Connection Easement

AAS16-00019 - Approval Criteria – CIDDS 6.3.A

1. **Vision.** The proposal is equal to or superior in achieving the intent of the Central Issaquah Plan, Development and Design Standards and this Chapter.
   <u>Complies.</u> The proposal is consistent with the above criteria. The purpose of the through block passage is to ensure there is frequent and convenient connections for pedestrians. By locating the through block passage further to the south, the route will be more visible to passersby and clearly convey that it is both available to them and where the route leads. At this time, because of the adjacent uses, a through-block connection into the adjacent property is not feasible at the time of development. An easement will be

granted to the City for public pedestrian access for a possible future connection should an opportunity become available.

2. **Access**. The proposal will not create significant adverse impacts to the abutting properties or rights-of-way, dedicated tracts or easements.
   Complies. The proposal does not create any adverse impacts to abutting properties, rights-of-way, dedicated tracts or easements.
3. **Compatibility.** The proposal is compatible with, and would not significantly adversely affect, the scale, character, and design of the surrounding neighborhood or District.
   Complies. The proposal is compatible with character, scale and design of the surrounding neighborhood and does not create any adverse effects thereof.
4. ***Sufficient Reason.*** Sufficient reason is shown for the adjustment in order to address exceptional or extraordinary circumstances or conditions applicable to the facility such as existing physical constraints that are not contemplated or provided for by this chapter.
   Complies. Since the through block passage cannot be constructed at this time beyond the current property, building the route through the building could unnecessarily confuse users, while the proposed route will clearly communicate that the route is not complete at this time as the point of connection to the west would land at a private backyard within the Aegis Issaquah Community.
5. **Safety.** The proposal does not negatively impact public safety and operation, nor create any hazardous features.
   Complies. The proposal does not negatively impact public safety and operation or create any hazardous features.
6. **Services and Maintenance.** The proposal will not create negative impacts to public service, including fire and emergency services nor adversely affect how well the surrounding public facilities can be maintained.
   Complies. The proposal will not create negative impacts to public and emergency services or how surrounding public facilities are maintained.
7. **Priorities.** The criteria listed in Circulation, Section 6.2.C Priorities are applied.
   Complies. The adjustment requests moving the through block passage to the south, but not modifying any of its components, i.e. the width and adjacent landscape remain unchanged. The relocation will provide a through block passage that has a building wall along most of its length and minimizes the length crossing through a parking lot. If the passage was located specifically where required and an arcade was employed to allow the passage through the building, it would not as clearly indicate its destination and would have more length crossing through underbuilding parking where no adjacent landscape could be provided. The required location is a less pleasant route and only a small diversion would provide a more pleasant and pedestrian friendly experience.

[Condition 6] *Prior to Temporary Certificate of Occupancy, public pedestrian access easements shall be granted to the City at the north and south ends of the building in order to provide future through-block points of connection for pedestrian access. The easements shall extend from the west property boundary to the east property boundary. The portions of the pedestrian crossings located within the parking lot shall be constructed with concrete or other similar materials to distinguish the pedestrian priority. If utility infrastructure is located within the easement area(s), it shall be sited, designed and constructed so that the pedestrian connections can be constructed in the future without having to be relocated or modified.*

Chapter 12: Circulation Design

The purpose of the Circulation Design Standards is to prioritize non-motorized users and to emphasize the role of Circulation Facilities in achieving the goal of Public Space. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions. Detailed analysis of project compliance to Chapter 12 can be found in the Design Checklist.

The proposed Circulation Design for the Issaquah Apartments project complies with the CIDDS at this phase of review, with conditions. Please refer to the CIDDS checklist for the comprehensive staff analysis. Items that require conditions are discussed below.

General Standards

The site has a direct, clear and predictable circulation route, both for pedestrians and vehicles. The building entries are easily identified by the canopy over the primary northeast entrance. Additionally, public and private building entries along the building frontage and are easily distinguished as either public or private. There are a total of eight private entries for ground level apartments which front onto the Juniper Trail and 7th Avenue NW. The design of the private entries shows special paving techniques and plantings which help to differentiate them from general public entries.

Fig. 8. Typical ground level entry (adjacent to Juniper Trail and 7th Avenue NW)

Sidewalks that directly serve the building entry are minimum of 5 feet wide and there are multiple publicly accessible points of entry to the building. At the primary northeast entrance, the hardscape area in front of the building (combined with

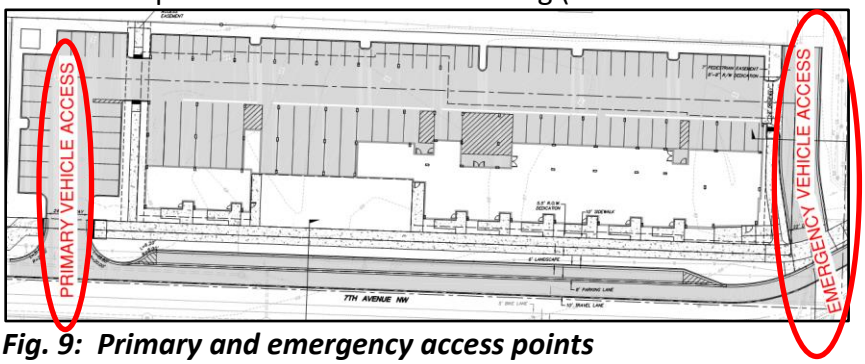


Fig. 9: Primary and emergency access points

COMMUNITY SPACE Development and Design Standards (Chap. 7 and 13)

Design and Development Standards covering the same subject (i.e. circulation, community space, parking, landscape) are paired together even though the chapters are not sequential.

Chapter 7: Community Space Development Standards

Chapter 7 provides the standards to show how building design and Community Space are connected and related, that the site makes a positive contribution to the Public Realm, and that significant Community Space is located within or adjacent to the District. The proposed Circulation Design for the Issaquah Apartments project complies with the CIDDS at this phase of review, with conditions. Detailed analysis of project compliance to Chapter 7 can be found in the Design Checklist.

General Description of Proposal:

No new Significant Community Spaces are required per Figure 7A and 7B. However, the existing Shared Use Route (Juniper Trail) is identified on Figures 7A and 7B respectively. For the Juniper Trail, the existing access and functionality will be preserved and the trail will be enhanced to conform to the Shared Use Route standard per CIDDS 6.4.A. In order to accommodate the Core Street section for 7th Avenue NW, the trail must shift slightly to the west, but there will be no adverse impact from this and the trail will remain continuous from NW Gilman Boulevard to Juniper Street NW as it exists in the pre-development state.

Section 7.3.A Community Space, Residential

Section 7.3 requires residential projects to provide a minimum of 48 square feet/unit of individual or common private space. As the project has 110 units, the minimum amount of required community space is 5,280 sq. ft. The project meets this requirement and proposes a total of 7,263 sq. ft. of private community outdoor space.

The Issaquah Apartments meets the Community Space requirements by providing three separate community spaces, a fitness room and a resident lounge (see sheet A0.03, Community Space Diagram, for calculations). More specifically, the community spaces provided includes

two separate roof top decks and a ground level court adjacent to the Juniper Trail. The three spaces are sized to provide for an array of amenities including bar-b-ques, fire pits, seating, outdoor kitchens, etc.

Additionally, a resident lounge and fitness room are provided and satisfy the requirement for projects with more than 22 units to provide an on-site amenity that is at least 400 sq. ft. The resident lounge and fitness room are proposed to be 1,180 and 400 sq. ft., respectively.

Section 7.4.D Significant Community Space
The Juniper Trail is shown on Figure 7B "Central Issaquah Significant Community Spaces" as an "Existing Shared Use Route" and thus must be designed per the criteria of CIDDS 7.4.D for Shared Use Routes. The primary purpose of the Shared Use Route is to provide a means for pedestrian and bicycle access between rights-of-way and as a public gathering place. Other uses, including access to parking areas, lobby entrances and stairs must be secondary, and not conflict with, the Shared Use Route purpose, and areas required for such uses shall not be included in calculating the minimum size.

The site plan provides for the requisite corridor width to accommodate the Shared Use Route. Planter areas are provided on both sides of the relocated, 10 foot wide Juniper Trail. The plan shows "concrete paving" but does not detail any special amenities such as seating areas, landscaping, art features, water features, weather protection or pedestrian scale lighting as prescribed per the Standard. Additionally, the Shared Use Route shall use special paving, such as decorative colored concrete, concrete unit brick or stone pavers that support bicycle as well as pedestrian use.

> [Condition 7] *The Shared Use Route (Juniper Trail) shall utilize design elements that are consistent with CIDDS 6.4.A and 7.2.D. Specifically, the Shared Use Route shall use special paving such as decorative colored concrete or stone pavers and shall integrate pedestrian amenities such as seating areas, landscaping, art features, water features, weather protection and pedestrian scale lighting, as determined by the Director. This condition will be enforced through the review of the Site Work, landscape and Building Permits.*

Park Impact Fee Credit
The applicant may receive a credit against the value of public improvements constructed for the Shared Use Route per CIDDS Section 7.5.B and pursuant to IMC 3.72.080.

> [Condition 8] *As allowed by IMC 3.72.080 and CIDDS 7.5.B, Park Impact Fee credit may be given for public improvements of the Shared Use Route*.

Chapter 13: Community Space Design Standards

The purpose of the Community Space Design Standards is to interrelate buildings and community spaces, have the site positively contribute to the Public Realm, and provide recreational variety. The site complies with the design standards. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions. Detailed analysis of project compliance to Chapter 13 can be found in the Design Checklist, Attachment 4.

Most of the proposed on-site Private Community Space is provided through the inclusion of two roof-top decks which offer a variety of programmatic opportunities. The plans do not show specific amenities to be provided however the applicant has indicated that outdoor dining and cooking facilities will be provided. Additionally, a third Private Community Space is proposed adjacent to the Juniper Trail at the ground level but only conceptual details are shown relative to the provided amenities which include a meandering path and landscaping including specimen trees.

The Community Spaces (roof and ground level) also have various orientations, providing multiple opportunities for sun and shade. The Community Spaces have been appropriately scaled for the project. Through the design of the various types of Community Spaces, there will be a variety of landscape treatments and planting materials that will appeal to the senses. The selection of site furniture and other amenities will be finalized during permit development.

Fig. 10. Outdoor community spaces (Sheet 4.07)

PARKING Development and Design Standards (Chap. 8 and 15)

The intent of the parking chapter is to establish parking standards based on urban rather than suburban densities that support a pedestrian-friendly environment and attractive urban design. The proposed Circulation Design for the Issaquah Apartments project complies with the CIDDS at this phase of review, with conditions. Detailed analysis of project compliance to Chapter 8 can be found in the Design Checklist.

General Description of Proposal

Parking for the Issaquah Apartments project consists of both under-building and surface parking lots. Additional visitor parking, above what is embedded in the standards, is not required by the CIDDS but the parallel spaces provided along the 7th Avenue NW building frontage are available for visitors. Surface and under-building parking is accessed from the 7th Avenue NW driveway to the project located at the south end of the building. Under-building parking comprises approximately 63 percent (69 stalls) of the total available on site parking provided of 112 stalls.

The proposed parking complies with Chapter 8 and Chapter 15 of the CIDDS at this phase of review. Three ADA parking spaces are provided per code. Bike parking for visitors and temporary use are provided at the building entrance and at the plaza outside of the communal dining and living room. Bike and motorcycle parking for residents are provided in the garage. A detailed analysis of parking standards can be found in the CIDDS checklist (See Attachment 4).

Chapter 8: Parking Development Standards

Required parking for multi-family housing as prescribed in Table 8.10-1. Table of Vehicular Parking Spaces is 0.75 for studio units and 1.0 for one and two bedroom units. The maximum parking allowed is 1 space for studios, 1.25 spaces for one bedroom units and 2 spaces for two bedroom units**. The total required minimum parking for the project is 100 stalls (includes credit reduction of 5 stalls for electric vehicle charging) and the maximum is 161 stalls. The project proposes 100 stalls and is thus within the required range of parking. Additionally, 12 stalls are provided with the tandem parking which have not been credited toward the required parking. In total, 112 stalls are provided (100 of which count toward the required parking for the project).**

Parking breakdown by stall size (up 60% compact and 5% electric vehicle stalls allowed)

The project proposes a total of 46 standard sized parking stalls and 61 compact sized parking stalls. Additionally, 5 micro (electric vehicle) stalls are proposed. Final parking stall mix per CIDDS 8.18 will be verified with the Site Work permit. The proposed number of parking meets the minimum required and does not exceed the maximum. The calculation for required parking is as follows:

20 studio units X 0.75 = 15 spaces
53 one bedroom units X 1.0 = 53 spaces
37 two bedroom units X 1.0 = 37 spaces
Credit for Electric Vehicle charging station = 5 spaces

Total Required Parking: 100 spaces
Total Provided: 100 stalls +12 additional tandem spaces

Additional parking provided:
The project requires three (3) motorcycle parking stalls and two (2) Class A loading stalls which are provided.

Bike Parking
149 bedrooms X (0.15) **= 22 bike stalls required**
Actual bicycle stalls provided = 42 (within secure ground floor bike storage room)

On-street Parking
Eleven (11) On-street parking are shown on the west side of 7th Avenue NW. The final stall count will be determined with the Site Work permit. On-street parking stalls are not eligible for parking credit for residential projects and thus the on-street parking count is not factored within the required parking counts discussed above.

Chapter 15: Parking Design Standards

The purpose of the Parking Design Standards is to use a more urban approach to parking to support a pedestrian friendly, small scale, mixed use environment and contribute to the Public Realm. The site complies with the design standards. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions. Detailed analysis of project compliance to Chapter 15 can be found in the Design Checklist.

The majority of parking for the site is under the building, consistent with the Central Issaquah vision. One element of the structured parking that needs further refinement are the visible walls, screening the structured parking. This is addressed in Chap 14 with blank walls.

The surface parking lots are screened from the outdoor community spaces by landscaping including trees, shrubs and elements of the building including a green wall. The surface parking lot is softened with the required 10% landscaping and provision of 1 tree for every 6 parking spaces (see sheets L1.00 and A0.03). The surface parking lots are designed to minimize the amount of the impervious area by reducing the parking stall length with a 2-foot overhang on the sidewalk or landscape area. The Applicant is strongly encouraged to incorporate sustainable site design strategies including the use of LED light fixtures for parking lot lighting and pervious pavers. The project does propose five electric vehicle charging stations.

LANDSCAPE Development and Design Standards (Chap. 10 and 16)

Design and Development Standards covering the same subject (i.e. circulation, community space, parking, and landscape) are paired together even though the chapters are not sequential.

Chapter 10: Landscape Development Standards

Chapter 10 provides landscaping standards with the intent to draw nature into the developing urban community, adding green elements to soften the urban form, and create a livable, verdant, attractive Public Realm that restores nature and human activity and contributes to the success and establishment of the Green Necklace.

As conditioned, the proposed Issaquah Apartments project complies with the Landscape Development Standards at this phase of review. Detailed analysis of project compliance to Chapter 10 can be found in the Design Checklist.

Tree Retention (10.13)

Based upon the Existing Tree Schedule (Sheet L1.0), there are 29 significant trees provided on the property with a total dbh (diameter at breast height) of 430 inches. CIDDS 10.13 (Tree Retention Requirements) obliges new projects to retain 25 percent of the total diameter of the existing tree stock. As such, the Tree Retention minimum for the project is 108 inches (dbh). The applicant has requested an Administrative Adjustment of Standards (AAS) to reduce the minimum Tree Retention requirements per CIDDS 10.3 to zero. The AAS is granted subject to the approval criterial and conditions below under the applicable section below.

Minimum Tree Density (10.10)
A minimum tree density of retained and replanted trees shall be maintained within the developable site area at a rate of 4 trees per 5,000 sq. ft. of developable site area. For this project, the resulting minimum tree density is 43 trees. Sheet L1.0 shows a total of 26 newly planted trees (17 less than the minimum requirement).

10.18 – Administrative Adjustment of Standards
An Administrative modification is necessary as the Applicant proposes to reduce the tree retention to zero. Reductions to the tree retention greater than zero but less than 25% are allowed if consistent with the criteria and with approval of the Director. Administrative modification to the Landscaping Development Standards shall be consistent with the purpose and intent of CIDDS Chapter 10 and according to the approval criteria below and in conjunction with Chapter 3.0 – Procedures.

AAS16-00020 - APPROVAL CRITERIA:

1. **Vision.** The modification(s) will be equal to, or superior in, fulfilling the intent and purpose of the Central Issaquah Plan and this Chapter
   Complies. *The intent of the tree retention is to maintain existing mature trees on site. This sometimes challenging will small sites that are being fully redeveloped. However, per the Arborist Report provided with the application, nearly all of the pre-existing trees on the property present with visible defects including insect infestation, branch dieback, decay, disease and asymmetrical canopy. Thus the Applicant is proposing to replace all trees onsite with healthy, albeit, smaller new trees. To ensure that there is the full presence of trees after buildout, the Applicant must incorporate trees while maintaining healthy spacing and opportunities for sun onsite. This is partially addressed by Condition 9 which requires the Applicant to meet the Minimum Tree Density on the lot of 43 trees to the greatest extent practical and feasible.*
   In addition the applicant must provide trees on both roof decks, to increase the presence of trees onsite. Finally, if the applicant cannot meet minimum tree density and tree retention on site they must provide trees or contribute to the tree fund as mandated by the Replacement Tree criteria in CIDDS 10.14.
2. **Access.** The modification does not negatively impact the abutting property in a significant manner.
   Complies. *The modification will not negatively impact the abutting property in a significant manner. The project proposes to create a vegetative (visual) buffer with the abutting properties through two ways. First, the applicant proposes to plant 14 Katsura trees and 3 Eddie's white wonder trees along the rear and south property lines. In between the trees will be a solid row of arborvitae trees which will create a solid row of vegetative screening around the perimeter of the property. Secondly, per SDP* Condition 11*, the applicant must replace the existing chain-link fence with a cedar (or similar)*

fence. Through these two measures, the property will be adequately screened from the adjacent properties per the intent.

3. **Compatibility.** The landscape modification(s) shall provide consistency with the intent, scale, and the character of the use(s) involved and shall not jeopardize the screening and buffering of other uses for specific areas (for example, waste collection, service/loading, and parking areas.
   Complies. *The modification is consistent with the uses involved and does not jeopardize the screening and buffering of other uses including waste collection, service/loading or parking.*
4. **Safety.** The modification does not negatively impact any safety features of the project, nor create any hazardous features (such as water quality) in a significant manner.
   Complies. *The modification does not impact any safety features nor create any hazardous features.*
5. **Services.** The proposal will not create negative impacts to public services, including but not limited to fire and emergency services.
   Complies. *The proposal* does not create negative impacts to any public services, including fire and emergency services.

Tree Replanting

This section of the Chapter requires both a minimum tree density and a retention of trees on site. Based on the dbh of existing trees, retained dbh potentially exceeds minimum tree density. The trees in excess of those which can be planted onsite will be either planted offsite or a donation made to the Tree Fund in accordance with CIDDS 10.14.

In order to meet the minimum tree density for the property, 43 trees must be provided. Additionally, 108" dbh of trees must be provided to mitigate for tree retention reduction. Replanted trees on-site shall count for both the minimum tree density and retention requirements. If 43 trees or 108" dbh of trees cannot be accommodated on the property, the Applicant must plant trees offsite or pay into the Tree Fund in accordance with CIDDS 10.14.

[Condition 9] *In accordance with CIDDS 10.13 and 10.14, a total of 43 new trees and 108" dbh of trees shall be planted on the property so as to achieve the minimum tree density and retention, to the greatest extent practical and feasible. In addition to the trees proposed in the parking lot and along the east elevation of the building, trees shall also be provided on each of the roof decks. "Practical and feasible" will take into account factors such as mature tree size, tree health, and solar access. If all of the trees cannot be accommodated onsite, offsite planting or payment to the Tree Fund shall be required per CIDDS 10.14. This will be evaluated with the Site Work and Landscape permits.*

Parking Lot Landscaping
Some of the parking lot landscaping shown adjacent to the internal walk (abutting the parking structure – Sheet A0.01) is not eligible to be credited toward the required internal landscaping. With the construction permit review, the parking lot landscaping will be verified to ensure that a minimum of 10 percent is provided. If 10 percent internal parking lot landscaping cannot be achieved, the applicant must utilize architectural alternatives per CIDDS 10.5.A.4.

> [Condition10] *If ten percent internal parking lot landscaping is not provided, architectural parking lot edge treatments shall be utilized per CIDDS 10.5. This will be verified with the review of Site Work and Landscape permits.*

Total parking lot area subject to parking lot landscaping:	**13,186 sq. ft**
Required parking lot landscaping (10 percent):	**1,330 sq. ft**
Provided parking lot landscaping:	**1,401 sq. ft**

Parking stalls subject to parking lot tree requirement (1 tree per 6 stalls): 63
Parking lot trees required: 10
Parking lot trees provided: 17

Plant sizes and spacing
Some shrubs and groundcovers as shown on sheet L1.00 do not meet minimum size or spacing requirements and evaluation and confirmation of plant sizes and spacing will be verified with the review of the Landscape Permit.

Street Trees
Because the project must dedicate 5.5 feet of property in order to accommodate the Juniper Trail Shared Use Route and the Core Street section for 7th Avenue NW, the existing planter strip must be shifted to the west several feet. As a result, the existing street trees (columnar hornbeam) will need to be removed and replaced with new trees. The Development Services Department is in the process of working to identify the tree species that are best suited for the potential for health and beauty. The replacement trees are shown as "To be Determined" and will be selected during the review of the Landscape Permit.

Critical Areas Planting
Sheet L1.0 shows a conceptual level mitigation planting plan for the Class 4 stream located immediately north of the development site. The final revegetation shall plan shall comply with Critical Areas Regulations of IMC 18.10.340-18.10.796 and the conditions of the SEPA MDNS (see Attachment 6).

Chapter 16: Landscape: General standards and Guidelines
The purpose of the Landscape Design Standards is to provide a variety of green elements to implement the Green Necklace, soften the built environment with landscape, integrate development with the natural environment, and use landscape as screening where necessary.

The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions.

General Description of Proposal: The proposed landscape integrates with the surrounding context including the adjacent stream, trees, and urban surroundings. Street tree and landscape treatment along 7th Avenue NW provides a transition to a more urban approach. Flowering trees are used to accentuate pedestrian entries and gathering spaces. The landscape also softens the buildings and hardscape. Landscape has been strategically located to establish a lush verdant landscape where it serves to screen blank walls and utilizes green screens with creeping vines. Near the stream, enhancement plantings have been planned to protect critical areas and improve wildlife habitat.

The landscape design is unified and yet varied to help with orientation. Selected trees will moderate building mass and provide strategic areas of shade. Site furnishings such as benches, lighting, trash cans, etc. are not shown on the landscape plan and their inclusion will be required with the Landscape Plan review per Section 16.2.0. Additionally, some plantings do not meet minimum standards for size and/or spacing and proper sizing, quantity and spacing will be verified with the Landscape Permit review.

Fig. 11. Conceptual landscape plan – Roof Deck locations shown in green (Sheet L1.0)

Fencing

The site plan shows the existing chainlink fence as "to remain". Chainlink fencing is not allowed and thus the existing chainlink fence must be removed and/or replaced.

[Condition11] *The preexisting chainlink fence shall be removed and/or replaced.*

Chapter 11: Site Design

Chapter 11 establishes site design standards that orient development so that it defines the Public Realm and improves the pedestrian experience. Pedestrian and bicycle circulation needs are raised to a priority with motorized circulation priorities while ensuring that the design does function for motorized transportation. Detailed analysis of project compliance to Chapter 11 can be found in the Design Checklist.

11.2 General

Projects are required to create a strong identity for itself and the Gilman district of Central Issaquah. This project meets the general standards, as discussed in the CIDDS checklist staff

analysis. Site design features, which are listed below, are discussed in greater detail throughout the staff report. The discussion below is meant to emphasize the most important elements of the Site Design. Standards not included here are discussed more fully in the CIDDS checklist. The design of the project fits into a narrow site between a stream and existing road. The building and ground-floor community space are placed to reinforce the road and create a pedestrian and bike friendly project, which reinforces and implements the green necklace. During construction permit review, details of the project including wayfinding, site furniture, and special paving will be further incorporated.

Curb bulb-outs located at the driveway and emergency access entrances provide the opportunity to enhance the 7th Avenue NW Shared Use Route (Juniper Trail) in a manner that lends positively to the Public Realm. In addition to streetscape plantings, the design of the Shared Use Route shall integrate the enlarged planter strip bulb-outs within the greater design of the Shared Use Route (see Section 7.4.D above and Condition 7).

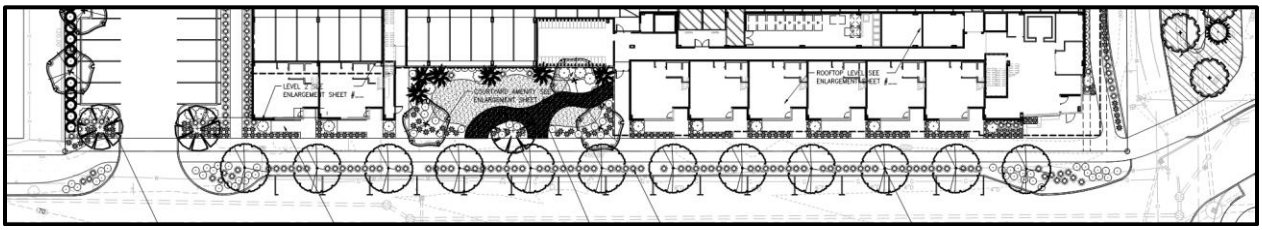


Fig. 12. Site concept detail for the area of the site visible from 7th Avenue NW (Sheet L1.00)

Views and Vistas

The development is sited so as to preserve axial views of the forested hillsides as viewed from the existing Circulation Facilities (7th Avenue NW and Locust Street NW) per the requirements.

11.3 Standards for all Uses

Pedestrian connections to surrounding circulation facilities and adjacent properties are being provided with the Shared Use Route on 7th Avenue NW, continuous sidewalks around the building, walkways following "desire lines", an informal walk through the community court (adjacent to Juniper Trail) and sidewalks serving the surface parking areas. The building lobby is also oriented to provide direct pedestrian connection to the Juniper Trail and to retail uses within the Issaquah Commons located to the north.

Building Frontage and Streetwall/Build-to-Line (11.3.F to 11.3.J)

A distinguishing feature that differentiates urban from suburban development is the use of buildings to define the street edge, or streetwall. The requirements for building frontage in sections 11.3.F to 11.3.J help create this urban street edge. The Build-to-Line requirements necessitate buildings to be located towards the Circulation Facilities and Community Spaces. The residential building is oriented so that the primary building entrance as well as private entrances to the individual ground-floor units, all face a Circulation Facility, be it the Juniper Trail NW or the sidewalks along the northwest corner of the building adjacent to the NW Locust Street emergency access lane.

The landscape treatment along the base of the building further defines the streetwall with a double-tiered layer of vegetation consisting of ornamental grasses closer to the sidewalk and

ornamental flowering plants closer to the building lobby (main entrance) and the ground-floor residential door fronts. The landscape treatment provides a softer but still effective line to delineate the public spaces (sidewalks) from the private spaces (front porches and entries to individual units). Street trees, which will be determined following on-going discussions with the Public Works Operations department, will also be used to scale the buildings and frame the streets, (see Sheet L1.00).

In the MUR, Village Residential Zone, the required minimum length of the building that should sit on the Build-to-Line is 60%. With the allowance of a 10 percent reduction for the provision of "Community Space as Building Frontage" per CIDDS 11.3.I, the residential building meets the minimum requirement at the "Build-to-Line" zone, within the allowed 0 to 10 feet, measured from the back of the sidewalk (see sheet A0.01 for Minimum Build-to-Line calculation). Compliance with the required Build-to-Line building frontage requirements is provided below:

Total Building Frontage:	450'
Minimum Building Frontage Required:	270 ft. (60 % of total frontage)
Building Frontage Provided:	252 ft.
Community Space Frontage reduction per CIDDS 11.3.1:	10 percent (45 ft. total)
NET REQUIRED BUILDILNG FRONTAGE:	**243 ft. (60 percent of 405 ft.)**
TOTAL REQUIRED BUILDING FRONTAGE:	**252 ft.**

11.3.H Corner Building Frontage

As the north portion of the building is located at the intersection of Circulation Facilities, CIDDS 11.3.H applies and requires that a minimum of 60 ft. of building frontage be provided as measured from the corner of the intersection. The proposal complies with this provision as approximately 73 feet of Corner Building Frontage is provided.

Trash collection will be stored inside the building and serviced from the rear parking lot. Mechanical equipment for the building is primarily located within the tuck-under parking bays, inside the building and on the roof and will be screened from view. A transformer is proposed at the northwest corner of the property, and is shown within the public pedestrian access easement area. The applicant has indicated that this transformer can be mounted in the ground and will be designed so that it is part of the sidewalk if and when a sidewalk is constructed.

> [Condition 12] *The electrical transformer, shown within the public pedestrian access easement area at the northwest corner of the site, shall be relocated; or, shall be designed to allow unimpeded future pedestrian connection to the west. The transformer shall be ground mounted (flush) so that it is at the same grade of the future sidewalk.*

Chapter 14: Buildings

Chapter 14 establishes building design standards that create a vibrant, Pedestrian Friendly, built environment through buildings designed to frame and engage the Public Realm. The proposed Issaquah Apartments complies with the Buildings standards at this phase of review, with

conditions. Detailed analysis of project compliance to Chapter 14 can be found in the CIDDS Checklist (see Attachment 4).

Building Mass and Design (Sec. 14.3)

Building mass and design are meant to reinforce Pedestrian-Friendly public spaces through the modulation of height and massing, as well as the use of architectural details to further provide interest at the street level. The primary building façade is approximately 351 feet long and is well accentuated with modulation, colors and materials, including windows and balconies. Near the midpoint of the building, the building is "pulled back" from the Build-to-Line where a portion of the required private Required Community Space is provided. One of 2 rooftop decks is located at the second floor level immediately above the Juniper Trail near the southeast end of the building. The roof deck is sited so that users will be able to view out eastward toward the Shared Use Route (Juniper Trail); and, toward the ground level exterior Private Community Space.

Fig. 13 Ground and Second Level Community Spaces (Sheet 4.07)

Surface relief, depth and shadows are provided for the building by recessing some bays and adding balconies. The flat roof is capped with a cornice which extends outwards and goes around the corners of the building creating a "framed" look to the north and south end of the building as shown below.

Fig. 14 North and east building elevation with primary building entry shown (Sheet 4.01)

The CIDDS utilize several elements to shape the form of the building, such as: a strong building base and top to frame the building, techniques to break the building into multiple buildings, changes above the third floor. The following evaluate these three items for the eastern/7th façade:

- Tripartite design (i.e. base, middle, top) is often used changes in materials and changes in plane to establish horizontal bands. The building achieves this along the primary east elevation by providing a partially stepped back top level which utilizes larger windows and alternate colors. The middle portion of the building (levels 2-4 extends maintains a consistent vertical plane and uses a color palette which distinguishes it from the top and bottom building sections. The base is setback and uses brick as well as frequent windows and doors to establish a Pedestrian Friendly environment.
- Additionally, the building is broken up so as to create the appearance of multiple, smaller buildings, by punctuating the corners and middle section of the building with prominent "cubes".
- While the building complies with the tripartite and multiple building appearance requirements, it doesn't address required changes above the third floor. These changes can be materials, articulation, and/or modulation. The techniques used on the 5th floor could also be employed on 4th floor, though this may not proportionally make sense.

For the building's western elevation, additional treatments are also necessary in order to create sufficient distinction between the top, middle and bottom of the building per the requirements. The top level does utilize color banding, some larger windows and the corner "cubes" to define the top edge, but additional architectural treatment must be provided to the top and middle portions of the building in order to provide some additional surface relief to the façade and to define the "top, middle and bottom" of the building. The middle and bottom sections of the building are sufficiently distinct from one another as they utilize different colors and materials. Additionally, the bottom level of the building is recessed to provide for the underbuilding parking which further differentiates it from the middle zone.

> [Condition 13] *On all facades, additional treatments, as specified in 14.3.A.1 (materials, articulation, and/or modulation), are required to distinguish the building floors 4 and 5 from floors 1 through 3. In addition on the western façade, supplementary actions are required to create a clear top. For instance, as well as color, further modulation or articulation, such as, a three dimensional band between floors, could be used to establish a 'top' for the building's facade.*

Fig. 15. Primary (east) façade of 5-story building facing 7th Avenue NW and Juniper Trail (Shared Use Route) (Sheet 3.01)

Fig. 16. Rear (west) façade of 5-story buildings facing west toward Aegis Issaquah Community (Sheet 3.02)

Fig. 17. North façade of 5-story building facing Locust Street emergency access (Sheet 3.01)

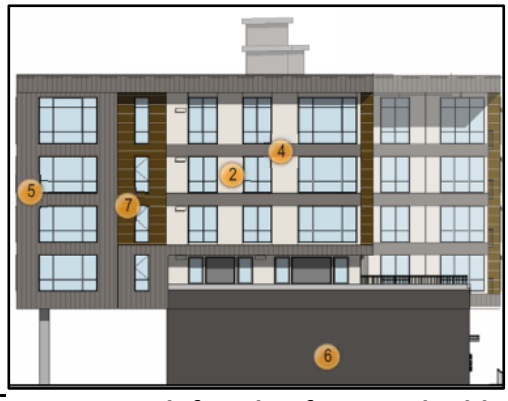


Fig. 18. South façade of 5-story buildings facing Juniper Street Professional Center (Sheet 3.02)

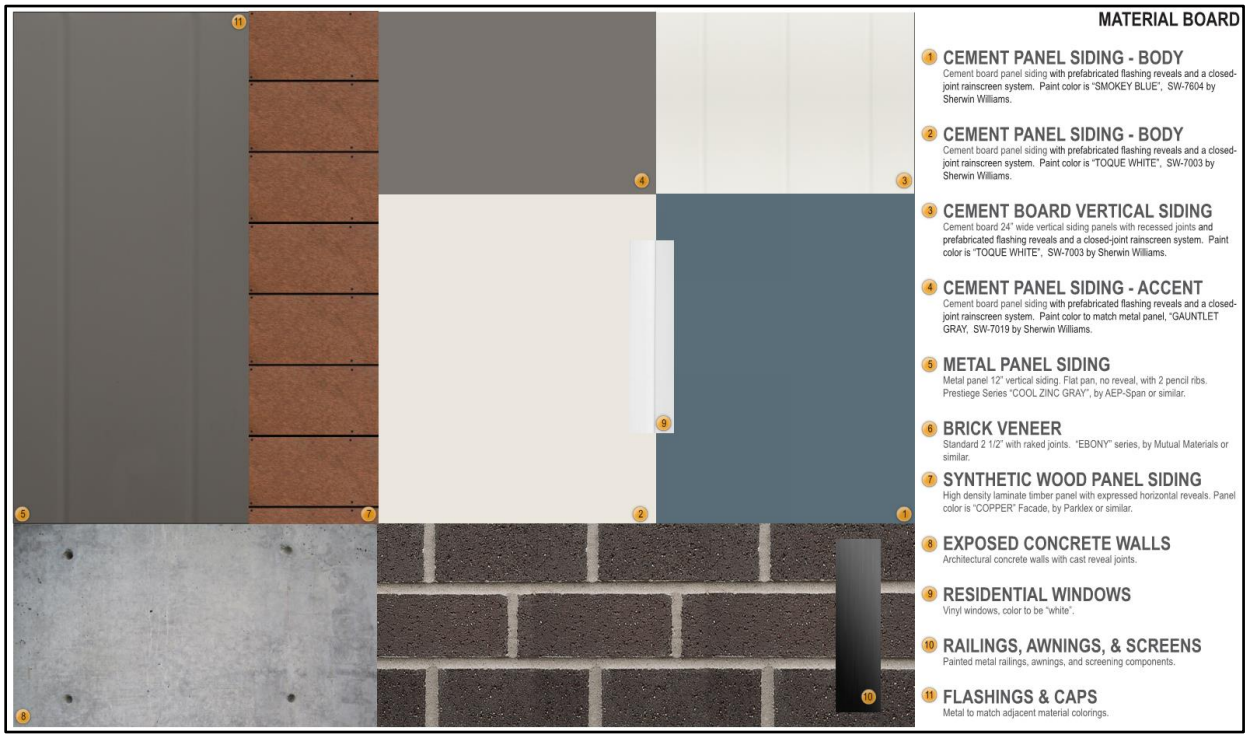


Fig. 19. Materials Board – Numbers correspond with elevations shown above (Sheet 3.03

Ground Level Details (Sec. 14.4)

Architecture and landscaping features are required to enhance pedestrian experience at the ground level, using techniques such as percentage of large windows, active interior spaces clearly visible from the public areas, enhanced landscaping, special paving, pedestrian scaled lighting and weather protection.

The main (north) public building entrance is distinguished from the private entrances by providing a large canopy provided as a result of the overhead cornice which frames the second level of the building. The secondary public building entrance (east), however, is setback considerably and does not provide a presence at the street per the requirements. As such, the east building entrance must be enhanced with architectural treatments such as modulation and articulation, lighting and weather protection so as to highlight the presence of the entrance to pedestrians, and extend it so that it is effectively adjacent to the sidewalk/Juniper Trail. See Figure XX below.

> [Condition 14] *The entry corridor to the east building entrance shall be enhanced by extending it to the Juniper Trail through the use of weather protection and architectural treatment and/or modulation to the north facing wall.*

Figure 20. East building entrance where additional treatment is required per Condition 16.

The private residential entrances are all slightly recessed from the Juniper Trail and are defined by a weather protection, patios and a landscaped transition zones, which helps distinguish the private spaces from the Shared Use Route (Juniper Trail). The primary entrance lobby and each of the eight private ground-level units accessed from the Juniper Trail will have floor to ceiling heights of about 19 feet consistent with the standards.

Fig. 21. Detail of entrances to ground level units with Juniper Trail in foreground (Sheet 4.06)

Fig. 22. Detail of primary entrance and lobby at northeast corner of building (Sheet 4.05)

Blank Walls

Blank walls are present at the ground level elevations of the north and south facades and at the three walls which frame the ground level Community Space (5 walls total). In order avoid the presence of these blank walls, additional treatment including, but not limited to, doors, windows, piers, modulation and detailing and applied elements is required. This is necessary to meet both the requirements of this chapter but also Chapter 15 regarding structured parking and Chapter 13, Community Spaces.

> [Condition 15] *Blank wall treatment is required for the ground level brick walls located at the north and south building elevations and along the three brick and concrete walls which surround the ground level Community Space. Treatments include adding doors and windows, and/or using articulation or other techniques such as piers, modulation and detailing, and, applied elements.*

Fig. 23. North Elevation blank wall

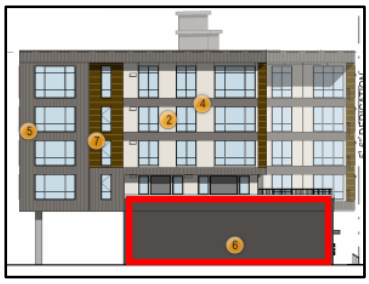


Fig. 24 South elevation blank wall

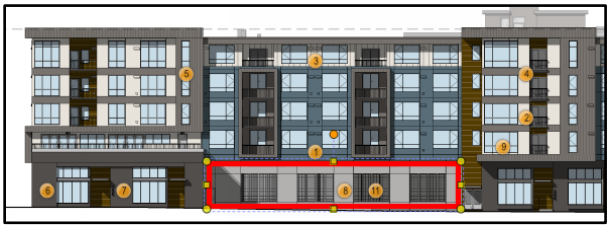


Fig. 25. East Elevation blank walls (north and south facing walls not shown but require additional treatment per Condition 15.

Chapter 17: Lighting

Chapter 17 provides the standards for lighting. The Lighting Plan shows a lighting scheme that consists primarily of:

- pole light fixtures for the street;
- wall fixtures for building entries
- bollards or other building light fixtures

Compliance with the Lighting Standards will be fully reviewed at construction permit. At this phase, staff is providing a cursory review.

Exterior light fixtures should not just be functional and utilitarian but used as an element in creating the urban public realm. The Applicant is encouraged to consider a light fixture that complements the wood and stone treatment of the building to further reinforce the Gilman character of this site.

The Applicant has not selected the style of the street lights and the fixture selection and final location within the planter strip will be determined with the Site Work permit. A note is provided on Sheet A1.00 to indicate this. A photometric plan (sheet E1.01) is provided though it does not demonstrate the luminescence provided by the street lights for 7th Avenue as they were added onto the plans after the photometric plan was created. This is of no consequence though as photometric plans are not typically reviewed during the land use phase.

The lighting plan complies but several CIDDS standards are more appropriately reviewed at the construction permit review phase. The lighting fixtures proposed will need to be confirmed with an updated photometric plan that they are sized appropriately for activities without overlapping illumination patterns. All lighting fixtures will need to be specified to comply with BUG ratings.

VII. Additional Review: Other City Standards, Outside Agencies

Utilities

Storm:
The City has adopted the 2009 King County Surface Water Drainage Manual together with the City of Issaquah 2011 Addendum, both of which together identify the requirements for the storm water conveyance, detention, and treatment systems. Preliminary plans and reports indicate that the project will comply with the above standards and requirements.

The required stormwater facilities are shown on Sheet C3 of the plan set with the public stormwater system located within the western portion of 7th Avenue NW and within Locust Street NW (emergency access). Onsite stormwater facilities include a water quality and detention vault system located in the rear parking lot.

Sewer:
The City of Issaquah 2005 Sewer Standards identify the requirements for the sewer collection and conveyance systems. The proposed design is based upon a connection to the public gravity sewer system within 7th Ave NW. The preliminary plan indicates the project will comply with the standards and construction requirements.

Water:

A water system connection is proposed off of 7th Ave NW. A fire hydrant and stand pipe system is located off of the main on NW Locust Street. An onsite looped water system is still required. A fire flow analysis shall be conducted to determine if the offsite water system on 7th Ave and Locust Street requires upsizing.

> [Condition 16] *The water main shall connect to the existing public water system, providing for fire flow and connections consistent with IMC 13.08.030.*

A fire hydrant is shown near the middle section of the site within the planter strip for 7th Avenue NW. As shown, the hydrant would displace one or two parking spaces. In order to mitigate this, the hydrant must be moved to an area of the planter strip where there in not on-street parking adjacent. This will likely require the addition of one fire hydrant in order to meet minimum hose reach requirements for EF&R.

> [Condition 17] *Fire hydrants provided along 7th Avenue NW must be located so that they do not displace on-street parking. Additional fire hydrants may be necessary in order to meet minimum hose reach standards for Eastside Fire and Rescue. This will be evaluated with the Site Work Permit.*

VIII. Proposed Motion

Based upon the applications, submitted plans and technical reports, listed Attachments, and rationale contained in the Staff Report, the Administration recommends that the Development Commission move to:

Approve the Site Development Permit for the project known as Issaquah Apartments, File No. SDP16-00005, subject to the terms and conditions of the Staff Report dated September 21, 2016, Attachments 1 thru 9, and the following conditions:

---

1 *No building permit shall be issued prior to the submittal and approval of a Lot Line Adjustment to consolidate the three lots into 1 lot.*

2 *The applicant shall comply with the Mitigation Measures set forth by the Mitigated Determination of Nonsignificance.*

3 *Prior to Temporary Certificate of Occupancy, the applicant shall record affordable housing covenants against the property for all required and elective on-site affordable housing in accordance with the provisions of the Density Bonus Program.*

4 *Prior to Temporary Certificate of Occupancy, a 5.5 foot wide section along the property frontage shall be dedicated to the City to accommodate improvements to 7th Avenue NW and the Juniper Trail Shared Use Route.*

5 *The Juniper Trail shall remain at a constant grade across the south driveway entry in accordance with Urban Driveway Standards – CIDDS 6.4.K.*

6 *Prior to Temporary Certificate of Occupancy, public pedestrian access easements shall be granted to the City at the north and south ends of the building in order to provide future through-block points of connection for pedestrian access. The easements shall extend from the west property boundary to the east property boundary. The portions of the pedestrian crossings located within the parking lot shall be constructed with concrete or other similar materials to distinguish the pedestrian priority. If utility infrastructure is located within the easement area(s), it shall be sited, designed and constructed so that the pedestrian connections can be constructed in the future without having to be relocated or modified.*

7 *The Shared Use Route (Juniper Trail) shall utilize design elements that are consistent with CIDDS 6.4.A and 7.2.D. Specifically, the Shared Use Route shall use special paving such as decorative colored concrete or stone pavers and shall integrate pedestrian amenities such as seating areas, landscaping, art features, water features, weather protection and pedestrian scale lighting, as determined by the Director. This condition will be enforced through the review of the Site Work, landscape and Building Permits.*

8 *As allowed by IMC 3.72.080 and CIDDS 7.5.B, Park Impact Fee credit may be given for public improvements of the Shared Use Route*.

9 *A total of 43 new trees shall be planted on the property to the greatest extent practical and feasible*. In addition to the trees located in the parking lot and along the east elevation of the building, trees shall also be provided on each of the roof decks. "Practical and feasible" will take into account factors such as mature tree size, tree health, and solar access.

10 *If ten percent internal parking lot landscaping is not provided, architectural parking lot edge treatments shall be utilized per CIDDS 10.5.A.4.C. This will be verified with the review of Site Work and Landscape permits.*

11 *The preexisting chainlink fence shall be removed and/or replaced.*

12 *The electrical transformer, shown within the public pedestrian access easement area at the northwest corner of the site, shall be relocated; or, shall be designed to allow unimpeded future pedestrian connection to the west. The transformer shall be ground mounted (flush) so that it is at the same grade of the future sidewalk.*

13 *On all facades, additional treatments, as specified in 14.3.A.1 (materials, articulation, and/or modulation), are required to distinguish the building floors 4 and 5 from floors 1 through 3. In addition on the western façade, supplementary actions are required to create a clear top. For instance, as well as color, further modulation or articulation, such as, a three dimensional band between floors, could be used to establish a 'top' for the building's facade.*

14 *The entry corridor to the east building entrance shall be enhanced by extending it to the Juniper Trail through the use of weather protection as well as architectural treatment and/or modulation to the north facing wall.*

15 *Blank wall treatment is required for the ground level brick walls located at the north and south building elevations and along the three brick and concrete walls which surround the ground level Community Space. Treatments include adding doors and windows, and/or using articulation or other techniques such as piers, modulation and detailing, and, applied elements.*

16 *The water main shall connect to the existing public water system, providing for fire flow consistent with City Code.*

17 *Fire hydrants provided along 7th Avenue NW must be located so that they do not displace on-street parking. Additional fire hydrants may be necessary in order to meet minimum hose reach standards for Eastside Fire and Rescue. This will be evaluated with the Site Work Permit.*

CITY OF ISSAQUAH WASHINGTON

CITY OF ISSAQUAH

MyBuildingPermit.com a service of eCityGov.net

Land Use Application #319763 - Issaquah Apartments

Applicant

First Name	Last Name	Company Name
Nathan	Groth	Grouparchitect

Number	Street	Apartment or Suite Number	E-mail Address
1735	Westlake Ave N	200	ngroth@grouparch.com

City	State	Zip	Phone Number	Extension
Seattle	WA	98109	(206) 365-1230	218

Contractor

Company Name: Owner

Number	Street	Apartment or Suite Number

City	State	Zip	Phone Number	Extension

State License Number	License Expiration Date	UBI #	E-mail Address

Project Location

Number	Street	Floor Number	Suite or Room Number
955	7TH AVE NW		

City	Zip Code	County Parcel Number
ISSAQUAH	98027	8844300035

Associated Building Permit Number:

Tenant Name:

Additional Information (i.e. equipment location or special instructions).:

Work Location:

Property Owner

First Name	Last Name or Company Name
*	Issy 7th Ave LLC

Number	Street	Apartment or Suite Number
9675	SE 36th St	

City	State	Zip
Mercer Island	WA	98040

Certification Statement - The applicant states:

I certify that I am the owner of this property or the owner's authorized agent. If acting as an authorized agent, I further certify that I have full power and authority to file this application and to perform, on behalf of the owner, all acts required to enable the jurisdiction to process and review such application. I have furnished true and correct information. I will comply with all provisions of law and ordinance governing this type of application. If the scope of work requires a licensed contractor to perform the work, the information will be provided prior to permit issuance.

Date Submitted: 4/19/2016 **Submitted By:** Nathan Groth

CITY OF ISSAQUAH

Land Use Application #319763 - Issaquah Apartments

Project Contact

Company Name: Grouparchitect
Name: Nathan Groth **Email:** ngroth@grouparch.com
Address: 1735 Westlake Ave N 200 Seattle WA 98109 **Phone #:** (206) 365-1230 218

Project Type	Activity Type	Scope of Work
Any Project Type	Project or Site Plan Approval	Site Development Permit

Project Name: Issaquah Apartments

Description of Work: The proposed project is a 5 story multifamily residential building comprised of one 4 story residential apartment tower of woodframe Type VA Construction over a common open concrete parking structure of Type IA construction. The project will contain approximately 110 units and surface parking with landscaped open space. The project will include frontage improvements to 7th Ave NW and NW Locust Street

Project Details

Project Information	
Use (s) - proposed	Existing Single Family Home
Use - existing	Multifamily Residential Apartments
Critical Area Information	
Flood hazard	
Clearing and Grading Information	
Square feet of new impervious surface	44,251
Square feet of replaced impervious surface	1,400
Square feet of total impervious surface	45,651
Quantity and Size Specifications	
Gross floor area of new nonresidential	0
Gross square feet of proposed building	107956
Gross square feet of proposed structured parking	0
Maximum proposed building height	65
Number of buildings	1
Number of proposed new residential units	110
Number of proposed parking spaces	110
Property size in square feet	54000

Additional Parcels:
8844300122, 8844300036

Vicinity Map | SDP16-0005 | 955 7th Ave NW, Issaquah, WA 98027

533.2 0 266.58 533.2 Feet

City of Issaquah, WA GIS

DISCLAIMER: These maps and other data are for informational purposes and have not been prepared for, nor are they suitable for legal, surveying, or engineering purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information. The City of Issaquah makes no warranty or guarantee as to the content, accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained hereon.

Legend

- Parcels
- Zoning Labels
- Zoning
  - TP-NRCA - TRADITION PLATEAU CONSERVATION AREA
  - C-REC - CONSERVANCY REC
  - CF-F - COMMUNITY FACILITIES
  - CF-R - COMMUNITY FACILITIES
  - CF-OS - COMMUNITY FACILITIES
  - C-RES - CONSERVANCY RES
  - SF-E - SINGLE FAMILY ESTATES
  - SF-S - SINGLE FAMILY SUBURBA
  - SF-SL - SINGLE FAMILY SMALL
  - SF-D - SINGLE FAMILY DUPLEX
  - MF-M - MULTIFAMILY MEDIUM
  - MIXED USE RESIDENTIAL
  - MF-H - MULTIFAMILY HIGH
  - VR - VILLAGE RESIDENTIAL
  - MU - MIXED USE
  - UC - URBAN CORE
  - DR - DESTINATION RETAIL
  - PO - PROFESSIONAL OFFICE
  - CBD - CULTURAL AND BUS
  - IC - INTENSIVE COMMERCIAL
  - M - MINERAL RESOURCES
  - UV - URBAN VILLAGE
  - UV-EV - URBAN VILLAGE
  - UV-R - URBAN VILLAGE
  - URBAN VILLAGE
  - RIGHT OF WAY

Grouparchitect
1735 Westlake Ave N, Suite 200
Seattle, WA 98109

RE: Issaquah Apartments
Design Criteria Narrative – 4/19/2016

CHAPTER 6 - CIRCULATION

6.2.A BLOCK LENGTH - Building massing to allow for mid-block pedestrian connectivity to adjacent property to the west. At this time, the existing senior housing buildings and office building parking lot is fully constructed with no existing pedestrian connection to which to align our proposed project. The mid-block connection has been located to be centrally located between NW Locust Street and NW Juniper Street intersections.

6.2.B NEW CIRCULATION FACILITIES - Project will provide a new multi-use trail, landscape strip and parking lane on the Western side of 7th Avenue NW. The project will also provide a new sidewalk, planter strip, and 22' paved drive at Locust Street (6.2F). Additional dedications (6.2H) along 7th Avenue NW and NW Locust St are anticipated to be required to provide these improvements.

6.2.C PRIORITIES – The NW Locust St improvements proposed are in accordance with the priorities listed. The R.O.W width is reduced due to the presence of an existing Class 4 Stream. The proposed improvements reduced the travel lanes to minimum allowed, eliminated the parking lane, provided the full sidewalk width, and maximized landscaping strips.

6.4 CIRCULATION STANDARDS - The proposed 7th Ave R.O.W development section as directed by the City of Issaquah Development Services Department will be 71' total ROW width. The proposed mid-block connection per 6.4.B, NW Locust has been proposed to respond to the existing conditions per 6.2.C

CHAPTER 7 - COMMUNITY SPACE

7.3.A 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 approximately half of the dwelling units. All code-required amenity areas will be provided.

7.3.B 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.

7.4.D 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 6.2.B

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 9 - SIGNS
All project signage to be provided per City codes. No project signage other than building monumentation and wayfinding signage is anticipated at this time.
9.38.C MONUMENT SIGNS / RESIDENTIAL IDENTIFICATION SIGNS - Building 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.

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 the ground level 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 driveways and 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. A 5 foot sidewalk will be provided along NW Locust Street where currently one does not exist.

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 along the 2 parcels to the west. It is located centrally between NW Locust Street and NW Juniper Street intersections. The parcel to the south does not currently provide a mid-block connection and is only 220' long and therefore will not be required to provide a pedestrian connection if it were to be re-developed under this code. The proposed location of the mid-block connection takes this into consideration. The pedestrian connection meets City standard 6.4.B 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.

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 provided 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. Landscaping along the Juniper trail will provide a soft edge along the multi-use trail for safety. 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.

CHAPTER 13 - COMMUNITY SPACE
13.2 GENERAL STANDARDS
The project proposes 3 community outdoor areas, at ground level, at the second level, and another on the roof top. The roof decks have been strategically placed to take advantage of sun and views of the local natural amenities of Tiger, Squak, and Cougar Mountains. The second level 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 ground level court and street frontage. The ground level court includes community lawn space and seating arrangements for flexible use by tenants for gathering and yard games that are not suitable to the roof decks (bocce ball court). The arrangement of 3 individual large outdoor spaces and the unique qualities of each enhance the resident's access to outdoor spaces. Individual decks are located on approximately half of the units (including decks less than 6' deep per 7.3.2.a) that further ensure all residents have access to outdoor open space. 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

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.

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 has been 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.

CIDDS Standard #	Name	Not Appl.	Meets Standard	Not Meet Standard	Info Req'd	Comments/Concerns	Review @ Constr.
Chap 01	**PURPOSE AND APPLICABILITY**						
1.1.C	Applicability	X					
1.1.D	Interpretations		X			See Staff Report for more info	
1.1.E	Adjustments		X			See Staff Report for more info	
Chap 02	**DEFINITIONS**						
2.0		X					
Chap 03	**PROCEDURES**						
3.2	Levels of Review	X	X			This project is a Level 3 review per Table 3.2-1 Levels of Review.	
Chap 04	**ZONING, USES, STANDARDS**						
4.2 table	Intent of Zoning Districts		X			The project meets the Zoning District intent per Section 4.2 for the MUR zone.	
4.3.A table	Levels of Review		X			This project is a Level 3 review per Table 4.3A - Levels of Review.	
4.3.B table	Permitted Uses		X			Multi-family housing is permitted in the MUR zone.	
	Footnotes						
4.4 table	FAR		X			The project proposes the maximum allowable FAR of 2.0 (108,000 sq. ft.). As the proposal exceeds the maximum base FAR of 1.25, the Density Bonus program is applicable. See Chapter 5 below for additional discussion.	X
	Height					The project proposes the maximum allowable building height of 65 feet. As the proposal exceeds the maximum base building height of 40 feet, the Density Bonus program is applicable. See Chapter 5 below for additional discussion.	
	Setbacks		X			The proposal meets all required setbacks.	
	Build-to-line		X			The proposed building is sited within the Build-to-line.	
	Impervious		X			The maximum allowed impervious area for the MUR zone is 80 percent. Including a credit for area dedicated for Right-of-Way, the project proposes 78.1 percent of impervious area.	
Chap 05	**DENSITY BONUS**						

CIDDS Standard #	Name	Not Appl.	Meets Standard	Not Meet Standard	Info Req'd	Comments/Concerns	Review @ Constr.
						As the project exceeds the base maximum FAR and height allowance, the Density Bonus Program shall apply as follows: **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) On-site affordable housing shall be provided for the both required and elective components of the Density Bonus Program. See Condition 3	X
Chap 06	**CIRCULATION**						
6.2.A	Block length		X			The total property frontage for the project is 450 feet in length. Immediately behind the property is the Juniper Street Professional Center (south) and Aegis of Issaquah (north). At present, providing a connection to either of the adjacent properties isn't envisioned, however, a public access easement is shown toward the south end of the project to allow Through Block Connection facilities in the future. Because the project is unable to accommodate the Through-Block Connection, an Administrative Adjustment of Standards (AAS) is required. See Staff Report for AAS approval criteria.	X
6.2.B	Existing & New Circ Facilities					The street section design per Figure 6A identifies 7th Avenue as a street whose design classification is "to be determined with development". Through pre-development review, the street section has been determined to be a "Core Street" and shall be designed accordingly. Additionally, a Shared-Use Route is identified and provided via the Juniper Trail.	
6.2.C	Priorities		X			The Core Street complies with the standard. As the existing Juniper Trail Shared Use Route already contains a bike lane, the bike lane that would otherwise be provided with the Core Street shall remain within the Shared	

CIDDS Standard #	Name	Not Appl.	Meets Standard	Not Meet Standard	Info Req'd	Comments/Concerns	Review @ Constr.
						Use Route and thus no bike lane is proposed adjacent to the western travel lane of 7th Avenue NW.	
6.2.D	Overpass/ Tunnel	X					
6.2.E	Add'l facilities	X					
6.2.F	Nonmotorized routes		X			The bicycle route as required per 6.2.F is provided within the Shared Use Route (Juniper Trail).	
6.2.G	No cul-de-sacs	X				No cul-de-sacs are proposed.	
6.2.H&I	Dedication		X			A 5.5 ft. dedication of Right-of-Way is necessary to accommodate the Core Street (7th Avenue NW) and the Shared Use Route (Juniper Trail) See Condition 4.	
6.3	AAS		X			See 6.2..A	
6.4	Facilities: Nonmotorized		X			7th Avenue shall be designed according to the Core Street classification – CIDDS 6.4.F with an interpretation regarding how the Shared Use Route is incorporated	
	Auto Inclusive		X	X		7th Avenue NW shall be designed per the "Core Street" circulation facility classification. The applicant must dedicate 5.5 feet of property in order to accommodate the elements of the Core Street section. Bike lanes on the west side of 7th Avenue NW are included within the existing 10 foot wide Shared Use Route (Juniper Trail). 6.4.K: proposal does not comply with Urban Driveway Standard at the project vehicular entry. See Condition 5.	
Fig 6A			X			7th Avenue NW is shown as "Proposed Facilities Type and alignment to be determined through development review process.	
Chap 12	**CIRCULATION**		**DESIGN**				
12.2.A	Multiple Routes		X			Multiple routes, including vehicular, pedestrian and bicycle routes are provided to the building. Several additional public entrances are provided to the building including from the parking lot.	
12.2.B	Universal Design		X			The site will be designed to accommodate comfortable, safe and interesting spaces for people of all ages and physical ability.	
12.2.C	Visual Cues		X			The primary point of conflict for pedestrians and vehicles is at the driveway transitions at the south end of the building and at the emergency access drive. As these points are part of the Shared Use Route (Juniper Trail) they are required to be constructed with materials that distinguish them from the general travel lanes. See Conditions 5 and 7.	
12.2.D	Public vs Private Facilities		X			Complies.	

CIDDS Standard #	Name	Not Appl.	Meets Standard	Not Meet Standard	Info Req'd	Comments/Concerns	Review @ Constr.
12.2.E	Multi-functionality		X			The Shared Use Trail (Juniper Trail) is the primary pedestrian/bicycle circulation facility which provided multi-functional mobility choices per the standard.	
12.3.A	Motorized Facility Design		X			The motorized facilities, including 7th Avenue NW (Core Street) and the private parking lot are designed so that they are complimentary to the pedestrian friendly environment.	
12.3.B	Minimum Pavement		X			Vehicular routes are destined with minimum pavement so as to reduce vehicle speeds while providing adequate functionality.	
12.3.C	Ped Safety Measures		X			Complies at this level. More review with construction permits.	X
12.3.D	Driveways		X	X		There is only one driveway. The driveway does not stay at an even grade crossing the drive; this will be addressed with construction permits. See Condition 5	X
12.3.E	Street Intersections	X					
12.4.A	General		X			The proposed nonmotorized comply with the general design criteria per the standard.	
12.4.C	Sidewalk Width	X					
12.4.D	Pedestrian Routes					Pedestrian routes are continuous and consistent with the Circulation Facility type and site location.	X
12.4.E	Pedestrian Crossings		X			Complies at this level. More review with construction permits.	X
12.4.F	Transit Support		X				
12.4.G	Tree Wells	X	X			New Street trees will be provided within the 6' wide planting strip.	
12.4.H	Bike Circulation		X			The 7th Avenue NW ROW section will be widened as a result of a 5.5' property dedication on behalf of the applicant. The resulting street section provides for a future bicycle lane on the east side and bikes will utilize the Shared Use Route (Juniper Trail) on the west side.	
12.4.I	Bike Rails	X				No bike rails are proposed.	
12.5.A	Ped Connections					See 6.2.A for discussion	
12.5.B	Connections to Surrounding Facilities		X			The project proposes clear and predictable connections to the surrounding circulation facilities.	
12.5.C	Private Street Design		X			Complies.	
12.5.D	Ped Curbs		X			Complies. This will also be verified with construction permit review.	X
12.5.E	Walkway Separation		X			Complies.	
12.5.F	ROW Dedication		X			The plans show the required 5.5 ft. dedication of Right-of-Way that necessary to accommodate the Core Street and the Shared Use Trail trail. See Condition 4	
12.5.G	Maintenance		X			The proposal is for an apartment complex which will have active on-site management to address any maintenance concerns.	

CIDDS Standard #	Name	Not Appl.	Meets Standard	Not Meet Standard	Info Req'd	Comments/Concerns	Review @ Constr.
12.6.A-L	Landscaping of Circulation Elements		X			The plan complies with this standard at this level of review. DSD and the PWO departments are in the process of developing criteria to determine the appropriate species of trees to use for street trees. As such, the street trees proposed for this project are listed as "TBD". Final tree species selection will occur with the construction permits.	X
Chap 07	**COMMUNITY**		**SPACE**				
7.2	Green Necklace		X			The Juniper Trail (Shared Use Route) is identified on Figure 7A as a required element of the Green Necklace. The proposal provides for the requisite 14' corridor section to accommodate the required Shared Use Route and the nonmotorized facility will meet all applicable development and design standards as Conditioned. See Condition 7.	
7.3.A.2	Private Community Space		X			5,280 square feet of Private Community Space is required based upon 48 sq. ft. of community space per unit. The applicant proposes three separate community spaces, a resident lounge and fitness room. Additionally, 12 private decks are proposed. In total, 7,263 sq. ft. of Private Community Space is proposed.	X
7.3.A.2.c	On-site Amenity		X			The project proposes a private resident lounge and fitness room which total 1,580 sq. ft.; a minimum of 400 sq.ft. is required.	
7.4.B	Neighborhood Park	X					
7.4.C	Significant Public Plaza	X					
7.4.D & Fig. 7B	Shared Use Routes		X			The Juniper Trail is identified as a Shared Use Route on Figure 7B and meets the requirements of Section 7.4.D. for this level of review; additional review with construction permits will occur.	X
Fig. 7A			X			A Shared Use Route is identified on Figure 7A and is provided for in the plan documents.	
Chap 13	**COMMUNITY**	**SPACE**	**DESIGN**				
13.2.A	Variety		X			Project provides a variety of spaces on two different roofs as well as in the building and along the Shared Use Route.	X
13.2.B	Integration		X			By placing part of the Required Community Space by the Share Use Route there's an opportunity to integrate and benefit the two. The space is framed by the building on three sides and the lower building height to the south will improve the solar access. Additional review with construction permits will allow for additional integration and detailing to achieve these standards.	X
13.3	Connect with Nature		X			Connects with the Green Necklace and Shared Use Route.	

CIDDS Standard #	Name	Not Appl.	Meets Standard	Not Meet Standard	Info Req'd	Comments/Concerns	Review @ Constr.
13.4	Playscape				X	During the design review opportunities for children's play will be integrated into the design to ensure that young residents or visitors have appropriate opportunities to interact with the Community Spaces.	X
13.5	Plaza	X					
13.6	Community Garden		X			A P-patch is proposed on the larger of the two roof decks.	
13.7	Pet Amenity				X	The applicant has not indicated if pets will or will not be allowed. This will be verified with construction permit review and pet amenities will be confirmed at that time.	X
Chap 08	**PARKING**						
8.4	CTR/TMAP	X					
8.5	Use of Req'd Pkg	X					
8.8-9	Computation, Unspecified uses			X		**Required Parking** 20 Studio units x 0.75 — 15 spaces 53 One-bedroom units x 1.0 — 53 spaces 37 Two-bedroom units x 1.0 — 37 spaces **Total required parking (gross) — 105 stalls** Credit for EV charging spaces — 5 stalls **Total required parking (net) — 100 stalls** **Required Parking** Standard — 29 spaces Compact — 61 spaces Micro — 5 spaces EV charging spaces — 5 stalls ADA Stalls — 3 stalls **Total parking provided — 100 stalls*** *12 additional stalls located within the tandem parking stalls are provided and are not included in the totals above. In total, 112 parking stalls are provided.	
Table 8.10-1	Vehicular Pkg:			X		Compliance information covered in Section 8.8-9 above. See Sheet A0.01 of plan-set.	
8.11	Bicycle parking		X			A bike storage room with capacity for 44 bicycles is provided. Additional outdoor bike storage will be provided with the construction permits.	
8.12	Motorcycle parking		X			3 motorcycle stalls are required and provided (1 motorcycle/36 vehicular).	
8.13	Tools & Flexibility			X		8.13.9 Tandem Parking The applicant proposes 12 tandem stalls (24 spaces). For the purpose of meeting required minimum parking, the inside portion of all tandem stalls is not counted toward the overall required parking. 8.11 Electric vehicle charging provisions	

CIDDS Standard #	Name	Not Appl.	Meets Standard	Not Meet Standard	Info Req'd	Comments/Concerns	Review @ Constr.
						As 5 EV charging stations are provided, the overall parking requirement shall be reduced by 5 stalls as allowed by Section 8.11.	
8.14	Parking District	X					
8.15	Barrier-free					Barrier free stalls are shown and will be verified during Building Permit review by the Building Official to ensure compliance with applicable building codes and Americans with Disabilities Act (ADA).	X
8.16	Loading spaces		X			Two loading spaces are provided per the requirement.	
8.18	Design & Construction Standards					Parking stall design and construction standards comply	X
8.20	Stall/Aisle Dimension		X			The parking stalls are dimensioned on the plans and comply with stall/aisle dimensional requirements. This will be verified with the construction permits. Note: Motorcycle parking stall sizes will be adopted next council meeting	X
Chap 15	**PARKING**		**DESIGN**				
15.0	Parking Design		X	X		In general, the parking design meets the intent and general standards of the Parking Design Standards. A majority of the on-site parking is provided underneath the apartment building which serves to minimize the presence as viewed from primary circulation facilities. A smaller surface lot (22 stalls) is provided at the south end of the building. The parking lot at the south end of the building will need to be visually screened from the adjacent Juniper Trail but it has placed its narrow length to the trail. Pedestrian access within the parking lot is direct to the building consistent with the standard. 15.3.C&.G, 10.5.B: additional treatment of the parking garage wall adjacent to the Community Space is necessary to better integrate the wall into the community space and relate to the building's architecture, .e.g openings, use of brick, decorative grills, green wall. See Condition 15	X
Chap 09	**SIGNS**						
9.0		X				No information pertaining to signage is proposed. If signage is desired, a separate sign permit must be applied for and obtained from the DSD.	
Chap 10	**LANDSCAPE**						
10.1-3	Intent, Applicability, General		X			As conditioned, the proposed landscape complies with the development standards per Chapter 10, for this level of review.	X

CIDDS Standard #	Name	Not Appl.	Meets Standard	Not Meet Standard	Info Req'd	Comments/Concerns	Review @ Constr.
10.4	Circulation and Community Space		X			Street trees are provided within the planter strip located between 7th Avenue and the Juniper Trail (Shared Use Route). The tree species shall be determined following analysis currently being conducted by DSD and PWO departments and final tree species selection shall be determined with the Site Work permit.	X
10.5	Parking Areas		X			The proposal provides the requisite amount of parking lot landscape areas and trees per the calculations provided on Sheet A0.01. The Edge Landscaping requirements apply to the portions of parking lot at the driveway entry from 7th Avenue NW and the applicant acknowledges this requirement on Sheet A0.01. Edge landscaping will be confirmed with the Landscape Permit. The landscape provided along the through block passage south of the building does not count toward the interior parking lot landscape. The application is above the minimum required, so without this landscape it appears they can meet the requirements or use alternative methods available in 10.5.A.4. See 15.0 above for additional discussion of 10.5.B	X
10.6	Outdoor storage, sales display	X				No outdoor storage is proposed.	
10.7	Adjacent to Critical Areas		X			Both sides of the adjacent Class 4 stream will be treated with invasive plant removal and replanting of native plants and trees.	X
10.8	Fences, Waste Enclosures, Mechanical Equipment			X		An existing chain-link fence is proposed to be retained along the west property line. Chainlink fences are not allowed if they will be visible and therefore will need to be replaced. This will be reviewed with construction permits. (16.3.G)	X
10.9	Blank & Retaining Walls		X	X		Walls within the project are of varied material and texture and serve to reduce the appearance of blank walls. Plantings are also utilized to add variation to ground level wall planes. However, blank walls are present along the north and south ends of the Community Space at street level. See Chap 14 for additional discussion.	
10.10	Tree Density					Based on lot size of 54,000 sq. ft., the minimum tree density for the project is 43 trees. Approximately 27 trees are shown no Sheet L1.0. With the Landscape Permit, the City may accept planting off-site or payment to the City Tree Fund as established in Section 10.14 – Replacement Trees. See Condition 9.	X
10.11-12	Tree Removal	X					
10.13	Tree Retention		X			See Page 21 of Staff Report for Tree Retention information.	X
10.14	Replacement Trees					43 and 108" dbh replacement trees shall be provided. See Condition 9	
10.15	Tree Maintenance						X
10.16	Maintenance, Bond						X

CIDDS Standard #	Name	Not Appl.	Meets Standard	Not Meet Standard	Info Req'd	Comments/Concerns	Review @ Constr.
10.17	Req'ments, Specs					Plant sizing, spacing to be confirmed with the Landscape Permit.	X
Chap 16	**LANDSCAPE**		**DESIGN**				
16.0	Landscape		X	X		As conditioned below, the proposed landscape generally meets the Landscape Design standards at a land use level of review. The selected landscape design adequately integrates the building into the surrounding neighborhood and provides greenery to soften the presence of the building. The proposal utilizes key landscape elements including approximately 26 deciduous and coniferous trees. Accent plantings, including annuals, are provided within the setback areas near public and private entries. Green walls (with screens) are proposed for the section of wall along the east façade as part of the ground level court Private Community Space which add additional "softening". An opportunity to provide for additional landscape softening exists on both of the Community Space roof decks. Accent trees and other landscape that is visible from the street should be provided. See Condition 9. The application does not provide enough detailed information pertaining to the variety of onsite furnishings that will be provided. While benches and seatwalls are shown, other elements such as kiosks, light standards, water features, etc. should be provided, especially along the Shared Use Route (Juniper Trail). See Condition 7. 16.3: Fences are generally not used since the waste is within the building; however, above under Chap 10.8 there is discussion of fence materials.	X
Chap 11	**SITE DESIGN**						
11.2.A-L	General		X			The design of the project fits into a narrow site between a creek and existing road. The building and ground-floor community space are placed to reinforce the road and create a pedestrian and bike friendly project, which reinforces and implements the green necklace. During construction permit review, details of the project including wayfinding, site furniture, and special paving will be further incorporated.	X
11.3.A	Pedestrian Connections					See 6.2.A for discussion.	
11.3.B	Connections to surrounding...					See 6.F for discussion.	

CIDDS Standard #	Name	Not Appl.	Meets Standard	Not Meet Standard	Info Req'd	Comments/Concerns	Review @ Constr.
11.3.C	Emphasize Landscaping		X			The site is narrow but with the provision of the community space at the ground floor as well as on two rooftops there are opportunities to have a strong landscape presence as part of the project.	
11.3.D	Community Space, Site Design		X			See Chap 7 & 13 for discussion	
11.3.D.8	Prohibited		X			The project avoids prohibited aspects of community space.	
11.3.E	Parking, Drive-thru	X					
11.3.F	Streetwall						
11.3.F-J	Building Frontage		X			Complies. Total Building Frontage: 450' Minimum Building Frontage Req'd: 270 ft. (60 % of total frontage) Building Frontage Provided: 252 ft. Community Space Frontage reduction per CIDDS 11.3.1: 10 percent (45 ft. total) **NET REQUIRED BLDG FRONTAGE: 243 ft. (60 percent of 405 ft.)** **TOTAL REQUIRED BUILDING FRONTAGE: 252 ft.**	
11.3.K	Above ground Utilities			X		A fire hydrant is shown at the midblock location of 7th Avenue NW within the planter strip. As shown, the hydrant would displace up to two on-street parking stalls. The hydrant must be relocated so that it does not displace any parking. An additional fire hydrant may be required to ensure that the maximum 300' hydrant separation is achieved. See Condition 17.	X
11.3.M	Res'l Garage Setbacks	X					
11.4.A	Minimize Impacts		X			See SEPA MDNS.	
11.4.B	Bldg Orientation		X			The primary entrance to the building and the north elevation face the Class 4 stream to the north and the extension of the Juniper Trail.	
11.5	Service, Loading, Waste		X			The two required loading stalls are located at the rear of the building and are generally not visible except from the parking lot. The waste collection area is located entirely within the building.	
Chap 14	**BUILDINGS**						
14.2.A-G	General		X	X		The building is situated to engage with the Public Realm and brings visual interest, variation and intimacy to the streetscape. The proposal does not extend elements of the building into the right-of-way. The building generally has avoided blank walls by carefully locating windows and modulation. The exception is the walls north and south of the	

CIDDS Standard #	Name	Not Appl.	Meets Standard	Not Meet Standard	Info Req'd	Comments/Concerns	Review @ Constr.
						community space which though brick lack articulation, openings, etc... With a residential unit to the south of the community space, windows should be incorporated. To the north, the entrance should be extended as discussed below under 14.4. See Condition 15. To locate the building at the required Build-to line, the building is on the east side of the property; however, the building height is lower south of the ground-level community space improving its solar access. The building provides a streetwall which complies with Chap 11; however, with the parking lot to the south of the building, additional elements should be provided to extend the street wall and providing a better edge to the pedestrians and cyclists using the adjacent trail. Two locations for informal gathering are provided at the primary building entrance and at the ground level courtyard located adjacent to the Juniper Trail.	
14.3	Building Mass and Design		X	X		The building is 5 stories. Changes in materials and articulation establish a base, middle, and top, but don't change at the 3rd story, necessitating some change. Through the use of corner 'cubes' and the setback for the ground floor community space, the building is broken into smaller buildings. The cubes also add interest to these visible building corners. In addition, these elements include articulation that introduces shade and shadow. The building has minor setbacks that accommodate both landscape and individual terraces for the street-facing units. See Condition 13	X
14.4.A	Ground Level Details: all uses		X	X		The project is designed with residential units lining most of the ground-floor, and the balance of it being setback for a portion of the Required Community Space. Each of the residential units has a separate entrance and small terrace facing the trail and street. These units are setback slightly to provide small landscape beds between the trail and terrace. The primary entrance for the building is from the Required Community Space. Though visible it is set back from the trail and street, so that it is not 'highlighted' as the code requires. In combination with the blank wall on the north side of the Community Space. Additional elements, such those described in 14.4.B and here, as well as the extension of weather-protection/breezeway would address these deficiencies. See Condition 14	X
14.4.B	Ground Level Residential Uses		X	X		Eight ground floor residential units are provided with front doors that provided direct access to the adjacent Juniper Trail Shared Use Route. Though these units are close to the trail, the landscape and semi-private	X

CIDDS Standard #	Name	Not Appl.	Meets Standard	Not Meet Standard	Info Req'd	Comments/Concerns	Review @ Constr.
						terraces afford enough setback to provide privacy to each unit's residents. As discussed above, the main entrance to the building for access to upper floor units is not as direct as required by the code but can be addressed as described and conditioned in 14.4.A.	
14.5	Weather Protection		X	X		Complies. All public and private entrances contain weather protection above the doors and where the building extends to the property line. At the primary north entrance, weather protection wraps the entire entrance lobby and doors. As further discussed above, the weather protection for the main building entry should be extended to the trail.	X
14.6	Roofs & Parapets		X			The project proposes to use two different roofs for active uses and recreation. Review of the roof and parapet design will occur with construction permits. Mechanical equipment will be screened as required (sides and above)	X
14.7	Skybridges	X					
Chap 17	**LIGHTING**						
17.2-10	Lighting	X				A site lighting plan and photometrics are provided with the application. The lighting information is compliant with the CIDDS requirements at a conceptual level and detailed design review will occur with construction permits.	X

RECEIVED
4/19/2016

SEPA ENVIRONMENTAL CHECKLIST

UPDATED 2014

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

***Instructions for applicants*: [help]**

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:
Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

***Use of checklist for nonproject proposals:* [help]**

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. background [help]

1. Name of proposed project, if applicable: [help]

Issaquah Apartments

2. Name of applicant: [help]

Issy 7th Ave, LLC

3. Address and phone number of applicant and contact person: [help]

Nathan Groth / Grouparchitect
1735 Westlake AVE N
Seattle, WA 98109
206-365-1230 x218

4. Date checklist prepared: [help]

4/19/2016

5. Agency requesting checklist: [help]

City of Issaquah Development Services

6. Proposed timing or schedule (including phasing, if applicable): [help]

Construction to commence as phased application with clearing and grading / ground disturbance beginning October 2016. Residential tower construction to start approximately January 2017

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [help]

None

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [help]

Geotechnical Report by Earth Solutions NW dated 11/17/2015
Traffic Impact Analysis report by Gibson Traffic Consultants dated 01/15/2016
Wetlands Report by Sewell Wetland Consulting, Inc dated 01/06/2016
Arborist Report by Greenforest Incorporated dated 11/13/2015
Technical Information Report & Level One Downstream Analysis by DR Strong Consulting Engineers, Inc. dated 4/12/16

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [help]

None

10. List any government approvals or permits that will be needed for your proposal, if known. [help]

Site Development Permit
Demolition Permit for existing house
Clear and Grading Permit
Building Permit & M/E/P Permits
Street use permit for R.O.W work
DOE Stormwater General Construction Permit

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [help]

Proposal includes a five story residential apartment building with 110 units of multifamily housing with surface parking for 110 vehicles tucked underneath the building. The site is 54,000 sf, the proposed site coverage (impervious) is approximately 42,000 sf, and the proposed building totals approximately 120,000 sf.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [help]

955 7TH AVE NW
ISSAQUAH, WA 98027

See attached legal description and vicinity map

B. ENVIRONMENTAL ELEMENTS [help]

1. Earth

a. General description of the site [help]
(circle one): **Flat,** rolling, hilly, steep slopes, mountainous,
other _____

b. What is the steepest slope on the site (approximate percent slope)? [help]

There is an isolated portion near the north property line that reaches approximately 16%.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [help]

Site is underlain by approximately 1 foot of topsoil over 3 feet of fill over native soil. Native soils consists primarily of loose to medium dense alluvial deposits. The alluvial soil consists of sandy silt (unified soil classification, ML), poorly graded sand (SP), silty sand (SM), and layers of peat (PT). Soil relative density generally increased in depth from loose to medium dense.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [help]

None

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [help]

Excavation will be limited to that which is required to install footings, slab on grade and pin piles. Fill areas are to be portions of the surface parking lot, and frontage improvements. Quantities for both are unknown at this time and will be given at a later date.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [help]

Erosion during demolition, clearing and grading, construction, or final use is not likely due to flat nature of the site and soil composition.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [help]

78%

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [help]

A temporary erosion and sedimentation control plan (TESC) will be prepared and implemented prior to commencement of construction activities. During construction, erosion control measures may include: silt fences, temporary sediment traps, chemical treatment for water

quality, stabilized construction entrances, and other measures in accordance with local and state requirements. At project completion, permanent measures will include storm detention and water quality facilities.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [help]

During Construction:
Typical construction vehicle emissions, sitework dirt and dust

During Occupancy:
Typical personal auto emissions

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [help]

None

c. Proposed measures to reduce or control emissions or other impacts to air, if any: [help]

During Construction:
Reduce airborne dust through wetting down soils, prohibit idling by construction vehicles / heavy equipment when not in use.

During Occupancy:
Prohibit idling of motor vehicles when not in use. Encourage residential tenants to use public transportation, car sharing programs, and walk to nearby retail and commercial businesses. Development will provide bike facilities above code minimums, and is targeting near minimum required parking stalls to reduce vehicular use.

3. **Water**

a. Surface Water: [help]

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type
and provide names. If appropriate, state what stream or river it flows into. [help]

A Class 4 Stream with a 25' buffer identified as 0170D, a portion of Drainage District 4 per City of Issaquah mapping, is located approximately 25' north of the site's northern property line.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [help]

The new building is located outside of the 25' stream buffer. The project proposes a dedication and easement along NW Locust St in order to provide necessary R.O.W improvements while maintaining the existing vegetative buffer. The R.O.W improvements along NW Locust St will be set 6" south of the existing legal non-conforming dirt road/ fire lane northern edge so that the existing vegetation buffer will not be impacted. The existing legal non-conforming condition of the encroachment of the existing road into the 25' stream buffer condition will be maintained and not increased in compliance with IMC 18.08.050.A, and 18.10.785.D

Mitigation of the impacts has been discussed with the Washington State Department of Fish and Wildlife and will be located within the existing riparian zone and will comply with IMC 18.10.795. The mitigation will serve to remove intrusive plant species and promote a more sustainable and habitable vegetative environment along the stream bank.

Refer to attached site plan and wetlands report

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [help]

None

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [help]

No, there will be no surface water withdrawals or diversions.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [help]

No

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [help]

No

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [help]

No

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [help]

No waste material will be discharged into the ground

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [help]

Stormwater runoff from the site and building impervious surfaces will be conveyed primarily to a detention facility on site. The facility will discharge to the existing conveyance system in 7th Ave NW, into Tributary 0170 and eventually into Lake Sammamish.

2) Could waste materials enter ground or surface waters? If so, generally describe. [help]

No, waste material piped to sanitary only

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

A City approved storm drainage system will be designed and implemented in order to mitigate any adverse impacts from stormwater runoff. The system will include temporary erosion control barriers during the site construction. Treatment measures during construction could include treatment of turbid water through settling or other treatment as allowed by DOE (eg. Chitosan). The permanent system will ensure that prior to the release of stormwater into the downstream system, the system will have significantly reduced the potential impacts to ground

and surface water.

4. **Plants** [help]

a. Check the types of vegetation found on the site: [help]

_**X**__deciduous tree: alder, maple, aspen, other
_**X**__evergreen tree: fir, cedar, pine, other
_**X**__shrubs
_**X**__grass
____pasture
____crop or grain
____ Orchards, vineyards or other permanent crops.
____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____water plants: water lily, eelgrass, milfoil, other
____other types of vegetation

b. What kind and amount of vegetation will be removed or altered? [help]

Existing trees / shrubs / grass removed from site as necessary for new work.

c. List threatened and endangered species known to be on or near the site. [help]

None known

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [help]

A mix of native and ornamental trees, shrubs and groundcover will be used within planting areas around the perimeter of the project site to provide a landscape privacy buffer to adjacent properties and a shady landscaped Juniper Trail corridor along the street frontage. Along the stream to the north, a mix of native deciduous and evergreen trees and perennial shrubs will be planted in naturalistic densities and compositions to enhance the existing native woody vegetation and help prevent further spread of invasive plants

e. List all noxious weeds and invasive species known to be on or near the site.

North of the site, the existing Class 4 Stream vegetative buffer includes Himalayan Blackberry and Reecanary Grass as indicated by Department of Fish and Wildlife. These invasive species will to be removed while the existing native woody vegetation will be preserved to the extent possible as part of the mitigation for the R.O.W improvements.

5. **Animals**

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include: [help]

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

b. List any threatened and endangered species known to be on or near the site. [help]

None known

c. Is the site part of a migration route? If so, explain. [help]

To the best of our knowledge this site is not part of a specific migration route

d. Proposed measures to preserve or enhance wildlife, if any: [help]

Project will maintain the existing vegetative buffer at the Class 4 Stream and provide mitigated improvements. Site edge landscaping width proposed above code requirements. Landscaping areas have been designed to be concentrated and link together.

e. List any invasive animal species known to be on or near the site.

None known

6. Energy and natural resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [help]

Electric: hot water, space conditioning
Gas: outdoor fireplaces / bbq

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [help]

Not likely. The building is set sufficiently back from the retail development to the north so that it will not be impacted by shadows cast by this project. The project is also set back further than code requirements along the back lot lines to the west which will increase access to sunlight for these adjacent buildings beyond what the zoning envelope allows. At present, none of the adjacent properties utilize active solar power.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [help]

High efficiency lighting, energy star appliances, high performance building envelope.

7. Environmental health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe. [help]

No existing known threats exist on site. Project includes and on-site above grade transformer.

1) Describe any known or possible contamination at the site from present or past uses.

None known. Site consists of two undeveloped parcels and one parcel with an existing single family residence. No known prior history of manufacturing or handling of contaminants

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None known

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

None

4) Describe special emergency services that might be required.

None other than typical EMS services already provided by City of Issaquah

5) Proposed measures to reduce or control environmental health hazards, if any:

Automatic sprinklers and exterior rated transformer with required safety clearances from adjacent buildings / properties

b. **Noise**

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [help]

The primary source of off-site noise in the area originates from vehicular traffic present on adjacent streets, particularly 7th Ave NW which borders the easterly boundary of the Site and serves as a connector to the single family neighborhood to the south. Other sources of off-site noise will be the retail shopping center to the north with loading dock facing NW Locust and the new apartment development to the northeast.

The existing recycle center to the east of the site across 7th Ave NW is assumed to no longer be in active use per discussion with City of Issaquah. No known future use for this site has been discussed.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. [help]

Short-term impacts will result from the use of construction equipment during site development and residential construction. Construction will be confined to day-light hours (typically 7:00 a.m. to 4:00 p.m.), and in compliance with all noise ordinances. Construction noise is generated by heavy equipment, hand tools, and the transporting of construction materials and equipment.

Long-term impacts will be those associated with the increased use of the property by homeowners.

3) Proposed measures to reduce or control noise impacts, if any: [help]

Construction will be performed during normal daylight hours. Motorized construction equipment will be equipped with noise mufflers.

8. **Land and shoreline use**

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [help]

The Site consists of three connected parcels. The two northernmost parcels are undeveloped. The southernmost parcel contains an existing single family residence that will be removed.

The current use of adjacent properties is listed as follows:
North: Existing Retail Shopping Center – Issaquah Commons
Northeast: 344 unit 5-Story Apartment Building (under construction)
East: Vacant site and an Existing Recycle drop off and AtWork! job training center
South: Existing two-story office building
West: Office building surface parking lot and Existing assisted living residential homes

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or no forest use? [help]

Not to our knowledge

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No impacts.

c. Describe any structures on the site. [help]

Existing wood framed, one-story single family house and detached garage and detached shed.

d. Will any structures be demolished? If so, what? [help]

Existing single family house and detached garage and detached shed will be demolished.

e. What is the current zoning classification of the site? [help]

MUR – Mixed Use Residential

f. What is the current comprehensive plan designation of the site? [help]

MUR – Mixed Use Residential – Central Issaquah Development Plan

g. If applicable, what is the current shoreline master program designation of the site? [help]

N/A

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [help]

No, the property falls outside of the 25' Class 4 stream Buffer.

i. Approximately how many people would reside or work in the completed project? [help]

Approximately 253 (110 units x 2.3 persons per household = 253 individuals)

j. Approximately how many people would the completed project displace? [help]

1 (existing resident of house to be demolished)

k. Proposed measures to avoid or reduce displacement impacts, if any: [help]

None

L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [help]

The proposed development is compatible with the prescribed land use codes and designations for this Site. Per the Central Issaquah Development Plan, the development is consistent with the density requirements and land use of this property.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

N/A

9. **Housing**

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [help]

The completed project will provide 110 apartment units. Rent will be priced with a market orientation to middle income level.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [help]

1 existing single family home

c. Proposed measures to reduce or control housing impacts, if any: [help]

No negative impacts anticipated

10. **Aesthetics**

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [help]

The tallest portion of the building is 65'-0" (excluding mechanical penthouses). Material palette is varied (brick veneer, painted panels, lap siding, window glass, and other materials) to enhance overall building aesthetic.
Refer to SDP application for exterior elevations.

b. What views in the immediate vicinity would be altered or obstructed? [help]

The surrounding properties generally consist of low buildings with no significant views or views obstructed by existing mature trees. The existing significant views are primarily to the south (Squak, Couger, Tiger Mountains, Mt. Rainier). The proposed development does not impact the views of the retail development to the north as there are no windows on the southern facing facade. The project does not obstruct the significant southern views of the 5-story apartment development to the northeast. The assisted living homes to the west and the AtWork! Center to the east of the Site now have a have a view of the wooded property and existing residence. These views will be replaced by the site landscaping, vegetated surface parking screening, building face, and streetfront landscaping.

c. Proposed measures to reduce or control aesthetic impacts, if any: [help]

The location of the buildings adheres to or exceeds the minimum setback requirements of the zoning district. The landscaping will be installed at the completion of building and paving construction. The landscape design will provide screening to adjacent property owners as well as providing privacy to the residents of the proposed development. The surface parking is screened from the R.O.W through the use of building modulation, architecturally integrated screening walls, and edge landscaping. The building modulation, use of materials, access to daylight, and ground level details have all been designed to adhere to the Central Issaquah Development Plan requirements for multifamily housing.

11. **Light and glare**

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [help]

Nighttime lighting for security, building entries, and glare from dwelling unit windows will be potential sources of glare. Other sources will be vehicular traffic and surface parking. The light and glare will occur primarily in the evening and before dawn.

b. Could light or glare from the finished project be a safety hazard or interfere with views? [help]

Light and glare from the project will not cause hazards, and is not anticipated to interfere with views.

c. What existing off-site sources of light or glare may affect your proposal? [help]

Street lighting along 7th Ave NW will be visible to residents along the east facing units of the building. Light or glare from vehicles traveling on adjacent roadways, particularly 7th Ave NW and may impact Site residents.

d. Proposed measures to reduce or control light and glare impacts, if any: [help]

New parking area lighting and site lighting will be equipped with cutoff shields or other measures to limit off-site light pollution, and confine light to the Site. Perimeter landscaping and parking lot trees will create a visual buffer between the surface parking and the surrounding properties to the west and south. Site lighting will be designed to meet zoning requirements and parking lot edge landscaping will reduce glare from vehicles.

12. **Recreation**

a. What designated and informal recreational opportunities are in the immediate vicinity? [help]

The site sits along the Juniper Trail that is part of the public trail system and connects with local parks. The site is located within ¼ mile of Issaquah Commons Shopping Center and several Food and Beverage Establishments.

b. Would the proposed project displace any existing recreational uses? If so, describe. [help]

No

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [help]

The project includes a dedication that allows for a widening of 7th Ave NW and maintaining the 10' wide multi-use Juniper Trail.

13. **Historic and cultural preservation**

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [help]

Yes, the existing single family house was built in 1900 per King County GIS parcel info. It is not anticipated that this house would be recommended for historic property registry or historic district inclusion.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [help]

None observed.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [help]

Washington Information System for Architectural and Archaeological Records Data was used to assess potential impacts to cultural and historic resources on or near the Project Site. We also consulted previous environmental review, dated 2014, for the development to the northeast of the site at 7th Ave NW and Gillman.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

There are no known impacts. If an archeological site is found during the course of construction, the State Historic Preservation Officer will be notified.

14. Transportation

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [help]

Access to the proposed Project will be from 7th Ave NW and NW Locust Street. The nearest arterial is Gillman Blvd to the north and the nearest highway is Interstate 90. See vicinity map for Project location.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [help]

Yes. The nearest bus stop is located at 7th Ave NW and Gillman BLVD, approximately 0.2 miles from the Site. The bus service from this location occurs every 30 minutes with more frequent service during weekday commuting hours. Services local route as well as regional connections.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [help]

Parking for the existing single family home will be eliminated. 110 parking spaces will be added within the site on a private surface parking lot. 16 parallel parking stalls will be added to 7th Ave NW as part of the required street frontage improvements.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [help]

The Project will improve both streets adjacent to the property:

7th Ave NW – Project includes a 5'-6" dedication for street improvements. Street will be widened to include a 10' multi-use trail, 6' landscaping strip, 8' parking lane, and a 10' travel lane to be installed on the western half of 7th Ave NW. The existing parking lane, landscaping strip, and sidewalk along the eastern portion of 7th Ave NW will remain. Future dedication for the parcels east of 7th Ave NW will allow for integration of a future bike lane, wider landscaping and sidewalk along the eastern half of 7th Ave NW.

NW Locust Street – The existing dirt road/ fire lane will be replaced with a paved driveway/ fire lane with landscape strip and sidewalk. The Class 4 Stream and buffer occurs in the center of the NW Locust St R.O.W and will remain untouched. The street widening and improvements will all occur to the south of the existing dirt driveway/ stream vegetative buffer and will require a 8'-8" dedication and 7'-0" easement at the north end of the Project. The driveway/ fire lane will be widened to 22' wide with a landscape strip (varies from 2'-6" to 4'-0" wide) and 5'-0" sidewalk.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [help]

No. The Issaquah Transit Center is approximately ¾ miles to the west of the project.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and no passenger vehicles). What data or transportation models were used to make these estimates? [help]

The Traffic Impact Analysis for the Project indicates the average weekday will generate 460 trips per day (230 entering, 230 leaving). Peak volume at 4pm-6pm. No commercial truck traffic is anticipated.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No

h. Proposed measures to reduce or control transportation impacts, if any: [help]

Immediate project impacts will be mitigated through proposed street frontage improvements. Broader impacts will be mitigated through traffic impact fees levied by the City of Issaquah in accordance with the 2016 rate structure.

15. **Public services**

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [help]

Yes, the proposal will increase demand for all services. Demand increases will be typical of a residential development of this size and nature. None of the specific services sited will require an increase in patrols, an expansion of geographic service areas, or construction of new facilities. Impacts will be absorbed through existing infrastructure and operations.

b. Proposed measures to reduce or control direct impacts on public services, if any. [help]

The demands for these services will be mitigated through payment of taxes and impact fees.

16. **Utilities**

a. Circle utilities currently available at the site: [help]
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [help]

All of the following utilities are available adjacent to the site:

Electricity – Puget Sound Energy
Natural Gas – Puget Sound Energy
Water & Sewer – City of Issaquah
Telephone – Comcast Xfinity

C. Signature [HELP]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Name of signee _____

Position and Agency/Organization _____

Date Submitted: _____

D. supplemental sheet for nonproject actions [help]

(**IT IS NOT NECESSARY** to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general
terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

CITY OF ISSAQUAH
MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)

Description of Proposal: Construct a one-hundred ten (110) unit apartment development with (112) off-street parking spaces on a three (3) parcels totaling 54,000 square feet. There is a Class 4 stream located to the north of the site. Full buffer enhancement of the Class 4 stream, including invasive plant removal is proposed.

A single-family home that currently occupies the southernmost parcel will be demolished. The middle and northern parcels are undeveloped. A 5.5 foot dedication of property will be required to accommodate public infrastructure improvements to the right-of-way and Shared Use Route (Juniper Trail) which abut the properties' eastern boundaries.

Vehicle access to the site is via a driveway off 7th Avenue NW. The main building entries are also accessed from the public trail that abuts 7th Avenue NW. An existing emergency access lane located within the right-of-way of Locust Street NW will remain. Infrastructure improvements include water, sewer, stormwater, trails and streets.

Proponent: Issy 7th Ave LLC
David Edwards
Grouparchitect
1735 Westlake Ave N
Seattle, WA 98109

Permit Number: SDP16-00005 (Issaquah Apartments)

Location of Proposal: 955 7th Ave NW, Issaquah, WA 98027

Lead Agency: City of Issaquah

Determination: The lead agency has determined this proposal would not have a probable significant adverse impact on the environment. An environmental impact statement is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

Comment/Appeal Period: This Mitigated Determination of Nonsignificance is issued under WAC 197-11-340(2) and 197-11-680(3)(a)vii, and is based on the proposal being conditioned as indicated below. There is a 21-day combined comment/appeal period for this determination, from **September 20, 2016 to October 12, 2016.** Anyone wishing to comment may submit written comments to the Responsible Official. The Responsible Official will reconsider the determination based on timely comments. Any person aggrieved by this determination may appeal by filing a Notice of Appeal with the City of Issaquah Permit Center. Appellants should prepare specific factual objections. Copies of the environmental determination and other project application materials are available from the Issaquah Development Services Department, 1775 12th Avenue NW, Issaquah, WA 98027.

Appeals of this SEPA determination must be consolidated with appeal of the underlying permit, per IMC 18.04.250.

Notes:

1. This threshold determination is based on review of the Plan Set including civil, architecture, landscape, and Preliminary Storm Drainage Report - TIR (D.R. Strong Consulting Engineers, Inc., dated April 12, 2016); Geotechnical Report (Earth Solutions NW, LLC, dated November 17, 2015); Traffic Study - revised (Gibson Traffic Consultants, dated September 2016); Critical Area Report

(Sewall Wetland Consulting, Inc., dated January 6, 2016); SEPA environmental checklist prepared on April 14, 2016; and other documents in the file. Documents associated with this project may be viewed upon request.

2) Issuance of this threshold determination does not constitute approval of the project proposal. The proposal will be reviewed for compliance with all applicable City of Issaquah codes, which regulate development activities, including the Land Use Code, Central Issaquah Development and Design Standards, City of Issaquah Streets Standards, Building Codes, Clearing and Grading Ordinance, and Surface Water Design Manual.

Findings:

1. Environmental Critical Areas – A Class 4 Stream (WRIA No. 0170D) is located to the north of the project site within the right-of-way for Locust Street NW. The drainage is a part of the historic Drainage District #4 system, which channelized streams in the 1930's to allow agricultural use of the Issaquah Creek valley floor. The drainage is rated as a Class 4 intermittent stream; a stream that has been constructed or channelized, does not provide salmonid habitat and is not connected to a salmonid stream by an above-ground channel. The Class 4 stream requires a 25 foot buffer.

   The existing stream buffer contains an emergency access drive and provides a secondary emergency access route for the Aegis Issaquah community located immediately west of the project site. The existing access drive encroaches into the stream buffer approximately 13 feet. The proposal would improve the emergency access drive with asphalt or concrete and would reduce the existing impervious surface encroachment in the stream buffer by 0.5 feet. The improved access is required by Eastside Fire and Rescue to provide emergency access for the Issaquah Apartments project.

   1. Preliminary mitigation measures proposed by the Applicant call for full buffer enhancement of the Class 4 stream on both sides. Final stream buffer enhancement plans are required for approval by the Issaquah Development Services Department prior to issuing construction permits. Enhancement plans shall be prepared by a qualified professional. Final plans shall include a detailed planting plan and performance standards for monitoring success of enhancement planting. Additionally, a lighting plan prepared by a qualified individual shall be provided which demonstrates that spillover lighting from the project is limited to 0.3 footcandles per IMC table 18.07.107.E.1.

      The following elements shall be addressed:

      1) Enhancement planting – Enhancement of the stream buffer area with native vegetation is required to improve the stream buffer functions over existing conditions. The planting density shall be based on the King County Critical Areas Mitigation Guidelines. The Guidelines require trees 9-feet on center (0.012/SF) and shrubs at 6-feet on center ((0.028/SF). The enhancement plantings shall be spread over the stream buffer area in naturalistic clusters and spaced in order to prevent pedestrian intrusion into the stream buffer.

      2) Performance Standards – The final stream buffer enhancement plans shall include performance standards to be used for monitoring the success of the enhancement planting. The performance standards shall be consistent with the King County Critical Areas Mitigation Guidelines.

      3) As-built plans of the buffer enhancement shall be provided to the Development Services Department (DSD) prior to final construction permit sign-off. The as-built plans shall show field changes to plant locations and plant substitutions. A qualified professional shall verify in writing that the enhancement plantings have been installed per the approved plans.

4) A 5-year maintenance/monitoring period is required. The applicant shall provide a maintenance/monitoring bond equal to 50% of the cost of the plants, labor and 5 year monitoring/maintenance costs. The maintenance/monitoring bond shall be submitted to the Development Services Department (DSD) prior to final construction permit sign-off.

2. In order to avoid erosion and sedimentation impacts to critical areas, Temporary Erosion and Sedimentation Control Plans (TESC) shall be approved by the City prior to issuance of construction permits. Erosion controls shall be installed prior to beginning construction and shall be maintained for the duration of the construction.

2. Land Use: The site is zoned Mixed Use Residential (MUR). It is located in the Gilman District, as designated by the Central Issaquah and Comprehensive Plans. An existing house, constructed in 1900 per King County GIS is located on the southernmost parcel. The applicant has indicated that the Washington Information System for Architectural and Archaeological Records Data (WISAARD) was used to determine if any cultural or historical resources were known in the vicinity and none were identified. The proposed multi-family development is consistent with the Central Issaquah and Comprehensive Plan visions and land use policies. The proposal will be evaluated in detail for compliance with the Central Issaquah Plan policies and Central Issaquah Development and Design Standards under the Site Development Permit (File No. SDP16-00005).

3. Stormwater – The Preliminary Drainage Report is provided as part of the TIR (Technical Information Report, dated April 12, 2016) to address core requirements, off-site drainage analysis, stormwater facility flow control and water quality design. The project proposes to construct a detention vault and provide a modular wetland vault to provide flow control and water quality treatment. The project will be required to meet standards of the 2009 King County Surface Water Design Manual with the 2011 City of Issaquah Addendum.

4. Traffic: The proposal would generate approximately four-hundred sixty (460) Average Daily Trips with thirty-three (33) trips during the AM peak hour and forty-three (43) trips during the PM peak hour. With the City's traffic concurrency system, development projects mitigate their impacts on the City street system with payment of traffic impact fees. The City utilizes traffic impact fees to construct identified road improvements to maintain adopted level of service (LOS) standards on a City-wide basis. The primary access would be through a 20-foot wide driveway off of 7th Avenue NW. Additionally, on-street parking is proposed along 7th Avenue NW.

5. Bicycle and Pedestrian Facilities – The *Nexus Study for Bicycle and Pedestrian Facilities Mitigation Fees* (Henderson Young & Company, December 10, 2014) was adopted by the City Council, Ordinance #2733, effective February 2, 2015. The study quantifies the direct impact of new development on the current system of bicycle and pedestrian facilities and the additional demands from future growth to maintain the adopted level of service. The report uses trip generation rates based on the different land use types to quantify the impacts of new development. It also identifies 16 specific bicycle and pedestrian projects that are needed to support the City's level of service standard. Payment of mitigation fees as determined in the study may satisfy a development's requirement to mitigate their project impacts on the level of service standard. If the developer doesn't voluntarily use the methodology and mitigation fees as determined in the report, the developer may choose other methods to quantify and mitigate their impact including conducting a study of its impacts and identifying alternate means of mitigating impacts to achieve the adopted standards. The mitigation fee is presently $470.20/condominium/townhouse dwelling unit. The mitigation fee will be assessed with issuance of building permits and the actual cost of the mitigation fee will be the adopted fee in effect at the time of permit issuance. Applicant objections to the voluntary payment should be made during the SEPA comment period.

6. Public Services - The proposal would have a potential impact on public services, including police and general government buildings. IMC Chapter 3.74, Methods to Mitigate Development Impacts, provides alternatives to mitigate for direct impacts of proposed development. The City may approve a voluntary payment in lieu of other mitigation. Rate studies for police facilities and general government buildings are included in IMC 18.10.260 as the City's SEPA policy base. The rate studies present the methodology and formulas for determining the amount of the mitigation fee commensurate with the proposed land use and project impacts. The current mitigation fee is $79.83/multi-family unit for general government and $156.84/multi-family unit for the police mitigation fee. The mitigation fee will be assessed with issuance of building permits and the actual cost of the mitigation fee will be the adopted fee in effect at the time of permit issuance. Applicant objections to the voluntary payment should be made during the SEPA comment period.

Mitigation Measures: The Mitigated Determination of Nonsignificance is based on the SEPA environmental checklist (prepared on April 14, 2016) and supplemental technical information and plans listed above. The following SEPA mitigation measures shall be deemed conditions of the approval of the licensing decision pursuant to Chapter 18.10 of the Issaquah Land Use Code. All conditions are based on policies adopted by reference in the Land Use Code.

1. Final stream buffer enhancement plans are required for approval by the Issaquah Development Services Department (DSD) prior to issuing construction permits. Enhancement plans shall be prepared by a qualified professional. Final plans shall include a detailed planting plan, performance standards for monitoring success of enhancement planting.

    1) Enhancement planting – Enhancement of the stream buffer area with native vegetation is required for the stream buffer to mitigate the addition of impervious surface for the 20 foot wide emergency access drive; and, to improve the stream buffer functions over existing conditions. The amount of required buffer planting shall be based on enhancing the equivalent area of stream buffer location adjacent to the property to be developed. The planting density shall be determined based upon the King County Critical Areas Mitigation Guidelines. The Guidelines require trees 9-feet on center (0.012/SF) and shrubs at 6-feet on center ((0.028/SF). The enhancement plantings shall be spreads over the stream buffer area in naturalistic clusters and spaced in order to prevent pedestrian intrusion into the stream buffer. Additionally, a lighting plan prepared by a qualified individual shall be provided which demonstrates that spillover lighting from the project is limited to 0.3 footcandles per IMC table 18.07.107.E.1.

    2) Performance Standards – The final stream buffer enhancement plans shall include performance standards to be used for monitoring the success of the enhancement planting. The performance standards shall be consistent with the King County Critical Areas Mitigation Guidelines.

    3) As-built plans of the buffer enhancement shall be provided to the Development Services Department (DSD) prior to final construction permit sign-off. The as-built plans shall show field changes to plant locations and plant substitutions. A qualified professional shall verify in writing that the enhancement plantings have been installed per the approved plans.

    4) A 5-year maintenance/monitoring period is required. The applicant shall provide a maintenance/monitoring bond equal to 50% of the cost of the plants, labor and 5-year monitoring/maintenance costs. The maintenance/monitoring bond shall be submitted to the Development Services Department (DSD) prior to final construction permit sign-off.

2. In order to avoid erosion and sedimentation impacts to critical areas, Temporary Erosion and Sedimentation Control Plans (TESC) shall be approved by the City prior to issuance of construction permits. Erosion controls shall be installed prior to beginning construction and shall be maintained for the duration of the construction.
3. The applicant shall mitigate for potential impacts on public services and bicycle and pedestrian facilities. The City may approve a voluntary payment in lieu of other mitigation. The current mitigation fee is $79.83/multi-family unit for general government, $156.84/multi-family unit for the police mitigation fee, and $470.20/apartment unit for the bicycle/pedestrian mitigation fee. The mitigation fee will be assessed with issuance of building permits and the actual fee amount will be the adopted fee in effect at the time of permit issuance. Applicant objections to the voluntary payment should be made during the SEPA comment period.

Position/Title: Mike Martin, Associate Planner

Address/Phone: P.O. Box 1307, Issaquah, WA 98027-1307 (425) 837-3103

Date: 9/20/16 **Signature:**

cc: Washington State Department of Ecology
Muckleshoot Indian Tribe
Snoqualmie Indian Tribe
U.S. Army Corps of Engineers
Washington State Department of Fish and Wildlife
Washington State Department of Archeology and Historic Preservation (DAHP)
Parties of Record
Issaquah Development Services Department
Issaquah Parks and Public Works Engineering Departments

RECEIVED
JUN 21 2016
City of Issaquah

Jon Fallstrom
885 7th Avenue NW
Issaquah, WA 98027
206-799-0082
jfallstrom@msn.com
June 14, 2016

Mike Martin
Project Planner
City of Issaquah
1775 12th Avenue NW
Issaquah, WA 98027

RE: Issaquah Apartments Proposal SDP16-00005

Dear Mike Martin:

I am a long-time resident of the City and very concerned about the impacts of the recent, and proposed, development as a result of changes in the Central Issaquah Plan. Specifically, the move to high density, high rise apartment buildings on 7th Avenue NW and elsewhere in the City.

First, I feel that there is a major disconnect between the push for high density and the impacts the traffic these developments create. We have already observed a significant increase in traffic using our residential street, 7th Avenue south of Juniper, by the contractors and others looking to short cut traffic as well as large trucks coming and going from the Atlas site on 7th and Juniper to Newport Way. The infrastructure just isn't there to handle the additional 700-1000 residents proposed for these developments. 7th Avenue south of Juniper is a residential side street not suitable as an arterial. It is narrow, high pedestrian use, and is narrower than current street standards. Local residents are greatly concerned with the safety hazards this increased traffic creates. Many of the residents must take their lives in their hands as they back out of their driveways onto the street.

Second, it seems like the City has not required nearly enough parking for the number of dwelling units proposed. While I think it is a great concept to think there will only be one vehicle per unit, but the reality is, with the proposed price point of these units, it will take

more than one wage earner to pay the rent. Currently there is not the transit capacity nearby to handle those without vehicles. On street parking will create a nightmare for the nearby neighborhoods.

Third, I can only hope the City will re-think the design approval for the new proposal (if approved) as it relates to building color requirements. The current Atlas project stands out as an eyesore from a long ways away. Buildings should blend in not call attention to themselves.

Lastly, with respect to the landscape plan, there are several beautiful trees currently on the proposed project site. These include two orchards (one of which is well past its prime), several large cedars, a gorgeous tulip tree and pine and other conifers as well as the row of maturing trees in the planting strip between the sidewalk and 7th Avenue. It would be my hope that retaining as many of these as possible would be incorporated into the plan. Mowing them all down to make room for another high rise would be a shame. For those living in the vicinity, having the natural beauty of these trees as we walk down the sidewalk trail system adds to our quality of life, not to mention the devastation to the wildlife habitat. Yes, there are still deer, rabbits and other creatures in the area that will be displaced by this project.

While I am not entirely opposed to development, I am opposed to allowing this type of development to occur without the necessary infrastructure upgrades needed to handle the impacts created by these projects. The quality of life in Issaquah is what makes the City so attractive to those of us that call the City home. I urge you to consider the impacts to that quality of life to the citizens already here.

At the very least, please delay the approval of the Issaquah Apartments project until the REAL impacts of the Atlas project are determined and understood.

Sincerely,

Jon Fallstrom

Mike Martin

From: Charlie Hafenbrack
Sent: Monday, June 27, 2016 9:24 PM
To: Mike Martin
Cc: Charlie Hafenbrack; Linda Hoyt
Subject: Public Comment on SDP16-00005 Issaquah Apartments (955 7th Avenue NW)

June 27, 2016

City of Issaquah
Development Services Department
PO Box 1307
Issaquah, WA 98027

Send Via Email: mikem@issaquahwa.gov

RE: Issaquah Apartments - SDP16-00005 955 7th Avenue NW

Attn: Mike Miller

Dear Mike,

We live in the Bridgewater Place Townhomes at the corner of 7th and Juniper (685 NW Juniper Street, Unit E-1), about a half block from the proposed development. We understand the City of Issaquah needs to accept our share of Puget Sound area housing development in line with the Growth Management Act and that will impact our neighborhood in some way. Our objection is that the infrastructure in our neighborhood is not adequate to accept the pace and scale of growth that is proposed.

Our concerns about this project include:

1. Additional traffic volume that will be created on 7th Ave NW between Locust Street and Juniper Street. The impacts of traffic from The Atlas Apartments to the neighborhood have not been felt yet. A traffic and parking study for 955 7th Apartments should be conducted after The Atlas Apartments project is stabilized with occupants before additional development is approved.

2. Traffic impacts at corners of 7th Ave NW / NW Juniper Street and 7th Ave NW/NW Holly Street, including increased danger to pedestrians, school children and sports teams around Issaquah Valley Elementary School due to the regular failure to stop/speeding on those streets. Traffic calming and additional police presence are warranted in these areas at this time.

3. Traffic impacts already experienced include noise that disrupts the enjoyment of our homes, vehicle exhaust, and inability of members of our homeowner's association to back from their driveways during heavy traffic periods.

4. Rearrangement of the Juniper Trail and the well-established planting strip with mature trees in the public right of way on 7th Ave NW between Locust Street and Juniper Street to accommodate parking for the development. In addition to mature shrubbery and perennial plantings, at least 15 hornbeam trees up to 40 feet tall will be removed. The realignment of the trail that adds an unnecessary jog and destruction of this heavily used recent capital improvement seem misguided.

5. The inadequacy of parking in the proposed development and associated impacts of the overflow of already tight street parking on 7th Avenue NW and NW Juniper Street. Many units may have more than one vehicle and this many residences will require significant additional parking for guests, parties and service vehicles.

6. Encroachment in the wetland at north boundary of development, labeled as Locust Street on the Site Plan. That area, which is immediately adjacent to the Juniper Trail, is wet most of the year and has only just recently dried up for the season.

7. Destruction of dozens of mature evergreen trees on the subject property which benefit our neighborhood year round.

8. Confirmation of color palette. The garish colors at scale on the The Atlas buildings can be seen approximately from the Lakemont Exit on I-90 and are not what we would like to see in our city.

Thank you for considering our concerns.

Please acknowledge receipt of this email. Thank you.

Sincerely,

Charles L. Hafenbrack
Linda M. Hoyt

Mike Martin

From: Doubletake Vintage <doubletakevintage@icloud.com>
Sent: Tuesday, May 24, 2016 8:59 PM
To: Mike Martin
Subject: 7th and Locust

Hi Mike,

Comments on 7th and Locust.

1. It is unpleasant architecture, too horizontal, nothing indicating that it is located in Issaquah.

2. There is no landscaping that melds with the creek buffer.

3. There is no landscaping shown on the back side of the building.

4. The parking seems extremely limited.

5. Where is any park or recreational facility of large enough size to serve this development. (Salmon Run and Bernsten Park have zero amenities and the impact fees do not need to be allocated to the local impact.) This does not create a neighborhood or enough infrastructure for the vision of the CIP.

6. When I asked long ago how much pervious surface would actually be on each parcel, people mumbled. This application is a horribly poor example of an impervious surface slab over what used to be vegetation. Yeah, I feel the improvement people. NOT.

Connie

Mike Martin

From: Dawgpapa5@aol.com
Sent: Wednesday, May 04, 2016 12:59 PM
To: Mike Martin
Subject: Please don't be an idiot.

Mike. As you already are aware, the traffic has a stranglehold on the city of Issaquah twice daily during the week and all day Saturday. Then in your, or the city's infinite wisdom decided it was alright to build a 3000 (or so) apartment complex on Gilman Rd., which obviously will add more traffic we can't handle. How can you even consider more residents to our small community? It is insane now for the locals to commute to the stores, restaurants and shops and adding more traffic will make us just decide to stay home or go other places. Don't buckle in to some money driven, greedy developer who probably lives on Hunts Point and doesn't give a rip about our traffic problems. Show some balls Mike and send him away.
Dave Wick
23747 s.e. 132nd way
Issaquah

Mike Martin

From: Lorraine Larsen <llarsen@comcast.net>
Sent: Thursday, June 02, 2016 8:34 PM
To: Mike Martin
Subject: 7th & Locust Apartments

Why oh why are you stuffing another apartment complex down our throats!?!?! Do you want all of "downtown" Issaquah to look as ugly as that monstrosity Atlas project? Why doesn't the city just wait to see what kind of impact an additional 1,000 people will mean for this 2 mile radius of land? (That's factoring in the development taking place on the other side of the car dealerships.) It's bad enough the city has crammed 5 hotels within a 2 mile radius! Are people really coming to spend the night in Issaquah? The "valley" level of Issaquah will soon look as ugly as the Highlands.

This city needs more roads, not more people. You try getting off I-90 at 5:30 pm to get to Gilman to get to 12 Street NW to the Woods of Issaquah. Try finding a parking space at QFC on Saturday about noon. What's it going to be like next year at this time? Saturday afternoons on Gilman are as bad as Front Street on weeknights. You add all these apartments, and it contributes nothing to the property tax base which is how so much is paid for. Three new schools and our property taxes are going to have to pay for them.

My husband and I are soon to retire and the more and more we think about it, after 24 years of living here, we are considering getting away from all this mess.

Lorraine Larsen
llarsen@comcast.net

Mike Martin

From: Michael Boyle <hazmtr@gmail.com>
Sent: Monday, August 22, 2016 11:21 AM
To: Mike Martin
Subject: 7th and Locust Apartment Project
Attachments: August 22 APL.pdf; ATT00001.txt

Good morning Mr. Martin,

In looking through a list of proposed developments I discovered a proposed apartment project planned for 7th and Locust St. in Issaquah. There are several components of the project which raise concern. First, adding 110 more apartments to 7th Avenue probably borders on irresponsible. The City just added just under 400 apartments almost across the street. The additional 110 units will only add to the traffic on the small surrounding streets.

My next concern is the 1:1 parking to unit ratio. I read the traffic study where it cites how the occupants of this project will be encouraged to utilize a variety of public and other transportation options resulting in less vehicles, however, those are some pretty optimistic projections. What assurances does that city have that these residents will actually use these services? When you add the almost completed project on Gillman and 7th with this project and the Inneswood project proposed on Newport Way NW, it really causes one to stop and wonder what the motivation is for this area? I guess one theory is that if you continue to build high density residential in one small area the residents will be forced to use some other mode of transportation other than privately owned cars. At the rate it's going, soon skateboards will be the only option.

Please consider this my opposition to the proposed project.

Respectfully,

Michael Boyle
323 NW Dogwood St.
Issaquah, WA

Mike Martin

From: Carol Lebeiko <clmd@sbcglobal.net>
Sent: Thursday, June 16, 2016 8:54 PM
To: Mike Martin
Cc: Linda Dunn; Amy Quinn; John Traeger Mobile
Subject: Issaquah Apartments

As a nearby resident I am very concerned about adding yet MORE vehicles and residents to this busy location. It is within 1 1/2 blocks of schools and playing fields - that already bring many vehicles to the area with access from 7th, Juniper, and Holly. Parking on the street for residents and visitors is likely to be grossly inadequate. The specter of massive congestion in mornings and evenings on this narrow street looms. We do not even know just what the new apartment building on 7th and Gillman will bring in terms of congestion and parking problems. My concern is that the streets and parking in this area were never designed to accommodate the population that is soon to inundate the area. Before we consider adding even more people and cars, let's first see how the area absorbs an additional 300 units! I foresee parking and congestion issues similar to downtown Bellevue - with loss of Issaquah's more family-friendly ambience.

Carol Lebeiko

Carol Lebeiko, M.D
716 7th Ave. NW
Issaquah, WA 98027
Phone: 614-537-0911

CONFIDENTIALITY STATEMENT
This e-mail (including attachments) is confidential, and exempt from disclosure under applicable law. If you have received this communication in error, please notify me and delete it. Thank you.

Mike Martin

From: Jeri Bernstein <jericayb@gmail.com>
Sent: Tuesday, June 21, 2016 7:32 AM
To: Mike Martin
Subject: issaquah Apartments Comments

Hello,

Please keep me on your list regarding this permit application.

This area currently has a lot of plantings and green space which is being eliminates. The parallel parking on 7th street requires removal of the current planter strip. The current planter strip is mature with tall trees. Also the edge of the apartment abuts the sidewalk. Why not remove the parallel parking requirement on this street?

There should be space between the apartment building and the sidewalk. Is this per city code? If not an apartment should not be permitted to directly abut against the sidewalk.

More green space would be provided if Locust street was used for northern access as opposed to a separate driveway. This apartment building is too big for the site. not enough green space.

Thank you,

Jeri Bernstein
425-681-9502

Mike Martin

From: M Lynch <melynchwa@yahoo.com>
Sent: Thursday, May 26, 2016 7:23 PM
To: Mike Martin
Subject: Party of record for 7TH AND LOCUST APARTMENTS

Please add my email and contact information for this project 7TH AND LOCUST APARTMENTS PRJ15-00034

Thank you
Mary Lynch
2690 NW Oakcrest Dr
Issaquah Wa 98027

ISSAQUAH APARTMENTS

955 7TH AVE NW
ISSAQUAH, WA 98027

DEVELOPMENT COMMISION PLAN SET

SUBMITTAL DATE: 09/07/2016

PROJECT TEAM

OWNER: ISSY 7TH AVE, LLC
9675 SE 36TH STREET, SUITE 105, MERCER ISLAND, WA 98040
CONTACT: JOHN SHAW - (PHONE) 206.588.1147 x117

ARCHITECT: grouparchitect
1735 WESTLAKE AVE N, SUITE 200 SEATTLE, WA 98109
CONTACT: BRIAN PALIDAR - (PHONE) 206.365.1230

CIVIL/SURVEY: D.R. STRONG CONSULTING ENGINEERS
620 7TH AVE, KIRKLAND, WA 98033
CONTACT: MAHER JOUDI, PE (PHONE) 425.827.3063

LANDSCAPE: THE LA STUDIO, LLC
15200 52ND AVE SOUTH, SUITE 210
CONTACT: MEL EASTER, (PHONE) 206.204.0507

STRUCTURAL: FOSSATTI PAWLAK STRUCTURAL ENGINEERS
1735 WESTLAKE AVE N, SUITE 205 SEATTLE, WA 98109
CONTACT: PETE PAWLAK, S.E. - (PHONE) 206.456.3071

CONTRACTOR: EXXEL PACIFIC
4220 AURORA AVE N, SEATTLE, WA 98103
CONTACT: SEAN STIMAC (PHONE) 360-734-2872

ELECTRICAL: EMERALD CITY ENGINEERS, INC.
6505 216TH A STREET SW, SUITE 200, MOUNTLAKE TERRACE, WA 98043
CONTACT: ADAM FRENCH - (PHONE) 425-741-1200

MECHANICAL/ PLUMBING: ECOTOPE
4056 9TH AVE NE, SEATTLE, WA 98105
CONTACT: SHAWN ORAM (PHONE) 206-322-3753

GEOTECH: EARCH SOLUTIONS NW, LLC
1805 136TH PLACE NE, SUITE 201, BELLEVUE, WA 98005
CONTACT: STEPHEN AVRIL - (PHONE) 425-449-4704

TRAFFIC: GIBSON TRAFFIC CONSULTANTS INC.
2802 WETMORE AVE SUITE 220, EVERETT, WA 98201
CONTACT: MATT PALMER - (PHONE) 425.339.8266

ARBORIST: GREENFOREST, INC
CONTACT: FAVERO GREENFOREST - (PHONE) 206.723.0656

ENVELOPE: TBD

SPRINKLER: (DESIGN BUILD/ BY OTHERS)

PROJECT MANUAL / SHEET INDEX

SUPPLEMENTAL DOCUMENTS:

SHEET INDEX:

00 - GENERAL		
G0.00	09/07/2016	DCPS COVER SHEET
02 - CIVIL		
C1	09/07/2016	EXISTING SITE SURVEY
C2	09/07/2016	ROAD PLAN
C3	09/07/2016	CONCEPTUAL GRADING AND UTILITIES
C4	09/07/2016	GRADING AND STORMWATER PLAN
C5	09/07/2016	SITE DISTANCE EXHIBIT
03 - LANDSCAPE		
L1.0	09/07/2016	OVERALL LANDSCAPE PLAN
L2.0	09/07/2016	CHARACTER IMAGES
04 - ARCHITECTURAL		
A0.01	09/07/2016	ZONING CODE CALCULATIONS
A0.05	09/07/2016	SITE ACCESS DIAGRAMS
A1.00	09/07/2016	ARCHITECTURAL SITE PLAN
A2.00	09/07/2016	OVERALL PLANS
A2.01-N	09/07/2016	LEVEL 1 FLOOR PLAN - NORTH
A2.01-S	09/07/2016	LEVEL 1 FLOOR PLAN - SOUTH
A2.01M	09/07/2016	FLOOR PLAN - MEZZANINE
A2.02-N	09/07/2016	LEVEL 2 FLOOR PLAN - NORTH
A2.02-S	09/07/2016	LEVEL 2 FLOOR PLAN - SOUTH
A2.03-N	09/07/2016	LEVEL 3 FLOOR PLAN - NORTH
A2.03-S	09/07/2016	LEVEL 3 FLOOR PLAN - SOUTH
A2.04-N	09/07/2016	LEVEL 4 FLOOR PLAN - NORTH
A2.04-S	09/07/2016	LEVEL 4 FLOOR PLAN - SOUTH
A2.05-N	09/07/2016	LEVEL 5 FLOOR PLAN - NORTH
A2.05-S	09/07/2016	LEVEL 5 FLOOR PLAN - SOUTH
A2.06-N	09/07/2016	ROOF PLAN - NORTH
A2.06-S	09/07/2016	ROOF PLAN - SOUTH
A3.00	09/07/2016	SITE ELEVATIONS & KEY PLAN
A3.01	09/07/2016	BUILDING ELEVATIONS
A3.02	09/07/2016	BUILDING ELEVATIONS
A3.03	09/07/2016	BUILDING ELEVATIONS
06 - MEP		
E0.00	09/07/2016	GENERAL NOTES, SHEET INDEX
E0.01	09/07/2016	LUMINAIRE SCHEDULE
E1.00	09/07/2016	SITE LIGHTING
E1.01	09/07/2016	SITE PHOTOMETRICS
E1.02	09/07/2016	SITE POWER

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206.365.1230 | www.grouparch.com

grouparchitect

NOT FOR CONSTRUCTION

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PROJECT:
ISSAQUAH APARTMENTS
955 7TH AVE NW
ISSAQUAH, WA 98027

CLIENT:
ISSY 7TH AVE, LLC

PROJECT ISSUES:

SITE DEVELOPMENT PERMIT	4/19/2015
100% DESIGN DEVELOPMENT	7/20/2016
DEVELOPMENT COMMISSION PLAN SET	09/07/2016
BUILDING PERMIT SUBMITTAL	TBD

SHEET DATE: 09/07/2016
REVISIONS

DRAWN: DRE
CHECKED: DRE
PROJECT No. 1531

SHEET TITLE:
DCPS COVER SHEET

ISSUE: DCPS

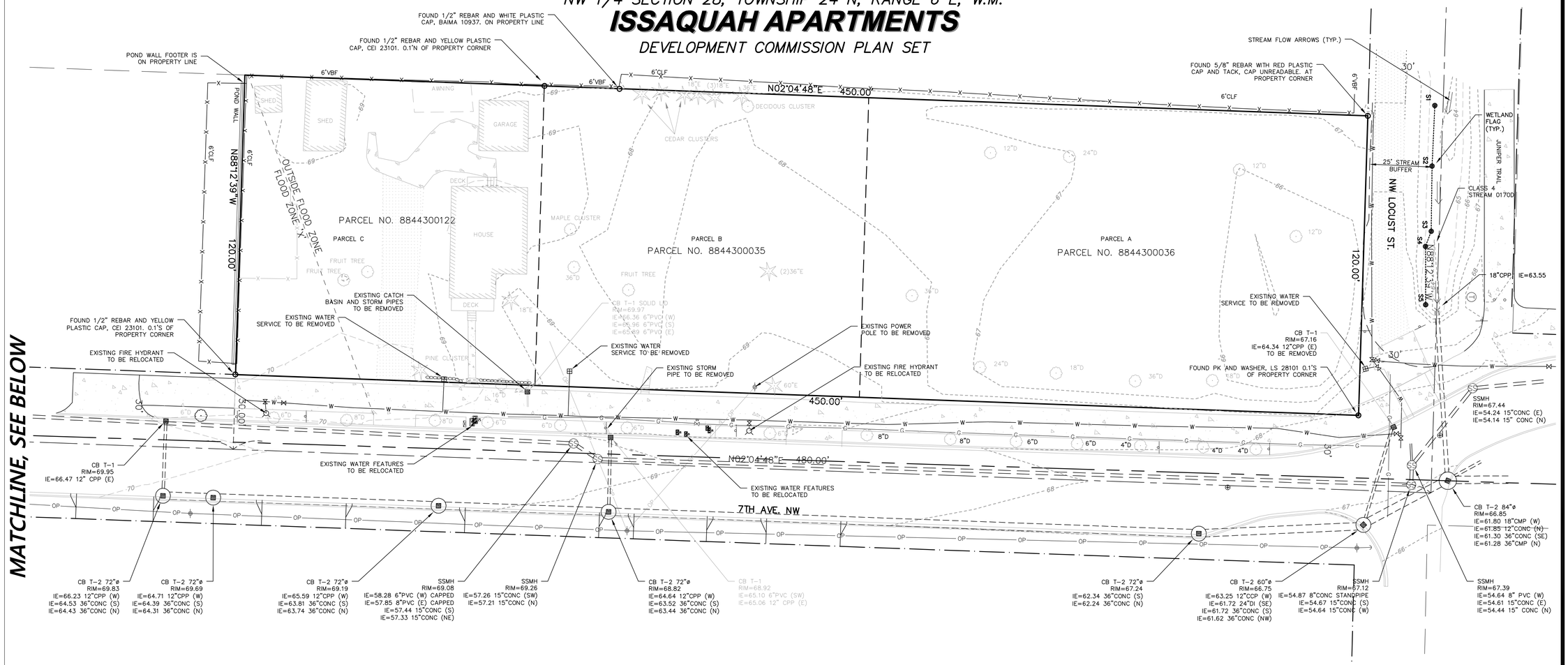
G0.00

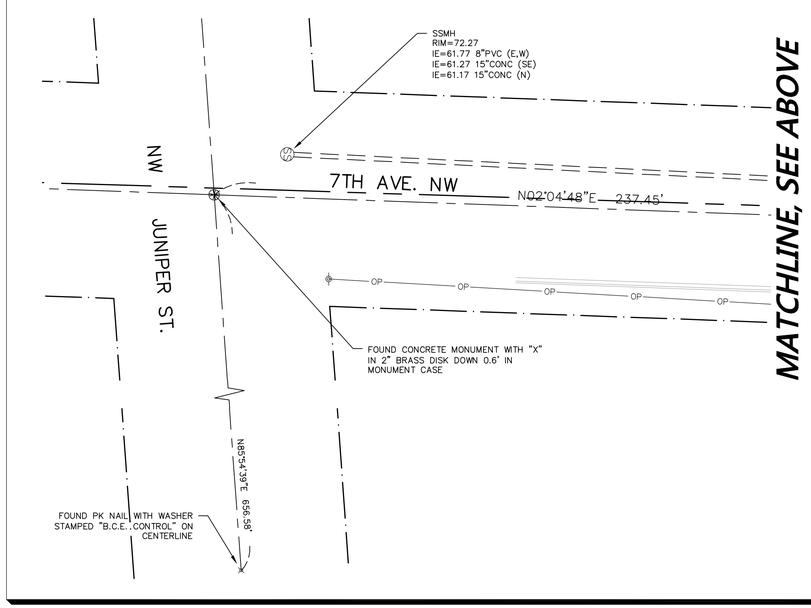
ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE: 9/7/2016 5:02:23 PM

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

ISSAQUAH APARTMENTS

DEVELOPMENT COMMISSION PLAN SET





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.

TITLE RESTRICTIONS:

AFFECTS PARCELS A AND B

1. THIS SITE IS SUBJECT TO THE EXCEPTIONS AND RESERVATION CONTAINED IN THE DEED RECORDED UNDER RECORDING NUMBER 2020941.
2. THIS SITE IS SUBJECT TO THE EXCEPTIONS AND RESERVATION CONTAINED IN THE DEED RECORDED UNDER RECORDING NUMBER 3526103.
3. 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.
4. THIS SITE IS SUBJECT TO ANY RIGHTS, INTERESTS, OR CLAIMS WHICH MAY EXIST OR ARISE BY REASON OF THE SURVEY RECORDED UNDER RECORDING NUMBER 9810269007.

AFFECTS PARCEL C

1. THIS SITE IS SUBJECT TO THE RESERVATION CONTAINED IN THE DEED RECORDED UNDER RECORDING NUMBER 1200138.
2. 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:

1. RECORD OF SURVEY RECORDED UNDER RECORDING NUMBER 9810269007.
2. RECORD OF SURVEY RECORDED UNDER RECORDING NUMBER 9601169002.
3. RECORD OF SURVEY RECORDED UNDER RECORDING NUMBER 9003099012.

BASIS OF BEARINGS:

NAD 83/2011 EPOCH 2010; N10°14'32"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

SURVEYOR'S NOTES

1. 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.
2. 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.
3. PROPERTY AREAS AS FOLLOWS:
   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).
4. ALL DISTANCES ARE IN FEET.
5. 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.
6. 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.

VERTICAL DATUM:

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

BENCHMARK:

KCDPWSB BENCHMARK D18, FOUND 3" BRASS DISK STAMPED "KING COUNTY KC-D-18 SET IN THE CONCRETE PLANTER ISLAND AT THE INTERSECTION OF FRONT STREET N. AND RAINIER BOULEVARD ELEVATION = 96.69 FEET.

STEPHEN J. SCHREI — STATE OF WASHINGTON — 37555 — REGISTERED PROFESSIONAL LAND SURVEYOR

Call 2 Working Days Before You Dig
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R:\2015\1\15100\3\Drawings\Plots\Development Commission\15100-DC01.dwg 09/02/2016 10:58:57AM

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ENGINEERS PLANNERS SURVEYORS
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O 425.827.3063 F 425.827.2423

ISSAQUAH APARTMENTS
EXISTING 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 68040
(206) 588-1147

SAMUEL A. JOLDI — STATE OF WASHINGTON — 51885 — REGISTERED PROFESSIONAL ENGINEER

DATE	REVISION	APR

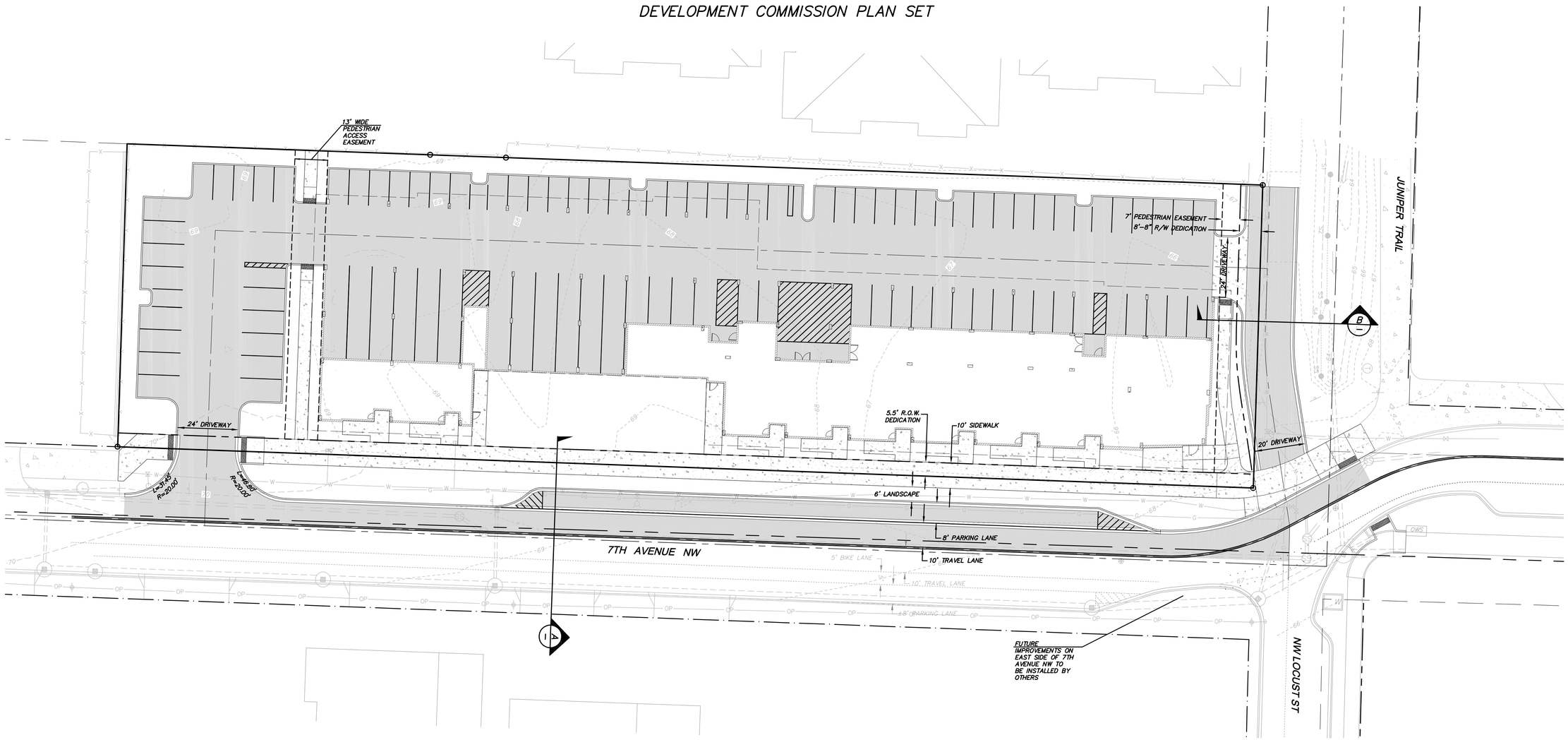
DRAFTED BY: YLP
DESIGNED BY: MAJ
PROJECT ENGINEER: MAJ
DATE: 09.07.16
PROJECT NO.: 15100

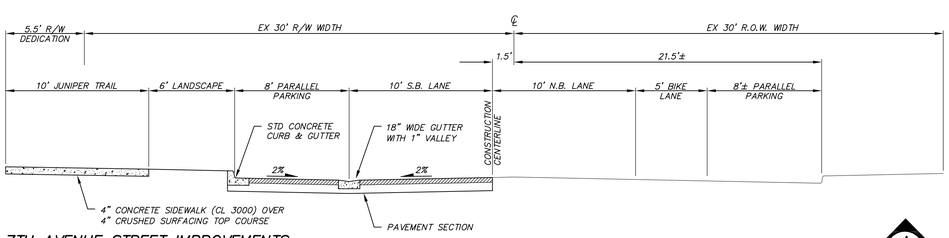
DRAWING: C1
SHEET: 1 OF 5

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

ISSAQUAH APARTMENTS

DEVELOPMENT COMMISSION PLAN SET

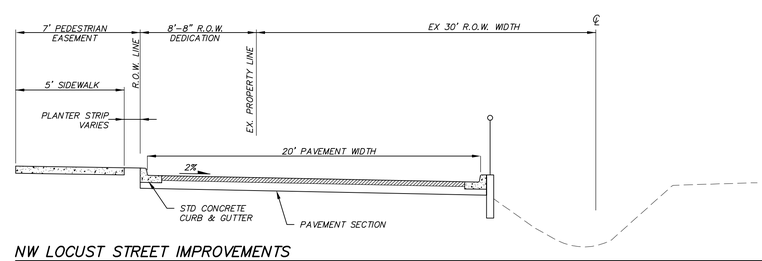




7TH AVENUE STREET IMPROVEMENTS

NTS

A



NW LOCUST STREET IMPROVEMENTS

NTS

B

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R:\2015\1\15100\3\Drawings\Plots\Development Commission\PlanSet\22x34\15100-DC.dwg

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ISSAQUAH APARTMENTS

ROAD 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 68040
(206) 588-1147

MAHER A. JOLDI
STATE OF WASHINGTON
49272
REGISTERED
PROFESSIONAL ENGINEER

DATE	REVISION	APR

DRAFTED BY: YLP
DESIGNED BY: MAJ
PROJECT ENGINEER: MAJ
DATE: 09.07.16
PROJECT NO.: 15100

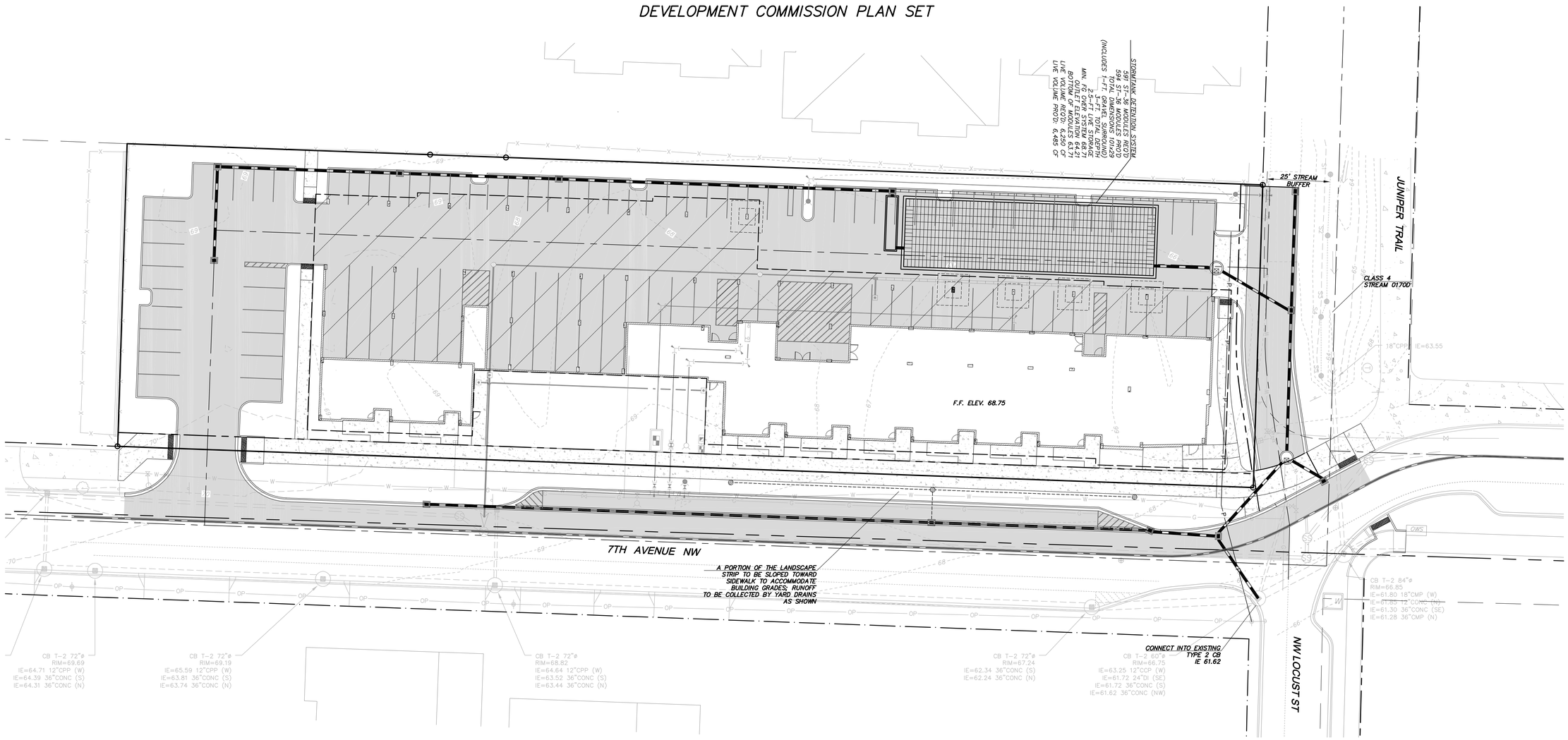
DRAWING: C2
SHEET: 2 OF 5

AGENDA ITEMS

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

ISSAQUAH APARTMENTS

DEVELOPMENT COMMISSION PLAN SET



STORM CONVEYANCE NOTE:

ALL PROPOSED STORM PIPES ARE CURRENTLY SHOWN AS 12-INCH. FINAL SIZING AND ANALYSIS WILL BE PROVIDED DURING THE CONSTRUCTION PLAN SUBMITTAL.

100-YEAR OVERFLOW NOTE:

1. DUE TO THE PROXIMITY OF 100-YEAR FLOODPLAIN TO THE EAST OF THE SITE, A BACKWATER VALVE WILL BE INSTALLED ON THE OUTLET CONTROL STRUCTURE OF THE VAULT.
2. ALL STORM PIPES WILL BE SIZED TO CONVEY THE 100-YEAR STORM.

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O 425.827.3063 F 425.827.2423

ISSAQUAH APARTMENTS
GRADING AND STORMWATER 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 68040
(206) 588-1147

MAHER A. JOUDI
STATE OF WASHINGTON
40272
REGISTERED
PROFESSIONAL ENGINEER

DATE	REVISION	APR

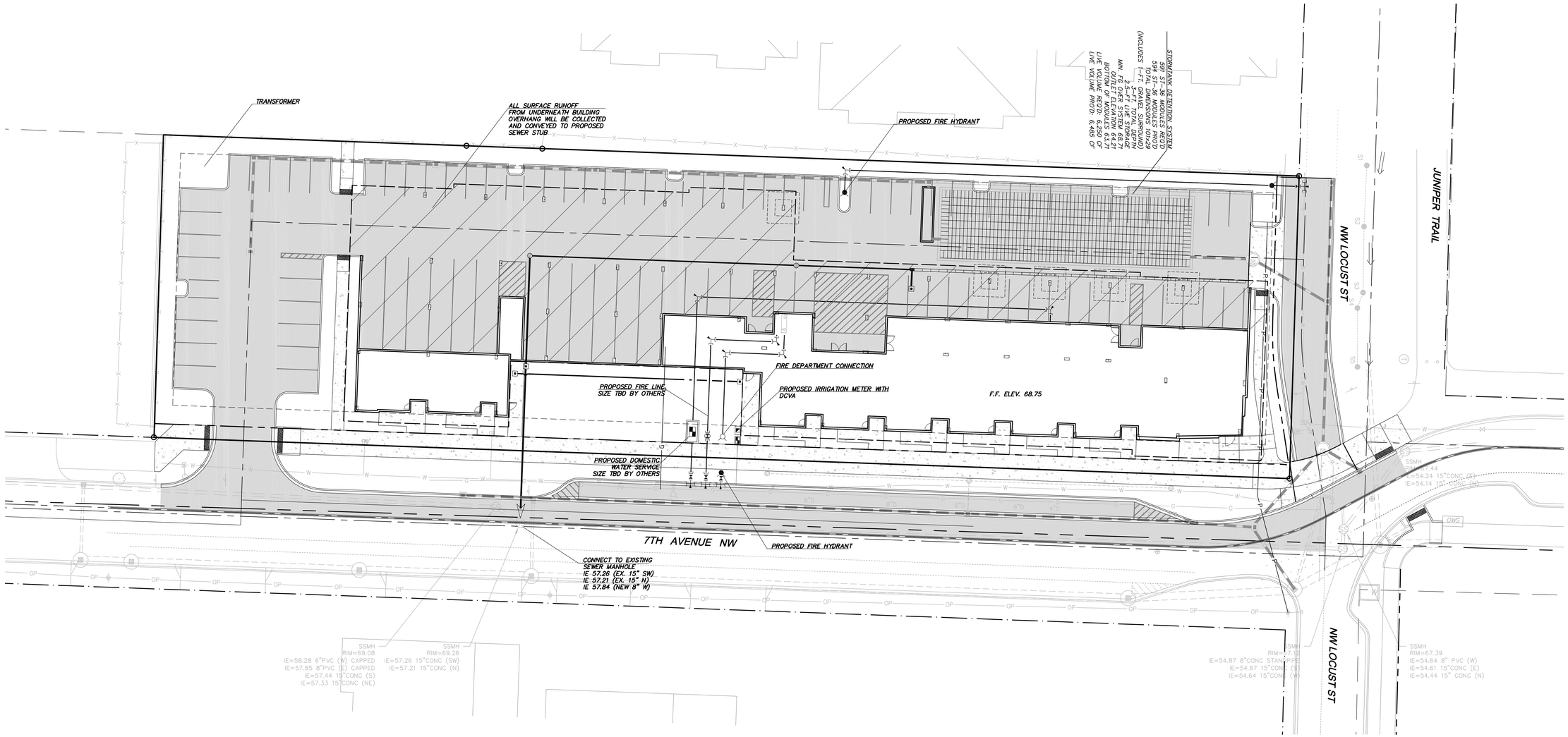
DRAFTED BY: YLP
DESIGNED BY: MAJ
PROJECT ENGINEER: MAJ
DATE: 09.07.16
PROJECT NO.: 15100

DRAWING: C3
SHEET: 3 OF 5

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

ISSAQUAH APARTMENTS

DEVELOPMENT COMMISSION PLAN SET



NOTE:

CITY OF ISSAQUAH WATER AND SEWER

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ISSAQUAH APARTMENTS
COMPOSITE UTILITY 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 68040
(206) 588-1147

MAHER A. JOUDI
STATE OF WASHINGTON
DATE REGISTERED
PROFESSIONAL ENGINEER

DATE	REVISION	APR

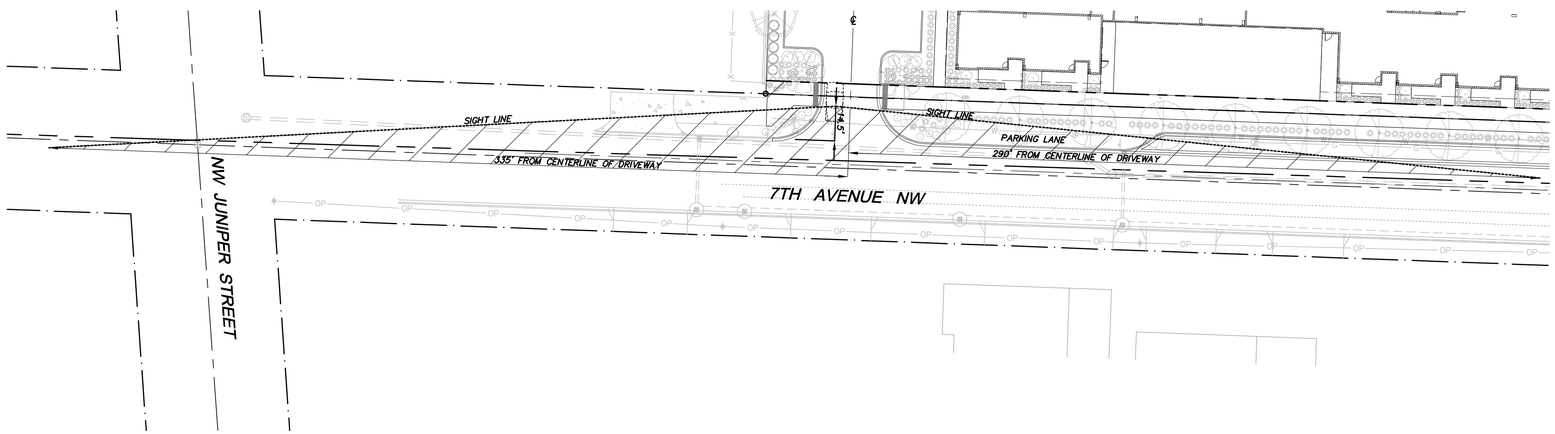
DRAFTED BY: YLP
DESIGNED BY: MAJ
PROJECT ENGINEER: MAJ
DATE: 09.07.16
PROJECT NO.: 15100

DRAWING: C4
SHEET: 4 OF 5

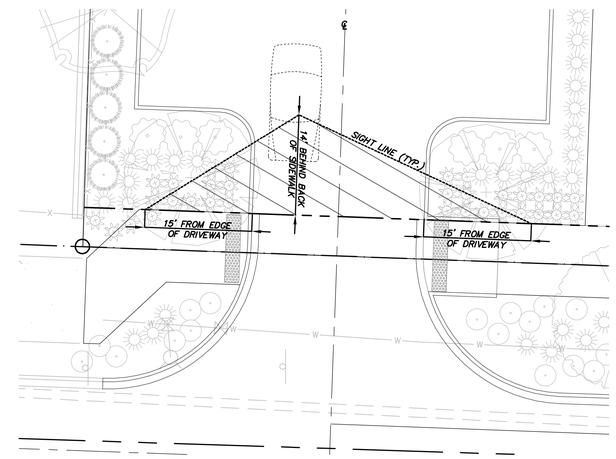
NW 1/4 SECTION 28, TOWNSHIP 24 N, RANGE 6 E, W.M.

ISSAQUAH APARTMENTS

DEVELOPMENT COMMISSION PLAN SET



DRIVEWAY SIGHT DISTANCE TRIANGLES:



DRIVEWAY PEDESTRIAN SIGHT TRIANGLES:

NORTH

GRAPHIC SCALE

0 15 30 60

1 INCH = 30 FT.

NORTH

GRAPHIC SCALE

0 5 10 20

1 INCH = 10 FT.

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ISSAQUAH APARTMENTS

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

PNW HOLDINGS, LLC

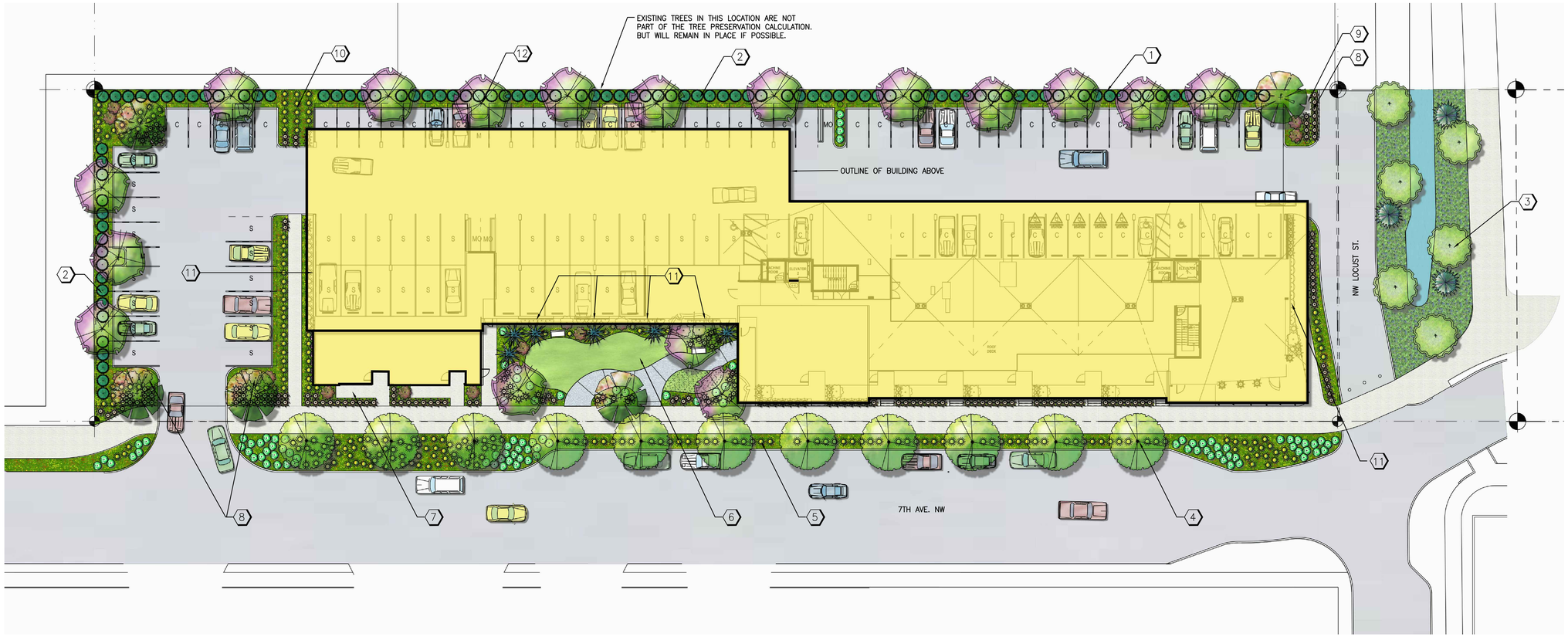
9675 SE 36TH STREET, SUITE 105
MERCER ISLAND, WASHINGTON 68040
(206) 588-1147

MAHER A. JOUDI
STATE OF WASHINGTON
PROFESSIONAL ENGINEER

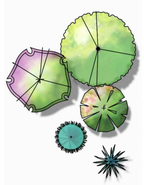
DATE	REVISION	APR.

DRAFTED BY: YLP
DESIGNED BY: MAJ
PROJECT ENGINEER: MAJ
DATE: 09.07.16
PROJECT NO.: 15100

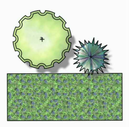
DRAWING: C5
SHEET: 5 OF 5



PRELIMINARY LANDSCAPE LEGEND



QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT COND.	SPACING	NATIVE	DROUGHT TOLERANT
	TREES						
11	TBD – STREET TREES	TBD	2.5" CAL.	B&B	PER PLAN		
17	CERCIDIPHYLLUM JAPONICUM	KATSURA TREE	2" CAL.	B&B	PER PLAN		YES
5	CORNUS 'EDDIE'S WHITE WONDER'	HYBRID WHITE DOGWOOD	2" CAL.	B&B	PER PLAN		YES
99	THUJA OCCIDENTALIS	EMAERALD GREEN ARBORVITAE	6' HT.	B&B	PER PLAN		YES
6	JUNIPERUS CHINENSIS 'TORULOSA'	HOLLYWOOD JUNIPER	6' HT.	B&B	PER PLAN		YES
	SHRUBS						
	ABELIA X GRANDIFLORA 'KALEIDOSCOPE'	KALEIDOSCOPE ABELIA	2 GAL.	CONT.	3' O.C.		YES
	ARBUTUS UNEDO 'COMPACTA'	COMPACT STRAWBERRY TREE	30" HT.	CONT.	4' O.C.		YES
	AZALEA 'GIRARD'S FUSCHIA'	GIRARD'S FUSCHIA EVERGREEN AZALEA	2 GAL.	CONT.	3' O.C.		YES
28	CAMELLIA JAPONICA 'COLONIAL FIREY'	COLONIAL FIREY CAMELLIA	5 GAL.	CONT.	PER PLAN		
	ITEA VIRGINICA 'HENRY'S GARNET'	HENRY'S GARNET VIRGINIA SWEET SPIRE	5 GAL.	CONT.	4' O.C.		YES
248	PRUNUS LAUROCERASUS 'OTTO LUYKEN'	OTTO LUYKEN ENGLISH LAUREL	2 GAL.	CONT.	PER PLAN		
100	CALLUNA VULGARIS 'FIREFLY'	FIREFLY HEATHER	1 GAL.	CONT.	PER PLAN		YES
	PIERIS 'CAVATINE'	CAVATINE DWARF JAPANESE PIERIS	2 GAL.	CONT.	2'–6" O.C.		YES
	GRASSES, GROUNDCOVERS & VINES						
204	CALAMAGROSTIS X ACUTIFLORA 'OVERDAM'	OVERDAM FEATHER REED GRASS	2 GAL.	CONT.	18" O.C.		YES
	PENNISETUM ORIENTALE 'KARLEY ROSE'	KARLEY ROSE ORIENTAL FOUNTAIN GRASS	2 GAL.	CONT.	30" O.C.		YES
	STIPA BRACHYTRICHA	KOREAN FEATHER REED GRASS	2 GAL.	CONT.	4' O.C.		YES
	CLEMATIS 'MADAME JULIA CORREVON'	MADAME JULIA CORREVON VITICELLA CLEMATIS	2 GAL.	CONT.	PER PLAN		YES
	ARCTOSTAPHYLOS UVA–URSI	KINNIKINNICK	1 GAL.	CONT.	2' O.C. TYP.		YES
32	LONICERA SEMPERVIRENS	TRUMPET CORAL HONEYSUCKLE	2 GAL.	CONT.	PER PLAN		YES
	NATIVE BUFFER MITIGATION						
6	ACER CIRCINATUM	VINE MAPLE	6' HT.	B&B	PER PLAN	YES	YES
3	CHAMAECYPARIS NOOTKATENSIS 'PENDULA'	NOOTKA FALSE CYPRESS	6' HT.	B&B	PER PLAN	YES	YES
	MAHONIA REPENS	CREEPING OREGON GRAPE–HOLLY	1 GAL.	CONT.	2' O.C.	YES	YES
	CORNUS SERICEA 'KELSEYII'	KELSEY DOGWOOD	1 GAL.	CONT.	PER PLAN	YES	YES
	VACCINIUM VITIS–IDAEA	FOXBERRY	1 GAL.	CONT.	24" O.C.	YES	YES



EXISTING TREE SCHEDULE:

Tree No.	Tree Size	Species	DL	Type	Class	Stand	Health	Structure	Visible Defects/Notes
1	(4) 8	Plum	8	Deciduous	Sig.		3	2	Diseased, branch dieback
2	9,9	Plum	6	Deciduous	Sig.		2	2	Diseased, branch dieback
3	18	Apple	12	Deciduous	Sig.		3	2	Diseased, branch dieback, previous failure
4	10,10	Apple	10	Deciduous	Sig.		3	3	Diseased, branch dieback, previous failure
5	10,10	Apple	14	Deciduous	Sig.		3	3	Diseased, branch dieback
6	12,12	Apple	16	Deciduous	Sig.		2	2	Diseased, trunk decay
7	16	Apple	12	Deciduous	Sig.		3	3	Tree fallen over
8	18	Apple	14	Deciduous	Sig.		3	3	Diseased, branch dieback, sapsucker injury
9	24	Walnut	18	Deciduous	Sig.		1	1	
10	26,28	Lawson cypress	12	Conifer	Sig.	Yes	1	2	Double leader
11	(8) 6-8	Apple	12	Deciduous	Sig.	Yes	2	2	Diseased, stump sprout
12	9,9	Magnolia	16	Deciduous	Sig.	Yes	1	2	asymmetric canopy
13	26,30	Moss cypress	16	Conifer	Sig.	Yes	1	2	Deadwood, double leader
14	10,12,16	Western red-cedar	14	Conifer	Sig.	Yes	1	2	asymmetric canopy
15	14,15,16	Western red-cedar	14	Conifer	Sig.	Yes	1	2	asymmetric canopy
16	12	Western red-cedar	14	Conifer	Sig.	Yes	1	2	asymmetric canopy
17	8,10,12	Western red-cedar	12	Conifer	Sig.	Yes	1	2	asymmetric canopy
18	8,10,10	Western red-cedar	12	Conifer	Sig.	Yes	1	2	asymmetric canopy
19	40	Western red-cedar	16	Conifer	Land.	Yes	1	2	asymmetric canopy
20	(8) 8	English holly	12	Broadleaf evergreen	Weed	Yes	1	2	Stumpsprout
21	8,10,10,10	Japanese maple	16	Deciduous	Sig.		2	3	Decay, decline
22	10,14,16	Moss cypress	8	Conifer	Sig.		1	2	Multiple leaders
23	18	Blue spruce	14	Conifer	Sig.		3	2	Adelgid and aphid injury, multiple leaders
24	38	Sitka spruce	18	Conifer	Land.		2	1	Adelgid insects in lower canopy
25	10	Italian prune	8	Deciduous	Sig.		2	1	Diseased
26	8,10	Flowering cherry	12	Deciduous	Sig.		3	2	Diseased, trunk decay, CBT
27	6,8,10	Mugho pine	8	Conifer	Sig.		2	1	Sequioa pitch moth infestation
28	7	Plum	8	Deciduous	Sig.		2	1	Diseased
29	6	Plum	6	Deciduous	Sig.		2	1	Diseased

430 TOTAL CALIPER INCHES

* NOTE: TREE LEADER SIZES AVERAGED PER CITY CODE GUIDELINES.

TREE DENSITY

TOTAL NUMBER OF ONSITE SIGNIFICANT TREES AND LANDMARK TREES	29
TOTAL NUMBER OF SIGNIFICANT AND LANDMARK TREES PROPOSED FOR REMOVAL	29
DEVELOPABLE SITE AREA	54,000 SF
CIDDS 10.10 MIN DENSITY 4 SIGNIFICANT TREES/5000 SQ. FT.	43
MITIGATION (43–29=14) SIGNIFICANT TREES OR ITS EQUIVALENT IS REQUIRED TO BE PLANTED) AT 6 IN., A TOTAL OF 84 INCHES OF NEW TREES IS REQUIRED. THIS EQUATES TO 42 NEW TREES, 2 IN. DBH AT PLANTING.	42 NEW TREES

LEGEND:

1. EXISTING CHAIN LINK FENCE TO REMAIN ON WEST PROPERTY LINE.
2. 6' TO 8' HIGH EVERGREEN ARBORVITAE HEDGE AND COLUMNAR PARKING LOT TREES TO PROVIDE A VISUALLY BUFFER FOR ADJACENT PROPERTY.
3. EXISTING STREAM BANK TO BE CLEARED OF INVASIVE SPECIES TO THE LIMITS SHOWN AND RE–PLANTED WITH WOODY PERENNIAL NATIVE RIPARIAN TREE AND SHRUB SPECIES IN A NATURALISTIC PATTERN AND DENSITY.
4. 2" CALIPER STREET TREES TO BE INSTALLED AT 30'O.C. LOWEST SCAFFOLDING BRANCHES TO BE MIN. 7' ABOVE GRADE FOR SIGHT DISTANCE VISIBILITY.
5. LOW WATER USE LANDSCAPE PALETTE IN PARKWAY STRIP WITH MAX 30" HT. FOR SIGHT DISTANCE VISIBILITY.
6. GROUND LEVEL COMMUNITY COMMON SPACE ADJACENT TO PUBLIC PATH WITH PASSIVE LAWN AREA, ENHANCED NATIVE LANDSCAPE PLANTING, BENCH SEATING AND VINE COVERED VERTICAL GREEN SCREENS AT GARAGE OPENINGS.
7. PRIVATE PATIOS WITH ENHANCED PAVING AND ORNAMENTAL LANDSCAPE BUFFER FOR PRIVACY ALONG PUBLIC PATH.
8. SIGNIFICANT LAYERED LANDSCAPE BUFFER TO SCREEN PARKING STALLS.
9. UTILITY CABINET WITH PERIMETER SCREEN FENCE AND GATE.
10. FUTURE COMMUNITY PATH CONNECTION.
11. VINE COVERED VERTICAL GREEN SCREEN AT BLANK WALLS.
12. SITE TREE PLANTING QUANTITIES SHALL EITHER MEET THE REQUIRED TREE REPLACEMENT AMOUNTS OR TREES SHALL BE PLANTED OFF SITE OR FUNDS CONTRIBUTED TO THE CITY TREE FUND IN AN AMOUNT THAT SATISFY THE REQUIREMENT.

OVERALL LANDSCAPE PLAN

0 10 20 40 60

1" = 20'

1735 westlake avenue north, suite 200, seattle, wa 98109
206.365.1230 | www.grouparch.com

grouparchitect

theLAstudioLLC
land planning
landscape architecture
land entitlement
15200 52nd Avenue South
Suite 210
Seattle, Washington 98188
206.204.0507
www.thelastudio.net

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PROJECT:

ISSAQUAH APARTMENTS

955 7th Avenue NW
Issaquah, WA 98027

CLIENT:

ISSY 7TH AVE, LLC

PROJECT ISSUES:

DEVELOPMENT COMMISSION PLAN SET 9/7/2016

SHEET DATE:

REVISIONS

DRAWN: LP / RS
CHECKED: RS
PROJECT No. LA1547

SHEET TITLE:

OVERALL LANDSCAPE PLAN

ISSUE:

L1.0

ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE:

ROOF DECK AMENITIES - NOT SHOWN ON PLAN

COLUMNAR HORNBEAN
STREET TREES 30' OC.

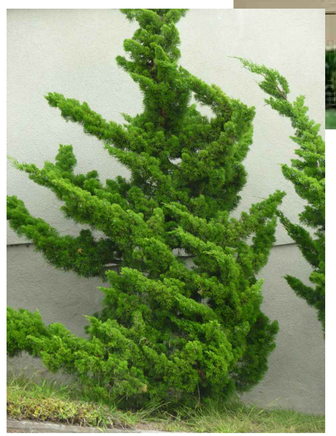
ORNAMENTAL GRASSES AND FLOWERING SHRUBS AT PRIVATE PATIOS

EDDIE'S WHITE WONDER
DOGWOOD ACCENT AT
DRIVE ENTRIES AND
COURTYARD.

EVERGREEEN FLOWERING ENGLISH
LAUREL ALONG PARKWAY STRIP.

FLOWERING HEATHER ACCENT
AT STREET FRONTAGE.

EVERGREEN ARBORVITAE AND
KATSURA TREE FOR WEST AND
SOUTH SIDE SCREENING



HOLLYWIOOD JUNIPER AT COURTYARD

NATIVE STREAM BUFFER MITIGATION

EVERGREEN TRUMPET VINE COVERED
TRELLIS AT BLANK WALLS

ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE:

1735 westlake avenue north, suite 200, seattle, wa 98109
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ISSAQUAH APARTMENTS
955 7th Avenue NW
Issaquah, WA 98027

CLIENT:
ISSY 7TH AVE, LLC

PROJECT ISSUES:
DEVELOPMENT COMMISSION PLAN SET 9/7/2016

SHEET DATE:
REVISIONS

DRAWN: LP / RS
CHECKED: RS
PROJECT No. LA1547

SHEET TITLE:
CHARACTER IMAGES

ISSUE:

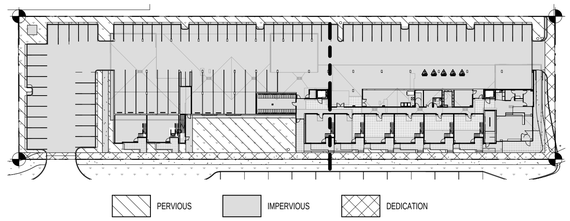
L2.0

AGENDA ITEMS

IMPERVIOUS SURFACE / LOT COVERAGE (TABLE 4.4)

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

COVER TYPE	AREA	% TOTAL
IMPERVIOUS	42505 SF	78.7%
PERVIOUS	8034 SF	14.9%
R.O.W. DEDICATION (**PERVIOUS)	3460 SF	6.4%
	54000 SF	100.0%



FAR & DENSITY BONUS (TABLE 4.4 / TABLE 5.4)

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

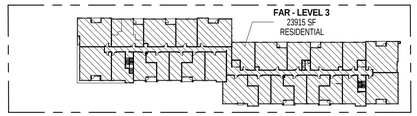
(1/3) 2,700 SF + (2/3) 5,400 SF = 8,100 SF AFFORDABLE HOUSING REQ'D TO ACHIEVE MAX DENSITY BONUS

FAR CALCULATIONS AND DENSITY BONUS - PROPOSED
TOTAL FAR PROPOSED = 2.0 FAR (108,000 SF)

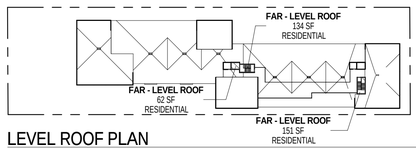
REQUIRED & ELECTIVE PUBLIC BENEFITS PROVIDED
MANDATORY - ON-SITE AFFORDABLE HOUSING 2,700 SF (PER CALCS ABOVE)
ELECTIVE - ON-SITE AFFORDABLE HOUSING 5,400 SF (PER CALCS ABOVE)

PROPOSED FAR SUMMARY:

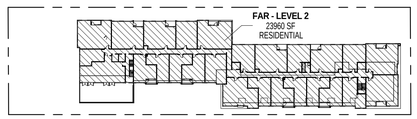
NAME	AREA
FAR - LEVEL 1	9803 SF
FAR - LEVEL MEZZ	2514 SF
FAR - LEVEL 2	23960 SF
FAR - LEVEL 3	23915 SF
FAR - LEVEL 4	23915 SF
FAR - LEVEL 5	23587 SF
FAR - LEVEL ROOF	346 SF
	108040 SF



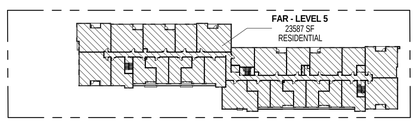
FAR DIAGRAM - LEVEL 3
SCALE: 1" = 80'-0"



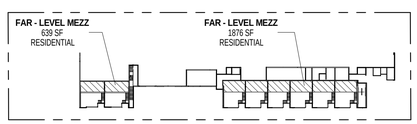
LEVEL ROOF PLAN
SCALE: 1" = 80'-0"



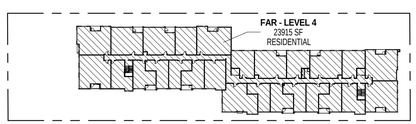
FAR DIAGRAM - LEVEL 2
SCALE: 1" = 80'-0"



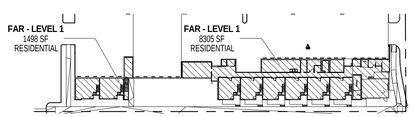
FAR DIAGRAM - LEVEL 5
SCALE: 1" = 80'-0"



LEVEL MEZZANINE
SCALE: 1" = 80'-0"



FAR DIAGRAM - LEVEL 4
SCALE: 1" = 80'-0"



FAR DIAGRAM - LEVEL 1
SCALE: 1" = 80'-0"

BUILDING HEIGHT FORMULA (TABLE 4.4 / TABLE 5.4)

FORMULA TO BE USED FOR BUILDING TO DETERMINE AVERAGE GRADE LEVEL:

(A x a) + (B x b) + (C x c) + (D x d) + ... = AVERAGE GRADE LEVEL
a+b+c+d+...

BUILDING HEIGHT CALCULATION:

MIDPOINT ELEV.(FT)			EXT. WALL LENGTH (FT)			MIDPOINT ELEV. X EXT. WALL LENGTH		
A	=	67.0	a	=	450.0	A x a	=	30150.00
B	=	69.5	b	=	120.0	B x b	=	8340.00
C	=	69.0	c	=	450.0	C x c	=	31050.00
D	=	66.5	d	=	120.0	D x d	=	7980.00
			TOTAL=		1140.0	TOTAL=		77520.00

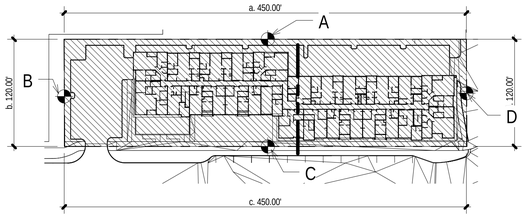
TOTAL ELEVATION X LENGTH ((Axa)+(Bxb)+(Cxc)+...) = 77520.00
TOTAL LENGTH (a+b+c+...) = 1140.00

77520.00 / 1140.00 = 68.00' AVERAGE GRADE LEVEL

68.00' + 65' ALLOWABLE HEIGHT = 133.00' BASE HEIGHT LIMIT

133.00' + 4' ALLOWED PARAPET HEIGHT = 137.00' PARAPET HEIGHT LIMIT

18.07.060 BUILDING HEIGHT
B4 HEIGHT EXCEPTIONS
G. MECHANICAL PENTHOUSE, SCREENING FOR HVAC EQUIPMENT, AND STAIR TOWERS (TO THE MINIMUM REQUIRED BY CODE);
H. ELEVATOR SHAFTS TO THE MINIMUM REQUIRED BY CODE
J. ADDITIONAL INSULATION FOR THE PURPOSE OF INCREASING BUILDING ENERGY EFFICIENCY WHICH RAISES THE HEIGHT OF THE ROOF PROVIDED THE HEIGHT INCREASE IS NO MORE THAN EIGHT (8) INCHES.



BUILDING PROPOSED TOP OF ROOF = 132.65'

REFER TO ROOF PLAN FOR ADDITIONAL INFORMATION

COMMUNITY SPACE (7.3.A.2)

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.

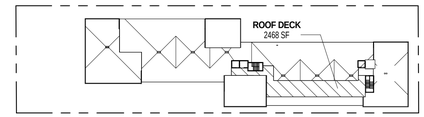
7.3.A.2.A - MINIMUM LENGTH AND WIDTH OF PRIVATE UNIT DECKS = 6' X 8'

TOTAL UNITS	110
OUTDOOR SPACE REQUIRED (UNITS x 48 SF)	5,280 SF

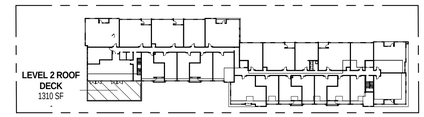
COMMUNITY OUTDOOR SPACE PROVIDED:

NAME	LEVEL	AREA
GROUND LEVEL COURT	LEVEL 1	2765 SF
LEVEL 2 ROOF DECK	LEVEL 2	1310 SF
ROOF DECK	LEVEL ROOF PLAN	2468 SF
		6543 SF

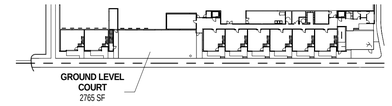
PRIVATE UNIT DECKS PROPOSED	720 SF
APPLIED UNIT DECK COUNT (6' MIN DEPTH - 7.3.A.2.a)	12 (48 SF MIN)
TOTAL OUTDOOR SPACE PROVIDED	7,263 SF
RESIDENT AMENITY REQUIRED	400 SF
RESIDENT LOUNGE	(1180 SF)
FITNESS	(400 SF)
TOTAL INDOOR AMENITY PROVIDED	1,580 SF



COMMUNITY SPACE - LEVEL ROOF PLAN
SCALE: 1" = 80'-0"



COMMUNITY SPACE - LEVEL 2 ROOF DECK
SCALE: 1" = 80'-0"



COMMUNITY SPACE - GROUND LEVEL COURT
SCALE: 1" = 80'-0"

PARKING LOT LANDSCAPING (10.5A)

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

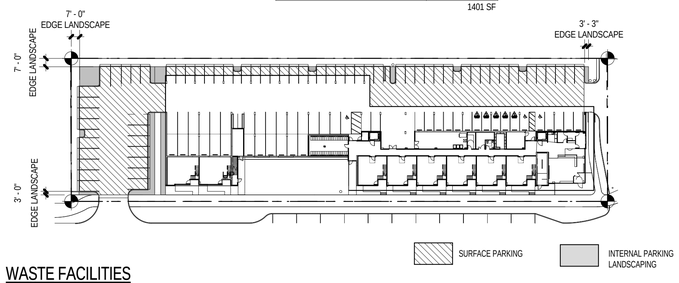
10.5.A.4 ALTERNATIVES
c) EDGE TREATMENT - VERTICAL AREA OF ARCHTECTURAL ELEMENTS ALONG EDGE ABOVE 3' IN HEIGHT

PARKING AREA LANDSCAPING (10.5.A)

SURFACE PARKING AREA (UN-COVERED)	13306 SF
SURFACE PARKING STALLS (UN-COVERED) (INCL. 22 PARTIALLY COVERED STALLS)	65
TREES REQUIRED (1/6 STALLS)	11
TREES PROVIDED (SEE LANDSCAPE PLAN)	17
INTERIOR LANDSCAPING REQUIRED (10%)	1,330 SF

PARKING AREA LANDSCAPING PROVIDED:

PARKING AREA LANDSCAPING	
INTERNAL LANDSCAPING	1401 SF
	1401 SF



WASTE FACILITIES

SOLID WASTE REQUIREMENTS

UNIT COUNT	CLASS	MIN (CU. YD.)*	MAX (CU. YD.)**	PROVIDED (CU.YD.)
(20) STUDIOS	SINGLE	20	30	
(53) 1 BEDROOM	SINGLE	53	79.5	
(37) 2 BEDROOMS	FAMILY	55.5	74	
TOTAL/MONTH		128.5	183.5	
TOTAL/WEEK (x .25)		32.1	45.9	

SOLID WASTE BY CATEGORY/WEEK	MIN	MAX	TOTAL
FOOD WASTE (25%)	8	12	3.3
RECYCLE (37%)	12	17	10
GARBAGE (37%)	12	17	10

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

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

*** PROJECT PROPOSES PICK UP FREQUENCY TBD WITH CITY WASTE MANAGEMENT CONTRACTOR SUITABLE FOR PROJECT TYPES AND STORAGE PROVIDED

PROJECT INFORMATION

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: 6,500 SF - ON-GRADE AND TWO ROOFTOP GARDENS
1,580 SF - LOUNGE AND FITNESS AREAS
COMMERCIAL USES PROPOSED: NONE

PARKING / ACCESSORY USES
PARKING PROVIDED: 105 STALLS - RESIDENTIAL (TARGETED @ 1.0 STALLS / UNIT AVG.)
SEE CALCULATIONS BELOW

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 AND DIAGRAM ON SHEET A0.02

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 AND DIAGRAMS ON SHEET A0.03

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'
WEST FACADE: TOTAL LENGTH 351'-8" LENGTH AT BUILD TO LINE 252'-6" = 72%
NORTH FACADE: 60' OF BUILDING @ 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 ON SHEET A0.03

IBC INFORMATION

CONSTRUCTION TYPE : 4 STORIES OF TYPE VA (WOODFRAME) OVER 1 STORY TYPE IA (CONCRETE)

PROPOSED USE: R-2 RESIDENTIAL
A-2 ACCESSORY OCCUPANCY ON L-2 (IBC 508.2)

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
STUDIO/ OPEN ONE BEDROOM (20 UNITS)	x 0.75 / UNIT = 15	x 1 / UNIT = 20
ONE BEDROOM (53 UNITS)	x 1 / UNIT = 53	x 1.25 / UNIT = 67
TWO BEDROOM (37 UNITS)	x 1 / UNIT = 37	x 2 / UNIT = 74
PARKING REQ'D (BEFORE EV CREDIT) =	105 MIN	161 MAX
ELECTRIC VEHICLE STATION CREDIT =	5	
TOTAL PARKING REQUIRED	100 MIN	161 MAX

PARKING PROPOSED:

PARKING STALL TYPE	SIZE	TOTAL	% TOTAL
COMPACT	16'-0" x 8'-0"	61	54.4%
MICRO	12'-0" x 7'-0"	5	4.4%
STANDARD	18'-6" x 9'-0"	46	41.1%
		112	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)
TANDEM PARKING STALLS ARE PROPOSED FOR SERVING MULTIPLE-BEDROOM DWELLING UNITS.
MAX ALLOWED: 50% OF TOTAL
PROVIDED: 11 / 110 = 10%

BICYCLE PARKING:
REQUIRED: 22 (0.15 SPACES / BEDROOM (149))
PROVIDED:

TYPE	LEVEL	COUNT
BIKE RACK	LEVEL 1	42

MOTORCYCLE PARKING (8.12.A.2)
REQUIRED: 1 PER 36 PARKING SPACES = 36/ 110 = 3.3
PROVIDED:

PARKING STALL TYPE	SIZE	TOTAL
MOTORCYCLE	10' x 5'-6"	3
		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)

BARRIER FREE (8.15)
PROVIDE 2% OF EACH TYPE OF PARKING AS ACCESSIBLE (IBC 1106.2)
68 x 2% = 1.36 STALLS (2 PROVIDED)
42 x 2% = 0.84 STALLS (1 PROVIDED)

LEVEL	TYPE	COUNT
LEVEL 1	ACCESSIBLE	3

LOADING SPACES (TABLE 8.16-1)
REQUIRED: 2 TOTAL (OVER 40 UNITS)
PROVIDED: 2 (TYPE A)

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PROJECT:
ISSAQUAH APARTMENTS
955 7TH AVE NW
ISSAQUAH, WA 98027

CLIENT:
ISSY 7TH AVE, LLC

PROJECT ISSUES:

SITE DEVELOPMENT PERMIT	4/19/2015
100% DESIGN DEVELOPMENT	7/20/2016
DEVELOPMENT COMMISSION PLAN SET	09/07/2016
BUILDING PERMIT SUBMITTAL	TBD
SHEET DATE:	10/24/2016
REVISIONS	

DRAWN:	NRG/ AMM
CHECKED:	NRG
PROJECT No.	1531

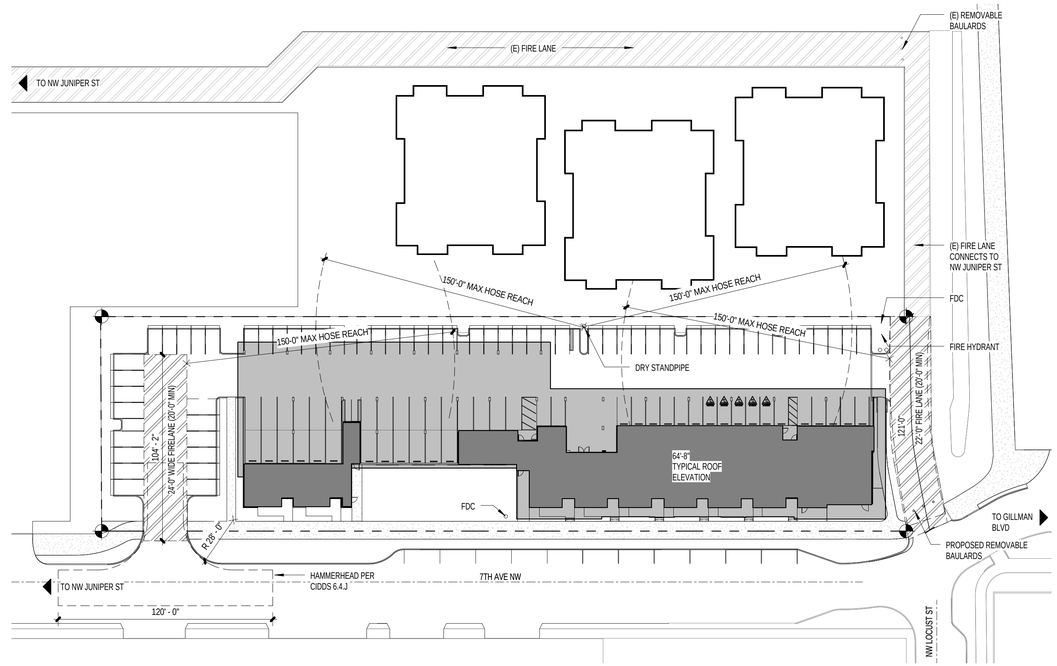
SHEET TITLE:
ZONING CODE CALCULATIONS

ISSUE: DCPS

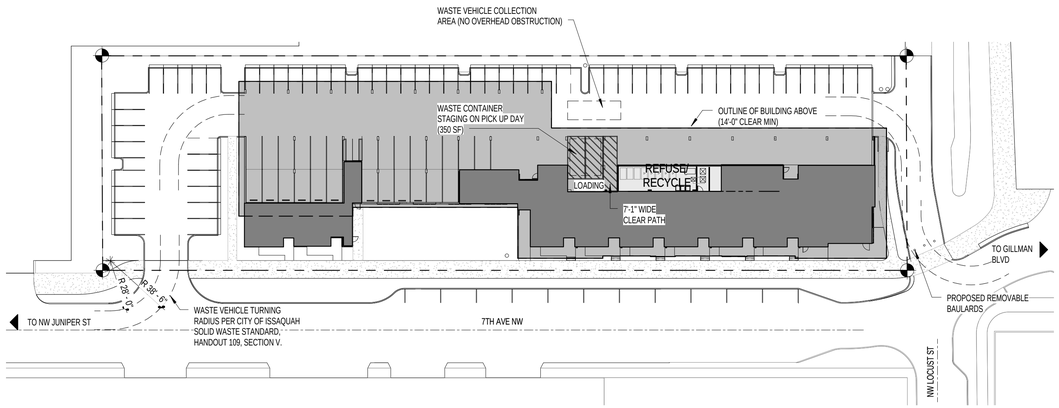
A0.01

AGENDA ITEMS

ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE: 9/15/2016 9:24:56 AM



FIRE DEPT SITE ACCESS
SCALE: 1" = 40'-0"



WASTE OPERATIONS
SCALE: 1" = 40'-0"

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REVISIONS	

DRAWN:	NRG/ AMM
CHECKED:	NRG
PROJECT No.	1531

SHEET TITLE:
SITE ACCESS DIAGRAMS

ISSUE: DCPS

A0.05

AGENDA ITEMS

ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE: 9/6/2016 4:50:46 PM

KEYNOTES

CG-2	NEW CURB, GUTTER, AND SIDEWALK PER CIVIL DWGS
E-1	PROPOSED TRANSFORMER
FD-1	FIRE DEPT CONNECTION; SEE CIVIL DRAWINGS FOR MORE INFORMATION
FD-2	FIRE HYDRANT; SEE CIVIL DRAWINGS FOR MORE INFORMATION
FD-3	DRY STANDPIPE CONNECTION; SEE CIVIL DRAWINGS FOR MORE INFORMATION
G-5	EXISTING HOUSE AND DETACHED GARAGE TO BE REMOVED
G-6	EXISTING SHEDS TO BE REMOVED
G-7	FUTURE PAVED CONNECTION
G-8	NEW CURB LINE TO BLEND INTO EXISTING
G-12	RETRACTABLE OR FOLD DOWN BOLLARDS TO BE APPROVED BY FIRE DEPARTMENT
UM-2	NEW UTILITY METER PER CIVIL DWGS

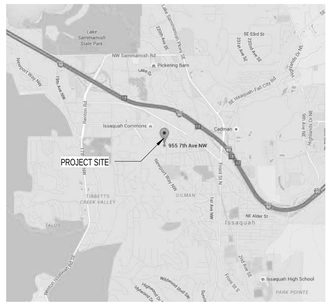
SITE PLAN NOTES:

1. REFER TO SHEET G0.00 FOR OWNER / APPLICANT INFORMATION
2. REFER TO SHEET A0.01 FOR LOT AREA AND ZONING REQUIREMENTS
3. REFER TO SHEET A0.01 FOR DETAILED SETBACK INFORMATION AND CONFORMANCE
4. REFER TO SHEET A0.03 FOR HEIGHT AND EXISTING / FINISH GRADE ELEVATION INFORMATION SEE ROOF PLAN ON SHEET A2.06 N/S FOR ACTUAL ROOF HEIGHTS PROVIDED
5. SEE CIVIL DRAWINGS FOR DRAINAGE AND ROW IMPROVEMENTS
6. SEE LANDSCAPE PLANS FOR LOCATIONS OF PROPOSED PLANTINGS (TREES, SHRUBS, AND GROUNDCOVER)
7. SEE GEOTECH REPORTS FOR SUBGRADE PREPARATION AND ADDITIONAL REQIREMENTS

PARKING STALL SIZE REQUIREMENTS:

MARK	SIZE	L x W
(S)	STANDARD	18'-6" x 9'-0"
(C)	COMPACT	16'-0" x 8'-0"
(M)	MICRO	12'-0" x 7'-0"
(MO)	MOTORCYCLE	10'-0" x 5'-6"

VICINITY MAP



PROJECT INFORMATION:

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

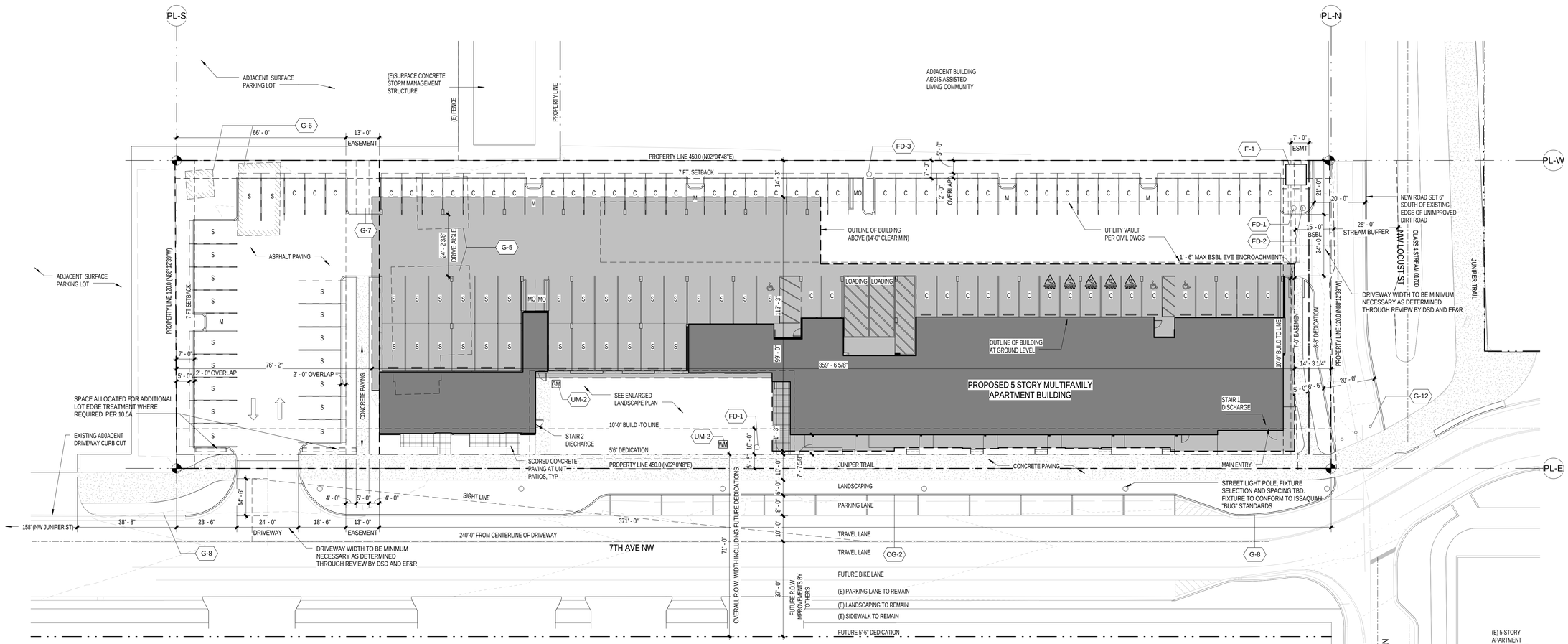
LEGAL DESCRIPTION

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.

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.

SITUATED IN THE COUNTY OF KING, STATE OF WASHINGTON.



SITE PLAN
SCALE: 1" = 20'-0"

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ISSAQUAH APARTMENTS
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ISSAQUAH, WA 98027

CLIENT:
ISSY 7TH AVE, LLC

PROJECT ISSUES:	
SITE DEVELOPMENT PERMIT	4/19/2015
100% DESIGN DEVELOPMENT	7/20/2016
DEVELOPMENT COMMISSION PLAN SET	09/07/2016
BUILDING PERMIT SUBMITTAL	TBD
SHEET DATE:	10/24/2016

REVISIONS
1 7/14/2016 SDP REVISION 1

DRAWN:	NRG/ AMM
CHECKED:	NRG
PROJECT No.	1531

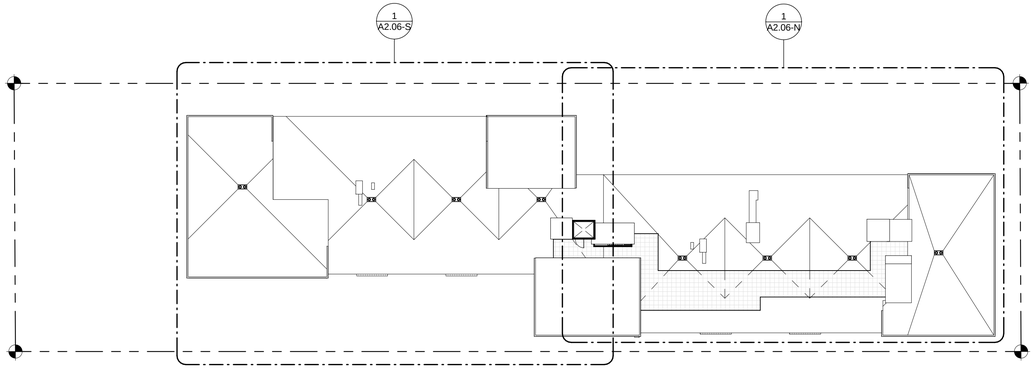
SHEET TITLE:
ARCHITECTURAL SITE PLAN

ISSUE: DCPS

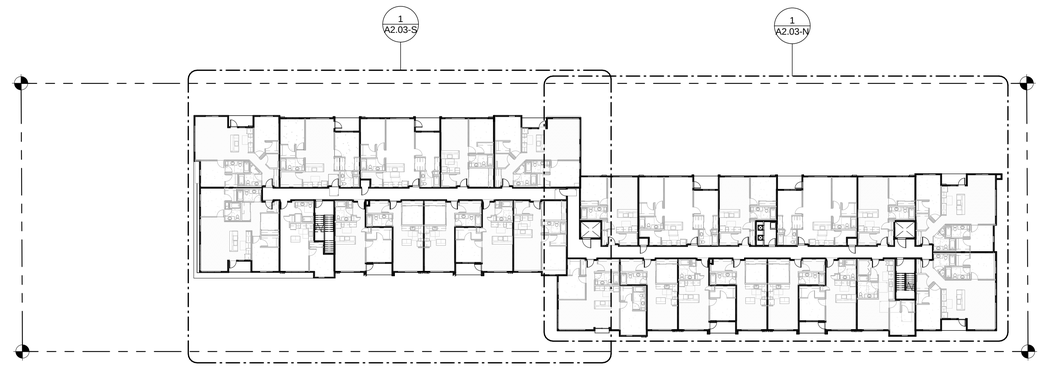
A1.00

AGENDA ITEMS

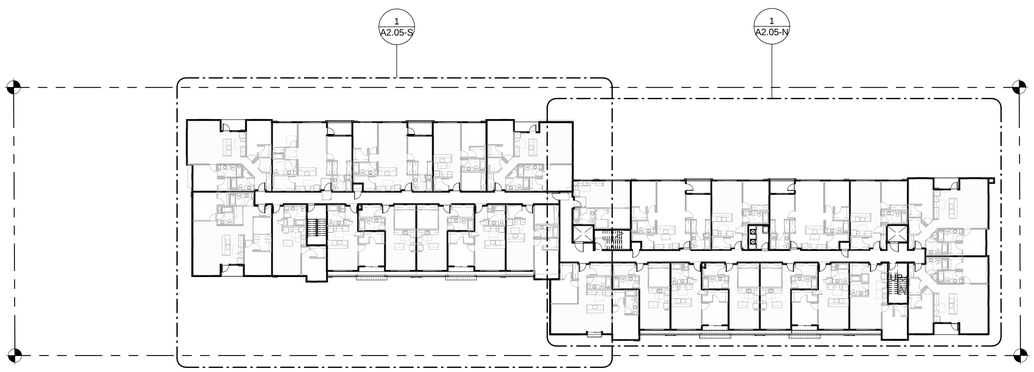
ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE: 9/14/2016 5:02:01 PM



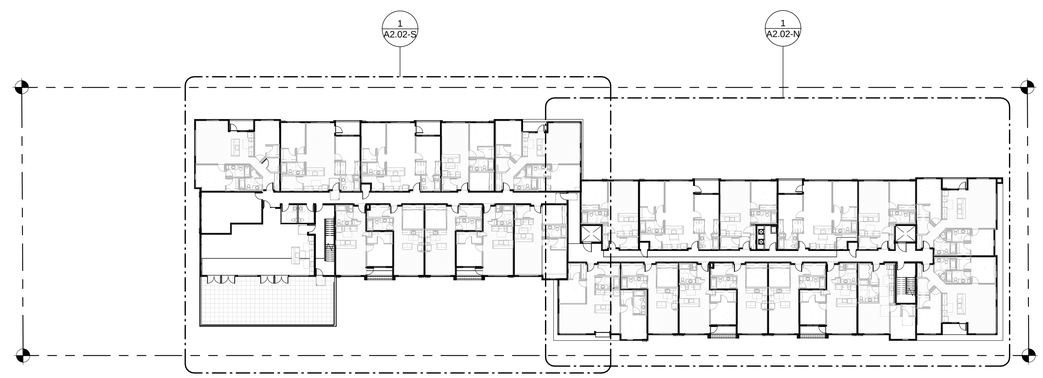
ROOF PLAN
SCALE: 1/32" = 1'-0"



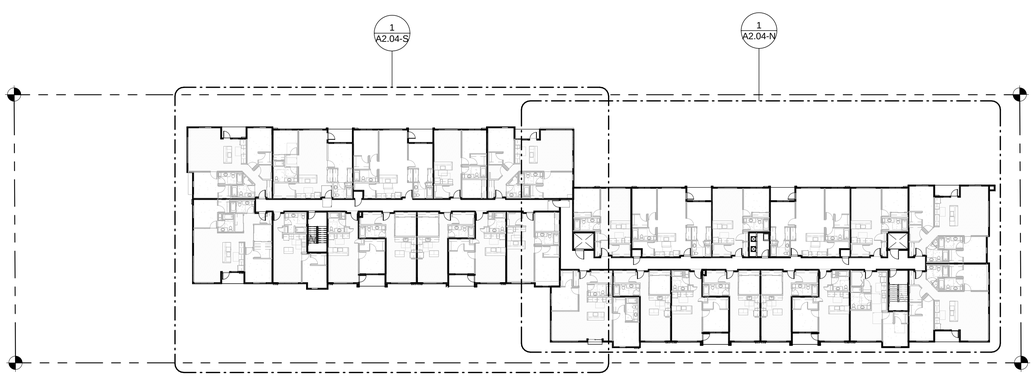
LEVEL 3
SCALE: 1/32" = 1'-0"



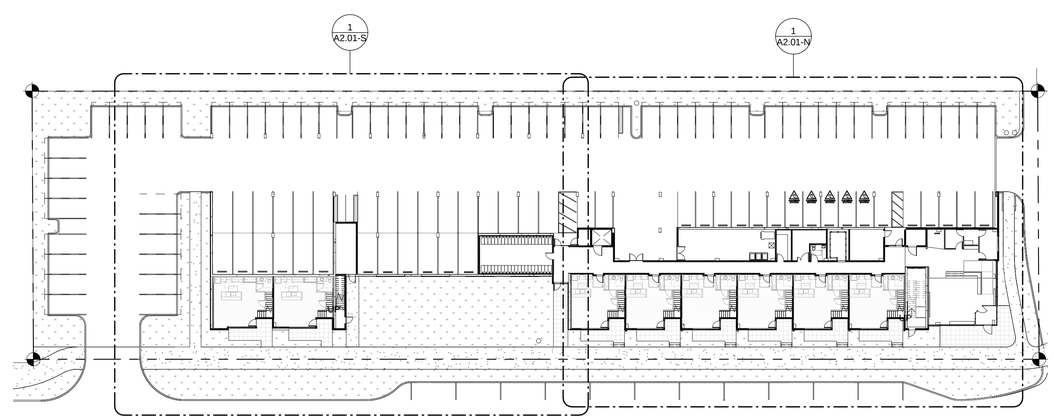
LEVEL 5
SCALE: 1/32" = 1'-0"



LEVEL 2
SCALE: 1/32" = 1'-0"



LEVEL 4
SCALE: 1/32" = 1'-0"



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

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PROJECT:

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ISSAQUAH, WA 98027

CLIENT:

ISSY 7TH AVE, LLC

PROJECT ISSUES:

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BUILDING PERMIT SUBMITTAL	TBD
SHEET DATE:	09/07/2016
REVISIONS	

DRAWN:	NRG/ AMM
CHECKED:	NRG
PROJECT No.	1531

SHEET TITLE:

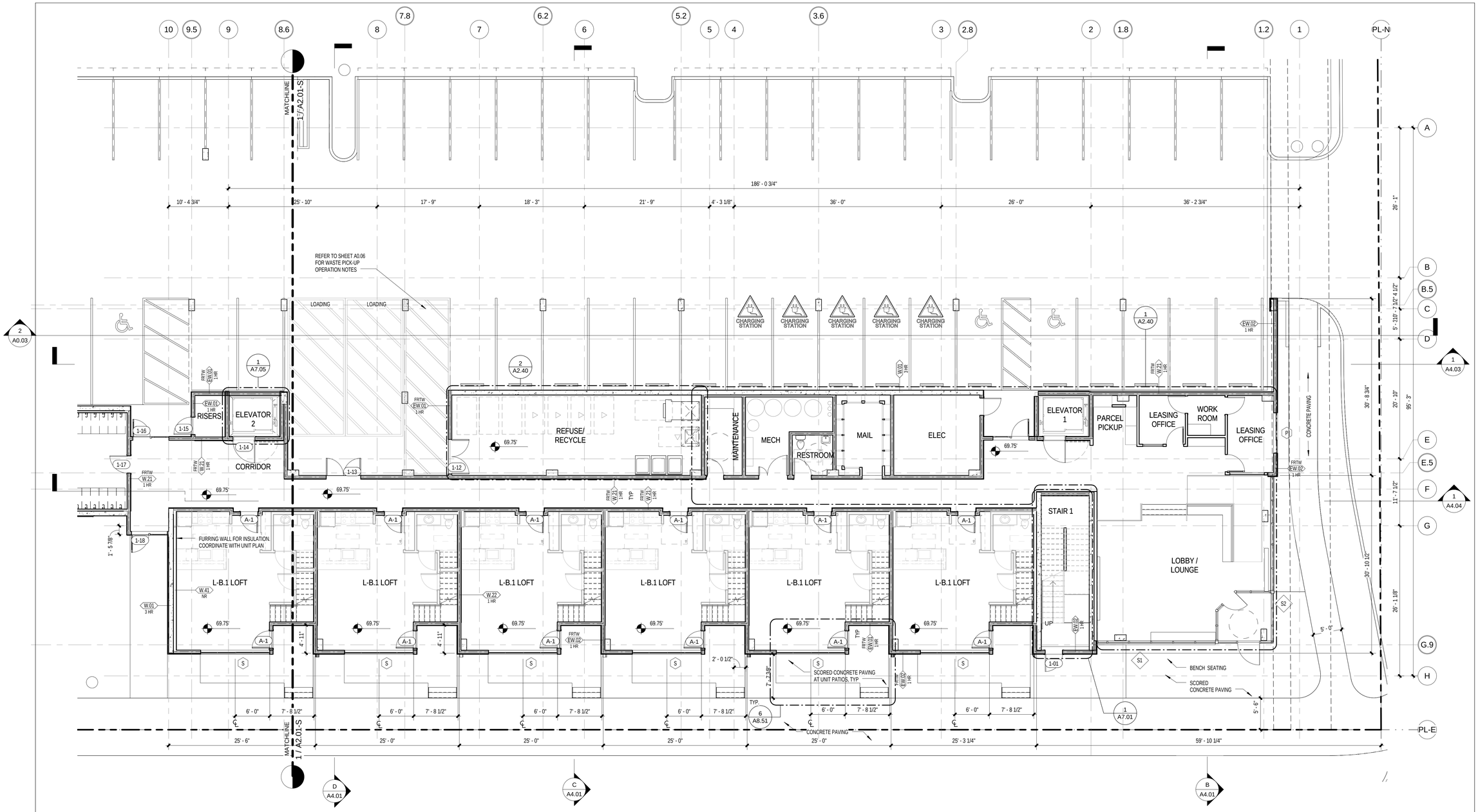
OVERALL PLANS

ISSUE: DCPS

A2.00

AGENDA ITEMS

ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE: 9/6/2016 4:51:38 PM



BUILDING ENVELOPE NOTES:

KEYNOTES:

FLOOR PLAN GENERAL NOTES:

1. THIS DRAWING IS INTENDED TO REFERENCE OR SHOW CERTAIN SITE FEATURES WHERE APPLICABLE REFER TO CIVIL AND LANDSCAPE DRAWINGS FOR INFORMATION NOT SHOWN HERE. SEE SHEET A1.00 FOR SITE PLAN INFORMATION.
2. THIS DRAWING IS INTEDED TO SHOW BUILDING SHELL ONLY. SEE ENLARGED UNIT AND COMMON AREA PLANS FOR ADDITIONAL INFORMATION.
3. GRID PATTERNS WHERE SHOWN INDICATE LOCATION OF SCORE LINES, EXPANSION JOINTS, OR CONTRACTION JOINTS IN TOPPING SLABS AND SLABS ON GRADE. ALIGN THESE JOINTS WTIH OPEN JOINTS IN UNIT PAVERS ON PEDESTALS WHERE THE TWO MEET. SEE LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION.
4. PROVIDE FIRE DEPARTMENT CONNECTIONS (FDC) AS REQUIRED BY LOCAL FIRE DEPARTMENT. FDC'S SHALL BE READILY VISIBLE AND ACCESSIBLE ON A STREET FRONTAGE OR WHERE OTHERWISE APPROVED AND LOCATED AT LEAST 10 FEET AWAY FROM BUILDING EXITS.
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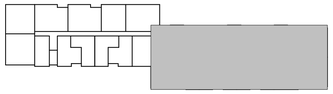
7. EXIT SIGNS ARE MINIMUM REQUIRED. CONTRACTOR TO PROVIDE ADDITIONAL EXIT SIGNS AS REQUIRED BY AHJ.
8. PROVIDE BOLLARDS AND/OR OTHER IMPACT PROTECTION MEASURES AT MECHANICAL/ELECTRICAL EQUIPMENT WHERE EXPOSED TO MOVING TRAFFIC. SEE DETAIL 4/A8.01

LEVEL 1 - NORTH

SCALE: 1/8" = 1'-0"



PLAN LEGEND

- 3 HOUR RATED ASSEMBLY
- 2 HOUR RATED ASSEMBLY
- 1 HOUR RATED ASSEMBLY
- NON-RATED ASSEMBLY
- F.1 / 1-HR — WALL ASSEMBLY TAG SEE SHEET A9.01
- 999D — DOOR TAG

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PROJECT:

ISSAQUAH APARTMENTS

955 7TH AVE NW
ISSAQUAH, WA 98027

CLIENT:

ISSY 7TH AVE, LLC

PROJECT ISSUES:	
SITE DEVELOPMENT PERMIT	4/19/2015
100% DESIGN DEVELOPMENT	7/20/2016
DEVELOPMENT COMMISSION PLAN SET	09/07/2016
BUILDING PERMIT SUBMITTAL	TBD
SHEET DATE:	09/07/2016
REVISIONS	

DRAWN:	NRG/ AMM
CHECKED:	NRG
PROJECT No.	1531

SHEET TITLE:

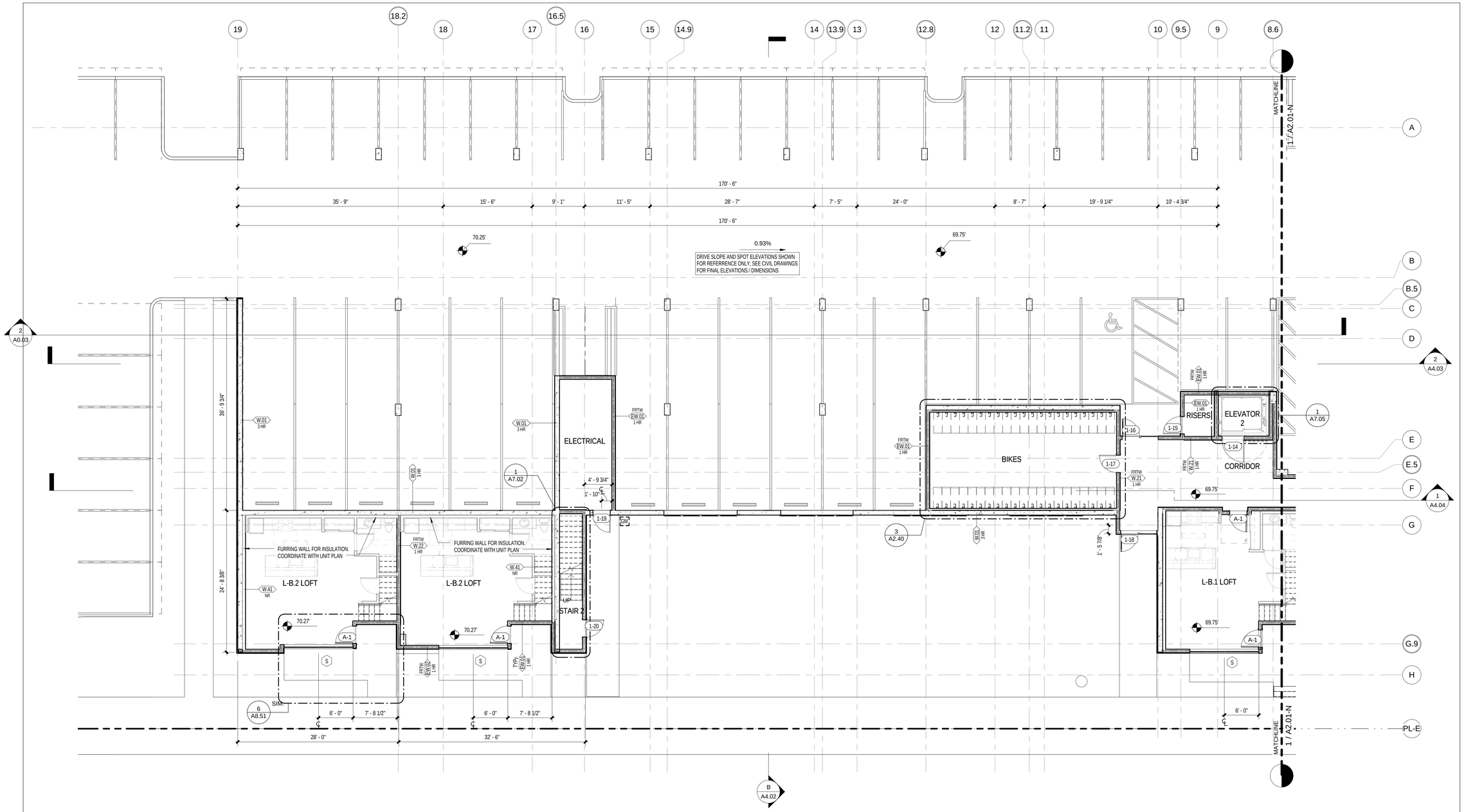
LEVEL 1 FLOOR PLAN - NORTH

ISSUE: DCPS

A2.01-N

AGENDA ITEMS

ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE: 9/6/2016 4:51:45 PM



BUILDING ENVELOPE NOTES:

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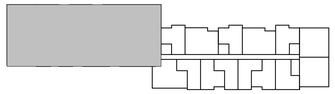
LEVEL 1 - SOUTH

SCALE: 1/8" = 1'-0"



PLAN LEGEND

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- 1 HOUR RATED ASSEMBLY
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BUILDING PERMIT SUBMITTAL	TBD
SHEET DATE:	09/07/2016
REVISIONS	

DRAWN:	NRG/ AMM
CHECKED:	NRG
PROJECT No.	1531

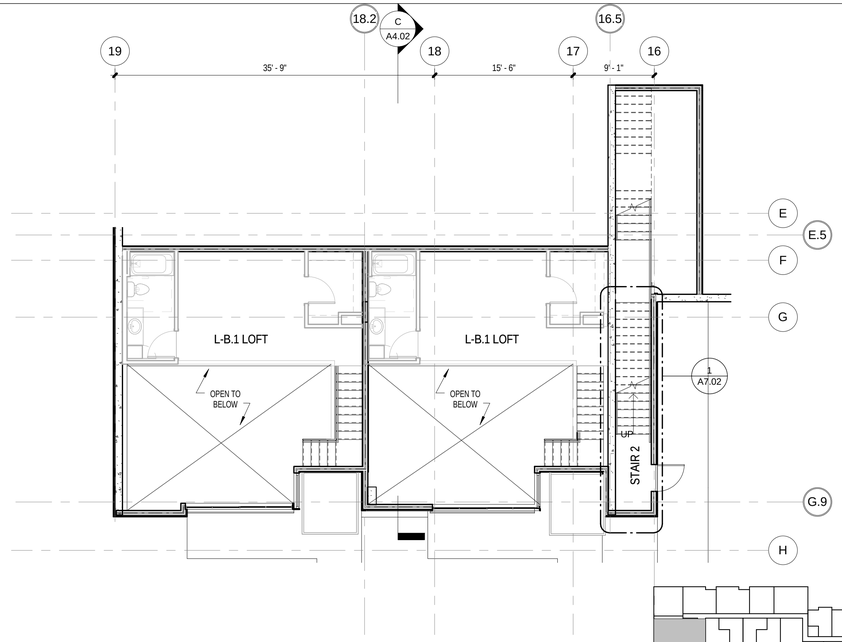
SHEET TITLE:
LEVEL 1 FLOOR PLAN - SOUTH

ISSUE: DCPS

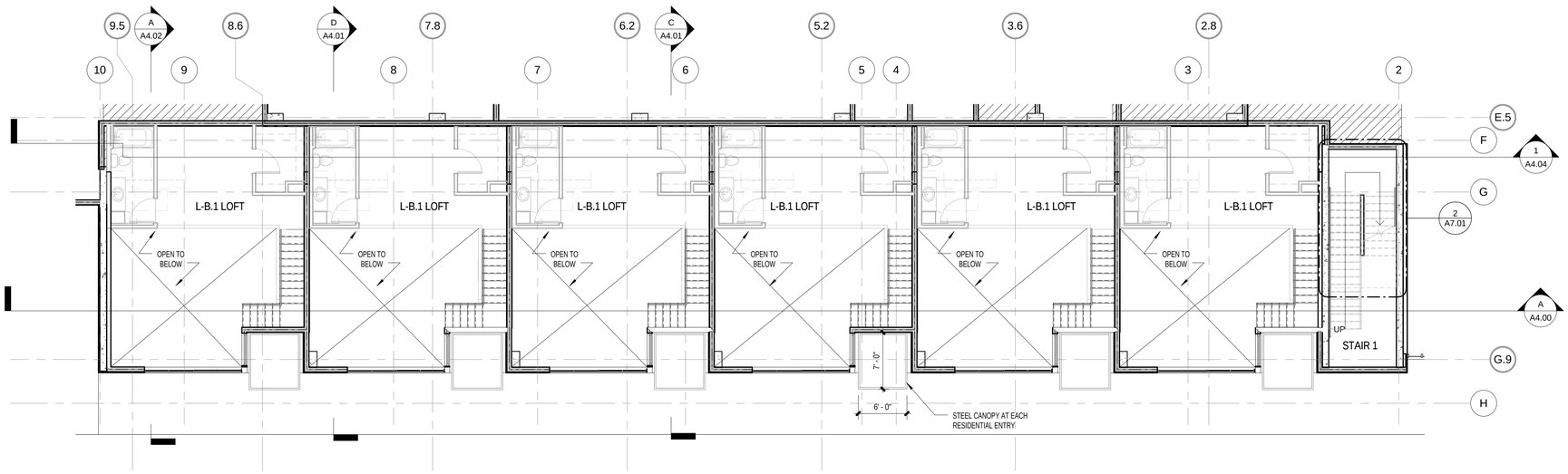
A2.01-S

AGENDA ITEMS

ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE: 9/6/2016 4:51:58 PM



LEVEL MEZZANINE - SOUTH
SCALE: 1/8" = 1'-0"



BUILDING ENVELOPE NOTES:

KEYNOTES:

FLOOR PLAN GENERAL NOTES:

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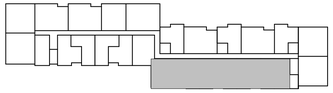
LEVEL MEZZANINE - NORTH
SCALE: 1/8" = 1'-0"



PLAN LEGEND

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- 2 HOUR RATED ASSEMBLY
- 1 HOUR RATED ASSEMBLY
- NON-RATED ASSEMBLY
- F1 / 1-HR — WALL ASSEMBLY TAG SEE SHEET A9.01
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SHEET DATE:	09/07/2016
REVISIONS	

DRAWN:	NRG/ AMM
CHECKED:	NRG
PROJECT No.	1531

SHEET TITLE:
FLOOR PLAN - MEZZANINE

ISSUE: DCPS

A2.01M

AGENDA ITEMS

ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE: 9/6/2016 4:52:04 PM

BUILDING ENVELOPE NOTES:

KEYNOTES:

A-1	LINE OF FLOOR EXTENSION BELOW
A-2	2 HOUR WALL TO EXTEND FROM LEVEL 2 TO LEVEL 5 T.O.P.
HV-1	HVAC EQUIPMENT PER MECH DWGS

FLOOR PLAN GENERAL NOTES:

1. THIS DRAWING IS INTENDED TO REFERENCE OR SHOW CERTAIN SITE FEATURES WHERE APPLICABLE REFER TO CIVIL AND LANDSCAPE DRAWINGS FOR INFORMATION NOT SHOWN HERE. SEE SHEET A1.00 FOR SITE PLAN INFORMATION.
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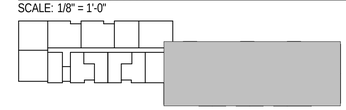
LEVEL 2 - NORTH

SCALE: 1/8" = 1'-0"



PLAN LEGEND

- 3 HOUR RATED ASSEMBLY
- 2 HOUR RATED ASSEMBLY
- 1 HOUR RATED ASSEMBLY
- NON-RATED ASSEMBLY
- F1 / 1-HR — WALL ASSEMBLY TAG SEE SHEET A9.01
- 999D — DOOR TAG

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PROJECT:
ISSAQUAH APARTMENTS
955 7TH AVE NW
ISSAQUAH, WA 98027

CLIENT:
ISSY 7TH AVE, LLC

PROJECT ISSUES:	
SITE DEVELOPMENT PERMIT	4/19/2015
100% DESIGN DEVELOPMENT	7/20/2016
DEVELOPMENT COMMISSION PLAN SET	09/07/2016
BUILDING PERMIT SUBMITTAL	TBD
SHEET DATE:	09/07/2016
REVISIONS	

DRAWN:	NRG/ AMM
CHECKED:	NRG
PROJECT No.	1531

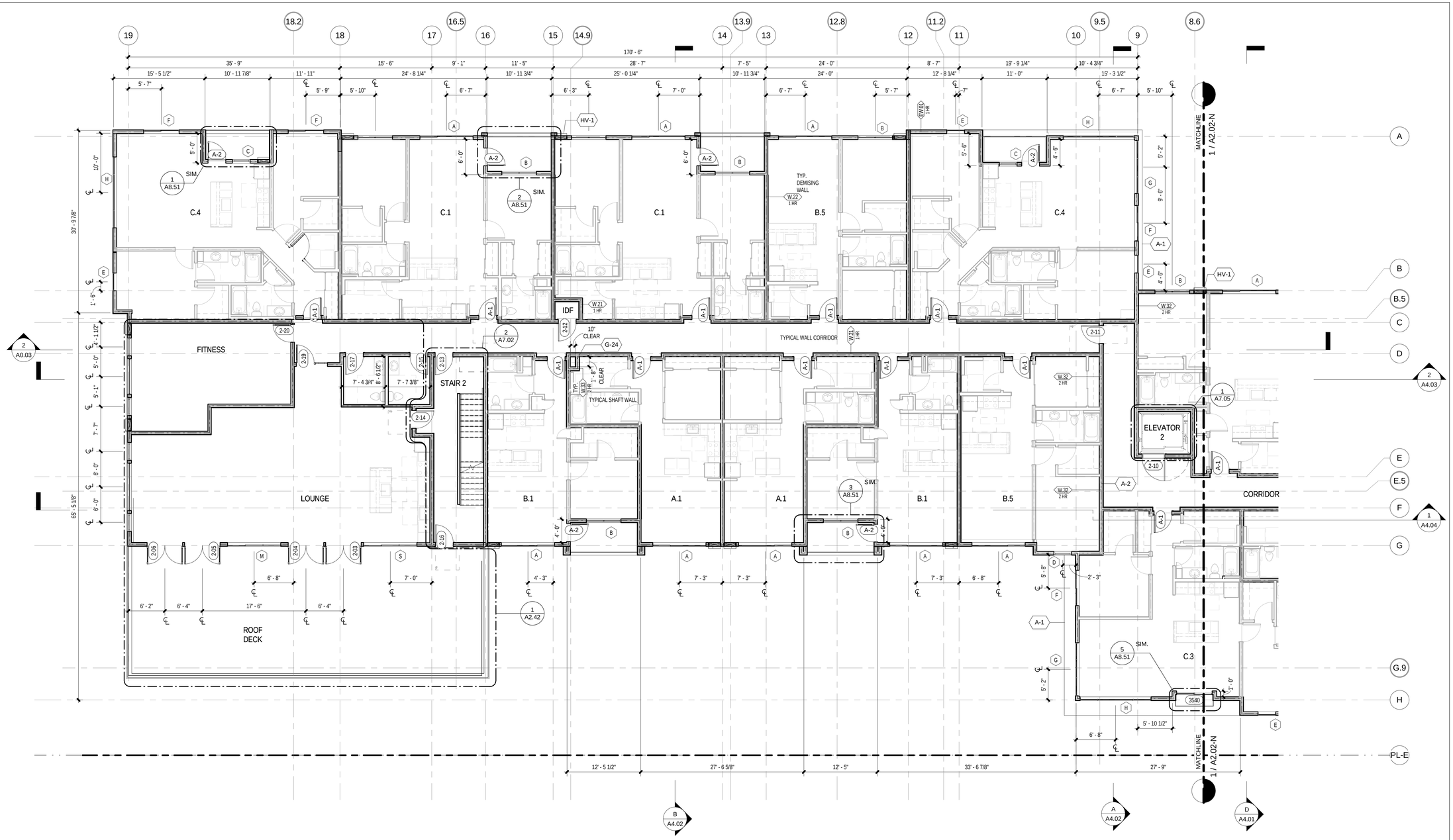
SHEET TITLE:
LEVEL 2 FLOOR PLAN - NORTH

ISSUE: DCPS

A2.02-N

AGENDA ITEMS

ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE: 9/6/2016 4:52:13 PM



BUILDING ENVELOPE NOTES:

KEYNOTES:

A-1	LINE OF FLOOR EXTENSION BELOW
A-2	2 HOUR WALL TO EXTEND FROM LEVEL 2 TO LEVEL 5 T.O.P.
G-24	MEP SHAFT. COORD FINAL SHAFT DIMS WITH MEPS SUBCONTRACTOR AS REQ'D
HV-1	HVAC EQUIPMENT PER MECH DWGS

FLOOR PLAN GENERAL NOTES:

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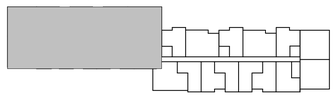
LEVEL 2 - SOUTH

SCALE: 1/8" = 1'-0"



PLAN LEGEND

	3 HOUR RATED ASSEMBLY
	2 HOUR RATED ASSEMBLY
	1 HOUR RATED ASSEMBLY
	NON-RATED ASSEMBLY
F.1 1-HR	WALL ASSEMBLY TAG SEE SHEET A9.01
999D	DOOR TAG

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CLIENT:

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BUILDING PERMIT SUBMITTAL	TBD
SHEET DATE:	09/07/2016
REVISIONS	

DRAWN:	NRG/ AMM
CHECKED:	NRG
PROJECT No.	1531

SHEET TITLE:

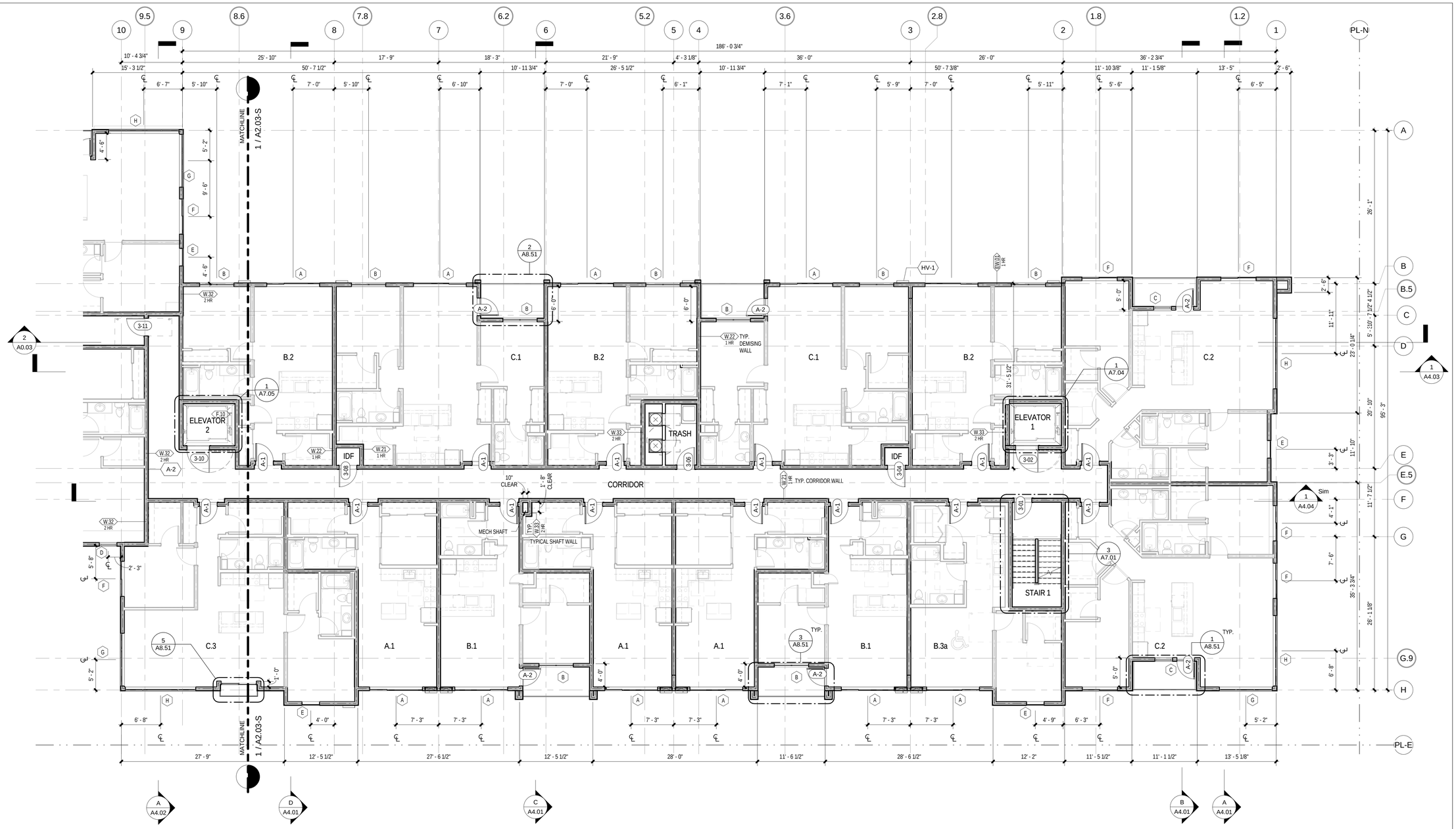
LEVEL 2 FLOOR PLAN - SOUTH

ISSUE: DCPS

A2.02-S

AGENDA ITEMS

ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE: 9/8/2016 4:52:22 PM



BUILDING ENVELOPE NOTES:

KEYNOTES:

A-2 2 HOUR WALL TO EXTEND FROM LEVEL 2 TO LEVEL 5 T.O.P.

HV-1 HVAC EQUIPMENT PER MECH DWGS

FLOOR PLAN GENERAL NOTES:

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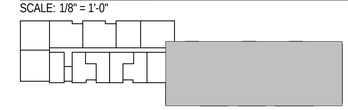
LEVEL 3 - NORTH

SCALE: 1/8" = 1'-0"



PLAN LEGEND

- 3 HOUR RATED ASSEMBLY
- 2 HOUR RATED ASSEMBLY
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- NON-RATED ASSEMBLY
- F1 / 1-HR — WALL ASSEMBLY TAG SEE SHEET A9.01
- 999D — DOOR TAG

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BUILDING PERMIT SUBMITTAL	TBD
SHEET DATE:	09/07/2016
REVISIONS	

DRAWN:	NRG/ AMM
CHECKED:	NRG
PROJECT No.	1531

SHEET TITLE:

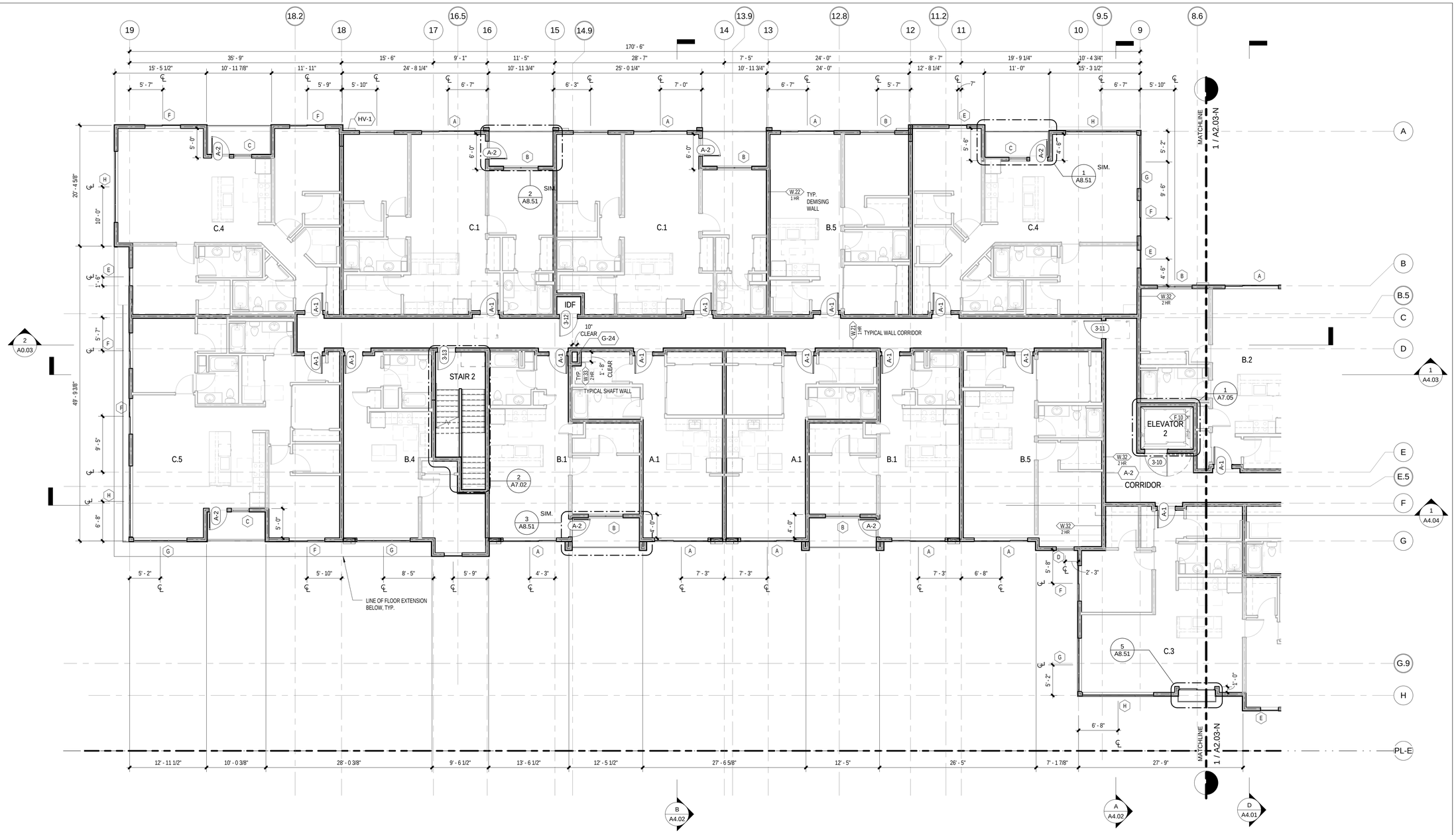
LEVEL 3 FLOOR PLAN - NORTH

ISSUE: DCPS

A2.03-N

AGENDA ITEMS

ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE: 9/6/2016 4:52:31 PM



BUILDING ENVELOPE NOTES:

KEYNOTES:

A-2	2 HOUR WALL TO EXTEND FROM LEVEL 2 TO LEVEL 5 T.O.P.
G-24	MEP SHAFT. COORD FINAL SHAFT DIMS WITH MEPS SUBCONTRACTOR AS REQ'D
HV-1	HVAC EQUIPMENT PER MECH DWGS

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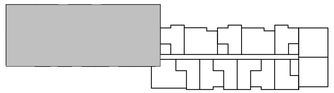
LEVEL 3 - SOUTH

SCALE: 1/8" = 1'-0"



PLAN LEGEND

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- 2 HOUR RATED ASSEMBLY
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- NON-RATED ASSEMBLY
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DEVELOPMENT COMMISSION PLAN SET	09/07/2016
BUILDING PERMIT SUBMITTAL	TBD

SHEET DATE: 09/07/2016

REVISIONS

DRAWN:	NRG/ AMM
CHECKED:	NRG
PROJECT No.	1531

SHEET TITLE:

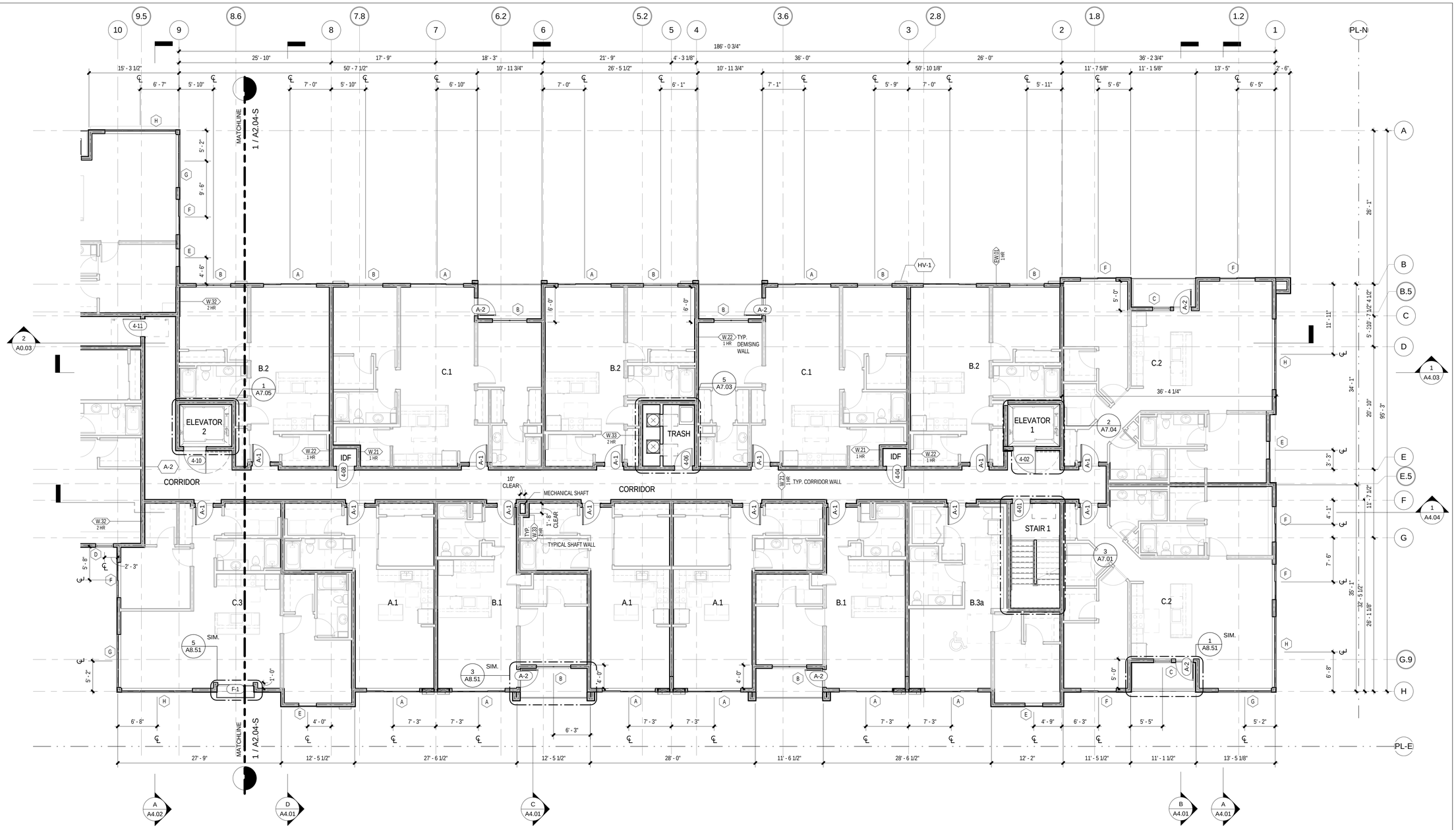
LEVEL 3 FLOOR PLAN - SOUTH

ISSUE: DCPS

A2.03-S

AGENDA ITEMS

ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE: 9/6/2016 4:52:39 PM



BUILDING ENVELOPE NOTES:

KEYNOTES:

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HV-1	HVAC EQUIPMENT PER MECH DWGS

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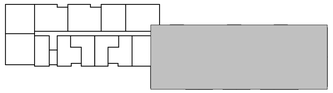
LEVEL 4 - NORTH

SCALE: 1/8" = 1'-0"



PLAN LEGEND

	3 HOUR RATED ASSEMBLY
	2 HOUR RATED ASSEMBLY
	1 HOUR RATED ASSEMBLY
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F-1 1-HR	WALL ASSEMBLY TAG SEE SHEET A9.01
999D	DOOR TAG

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SHEET DATE:	09/07/2016
REVISIONS	

DRAWN:	NRG/ AMM
CHECKED:	NRG
PROJECT No.	1531

SHEET TITLE:

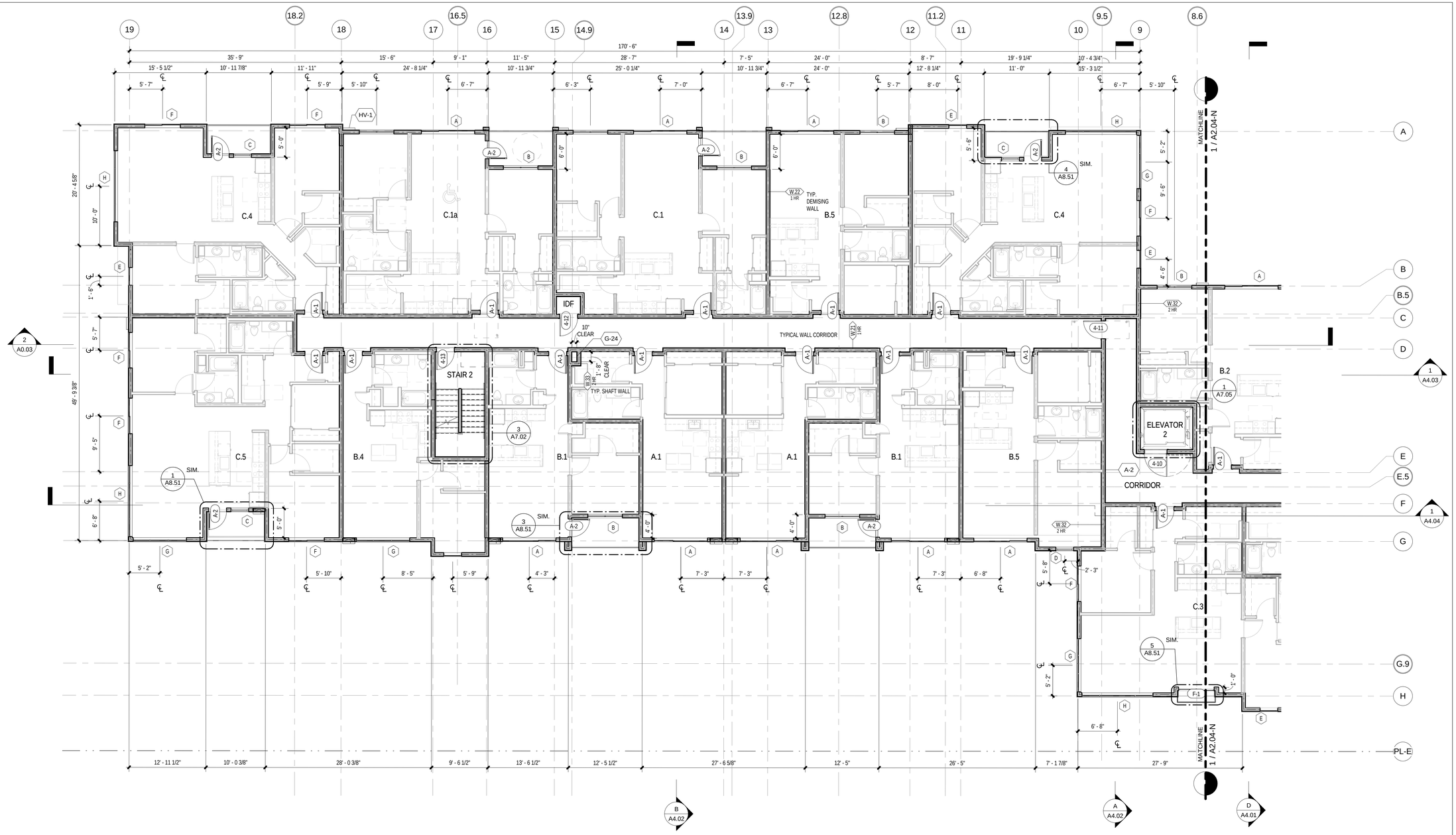
LEVEL 4 FLOOR PLAN - NORTH

ISSUE: DCPS

A2.04-N

AGENDA ITEMS

ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE: 9/6/2016 4:52:48 PM



BUILDING ENVELOPE NOTES:

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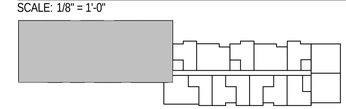
LEVEL 4 - SOUTH

SCALE: 1/8" = 1'-0"



PLAN LEGEND

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REVISIONS	

DRAWN:	NRG/ AMM
CHECKED:	NRG
PROJECT No.	1531

SHEET TITLE:

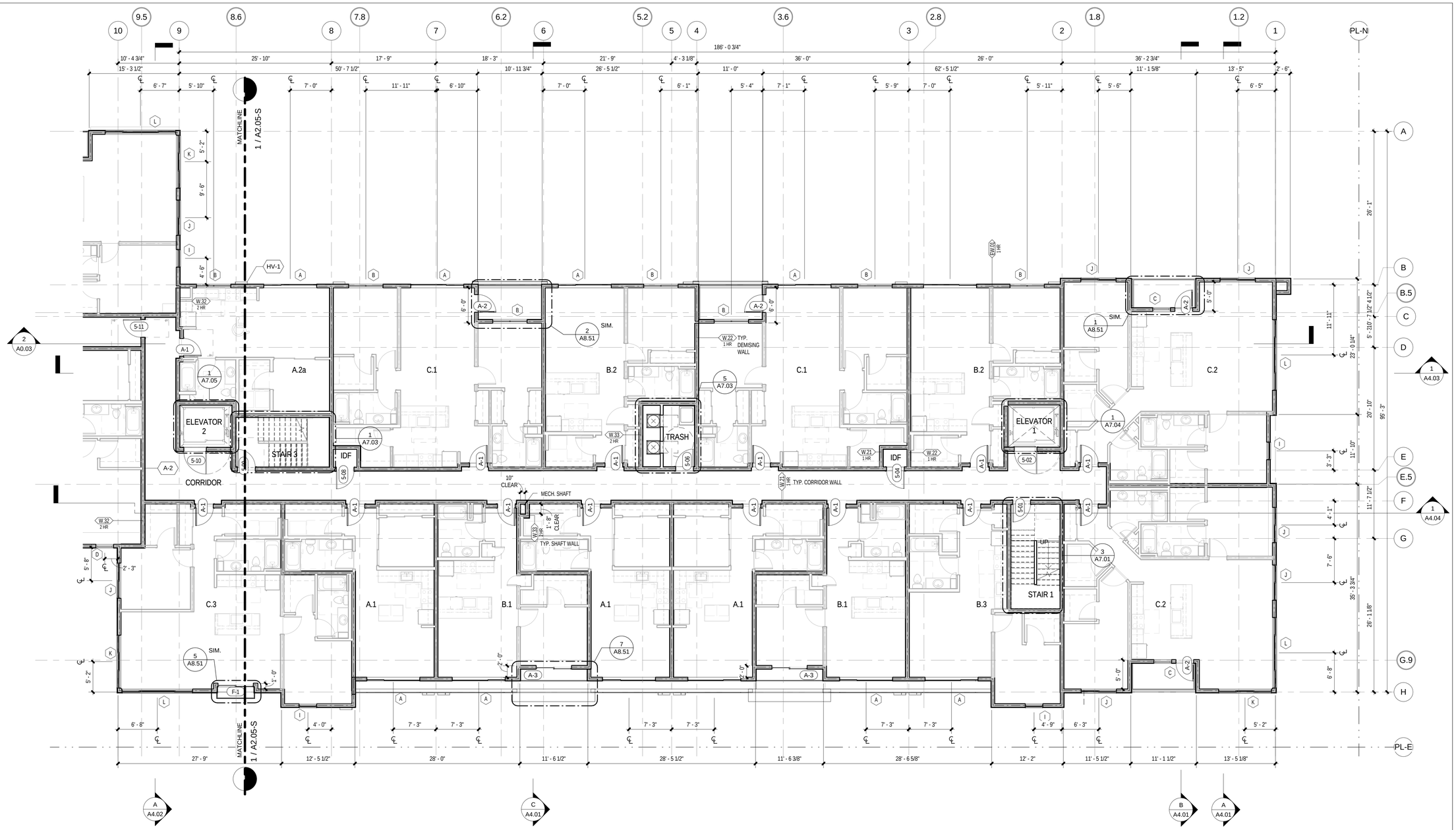
LEVEL 4 FLOOR PLAN - SOUTH

ISSUE: DCPS

A2.04-S

AGENDA ITEMS

ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE: 9/6/2016 4:53:02 PM



BUILDING ENVELOPE NOTES:

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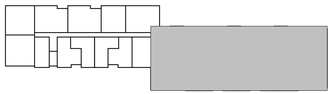
LEVEL 5 - NORTH

SCALE: 1/8" = 1'-0"



PLAN LEGEND

	3 HOUR RATED ASSEMBLY
	2 HOUR RATED ASSEMBLY
	1 HOUR RATED ASSEMBLY
	NON-RATED ASSEMBLY
F.1 / 1-HR	WALL ASSEMBLY TAG SEE SHEET A9.01
999D	DOOR TAG

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PROJECT:

ISSAQUAH APARTMENTS

955 7TH AVE NW
ISSAQUAH, WA 98027

CLIENT:

ISSY 7TH AVE, LLC

PROJECT ISSUES:	
SITE DEVELOPMENT PERMIT	4/19/2015
100% DESIGN DEVELOPMENT	7/20/2016
DEVELOPMENT COMMISSION PLAN SET	09/07/2016
BUILDING PERMIT SUBMITTAL	TBD
SHEET DATE:	09/07/2016
REVISIONS	

DRAWN:	NRG/ AMM
CHECKED:	NRG
PROJECT No.	1531

SHEET TITLE:

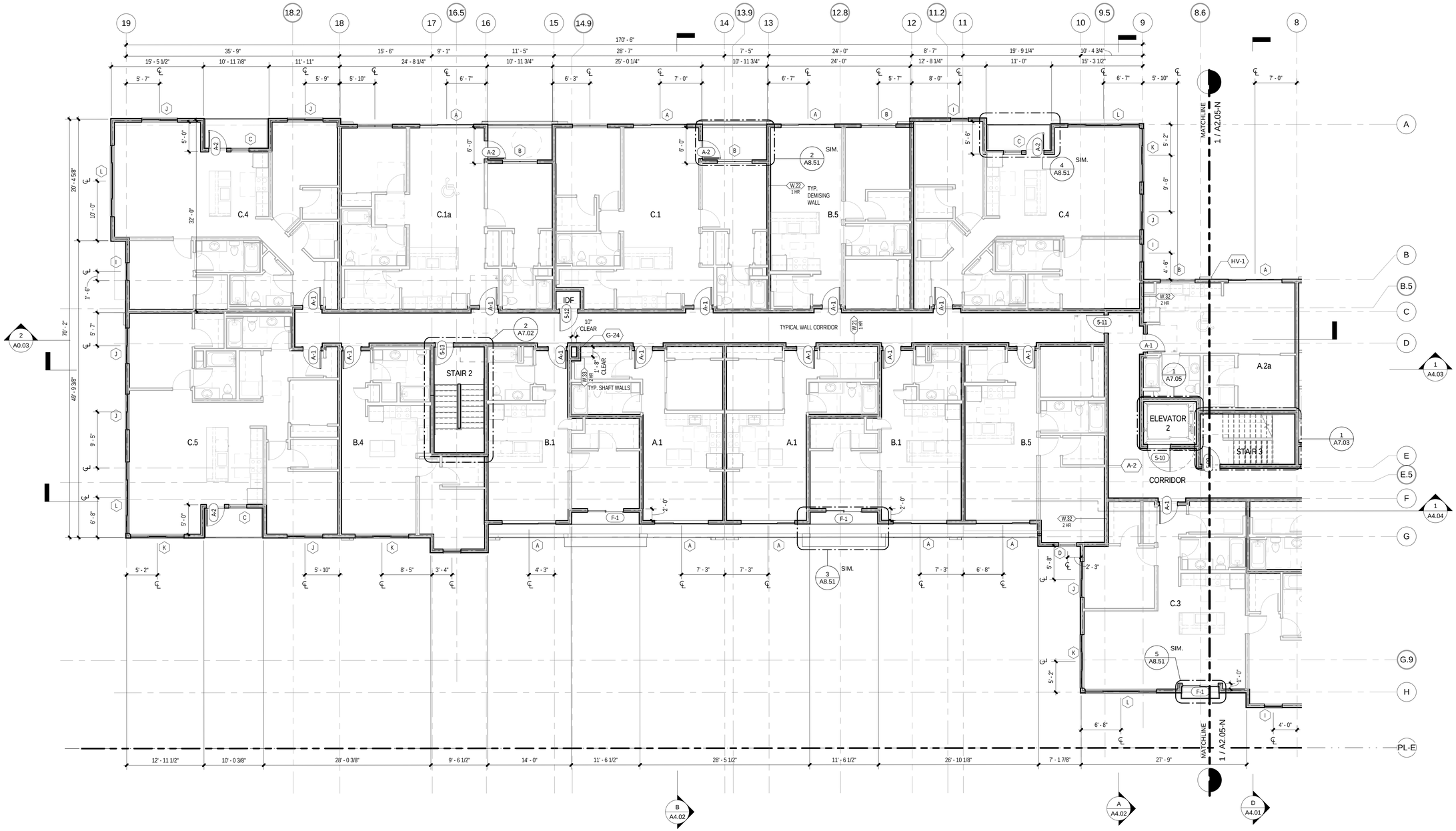
LEVEL 5 FLOOR PLAN - NORTH

ISSUE: DCPS

A2.05-N

AGENDA ITEMS

ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE: 9/8/2016 4:53:11 PM



BUILDING ENVELOPE NOTES:

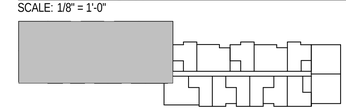
KEYNOTES

FLOOR PLAN GENERAL NOTES:

1. THIS DRAWING IS INTENDED TO REFERENCE OR SHOW CERTAIN SITE FEATURES WHERE APPLICABLE REFER TO CIVIL AND LANDSCAPE DRAWINGS FOR INFORMATION NOT SHOWN HERE. SEE SHEET A1.00 FOR SITE PLAN INFORMATION.
2. THIS DRAWING IS INTEDED TO SHOW BUILDING SHELL ONLY. SEE ENLARGED UNIT AND COMMON AREA PLANS FOR ADDITIONAL INFORMATION.
3. GRID PATTERNS WHERE SHOWN INDICATE LOCATION OF SCORE LINES, EXPANSION JOINTS, OR CONTRACTION JOINTS IN TOPPING SLABS AND SLABS ON GRADE. ALIGN THESE JOINTS WTIH OPEN JOINTS IN UNIT PAVERS ON PEDESTALS WHERE THE TWO MEET. SEE LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION.
4. PROVIDE FIRE DEPARTMENT CONNECTIONS (FDC) AS REQUIRED BY LOCAL FIRE DEPARTMENT. FDC'S SHALL BE READILY VISIBLE AND ACCESSIBLE ON A STREET FRONTAGE OR WHERE OTHERWISE APPROVED AND LOCATED AT LEAST 10 FEET AWAY FROM BUILDING EXITS.
5. PROVIDE RECESSED WALL HYDRANTS AT PERIMETER OF BUILDING WHERE REQUIRED BY LOCAL FIRE DEPARTMENT.
6. PROVIDE MINIMUM 1-FOOTCANDLE EMERGENCY ILLUMINATION AT INTERIOR LOBBIES AND CORRIDORS, RESIDENTIAL AND ENTRY COURTYARDS TO PUBLIC WAY. LIGHTING FIXTURES SHOWN TO ILLUSTRATE GENERAL LIGHTING INTENT ONLY ADEQUATE ILLUMINATION LEVELS IS THE RESPONSIBILITY OF THE ELECTRICAL DESIGN-BUILD CONTRACTOR.
7. EXIT SIGNS ARE MINIMUM REQUIRED. CONTRACTOR TO PROVIDE ADDITIONAL EXIT SIGNS AS REQUIRED BY AHJ.
8. PROVIDE BOLLARDS AND/OR OTHER IMPACT PROTECTION MEASURES AT MECHANICAL/ELECTRICAL EQUIPMENT WHERE EXPOSED TO MOVING TRAFFIC. SEE DETAIL 4/A8.01

LEVEL 5 - SOUTH

SCALE: 1/8" = 1'-0"



PLAN LEGEND

- 3 HOUR RATED ASSEMBLY
- 2 HOUR RATED ASSEMBLY
- 1 HOUR RATED ASSEMBLY
- NON-RATED ASSEMBLY
- F-1 / 1-HR — WALL ASSEMBLY TAG SEE SHEET A9.01
- 999D — DOOR TAG

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SHEET TITLE:

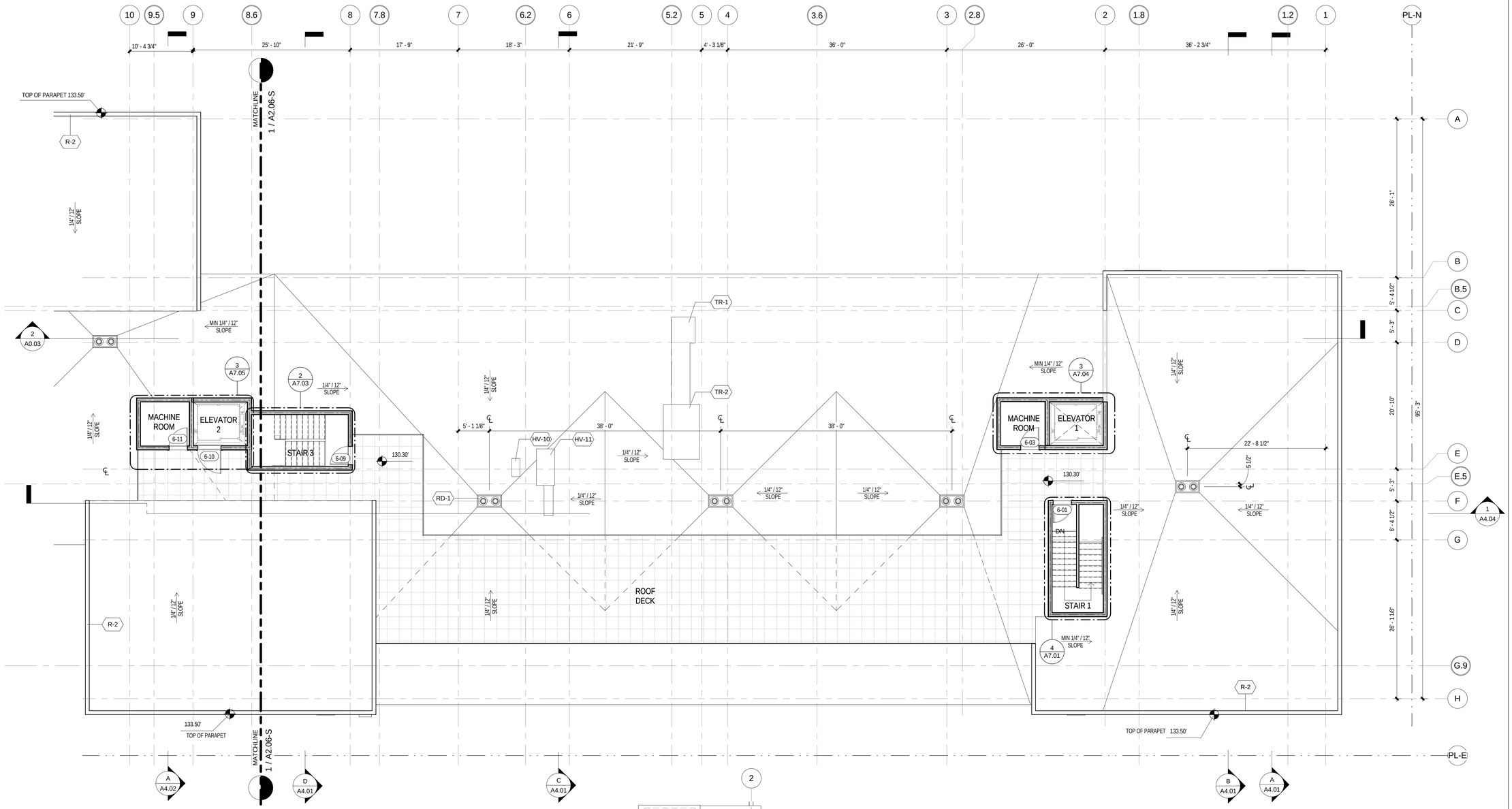
LEVEL 5 FLOOR PLAN - SOUTH

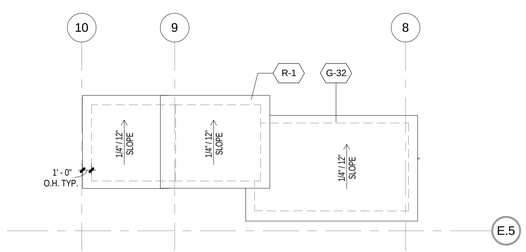
ISSUE: DCPS

A2.05-S

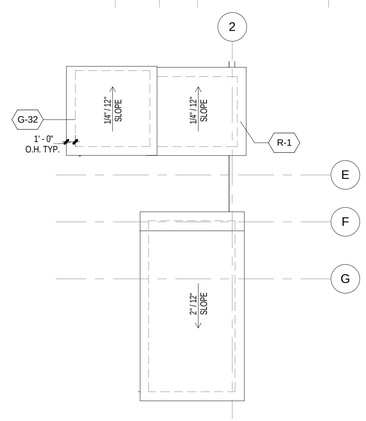
AGENDA ITEMS

ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE: 9/6/2016 4:53:24 PM





ELEVATOR 2 - LEVEL ROOF
SCALE: 1/8" = 1'-0"



ELEVATOR 1-LEVEL ROOF
SCALE: 1/8" = 1'-0"

ROOF PLAN NOTES

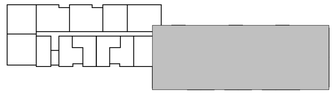
1. PROVIDE 1 INCH MINIMUM AIR GAP BETWEEN TOP OF INSULATION AND UNDERSIDE OF ROOF SHEATHING.
2. INSTALL A VAPOR RETARDER, WITH A TRANSMISSION RATE NOT TO EXCEED 1 PERM, AT THE WARM SIDE OF THE ATTIC INSULATION.
3. COORDINATE FINAL ROOF DRAIN LOCATIONS WITH PLUMBING / ROOF SUBCONTRACTORS

REFER TO SHEET 2.06-S FOR
ROOF VENTILATION CALCULATIONS

KEYNOTES

G-32	LINE OF WALLS BELOW, TYP.
HV-10	HEAT PUMP
HV-11	CORRIDOR VENTILATION
R-1	ELEVATOR PENTHOUSE
R-2	PARAPET WALL; SEE DETAIL SHEETS FOR MORE INFORMATION
RD-1	ROOF DRAIN PER PLUMBING DWGS
TR-1	COORDINATE TRASH CHUTE EXHAUST W/ ROOF DECK LOCATION AND PREVAILING WIND
TR-2	TRASH CHUTE EXHAUST

ROOF PLAN - NORTH
SCALE: 1/8" = 1'-0"



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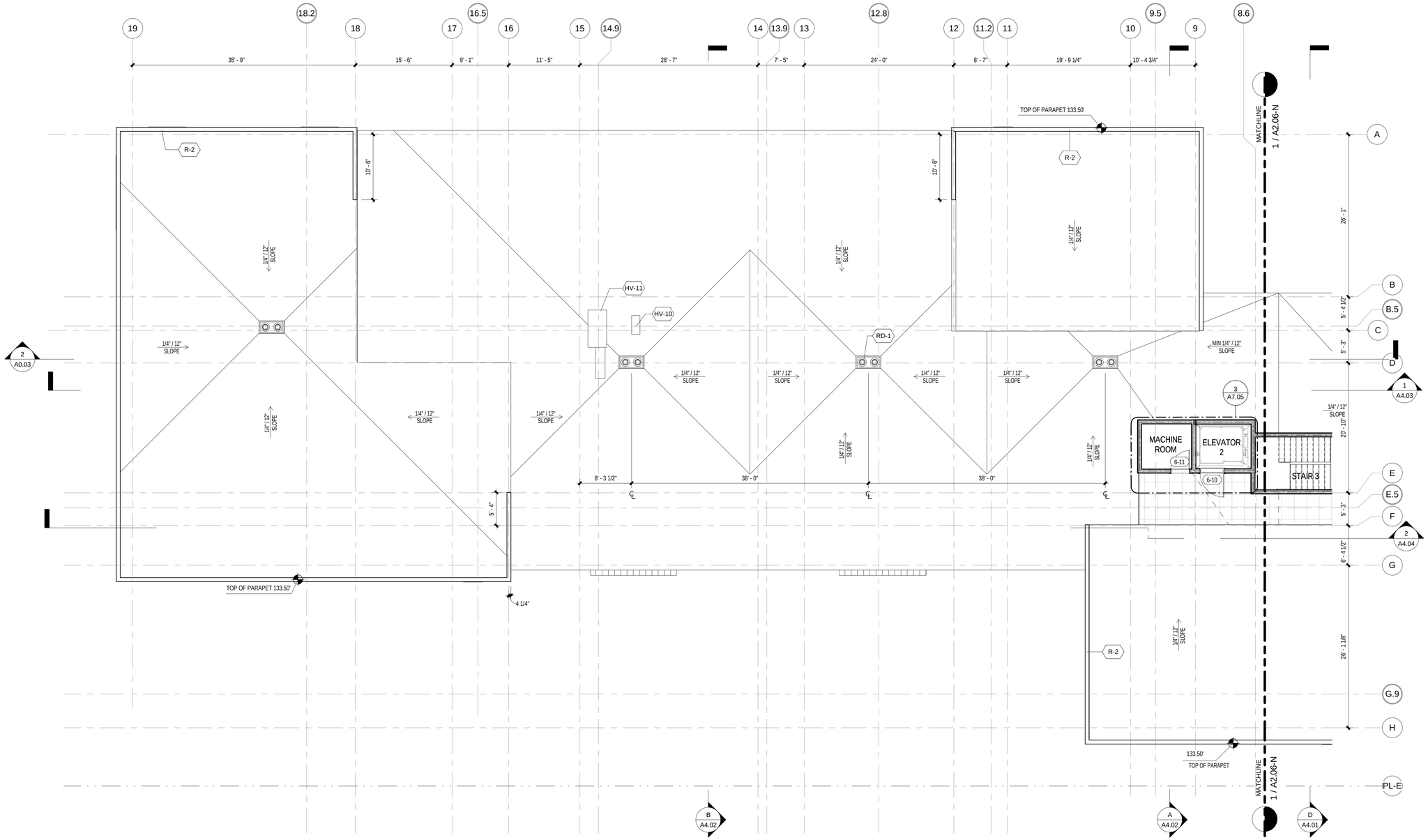
DRAWN:	NRG/ AMM
CHECKED:	NRG
PROJECT No.	1531

SHEET TITLE:
ROOF PLAN - NORTH

ISSUE: DCPS

A2.06-N

AGENDA ITEMS



ROOF VENTILATION CALCULATIONS

LOCATION AND ROOF AREA	REQUIREMENTS	REQ'D VENTILATION (SQ IN)	PRIMARY VENTILATION METHOD	PARAPET VENTILATION PROPOSED (SQ IN)	ROOF JACK VENTILATION PROPOSED (SQ IN)	SOFFIT VENTILATION PROPOSED (SQ IN)
FLAT ROOF OF WEST MASSING = 3348 SF	NET FREE VENTING = 1/300 OF VENTED SPACE (SBC 1203.2)	1/300 * 3348 = =1607.04 SQ IN	PARAPET AT PERIMETER THROUGH 1.5 DIA PIPES AT 4" OC	246.5 LF OF PARAPET 5.31 * 246.5 = 1308.92 SQ IN	1607.04 - 1308.92 = 298.12 SQ IN	NONE
BUTTERFLY ROOF = 1560 SF	NET FREE VENTING = 1/300 OF VENTED SPACE (SBC 1203.2)	1/300 * 1560 = 5.2 SF = 748.8 SQ IN	CONTINUOUS THROUGH 1.5 DIA PIPES = 5.31 SQ IN PER LF		748.8 - 565.5 = 183.29 SQ IN	106.5 LF OF STRIP VENT 5.31 * 106.5 = 565.5 SQ IN

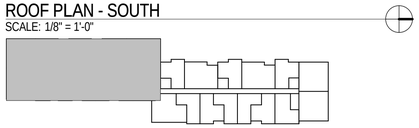
UPDATE REFERENCES FOR CURRENT PROJECT

ROOF PLAN NOTES

1. PROVIDE 1 INCH MINIMUM AIR GAP BETWEEN TOP OF INSULATION AND UNDERSIDE OF ROOF SHEATHING.
2. INSTALL A VAPOR RETARDER, WITH A TRANSMISSION RATE NOT TO EXCEED 1 PERM, AT THE WARM SIDE OF THE ATTIC INSULATION.
3. COORDINATE FINAL ROOF DRAIN LOCATIOINS WITH PLUMBING / ROOF SUBCONTRACTORS

ROOF PLAN - SOUTH

SCALE: 1/8" = 1'-0"



KEYNOTES

HV-10	HEAT PUMP
HV-11	CORRIDOR VENTILATION
R-2	PARAPET WALL; SEE DETAIL SHEETS FOR MORE INFORMATION
RD-1	ROOF DRAIN PER PLUMBING DWGS

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CHECKED:	NRG
PROJECT No.	1531

SHEET TITLE:

ROOF PLAN - SOUTH

ISSUE: DCPS

A2.06-S

AGENDA ITEMS

ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE: 9/6/2016 4:53:34 PM

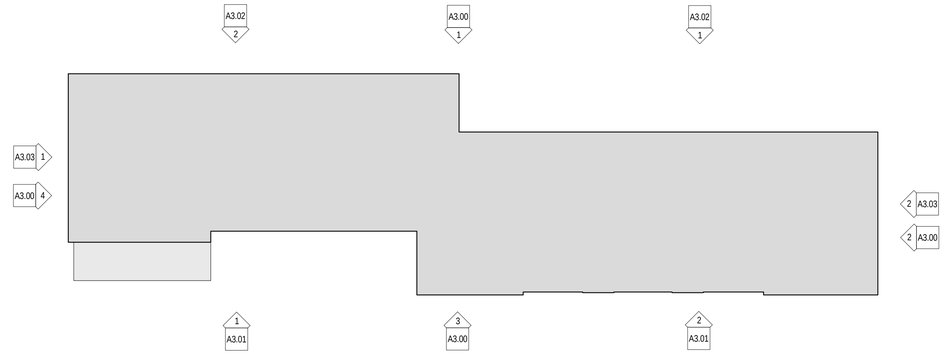
BUILDING ENVELOPE NOTES - ELEVATIONS

UPDATE REFERENCES FOR CURRENT PROJECT

1. [illegible]" PENETRATION WRAP & FLASHING AT WINDOWS & SLIDERS PER SHEET BE2.00
2. PR[illegible]PATION WRAP & FLASHING AT SWING DOORS PER SHEET BE2.01
3. SEE 19/BE2.[illegible]ING TERMINATION/KERF AT CONC WALLS (WITHOUT A CAST REVEAL)
4. SEE 18/BE2.03 FOR [illegible]ANT JOINT & BACKER ROD
5. SEE BE2.02 FOR TYPICAL FL[illegible]IFE PLATE (OR SIM) WALL PENETRATIONS
6. PROVIDE FLASHING AROUND CABIN[illegible]ICAL PANELS, METERS) PER 2.03.
7. INSTALL FLASHING LAP JOINTS PER 20/BE2.0[illegible]
8. PROVIDE FLASHING @ PIPE PENETRATIONS PER 12/B[illegible]
9. PROVIDE A 2-PIECE FLASHING COLLAR AT PENETRATIONS TH[illegible] ACCEPT A 1-PIECE OR QUICKFLASH COLLAR - SUCH AS GAS METER PIPING - PER 12/BE2.03.
10. PROVIDE A HOOD AT VENT/EXHAUST PENETRATIONS PER 1/BE2.04 (GROUPED) OR 3/BE2.04 (SINGLE).
11. PROVIDE CAP FLASHING AT HOSE BIBS PER 11/BE2.03.
12. PROVIDE A QUICKFLASH PANEL & GASKETED COVER AT ELECTRICAL OUTLETS & LIGHT FIXTURES

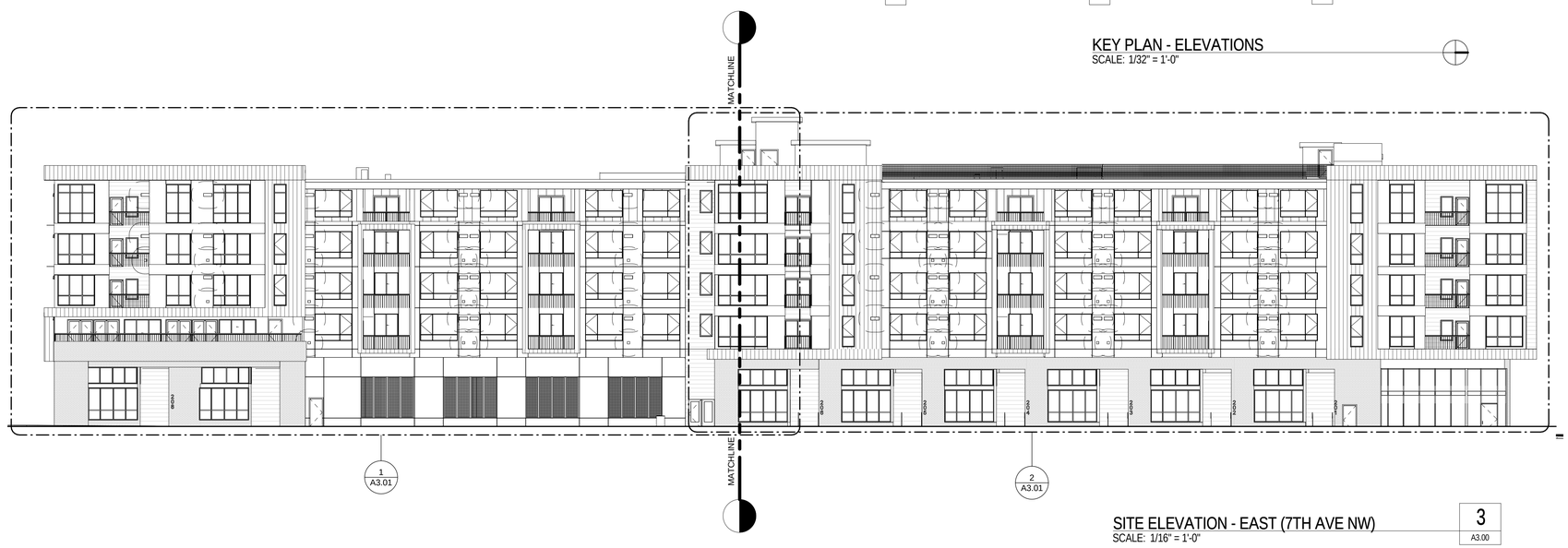
EXTERIOR FINISH SCHEDULE

MARK	EXTERIOR MATERIAL	MANUFACTURER	SPECIFICATION	COMMENTS
BR-1	THIN BRICK VENEER	MUTUAL MATERIALS (OR SIMILAR)	STANDARD 2 1/2" WITH RAKED JOINTS - MISSION SERIES; COLOR: MAUNA LUN	
C-1	FORMED CONCRETE			
CB-1	CEMENT BOARD PANELS	SHERWIN WILLIAMS	SW6243 "DISTANCE"	JOINT PATTERN PER ELEVATION
CB-2	CEMENT BOARD PANELS	SHERWIN WILLIAMS	SW7008 "ALABASTER"	JOINT PATTERN PER ELEVATION
CB-3	CEMENT BOARD PANELS - VERTICAL SIDING	SHERWIN WILLIAMS	SW7008 "ALABASTER" - 24" VERTICAL SIDING W/ RECESSED REVEAL	JOINT PATTERN PER ELEVATION
CB-4	CEMENT BOARD PANELS	SHERWIN WILLIAMS	SW 7019 "GAUNTLET GRAY"	JOINT PATTERN PER ELEVATION
M-1	METAL SIDING	AEP SPAN (OR SIMILAR)	PRESTIGE SERIES - COOL ZINC GRAY	12" PANEL, NO REVEAL, 2 PENCIL RIB, VERTICAL
W-1	EXTERIOR WOOD COMPOSITE CLADDING	PARKLEX (OR SIMILAR)	"COPPER"	



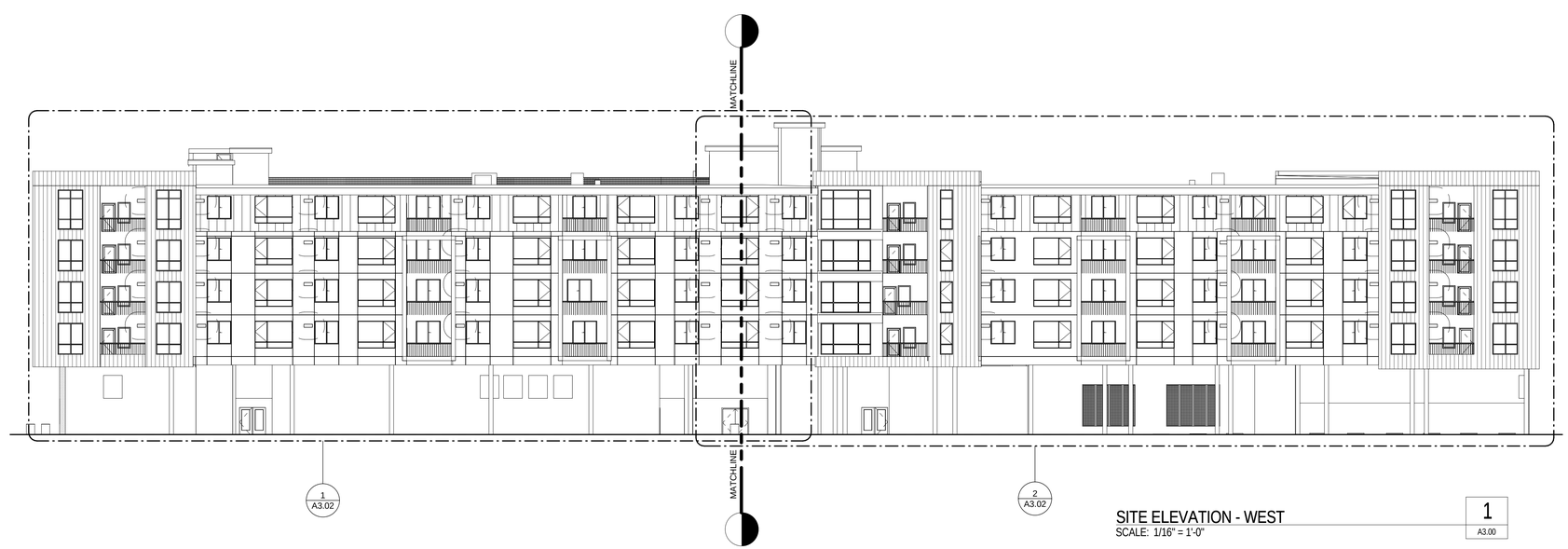
KEY PLAN - ELEVATIONS
SCALE: 1/32" = 1'-0"

SITE ELEVATION - SOUTH
SCALE: 1/16" = 1'-0"
4 / A3.00



SITE ELEVATION - EAST (7TH AVE NW)
SCALE: 1/16" = 1'-0"
3 / A3.00

SITE ELEVATION - NORTH
SCALE: 1/16" = 1'-0"
2 / A3.00



SITE ELEVATION - WEST
SCALE: 1/16" = 1'-0"
1 / A3.00

ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE: 9/6/2016 4:54:02 PM

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SHEET DATE: 09/07/2016
REVISIONS

DRAWN:	NRG/ AMM
CHECKED:	NRG
PROJECT No.	1531

SHEET TITLE:
SITE ELEVATIONS & KEY PLAN

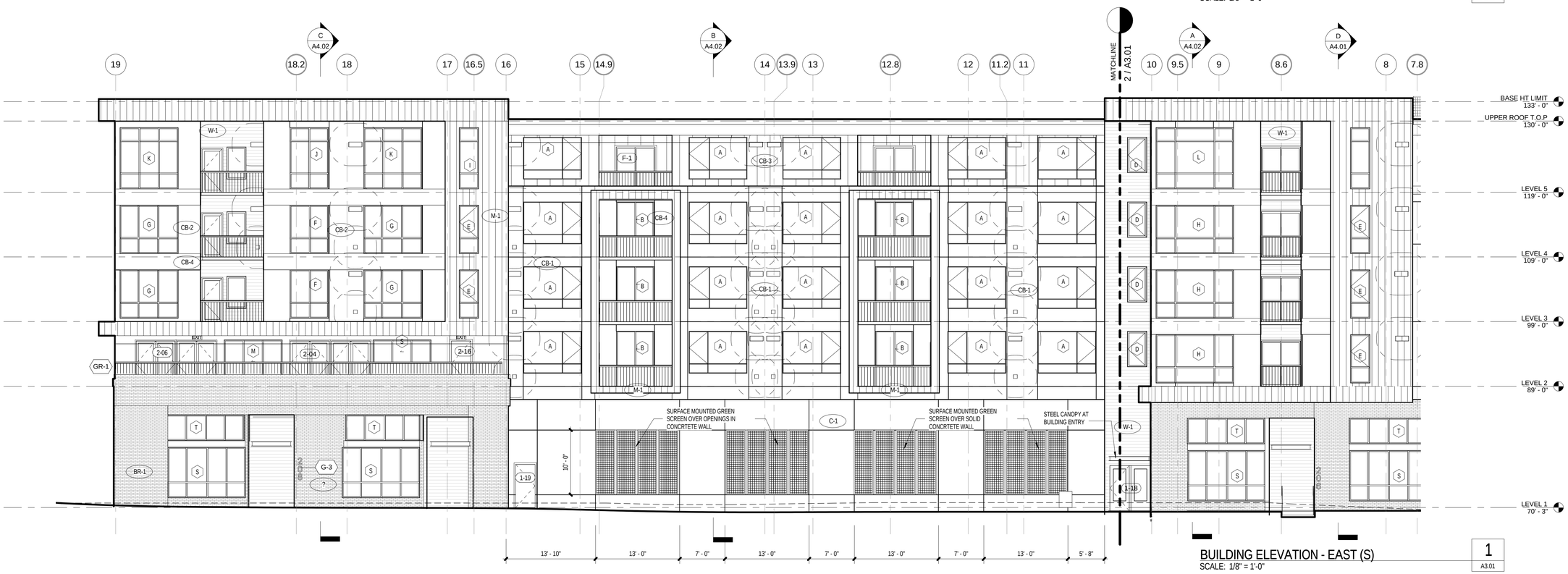
ISSUE: DCPS

A3.00

AGENDA ITEMS

BUILDING ELEVATION - EAST (N)
SCALE: 1/8" = 1'-0"

2
A3.01



BUILDING ELEVATION - EAST (S)
SCALE: 1/8" = 1'-0"

1
A3.01

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SHEET TITLE:
BUILDING ELEVATIONS

ISSUE: DCPS

A3.01

AGENDA ITEMS

ORIGINAL SHEET SIZE IS 24"x36" | PLOT DATE: 9/6/2016 4:54:10 PM

BUILDING ELEVATION - WEST (N)
SCALE: 1/8" = 1'-0"

2
A3.02

BUILDING ELEVATION - WEST (S)
SCALE: 1/8" = 1'-0"

1
A3.02

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ISSUE: DCPS

A3.02

AGENDA ITEMS

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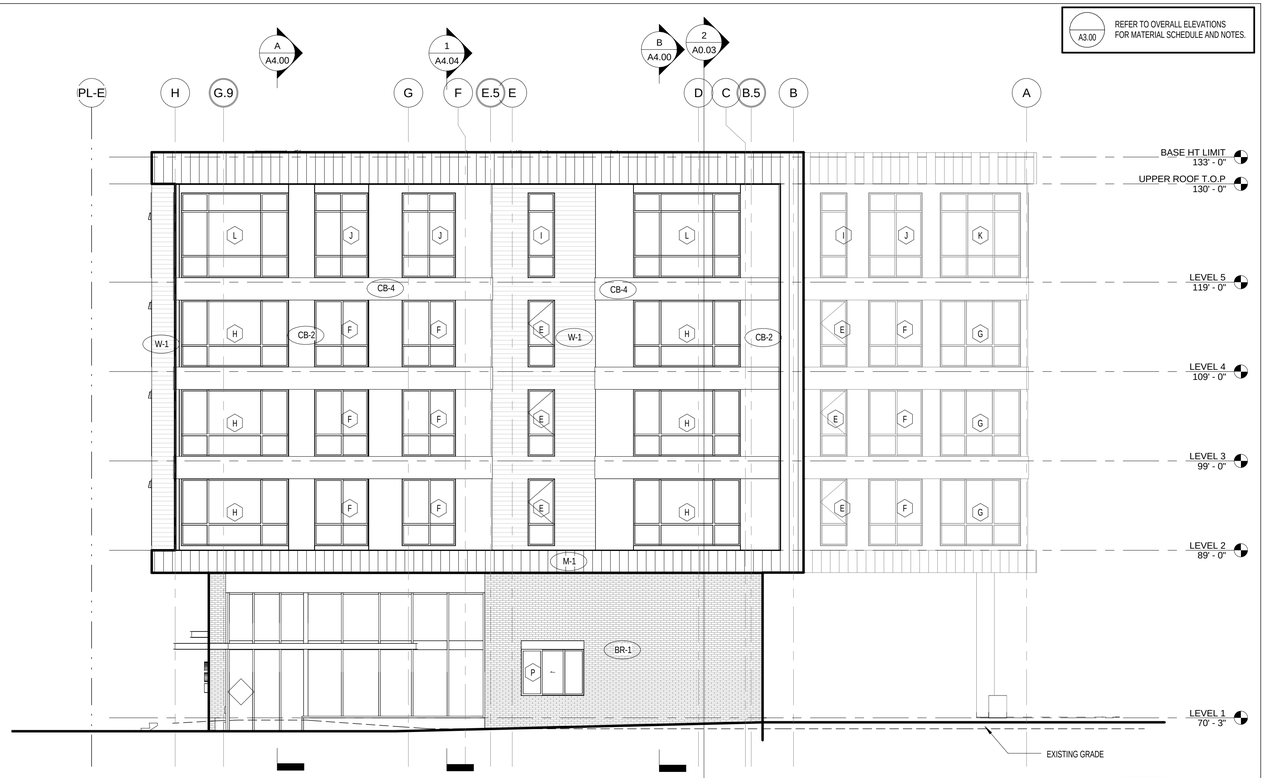
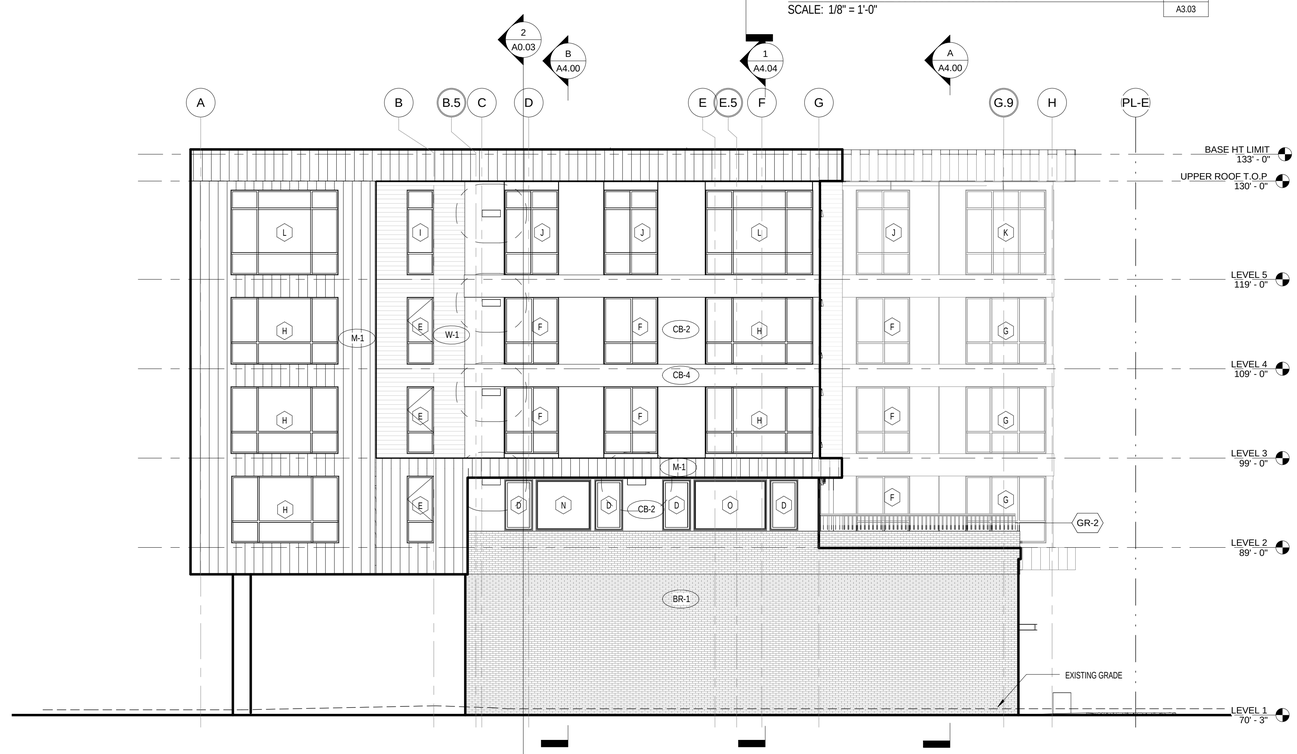


BUILDING ELEVATION - NORTH
SCALE: 1/8" = 1'-0"
2
A3.03



BUILDING ELEVATION - SOUTH
SCALE: 1/8" = 1'-0"
1
A3.03

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SHEET TITLE:
BUILDING ELEVATIONS

ISSUE: DCPS

A3.03

AGENDA ITEMS

GENERAL NOTES

GENERAL

1. PROVIDE ELECTRICAL INSTALLATION IN ACCORDANCE WITH NATIONAL ELECTRICAL CODE, NATIONAL ELECTRICAL SAFETY CODE, LOCAL CODES, ORDINANCES AND REQUIREMENTS OF UTILITY COMPANIES FURNISHING SERVICES TO INSTALLATION.
2. PROVIDE ITEMS NECESSARY TO COMPLETE ELECTRICAL SYSTEMS. THE ELECTRICAL DRAWINGS ARE DIAGRAMMATIC AND DO NOT NECESSARILY SHOW EVERY CONDUIT, BOX, CONDUCTOR OR SIMILAR ITEMS FOR A COMPLETE INSTALLATION.
3. THE CONTRACTOR SHALL VISIT THE SITE PRIOR TO BID AND DETERMINE CONDITIONS WHICH MAY AFFECT BID. ANY ITEMS NOT FULLY UNDERSTOOD SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO BIDDING.
4. "REF" INDICATIONS DENOTE WORK COVERED ELSEWHERE (ARCHITECTURAL, STRUCTURAL, OR MECHANICAL).
5. WHEREVER THE WORD "PROVIDE" IS USED, IT MEANS, "FURNISH AND INSTALL COMPLETE AND READY FOR USE."
6. COORDINATE LOCATION OF ELECTRICAL WITH OTHER TRADES.
7. REFER TO EQUIPMENT DRAWINGS FOR MECHANICAL CHARACTERISTICS (SIZE, LOCATION, ETC.) OF MECHANICAL EQUIPMENT, UNLESS OTHERWISE INDICATED.
8. PROVIDE CONDUCTORS AND RACEWAYS PER NATIONAL ELECTRICAL CODE.

MATERIALS AND METHODS

9. PROVIDE RACEWAY AND WIRING AS NOTED, ROUTED CONCEALED WITHIN BUILDING STRUCTURE WHERE POSSIBLE. WHERE RACEWAY CANNOT BE CONCEALED, IT SHALL BE INSTALLED PER PROJECT MANAGER'S DIRECTION.
10. OUTDOOR EXPOSED CONDUIT ROUTING: CONDUITS ROUTED ON ROOF OR EXPOSED TO WEATHER SHALL BE EMT OR LIQUID-TIGHT FLEX. PROVIDE WATER-TIGHT CONNECTIONS AND FITTINGS.
11. CLEARANCES: VERIFY PHYSICAL DIMENSIONS OF EQUIPMENT TO ENSURE THAT ACCESS CLEARANCES CAN BE MET.
12. CONNECTIONS: PROVIDE GRS, METALLIC FLEX, OR LIQUIDTITE FLEX CONDUITS FOR CONNECTIONS TO MOTORS OR MOTORIZED EQUIPMENT.
13. WIRING: PROVIDE MINIMUM #14 AWG WIRE IN APT UNIT LIVING ROOMS AND BEDROOMS. EVERYWHERE ELSE, MINIMUM TO BE #12 AWG WIRE.
14. WIRING: PROVIDE MINIMUM #10 AWG CONDUCTOR SIZE IN 120V BRANCH CIRCUIT RUNS OVER 100' IN LENGTH.
15. WIRING: POWER WIRING SHALL BE COPPER, THWN/THHN, INSULATED FOR 600V. ALUMINUM CONDUCTORS PERMITTED FOR FEEDERS 100 AMPS OR LARGER. INCREASE WIRE AND CONDUIT SIZE TO EQUAL OR EXCEED DESIGNED COPPER RATING.
16. DISCONNECTS: PROVIDE DISCONNECTS, FUSED AND UNFUSED, SHOWN AND REQUIRED BY CODE FOR EQUIPMENT FURNISHED UNDER ELECTRICAL AND MECHANICAL SCOPES OF WORK. REFER TO COORDINATION MATRIX.
17. FUSES: PROVIDE FUSES PER EQUIPMENT NAMEPLATE UNLESS OTHERWISE INDICATED. FUSES SHALL BE PROVIDED WITH REJECTION TYPE FUSE HOLDERS.
18. SUPPORT: SUPPORT LIGHT FIXTURES FROM BUILDING STRUCTURE. DO NOT SUPPORT FIXTURES FROM SUSPENDED CEILING.
19. LABELS: ELECTRICAL PANEL, TIME SWITCH, DISCONNECT, STARTER, CONTACTOR, PULL BOX, ETC. ENCLOSURES SHALL BE PERMANENTLY LABELED TO IDENTIFY ITS DESIGNATION OR UNIT SERVED.
20. PAINTING: ELECTRICAL ENCLOSURES SHALL BE PAINTED TO MATCH ADJACENT WALL.
21. COVERPLATES: PROVIDE AS FOLLOWS. SUBMIT SAMPLE OF EACH FOR APPROVAL.
    a. MECHANICAL, TRASH, ELECTRICAL ROOMS, GARAGE: GALVANIZED STEEL
    b. ALL OTHER AREAS: WHITE COLOR PLASTIC

25. SITE ELECTRICAL

TRENCHING: COORDINATE ALL TRENCHING WORK WITH OTHER UTILITY LOCATIONS AND DRAINAGE TRENCHES.

26. UNDERGROUND CONDUITS: PROVIDE PVC, SCHEDULE 40, 3/4" MINIMUM. PROVIDE PVC CONDUIT TRANSITION ELBOW WHEN TURNING UP TO ABOVE GRADE.
27. ALL CONDUITS PENETRATING THE BUILDING ENVELOPE BELOW GRADE SHALL FOLLOW WATERPROOFING REQUIREMENTS IN THE ARCHITECTURAL DRAWINGS.
28. BELOW SLAB: CONDUIT ROUTED BELOW ON-GRADE FLOOR SLABS SHALL BE INSTALLED PRIOR TO FLOOR SLAB POUR. ROUTE CONDUITS BELOW SLAB AS STRAIGHT AS POSSIBLE TO MINIMIZE BENDS.

NEUTRALS

30. AT CONTRACTORS OPTION, NEUTRALS MAY BE SHARED ON COMBINED HOMERUNS UNLESS THE CIRCUIT HAS A GFCI BREAKER, AN ISOLATED GROUND, OR IS FROM A PANEL WITH TVSS PROTECTION. ANY NEUTRAL DOWNSTREAM FROM A DIMMER SHALL BE DEDICATED TO THE DIMMED LOAD.
31. NEUTRAL WIRES SHOWN FOR TWO AND THREE POLE MECHANICAL AND KITCHEN EQUIPMENT MAY BE OMITTED UPON VERIFICATION THAT THEY ARE NOT REQUIRED EITHER FOR OPERATION OR CONTROL CIRCUITS PER MANUFACTURER'S SPECIFICATIONS.

LIGHTING

32. PROVIDE LIGHT FIXTURES WITH PROPER FITTING FLANGES, MOUNTING SUPPORTS, AND ACCESSORY ITEMS, UL LISTED FOR CONDITIONS OF USE.
33. LOW VOLTAGE LIGHTING
    A. PROVIDE LOW VOLTAGE TRANSFORMERS IN NEARBY ACCESSIBLE CEILING SPACE.
    B. PROVIDE LOW VOLTAGE CONDUCTORS SIZED PER MANUFACTURER'S GUIDELINES TO MINIMIZE VOLTAGE DROP.

LIGHTING CONTROL

34. THE MAXIMUM LIGHTING POWER THAT MAY BE CONTROLLED FROM A SINGLE SWITCH OR AUTOMATIC CONTROL SHALL NOT EXCEED THAT WHICH IS PROVIDE BY A TWENTY AMPERE CIRCUIT LOADED TO NOT MORE THAN EIGHTY PERCENT. A MASTER CONTROL MAY BE INSTALLED PROVIDED THE INDIVIDUAL SWITCHES RETAIN THEIR CAPABILITY TO FUNCTION INDEPENDENTLY.
35. BATTERY BALLASTS & EMERGENCY FIXTURES SHALL BE CONNECTED TO AN UNSWITCHED LEG OF THE DESIGNATED CIRCUIT.
36. EXTERIOR LIGHTING CONTROL PHOTOCELL TO BE SITUATED FACING NORTH. PROVIDE RELAY AND CONTACTORS TO CONTROL ALL EXTERIOR LIGHTING FROM THE SAME PHOTOCELL.

WIRING DEVICES

37. TAMPER RESISTANT RECEPTACLES ARE REQUIRED FOR ALL 15A AND 20A 120V RECEPTACLES LOCATED IN DWELLING UNITS.

APARTMENT FEEDER CABLES

38. APARTMENT FEEDERS ARE TO MAINTAIN SUFFICIENT SPACING FOR TEMPERATURE REGULATION. AT NO POINT SHALL FEEDERS BE ROUTED BUNDLED WITH INSUFFICIENT SPACING FOR MORE THAN 24 INCHES.

DESIGN/BUILD SYSTEMS

- FIRE ALARM SYSTEM:
  DESIGN AND PROVIDE COMPLETE, OPERATING, AND FULLY FUNCTIONAL FIRE DETECTION ALARM SYSTEM THAT MEETS ALL LOCAL CODES AND ORDINANCES. SUCCESSFUL SUB-CONTRACTOR SHALL SUBMIT FULL SET OF PLANS TO OWNER, INDICATING DEVICE LOCATIONS, WIRING, CONNECTIONS, AND SPECIAL MOUNTING DETAILS. REFER TO ELECTRICAL PLANS FOR MAIN EQUIPMENT LOCATIONS. SUBMIT PLANS AND OBTAIN PERMIT FROM LOCAL AHJ.
- FIRE ALARM CONTRACTOR: SHALL PROVIDE ACTUATION DEVICE FOR COMBINATION FIRE SMOKE DAMPERS PER SECTION 717.3.3.1 OF THE BUILDING CODE:

  1. WHERE A SMOKE DAMPER IS INSTALLED ABOVE SMOKE BARRIER DOORS IN A SMOKE BARRIER, A SPOT-TYPE DETECTOR LISTED FOR RELEASING SERVICE SHALL BE INSTALLED ON EITHER SIDE OF THE SMOKE BARRIER DOOR OPENING.

  2. WHERE A COMBINATION FIRE SMOKE DAMPER IS INSTALLED WITHIN AN AIR TRANSFER OPENING IN A WALL, A SPOT-TYPE DETECTOR LISTED FOR RELEASING SERVICE SHALL BE INSTALLED WITHIN 5 FEET (1524 MM) HORIZONTALLY OF THE DAMPER.

  3. WHERE A COMBINATION FIRE SMOKE DAMPER IS INSTALLED IN A CORRIDOR WALL OR CEILING, THE DAMPER SHALL BE PERMITTED TO BE CONTROLLED BY A SMOKE DETECTION SYSTEM INSTALLED IN THE CORRIDOR.

  4. WHERE A TOTAL-COVERAGE SMOKE DETECTOR SYSTEM IS PROVIDED WITHIN AREAS SERVED BY A HEATING, VENTILATION AND AIR-CONDITIONING (HVAC) SYSTEM, COMBINATION FIRE SMOKE DAMPERS SHALL BE PERMITTED TO BE CONTROLLED BY THE SMOKE DETECTION SYSTEM.

  5. UNLESS SPECIFICALLY SHOWN ON THE MECHANICAL PLANS, DUCT SMOKE DETECTORS SHALL NOT BE THE METHOD FOR ACTUATION OF FIRE SMOKE DAMPERS.
- SECURITY CAMERAS:
  DESIGN AND PROVIDE COMPLETE, OPERATING, AND FULLY FUNCTIONAL SECURITY CAMERA SYSTEM BASED ON OWNER'S REQUIREMENTS. PROVIDE CAMERAS AT FRONT LOBBIES OF BOTH BUILDINGS, ALL ELEVATOR LOBBIES, ALL COURTYARDS, ALL STAIRWELL LANDINGS, AND ALL WALKWAYS. CONTRACTOR TO PROVIDE CONDUIT TO ALL LOCATIONS. COORDINATE EXACT LOCATIONS OF ALL CAMERAS AND HEADEND EQUIPMENT.
- TELEPHONE WIRING SYSTEM:
  DESIGN AND PROVIDE COMPLETE, OPERATING, AND FULLY FUNCTIONAL TELEPHONE WIRING SYSTEM PER OWNER REQUIREMENTS. SEE PLANS FOR OUTLET LOCATIONS AND SERVICE ENTRANCE REQUIREMENTS. SUCCESSFUL SUB-CONTRACTOR IS RESPONSIBLE FOR ALL WIRING TERMINATIONS AT THE OUTLETS AND AT THE EQUIPMENT. COORDINATE TERMINATION TYPES WITH EQUIPMENT VENDOR. VERTICAL RISERS ARE TO BE IN RACEWAY, HORIZONTAL WIRING TO BE CABLE.
- DATA WIRING SYSTEM:
  DESIGN AND PROVIDE COMPLETE, OPERATING, AND FULLY FUNCTIONAL DATA WIRING SYSTEM PER OWNER REQUIREMENTS. SEE PLANS FOR OUTLET LOCATIONS AND SERVICE ENTRANCE REQUIREMENTS. SUCCESSFUL SUB-CONTRACTOR IS RESPONSIBLE FOR ALL WIRING TERMINATIONS AT THE OUTLETS AND AT THE EQUIPMENT. COORDINATE TERMINATION TYPES WITH EQUIPMENT VENDOR. VERTICAL RISERS ARE TO BE IN RACEWAY, HORIZONTAL WIRING TO BE CABLE.
- MASTER TELEVISION DISTRIBUTION SYSTEM:
  DESIGN AND PROVIDE COMPLETE, OPERATING, AND FULLY FUNCTIONAL SATELLITE AND CABLE TELEVISION DISTRIBUTION SYSTEM. SEE PLANS FOR OUTLET LOCATIONS AND SERVICE ENTRANCE REQUIREMENTS. SUCCESSFUL SUB-CONTRACTOR IS RESPONSIBLE FOR ALL WIRING & WIRING TERMINATIONS AT THE OUTLETS AND AT THE EQUIPMENT. COORDINATE TERMINATION TYPES WITH ACTIVE EQUIPMENT VENDOR. COORDINATE MAXIMUM WIRE LENGTH WITH ACTIVE EQUIPMENT SUPPLIER, VERIFY IT IS OF SUFFICIENT SIGNAL STRENGTH. VERTICAL RISERS ARE TO BE IN RACEWAY, HORIZONTAL WIRING TO BE CABLE.

APPLICABLE PROJECT CODES

2012 IBC 2012 INTERNATIONAL ELECTRICAL CODE
2012 INTERNATIONAL FIRE CODE
2015 WASHINGTON STATE ENERGY CODE WAC 51-11
2014 NATIONAL ELECTRIC CODE

IMPORTANT NOTES

- ARC FAULT REQUIREMENTS: NEC 210.12: AFCI PROTECTION FOR ALL DWELLING UNIT ROOMS, EXCEPT WHERE GFCI PROTECTION IS REQUIRED.
- TAMPER PROOF RECEPTACLES: NEC 406.12: IN ALL AREAS SPECIFIED IN 210.52 ALL NONLOCKING-TYPE 125-VOLT, 15-, 20-AMPERE RECEPTACLES SHALL BE LISTED TAMPER-RESISTANT RECEPTACLES.
- CO DETECTORS IN UNITS (WASHINGTON BLDG CODE): WSBC 907.2.8.4: FOR NEW CONSTRUCTION, AN APPROVED CARBON MONOXIDE ALARM SHALL BE INSTALLED OUTSIDE OF EACH SEPERATE SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOM IN SLEEPING UNITS.
- ELEVATOR EMERGENCY POWER: (IBC 2009) 1007.4 EXCEPTION 2: ELEVATORS ARE NOT REQUIRED TO BE ACCESSED FROM AN AREA OF REFUGE OR HORIZONTAL EXIT IN BUILDINGS AND FACILITIES EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM INSTALLED IN ACCORDANCE WITH SECTION 903.3.1.1 OR 903.3.1.2.

PRE-CONSTRUCTION MEETING

CONTRACTORS SHALL ATTEND A PRE-CONSTRUCTION MEETING WITH THE ENGINEER FOR THE PURPOSE OF REVIEWING THE WORK PRIOR TO ORDERING ANY EQUIPMENT OR PERFORMING ANY WORK. THE MEETING SHALL BE LOCATED AT THE PROJECT SITE ON A DATE AND TIME TO BE MUTUALLY AGREED. THE MEETING WILL BE A WORKING SESSION. THE MEETING WILL BE FACILITATED BY THE ENGINEER AND THE AGENDA WILL INCLUDE A DETAILED REVIEW OF THE PLANS AND SPECIFICATIONS, CROSS CHECK WITH OTHER TRADES FOR COORDINATION ISSUES, REVIEW OF PROPOSED PRODUCTS, REVIEW OF PLANNED MEANS AND METHODS,AND ON-SITE INVESTIGATION OF FIELD CONDITIONS RELATIVE TO EXISTING CONDITIONS THAT COULD AFFECT THE WORK. PERSONS ATTENDING THE MEETING SHALL BE KNOWLEDGEABLE OF THE PROJECT AND SHALL BE THE SPECIFIC PERSONS INTENDED TO CONTINUE WITH THE PROJECT THROUGH TO COMPLETION. IF REQUIRED, REVISED PLANS WILL BE ISSUED THROUGH OFFICIAL CHANNELS. CHANGES IN THE BID PRICE WILL BE DISCUSSED, BUT NO CHANGE ORDERS WILL BE ISSUED UNLESS PROCESSED THOUGH OFFICIAL CHANNELS. IT SHALL BE UNDERSTOOD THAT THE ENGINEER HAS NO AUTHORITY TO ISSUE CHANGE ORDERS.

THE FOLLOWING TRADES SHALL BE REPRESENTED FOR THE MINIMUM TIME INDICATED:

MECHANICAL SHEET METAL	2 HOURS
PLUMBING/PIPING	2 HOURS
ELECTRICAL	2 HOURS
GENERAL CONTRACTOR	ALL SESSIONS

SHEET MATRIX

DWG	DESCRIPTION	50% SD 05/23/2016	100% SD 07/20/2016	DCPS 09/07/2016				
		INCLUDED IN SET			SHEETS WITH REVISIONS			
E0.00	GENERAL NOTES, SHEET INDEX	X	X	X				
E0.01	LUMINAIRE SCHEDULE	X	X	X				
E1.00	SITE LIGHTING	X	X	X				
E1.01	SITE PHOTOMETRICS	X	X	X				
E1.02	SITE POWER	X	X	X				

LEGEND

- ## — LIGHT FIXTURE CALLOUT
- ILLUMINATED EXIT SIGN, ARROWS AS INDICATED
- $ — SINGLE POLE, SINGLE THROW LIGHT SWITCH, 20A (WP = WEATHERPROOF COVER)
- $3 — THREE-WAY LIGHT SWITCH, 20A
- $4 — FOUR-WAY LIGHT SWITCH, 20A
- $T — TIMER SWITCH
- DIMMER SWITCH
- $a — SWITCH, SINGLE POLE; WITH SWITCHING SUBSCRIPT 'a'
- DUAL SWITCHES ON SINGLE DEVICE, BOTH WITH OCCUPANCY SENSOR CONTROL
- $OS — OCCUPANCY SENSOR, WALL MOUNTED
- OS — OCCUPANCY SENSOR, CEILING MOUNTED
- SINGLE RECEPTACLE, GROUNDED
- IG — DUPLEX RECEPTACLE, ISOLATED GROUND
- GFCI — DUPLEX RECEPTACLE WITH GROUND FAULT INTERRUPTION (GFCI)
- DUPLEX RECEPTACLE WITH GROUND FAULT INTERRUPTION (GFCI) LOCATED ABOVE COUNTER
- QUAD RECEPTACLE, GROUNDED
- PC — PHOTOCELL
- WP GFCI — DUPLEX RECEPTACLE, GFCI WITH WEATHERPROOF COVER
- FLOOR OUTLET BOX WITH DUPLEX RECEPTACLE
- SPECIAL PURPOSE RECEPTACLE AS NOTED
- SD — PHOTOELECTRIC SMOKE DETECTOR (120V IN APARTMENT UNITS, POWERED BY FIRE ALARM SYSTEM ELSEWHERE)
- DAMPER — 120V CONNECTION TO MOTORIZED DAMPER
- DSD — 120V CONNECTION TO FIRE ALARM SYSTEM DUCT MOUNT SMOKE DETECTOR
- PANELBOARD
- ELECTRICAL DISTRIBUTION EQUIPMENT
- CIRCUIT BREAKER DISCONNECT SWITCH
- NON-FUSED DISCONNECT SWITCH
- FUSED DISCONNECT SWITCH
- MAGNETIC MOTOR STARTER
- COMBINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH
- C — CONTACTOR
- TS — TIME SWITCH
- MOTOR CONNECTION
- $M — MOTOR RATED SWITCH
- TRANSFORMER
- CR — CONNECTION TO ELECTRONIC CARD READER/DOOR RELEASE
- CLOSED CIRCUIT SECURITY CAMERA
- DOORBELL
- DOORBELL CHIME
- T — DOORBELL XFMR
- 120V COMBINATION CO/SMOKE DETECTOR
- JUNCTION BOX
- T — THERMOSTAT
- TV — TELEVISION CABLE OUTLET
- TELEPHONE OUTLET, MOUNTED AT 18" UNLESS OTHERWISE INDICATED
- DATA OUTLET, MOUNTED AT 18" UNLESS OTHERWISE INDICATED
- TELEPHONE & DATA OUTLET IN DUPLEX BOX

A PART OF THE DESIGN/BUILD FIRE ALARM SYSTEM

- ELECTRO-MAGNETIC DOOR HOLDER, POWERED BY FIRE ALARM SYSTEM
- FSD — 120V CONNECTION TO FIRE/SMOKE DAMPER
- HD — HEAT DETECTOR
- FS — SPRINKLER FLOW SWITCH
- TS — SPRINKLER VALVE TAMPER SWITCH
- SL — STROBE LIGHT
- H — FIRE ALARM HORN
- MH — MINI HORN
- F — FIRE ALARM PULL STATION
- CO — CARBON MONOXIDE DETECTOR POWERED BY FIRE ALARM SYSTEM

ABBREVIATIONS

A	AMPERE
AC	ALTERNATING CURRENT, ABOVE COUNTER
AFF	ABOVE FINISHED FLOOR
AFCI	ARC-FAULT CIRCUIT INTERRUPTER
AIC	AMPS INTERRUPTING CAPACITY
AL	ALUMINUM
AMP	AMPERE
ATS	AUTOMATIC TRANSFER SWITCH
AWG	AMERICAN WIRE GAUGE
BRKR	BREAKER
BLDG	BUILDING
BOH	BACK OF HOUSE
C	COIL or CONDUIT
CKT	CIRCUIT
CO	CONDUIT/RACEWAY ONLY OR CARBON MONOXIDE
CT	CURRENT TRANSFORMER
Cu	COPPER
CW	COOL WHITE
DCO	DUPLEX CONVENIENCE OUTLET
DN	DOWN
EXIST	EXISTING
EF	EXHAUST FAN
ELEC	ELECTRICAL
EMT	ELECTRICAL METALLIC TUBING
ENT	ELECTRICAL NON-METALLIC TUBING
EQUIP	EQUIPMENT
FA AUX	FIRE ALARM AUXILIARY POWER SUPPLY
FACP	FIRE ALARM CONTROL PANEL
FLR	FLOOR
FLUOR	FLUORESCENT
FOH	FRONT OF HOUSE
GEC	GROUNDING ELECTRODE CONDUCTOR
GFCI	GROUND FAULT CIRCUIT INTERRUPTER
GND	GROUND
GRS	GALVANIZED RIGID STEEL
HID	HIGH INTENSITY DISCHARGE
HP	HORSEPOWER
HT	HEAT TRACE
IDF	INTERMEDIATE DISTRIBUTION FRAME
KCMIL	THOUSAND CIRCULAR MILLS
KEC	KITCHEN EQUIPMENT CONTRACTOR
KVA	KILOVOLT AMPERES
KW	KILOWATT
LTG	LIGHTING
MPOE	MAIN POINT OF ENTRY
MATV	MASTER ANTENNA TELEVISION
MC	METAL CLAD (CABLE)
MDP	MAIN DISTRIBUTION PANEL
MFR	MANUFACTURER
MIN	MINIMUM
MLO	MAIN LUGS ONLY
MPOE	MAIN POINT OF ENTRY
N	NEUTRAL
NIC	NOT IN CONTRACT
NEC	NATIONAL ELECTRICAL CODE (NFPA-70)
NEMA	NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION
NT	NEON TRANSFORMER
NTS	NOT TO SCALE
PNL	PANEL
POC	POINT OF CONNECTION
PT	POTENTIAL TRANSFORMER
PVC	POLYVINYL CHLORIDE
PWR	POWER
QTY	QUANTITY
RECEPT	RECEPTACLE
RI	ROUGH-IN
RM	ROOM
RO	RACEWAY ONLY
SER	SERVICE ENTRANCE RATED (CABLE)
SHT	SHEET
SPEC	SPECIFICATIONS
SW	SWITCH
SWBD	SWITCHBOARD
SWGR	SWITCHGEAR
TTB	TELEPHONE TERMINAL BOARD
TYP	TYPICAL
UG	UNDERGROUND
UL	UNDERWRITERS LABORATORIES
UON	UNLESS OTHERWISE NOTED
V	VOLTS
W	WATTS
WW	WARM WHITE
WP	WEATHERPROOF
W/	WITH
W/O	WITHOUT
XFMR	TRANSFORMER
XFR	TRANSFER
Z	IMPEDANCE OR ZONE

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PROJECT:
ISSAQUAH APARTMENTS
955 7th Avenue NW
Issaquah, WA 98207

STAMP

CLIENT:
PNW HOLDINGS LLC

PROJECT ISSUES:

SITE DEVELOPMENT PERMIT	04/25/2016
50% SD	05/23/2016
100% SD	07/20/2016
DESIGN COMMISSION PLAN SET	09/07/2016

PERMIT SUBMITTAL

SHEET DATE: 09/07/2016

REVISIONS

DRAWN: TK
CHECKED: AF
PROJECT No. 2101-003

SHEET TITLE:
SHEET INDEX, NOTES

ISSUE: DESIGN DEVELOPMENT

E0.00

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TKERHET J:\2101-003 ISSAQUAH APARTMENTS\DWG\E000 GENERAL NOTES 1.DWG 09-06-2016 15:31

ALL LIGHTING FIXTURES TO BE CONFIRMED WITH ARCHITECT

GENERAL LUMINAIRE SCHEDULE

CALLOUT	SYMBOL	LAMP	DESCRIPTION	BALLAST	MOUNTING	MODEL	INPUT WATTS	NOTE 1
EM		(2) 5W LED EMERGENCY	BUG EYES EMERGENCY LIGHTING WALL PACK LED	BATTERY	CEILING	EMERGENSEE LIGHT SEELEDR1W	2	EM PATHWAY
F3V		(2) 32W T8 3500K	4' LINEAR FLOURESCENT FIXTURE, (2) 32W T8	ELECTRONIC	SURFACE	TEXAS FLUORESCENTS CITLB232MV	62	ELEVATOR PIT
P1		(1) 32W LED 4000K	PHILIPS 4' VAPORLUME 2–LP3.2.1 4000K BOARDS 54W DRIVER 2.7K RESISTOR	ELECTRONIC	CEILING	PHILIPS DAY–BRITE – PHILIPS CFI, DWAE35L840–4–UNV	31.5	UNDERSTRUCTURE PARKING
R1		(1) 10.5W LED 3000K	5" LED SQUARE DOWNLIGHT	0–10V DIMMING	RECESSED	SATCO S9323	10.5	UNIT ENTRY
R2		(1) 13.5W LED 3000K	7" RECESSED DOWN LIGHT WITH CLEAR DIFFUSE REFLECTOR, DIMMABLE 0–10V, LED, WHITE FLANGE	0–10V DIMMING	RECESSED	SATCO S9367	13.5	CORRIDORS
Z1		(1) LED 4000K	WALL MOUNT ARCH LIGHT	ELECTRONIC	WALL	LITHONIA WSQ LED 2 10A700/30K SR3 MVOLT	47	PATHWAY
Z5		(1) LED	DECORATIVE UPLIGHT	ELECTRONIC	CEILING	MODEL TBD	64	MOUNTED ABOVE ENTRANCE CANOPY
Z6		(1) LED 2700K	5.5" LED PUCK LIGHT	ELECTRONIC	CEILING	SATCO S9321	10.1	MOUNTED BELOW ENTRANCE CANOPY
Z9HSS		(60) 74W LED 4000K	CREE EDGE AREA TYPE IV DISTRIBUTION	ELECTRONIC	POLE	CREE ARE–EDR	134	PARKING LOT

APARTMENT UNIT LUMINAIRE SCHEDULE

CALLOUT	SYMBOL	LAMP	DESCRIPTION	BALLAST	MOUNTING	MODEL	INPUT WATTS	NOTE 1
G2		(1) 18.5W LED 2700K	9" DIAMETER CEILING SURFACE	ELECTRONIC	CEILING	SATCO S9337	18.5	APARTMENTS ENTRY CORRIDOR
G3		(1) 39W T5 2700K	BATHROOM VANITY LIGHT	ELECTRONIC	WALL	SUNPARK FL5339	39	APARTMENT UNIT BATHROOM
G6		(1) 23W GU24	EXTERIOR WALL SCONCE	SELF–BALLASTED LAMPS	WALL	WAVE LIGHTING 4412BK	23	APARTMENT UNIT EXTERIOR DECK
G8		(1) 12.5W LED 3000K	WALK–IN CLOSET LIGHT	ELECTRONIC	CEILING	NUVO 62–546	12.5	APARTMENT UNIT WALK–IN CLOSET / LAUNDRY CLOSET
G11		(1) 10.5W LED 3000K	5" LED SURFACE MOUNTED DOWNLIGHT	ELECTRONIC	SURFACE	SATCO S9323	10.5	UNIT KITCHEN
G12		(1) 13.5W LED 3000K	7" LED SURFACE MOUNTED DOWNLIGHT	ELECTRONIC	CEILING	SATCO S9331	13.5	UNIT BEDROOMS
G13		(1) 18W GU24 2700K	3.5" HANGING PENDANT	ELECTRONIC	CEILING	SUNPARK P058–1–62	18	ABOVE BREAKFAST BAR

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50% SD	05/23/2016
100% SD	07/20/2016
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PERMIT SUBMITTAL

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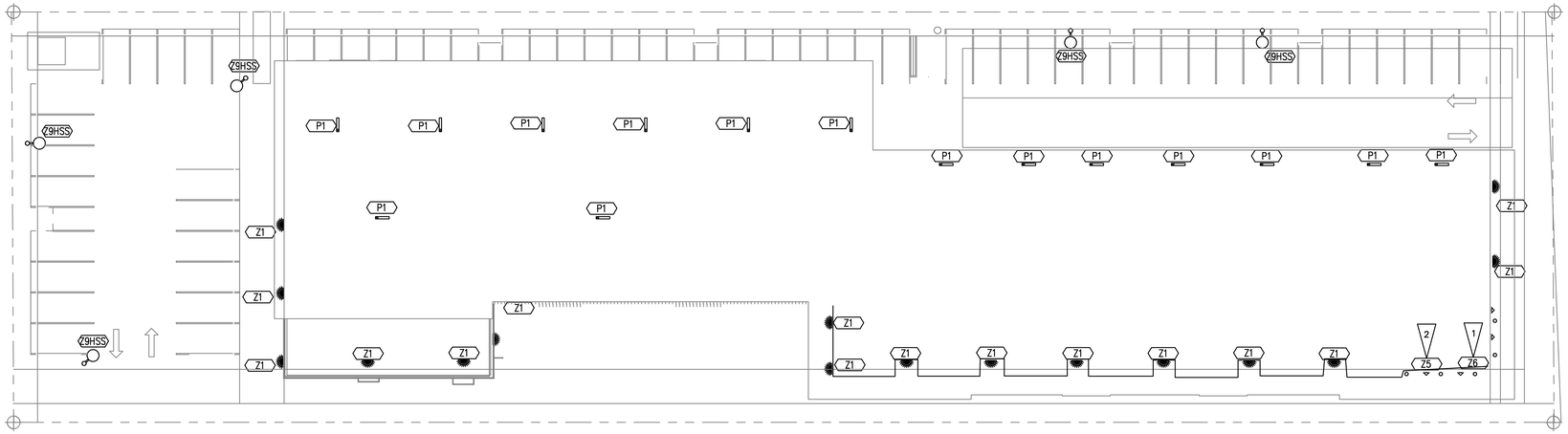
REVISIONS

DRAWN: TK
CHECKED: AF
PROJECT No. 2101-003

LUMINAIRE SCHEDULE

ISSUE: DESIGN DEVELOPMENT

E0.01



SHEET NOTES

1. ALL EXTERIOR LIGHTING TO BE CONTROLLED PER LIGHTING DETAIL 2/E6.00
2. ALL EXTERIOR EGRESS LIGHTING VIA INVERTER. REFER TO SHEET E/5.00.

FLAG NOTES

1 Z6 FIXTURE TO BE MOUNTED BELOW CANOPY.

2 Z5 FIXTURE TO BE MOUNTED ABOVE CANOPY.

LIGHTING

SITE PLAN

SCALE: 1" = 20'

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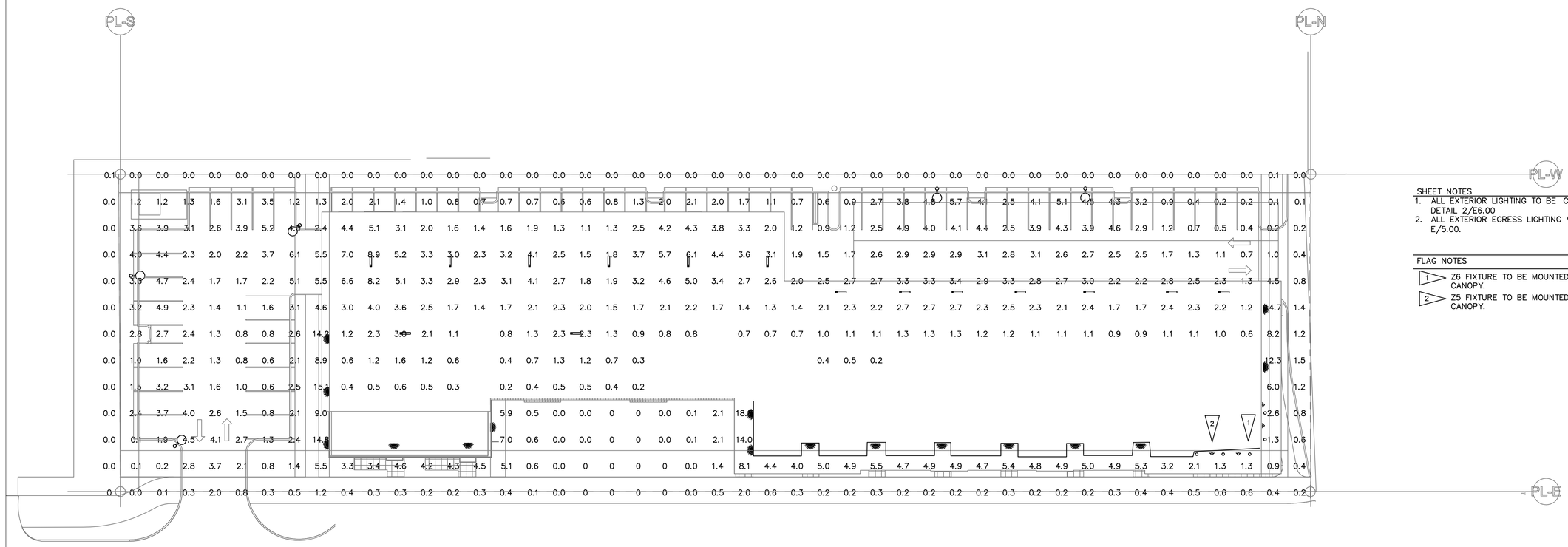
REVISIONS	

DRAWN:	**TK**
CHECKED:	**AF**
PROJECT No.	**2101-003**

SITE LIGHTING

ISSUE: **DESIGN DEVELOPMENT**

E1.00



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2. Z5 FIXTURE TO BE MOUNTED ABOVE CANOPY.

PHOTOMETRICS

SITE PLAN

SCALE: 1" = 20'

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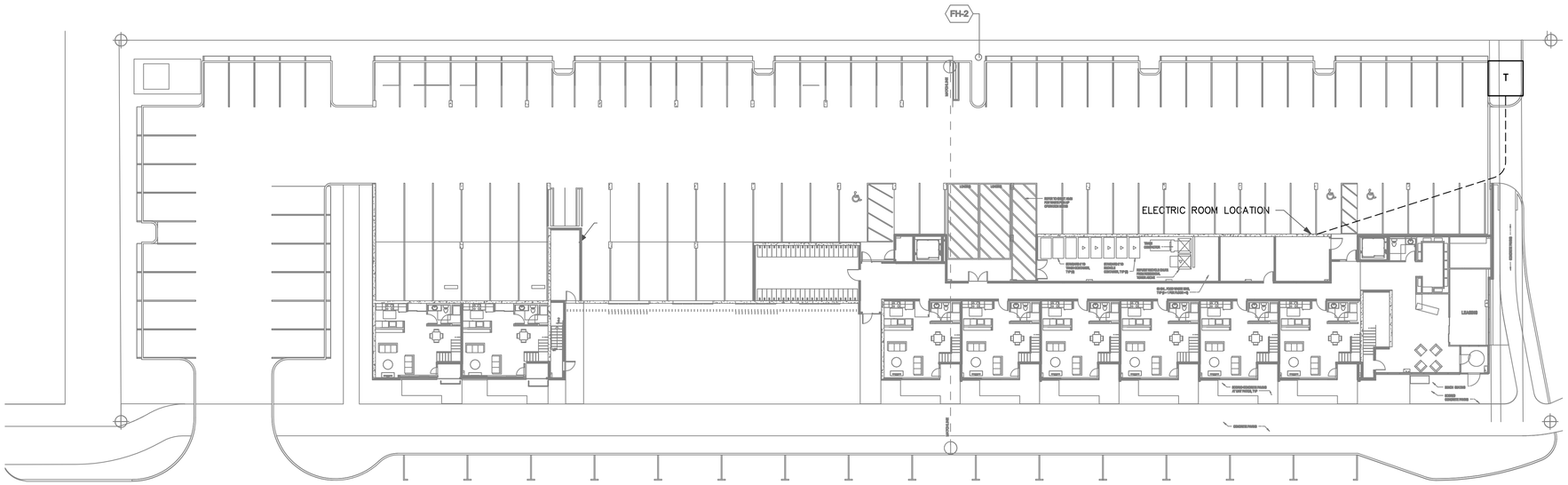
CHECKED: AF
PROJECT No. 2101-003

SITE PHOTOMETRICS

ISSUE: DESIGN DEVELOPMENT

E1.01



POWER

SITE PLAN

SCALE: 1" = 20'

SHEET NOTES

1. CONFIRM TRANSFORMER LOCATION WITH PSE PRIOR TO INSTALLATION.
2. TRANSFORMER IS TO BE 10' AWAY FROM ANY COMBUSTIBLE MATERIALS AND 3' AWAY FROM ANY NON COMBUSTIBLE MATERIAL.

FLAG NOTES

1 NOT USED.

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6505 216th ST. SW, Suite 200
Mountlake Terrace, WA 98043
425-741-1200 tel / 1201 fax

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PROJECT:

ISSAQUAH APARTMENTS

955 7th Avenue NW
Issaquah, WA 98207

STAMP

CLIENT:

PNW HOLDINGS LLC

PROJECT ISSUES:

SITE DEVELOPMENT PERMIT	**04/25/2016**
50% SD	**05/23/2016**
100% SD	**07/20/2016**
DESIGN COMMISSION PLAN SET	**09/07/2016**

PERMIT SUBMITTAL

SHEET DATE:	**09/07/2016**
REVISIONS	

DRAWN:	**TK**
CHECKED:	**AF**
PROJECT No.	**2101-003**

SITE POWER

ISSUE: **DESIGN DEVELOPMENT**

E1.02

ISSAQUAH APARTMENTS

955 7TH AVE SW
ISSAQUAH, WA 98027

ISSY 7TH AVE, LLC

DEVELOPMENT COMMISSION PLAN SET
September 07, 2016

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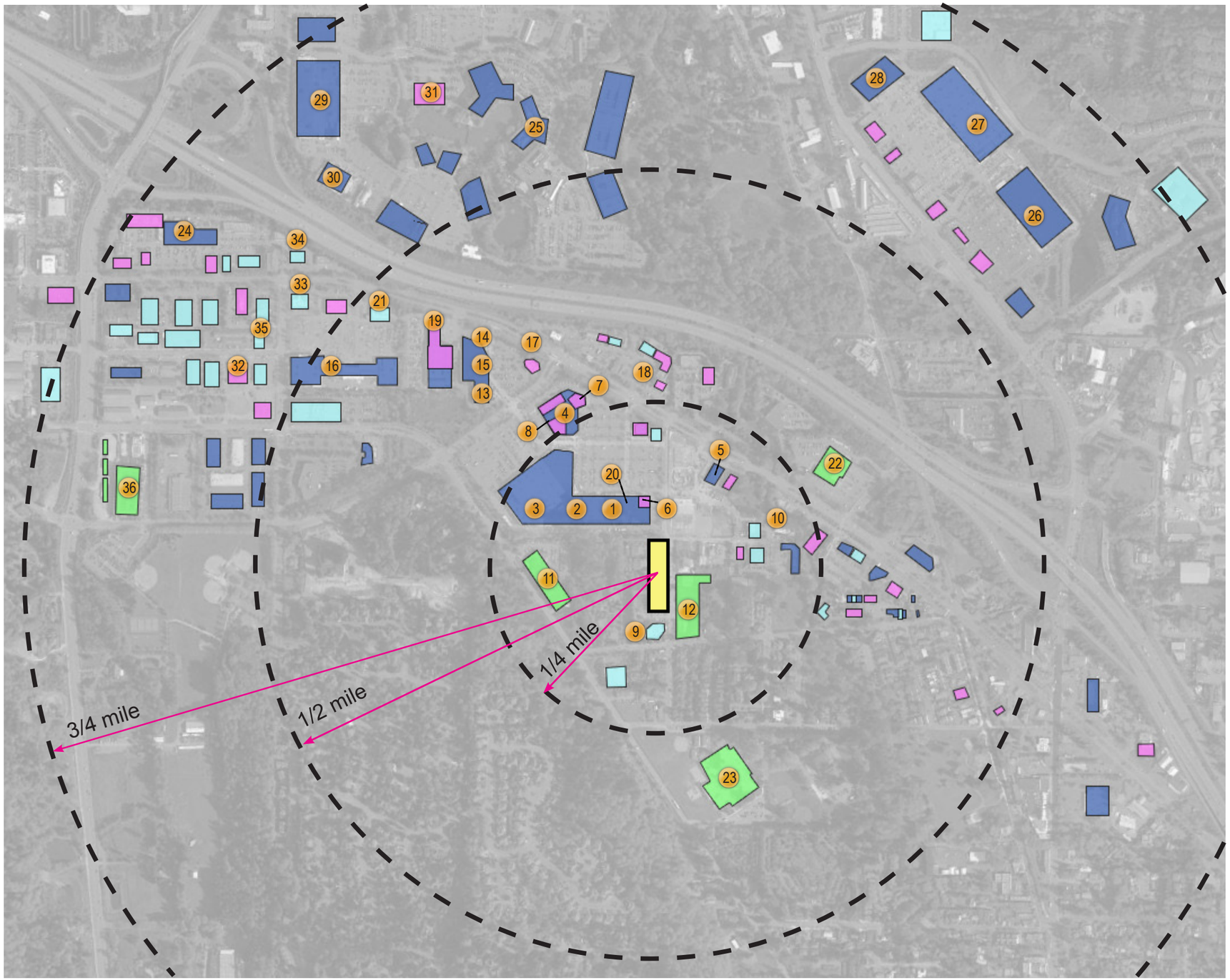
AGENDA ITEMS



DEVELOPMENT PATTERN

NEIGHBORHOOD DEVELOPMENT WITHIN 1/4 MILE

RETAIL
1. SAFEWAY
2. REI
3. TARGET
4. BED BATH AND BEYOND
5. O'RIELY AUTO PARTS

FOOD AND BEVERAGE
6. STARBUCKS
7. CHIPOLTLE
8. PANERA BREAD

COMMERCIAL
9. ISSAQUAH DENTAL ARTS
10. KEY BANK

PUBLIC AMENITIES
11. KING COUNTY LIBRARY SC
12. AT WORK!

NEIGHBORHOOD DEVELOPMENT WITHIN 1/2 MILE

RETAIL
13. TRADER JOES
14. PETCO
15. ROSS
16. SPORTS AUTHORITY

FOOD AND BEVERAGE
17. WILDFIN AMERICAN GRILL
18. BIG FOOT JAVA
19. TACO TIME

COMMERCIAL
20. BECU
21. BANK OF AMERICA

PUBLIC AMENITIES
22. US POST OFFICE

INSTITUTIONAL
23. ISSAQUAH VALLEY ELEMENTARY SCHOOL

NEIGHBORHOOD DEVELOPMENT WITHIN 3/4 MILE

RETAIL
24. QFC
25. COSTCO
26. HOME DEPOT
27. FRED MEYER
28. BEST BUY
29. LOWES
30. PETSMART

FOOD AND BEVERAGE
31. RED ROBIN
32. GASLAMP BAR & GRILL

COMMERCIAL
33. CHASE BANK
34. WELS FARGO
35. US BANK

PUBLIC AMENITIES
36. ISSAQUAH TRANSIT CENTER

MAP LEGEND

- RETAIL
- FOOR AND BEVERAGE
- COMMERCIAL
- PUBLIC AMENITIES

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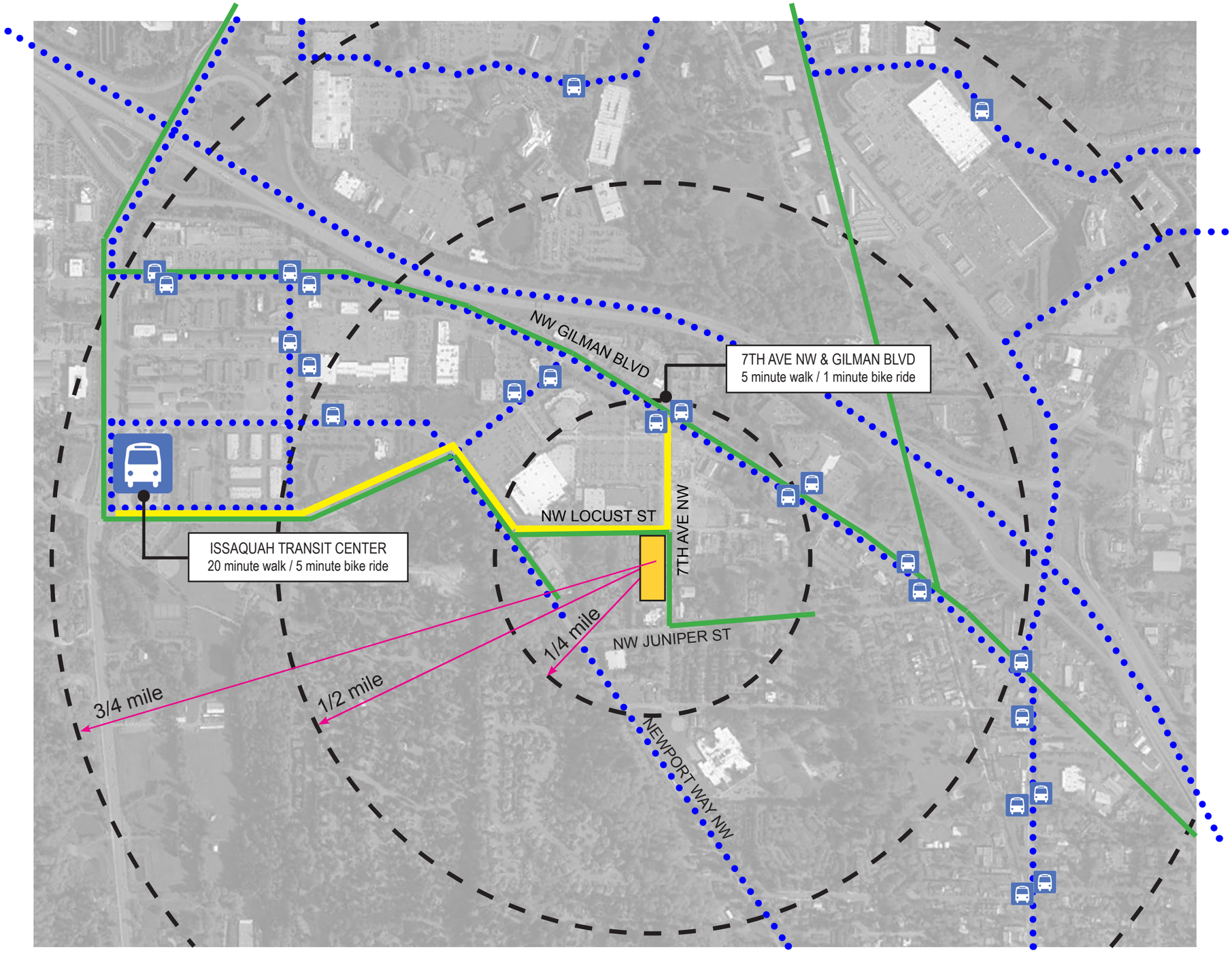

PUBLIC TRANSPORTATION AND TRAILS

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 to Seattle and University of Washington

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

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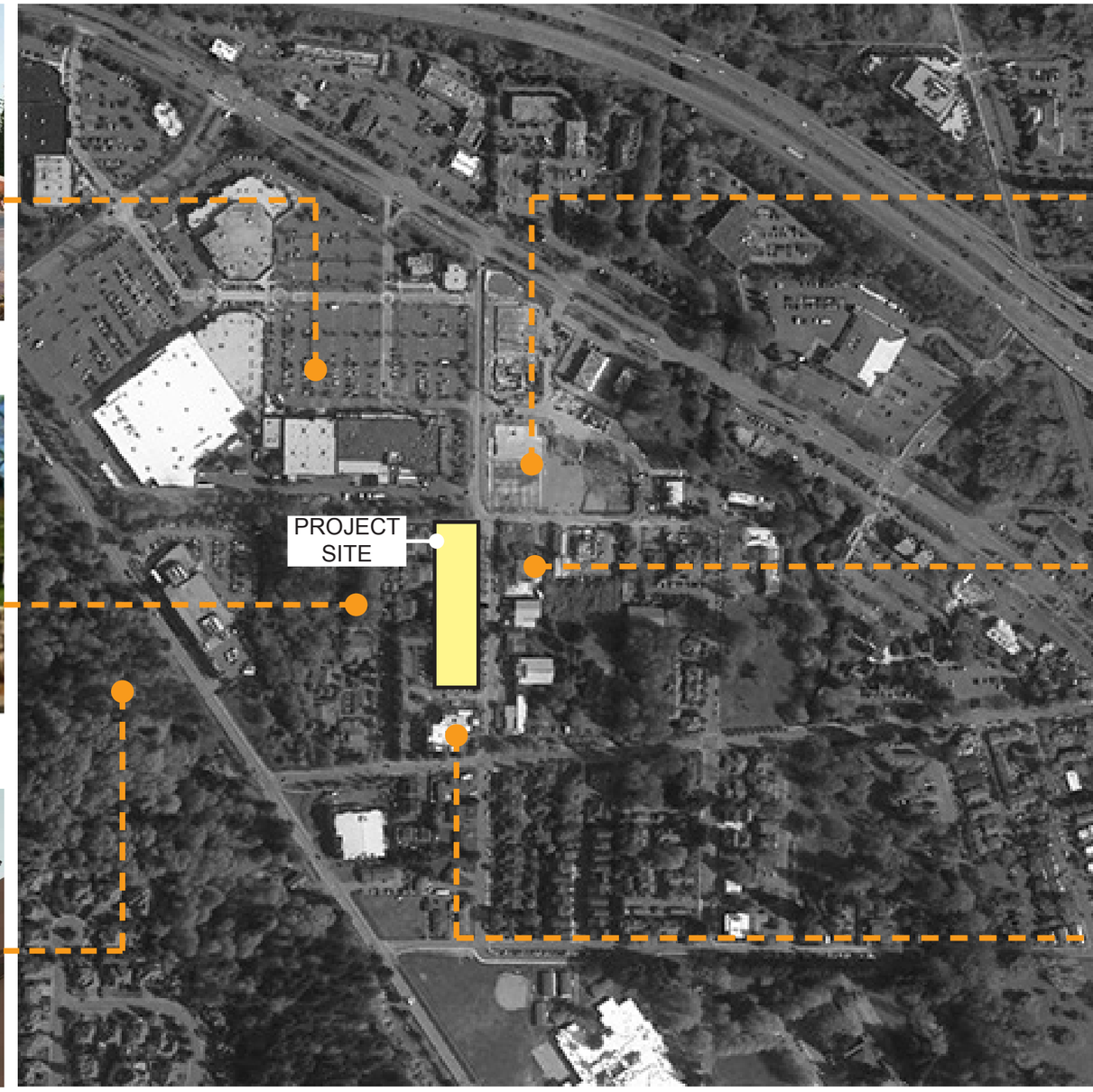
ISSAQUAH COMMONS SHOPPING CENTER

AEGIS ASSISTED LIVING COMMUNITY

INNESWOOD APARTMENTS
93 UNIT APARTMENT DEVELOPMENT - *(Under Landuse Review)*



ATLAS APARTMENTS
344 UNIT MULTIFAMILY DEVELOPMENT - (*Under Construction)*

ATWORK! RECYCLING SITE

JUNIPER PROFESSIONAL BUILDING
Adjacent parcel to South

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SITE PHOTOS

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

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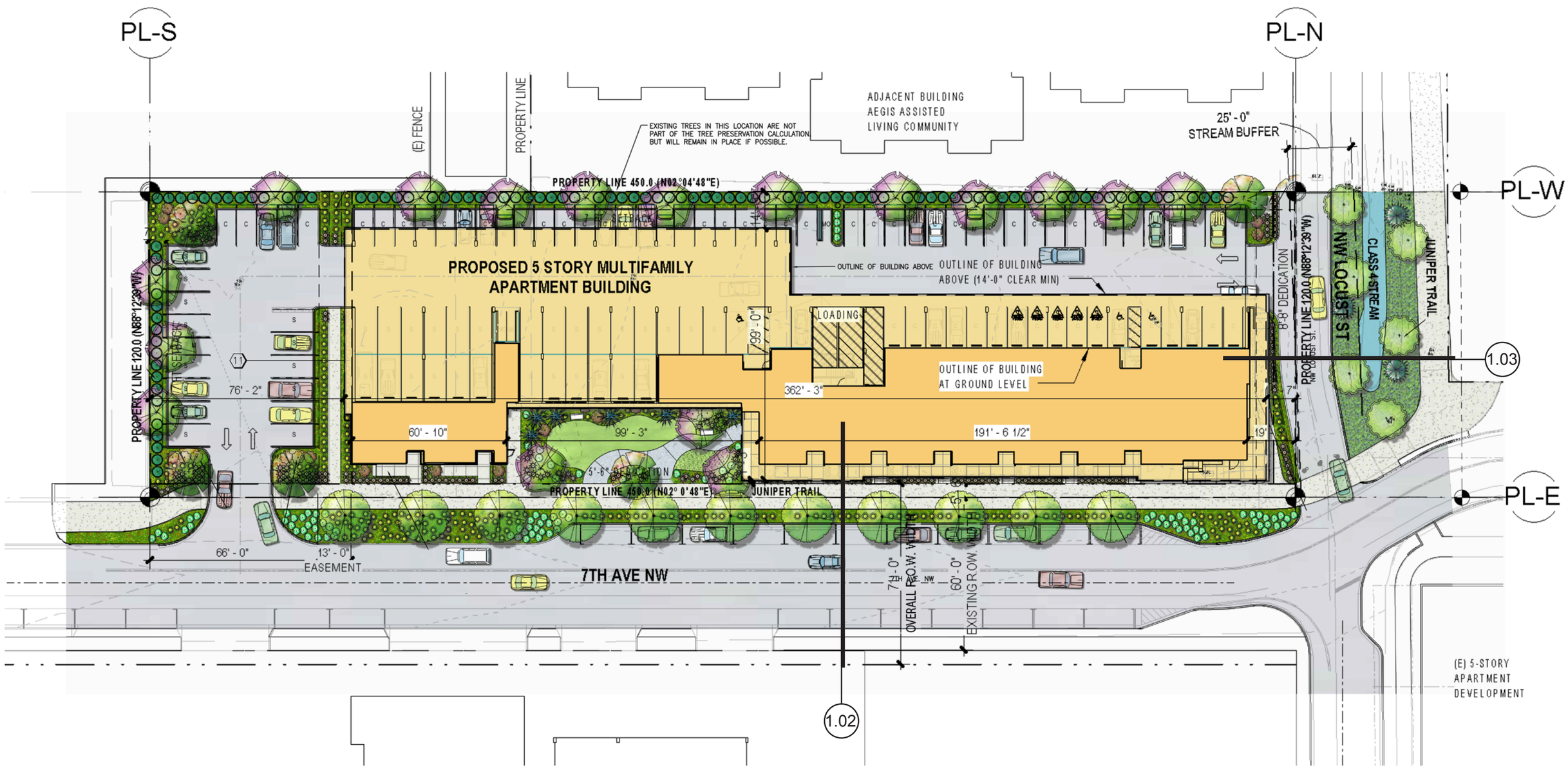
CONCEPTUAL SITE PLAN



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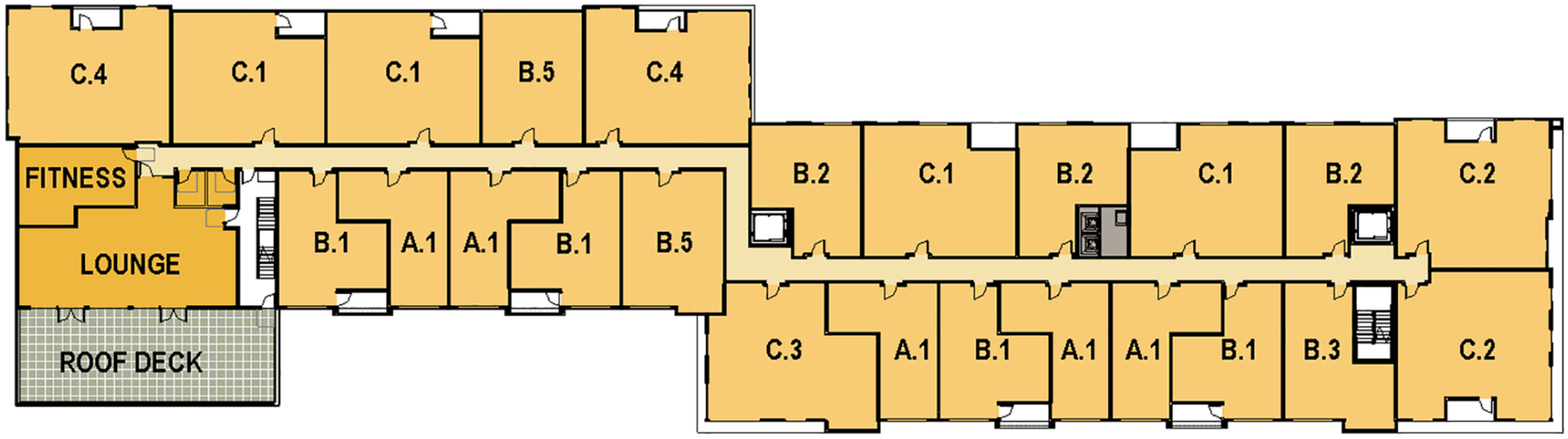
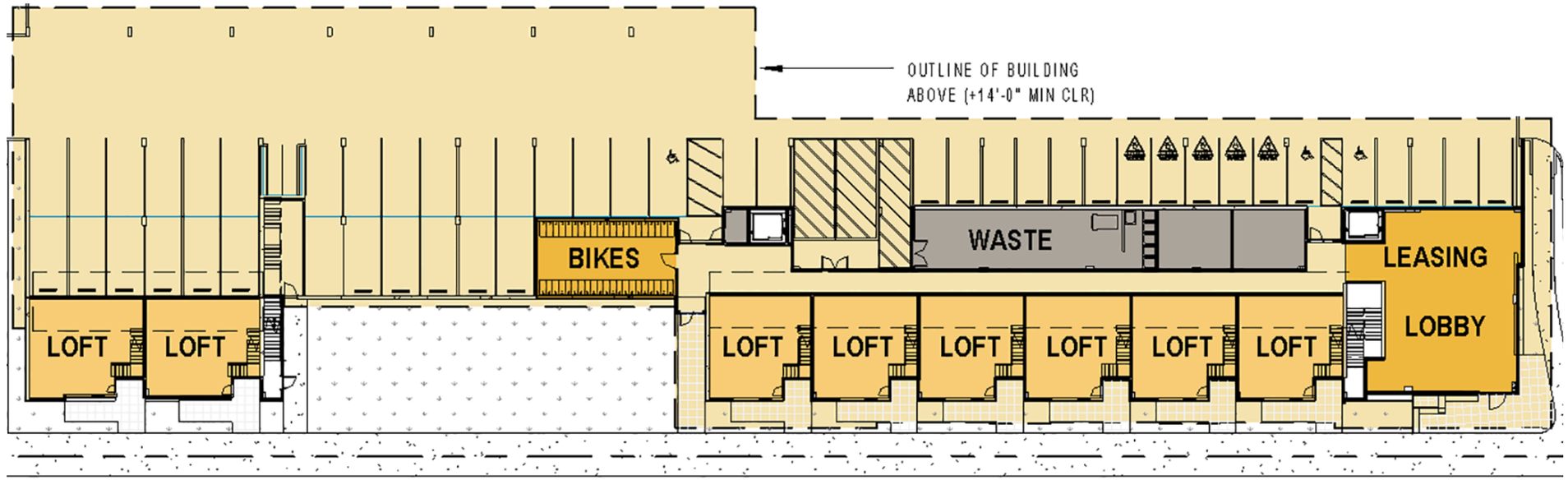


LEVEL 2 FLOOR PLAN



GROUND LEVEL FLOOR PLAN

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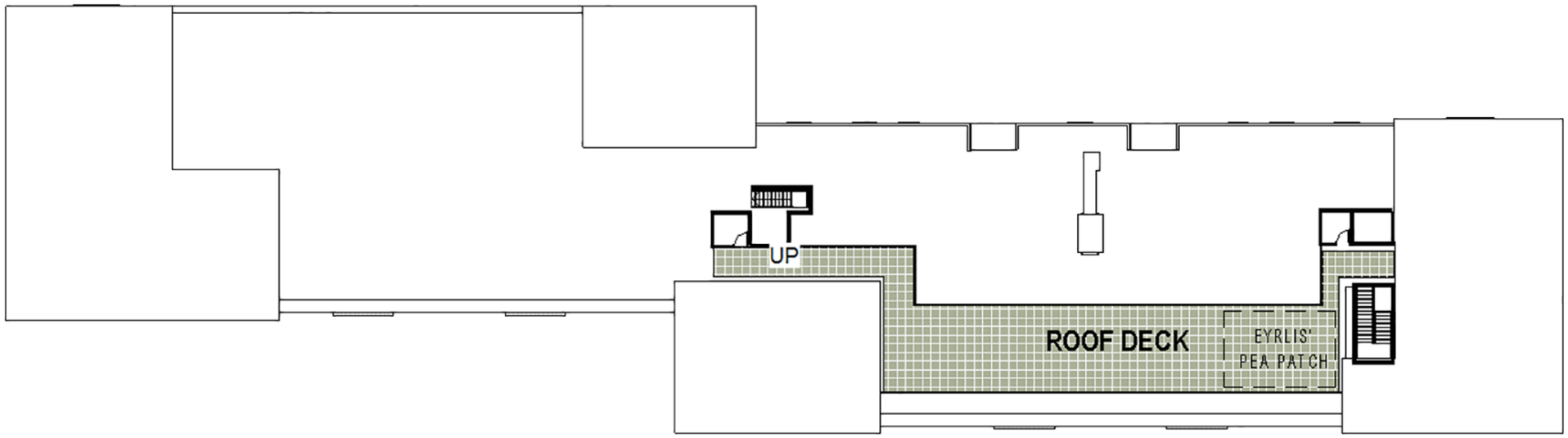
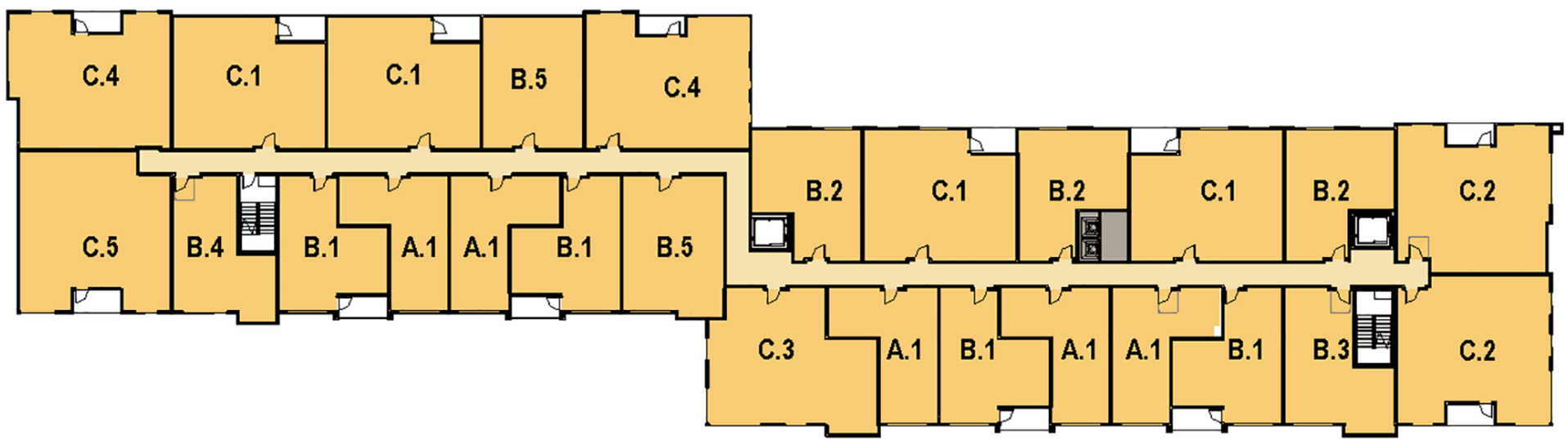


ROOF PLAN



TYPICAL RESIDENTIAL FLOOR PLAN (L3-L5)

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MATERIAL SCHEDULE

1. CEMENT BOARD - SW-7604
2. CEMENT BOARD - SW-7003
3. CEMENT BOARD - SW-7003
4. CEMENT BOARD - SW-7019
5. METAL PANEL SIDING
6. BRICK VENEER
7. SYNTHETIC WOOD PANEL
8. EXPOSED CONCRETE
9. VINYL WINDOWS
10. ARCHITECTURAL COMPONENTS
11. GREEN SCREEN

NORTH ELEVATION - NW LOCUST ST

EAST ELEVATION - 7TH AVE NW

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MATERIAL SCHEDULE

1. CEMENT BOARD - SW-7604
2. CEMENT BOARD - SW-7003
3. CEMENT BOARD - SW-7003
4. CEMENT BOARD - SW-7019
5. METAL PANEL SIDING
6. BRICK VENEER
7. SYNTHETIC WOOD PANEL
8. EXPOSED CONCRETE
9. VINYL WINDOWS
10. ARCHITECTURAL COMPONENTS
11. GREEN SCREEN

SOUTH ELEVATION

WEST ELEVATION

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MATERIAL BOARD

1 CEMENT PANEL SIDING - BODY
Cement board panel siding with prefabricated flashing reveals and a closed-joint rainscreen system. Paint color is “SMOKEY BLUE”, SW-7604 by Sherwin Williams.

2 CEMENT PANEL SIDING - BODY
Cement board panel siding with prefabricated flashing reveals and a closed-joint rainscreen system. Paint color is “TOQUE WHITE”, SW-7003 by Sherwin Williams.

3 CEMENT BOARD VERTICAL SIDING
Cement board 24” wide vertical siding panels with recessed joints and prefabricated flashing reveals and a closed-joint rainscreen system. Paint color is “TOQUE WHITE”, SW-7003 by Sherwin Williams.

4 CEMENT PANEL SIDING - ACCENT
Cement board panel siding with prefabricated flashing reveals and a closed-joint rainscreen system. Paint color to match metal panel, “GAUNTLET GRAY, SW-7019 by Sherwin Williams.

5 METAL PANEL SIDING
Metal panel 12” vertical siding. Flat pan, no reveal, with 2 pencil ribs. Prestiege Series “COOL ZINC GRAY”, by AEP-Span or similar.

6 BRICK VENEER
Standard 2 1/2” with raked joints. “EBONY” series, by Mutual Materials or similar.

7 SYNTHETIC WOOD PANEL SIDING
High density laminate timber panel with expressed horizontal reveals. Panel color is “COPPER” Facade, by Parklex or similar.

8 EXPOSED CONCRETE WALLS
Architectural concrete walls with cast reveal joints.

9 RESIDENTIAL WINDOWS
Vinyl windows, color to be “white”.

10 RAILINGS, AWNINGS, & SCREENS
Painted metal railings, awnings, and screening components.

11 FLASHINGS & CAPS
Metal to match adjacent material colorings.

PERSPECTIVE - NE CORNER

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PERSPECTIVE - SE CORNER

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PERSPECTIVE - SW CORNER

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PERSPECTIVE - NW CORNER

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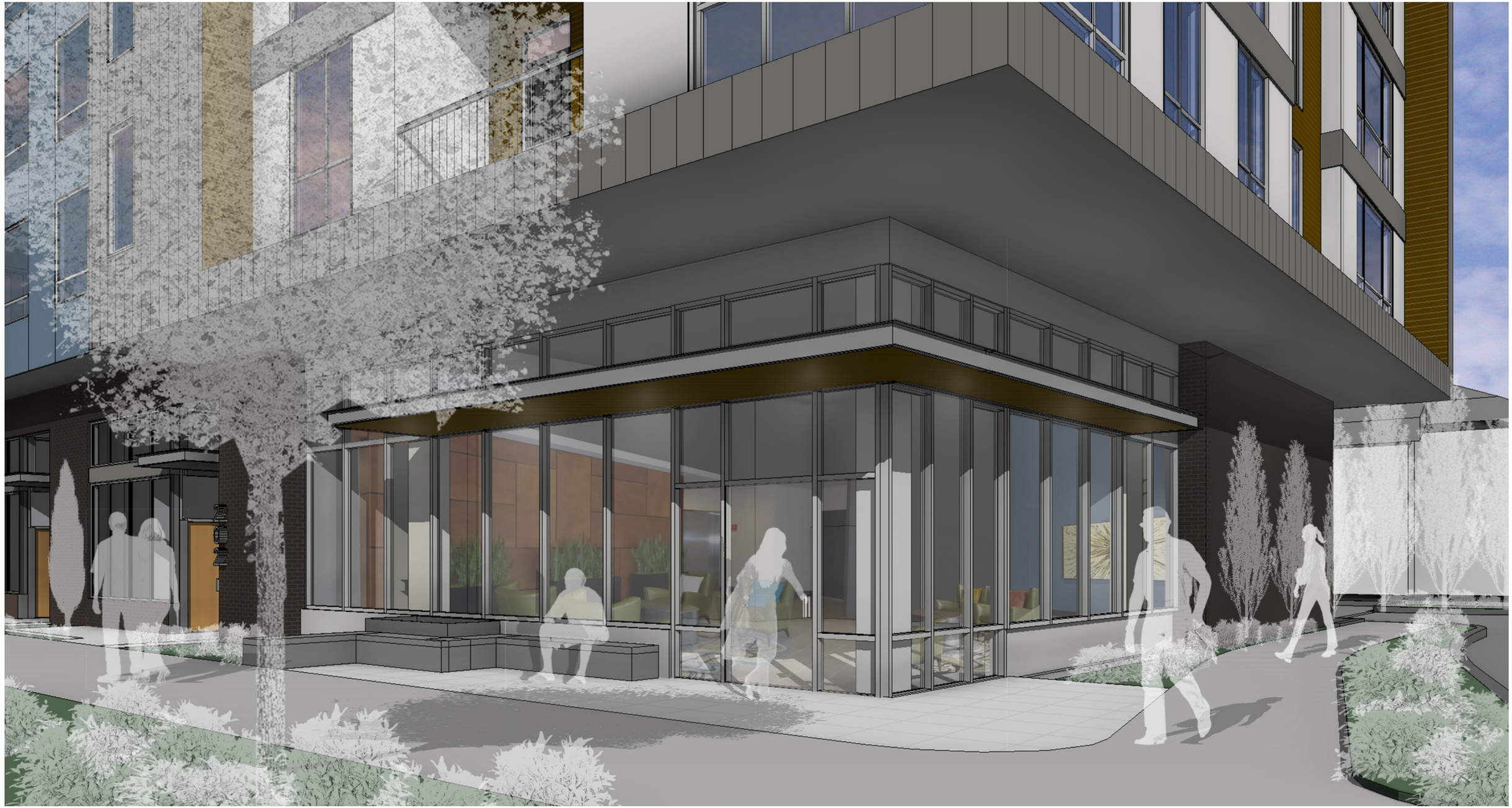
PERSPECTIVE - 7TH & LOCUST ENTRY



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PERSPECTIVE - TYPICAL GROUND UNIT ENTRY

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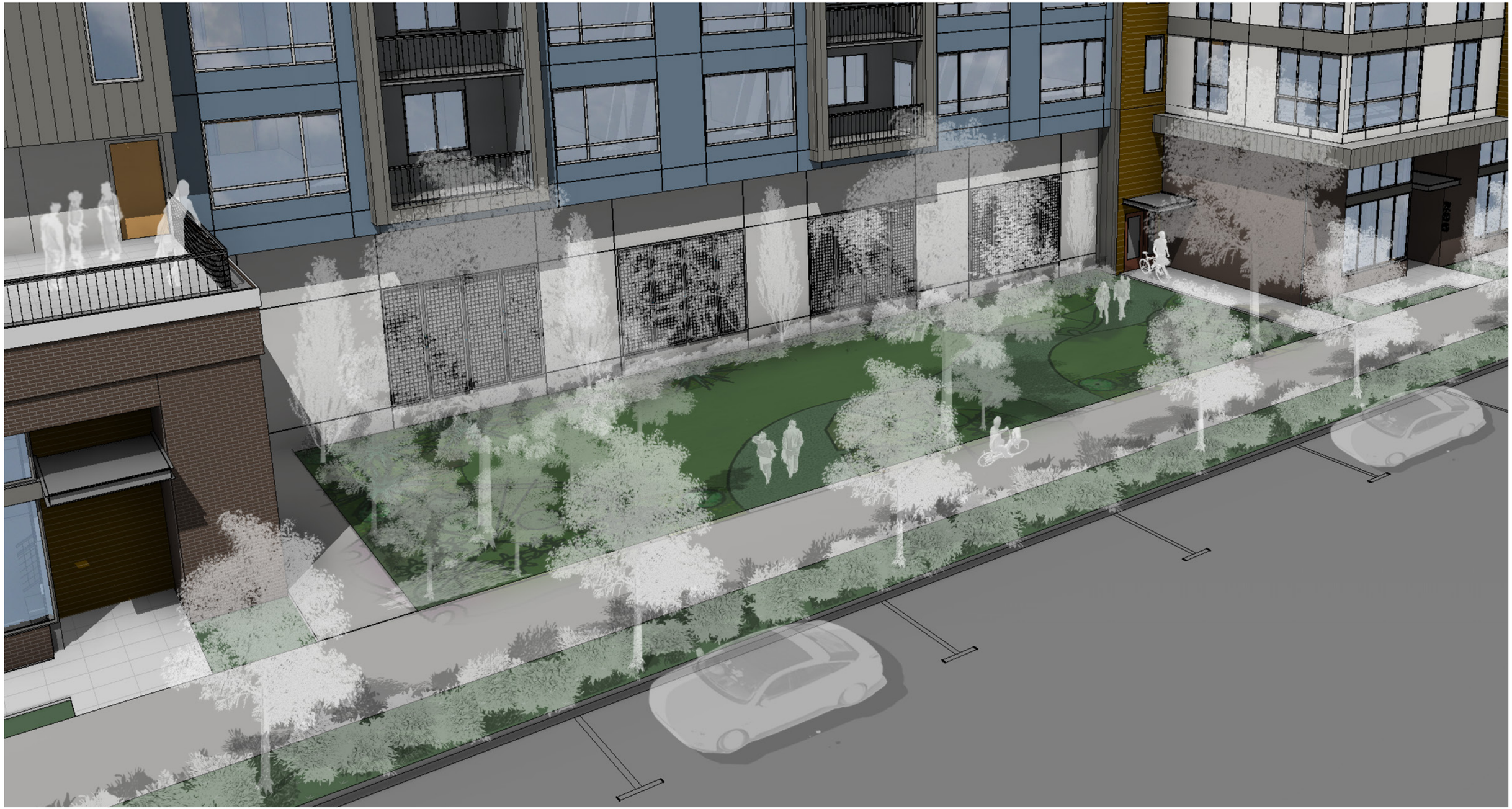
PERSPECTIVE - 7TH AVE ALONG JUNIPER TRAIL



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