



CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587-3225
www.ci.kirkland.wa.us

MEMORANDUM

To: David Ramsay, City Manager **QUASI-JUDICIAL**

From: Eric Shields, Planning Director
Tony Leavitt, Associate Planner

Date: October 8, 2009

Subject: PLAZA AT YARROW BAY OFFICE BUILDING ZONING AND PUD PERMITS,
PCD FILE NO. ZON08-00017

RECOMMENDATION

Consider the Zoning Permit, Preliminary PUD and Final PUD applications and the Hearing Examiner recommendation, and direct staff to return to the November 3rd Council meeting with an ordinance to either:

- Grant the application as recommended by the Hearing Examiner; or
- Modify and grant the application; or
- Deny the application.

Option to adopt ordinance on October 20th: Under the Council Rules of Procedure, Section 26, the City Council shall consider a Process IIB application at one meeting and vote on the application at the next or a subsequent meeting. The City Council may, by a vote of at least five members, suspend the rule to vote on the matter at the next meeting and vote on the application at this meeting.

In the alternative, the Council may direct that the application be considered at a reopening of the hearing before the Hearing Examiner and Houghton Community Council and specify the issues to be considered at the hearing.

This application is subject to the disapproval of the Houghton Community Council. The decision of the City Council will not be effective unless and until it is affirmed by the Community Council.

RULES FOR CITY COUNCIL CONSIDERATION

The City Council shall consider the Zoning Permit application based on the record before the Hearing Examiner and Houghton Community Council and the recommendation of the Hearing Examiner. Process IIB does not provide for testimony and oral arguments. However, the City Council in its discretion may ask questions of the applicant and staff regarding facts in the record, and may request oral argument on legal issues.

BACKGROUND DISCUSSION

Proposal

Keith Maehlum of HAL Real Estate Investments Incorporated has applied for a zoning permit application to allow construction of a new 4 story; 74,101 gross square foot office building located within a surface parking lot of the existing Plaza at Yarrow Bay office development (see Hearing Examiner Recommendation Exhibit A, Attachments 2 and 3 for detailed project information and development plans). Additional parking for the project will be provided within a modified surface lot and a new underground parking garage.

The proposal includes the following permits and modifications:

- Process IIB zoning permit to allow an office use expansion within the Planned Area (PLA) 3A zone.
- Preliminary and Final Planned Unit Development permit to allow construction of an alternate City entryway design next to the street and to allow a reduced setback from Lake Washington Boulevard.
 - KZC requires that a City entryway design be provided on the subject property adjacent to Lake Washington Boulevard as follows: an earthen berm, 12 feet wide and with a uniform height of three feet at the center; lawn covering the berm; and London Plane at least two inches in diameter, planted 30 feet on center along the berm. As part of the proposed PUD, the applicant seeks to modify the entryway design requirements by installing a new pedestrian entry plaza at the southeast corner of the site, right-of-way improvements (including curb, 4.5 foot wide landscape strip, and a 5 foot wide sidewalk) and a 10 foot landscape buffer.
 - The proposed PUD seeks to reduce the required front yard setback from Lake Washington Boulevard from 90 feet to 77.5 feet
- A wetland buffer reduction by enhancing a Type 1 wetland buffer which is located on the subject property. The proposal is to reduce the required wetland buffer on the subject property from 100 feet to 67 feet.
- Parking modification to reduce the total number of required parking stalls for the project.
- Land use buffer modification to eliminate the requirement for a 6 foot high fence.

Public Hearing

The Hearing Examiner and Houghton Community Council held an open record public hearing on September 14, 2009. City Staff, Keith Maehlum of HAL Real Estate Investments Inc, and Rich Wagner of Baylis Architects testified and answered questions from the Hearing Examiner and the Houghton Community Council during the hearing.

After the conclusion of the public hearing, the Houghton Community Council deliberated and drafted a recommendation of approval with conditions per Staff's recommendation (see Enclosure 1, Exhibit G). On February 25, 2009, the Hearing Examiner recommended approval of the application with conditions per Staff's recommendation (see Enclosure 1).

Houghton Community Council and Hearing Examiner Recommendations

The Houghton Community Council concurred with the staff analysis and the recommendation of approval, however the HCC concluded that the applicant did not provide adequate public benefits to address the adverse impacts or undesirable effects of the proposed PUD, specifically the setback reduction. In order to address the negative impacts, the HCC recommended additional modulation of the upper story of the building.

The additional recommendation requires that as part of the development permit application, the applicant shall submit a building section demonstrating that no portion of the building exceeds the building setback increase (two feet for one foot) as depicted on Attachment 3, Sheet 18 of the Staff Advisory Report.

The Hearing Examiner agreed with the Houghton Community Council recommendation, but drafted the condition using different wording. The Hearing Examiner recommendation states that as part of the development permit application, the applicant shall submit plans showing a structure design that includes modulation in the upper story of proposed Building V, together with a building section drawing showing no portion of the building exceeding the front setback shown on page 52 of Exhibit A (Attachment 3, sheet 18 of the Staff Advisory Report).

After receiving a copy of the Hearing Examiner's Recommendation, a Houghton Community Council Member expressed concerns about the condition wording used by the Hearing Examiner. Staff discussed this issue with the Hearing Examiner and she explained that she agreed with the HCC that the upper story should be modulated and that it was her intention to clarify the requirement.

Staff recommends that the City Council modify and grant the application by incorporating the condition wording used by the Houghton Community Council. An Ordinance reflecting this recommendation is enclosed.

ENCLOSURES

1. Hearing Examiner Recommendation and Exhibits

**CITY OF KIRKLAND
HEARING EXAMINER FINDINGS,
CONCLUSIONS AND RECOMMENDATION**

APPLICANT: Keith Maehlum for HAL Real Estate Investments Inc.

FILE NO: ZON08-00017

APPLICATION:

Site Location: 10230 NE Points Drive

Request: Zoning permit application for a new 4 story, 74,101 gross square foot office building located within a surface parking lot of the existing Plaza at Yarrow Bay office development. Additional parking will be provided within a modified surface lot and a new underground parking garage. The proposal includes the following permits and modifications:

- Process IIB zoning permit to allow an office use expansion within the Planned Area (PLA) 3A zone.
- Preliminary and Final Planned Unit Development permit to allow construction of an alternate City entryway design next to the street and to allow a reduced setback from Lake Washington Boulevard.
 - Kirkland Zoning Code requires that a City entryway design be provided on the subject property adjacent to Lake Washington Boulevard as follows: an earthen berm, 12 feet wide and with a uniform height of three feet at the center; lawn covering the berm; and London Plane trees at least two inches in diameter, planted 30 feet on center along the berm. As part of the proposed PUD, the applicant seeks to modify the entryway design requirements by installing a new pedestrian entry plaza at the southeast corner of the site, right-of-way improvements (including curb, 4.5 foot wide landscape strip, and a 5 foot wide sidewalk) and a 10 foot landscape buffer.
 - The proposed PUD seeks to reduce the required front yard setback from Lake Washington Boulevard by 12.5 feet, from 90 feet to 77.5 feet
- A wetland buffer reduction by enhancing a Type 1 wetland buffer which is located on the subject property. The proposal is to reduce the required wetland buffer on the subject property by 33 feet, from 100 feet to 67 feet.
- Parking modification to reduce the total number of required parking stalls for the project.
- Land use buffer modification to eliminate the requirement for a 6 foot high fence.

Review Process: Process IIB, Houghton Community Council and Hearing Examiner hold a public hearing and make recommendations; City Council makes

final decision. The Houghton Community Council has disapproval jurisdiction over the land use proposal.

Summary of Key Issues:

- Compliance with Process IIB Zoning Permit Approval Criteria
- Compliance with PUD Approval Criteria
- Compliance with Wetland Buffer Modification Approval Criteria
- Compliance with Applicable Development Regulations

SUMMARY OF RECOMMENDATIONS:

Department of Planning and Community Development	Approve with conditions
Houghton Community Council	Approve with conditions
Hearing Examiner	Approve with conditions

PUBLIC HEARING:

The Hearing Examiner and Houghton Community Council (Community Council) held a joint public hearing on the application at 7:00 p.m. on September 12, 2009, in the Council Chamber, City Hall, 123 Fifth Avenue, Kirkland, Washington. A verbatim recording of the hearing is available in the City Clerk's office. The minutes of the hearing and the exhibits are available for public inspection in the Department of Planning and Community Development. The Examiner visited the site in advance of the hearing.

PUBLIC COMMENT:

The public comment period ran from February 9, to March 9, 2009. The Planning Department received no comments during this period. No public testimony or written public comments were received at the joint public hearing. A list of the applicant and staff representatives who testified at the hearing, and a list of the exhibits offered are included at the end of this Recommendation. The testimony is summarized in the hearing minutes.

FINDINGS, CONCLUSIONS AND RECOMMENDATION:

For purposes of this recommendation, all section numbers refer to the Kirkland Zoning Code (KZC or Code) unless otherwise indicated. After considering the evidence in the record and inspecting the site, the Examiner enters the following findings of fact and conclusions:

A. Findings:

1. The Findings of Fact set forth at pages 2 through 16 of the Department's Advisory Report, Exhibit A, are adopted by reference except as noted below:

2. Section F.2.c (1) is amended to add new subsections (e) and (f) as follows:

PUD Criterion 2: Any adverse impacts or undesirable effects of the proposed PUD are clearly outweighed by specifically identified benefits to the residents of the city.

(1) Facts:

- (a) KZC 60.20 lists the general regulations that apply to all uses within the PLA 3A Zone (see Attachment 11).
- (b) General Regulation 7 states that the required yard of a structure abutting Lake Washington Boulevard must be increased two feet for each one foot that structure extends 25 feet above average building elevation.
- (c) The proposed structure will be 60 feet above average building elevation, which would require a 90 foot setback from Lake Washington Boulevard.
- (d) The proposed PUD seeks to reduce the required front yard setback from Lake Washington Boulevard from 90 feet to 77.5 feet (see Attachment 2, page 4).
- (e) The Houghton Community Council (HCC) determined that the proposed PUD fails to provide adequate public benefits to outweigh the undesirable effects of the requested reduction in the front setback.
- (f) The HCC recommended that the PUD provide the additional public benefit of modulation in the upper story of proposed Building V, with no portion of the building to exceed the front setback shown on page 52 of Exhibit A (Attachment 11, sheet 18).
- (g) The applicant included a graphic representation that shows a 30' tall structure that could be built 20 feet from the front property line compared to the proposed structure (see Attachment 3, pages 6 thru 10).
- (h) General Regulation 8 requires that a City entryway design be provided on the subject property adjacent to Lake Washington Boulevard as follows: an earthen berm, 12 feet wide and with a uniform height of three feet at the center; lawn covering the berm; and London Plane trees at least two inches in diameter, planted 30 feet on center along the berm.
- (i) As part of the proposed PUD, the applicant seeks to modify the entryway design requirements by installing a new pedestrian entry plaza at the southeast corner of the site, right-of-way improvements (including curb, 4.5 foot wide landscape strip, and a 5 foot wide sidewalk) and a 10 foot landscape buffer (see Attachment 2, pages 6 and 7; and Attachment 3, pages 22 thru 28).
- (j) The Public Works Department has reviewed the proposed right-of-way improvement plan and approves of the proposed design. London plane trees are no longer allowed as street trees due to the invasive roots.

- (k) A reduction in the setback and a modification of the right-of-way improvements requirements could potentially result in the following impacts:
 - (l) The loss of open space along Lake Washington Boulevard
 - (m) Incompatible right-of-way improvements along the west side of Lake Washington Boulevard.
 - (n) The applicant is proposing the following site design benefits to mitigate the potential impacts:
 - (o) Installation of a new pedestrian entry plaza in the southeast corner of the site and within the adjoining right-of-way.
 - (p) New pedestrian pathways that lead to a new pedestrian plaza near existing Buildings 1 and 2.
 - (q) A 10 foot wide landscape buffer (on the property and within the right-of-way) between Lake Washington Boulevard and the proposed parking lot.
 - (r) A majority of the building has a height of 55.25 feet above average building elevation. The taller portions of the building (including rooftop appurtenance screening) are located away from Lake Washington Boulevard.

B. Conclusions:

1. The conclusions set forth in the Department's Advisory Report, Exhibit A, at pages 5 through 16 are adopted by reference except as noted below:
2. Section F.2.c (2) is amended to read as follows:

Conclusions:

- (a) The requested reduction in the front setback will enable the applicant to increase the size of the central campus plaza at the west end of the proposed building. The occupants of three buildings in the Plaza at Yarrow Point will be the primary beneficiaries of the enlarged plaza. The reduction will move the back of the proposed building closer to the public way along Lake Washington Boulevard. Therefore, measures are needed to break up the mass and scale of the building.
- (b) The applicant should submit, as part of the development permit application, plans showing a structure design that includes modulation in the upper story of proposed Building V, together with a building section drawing showing no portion of the building exceeding the front setback shown on page 52 of Exhibit A (Attachment 11, sheet 18).
- (c) With the recommended conditions, the adverse impacts or undesirable effects of the proposed PUD will be minimized by a site design that lessens potential development related impacts. To the extent that they remain, the adverse impacts and undesirable effects will be outweighed by the PUD benefits including offsite and onsite pedestrian amenities, additional landscape buffering, and the design of the structure.

C. Recommendation:

Based upon the foregoing findings of fact and conclusions, the Hearing Examiner recommends that the Council approve the application subject to the following conditions:

1. This application is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 4 to Exhibit A, Development Standards, is provided in this report to familiarize the applicant with some of the additional development regulations. This attachment does not include all of the additional regulations. When a condition of approval conflicts with a development regulation in Attachment 4 to Exhibit A, the condition of approval shall be followed.
2. As part of any development permit application, the applicant shall:
 - a. Submit development plans that incorporate the approved wetland buffer enhancement, monitoring, and maintenance plans (see Conclusion II.F.3 to Exhibit A).
 - b. Submit plans that depict tree protection measures, as recommended in the arborist report, for all existing trees being retained (see Conclusion II.G.4 to Exhibit A).
 - c. Submit a report from a qualified professional stating the size (DBH), species, and assessment of health and determination of viable trees within the public right-of-way (see Conclusion II.G.4 to Exhibit A).
 - d. Submit an updated Geotechnical Report that addresses the criteria in KZC Section 85.15 and ensure that all plans incorporate the geotechnical recommendations, along with a written acknowledgment on the face of the plans signed by the architect, engineer, and/or designer that he/she has reviewed the geotechnical recommendations and incorporated these recommendations into the plans (see Conclusion II.G.5 to Exhibit A).
 - e. Submit a financial security device to the Planning Department to cover the cost of completing the wetland buffer enhancement work. The security shall be consistent with the standards outlined in Zoning Code section 90.145 (see Conclusion II.G.6 to Exhibit A).
 - f. Submit an erosion control plan, which depicts the location of a six-foot high construction phase fence along the upland boundary of the entire wetland buffer with silt screen fabric installed per City standard. The fence shall remain upright in the approved location for the duration of development activities (see Conclusion II.G.8 to Exhibit A).

- e. Dedicate a natural greenbelt protection easement encompassing the wetland and associated wetland buffer on the site (see Attachment 9). The boundaries of the Natural Greenbelt Protection Easement should be established by survey. The survey should be located on KCAS or plat bearing system and tied to known monuments (see Conclusion II.G.7 to Exhibit A).
- f. Install either (1) a permanent three- to four-foot-tall split rail fence; or (2) permanent planting of equal barrier value; or (3) equivalent barrier, as approved by the Planning Official between the upland boundary of all wetland buffers and the developed portion of the site (see Conclusion II.G.8 to Exhibit A).

Entered this 17th day of September, 2009, per authority granted by KZC 152.70. A final decision on this application will be made by the City Council.

Sue A. Tanner
Hearing Examiner

SUBSEQUENT MODIFICATIONS

Modifications to the approval may be requested and reviewed pursuant to the applicable modification procedures and criteria in effect at the time of the requested modification.

CHALLENGES AND JUDICIAL REVIEW

The following is a summary of the deadlines and procedures for challenges. Any person wishing to file or respond to a challenge should contact the Planning Department for further procedural information.

CHALLENGE

Section 152.85 of the Zoning Code allows the Hearing Examiner's recommendation to be challenged by the applicant or any person who submitted written or oral comments or testimony to the Hearing Examiner. A party who signed a petition may not challenge unless such party also submitted independent written comments or information. The challenge must be in writing and must be delivered, along with any fees set by ordinance, to the Planning Department by 5:00 p.m., _____, seven (7) calendar days following distribution of the Hearing Examiner's written recommendation on the application. Within this same time period, the person making the challenge must also mail or personally deliver to the applicant and all other people who submitted comments or testimony to the Hearing Examiner, a copy of the challenge together with notice of the deadline and procedures for responding to the challenge.

Any response to the challenge must be delivered to the Planning Department within seven (7) calendar days after the challenge letter was filed with the Planning Department. Within the same time period, the person making the

response must deliver a copy of the response to the applicant and all other people who submitted comments or testimony to the Hearing Examiner.

Proof of such mail or personal delivery must be made by affidavit, available from the Planning Department. The affidavit must be attached to the challenge and response letters, and delivered to the Planning Department. The challenge will be considered by the City Council at the time it acts upon the recommendation of the Hearing Examiner.

JUDICIAL REVIEW

Section 152.110 of the Zoning Code allows the action of the City in granting or denying this zoning permit to be reviewed in King County Superior Court. The petition for review must be filed within twenty-one (21) calendar days of the issuance of the final land use decision by the City.

LAPSE OF APPROVAL

The applicant must submit to the City a complete building permit application approved under Chapter 125 within four (4) years after approval of the Final PUD, or the lapse provisions of Section 152.115 will apply. Furthermore, the applicant must substantially complete construction approved under Chapter 125 and complete the applicable conditions listed on the Notice of Approval within six (6) years after approval of the Final PUD, or the decision becomes void.

TESTIMONY:

The following persons testified at the public hearing:

From the City:

Tony Leavitt, Project Planner

From the Applicant:

Keith Maehlum, Applicant

Rich Wagner, Baylis Architects

EXHIBITS:

The following exhibits were offered and entered into the record at the public hearing:

- A. Department of Planning and Community Development Staff Advisory Report dated September 3, 2009, with 18 attachments
- B. Applicant's List of Talking Points for Plaza at Yarrow Bay Building V
- C. Copy of Portion of Landscape Plan (page 58 of Exhibit A) enhanced for Applicant's testimony
- D. Copy of two pages from Staff Advisory Report in File IIB-01-015, Linbrook Office Park PUD, with highlighting
- E. Copy of Site Plan overlain with footprint of building possible without PUD
- F. Copy of Longitudinal Site Section (page 52 of Exhibit A) overlain with longitudinal site section of building possible without PUD
- G. Recommendation of Houghton Community Council

PARTIES OF RECORD

Keith Maehlum, Vice President, HAL Real Estate Investments Inc, 2025 1st Avenue, Suite 700, Seattle, Washington 98121

Juan Garcini, Baylis Architects, 10801 Main Street, Bellevue, WA 98004

Rich Wagner, Baylis Architects, 10801 Main Street, Bellevue, WA 98004

Department of Planning and Community Development

Department of Public Works

Department of Building and Fire Services



CITY OF KIRKLAND

Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587-3225
www.ci.kirkland.wa.us

**ADVISORY REPORT
FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS**

To: Houghton Community Council
Kirkland Hearing Examiner

From: _____ Tony Leavitt, Associate Planner
_____ Eric R. Shields, AICP, Planning Director

Date: September 3, 2009

File: PLAZA AT YARROW BAY OFFICE BUILDING PUD, WETLAND BUFFER MODIFICATION, AND ZONING CODE MODIFICATIONS; ZON08-00017

Hearing Date and Place: September 14, 2009
City Hall Council Chamber
123 Fifth Avenue, Kirkland

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	2
A. APPLICATION	2
B. RECOMMENDATIONS	3
II. FINDINGS OF FACT AND CONCLUSIONS	4
A. SITE DESCRIPTION	4
B. HISTORY	5
C. PUBLIC COMMENT	5
D. STATE ENVIRONMENTAL POLICY ACT (SEPA)	5
F. APPROVAL CRITERIA	6
G. DEVELOPMENT REGULATIONS	11
H. COMPREHENSIVE PLAN	16
I. DEVELOPMENT STANDARDS	16
III. SUBSEQUENT MODIFICATIONS	16
IV. CHALLENGES AND JUDICIAL REVIEW	16
V. APPENDICES	17
VI. PARTIES OF RECORD	17

I. INTRODUCTION

A. APPLICATION

1. Applicant: Keith Maehlum of HAL Real Estate Investments Inc.
2. Site Location: 10230 NE Points Drive (see Attachment 1).
3. Request: Zoning permit application for a new 4 story; 74,101 gross square foot office building located within a surface parking lot of the existing Plaza at Yarrow Bay office development (see Attachments 2 and 3). Additional parking will be provided within a modified surface lot and a new underground parking garage. The proposal includes the following permits and modifications:
 - Process IIB zoning permit to allow an office use expansion within the Planned Area (PLA) 3A zone (see Section II.F.1).
 - Preliminary and Final Planned Unit Development permit to allow construction of an alternate City entryway design next to the street and to allow a reduced setback from Lake Washington Boulevard (see Section II.F.2).
 - KZC requires that a City entryway design be provided on the subject property adjacent to Lake Washington Boulevard as follows: an earthen berm, 12 feet wide and with a uniform height of three feet at the center; lawn covering the berm; and London Plane at least two inches in diameter, planted 30 feet on center along the berm. As part of the proposed PUD, the applicant seeks to modify the entryway design requirements by installing a new pedestrian entry plaza at the southeast corner of the site, right-of-way improvements (including curb, 4.5 foot wide landscape strip, and a 5 foot wide sidewalk) and a 10 foot landscape buffer.
 - The proposed PUD seeks to reduce the required front yard setback from Lake Washington Boulevard from 90 feet to 77.5 feet
 - A wetland buffer reduction by enhancing a Type 1 wetland buffer which is located on the subject property (see Section II.F.3). The proposal is to reduce the required wetland buffer on the subject property from 100 feet to 67 feet.
 - Parking modification to reduce the total number of required parking stalls for the project (see Section II.G.2).
 - Land use buffer modification to eliminate the requirement for a 6 foot high fence (see Section II.G.3).
4. Review Process: Process IIB, Houghton Community Council and Hearing Examiner conduct a public hearing and make recommendations; City Council makes final decision. The Houghton Community Council has disapproval jurisdiction over the land use proposal.
5. Summary of Key Issues:
 - Compliance with Process IIB Zoning Permit Approval Criteria (see Section II.F.1)
 - Compliance with PUD Approval Criteria (see Section II.F.2)
 - Compliance with Wetland Buffer Modification Approval Criteria (see Section II.F.3)
 - Compliance with Applicable Development Regulations (see Section II.G)

B. RECOMMENDATIONS

Based on Statements of Fact and Conclusions (Section II), and Attachments in this report, we recommend approval of this application subject to the following conditions:

1. This application is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 4, Development Standards, is provided in this report to familiarize the applicant with some of the additional development regulations. This attachment does not include all of the additional regulations. When a condition of approval conflicts with a development regulation in Attachment 4, the condition of approval shall be followed.
2. As part of any development permit application, the applicant shall:
 - a. Submit development plans that incorporate the approved wetland buffer enhancement, monitoring, and maintenance plans (see Conclusion II.F.3).
 - b. Submit plans that depict tree protection measures, as recommended in the arborist report, for all existing trees being retained (see Conclusion II.G.4).
 - c. Submit a report from a qualified professional stating the size (DBH), species, and assessment of health and determination of viable trees within the public right-of-way (see Conclusion II.G.4).
 - d. Submit an updated Geotechnical Report that addresses the criteria in KZC Section 85.15 and ensure that all plans incorporate the geotechnical recommendations, along with a written acknowledgment on the face of the plans signed by the architect, engineer, and/or designer that he/she has reviewed the geotechnical recommendations and incorporated these recommendations into the plans (see Conclusion II.G.5).
 - e. Submit a financial security device to the Planning Department to cover the cost of completing the wetland buffer enhancement work. The security shall be consistent with the standards outlined in Zoning Code section 90.145 (see Conclusion II.G.6).
 - f. Submit an erosion control plan, which depicts the location of a six-foot high construction phase fence along the upland boundary of the entire wetland buffer with silt screen fabric installed per City standard. The fence shall remain upright in the approved location for the duration of development activities (see Conclusion II.G.8).
 - g. Submit plans that include the proposed pedestrian entry plaza, onsite pedestrian improvements and all improvements within the public right-of-way. The plans should also include a long-term maintenance plan for these areas (see Conclusion II.F.2.d).
3. As part of a building permit application, the applicant shall provide a lighting plan showing the location, height, fixture type and wattage of all proposed exterior lights. The lighting plan shall be consistent with the requirements in KZC Section 115.85 (see Conclusion II.G.9).

4. Prior to final inspection of any development permit, the applicant shall:
 - a. Complete installation of the wetland buffer enhancement plan, subject to inspection by the City's wetland consultant at the applicant's expense (see Conclusion II.F.3).
 - b. Provide proof of a written contract with a qualified professional who will perform the monitoring and maintenance program outlined in the wetland buffer enhancement plan, together with a completed contract and fees to fund review of the monitoring and maintenance activities, (i.e. inspection of plant materials, annual monitoring reports or replanting activities) by the City's wetland consultant. Alternatively, the applicant can provide a completed contract and fees to fund completion of the monitoring program by the City's wetland consultant (see Conclusion II.F.3).
 - c. Enter into an agreement with the City, which runs with the property, in a form acceptable to the City Attorney, indemnifying the City for any damage resulting from development activity on the subject property which is related to the physical condition of the property. The applicant shall record this agreement with the King County Department of Elections and Records see Conclusion II.G.5).
 - d. Submit to the Planning Department a financial security device to cover all monitoring and maintenance activities that will need to be done including consultant site visits, reports to the Planning Department, and any vegetation that needs to be replaced. The security should be consistent with the standards outlined in Zoning Code section 90.145 (see Conclusion II.G.6).
 - e. Dedicate a natural greenbelt protection easement encompassing the wetland and associated wetland buffer on the site (see Attachment 9). The boundaries of the Natural Greenbelt Protection Easement should be established by survey. The survey should be located on KCAS or plat bearing system and tied to known monuments (see Conclusion II.G.7).
 - f. Install either (1) a permanent three- to four-foot-tall split rail fence; or (2) permanent planting of equal barrier value; or (3) equivalent barrier, as approved by the Planning Official between the upland boundary of all wetland buffers and the developed portion of the site (see Conclusion II.G.8).

II. FINDINGS OF FACT AND CONCLUSIONS

A. SITE DESCRIPTION

1. Site Development and Zoning:
 - a. Facts:
 - (1) Size: 213,874 square feet (4.91 acres)
 - (2) Land Use: Two existing office buildings (totaling 144,048 gross square feet) and associated surface and underground parking lots.
 - (3) Zoning: Planned Area (PLA) 3A
 - (4) Terrain:
 - (a) The site slopes gradually from Lake Washington Boulevard towards the Yarrow Bay wetlands.
 - (b) According to the Kirkland Sensitive Area Map, the entire site is located within a Seismic Hazard Area.

- (5) Vegetation: The site contains a significant amount of vegetation including invasive plant species (e.g. Himalayan blackberry), wetland vegetation, and trees.
- b. Conclusions:
 - (1) Lot size is not a relevant factor in the review of this application.
 - (2) Land use and zoning are relevant factors in the review of this application, due to the fact that the PLA 3A Use Zone Chart requires that an office use be approved thru a Process IIB Review Process (see Section II.F.1).
 - (3) The presence of sensitive areas and existing vegetation on the subject property is a relevant factor in the review of this application (see Sections II.F.3; II.G.4; II.G.5).
2. Neighboring Development and Zoning:
 - a. Facts: The neighboring properties are zoned as follows and contain the following uses:

North, West, and South: Zoned Park (P), Yarrow Bay Wetlands, Yarrow Creek, and Cochran Springs Creek.

East: Freeway Commercial (FC) III, Linbrook Office Development
 - b. Conclusion: The neighboring park zoning is a factor in the review of the application (see Section II.G.3).

B. HISTORY

1. Facts:
 - a. The existing Plaza at Yarrow Bay Development was approved as part of a Planned Unit Development (PUD) application in 1985. A subsequent PUD amendment was approved in 1987 that reduced the amount of allowable gross floor area to 278,000 square feet. Currently, the site contains a total of approximately 269,941 square feet of gross floor area.
 - b. The original site area for the development was approximately 74.71 acres. In 1990, the property owners conveyed approximately 66.73 acres of land area to the City.
2. Conclusion: Previously approved zoning permits and amendments are relevant factors in the review of the application.

C. PUBLIC COMMENT

The initial public comment period ran from February 9, 2009 to March 9, 2009. The Planning Department received no comments during the initial comment period or prior to the drafting of this memorandum.

D. STATE ENVIRONMENTAL POLICY ACT (SEPA)

1. Facts: A Determination of Nonsignificance (DNS) was issued on August 10, 2009. The Determination, Memorandum, Environmental Checklist and additional environmental information are included as Attachment 5.
2. Conclusion: The applicant and the City have satisfied the requirements of SEPA.

E. CONCURRENCY

1. Facts: The Public Works Department has reviewed the application for concurrency. A concurrency test was passed for traffic on September 5, 2008. An extension was granted by the Public Works Department on August 17, 2009 (see Attachment 6).
2. Conclusion: The project has complied with Traffic Concurrency requirements.

F. APPROVAL CRITERIA

1. Process IIB Zoning Permit
 - a. Facts:
 - (1) Kirkland Zoning Code (KZC) Section 60.22.040 requires that an office use in the Planned Area 3A zone receive Zoning Permit Approval thru a Process IIB Review.
 - (2) Zoning Code section 152.70.3 states that a Process IIB application may be approved if:
 - It is consistent with all applicable development regulations and, to the extent there is no applicable development regulation, the Comprehensive Plan; and
 - It is consistent with the public health, safety, and welfare.
 - b. Conclusion: The proposal complies with the criteria in section 152.70.3. It is consistent with all applicable development regulations (see Sections II.G) and the Comprehensive Plan (see Section II.H). In addition, it is consistent with the public health, safety, and welfare because it will allow infill development while minimizing impacts on adjoining sensitive areas and neighboring properties.
2. Planned Unit Development (PUD)
 - a. KZC Chapter 125 Requirements
 - (1) Facts: KZC Chapter 125 establishes three decisional criteria with which the proposed PUD request must comply in order to be granted. The applicant's response to these criteria can be found in Attachment 2. Sections II.F.2.b through 2.d contain staff's findings of fact and conclusions based on these three criteria.
 - (2) Conclusions: Based on the following analysis, the application meets the established criteria for approval of a Preliminary and Final PUD.
 - b. PUD Criterion 1: The proposed PUD must meet the requirements of Zoning Code Chapter 125.
 - (1) Facts:
 - (a) KZC Chapter 125 sets forth the procedures by which a PUD is to be reviewed, criteria for PUD approval, the Zoning Code provisions that may be modified through a PUD, and PUD density provisions.
 - (b) The proposal is being reviewed through the process established by Chapter 125.
 - (c) The proposal the meets the criteria for PUD approval (see the following sections).
 - (d) The proposed modifications are allowed through the PUD process.

- (2) Conclusion: The proposed PUD is consistent with the requirements of KZC Chapter 125.
- c. PUD Criterion 2: Any adverse impacts or undesirable effects of the proposed PUD are clearly outweighed by specifically identified benefits to the residents of the city.
- (1) Facts:
- (a) KZC Section 60.20 lists the general regulations that apply to all uses within the PLA 3A Zone (see Attachment 11).
 - (b) General Regulation 7 states that the required yard of a structure abutting Lake Washington Boulevard must be increased two feet for each one foot that structure extends 25 feet above average building elevation.
 - (c) The proposed structure will be 60 feet above average building elevation, which would require a 90 foot setback from Lake Washington Boulevard.
 - (d) The proposed PUD seeks to reduce the required front yard setback from Lake Washington Boulevard from 90 feet to 77.5 feet (see Attachment 2, page 4).
 - (e) The applicant included a graphic representation that shows a 30' tall structure that could be built 20 feet from the front property line compared to the proposed structure (see Attachment 3, pages 6 thru 10).
 - (f) General Regulation 8 requires that a City entryway design be provided on the subject property adjacent to Lake Washington Boulevard as follows: an earthen berm, 12 feet wide and with a uniform height of three feet at the center; lawn covering the berm; and London Plane trees at least two inches in diameter, planted 30 feet on center along the berm.
 - (g) As part of the proposed PUD, the applicant seeks to modify the entryway design requirements by installing a new pedestrian entry plaza at the southeast corner of the site, right-of-way improvements (including curb, 4.5 foot wide landscape strip, and a 5 foot wide sidewalk) and a 10 foot landscape buffer (see Attachment 2, pages 6 and 7; and Attachment 3, pages 22 thru 28).
 - (h) The Public Works Department has reviewed the proposed right-of-way improvement plan and approves of the proposed design. London plane trees are no longer allowed as street trees due to the invasive roots.
 - (i) A reduction in the setback and a modification of the right-of-way improvements requirements could potentially result in the following impacts:
 - The loss of open space along Lake Washington Boulevard
 - Incompatible right-of-way improvements along the west side of Lake Washington Boulevard.
 - (j) The applicant is proposing the following site design benefits to mitigate the potential impacts:

- Installation of a new pedestrian entry plaza in the southeast corner of the site and within the adjoining right-of-way.
- New pedestrian pathways that lead to a new pedestrian plaza near existing Buildings 1 and 2.
- A 10 foot wide landscape buffer (on the property and within the right-of-way) between Lake Washington Boulevard and the proposed parking lot.
- A majority of the building has a height of 55.25 feet above average building elevation. The taller portions of the building (including rooftop appurtenance screening) are located away from Lake Washington Boulevard.

(2) Conclusions: The adverse impacts or undesirable effects of the proposed PUD have been minimized by a site design that lessens potential development related impacts. To the extent that they remain, the adverse impacts and undesirable effects are outweighed by the PUD benefits including offsite and onsite pedestrian amenities, additional landscape buffering, and the design of the structure.

d. PUD Criterion 3: The applicant is providing one or more of the following benefits to the City as part of the proposed PUD:

- The applicant is providing public facilities that could not be required by the City for development of the subject property without a PUD.
- The proposed PUD will preserve, enhance or rehabilitate natural features of the subject property such as significant woodlands, wildlife habitats or streams that the City could not require the applicant to preserve, enhance, or rehabilitate through development of the subject property without a PUD.
- The design of the PUD incorporates active or passive solar energy systems.
- The design of the proposed PUD is superior in one or more of the following ways to the design that would result from development of the subject property without a PUD:
 - Increased provision of open space or recreational facilities
 - Superior circulation patterns or location or screening of parking facilities
 - Superior landscaping, buffering, or screening in or around the proposed PUD
 - Superior architectural design, placement, relationship or orientation of structure(s)
 - Minimum use of impervious surfacing materials

(1) Facts: The applicant is proposing the following benefits to the City as part of the proposed PUD:

- (a) A new pedestrian entry plaza will be constructed in the southeast corner of the site and within the adjoining right-of-way. The pedestrian plaza will consist of raised brick planters, stained concrete walkway, seating, and numerous trees and shrubs in the plaza area and within the right-of-way.

- (b) The pedestrian entry plaza is also part of a new onsite pedestrian network that leads to a new pedestrian plaza located between the new building and existing buildings 1 and 2 (see Attachment 3, page 16).
- (c) In addition to the wetland buffer enhancement work described in the next section, the applicant is proposing to enhance approximately 3,300 square feet of wetland buffer in the southern portion of the site (see Attachment 9, page 2).

(2) Conclusions:

- (a) The proposed PUD provides a sufficient number of benefits to the City. The PUD will benefit the city by providing a site with superior landscape design, superior structure placement that incorporates pedestrian amenities including new plazas, and enhancement of a wetland buffer area. None of these benefits could be required by the City for development of the subject property without a PUD.
- (b) As part of any development permit application, the applicant should submit plans that include the proposed pedestrian entry plaza, onsite pedestrian improvements and all improvements within the public right-of-way. The plans should also include a long-term maintenance plan for these areas.

3. Modification of a Wetland Buffer

a. Facts:

- (1) KZC 90.60.2 establishes that a Wetland Buffer Modification may only be granted when the proposed development is consistent with all of the following:
 - (a) It is consistent with Kirkland's Streams, Wetlands and Wildlife Study (The Watershed Company, 1998) and the Kirkland Sensitive Areas Regulatory Recommendations Report (Adolfson Associates, Inc., 1998);
 - (b) It will not adversely affect water quality;
 - (c) It will not adversely affect fish, wildlife, or their habitat;
 - (d) It will not have an adverse effect on drainage and/or storm water detention capabilities;
 - (e) It will not lead to unstable earth conditions or create an erosion hazard;
 - (f) It will not be materially detrimental to any other property or the City as a whole;
 - (g) Fill material does not contain organic or inorganic material that would be detrimental to water quality or to fish, wildlife, or their habitat;
 - (h) All exposed areas are stabilized with vegetation normally associated with native wetland buffers, as appropriate; and
 - (i) There is no practicable or feasible alternative development proposal that results in less impact to the buffer.

- (2) The applicant submitted a Wetland Buffer Enhancement Plan report prepared by Altmann Oliver Associates (see Attachments 7). This report included a response to the wetland buffer modification criteria, wetland buffer enhancement plan and drawings, monitoring plan, and maintenance plan.
- (3) The wetland buffer enhancement plan will consist of the removal of existing parking and planting the area with a variety of native trees and shrubs. Strategic placement of habitat features such as down logs will also be a component of the plan.
- (4) The Watershed Company reviewed the Wetland Buffer Enhancement Plan report and requested changes to the proposed plan (see Attachment 8).
- (5) The applicant submitted a response email and revised plans to address The Watershed Company's comments (see Attachment 9).
- (6) The Watershed Company reviewed the revised report and plans and determined they complied with applicable requirements (see Attachment 10).

b. Conclusions:

- (1) Pursuant to the attachments included with this report, including the Wetland Buffer Enhancement Plan reports and the review letters from The Watershed Company, the proposed wetland buffer modification meets the criteria in the Zoning Code, subject to the preceding conditions.
- (2) As part of any development permit application, the applicant should submit development plans that incorporate the approved wetland buffer enhancement, monitoring, and maintenance plans (as identified in Attachment 10).
- (3) Prior to final inspection of any development permit, the applicant should:
 - (a) Complete installation of the wetland buffer enhancement plan, subject to inspection by the City's wetland consultant at the applicant's expense.
 - (b) Provide proof of a written contract with a qualified professional who will perform the monitoring and maintenance program outlined in the wetland buffer enhancement plan, together with a completed contract and fees to fund review of the monitoring and maintenance activities, (i.e. inspection of plant materials, annual monitoring reports or replanting activities) by the City's wetland consultant. Alternatively, the applicant can provide a completed contract and fees to fund completion of the monitoring program by the City's wetland consultant.

G. DEVELOPMENT REGULATIONS

1. Planned Area 3A Requirements

a. Facts:

- (1) KZC Section 60.20 lists the general regulations that apply to all uses within the PLA 3A zone (see Attachment 11).
- (2) General Regulation 3 states that the site must be designed to concentrate development away from and to minimize impacts on the wetlands.
- (3) General Regulation 5 allows the height of the structure to be increased if:
 - (a) The structure does not exceed 60 feet above average building elevation,
 - (b) The amount of pervious surface on the subject property in this zone significantly exceeds 50 percent, and
 - (c) The site is designed to the maximum extent feasible to provide views through the subject property from Lake Washington Boulevard and Bellevue Way while complying with the General Regulations.
- (4) The proposed structure will have a maximum height of 60 feet above average building elevation.
- (5) Staff researched General Regulation 5.b and determined that this regulation was established as part of the original PUD and prior to the conveyance of approximately 66.73 acres of property by the owner to the City of Kirkland. The applicant has included an analysis that shows that the pervious area percentage, when this conveyance is taken into account, is currently 93.6 percent and will decrease to approximately 93.3 percent with the new development (see Attachment 2, page 2). The impervious lot coverage is currently at 60 percent and would be increased to 64 percent with the proposed development.
- (6) The applicant has submitted a view study that looks at the existing and proposed views through the subject property from Lake Washington Boulevard and Bellevue Way (see Attachment 2, pages 3 thru 10).
- (7) The applicant is seeking relief from General Regulations 7 and 8 through the PUD Review Process (see Section II.F.2).
- (8) General Regulation 9 requires that vehicular circulation on the subject property must be designed to minimize traffic impacts on Lake Washington Boulevard and at the SR-520 interchange. The city may limit access points onto Lake Washington Boulevard and Points Drive and require traffic control devices and right-of-way realignment.

b. Conclusion:

- (1) The proposed development complies with General Regulation 3 as it will be located outside of the surrounding wetlands and the wetland buffer enhancement work will help to increase the function of the existing buffer.
- (2) The project complies with General Regulation 5 as the structure does not exceed 60 feet above average building elevation, the amount of

pervious area significantly exceeds 50%, and the proposed office building will have no impact on views through the subject property.

- (3) The project does not comply with General Regulations 7 and 8; as a result the proposal requires approval through the PUD process.
- (4) General Regulation 9 does not apply to the proposal, as the applicant is proposing to utilize existing access points to the site.

2. Required Parking

a. Facts:

- (1) KZC Section 60.22.040 requires that an office use provide 1 parking stall per 300 square feet of gross floor area. The proposed office building with 74,101 square feet gross floor area would need to provide 247 parking stalls.
- (2) The applicant is requesting a decrease in the required number of parking spaces for the project. The applicant is proposing a parking ratio of 1 stall per 355 square feet of gross floor area for the entire development, including the existing buildings.
- (3) Pursuant to KZC Section 105.103.3.c. a parking modification request may be granted if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study to be sufficient to fully serve the use.
- (4) A parking demand and utilization study was submitted by the applicant as part of this application (see Attachment 5, Enclosure 4).
- (5) The study concluded that 49% of the existing parking supply is being used by the existing uses onsite. The observed peak parking demand rate was 1.69 spaces per 1,000 square feet of office. For the proposed 74,101 office building, the demand would calculate to be 125 parking stalls which is 122 stalls less than the code requires. However, currently the office park demand is much less than the supply leaving approximately 480 vacant spaces. The project site is near a park and ride and transit center and is a Transportation Management Program (TMP) designated site; this combination may contribute to the lesser amount of single occupancy vehicle and in respect lessen the needs for parking.
- (6) The City's Transportation Engineer, Thang Nguyen, reviewed the parking study and concluded that the proposed parking supply can accommodate the proposed office building (see Attachment 5, Enclosure 5).
- (7) KZC Section 105.103.2.a requires that a request for a modification will be considered as part of the zoning permit review process if applicable. Additionally, this section states that the City must find that the applicant meets the criteria listed KZC Section 105.103.3.c.

- b. Conclusion: The proposed parking modification complies with the requirements of KZC Section 105.103.3.c. The City has determined, through the review of an adequate and thorough parking demand and utilization study, that the existing and proposed parking supply will be adequate to meet the demands of the uses on the subject property.

3. Required Landscape Buffers

a. Facts:

- (1) KZC Section 95.40.4 requires that an office use adjoining a park use provide a 15-foot-wide landscaped land use buffer with a six-foot-high solid screening fence along the entire common boundary.
- (2) The subject property adjoins a park to the north, west, and south. The park property contains sensitive areas including a wetland and streams.
- (3) The applicant is requesting a landscape buffer modification to eliminate the requirement for a 6 foot high fence on the north and south sides of the proposed project (see Attachment 12).
- (4) KZC Section 95.40.6.j states that The Planning Official may approve a modification if the owner of the adjoining property agrees to this in writing and the location of pre-existing improvements on the adjoining site eliminates the need or benefit of the required landscape buffer.
- (5) The City of Kirkland is the adjoining property owner in this case. The City's Parks Department agrees to the proposed modifications (see Attachment 13).
- (6) The adjoining property does not contain any improvements and due to the presence of wetlands, streams, and associated buffer will likely never have improvements.

b. Conclusion: The proposed landscape buffer modification complies with the requirements of KZC Section KZC Section 95.40.6.j.

4. Natural Features - Significant Vegetation

a. Facts:

- (1) The applicant submitted a Tree Plan II, including an arborist report, for the project to assess the viability of 5 trees located near the north property line and within the required wetland buffer (see Attachment 14).
- (2) KZC Section 95.35.2.b.2.b.i requires that all development plans depict tree protection measures, as recommended by a qualified professional, if existing trees are to be retained and their dripline is within the area of disturbance.
- (3) The Public Works Department is requiring as part of any development permit, that all existing public right-of-way trees be assessed by a qualified professional to determine if the trees are viable trees.

b. Conclusion:

- (1) As part of any development permit application, the applicant should:
 - (a) Submit plans that depict tree protection measures, as recommended in the arborist report, for all existing trees being retained.
 - (b) Submit a report from a qualified professional stating the size (DBH), species, and assessment of health and determination of viable trees within the public right-of-way.

5. Seismic Hazard Area

a. Facts:

- (1) According to the Kirkland Sensitive Area Map, the entire site is located within a Seismic Hazard Area.
- (2) KZC Section 85.15 requires that applicant submit a Geotechnical Report to address potential impacts of a proposed development.
- (3) The applicant submitted a Geotechnical Review letter from Golder Associates (see Attachment 15). The letter concludes that “the project appears feasible from a geotechnical standpoint”.
- (4) KZC Section 85.25 states that the as part of any approval of development in a landslide hazard area or seismic hazard area, the City may require implementation of the geotechnical recommendations to mitigate identified impacts, along with a written acknowledgment on the face of the plans signed by the architect, engineer, and/or designer that he/she has reviewed the geotechnical recommendations and incorporated these recommendations into the plans.
- (5) KZC Section 85.45 requires that the prior to issuance of any development permit, the applicant should enter into an agreement with the City, which runs with the property, in a form acceptable to the City Attorney, indemnifying the City for any damage resulting from development activity on the subject property which is related to the physical condition of the property (see Attachment 16). The applicant shall record this agreement with the King County Department of Elections and Records.

b. Conclusions:

- (1) As part of any development permit application, the applicant should submit an updated Geotechnical Report that addresses the criteria in KZC Section 85.15 and ensure that all plans incorporate the geotechnical recommendations, along with a written acknowledgment on the face of the plans signed by the architect, engineer, and/or designer that he/she has reviewed the geotechnical recommendations and incorporated these recommendations into the plans.
- (2) Prior to issuance of any development permit, the applicant should enter into an agreement with the City, which runs with the property, in a form acceptable to the City Attorney, indemnifying the City for any damage resulting from development activity on the subject property which is related to the physical condition of the property. The applicant shall record this agreement with the King County Department of Elections and Records.

6. Bonds and Securities

- a. Facts: KZC Section 90.145 establishes the requirement for the applicant to submit a performance and/or maintenance bond to ensure compliance with any aspect of the Drainage Basin regulations contained in Chapter 90 of the Kirkland Zoning Code or any decision or determination made pursuant to the chapter.

b. Conclusions:

- (1) Prior to issuance of any development permit, the applicant should submit a financial security device to the Planning Department to cover the cost of completing the wetland buffer enhancement work. The security shall be consistent with the standards outlined in Zoning Code section 90.145.
- (2) Prior to final inspection of any development permit, the applicant should submit to the Planning Department a financial security device to cover all monitoring and maintenance activities that will need to be done including consultant site visits, reports to the Planning Department, and any vegetation that needs to be replaced. The security should be consistent with the standards outlined in Zoning Code section 90.145.

7. Natural Greenbelt Protection Easement

- a. Facts: KZC Section 90.150 requires the applicant to grant a greenbelt protection easement to the City to protect sensitive areas and their buffers (see Attachment 17). Land survey information shall be provided by the applicant for this purpose.
- b. Conclusion: Prior to final inspection of any development permit, the applicant should dedicate a natural greenbelt protection easement encompassing the wetland and associated wetland buffer on the site (see Attachment 9). The boundaries of the Natural Greenbelt Protection Easement should be established by survey. The survey should be located on KCAS or plat bearing system and tied to known monuments.

8. Wetland Buffer Fence or Barrier

a. Facts:

- (1) KZC Section 90.50 requires that prior to the start of development activities, the applicant install a six-foot high construction-phase chain link fence or equivalent fence, as approved by the Planning Official, along the upland boundary of the entire wetland or stream buffer with silt screen fabric installed per City standard.
- (2) KZC Sections 90.50 require the applicant to install either (1) a permanent three- to four-foot-tall split rail fence; or (2) permanent planting of equal barrier value; or (3) equivalent barrier, as approved by the Planning Official between the upland boundary of all wetland buffers and the developed portion of the site.

b. Conclusion:

- (1) As part of any development permit application, the applicant should submit an erosion control plan, which depicts the location of a six-foot high construction phase fence along the upland boundary of the entire wetland buffer with silt screen fabric installed per City standard. The fence shall remain upright in the approved location for the duration of development activities.
- (2) Prior to final inspection of any development permit, the applicant should install either (1) a permanent three- to four-foot-tall split rail fence; or (2) permanent planting of equal barrier value; or (3) equivalent barrier, as approved by the Planning Official between the upland boundary of all wetland buffers and the developed portion of the site.

9. Site Lighting

- a. Facts: KZC Section 115.85 requires that the applicant use energy efficient light sources, comply with the Washington Energy Code with respect to the selection and regulation of light sources, and select, place, and direct light sources both directable and nondirectable so that glare produced by any light source, to the maximum extent possible, does not extend to adjacent properties or to the right-of-way. The current submittal does not contain a detailed lighting plan that would show the location, height, fixture type, and wattage of proposed lights.
- b. Conclusion: As part of a building permit application, the applicant should provide a lighting plan showing the location, height, fixture type and wattage of all proposed exterior lights. The lighting plan shall be consistent with the requirements in KZC Section 115.85.

H. COMPREHENSIVE PLAN

1. Fact: The subject property is located within the Lakeview neighborhood. The Lakeview Neighborhood Land Use Map designates the subject property for multi-family and office use (see Attachment 18).
2. Conclusion: The proposal is consistent with the multi-family and office use designation within the Comprehensive Plan.

I. DEVELOPMENT STANDARDS

1. Fact: Additional comments and requirements placed on the project are found on the Development Standards, Attachment 4.
2. Conclusion: The applicant should follow the requirements set forth in Attachment 4.

III. SUBSEQUENT MODIFICATIONS

Modifications to the approval may be requested and reviewed pursuant to the applicable modification procedures and criteria in effect at the time of the requested modification.

IV. CHALLENGES AND JUDICIAL REVIEW

The following is a summary of the deadlines and procedures for challenges. Any person wishing to file or respond to a challenge or should contact the Planning Department for further procedural information.

A. CHALLENGE

Section 152.85 of the Zoning Code allows the Hearing Examiner's recommendation to be challenged by the applicant or any person who submitted written or oral comments or testimony to the Hearing Examiner. A party who signed a petition may not challenge unless such party also submitted independent written comments or information. The challenge must be in writing and must be delivered, along with any fees set by ordinance, to the Planning Department by 5:00 p.m., _____, seven (7) calendar days following distribution of the Hearing Examiner's written recommendation on the application. Within this same time period, the person making the challenge must also mail or personally deliver to the applicant and all other people who submitted comments or testimony to the Hearing Examiner, a copy of the challenge together with notice of the deadline and procedures for responding to the challenge.

Any response to the challenge must be delivered to the Planning Department within seven (7) calendar days after the challenge letter was filed with the Planning Department. Within the same time period, the person making the response must deliver a copy of the response to the applicant and all other people who submitted comments or testimony to the Hearing Examiner.

Proof of such mail or personal delivery must be made by affidavit, available from the Planning Department. The affidavit must be attached to the challenge and response letters, and delivered to the Planning Department. The challenge will be considered by the City Council at the time it acts upon the recommendation of the Hearing Examiner.

B. JUDICIAL REVIEW

Section 152.110 of the Zoning Code allows the action of the City in granting or denying this zoning permit to be reviewed in King County Superior Court. The petition for review must be filed within twenty-one (21) calendar days of the issuance of the final land use decision by the City.

V. APPENDICES

Attachments 1 through 18 are attached

1. Vicinity Map
2. Project Narrative, PUD Criteria, and ABE Calculations
3. Development Plans
4. Development Standards
5. SEPA Determination and Enclosures
6. Concurrency Review Memorandum
7. Wetland Buffer Modification Report prepared by Altmann Oliver Associates dated October 24, 2008
8. Wetland Buffer Modification Review Letter from The Watershed Company dated December 19, 2008
9. Wetland Buffer Modification Response Email, Revised Plans, and Bond Worksheet prepared by Altmann Oliver Associates
10. Wetland Buffer Modification 2nd Review Letter from The Watershed Company dated January 30, 2009
11. PLA 3A Use Zone Chart
12. Buffer Fence Modification Letter from Baylis Architects dated January 20, 2009
13. Email from Michael Cogle, City of Kirkland Parks Department
14. Arborist Report prepared by GreenForest Inc dated January 12, 2009
15. Geotechnical Report prepared by Golder Associates dated May 12, 2009
16. Geologically Hazardous Areas Covenant
17. Natural Greenbelt Protection Easement
18. Lakeview Neighborhood Land Use Map

VI. PARTIES OF RECORD

Applicant: Keith Maehlum, Vice President, HAL Real Estate Investments Inc, 2025 1st Avenue, Suite 700, Seattle, Washington 98121

Agent: Juan Garcini, Baylis Architects, 10801 Main Street, Bellevue, WA 98004

Agent: Rich Wagner, Baylis Architects, 10801 Main Street, Bellevue, WA 98004

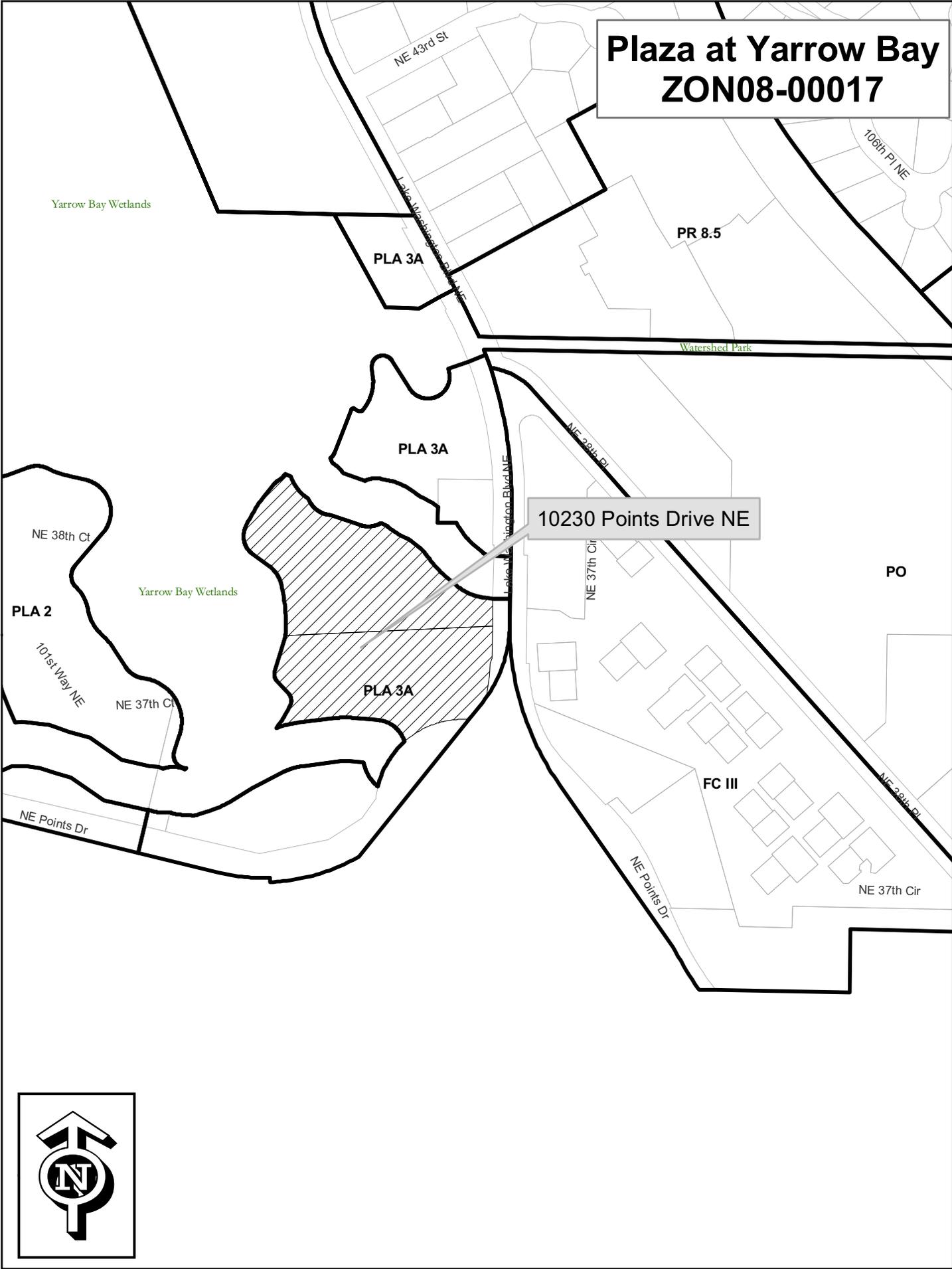
Department of Planning and Community Development

Department of Public Works

Department of Building and Fire Services

A written recommendation will be issued by the Hearing Examiner within eight calendar days of the date of the open record hearing.

Plaza at Yarrow Bay ZON08-00017



10230 Points Drive NE



Plaza at Yarrow Bay – Building V

Project Narrative and PUD Criteria

January 20, 2009

July 15, 2009 Revised

September 1, 2009 Revised

SUBJECT SITE

This Zoning Permit Application is for the approval of a new building with sub-grade parking, and for the approval of amendments of the underlying Preliminary and Final Planned Unit Development. This request is pursuant to the II-B Application Review Process. This Narrative is updated on July 15, 2009 to include information related to the PUD Criteria for Approval of a minor deviation for the interpretation of the front yard set-back along Lake Washington Blvd as explained on page 4.

The site is part of the PLA 3A Zoning designation located in the northwest corner of the intersection of Lake Washington Blvd and NE Points Dr.

The proposed Building V is a four story structure totaling approximately 74,101 GSE, an underground parking structure for 214 stalls, and 73 new surface stalls. The building will be located in the existing surface parking area, forming on the west-end a new open air plaza defined by the existing Buildings I and II, and on the east-end, set back from Lake Washington Blvd and buffered by a treed and landscaped edge. The proposed building height is 54 ft above the apparent grade and 58.5 ft above average building elevation.

Particular attention has been given to the edges of the project to mitigate any negative impacts and highlight the environmental benefits. The north edge of the project abuts the Cochran Springs Creek, which the city is proposing for re-habilitation. This Building V project proposes to set back approximately 67 ft from both the creek and the associated wetlands. This setback moves the existing line of impervious surfaces back more than 40 ft from the creek and liberates approximately 10,000 SF of pavement back to landscaping. Further, along this edge, backfill will be used to bury the entire face of the proposed parking structure, and new landscaping will be blended into the natural landscaping of the re-habilitated creek.

On the east edge, the building has been held back approximately 70 ft from the Lake Washington Blvd. This façade has been designed to minimize the apparent height by avoiding vertical elements and including horizontal lines and sun shades. Buffering this building façade will be a tree-lined sidewalk and landscaped planter approximately level with the top of new parking structure.

The proposed building will be Type II-B-Sprinklered construction with a steel and concrete structural frame. The exterior materials and colors are inspired by the existing structures and will include exposed concrete columns and beams, masonry walls and accents, and aluminum and glass

Plaza at Yarrow Bay – Building V
Project Narrative and PUD Criteria
January 20, 2009
July 15, 2009 Revised
September 1, 2009 Revised

Page 2 of 6

windows. No highly reflected glass is proposed. All rooftop equipment will be concealed by screen walls extending approximately 12 ft above the building roofline. This mechanical equipment screen will be constructed of metal paneling, similar to that of the existing Buildings.

Pedestrian access to the site will be modified by relocating the existing mid-block accesses from the street to the gateway corner of the site. This allows for the corner to be redesigned as a pedestrian refuge from the heavily trafficked intersection. From this refuge space, pedestrians are lead to a “trellised” south-facing promenade extending from the frontage sidewalk to the new open air plaza and to all the building entrances.

Auto access to the subject site will remain unchanged. The existing entrance at NE Points Dr., west of the Lake Washington Blvd., will continue as the only access point. From here, autos will be directed down open air ramps to most of the parking, and up to surface parking.

View Analysis

View obstructions created by the proposed Building V, and especially the impacts on public views of Lake Washington, have been analyzed from twelve (12) different station points. As can be seen in the analysis, the views obstructed are only the views of the existing Buildings I and II. The proposed Building V has no impact on views of Lake Washington.

Stream and Wetland Impacts

Understanding potential impacts on the environmental areas surrounding the site were one of the design criteria for this proposal. The Yarrow Bay Wetlands are to the west and Cochran Creek, and its associated wetlands, are to the north. As is documented in the Wetlands Reports, the proposed project has a very positive environmental impact on both of these interconnected systems. This impact is primarily the result of the opening-up and the re-landscaping of the creek and wetlands corridor and the cooperation of the applicant with the city’s proposed creek corridor re-habilitation.

Impervious Areas

As a result of the proposed Building V project, the impervious area of the subject property will be increased by approximately 9,948 SF. The impervious surface only increases from 60% to 64% which is a low rate of impervious surface.

Plaza at Yarrow Bay – Building V
Project Narrative and PUD Criteria
January 20, 2009
July 15, 2009 Revised
September 1, 2009 Revised

Page 3 of 6

MASTER CAMPUS SITE

The proposed Plaza at Yarrow Bay - Building V is part of a much larger campus plan of four existing structures developed on a 75 acre parcel, located on the southern edge of the City of Kirkland. This office campus was constructed under an approved preliminary PUD in 1982, Final PUD in 1984 and multiple subsequent amendments.

The original PUD and subsequent amendments approved the construction of five (5) office buildings totaling approximately 278,000 gross floor area, plus single-family townhouses. The total proposed office buildings equals five, and the proposed gross floor area is approximately 344,042, an increase of approximately 66, 042 GFA.

From its first design inception, this campus has laced the developable portions of the property into an environmentally sensitive site, allowing the users to enjoy the flora and fauna of the adjacent wetlands and stream corridors. Over the last two decades, the users of all four of the existing buildings have remained interconnected by paths, trails and sidewalks between the buildings. This connectivity, common to campus plans, allows everyone to share the many amenities, such as the gym/workout and showers, deli and barista, auto parking, bicycle storage, and outside gathering spaces, as well as the mundane, such as refuse and recycling collection stations.

The proposed Building V will continue and enhance this campus theme by the continued sharing of these many amenities and the addition of additional amenities, including the expansion of open air and covered plazas.

REQUEST for MODIFICATIONS

As a part of this Zoning Permit Application, the applicant requests the following modifications, deviations and approvals.

- 1) The addition of approximately 66,042 GFA over the existing 278,000 GFA previously approved in the amended PUD.
- 2) A reduction of the total count for parking stalls from 1 stall per 300 GFA to approximately 1 stall per 323 GFA for the campus; a reduction of approximately 6%.
- 3) A deviation from the entry design guidelines of the PUD, as described in the landscape narrative.
- 4) A modification of the wetland buffer requirements, as described in the Wetland Report.
- 5) A modification to the requirement for a 6 ft when adjoining a wetland park.

- 6) A deviation from the required building setback from Lake Washington Boulevard.

The proposed height of the building, above Average Building Elevation, is 53'-9" plus a 6 feet high parapet, for a total of 60 feet.

The setback is calculated at 2 ft back for every 1 ft in height over 25 ft., plus the base 20 ft setback. Thus, the required setback is calculated as follows:

$53.75' \text{ (height of bldg.)} - 25' = 28.75' \times 2 = 57.5' + 20' = 77.5'$.

We propose a setback of 77.5 ft at the building closest dimension, and varies up to 87.25 ft.

Approval of this proposed deviation for the building set-back from Lake Washington Blvd. is requested as a part of the request of the overall PUD application for amendment. Certain existing site conditions make the proposed setback reasonable, including a jog in the existing ROW property line, but, more importantly is the many design benefits:

- The building is stretching to the boulevard at the southeast corner to bring itself closer to the site corner plaza and pedestrians approaching the entire campus by the adjacent transit and nearby park and ride.
- Holding the building an additional 8 ft creates a space between the building and the façade that is not readily usable.
- Every attempt is being made to keep the Central Campus Plaza at the west end of the proposed building as large as possible; to keep the shadows on the north elevation as far from the north stream and buffer; and to keep the south courtyard entry to the campus as gracious as possible.

Although this deviation will create no negative impact on the boulevard, the application does propose a substantial enhancement along the ROW. These enhancements include:

- Relocation of the sidewalk behind a landscaped edge immediately abutting the curb, and
- The addition of a double row of staggered trees creating a small urban forest buffering the building from the more-intense impacts of the auto/truck traffic and buffering the public ROW from the building.

These enhancements will mitigate the impacts that might be perceived from the approval of the deviation of the setback. This can be seen in the many view analysis provided.

Plaza at Yarrow Bay – Building V
Project Narrative and PUD Criteria
January 20, 2009
July 15, 2009 Revised
September 1, 2009 Revised

Page 5 of 6

SITE LANDSCAPE NARRATIVE

Landscape Concept

The site landscape for Building V provides a new entry landscape and plaza that includes on-structure and at grade plantings, a new landscaped parking lot on structure, landscape integration alongside the wetland, and new streetscape plantings along Lake Washington Boulevard NE and Points Drive.

Parking Lot Plantings

New landscape plantings will follow requirements per Kirkland City Code for rooftop parking landscaping.

Landscape Buffers

We are requesting a modification of the Landscape Buffers next to Park requirements to allow for an extension of the Phase 2 Upstream Left Bank planting proposed by City of Kirkland to the Wetland Buffer in lieu of 6 foot high fence on the north and south sides of the development. The new landscaping proposes a 15' buffer which includes 5' parking lot screening (Section 95.40.7) and 10'+ Phase 2 Upstream Left Bank Planting extension. The plan responds to the preliminary plan for wetland buffer plantings proposed by City of Kirkland and will be modified accordingly with future updates.

Wetland Buffer Modification

The project proposes to extend the City's proposed Phase 2 Upstream Left Bank Planting within the Wetland Buffer limits indicated on the site survey.

Irrigation

An automatic irrigation system is proposed to establish new plantings as shown on-structure, on-grade and within the Right-of-Way.

Existing Trees

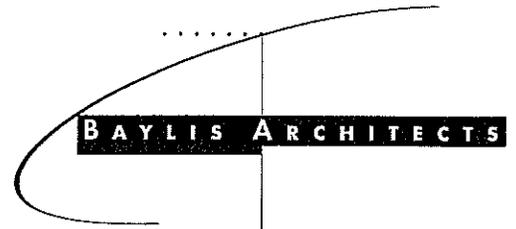
Overall, the plan as configured impacts a preliminary count of 15 conifers and 74 deciduous trees, all onsite. These impacted trees are generally within the building/parking structure footprint and include trees within the current parking lot and trees within the main entry plaza. The majority of the plaza trees -- six Katsuras and 15 Honey Locusts -- are visibly in decline.

Plaza at Yarrow Bay – Building V
Project Narrative and PUD Criteria
January 20, 2009
July 15, 2009 Revised
September 1, 2009 Revised

Page 6 of 6

Impacted trees include the London Plane trees located within the property line along Lake Washington Boulevard. These trees are within five feet of the building/parking structure footprint. Two trees within the required landscape buffer are impacted.

Tree retention and protection requirements to be determined per Section 95.35 Kirkland Zoning Code. The site does not have a minimum tree density requirement per KZC 95.35.2.b.2.d but will comply with the required landscaping pursuant to KZC 95.40.



PRINCIPALS
Brian Brand, AIA
Richard L. Wagner, AIA
Thomas Frye, Jr., AIA

January 20, 2009

City of Kirkland
Planning Department
123 Fifth Avenue
Kirkland, WA 98027

Re: Plaza at Yarrow Bay, Building "V"
File Number: ZON08-00017

Subject: Request for Deviation on Entryway Design
Job Number: 07-1062

Dear Ms. Swan:

In behalf of the owner, we request approval of a deviation from the Entryway Design requirements of the General Regulations, Section 60.20.8 for the PLA3A Zone.

The current regulations require that the frontage along Lake Washington Blvd provide:

- a. An earthen berm, 12 ft wide and 3 ft high;
- b. A lawn covering the berm;
- c. 2" caliper London Plane trees at 30 ft on center.

These requirements were established with the original PUD, some 12 years ago, when the property frontage was a visual backdrop to the auto oriented boulevard and an aesthetic screen to the office buildings beyond. Today, conditions are dramatically different. As density and living patterns have matured in this neighborhood, the frontage now needs to be an active pedestrian space, not just a passive scrim. Further, the internal pedestrian circulation is being enhanced, better linked on-site, and dramatically connected to the gateway corner of the intersection of the rights-of-way.

The proposed frontage improvements start with a 4'-6" landscape buffer immediately behind the curb edge, planted with a densely spaced, double layer of shrubs and punctuated with new trees at 30 ft on center. This treatment is intended to visually protect and isolate the pedestrian from the high speed traffic of the arterial. Behind this landscape buffer is a 5 ft wide concrete paved sidewalk conforming to city standards. Inboard of this sidewalk is an even greater landscape buffer totaling more than 10 ft in width gently sloping up away from the sidewalk and planted with clusters of shrubbery, punctured by new trees spaced between the curb-side street trees, all carpeted with a wild strawberry ground cover.

At the gateway corner, the frontage improvements include a new, open air, reception plaza that connects directly to the integrated pathways around the entire project. The plaza is defined by raised planters that give emphasis to the entry and highlights the trees, shrubbery and ground covers. Special paving materials,

10801 Main Street
Bellevue, WA 98004
T 425 454 0566
F 425 453 8013
www.baylisarchitects.com

patterns and colors, and special seating, will complete the design concept. The planter walls will use masonry to match existing buildings.

The design of the proposed Entrance Way modification is superior in many ways to the design that would result from development of the subject property without a PUD. In particular:

- *Any adverse impacts or undesirable effects of the proposed design are clearly outweighed by specifically identified benefits to the residents of the City.*

The proposed frontage treatments do not have any adverse or undesirable impacts. The density of the proposed landscaping meets and exceeds city standards.

- *The proposal is providing public facilities that could not be required by the City for development of the subject property without a PUD.*

The proposal exceeds the city standards by providing the landscape pedestrian buffer along the arterial, whereas the existing sidewalks are immediately adjacent the speeding autos.

The entry plaza at the gateway intersection is superior to the existing mid-block entry in its size, scale and density of landscaping and in its more welcoming characteristics.

- *Superior circulation patterns or location or screening of parking facilities and superior landscaping, buffering, or screening.*

The proposal moves the existing mid-block connector to the gateway intersection and connects directly to the building rather than through parked cars. The landscaping along the rights-of-way screen the cars by the conscientious selection of the plantings, sizes, colors and spacing of the landscape materials.

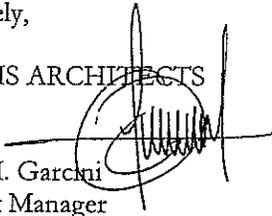
With all these reasons, we ask that the city find that the proposed design is superior to that which might be available without a PUD and grant this request for modification.

If you have any questions or comments, please do not hesitate to give me a call at (425) 454-0566 or e-mail me at garcinij@baylisarchitects.com.

Sincerely,

BAYLIS ARCHITECTS

Juan M. Garcini
Project Manager



Attachments: Site Plan
Conceptual Landscape Plan
Conceptual Perspective Sketch
cc: Keith Maehlum, HAL Properties

Plaza At Yarrow Bay - New Office Building

07-1062 Average Building Elevation Calculation

12/11/2008

Exhibit B

ABE Calculation

Option # 1

Formula * ABE= $\frac{(\text{Mid-point Elevation}) \times (\text{Rectangle of Segment})}{(\text{Length of Rectangle Segment}) + (\text{Length of Rectangle Segment})}$

ABE =	208.16	39.82	175.25	37.80	175.25	38.50	208.16	41.80	=	30,361.59	39.60'
	8,288.93		6,624.45		6,747.13		8,701.09			766.75	

ABE= 39.60'

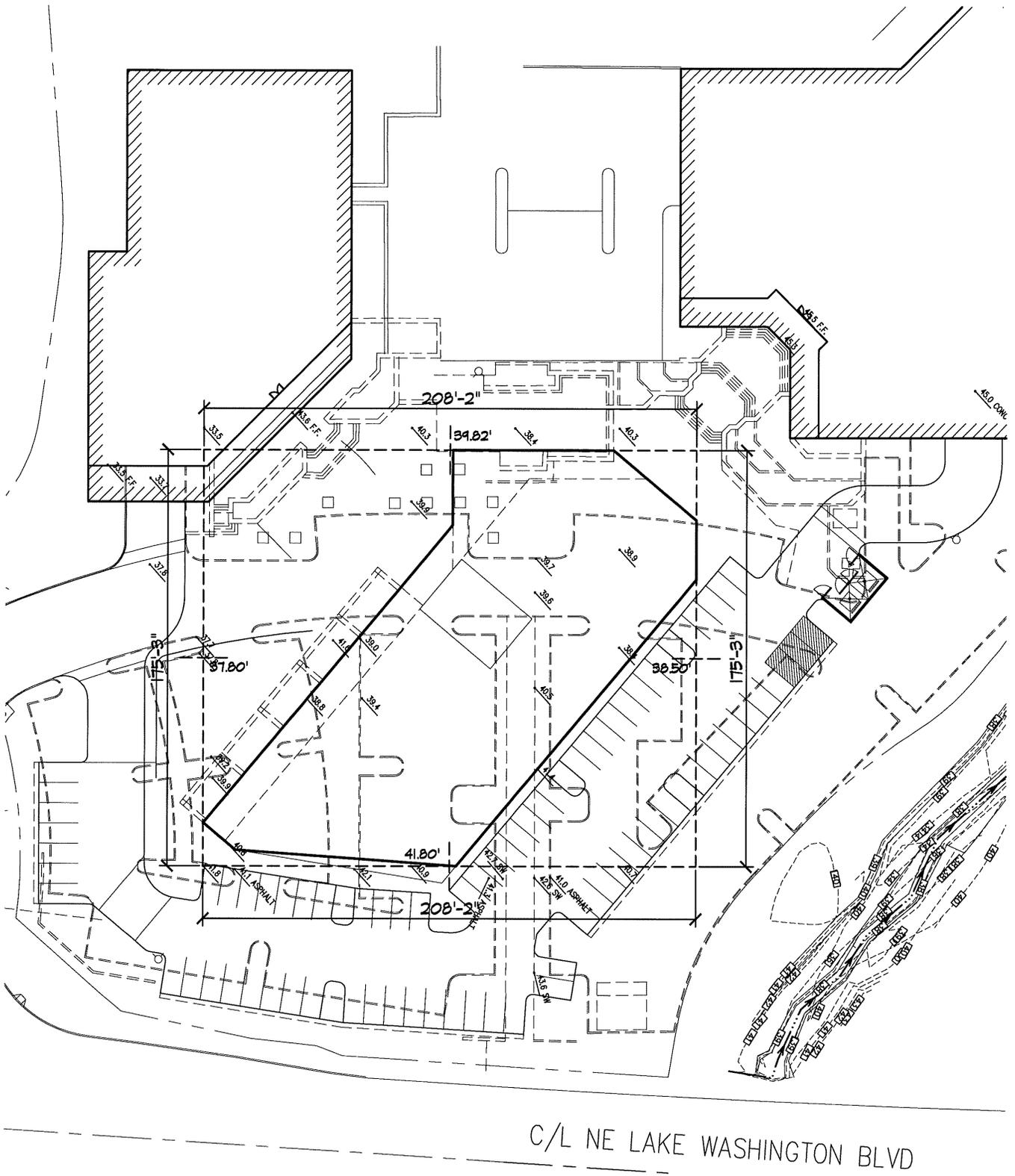
Option # 2

Formula * ABE= $\frac{(\text{Mid-point Elevation}) \times (\text{Length of Segment})}{(\text{Length of Segment}) + (\text{Length of Segment})}$

ABE =	67.83	38.40	45.91	39.60	24.91	38.00	157.66	39.90	93.41	42.00	17.75	40.57	163.66	40.20	31.66	39.50	24,132.96	40.03'
	2,604.67		1,818.04		946.58		6,290.63		3,923.22		720.12		6,579.13		1,250.57		602.83	

ABE= 40.03'

* Height Regulations, Calculating Average Building Elevation (ABE) per KZC section 115.59



ABE - OPTION# 1

RECTANGLE SEGMENTS



BAYLIS ARCHITECTS

10801 Main Street, Bellevue, WA 98004
F 425 453 8013 T 425 454 0566

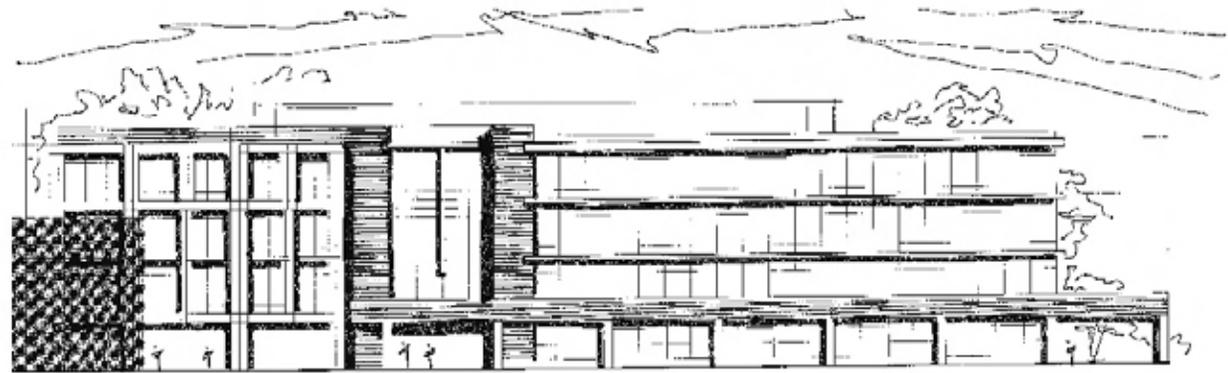
PLAZA AT YARROW BAY - BLDG V | KIRKLAND, WA

PLAZA AT YARROW BAY, INC | Date: 12/12/2008

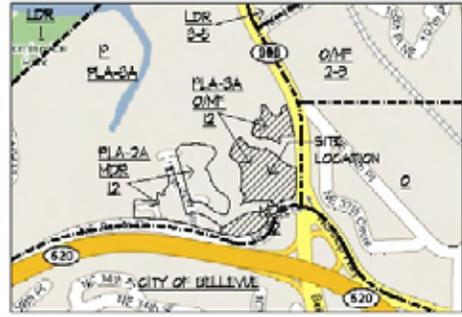
Job No: 07-1062

PLAZA AT YARROW BAY - BUILDING "V"

Kirkland, WA.



AERIAL VIEW WITH LANDSCAPE



ZONING MAP



VICINITY MAP

SHEET INDEX

- 0 COVER & VICINITY MAP
- 1 PROJECT DATA
- C-1 CONCEPTUAL CIVIL PLAN
- A002 SITE PLAN - GROUND LEVEL
- A003 SITE PLAN - PARKING LOT UNDERGROUND LEVEL
- 20 ENLARGED ENTRY WAY DESIGN, AND SECTIONS
- 21 ENTRY WAY DESIGN RENDERING
- L101 LANDSCAPE PLAN
- L102 LANDSCAPE PLANT LIST
- L201 TREE PLAN II
- W1.1 IMPACTS AND MITIGATION PLAN
- W1.2 PLANTING PLAN AND DETAILS
- W1.3 SPECIFICATIONS

• FOR REFERENCE ONLY



COVER & VICINITY MAP

1/15

BAYLIS ARCHITECTS

10301 Main Street, Bellevue, WA 98004
 P: 425-457-8013 T: 425-454-0546

PLAZA AT YARROW BAY - BUILDING "V"

KIRKLAND, WA

PLAZA AT YARROW BAY, INC

RE-SUBMITTAL

ZONING PERMIT PACKAGE - PROCESS IIB

Job No: 07-1262

Date: 1/25/09

COPYRIGHT © 2009 BAYLIS ARCHITECTS INCORPORATED ALL RIGHTS RESERVED

SUBJECT SITE DATA:

SITE DATA:

PARCELS: 2025059162, 2025059240
 ADDRESS: 10220, 10230 POINTS DR. NE.
 ZONING: FLA 3A (PLANNED AREA), O/MF OFFICE MULTI-FAMILY LAKEVIEW NEIGHBORHOOD
 SITE AREA: 213,874 SF (4.90 acres)
 DESCRIPTION OF WORK: THE PLAZA AT YARROW BAY-BLDG-V PROJECT PROPOSE TO ADD NEW OFFICE BUILDING TO THE EXISTING BUILDINGS COMPLEX. THE NEW BUILDING WILL BE A FOUR STORY STRUCTURE WITH ONE PARKING LEVEL UNDERGROUND. THIS BUILDING WILL BE DEVELOPED IN THE EXISTING PARKING LOT IN FRONT OF EXISTING BUILDINGS I & II.

TYPE OF CONSTRUCTION: II-B SPRINKLERED
 USE PROPOSED: "B" BUSINESS - OFFICE

DEVELOPMENT STANDARDS:

REQUIRED REVIEW PROCESS: PROCESS IIB
 SITE SIZE: 347,688 SF (7.98 AC)
 PUD SITE AREA: 3,254,446 SF (74.71 AC)
 LOT SIZE: MINIMUM LOT SIZES FOR THIS USE IS 7,200 SF
 BUILDING SETBACKS:
 - FRONT YARD: 20 FEET
 - SIDE YARD: 5 FEET (BUT TWO SIDE YARDS MUST EQUAL AT LEAST 15 FEET)
 - REAR YARD: 10 FEET
 BUFFERING LANDSCAPING:
 -5' ALONG THE PERIMETER OF THE PARKING AREAS ABUTTING RIGHTS-OF-WAY
 -15' WIDE LANDSCAPE BUFFER IS REQUIRED NEXT TO THE PARK (NORTH AND SOUTH SIDES OF THE SITE)
 LANDSCAPE: CATEGORY "C"
 MAX. BUILDING HEIGHT: 30 FT. ABE (ABOVE BUILDING ELEVATION)
 ALLOWABLE HEIGHT INCREASE: 60 FT. ABE (ABOVE BUILDING ELEVATION) PER GENERAL REGULATIONS SEC. 60.19
 PROPOSED BUILDING HEIGHT: 52 FT ABOVE PARKING DECK
 53.75 FT ABE (ABOVE AVERAGE BUILDING ELEVATION)
 SIGN: CATEGORY "D"

BUILDING AREA ANALYSIS:

PROPOSED BUILDING V	
1ST FLOOR	15,916 GFA
2ND FLOOR	19,375 GFA
3RD FLOOR	19,375 GFA
4TH FLOOR	19,375 GFA
TOTAL AREA OF NEW (BUILDING V)	74,101 GFA
EXISTING BUILDING AREA (BUILDING I)	48,452 GFA
EXISTING BUILDING AREA (BUILDING II)	95,596 GFA
TOTAL BUILDING AREA (BUILDING I, II, & V)	218,149 GFA

AREA OF PROPOSED PARKING GARAGE: 70,471 GFA

SUBJECT SITE DATA: (CONTINUED)

SUBJECT SITE PARKING ANALYSIS:

- EXISTING PARKING STALLS IN BUILDINGS I & II (UNDERGROUND & SURFACE SPACES): 508
 - PARKING STALLS REMOVED (UNDERGROUND & SURFACE SPACES): <180>
 - SUB-TOTAL: 328
 - PROPOSED NEW PARKING STALLS (UNDERGROUND LEVEL): 214
 - (SURFACE LEVEL): 73
 - SUB-TOTAL: 287
 - PROPOSED TOTAL PARKING STALLS: 615
- 218,149 GFA / 615 PKG = 1 SPACE PER 355 GFA

PROPOSED PARKING RATIO TO GFA:
 THE KIRKLAND ZONING CODE ALLOWS UP TO 50% COMPACT PARKING STALLS

PROPOSED STANDARD STALL	161	(57%)
PROPOSED COMPACT STALL	126	(43%)
TOTAL PROPOSED	287	

LOT COVERAGE ANALYSIS:

LOT COVERAGE: 70% MAX.
 EXISTING LOT COVERAGE: 128,273 / 213,874 = 60 = 60%

	PERVIOUS	IMPERVIOUS	LOT AREA
BUILDING I		17,075 SF	
BUILDING II		24,663 SF	
PAVEMENT	72,042 SF	86,535 SF	
LANDSCAPE			
WALKWAYS	6,779 SF		
13,559 SF (50%)			
LOT AREA			213,874 SF
TOTAL AREA	78,821 SF	128,273 SF	213,874 SF

PROPOSED LOT COVERAGE: 138,221 / 213,874 = 64 = 64%

	PERVIOUS	IMPERVIOUS	LOT AREA
BUILDING I		17,075 SF	
BUILDING II		24,663 SF	
NEW BUILDING V		19,770 SF	
PAVEMENT		76,713 SF	
LANDSCAPE	65,805 SF		
LANDSCAPE (over structure)	9,848 SF		
WALKWAYS			
1,507 SF (50%)	753 SF		
LOT AREA			213,874 SF
TOTAL AREA	76,406 SF	138,221 SF	213,874 SF

LOT COVERAGE DESCRIPTION:
 THE ACTUAL AMOUNT OF LANDSCAPING WOULD INCREASE, BECAUSE OF THE INCREMENT OF LANDSCAPE AREA AT THE WETLAND BUFFER, AND REDUCTION OF PAVED AREAS (PARKING LOT) ON SITE.

MASTER CAMPUS SITE DATA:

SITE AREA: 3,254,446 (74.71 acres) WITH ORIGINAL PUD
 LOT COVERAGE ANALYSIS WITH WETLANDS AND 5 BUILDINGS:
 EXISTING LOT COVERAGE: 211,059 / 3,254,446 = .064 = 6%
 (see analysis below)

	PERVIOUS	IMPERVIOUS	LOT AREA
BUILDING III		26,951 SF	
PAVEMENT		13,706 SF	
LANDSCAPE	14,383 SF		
WALKWAYS			
2,544 SF (50%)	1,272 SF		
LOT AREA			57,584 SF
TOTAL AREA	13,111 SF	40,657 SF	57,584 SF
BUILDING IV		16,309 SF	
PAVEMENT		25,820 SF	
LANDSCAPE	31,718 SF		
WALKWAYS			
2,382 SF (50%)	1,191 SF		
LOT AREA			76,229 SF
TOTAL AREA	32,909 SF	42,129 SF	76,229 SF
BUILDING I & II			
TOTAL AREA	78,821 SF	128,273 SF	213,874 SF
TOTAL AREA	124,841 SF	211,059 SF	347,687 SF

PROPOSED LOT COVERAGE: 221,007 / 3,254,446 = .067 = 6%
 (see analysis below)

	PERVIOUS	IMPERVIOUS	LOT AREA
BUILDING III	(see analysis above)		
TOTAL AREA	13,111 SF	40,657 SF	57,584 SF
BUILDING IV	(see analysis above)		
TOTAL AREA	32,909 SF	42,129 SF	76,229 SF
BUILDING I & II			
NEW BUILDING V	(see proposed lot coverage analysis)		
TOTAL AREA	76,406 SF	138,221 SF	213,874 SF
TOTAL AREA	122,426 SF	221,007 SF	347,687 SF

PARKING ANALYSIS WITH 5 BUILDINGS:

BUILDING	GFA	PARKING	PARKING RATIO/GFA
I	48,452	508	1/283
II	95,596	(included in Bldg "I")	
III	80,235	299	1/268
IV	45,658	150	1/304
SUB-TOTAL	269,941	957	1/282
Parking spaces removed		<180>	
V	74,101	289	NA
TOTAL	344,042	1,066	1/323
MAXIMUM BUILDING AREA IN AMENDED PUD:			278,000
PROPOSED BUILDING AREA AMENDMENT:			66,042

NTS

PROJECT DATA



BAYLIS ARCHITECTS

10801 Main Street, Bellevue, WA 98004
 F 425 453 8013 T 425 454 0566

PLAZA AT YARROW BAY - BUILDING "V"

KIRKLAND, WA

PLAZA AT YARROW BAY, INC.

RE-SUBMITTAL (REVISION) 09-01-09

Job No: 07-1062

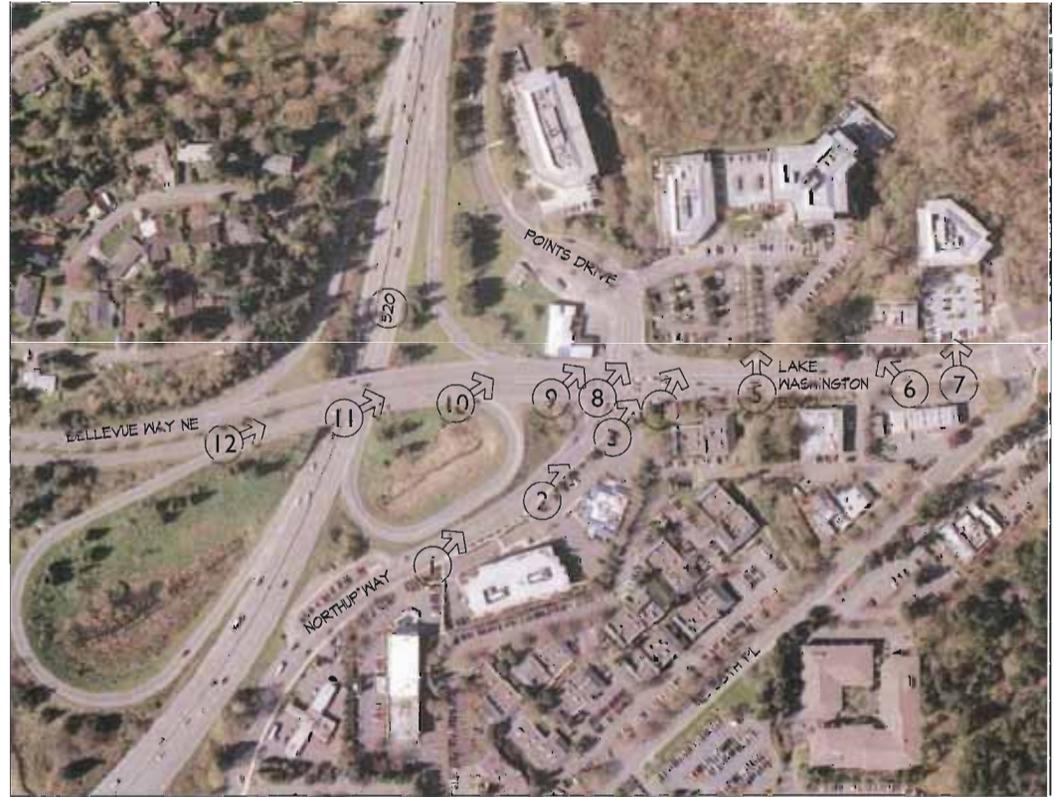
ZONING PERMIT PACKAGE - PROCESS IIB

Date: 9/01/09



NEIGHBORHOOD MAP

-→ PEDESTRIAN WALKWAY
- ⊕ TRAFFIC SIGNAL
- * BUS STOP/ P&R



VIEW STUDY

PHOTO POINT OF VIEW ① →



KEY SITE - PHOTO VIEWS

NTS



BAYLIS ARCHITECTS

10801 Main Street, Bellevue, WA 98004
 F 425 453 8013 T 425 454 0566

PLAZA AT YARROW BAY - BUILDING " V "

KIRKLAND, WA

PLAZA AT YARROW BAY, INC

ZONING PERMIT PACKAGE - PROCESS IIB

Job No 07-1062

Date: 9/25/08



1. VIEW FROM NORTHUP WAY



2. VIEW FROM NORTHUP WAY



3. VIEW FROM NORTHUP WAY



4. VIEW FROM NORTHUP WAY & LAKE WASHINGTON BLVD. NE



5. VIEW FROM LAKE WASHINGTON BLVD. NE



6. VIEW FROM LAKE WASHINGTON BLVD. NE



EXISTING SITE CONTEXT

NTS



7. VIEW FROM LAKE WASHINGTON BLVD. NE



8. VIEW FROM CORNER OF NORTHUP WAY & LAKE WASHINGTON BLVD. NE



9. VIEW FROM BELLEVUE WAY NE



10. VIEW FROM BELLEVUE WAY NE



11. VIEW FROM BRIDGE 520



12. VIEW FROM BELLEVUE WAY NE

EXISTING SITE CONTEXT

NTS



BAYLIS ARCHITECTS

10801 Main Street, Bellevue, WA 98004
 F 425 453 8013 T 425 454 0566

PLAZA AT YARROW BAY - BUILDING "V" II

KIRKLAND, WA

HAL Real Estate Investments Inc.

ZONING PERMIT PACKAGE - PROCESS IIB

Job No: 07-1062

Date: 9/25/08



1. VIEW FROM NORTHUP WAY - 30'



2. VIEW FROM NORTHUP WAY - 30'



1. VIEW FROM NORTHUP WAY - 60'



2. VIEW FROM NORTHUP WAY - 60'



VIEW STUDY

NTS

BAYLIS ARCHITECTS

10801 Main Street, Bellevue, WA 98004
 F 425 453 8013 T 425 454 0566

PLAZA AT YARROW BAY - BUILDING "V" #

KIRKLAND, WA

PLAZA AT YARROW BAY, INC

ZONING PERMIT PACKAGE - PROCESS IIB

Job No: 07-1062

Date: 9/25/08



3. VIEW FROM NORTHUP WAY - 30'



4. VIEW FROM NORTHUP WAY & LAKE WASHINGTON BLVD. NE - 30'



3. VIEW FROM NORTHUP WAY - 60'



4. VIEW FROM NORTHUP WAY & LAKE WASHINGTON BLVD. NE- 60'



VIEW STUDY

NTS

BAYLIS ARCHITECTS

10801 Main Street, Bellevue, WA 98004
 F 425 453 8013 T 425 454 0566

PLAZA AT YARROW BAY - BUILDING " V " |

KIRKLAND, WA |

PLAZA AT YARROW BAY, INC. |

ZONING PERMIT PACKAGE - PROCESS IIB |

job No: 07-1062

Date: 9/25/08



8. VIEW FROM CORNER OF NORTHUP WAY & LAKE WASHINGTON BLVD. NE - 30'

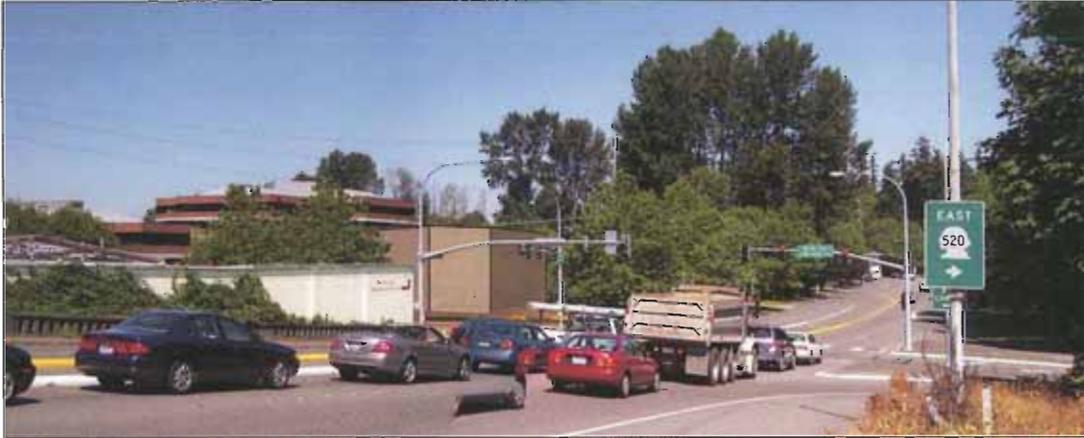


8. VIEW FROM CORNER OF NORTHUP WAY & LAKE WASHINGTON BLVD. NE - 60'



VIEW STUDY

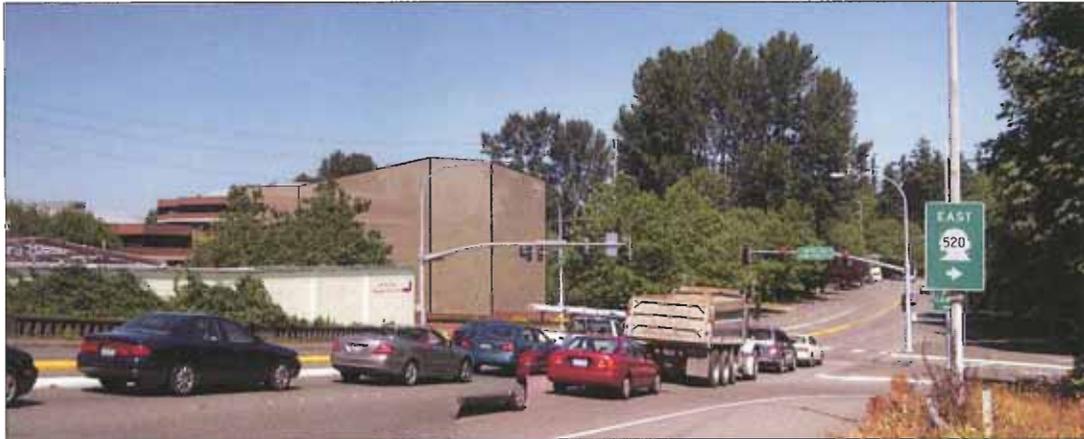
NTS



9. VIEW FROM BELLEVUE WAY NE - 30'



10. VIEW FROM BELLEVUE WAY NE - 30'



9. VIEW FROM BELLEVUE WAY NE - 60'



10. VIEW FROM BELLEVUE WAY NE - 60'



VIEW STUDY

NTS

BAYLIS ARCHITECTS

10801 Main Street, Bellevue, WA 98004
 F 425 453 8013 T 425 454 0566

PLAZA AT YARROW BAY - BUILDING "V" II

KIRKLAND, WA

PLAZA AT YARROW BAY, INC

ZONING PERMIT PACKAGE - PROCESS IIB

Job No: 07-1062
 Date: 9/25/08



12. VIEW FROM BELLEVUE WAY NE - 30'

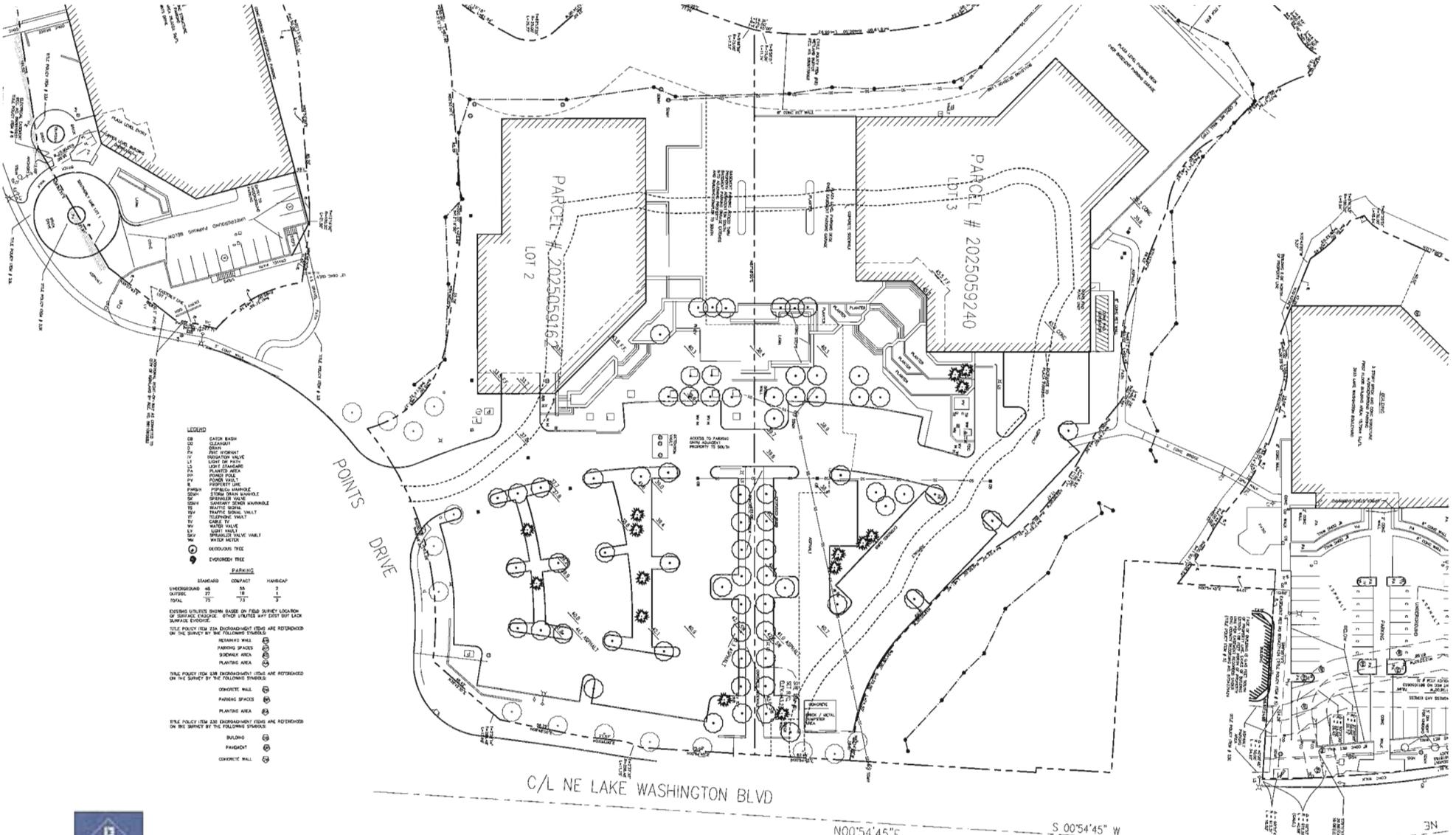


12. VIEW FROM BELLEVUE WAY NE - 60'



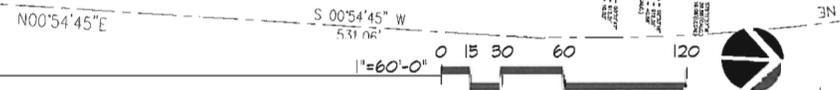
VIEW STUDY

NTS



- LEGEND**
- 12 CATCH BASIN
 - 13 CLEANOUT
 - 14 GROUND WATER
 - 15 REGULATOR VALVE
 - 16 LOCK ON PUMP
 - 17 LOW DRAINAGE
 - 18 PLANTED AREA
 - 19 POWER POLE
 - 20 POWER VALVE
 - 21 PUMP
 - 22 PUMP HOUSE
 - 23 STEAM TRAP HANDLE
 - 24 SHOWER
 - 25 SANITARY SEWER MANHOLE
 - 26 SEWER
 - 27 SEWER
 - 28 TELEPHONE VALVE
 - 29 TRAFFIC SIGNAL MOUNT
 - 30 WATER VALVE
 - 31 WATER METER
 - 32 WATER METER
 - 33 WATER METER
 - 34 WATER METER
 - 35 WATER METER
 - 36 WATER METER
 - 37 WATER METER
 - 38 WATER METER
 - 39 WATER METER
 - 40 WATER METER
 - 41 WATER METER
 - 42 WATER METER
 - 43 WATER METER
 - 44 WATER METER
 - 45 WATER METER
 - 46 WATER METER
 - 47 WATER METER
 - 48 WATER METER
 - 49 WATER METER
 - 50 WATER METER
 - 51 WATER METER
 - 52 WATER METER
 - 53 WATER METER
 - 54 WATER METER
 - 55 WATER METER
 - 56 WATER METER
 - 57 WATER METER
 - 58 WATER METER
 - 59 WATER METER
 - 60 WATER METER
 - 61 WATER METER
 - 62 WATER METER
 - 63 WATER METER
 - 64 WATER METER
 - 65 WATER METER
 - 66 WATER METER
 - 67 WATER METER
 - 68 WATER METER
 - 69 WATER METER
 - 70 WATER METER
 - 71 WATER METER
 - 72 WATER METER
 - 73 WATER METER
 - 74 WATER METER
 - 75 WATER METER
 - 76 WATER METER
 - 77 WATER METER
 - 78 WATER METER
 - 79 WATER METER
 - 80 WATER METER
 - 81 WATER METER
 - 82 WATER METER
 - 83 WATER METER
 - 84 WATER METER
 - 85 WATER METER
 - 86 WATER METER
 - 87 WATER METER
 - 88 WATER METER
 - 89 WATER METER
 - 90 WATER METER
 - 91 WATER METER
 - 92 WATER METER
 - 93 WATER METER
 - 94 WATER METER
 - 95 WATER METER
 - 96 WATER METER
 - 97 WATER METER
 - 98 WATER METER
 - 99 WATER METER
 - 100 WATER METER
- ENCLOSURE TREE**
- 101 ENCLOSURE TREE
- ENCLOSURE**
- | STANDARD | CONTACT | HARBOR |
|----------------|---------|--------|
| UNDERGROUND 48 | 18 | 1 |
| OUTSIDE 27 | 18 | 1 |
| TOTAL 75 | 36 | 2 |
- EXISTING UTILITIES SHOWN BASED ON FIELD SURVEY LOCATION OF SERVICE ENGINES. OTHER UTILITIES NOT SHOWN BY THIS SURVEY EVIDENCE.
- THIS POLICY ITEM 23B ENCLOSUREMENT ITEMS ARE REFERENCED ON THE SURVEY BY THE FOLLOWING SYMBOLS:
- 102 ENCLOSUREMENT
 - 103 ENCLOSUREMENT
 - 104 ENCLOSUREMENT
 - 105 ENCLOSUREMENT
 - 106 ENCLOSUREMENT
 - 107 ENCLOSUREMENT
 - 108 ENCLOSUREMENT
 - 109 ENCLOSUREMENT
 - 110 ENCLOSUREMENT
 - 111 ENCLOSUREMENT
 - 112 ENCLOSUREMENT
 - 113 ENCLOSUREMENT
 - 114 ENCLOSUREMENT
 - 115 ENCLOSUREMENT
 - 116 ENCLOSUREMENT
 - 117 ENCLOSUREMENT
 - 118 ENCLOSUREMENT
 - 119 ENCLOSUREMENT
 - 120 ENCLOSUREMENT
 - 121 ENCLOSUREMENT
 - 122 ENCLOSUREMENT
 - 123 ENCLOSUREMENT
 - 124 ENCLOSUREMENT
 - 125 ENCLOSUREMENT
 - 126 ENCLOSUREMENT
 - 127 ENCLOSUREMENT
 - 128 ENCLOSUREMENT
 - 129 ENCLOSUREMENT
 - 130 ENCLOSUREMENT
 - 131 ENCLOSUREMENT
 - 132 ENCLOSUREMENT
 - 133 ENCLOSUREMENT
 - 134 ENCLOSUREMENT
 - 135 ENCLOSUREMENT
 - 136 ENCLOSUREMENT
 - 137 ENCLOSUREMENT
 - 138 ENCLOSUREMENT
 - 139 ENCLOSUREMENT
 - 140 ENCLOSUREMENT
 - 141 ENCLOSUREMENT
 - 142 ENCLOSUREMENT
 - 143 ENCLOSUREMENT
 - 144 ENCLOSUREMENT
 - 145 ENCLOSUREMENT
 - 146 ENCLOSUREMENT
 - 147 ENCLOSUREMENT
 - 148 ENCLOSUREMENT
 - 149 ENCLOSUREMENT
 - 150 ENCLOSUREMENT
 - 151 ENCLOSUREMENT
 - 152 ENCLOSUREMENT
 - 153 ENCLOSUREMENT
 - 154 ENCLOSUREMENT
 - 155 ENCLOSUREMENT
 - 156 ENCLOSUREMENT
 - 157 ENCLOSUREMENT
 - 158 ENCLOSUREMENT
 - 159 ENCLOSUREMENT
 - 160 ENCLOSUREMENT
 - 161 ENCLOSUREMENT
 - 162 ENCLOSUREMENT
 - 163 ENCLOSUREMENT
 - 164 ENCLOSUREMENT
 - 165 ENCLOSUREMENT
 - 166 ENCLOSUREMENT
 - 167 ENCLOSUREMENT
 - 168 ENCLOSUREMENT
 - 169 ENCLOSUREMENT
 - 170 ENCLOSUREMENT
 - 171 ENCLOSUREMENT
 - 172 ENCLOSUREMENT
 - 173 ENCLOSUREMENT
 - 174 ENCLOSUREMENT
 - 175 ENCLOSUREMENT
 - 176 ENCLOSUREMENT
 - 177 ENCLOSUREMENT
 - 178 ENCLOSUREMENT
 - 179 ENCLOSUREMENT
 - 180 ENCLOSUREMENT
 - 181 ENCLOSUREMENT
 - 182 ENCLOSUREMENT
 - 183 ENCLOSUREMENT
 - 184 ENCLOSUREMENT
 - 185 ENCLOSUREMENT
 - 186 ENCLOSUREMENT
 - 187 ENCLOSUREMENT
 - 188 ENCLOSUREMENT
 - 189 ENCLOSUREMENT
 - 190 ENCLOSUREMENT
 - 191 ENCLOSUREMENT
 - 192 ENCLOSUREMENT
 - 193 ENCLOSUREMENT
 - 194 ENCLOSUREMENT
 - 195 ENCLOSUREMENT
 - 196 ENCLOSUREMENT
 - 197 ENCLOSUREMENT
 - 198 ENCLOSUREMENT
 - 199 ENCLOSUREMENT
 - 200 ENCLOSUREMENT
- THIS POLICY ITEM 23B ENCLOSUREMENT ITEMS ARE REFERENCED ON THE SURVEY BY THE FOLLOWING SYMBOLS:
- 201 ENCLOSUREMENT
 - 202 ENCLOSUREMENT
 - 203 ENCLOSUREMENT
 - 204 ENCLOSUREMENT
 - 205 ENCLOSUREMENT
 - 206 ENCLOSUREMENT
 - 207 ENCLOSUREMENT
 - 208 ENCLOSUREMENT
 - 209 ENCLOSUREMENT
 - 210 ENCLOSUREMENT
 - 211 ENCLOSUREMENT
 - 212 ENCLOSUREMENT
 - 213 ENCLOSUREMENT
 - 214 ENCLOSUREMENT
 - 215 ENCLOSUREMENT
 - 216 ENCLOSUREMENT
 - 217 ENCLOSUREMENT
 - 218 ENCLOSUREMENT
 - 219 ENCLOSUREMENT
 - 220 ENCLOSUREMENT
 - 221 ENCLOSUREMENT
 - 222 ENCLOSUREMENT
 - 223 ENCLOSUREMENT
 - 224 ENCLOSUREMENT
 - 225 ENCLOSUREMENT
 - 226 ENCLOSUREMENT
 - 227 ENCLOSUREMENT
 - 228 ENCLOSUREMENT
 - 229 ENCLOSUREMENT
 - 230 ENCLOSUREMENT
 - 231 ENCLOSUREMENT
 - 232 ENCLOSUREMENT
 - 233 ENCLOSUREMENT
 - 234 ENCLOSUREMENT
 - 235 ENCLOSUREMENT
 - 236 ENCLOSUREMENT
 - 237 ENCLOSUREMENT
 - 238 ENCLOSUREMENT
 - 239 ENCLOSUREMENT
 - 240 ENCLOSUREMENT
 - 241 ENCLOSUREMENT
 - 242 ENCLOSUREMENT
 - 243 ENCLOSUREMENT
 - 244 ENCLOSUREMENT
 - 245 ENCLOSUREMENT
 - 246 ENCLOSUREMENT
 - 247 ENCLOSUREMENT
 - 248 ENCLOSUREMENT
 - 249 ENCLOSUREMENT
 - 250 ENCLOSUREMENT
 - 251 ENCLOSUREMENT
 - 252 ENCLOSUREMENT
 - 253 ENCLOSUREMENT
 - 254 ENCLOSUREMENT
 - 255 ENCLOSUREMENT
 - 256 ENCLOSUREMENT
 - 257 ENCLOSUREMENT
 - 258 ENCLOSUREMENT
 - 259 ENCLOSUREMENT
 - 260 ENCLOSUREMENT
 - 261 ENCLOSUREMENT
 - 262 ENCLOSUREMENT
 - 263 ENCLOSUREMENT
 - 264 ENCLOSUREMENT
 - 265 ENCLOSUREMENT
 - 266 ENCLOSUREMENT
 - 267 ENCLOSUREMENT
 - 268 ENCLOSUREMENT
 - 269 ENCLOSUREMENT
 - 270 ENCLOSUREMENT
 - 271 ENCLOSUREMENT
 - 272 ENCLOSUREMENT
 - 273 ENCLOSUREMENT
 - 274 ENCLOSUREMENT
 - 275 ENCLOSUREMENT
 - 276 ENCLOSUREMENT
 - 277 ENCLOSUREMENT
 - 278 ENCLOSUREMENT
 - 279 ENCLOSUREMENT
 - 280 ENCLOSUREMENT
 - 281 ENCLOSUREMENT
 - 282 ENCLOSUREMENT
 - 283 ENCLOSUREMENT
 - 284 ENCLOSUREMENT
 - 285 ENCLOSUREMENT
 - 286 ENCLOSUREMENT
 - 287 ENCLOSUREMENT
 - 288 ENCLOSUREMENT
 - 289 ENCLOSUREMENT
 - 290 ENCLOSUREMENT
 - 291 ENCLOSUREMENT
 - 292 ENCLOSUREMENT
 - 293 ENCLOSUREMENT
 - 294 ENCLOSUREMENT
 - 295 ENCLOSUREMENT
 - 296 ENCLOSUREMENT
 - 297 ENCLOSUREMENT
 - 298 ENCLOSUREMENT
 - 299 ENCLOSUREMENT
 - 300 ENCLOSUREMENT
- THIS POLICY ITEM 23B ENCLOSUREMENT ITEMS ARE REFERENCED ON THE SURVEY BY THE FOLLOWING SYMBOLS:
- 301 ENCLOSUREMENT
 - 302 ENCLOSUREMENT
 - 303 ENCLOSUREMENT
 - 304 ENCLOSUREMENT
 - 305 ENCLOSUREMENT
 - 306 ENCLOSUREMENT
 - 307 ENCLOSUREMENT
 - 308 ENCLOSUREMENT
 - 309 ENCLOSUREMENT
 - 310 ENCLOSUREMENT
 - 311 ENCLOSUREMENT
 - 312 ENCLOSUREMENT
 - 313 ENCLOSUREMENT
 - 314 ENCLOSUREMENT
 - 315 ENCLOSUREMENT
 - 316 ENCLOSUREMENT
 - 317 ENCLOSUREMENT
 - 318 ENCLOSUREMENT
 - 319 ENCLOSUREMENT
 - 320 ENCLOSUREMENT
 - 321 ENCLOSUREMENT
 - 322 ENCLOSUREMENT
 - 323 ENCLOSUREMENT
 - 324 ENCLOSUREMENT
 - 325 ENCLOSUREMENT
 - 326 ENCLOSUREMENT
 - 327 ENCLOSUREMENT
 - 328 ENCLOSUREMENT
 - 329 ENCLOSUREMENT
 - 330 ENCLOSUREMENT
 - 331 ENCLOSUREMENT
 - 332 ENCLOSUREMENT
 - 333 ENCLOSUREMENT
 - 334 ENCLOSUREMENT
 - 335 ENCLOSUREMENT
 - 336 ENCLOSUREMENT
 - 337 ENCLOSUREMENT
 - 338 ENCLOSUREMENT
 - 339 ENCLOSUREMENT
 - 340 ENCLOSUREMENT
 - 341 ENCLOSUREMENT
 - 342 ENCLOSUREMENT
 - 343 ENCLOSUREMENT
 - 344 ENCLOSUREMENT
 - 345 ENCLOSUREMENT
 - 346 ENCLOSUREMENT
 - 347 ENCLOSUREMENT
 - 348 ENCLOSUREMENT
 - 349 ENCLOSUREMENT
 - 350 ENCLOSUREMENT
 - 351 ENCLOSUREMENT
 - 352 ENCLOSUREMENT
 - 353 ENCLOSUREMENT
 - 354 ENCLOSUREMENT
 - 355 ENCLOSUREMENT
 - 356 ENCLOSUREMENT
 - 357 ENCLOSUREMENT
 - 358 ENCLOSUREMENT
 - 359 ENCLOSUREMENT
 - 360 ENCLOSUREMENT
 - 361 ENCLOSUREMENT
 - 362 ENCLOSUREMENT
 - 363 ENCLOSUREMENT
 - 364 ENCLOSUREMENT
 - 365 ENCLOSUREMENT
 - 366 ENCLOSUREMENT
 - 367 ENCLOSUREMENT
 - 368 ENCLOSUREMENT
 - 369 ENCLOSUREMENT
 - 370 ENCLOSUREMENT
 - 371 ENCLOSUREMENT
 - 372 ENCLOSUREMENT
 - 373 ENCLOSUREMENT
 - 374 ENCLOSUREMENT
 - 375 ENCLOSUREMENT
 - 376 ENCLOSUREMENT
 - 377 ENCLOSUREMENT
 - 378 ENCLOSUREMENT
 - 379 ENCLOSUREMENT
 - 380 ENCLOSUREMENT
 - 381 ENCLOSUREMENT
 - 382 ENCLOSUREMENT
 - 383 ENCLOSUREMENT
 - 384 ENCLOSUREMENT
 - 385 ENCLOSUREMENT
 - 386 ENCLOSUREMENT
 - 387 ENCLOSUREMENT
 - 388 ENCLOSUREMENT
 - 389 ENCLOSUREMENT
 - 390 ENCLOSUREMENT
 - 391 ENCLOSUREMENT
 - 392 ENCLOSUREMENT
 - 393 ENCLOSUREMENT
 - 394 ENCLOSUREMENT
 - 395 ENCLOSUREMENT
 - 396 ENCLOSUREMENT
 - 397 ENCLOSUREMENT
 - 398 ENCLOSUREMENT
 - 399 ENCLOSUREMENT
 - 400 ENCLOSUREMENT

EXISTING SITE PLAN
 SURVEY PROVIDED BY TRIAD ASSOCIATES



BAYLIS ARCHITECTS

10801 Main Street, Bellevue, WA 98004
 F 425 453 8013 T 425 454 0566

COPYRIGHT © 2008 BAYLIS ARCHITECTS INCORPORATED ALL RIGHTS RESERVED

PLAZA AT YARROW BAY - BUILDING "V"

KIRKLAND, WA

PLAZA AT YARROW BAY, INC

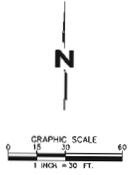
ZONING PERMIT PACKAGE - PROCESS IIB

Job No 07-1062

Date: 9/25/08

TOPOGRAPHIC EXHIBIT

A Portion of Government Lot 1,
Section 20, Township 25 North, Range 5 East, W.M.,
King County, Washington



PARCEL LEGAL DESCRIPTION:

LOT 2, MCKLAND SHORT PLAT #55-87-113, RECORDING NUMBER 8809136002,
LOT LINE ADJUSTMENT 87-47, RECORDING NUMBER 8707200609, BEING A
PORTION OF GOVERNMENT LOT 1 IN SECTION 20-25-N.

HORIZONTAL DATUM:

BASES OF BEARING FOR THIS SURVEY IS THE MONUMENTED CENTERLINE OF NE LAKE WASHINGTON BLVD., ACCORDING TO THE YARROW BAY VILLAGE SHORT PLAT, BEARING BEING N 00°54'45" E.

SURVEYOR'S NOTES:

- 1-EQUIPMENT:
S1 TOTAL STATION USED (ALL PHASES)
ALL EQUIPMENT MAINTAINED IN ADJUSTMENT TO MANUFACTURER SPECIFICATIONS.
- 2-PROCEDURES:
FIELD TRAVERSE BALANCED BY METHOD OF LEAST SQUARES.
TRAVERSE CLOSURE METS OR EXCEEDS MINIMUM REQUIREMENTS IN ACCORDANCE WITH WAC 332-130.
- 3-SITE ADDRESS:
THE PLAZA AT YARROW BAY I & II
10220 POINTS DRIVE NE
MCKLAND, WASHINGTON 98033
- 4-THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A CURRENT TITLE SEARCH AND DOES NOT WARRANT AGAINST ENCUMBRANCES, OR DEFECTS OF TITLE, THAT MAY OR MAY NOT AFFECT SAID PROPERTY UNLESS OTHERWISE NOTED OR SHOWN.

VERTICAL DATUM:

REFERENCE BENCH MARK:
NAVD 88
CITY OF BELLEVUE NO. 0352 ELEV = 47.77'
"CITY OF BELLEVUE" BRASS CAP STAMPED "0352" LOCATED ON THE EAST SIDEWALK AT LAKE WASHINGTON BLVD., 200' S SOUTH OF THE 38TH PL.

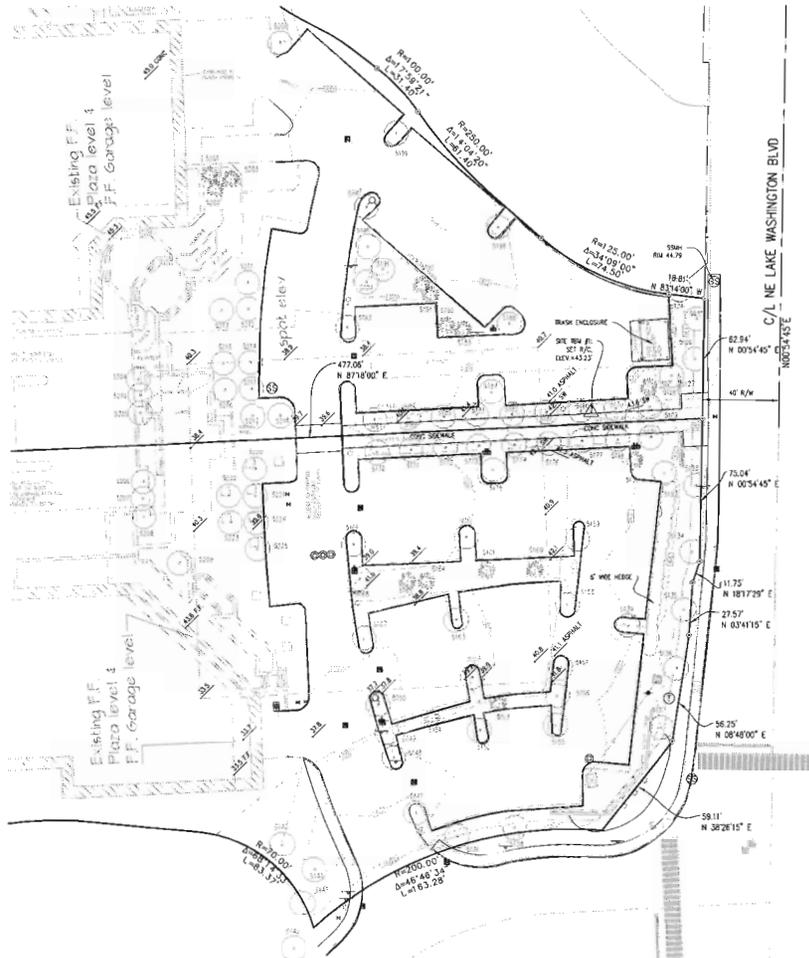
TEMPORARY BENCH MARK #1: ELEV = 43.23'
SET REBAR & CAP IN CONCRETE AT THE NORTH EDGE OF THE CONCRETE SIDEWALK, LOCATED AT THE EAST SIDE OF THE LOT.

LEGEND:

- 3 CALCULATED POSITION
- ▲ SITE BENCH MARK
- SPOT ELEVATION
- POWER POLE
- POWER VAULT, SIZE VARIES
- JUNCTION BOX, SIZE VARIES
- ROAD SIGNAGE
- IRRIGATION CONTROL VALVE
- CATCH BASIN
- STORM DRAIN MANHOLE
- SANITARY SEWER MANHOLE
- TELEPHONE MANHOLE
- DECIDUOUS TREE-SIZE VARIES
- EVERGREEN TREE-SIZE VARIES

ABBREVIATIONS:

- ATN ... AUDITOR'S FILE NUMBER
- C.A. ... CENTERLINE
- L.S. ... LICENSED SURVEYOR
- NTS ... NOT TO SCALE
- R/W ... RIGHT OF WAY
- W.M. ... WILLAMETTE MERIDIAN
- S.F. ... SQUARE FOOTAGE
- AC ... ACREAGE
- R/C ... REBAR & CAP
- IP ... IRON PIPE
- F.F. ... FINISHED FLOOR
- SW ... SIDEWALK
- CONC. ... CONCRETE
- [+/-] ... DISTANCE OF MONUMENT ABOVE/BELOW GROUND



TREE LEGEND			
P.I. NO.	DESCRIPTION	DAMPEN	DIAPHANE
5124	MAPLE	8"	20"
5125	MAPLE	12"	22"
5126	DECIDUOUS	7"	18"
5127	DECIDUOUS	8"	20"
5128	FIR	8"	9"
5129	DECIDUOUS	9"	18"
5130	DECIDUOUS	10"	22"
5131	EVERGREEN (TWIN)-2"		10"
5132	DECIDUOUS	11"	20"
5133	DECIDUOUS	12"	24"
5134	MAPLE	20"	24"
5135	MAPLE	14"	24"
5136	MAPLE	20"	28"
5137	MAPLE	19"	24"
5138	MAPLE	18"	24"
5139	DECIDUOUS	10"	18"
5142	MAPLE	14"	26"
5143	DECIDUOUS	11"	22"
5144	DECIDUOUS	10"	24"
5145	DECIDUOUS	11"	27"
5146	MAPLE	14"	24"
5147	DECIDUOUS	6"	8"
5148	DECIDUOUS	6"	10"
5149	DECIDUOUS	6"	10"
5150	DECIDUOUS	6"	10"
5151	FIR	6"	12"
5152	DECIDUOUS	6"	8"
5153	FIR	10"	12"
5154	DECIDUOUS	6"	8"
5155	DECIDUOUS	6"	8"
5156	DECIDUOUS	8"	12"
5157	DECIDUOUS	8"	12"
5158	DECIDUOUS	10"	14"
5159	DECIDUOUS	8"	8"
5160	DECIDUOUS	10"	12"
5161	FIR	17"	18"
5162	DECIDUOUS	9"	12"
5163	DECIDUOUS	7"	12"
5164	FIR	13"	14"
5165	FIR	24"	12"
5167	DECIDUOUS	24"	12"
5168	DECIDUOUS	13"	20"
5169	DECIDUOUS	8"	13"
5170	DECIDUOUS	10"	15"
5171	DECIDUOUS	6"	15"
5172	DECIDUOUS	6"	12"
5173	DECIDUOUS	9"	18"
5174	DECIDUOUS	9"	12"
5175	DECIDUOUS	9"	12"
5176	DECIDUOUS	9"	12"
5177	DECIDUOUS	8"	10"
5178	DECIDUOUS	9"	12"
5179	DECIDUOUS	9"	15"
5180	DECIDUOUS	8"	13"
5181	DECIDUOUS	9"	12"
5182	DECIDUOUS	2"	10"
5183	DECIDUOUS	9"	12"
5184	DECIDUOUS	2"	15"
5185	DECIDUOUS	8"	12"
5186	DECIDUOUS	8"	9"
5187	DECIDUOUS	10"	18"
5188	DECIDUOUS	6"	10"
5189	FIR	10"	10"
5190	FIR	9"	12"
5191	FIR	14"	18"
5192	FIR	12"	12"
5193	DECIDUOUS	7"	15"
5194	DECIDUOUS	6"	14"
5195	DECIDUOUS	9"	18"
5196	DECIDUOUS	10	20
5197	DECIDUOUS	9"	18"
5198	DECIDUOUS	6"	15"
5199	DECIDUOUS	7"	18"
5200	DECIDUOUS	6"	22"
5201	FIR	8"	8"
5202	FIR	10"	15"
5203	FIR	10"	15"
5204	DECIDUOUS	10"	15"
5205	DECIDUOUS	7"	8"
5206	DECIDUOUS	9"	15"
5207	DECIDUOUS	9"	15"
5208	DECIDUOUS	11"	15"
5209	DECIDUOUS	8"	10"
5210	DECIDUOUS	6"	9"
5211	DECIDUOUS	6"	9"
5212	DECIDUOUS	6"	9"
5213	DECIDUOUS	6"	9"
5214	DECIDUOUS	5"	9"
5215	DECIDUOUS	7"	15"
5216	DECIDUOUS	6"	8"
5217	DECIDUOUS	6"	8"
5218	DECIDUOUS	6"	9"
5219	DECIDUOUS	7"	9"
5220	DECIDUOUS	5"	7"
5221	DECIDUOUS	5"	8"
5222	DECIDUOUS	5"	8"
5223	DECIDUOUS	5"	9"
5224	DECIDUOUS	5"	9"
5225	DECIDUOUS	5"	9"

TOPOGRAPHIC EXHIBIT
A PTN GOVERNMENT LOT 1
SEC. 20, T. 25 N., R. 5 E., W.M.
KING COUNTY, WASHINGTON

HAL REAL ESTATE INVESTMENTS, INC
2025 1ST AVENUE, STE. 700
SEATTLE, WASHINGTON
206-639-8987

DRS D.R. STRONG CONSULTING ENGINEERS
ENGINEERS PLANNERS SURVEYORS
10664 NE 3RD PLACE, SUITE 101
KING COUNTY, WA 98031
425-827-3863 OFFICE
206-960-4603 CELL/FAX
425-827-2433 FAX
www.drstrong.com



APP

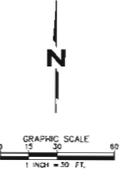
REVISION

DATE

DRAFTED BY: EJS
FIELD BOOK: 07221
PROJECT SURVEYOR: WBR
DATE: 03 15 2008
PROJECT NO.: 07221.100
SHEET 1 OF 1

SPOT ELEVATION EXHIBIT

A Portion of Government Lot 1,
Section 20, Township 25 North, Range 5 East, W.M.,
King County, Washington



PARCEL LEGAL DESCRIPTION:

LOT 2, HIGHLAND SHORT PLAT JCS-87-113, RECORDING NUMBER 8809130002, LOT LINE ADJUSTMENT 87-47, RECORDING NUMBER 8707200009, BEING A PORTION OF GOVERNMENT LOT 1 IN SECTION 20-25-S.

HORIZONTAL DATUM:

BASE OF BEARING FOR THIS SURVEY IS THE MONUMENTED CENTERLINE OF NE LAKE WASHINGTON BLVD., ACCORDING TO THE YARROW BAY VILLAGE SHORT PLAT, BEARING BEING N 00°54'45" E.

SURVEYOR'S NOTES:

- 1-EQUIPMENT:
S* TOTAL STATION USED (ALL PHASES)
ALL EQUIPMENT MAINTAINED IN ACCORDANCE TO MANUFACTURER SPECIFICATIONS.
- 2-PROCEDURES:
FIELD TRAVERSE BALANCED BY METHOD OF LEAST SQUARES
TRAVERSE CLOSURE MEETS OR EXCEEDS MINIMUM REQUIREMENTS IN ACCORDANCE WITH WAC 332-130.
- 3-SITE ADDRESS:
THE PLAZA AT YARROW BAY I & II
10220 POINTS DRIVE NE
HUNTLAND, WASHINGTON 98033
- 4- THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A CURRENT TITLE SEARCH AND DOES NOT WARRANT AGAINST ENCUMBRANCES OR DEFECTS OF TITLE, THAT MAY OR MAY NOT AFFECT SAID PROPERTY UNLESS OTHERWISE NOTED OR SHOWN.

VERTICAL DATUM:

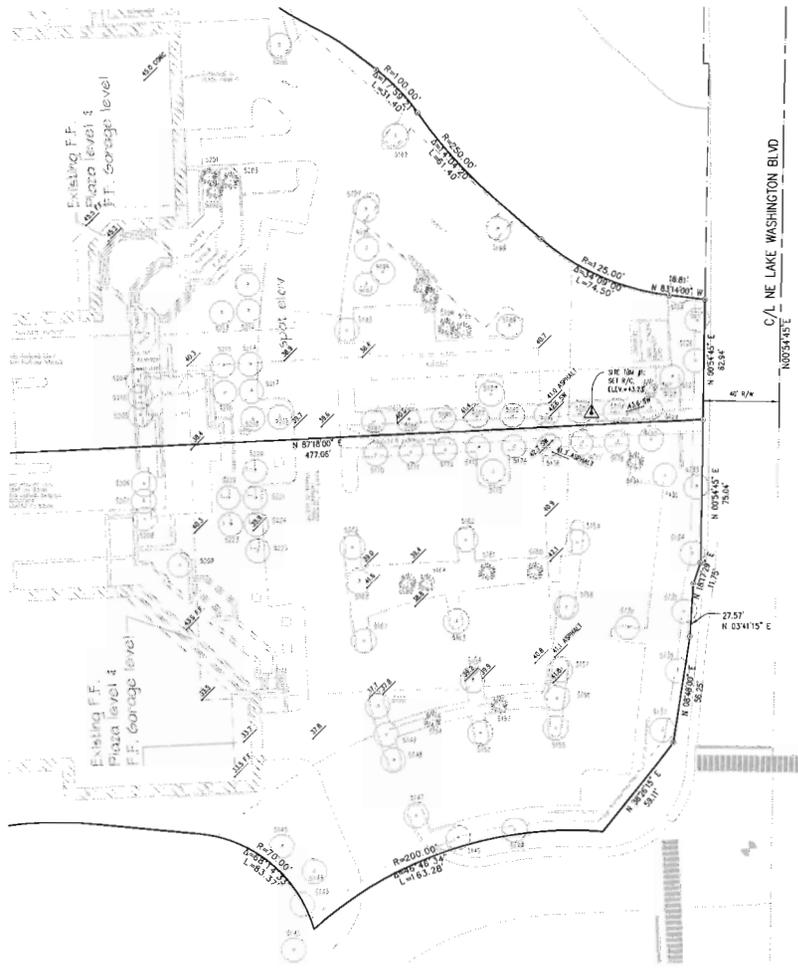
REFERENCE BENCH MARK:
MAYO BR
CITY OF BELLEVUE NO. 0352 ELEV.=47.77'
CITY OF BELLEVUE BRASS CAP STAMPED "0352", LOCATED ON THE EAST SIDEWALK AT LAKE WASHINGTON BLVD., 200' S. SOUTH OF NE 38TH PL.
TEMPORARY BENCH MARK #1: ELEV.=43.23'
SET REBAR # CAP IN GRASS AT THE NORTH EDGE OF THE CONCRETE SIDEWALK, LOCATED AT THE EAST SIDE OF THE LOT.

LEGEND:

- ⊙ CALCULATED POSITION
- △ SITE BENCH MARK
- SPOT ELEVATION
- ⊕ DECIDUOUS TREE-SIZE WARES
- ⊗ EVERGREEN TREE-SIZE WARES

ABBREVIATIONS:

- AFN ... AUDITOR'S FILE NUMBER
- C/L ... CENTERLINE
- LS ... LINED SURVEYOR
- NTS ... NOT TO SCALE
- R/W ... RIGHT OF WAY
- W/M ... WULFENBUTHE MERIDIAN
- S.F. ... SQUARE FOOTAGE
- HC ... HOUSING
- R/C ... REBAR & CAP
- IP ... IRON PIPE
- F.F. ... FINISHED FLOOR
- SW ... SIDEWALK
- CONC. ... CONCRETE
- [+/-] ... DISTANCE OF MONUMENT ABOVE/BELOW GROUND



TREE LEGEND			
PT NO.	DESCRIPTION	DIAMETER	DRIFLINE
5124	MAPLE	8"	20'
5125	DECIDUOUS	12"	22'
5126	DECIDUOUS	7"	15'
5127	DECIDUOUS	8"	20'
5128	FIR	6"	8'
5128	DECIDUOUS	9"	18'
5129	DECIDUOUS	10"	22'
5130	DECIDUOUS	8"	10'
5131	EVERGREEN (TWIN-7)	10"	10'
5132	DECIDUOUS	11"	20'
5133	DECIDUOUS	12"	24'
5134	MAPLE	20"	24'
5135	MAPLE	14"	24'
5136	MAPLE	20"	26'
5137	MAPLE	19"	24'
5138	MAPLE	16"	24'
5139	DECIDUOUS	10"	18'
5142	MAPLE	14"	20'
5143	DECIDUOUS	10"	24'
5144	DECIDUOUS	11"	24'
5145	DECIDUOUS	11"	27'
5146	MAPLE	14"	24'
5147	DECIDUOUS	6"	8'
5148	DECIDUOUS	6"	10'
5149	DECIDUOUS	6"	10'
5150	DECIDUOUS	6"	10'
5151	FIR	6"	12'
5152	DECIDUOUS	6"	8'
5153	FIR	10"	12'
5154	DECIDUOUS	6"	8'
5155	DECIDUOUS	6"	8'
5156	DECIDUOUS	8"	12'
5157	DECIDUOUS	8"	12'
5158	DECIDUOUS	10"	14'
5159	DECIDUOUS	8"	7'
5160	FIR	10"	12'
5161	FIR	17"	16'
5162	DECIDUOUS	9"	12'
5163	DECIDUOUS	7"	12'
5164	FIR	11"	14'
5165	FIR	12"	14'
5166	DECIDUOUS	8"	12'
5168	DECIDUOUS	13"	20'
5169	DECIDUOUS	8"	12'
5170	DECIDUOUS	10"	18'
5171	DECIDUOUS	8"	15'
5172	DECIDUOUS	8"	12'
5173	DECIDUOUS	9"	10'
5174	DECIDUOUS	9"	12'
5175	DECIDUOUS	9"	12'
5176	DECIDUOUS	9"	12'
5177	DECIDUOUS	8"	12'
5178	DECIDUOUS	9"	12'
5179	DECIDUOUS	9"	15'
5180	DECIDUOUS	9"	12'
5181	DECIDUOUS	9"	12'
5182	DECIDUOUS	7"	10'
5183	DECIDUOUS	9"	12'
5184	DECIDUOUS	7"	12'
5185	DECIDUOUS	8"	12'
5186	DECIDUOUS	8"	9'
5187	DECIDUOUS	10"	18'
5188	DECIDUOUS	8"	10'
5189	FIR	10"	10'
5190	FIR	9"	12'
5191	FIR	14"	18'
5192	FIR	12"	12'
5193	DECIDUOUS	7"	15'
5194	DECIDUOUS	8"	14'
5195	DECIDUOUS	6"	16'
5196	DECIDUOUS	10"	20'
5197	DECIDUOUS	9"	18'
5198	DECIDUOUS	6"	15'
5199	DECIDUOUS	8"	22'
5200	DECIDUOUS	8"	22'
5201	FIR	6"	6'
5202	FIR	10"	15'
5203	FIR	10"	15'
5204	DECIDUOUS	10"	15'
5205	DECIDUOUS	7"	15'
5206	DECIDUOUS	9"	15'
5207	DECIDUOUS	9"	15'
5208	DECIDUOUS	11"	15'
5209	DECIDUOUS	6"	10'
5210	DECIDUOUS	6"	8'
5211	DECIDUOUS	6"	8'
5212	DECIDUOUS	6"	8'
5213	DECIDUOUS	6"	8'
5214	DECIDUOUS	5"	9'
5215	DECIDUOUS	7"	10'
5216	DECIDUOUS	6"	10'
5217	DECIDUOUS	6"	8'
5218	DECIDUOUS	6"	9'
5219	DECIDUOUS	6"	9'
5220	DECIDUOUS	5"	7'
5221	DECIDUOUS	5"	8'
5222	DECIDUOUS	6"	6'
5223	DECIDUOUS	6"	9'
5224	DECIDUOUS	6"	8'
5225	DECIDUOUS	5"	7'

SPOT ELEVATION EXHIBIT
A PTN. GOVERNMENT LOT 1
SEC. 20 T. 25 N., R. 5 E., W.M.
KING COUNTY, WASHINGTON

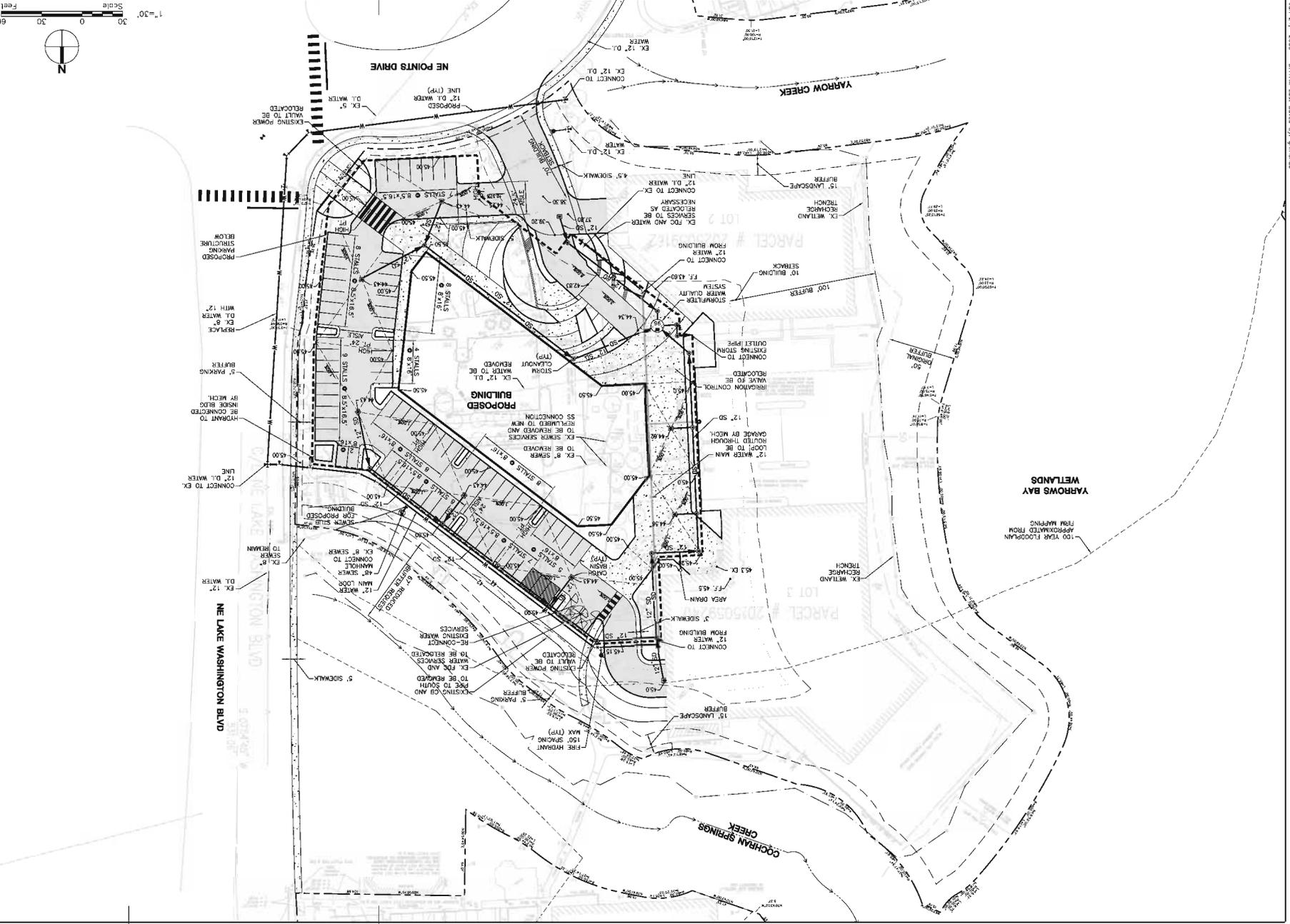
HAL REAL ESTATE INVESTMENTS, INC
2025 1ST AVENUE, STE. 700
SEATTLE, WASHINGTON
206-839-9887

D.R. STRONG CONSULTING ENGINEERS
ENGINEERS PLANNERS SURVEYORS
15004 NE 3RD PLACE, SUITE 101
KING COUNTY, WA 98001
425-837-3963 OFFICE
800-860-4400 TOLL FREE
425-837-2423 FAX
www.drstrong.com



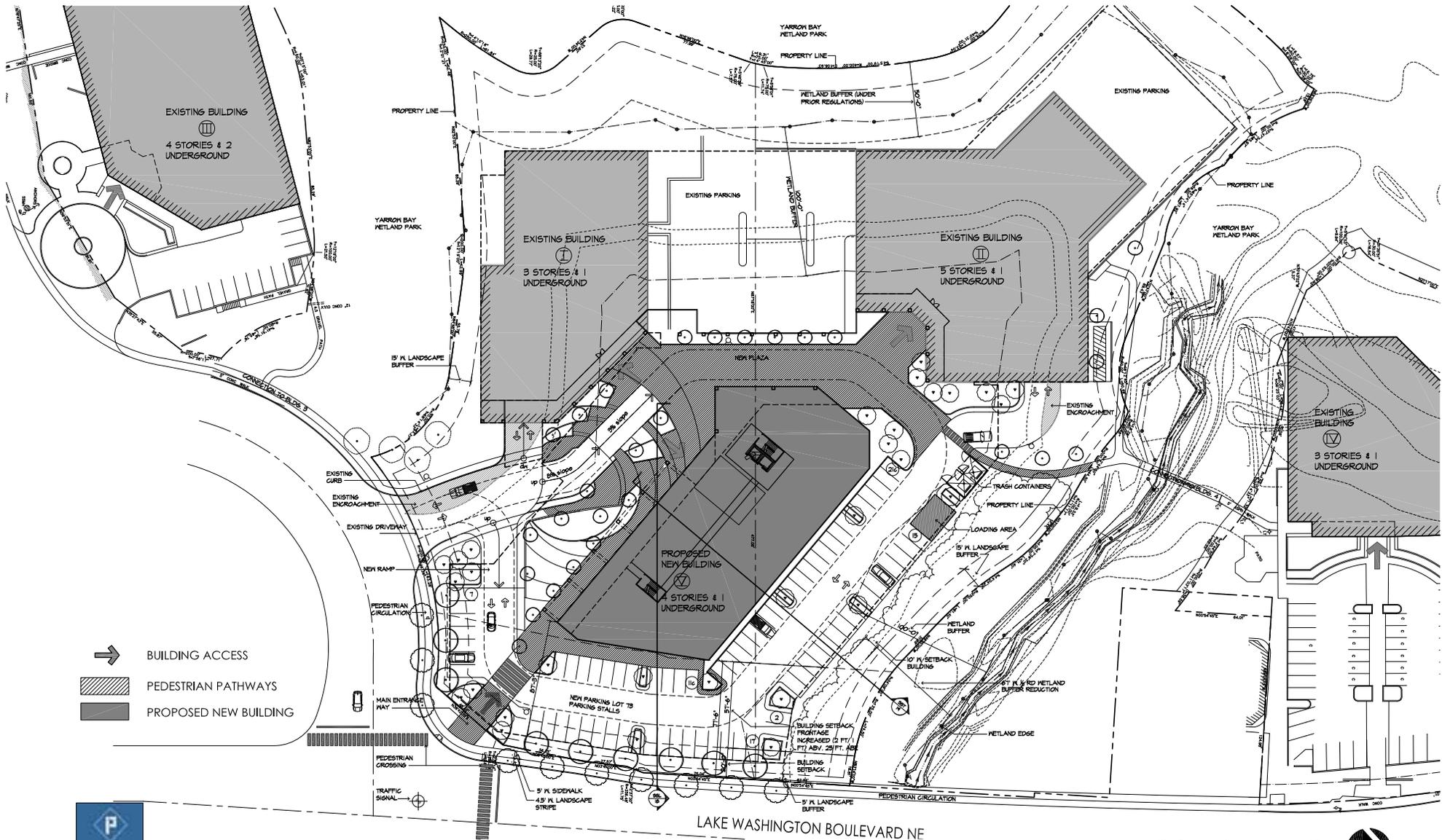
APP
REVISION
DATE

DRAFTED BY: EJS
FIELD BOOK: 07221
PROJECT SURVEYOR: WBR
DATE: 08.05.2008
PROJECT NO.: 07221.103
SHEET 1 OF 1



<p>PLAZA AT YARROW BAY EXPANSION</p> <p>CONCEPTUAL CIVIL PLAN</p>													
<p>Client: Plaza at Yarrow Bay, Inc. 4025 First Ave Suite 700 Tel: (604) 444-5090 Kevin Munkham</p>	<p>Site Development Associates, LLC 1100 West 10th Avenue Vancouver, BC V6H 1T1 Office: 454-6443 Fax: 454-6433 www.siteassociates.com</p>												
<p>Scale: 1" = 30'</p> <p>North Arrow</p>	<p>Project No: 18-00-00-04 10/09/2018</p>												
<p>Drawn By: JLT Checked By: JLT Date: 1-21-20</p>	<p>Revisions:</p> <table border="1"> <thead> <tr> <th>No.</th> <th>Description</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>300 ZONING PERMIT SUBMITTAL</td> <td>1-21-20</td> </tr> <tr> <td>2</td> <td>15' ZONING PERMIT SUBMITTAL</td> <td>1-21-20</td> </tr> <tr> <td>3</td> <td>100' FLOODPLAIN SUBMITTAL</td> <td>1-21-20</td> </tr> </tbody> </table>	No.	Description	Date	1	300 ZONING PERMIT SUBMITTAL	1-21-20	2	15' ZONING PERMIT SUBMITTAL	1-21-20	3	100' FLOODPLAIN SUBMITTAL	1-21-20
No.	Description	Date											
1	300 ZONING PERMIT SUBMITTAL	1-21-20											
2	15' ZONING PERMIT SUBMITTAL	1-21-20											
3	100' FLOODPLAIN SUBMITTAL	1-21-20											

R:\Projects\233 (Mtl Properties)\002-09 (P18 Expansion)\DWG\Sheets\Zoning Permit\18-01.dwg - Scale: 30



-  BUILDING ACCESS
-  PEDESTRIAN PATHWAYS
-  PROPOSED NEW BUILDING

SITE PLAN



BAYLIS ARCHITECTS

10801 Main Street, Bellevue, WA 98004
 F 425 453 8013 T 425 454 0566

PLAZA AT YARROW BAY - BUILDING "V"

KIRKLAND, WA

PLAZA AT YARROW BAY, INC

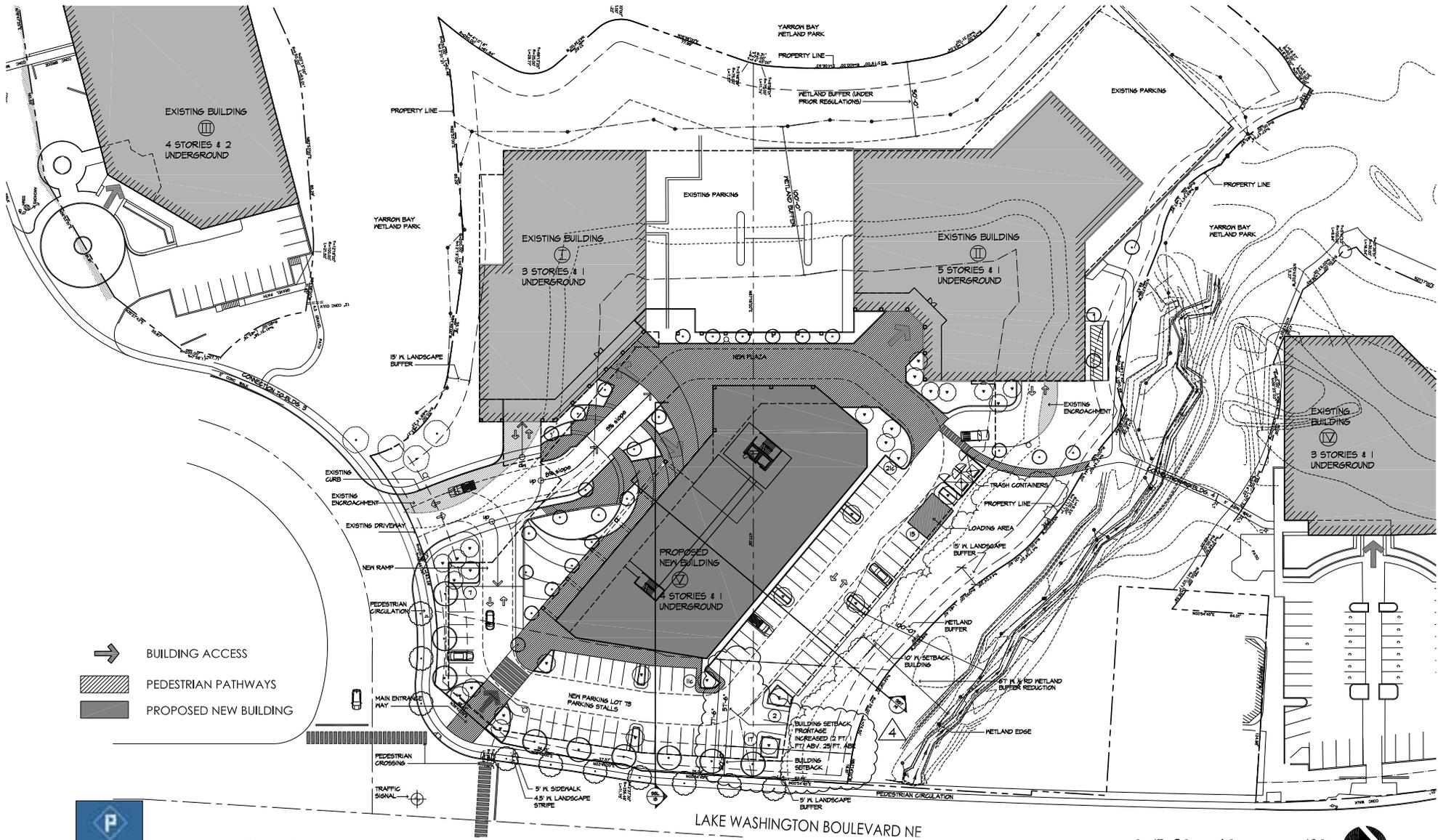
RE-SUBMITTAL (REVISION) 09-01-09

Job No: 07-1062

ZONING PERMIT PACKAGE - PROCESS IIB

Date: 9/01/09

COPYRIGHT © 2008 BAYLIS ARCHITECTS INCORPORATED ALL RIGHTS RESERVED



SITE PLAN



BAYLIS ARCHITECTS

10801 Main Street, Bellevue, WA 98004
 F 425 453 8013 T 425 454 0566

PLAZA AT YARROW BAY - BUILDING "V"

KIRKLAND, WA

PLAZA AT YARROW BAY, INC

RE-SUBMITTAL **4** (REVISION) 6-23-09

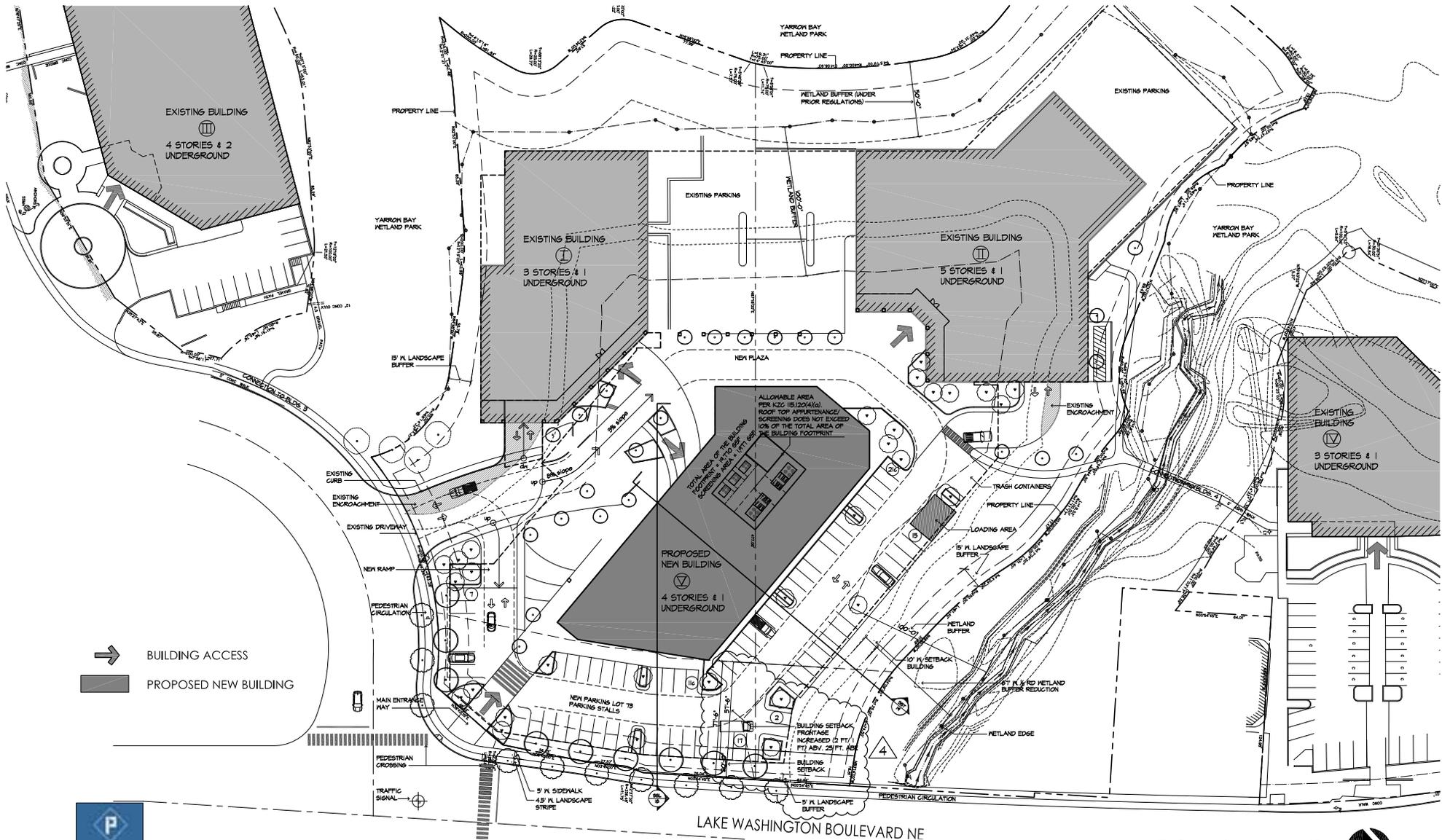
Job No: 07-1062

15

ZONING PERMIT PACKAGE - PROCESS IIB

Date: 6/23/09

COPYRIGHT © 2008 BAYLIS ARCHITECTS INCORPORATED ALL RIGHTS RESERVED



ROOF PLAN



BAYLIS ARCHITECTS

10801 Main Street, Bellevue, WA 98004
 F 425 453 8013 T 425 454 0566

PLAZA AT YARROW BAY - BUILDING "V"

KIRKLAND, WA

PLAZA AT YARROW BAY, INC

RE-SUBMITTAL **4** (REVISION) 6-23-09

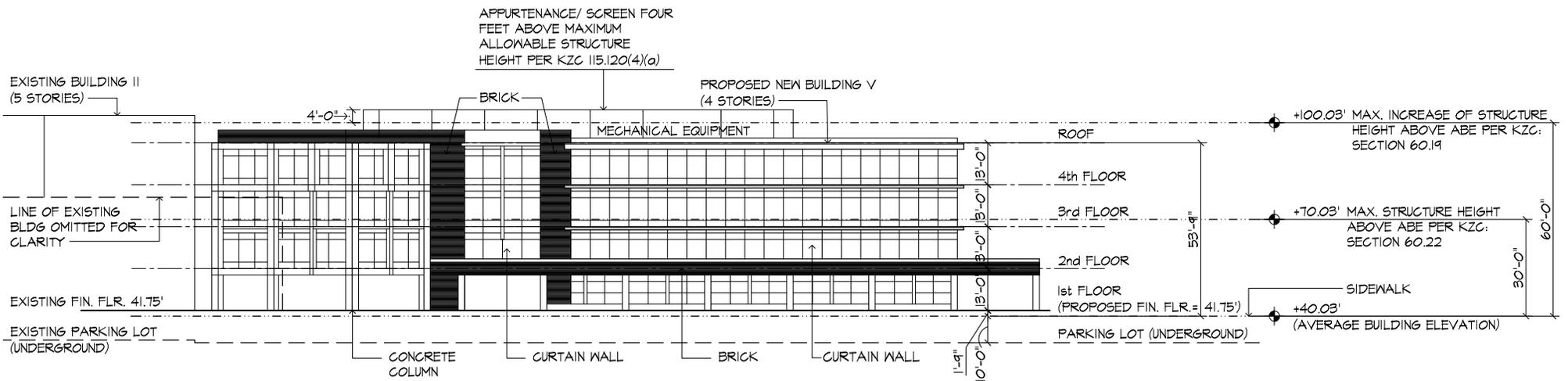
Job No: 07-1062

15A

ZONING PERMIT PACKAGE - PROCESS IIB

Date: 6/23/09

COPYRIGHT © 2008 BAYLIS ARCHITECTS INCORPORATED ALL RIGHTS RESERVED



SOUTH ELEVATION



BAYLIS ARCHITECTS

10801 Main Street, Bellevue, WA 98004
 F 425 453 8013 T 425 454 0566

PLAZA AT YARROW BAY - BUILDING "V"

KIRKLAND, WA

PLAZA AT YARROW BAY, INC

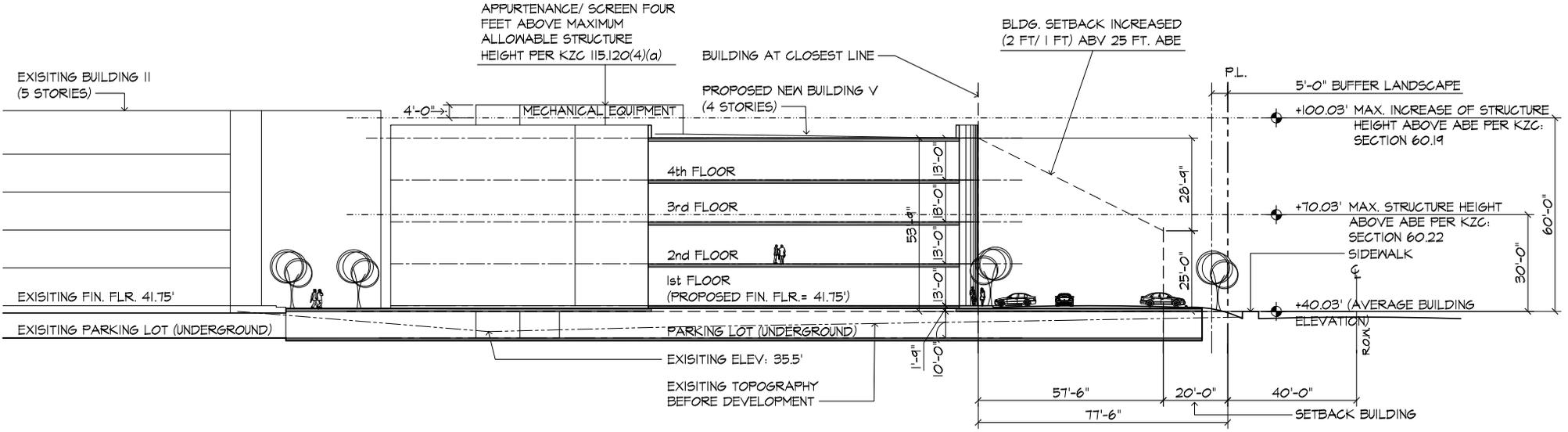
RE-SUBMITTAL (REVISION) 9-01-09

Job No: 07-1062

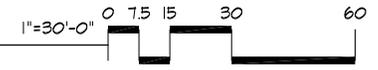
16

ZONING PERMIT PACKAGE - PROCESS IIB

Date: 9/01/09



SITE SECTION - LONGITUDINAL



BAYLIS ARCHITECTS

10801 Main Street, Bellevue, WA 98004
 F 425 453 8013 T 425 454 0566

PLAZA AT YARROW BAY - BUILDING "V"

KIRKLAND, WA

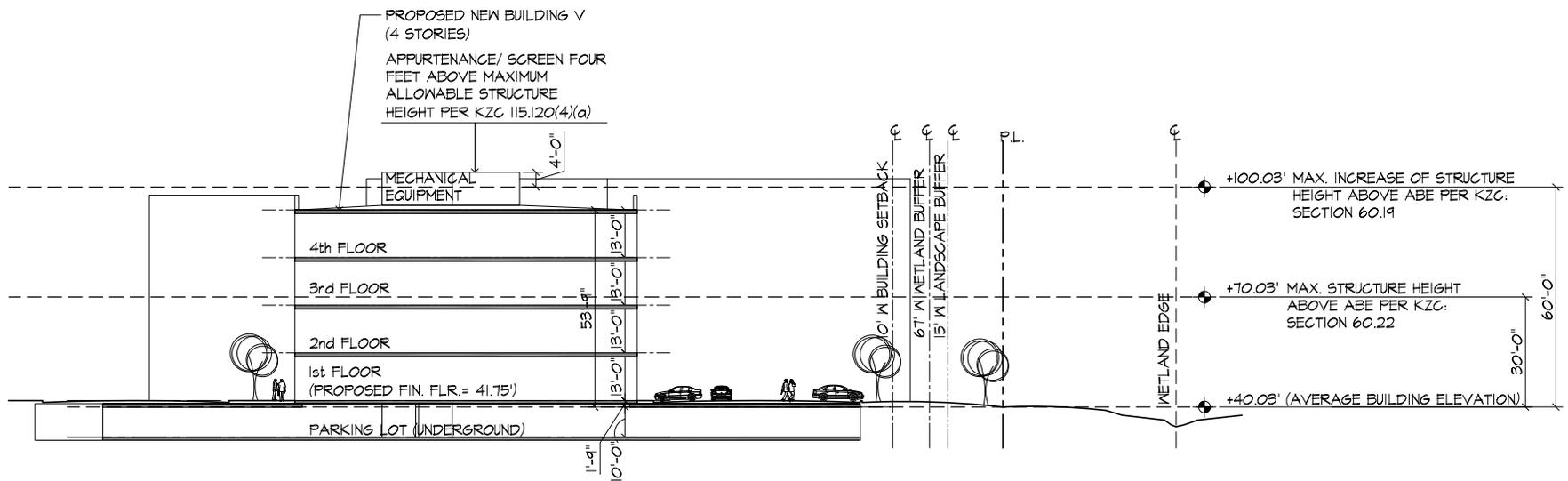
PLAZA AT YARROW BAY, INC

RE-SUBMITTAL (REVISION) 9-01-09

ZONING PERMIT PACKAGE - PROCESS IIB

Job No: 07-1062

Date: 9/01/09



SITE SECTION - TRANSVERSAL



BAYLIS ARCHITECTS

10801 Main Street, Bellevue, WA 98004
F 425 453 8013 T 425 454 0566

PLAZA AT YARROW BAY - BUILDING "V"

KIRKLAND, WA

PLAZA AT YARROW BAY, INC

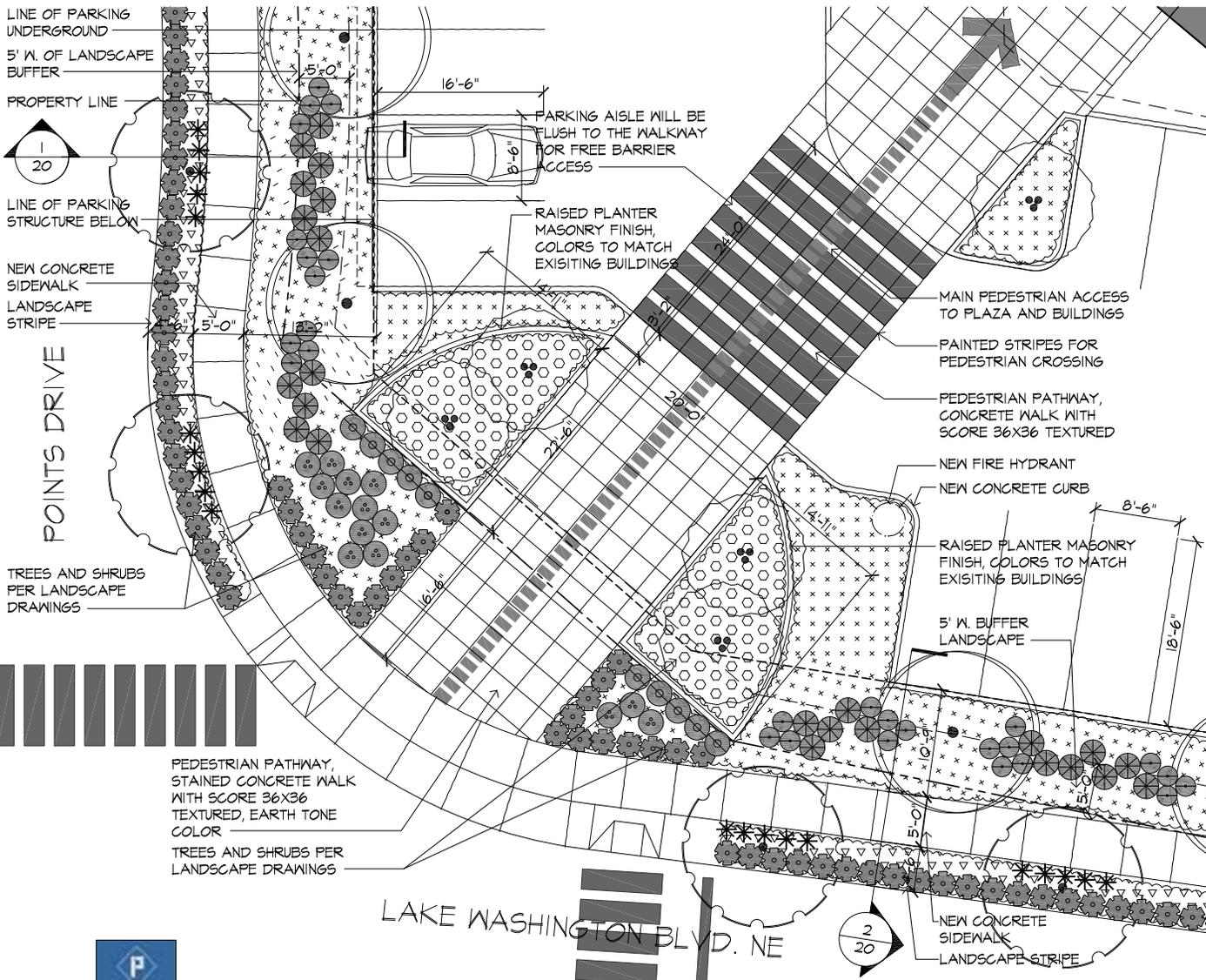
RE-SUBMITTAL (REVISION) 9-01-09

Job No: 07-1062

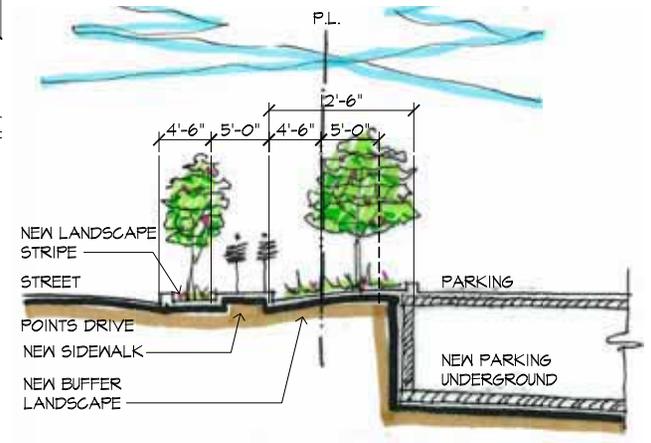
19

ZONING PERMIT PACKAGE - PROCESS IIB

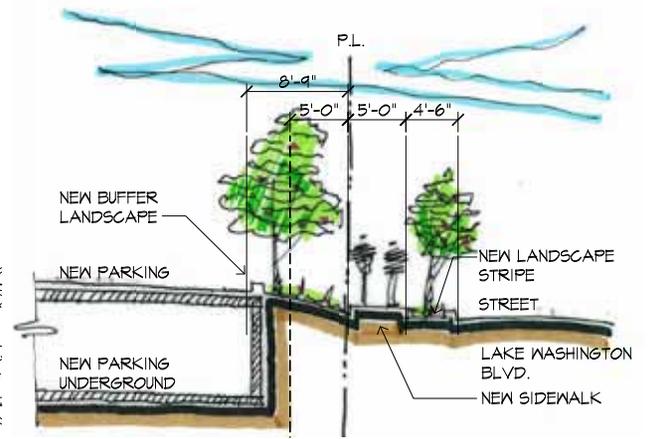
Date: 9/01/09



ENLARGED ENTRY WAY DESIGN

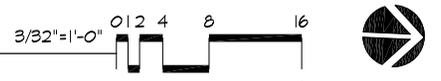


1 SOUTH SECTION



2 EAST SECTION

NOTE:
FOR PLANTING SPECIFICATIONS REF. TO LANDSCAPE DWGS L101 AND L102



BAYLIS ARCHITECTS

10801 Main Street, Bellevue, WA 98004
F 425 453 8013 T 425 454 0566

PLAZA AT YARROW BAY - BUILDING "V"

KIRKLAND, WA

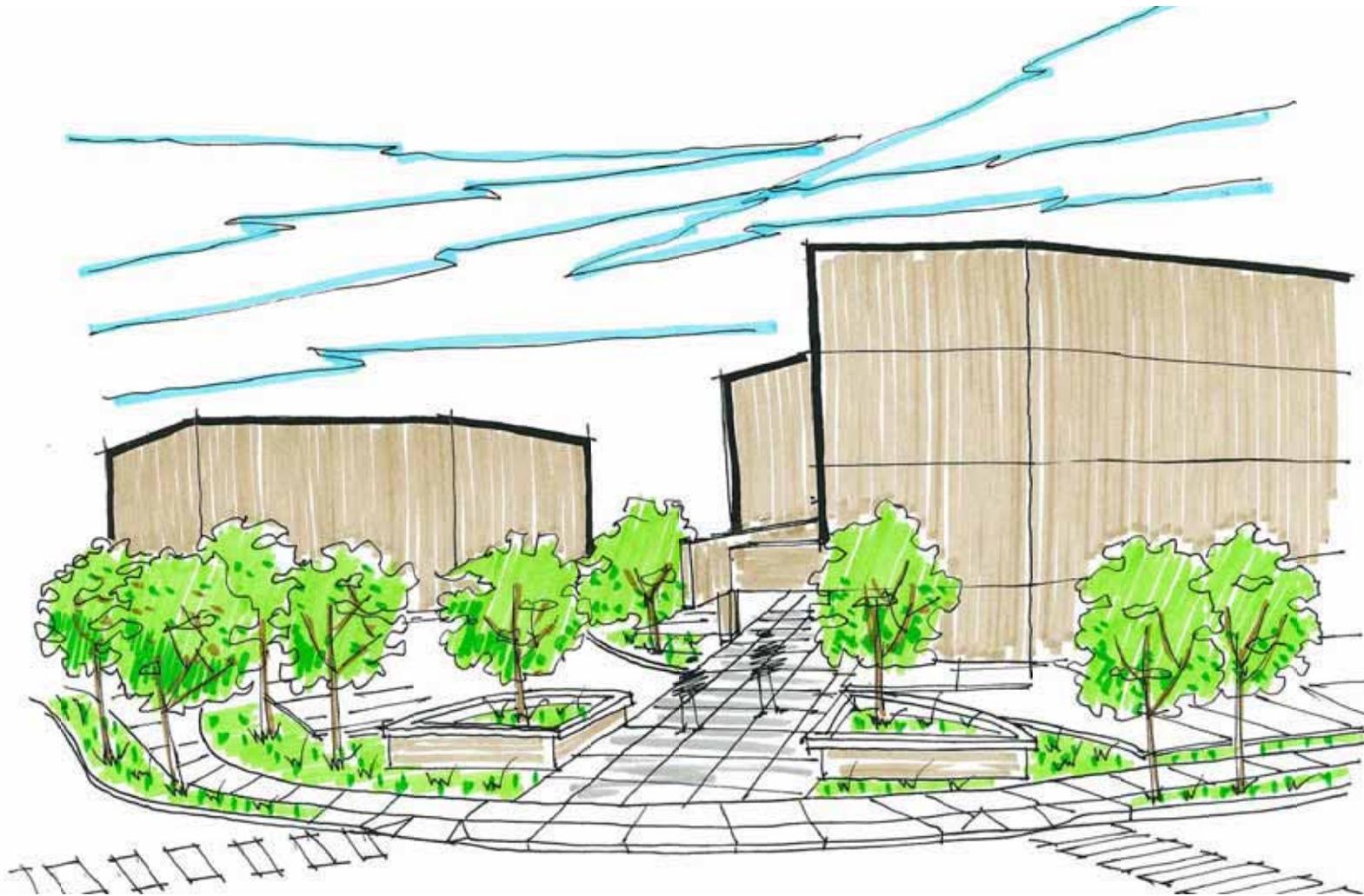
PLAZA AT YARROW BAY, INC

RE-SUBMITTAL

ZONING PERMIT PACKAGE - PROCESS IIB

Job No: 07-1062

Date: 1/20/09



ENLARGED ENTRY WAY DESIGN - PERSPECTIVE

NTS

BAYLIS ARCHITECTS

10801 Main Street, Bellevue, WA 98004
F 425 453 8013 T 425 454 0566

PLAZA AT YARROW BAY - BUILDING " V "

KIRKLAND, WA

PLAZA AT YARROW BAY, INC

RE-SUBMITTAL

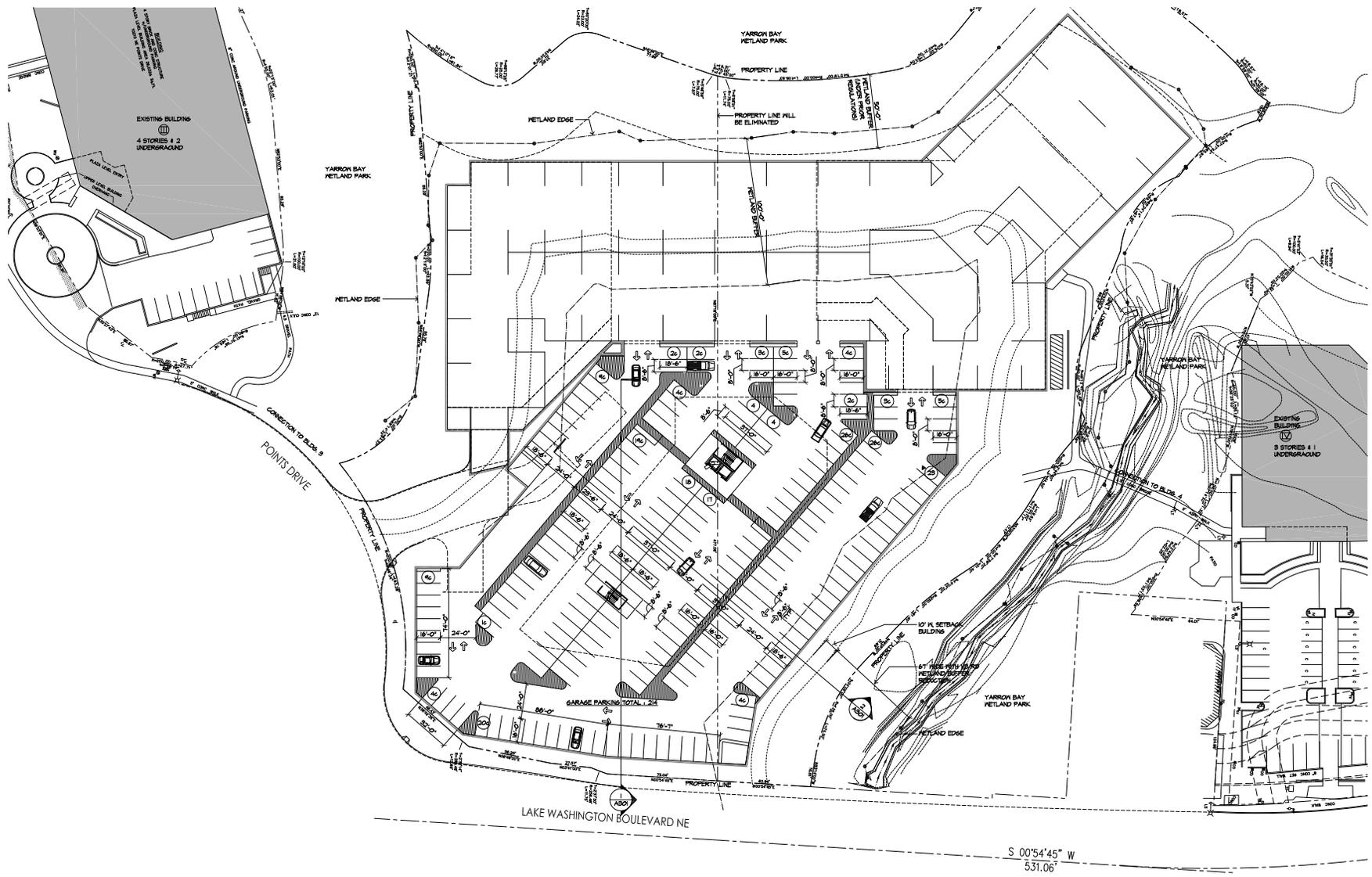
ZONING PERMIT PACKAGE - PROCESS IIB

Job No: 07-1062

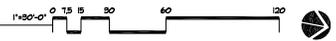
Date: 1/20/09

21

Drawing Name: P:\2007\07-1001\02 Drawings\02-0204 - Residential\2 Zoning Applications_11-14-07\A001 Site Plan_2.dwg (project.dwg)



16 SITE PLAN - PARKING LOT UNDERGROUND LEVEL
NOTES



PRELIMINARY - NOT FOR CONSTRUCTION

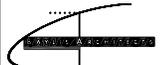
Copyright © 2008
BY WILSON JACOBS INCORPORATED
ALL RIGHTS RESERVED
THIS DRAWING IS THE PROPERTY OF WILSON JACOBS INCORPORATED
AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF WILSON JACOBS INCORPORATED.

PLAZA AT YARROW BAY - BLDG-V
KIRKLAND, WA

RE-SUBMITTAL
ZONING PERMIT SET
12-12-08

PROJECT NUMBER: 07-1062
PROJECT MANAGER: JG
DRAWN BY: JMSG
PLOT DATE: Jun 23, 2009 3:45pm
DATE: 9-25-2008 SUBMITTAL
DATE: 12-12-2008 RE-SUBMITTAL
DATE: 1-20-2009 RE-SUBMITTAL

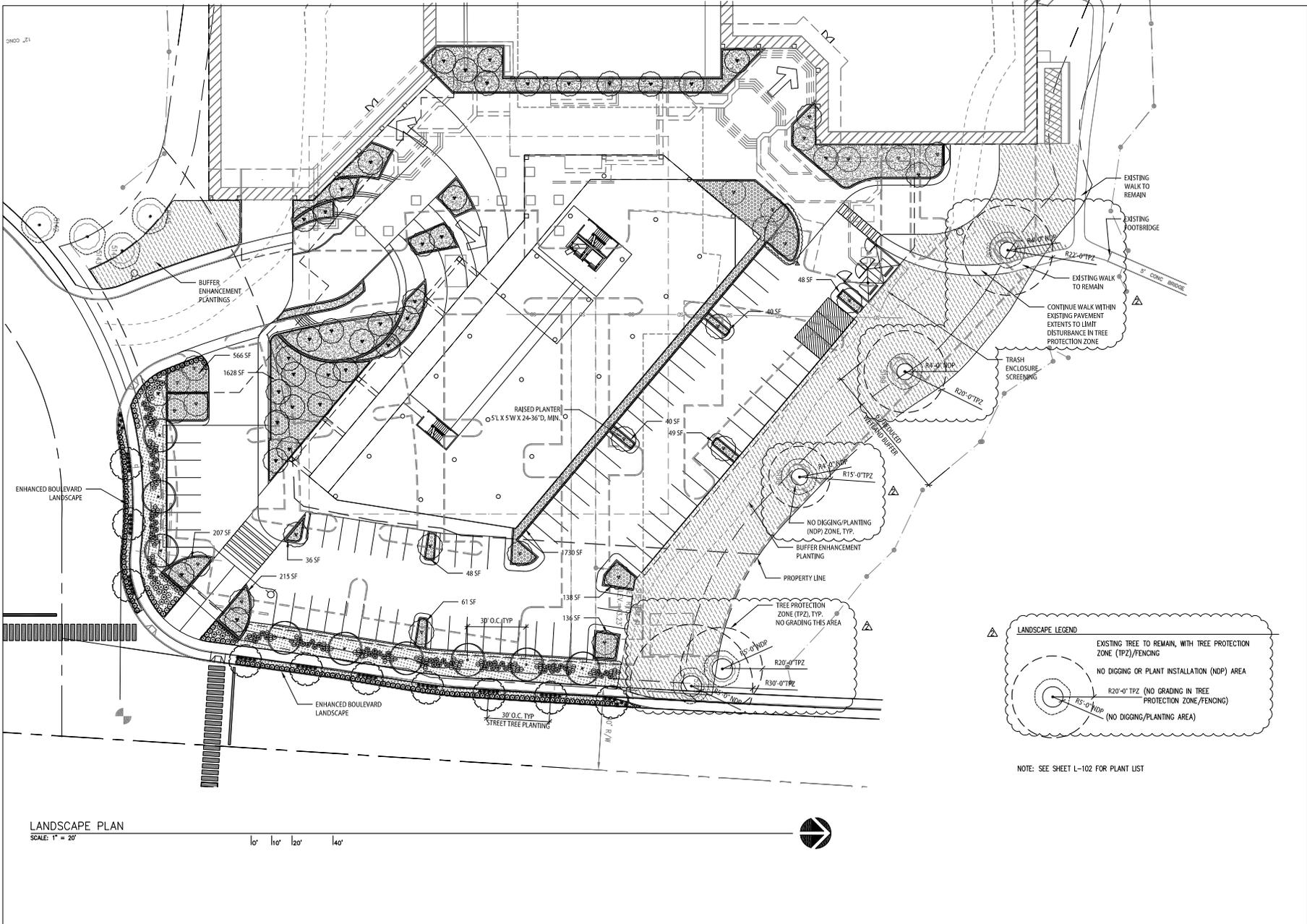
REVISIONS:



1000 Fifth Street
Bellevue, WA 98004
425-455-4555
www.wilsonjacobson.com

SITE PLAN
GARAGE UNDERGROUND

A003



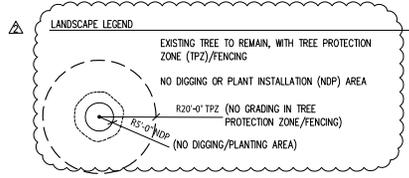
COPYRIGHT © 2008
 ALL RIGHTS RESERVED & INCORPORATED
 ALL RIGHTS RESERVED

**PLAZA AT YARROW
 BAY - BLDG-V**
 KIRKLAND, WA

PERMIT SET
 01-16-09

PROJECT NUMBER: 07-1062
 PROJECT MANAGER: KJK
 DRAWN BY:
 PLOT DATE:

DATE: 09-25-2008
 12-11-2008
 01-16-09



NOTE: SEE SHEET L-102 FOR PLANT LIST

LANDSCAPE PLAN
 SCALE: 1" = 20'

10' 110' 120' 140'



LANDSCAPE ARCHITECTS
 10021 14th Street
 Bellevue, WA 98004
 425.455.5000
 F 425.455.8033
 www.kkiest.com

KAREN KIEST
 landscape architects

111 west john street, suite 305
 tacoma washington 98101
 tel: 252.333.6032

L101

PLANT LIST

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	SPACING
STREET TREES (TO BE APPROVED BY COK PUBLIC WORKS DIRECTOR)					
	CERCIDIPHYLLUM JAPONICUM	KATSURA	2 1/2" CAL.	B&B	PER PLAN
	BETULA JACQUEMONTII	JACQUEMONTI BIRCH	2 1/2" CAL.	B&B	PER PLAN
	ACER RUBRUM 'BOWHALL'	'BOWHALL' MAPLE	2 1/2" CAL.	B&B	PER PLAN
	PLATANUS X. ACERIFOLIA	LONDON PLANE TREE	2 1/2" CAL.	B&B	PER PLAN
TREES					
	ACER CIRCINATUM*	WINE MAPLE	6"-8" HT.	MULTI. FIELD COLLECTED	PER PLAN
	ACER PALMATUM (GREEN)	JAPANESE MAPLE (GREEN)	8"-10" HT.	B&B	PER PLAN
	AMELANCHIER CANADENSIS	SERVICEBERRY	8"-10" HT.	B&B	PER PLAN
	CRATAEGUS X LAYALI	LAVALLE HAWTHORNE	8"-10" HT.	B&B	PER PLAN
	MAGNOLIA STELLATA	STAR MAGNOLIA	6"-8" HT.	B&B	PER PLAN
	STYRAX JAPONICUS	JAPANESE SNOWBELL	8"-10" HT.	B&B	PER PLAN
	CERCIDIPHYLLUM JAPONICUM	KATSURA	2 1/2" CAL.	B&B	PER PLAN
	BETULA JACQUEMONTII	JACQUEMONTI BIRCH	2 1/2" CAL.	B&B	PER PLAN
	ACER RUBRUM 'BOWHALL'	'BOWHALL' MAPLE	2 1/2" CAL.	B&B	PER PLAN
	PLATANUS X. ACERIFOLIA	LONDON PLANE TREE	2 1/2" CAL.	B&B	PER PLAN

LANDSCAPE TYPES

	BUFFER ENHANCEMENT PLANTING SEE ALTMANN OLIVER ASSOCIATES PLANTING PLAN DATED OCTOBER 24, 2008 SEE GREENFOREST INC, ARBORIST, LETTER DATED 1/12/2009 FOR PLANTING GUIDELINES WITHIN DRIPLINE OF EXISTING TREES TO BE RETAINED				
	OTHER LANDSCAPING SHRUB MIX				
20%	CORNUS SERICEA 'KELSEY'	'KELSEY' REDTNG DOGWOOD	1 GAL.	CONT.	24" O.C.
20%	ESCALLONIA X 'NEWPORT DWARF'	'NEWPORT DWARF' ESCALLONIA	1 GAL.	CONT.	24" O.C.
10%	POLYSTICHUM MUNITUM	SWORD FERN	1 GAL.	CONT.	24" O.C.
20%	VIURNUM DAVIDII	DAVID'S VIURNUM	2 GAL.	CONT.	30" O.C.
20%	BUXUS MICROPHYLLA JAPONICA	JAPANESE BOXWOOD	2 GAL.	CONT.	24" O.C.
10%	RHOODODENDRON 'HINO CRIMSON'	'HINO CRIMSON' AZALEA	1 GAL.	CONT.	24" O.C.
GROUNDCOVER					
	FRAGARIA CHILOENSIS	WLD STRAWBERRY	4" POTS	CONT.	18" O.C.

PARKING LOT PERIMETER BUFFER PER COK 95.40.7.B

	CORNUS SERICEA 'KELSEY'	'KELSEY' REDTNG DOGWOOD	1 GAL.	CONT.	24" O.C.
	ESCALLONIA X 'NEWPORT DWARF'	'NEWPORT DWARF' ESCALLONIA	1 GAL.	CONT.	24" O.C.
	POLYSTICHUM MUNITUM	SWORD FERN	1 GAL.	CONT.	24" O.C.
	VIURNUM DAVIDII	DAVID'S VIURNUM	2 GAL.	CONT.	30" O.C.
	FRAGARIA CHILOENSIS	WLD STRAWBERRY	4" POTS	CONT.	18" O.C.

1. PURPOSE IS TO BUFFER ALL PARKING AREAS AND DRIVEWAYS FROM ADJUTING RIGHTS-OF-WAY AND FROM ADJACENT PROPERTY WITH A FIVE-FOOT-WIDE STRIP ALONG THE PERIMETER OF PARKING AREAS AND DRIVEWAYS PLANTED AS FOLLOWS:
 - A. ONE ROW OF TREES, TWO INCHES IN CALIPER AND PLANTED 30 FEET ON CENTER ALONG THE ENTIRE LENGTH OF STRIP
 - B. LIVING GROUNDCOVER PLANTED TO ATTAIN COVERAGE OF AT LEAST 60 PERCENT OF THE STRIP AREA WITHIN TWO YEARS

LANDSCAPING AND BUFFERING STANDARDS FOR DRIVING AND PARKING AREAS PER COK 95.40.7.A.1

	CORNUS SERICEA 'KELSEY'	'KELSEY' REDTNG DOGWOOD	1 GAL.	CONT.	24" O.C.
	ESCALLONIA X 'NEWPORT DWARF'	'NEWPORT DWARF' ESCALLONIA	1 GAL.	CONT.	24" O.C.
	POLYSTICHUM MUNITUM	SWORD FERN	1 GAL.	CONT.	24" O.C.
	VIURNUM DAVIDII	DAVID'S VIURNUM	2 GAL.	CONT.	30" O.C.
	FRAGARIA CHILOENSIS	WLD STRAWBERRY	4" POTS	CONT.	18" O.C.

INTERNAL PARKING LOT LANDSCAPE PLANTED AS FOLLOWS:

- 1) PARKING LOT MUST CONTAIN 25 SQUARE FEET OF LANDSCAPED AREA PER PARKING STALL.
- 2) LANDSCAPE ISLANDS OR PENINSULAS ARRANGED TO SEPARATE GROUPS OF PARKING SPACES (GENERALLY EVERY EIGHT STALLS) FROM ONE ANOTHER AND EACH ROW OF SPACES FROM ANY ADJACENT DRIVEWAY THAT RUNS PERPENDICULAR TO THE ROW.
- 3) AT LEAST ONE DECIDUOUS TREE, TWO INCHES IN CALIPER OR A CONIFEROUS TREE FIVE FEET IN HEIGHT.
- 4) GROUNDCOVER SHALL BE SELECTED AND PLANTED TO ACHIEVE 60 PERCENT COVERAGE WITHIN TWO YEARS.

PARKING LOT LANDSCAPING REQUIRED: 1,925 SF (77 PARKING SPOTS x 25 SF)
PROVIDED: >1,925 SF

ROW PLANTING

	VIURNUM DAVIDII	DAVID'S VIURNUM	2 GAL.	CONT.	30" O.C.
	SPIRAEA 'MAGIC CARPET'	MAGIC CARPET SPIRAEA	2 GAL.	CONT.	30" O.C.
	HEMEROCALLIS STELLA DE ORO	DAYLILY	2 GAL.	CONT.	30" O.C.
	FRAGARIA CHILOENSIS	WLD STRAWBERRY	4" POTS	CONT.	18" O.C.

COPYRIGHT © 2008
KAREN KUESTER ARCHITECTS INCORPORATED
ALL RIGHTS RESERVED
NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM.

PLAZA AT YARROW
BAY - BLDG-V
KIRKLAND, WA

PERMIT SET
01-16-09

PROJECT NUMBER: 07-1062
PROJECT MANAGER: KK
DRAWN BY:
PLOT DATE:

DATE: 09-25-2008
12-11-2008
01-16-09



KAREN KUESTER
landscape architects

111 west john street, suite 305
sattle washington 98119
425.454.9550
425.453.8833
www.kaykust.com

L102



CITY OF KIRKLAND

Planning and Community Development Department

123 Fifth Avenue, Kirkland, WA 98033 425.587-3225

www.ci.kirkland.wa.us

DEVELOPMENT STANDARDS LIST

File: PLAZA AT YARROW AT YARROW BAY OFFICE, ZON08-00017

ZONING CODE STANDARDS

85.25.1 Geotechnical Report Recommendations. The geotechnical recommendations contained in the report by Golder Associates dated May 12, 2009 shall be implemented.

85.25.3 Geotechnical Professional On-Site. A qualified geotechnical professional shall be present on site during land surface modification and foundation installation activities.

90.45 Wetlands and Wetland Buffers. No land surface modification may take place and no improvement may be located in a wetland or within the environmentally sensitive area buffers for a wetland, except as specifically provided in this Section.

90.50 Wetland Buffer Fence. Prior to development, the applicant shall install a six-foot high construction phase fence along the upland boundary of the wetland buffer with silt screen fabric installed per City standard. The fence shall remain upright in the approved location for the duration of development activities. Upon project completion, the applicant shall install between the upland boundary of all wetland buffers and the developed portion of the site, either 1) a permanent 3 to 4 foot tall split rail fence, or 2) permanent planting of equal barrier value.

90.55 Monitoring and Maintenance of Wetland Buffer Modifications: Modification of a wetland buffer will require that the applicant submit a 5-year monitoring and maintenance plan consistent with the criteria found in 95.55 and which is prepared by a qualified professional and reviewed by the City's wetland consultant. The cost of the plan and the City's review shall be borne by the applicant.

95.50.2.a Required Landscaping. All required landscaping shall be maintained throughout the life of the development. The applicant shall submit an agreement to the city to be recorded with King County which will perpetually maintain required landscaping. Prior to issuance of a certificate of occupancy, the proponent shall provide a final as-built landscape plan and an agreement to maintain and replace all landscaping that is required by the City.

95.40.7.a Parking Area Landscape Islands. Landscape islands must be included in parking areas as provided in this section.

95.40.7.b Parking Area Landscape Buffers. Applicant shall buffer all parking areas and driveways from the right-of-way and from adjacent property with a 5-foot wide strip as provided in this section. If located in a design district a low hedge or masonry or concrete wall may be approved as an alternative through design review.

95.45 Tree Installation Standards. All supplemental trees to be planted shall conform to the Kirkland Plant List. All installation standards shall conform to Kirkland Zoning Code Section 95.45.

95.52 Prohibited Vegetation. Plants listed as prohibited in the Kirkland Plant List shall not be planted in the City.

100.25 Sign Permits. Separate sign permit(s) are required. In JBD and CBD cabinet signs are prohibited.

105.18 Pedestrian Walkways. All uses, except single family dwelling units and duplex structures, must provide pedestrian walkways designed to minimize walking distances from the building entrance to the right of way and adjacent transit facilities, pedestrian connections to adjacent properties, between primary entrances of all uses on the subject property, through parking lots and parking garages to building entrances. Easements may be required. In design districts through block pathways or other pedestrian improvements may be required. See also Plates 34 in Chapter 180.

105.32 Bicycle Parking. All uses, except single family dwelling units and duplex structures with 6 or more vehicle parking spaces must provide covered bicycle parking within 50 feet of an entrance to the building at a ratio of one bicycle space for each twelve motor vehicle parking spaces. Check with Planner to determine the number of bike racks required and location.

105.18 Entrance Walkways. All uses, except single family dwellings and duplex structures, must provide pedestrian walkways between the principal entrances to all businesses, uses, and/or buildings on the subject property.

105.18 Overhead Weather Protection. All uses, except single family dwellings, multifamily, and industrial uses, must provide overhead weather protection along any portion of the building, which is adjacent to a pedestrian walkway.

105.18.2 Walkway Standards. Pedestrian walkways must be at least 5' wide; must be distinguishable from traffic lanes by pavement texture or elevation; must have adequate lighting for security and safety. Lights must be non-glare and mounted no more than 20' above the ground.

105.18.2 Overhead Weather Protection Standards. Overhead weather protection must be provided along any portion of the building adjacent to a pedestrian walkway or sidewalk; over the primary exterior entrance to all buildings. May be composed of awnings, marquees, canopies or building overhangs; must cover at least 5' of the width of the adjacent walkway; and must be at least 8 feet above the ground immediately below it. In design districts, translucent awnings may not be backlit; see section for the percent of property frontage or building facade.

105.65 Compact Parking Stalls. Up to 50% of the number of parking spaces may be designated for compact cars.

105.60.2 Parking Area Driveways. Driveways which are not driving aisles within a parking area shall be a minimum width of 20 feet.

105.60.3 Wheelstops. Parking areas must be constructed so that car wheels are kept at least 2' from pedestrian and landscape areas.

105.60.4 Parking Lot Walkways. All parking lots which contain more than 25 stalls must include pedestrian walkways through the parking lot to the main building entrance or a central location. Lots with more than 25,000 sq. ft. of paved area must provide pedestrian routes for every 3 aisles to the main entrance.

105.77 Parking Area Curbing. All parking areas and driveways, for uses other than detached dwelling units must be surrounded by a 6" high vertical concrete curb.

110.60.5 Street Trees. All trees planted in the right-of-way must be approved as to species by the City. All trees must be two inches in diameter at the time of planting as measured using the standards of the American Association of Nurserymen with a canopy that starts at least six feet above finished grade and does not obstruct any adjoining sidewalks or driving lanes.

115.25 Work Hours. It is a violation of this Code to engage in any development activity or to operate any heavy equipment before 7:00 am. or after 8:00 pm Monday through Friday, or before 9:00 am or after 6:00 pm Saturday. No development activity or use of heavy equipment may occur on Sundays or on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day. The applicant will be required to comply with these regulations and any violation of this section will result in enforcement action, unless written permission is obtained from the Planning official.

115.45 Garbage and Recycling Placement and Screening. For uses other than detached dwelling units, duplexes, moorage facilities, parks, and construction sites, all garbage receptacles and dumpsters must be setback from property lines, located outside landscape buffers, and screened from view from the street, adjacent properties and pedestrian walkways or parks by a solid sight-obscuring enclosure.

115.47 Service Bay Locations. All uses, except single family dwellings and multifamily structures, must locate service bays away from pedestrian areas. If not feasible must screen from view.

115.75.2 Fill Material. All materials used as fill must be non-dissolving and non-decomposing. Fill material must not contain organic or inorganic material that would be detrimental to the water quality, or existing habitat, or create any other significant adverse impacts to the environment.

115.90 Calculating Lot Coverage. The total area of all structures and pavement and any other impervious surface on the subject property is limited to a maximum percentage of total lot area. See the Use Zone charts for maximum lot coverage percentages allowed. Section 115.90 lists exceptions to total lot coverage calculations See Section 115.90 for a more detailed explanation of these exceptions.

115.95 Noise Standards. The City of Kirkland adopts by reference the Maximum Environmental Noise Levels established pursuant to the Noise Control Act of 1974, RCW 70.107. See Chapter 173-60 WAC. Any noise, which injures, endangers the comfort, repose, health or safety of persons, or in any way renders persons insecure in life, or in the use of property is a violation of this Code.

115.115 Required Setback Yards. This section establishes what structures, improvements and activities may be within required setback yards as established for each use in each zone.

115.115.3.g Rockerries and Retaining Walls. Rockeries and retaining walls are limited to a maximum height of four feet in a required yard unless certain modification criteria in this section are met. The combined height of fences and retaining walls within five feet of each other in a required yard is limited to a maximum height of 6 feet, unless certain modification criteria in this section are met.

115.115.3.p HVAC and Similar Equipment: These may be placed no closer than five feet of a side or rear property line, and shall not be located within a required front yard; provided, that HVAC equipment may be located in a storage shed approved pursuant to subsection (3)(m) of this section or a garage approved pursuant to subsection (3)(o)(2) of this section. All HVAC equipment shall be baffled, shielded, enclosed, or placed on the property in a manner that will ensure compliance with the noise provisions of KZC 115.95.

115.115.d Driveway Setbacks. Parking areas and driveways for uses other than detached dwelling units, attached and stacked dwelling units in residential zones, or schools and day-cares with more than 12 students, may be located within required setback yards, but, except for the portion of any driveway which connects with an adjacent street, not closer than 5 feet to any property line.

115.120 Rooftop Appurtenance Screening. New or replacement appurtenances on existing buildings shall be surrounded by a solid screening enclosure equal in height to the appurtenance. New construction shall screen rooftop appurtenances by incorporating them in to the roof form.

115.135 Sight Distance at Intersection. Areas around all intersections, including the entrance of driveways onto streets, must be kept clear of sight obstruction as described in this section.

152.22.2 Public Notice Signs. Within seven (7) calendar days after the end of the 21-day period following the City's final decision on the permit, the applicant shall remove all public notice signs.

Prior to issuance of a grading or building permit:

85.25.1 Geotechnical Report Recommendations. A written acknowledgment must be added to the face of the plans signed by the architect, engineer, and/or designer that he/she has reviewed the geotechnical recommendations and incorporated these recommendations into the plans.

85.45 Liability. The applicant shall enter into an agreement with the City, which runs with the property, in a form acceptable to the City Attorney, indemnifying the City for any damage resulting from development activity on the subject property which is related to the physical condition of the property (see Attachment 16).

90.50 Wetland Buffer Fence. Prior to development, the applicant shall install a six-foot high construction phase fence along the upland boundary of the wetland buffer with silt screen fabric installed per City standard. The fence shall remain upright in the approved location for the duration of development activities. Upon project completion, the applicant shall install between the upland boundary of all wetland buffers and the developed portion of the site, either 1) a permanent 3 to 4 foot tall split rail fence, or 2) permanent planting of equal barrier value.

90.150 Natural Greenbelt Protective Easement. The applicant shall submit for recording a natural greenbelt protective easement, in a form acceptable to the City Attorney, for recording with King County (see Attachment 17).

95.35.2.b.(3)(b)i Tree Protection Techniques. A description and location of tree protection measures during construction for trees to be retained must be shown on demolition and grading plans.

95.35.6 Tree Protection. Prior to development activity or initiating tree removal on the site, vegetated areas and individual trees to be preserved shall be protected from potentially damaging activities. Protection measures for trees to be retained shall include (1) placing no construction material or equipment within the protected area of any tree to be retained; (2) providing a visible temporary protective chain link fence at least 4 feet in height around the protected area of retained trees or groups of trees until the Planning Official authorizes their removal; (3) installing visible signs spaced no further apart than 15 feet along the protective fence stating "Tree Protection Area, Entrance Prohibited" with the City code enforcement phone number; (4) prohibiting excavation or compaction of earth or other damaging activities within the barriers unless approved by the Planning Official and supervised by a qualified professional; and (5) ensuring that approved landscaping in a protected zone shall be done with light machinery or by hand.

Prior to occupancy:

85.25.3 Geotechnical Professional On-Site. The geotechnical engineer shall submit a final report certifying substantial compliance with the geotechnical recommendations and geotechnical related permit requirements.

90.145 Bonds. The City may require a bond and/or a perpetual landscape maintenance agreement to ensure compliance with any aspect of the Drainage Basins chapter or any decision or determination made under this chapter. A bond is required for maintenance and monitoring of the wetland buffer plantings.

95.50.2.a Required Landscaping. All required landscaping shall be maintained throughout the life of the development. The applicant shall submit an agreement to the city to be recorded with King County which will perpetually maintain required landscaping. Prior to issuance of a certificate of occupancy, the proponent shall provide a final as-built landscape plan and an agreement to maintain and replace all landscaping that is required by the City

95.50.2.b Tree Maintenance. For detached dwelling units, the applicant shall submit a 5-year tree maintenance agreement to the Planning Department to maintain all pre-existing trees designated for preservation and any supplemental trees required to be planted.

95.50.3 Maintenance of Preserved Grove. The applicant shall provide a legal instrument acceptable to the City ensuring the preservation in perpetuity of approved groves of trees to be retained.

110.60.5 Landscape Maintenance Agreement. The owner of the subject property shall sign a landscape maintenance agreement, in a form acceptable to the City Attorney, to run with the subject property to maintain landscaping within the landscape strip and landscape island portions of the right-of-way. It is a violation to pave or cover the landscape strip with impervious material or to park motor vehicles on this strip.

Date: 9/3/2009

DEVELOPMENT STANDARDS
CASE NO.: ZON08-00017
PCD FILE NO.: ZON08-00017

Parcels/lots must be consolidated. A Lot Consolidation and Restrictive Covenant will be provided by the City for signature by the property owner(s) and sent to King County for recording as a Notice on Title.

A geotechnical report is required to address development activity. The report must be prepared by a Washington State licensed Professional Engineer. Recommendations contained within the report shall be incorporated into the design of the Short Plat and subsequent structures.

Building permits must comply with the International Building, Residential and Mechanical Codes and the Uniform Plumbing Code as adopted and amended by the State of Washington and the City of Kirkland.

Kirkland current codes are the 2006 editions of the building codes.

Structure must comply with Washington State Energy Code; and the Washington State Ventilation and Indoor Air Quality Code.

Structures must be designed for seismic design category D, wind speed of 85 miles per hour and exposure B.

The applicant is cautioned to investigate the implications of the Americans with Disabilities Act on the construction of this project. For more information the applicant may contact Mr. James Raggio, Office of the General Counsel, Architectural and Transportation Barriers Compliance Board, 1111 18th Street, N.W., Suite 501, Washington, DC 20036, Ph# (800) 514-0301.

A building code summary worksheet must be submitted with the building permit application. (Copy attached and an electronic copy is available).

Building types, sizes, allowable areas, heights, separations etc. have not been reviewed. Separation and type of buildings are a concern. As built plans will be reviewed showing code compliance.

FIRE DEPARTMENT CONDITIONS

Fire department access roads are required when any portion of exterior wall of first story is located more than 150 feet from fire apparatus access.

Fire Department turnaround required for roads in excess of 150 feet in length; or through-access shall be provided.

Access roadways shall be capable of supporting 68,000 lbs. (included are all bridges and parking decks, when required to be used as access).

Additional hydrants required.

Fire sprinkler system is required throughout. Standpipes may also be required; if standpipes are determined to be required, they may be combined with the sprinkler system.

A fire alarm system is required.

A key box is required for fire department access.

Fire extinguishers required.

The fire flow requirement for this project is approximately 3,000 gpm; this is based on a building of type IIB construction and approximately 76,000 square feet. Available fire flow in the area is approximately 3,400 gpm which is adequate for development.

You can review your permit status and conditions at www.kirklandpermits.net

PUBLIC WORKS CONDITIONS

Permit #: ZON08-00017

Project Name: Plaza at Yarrow Bay Building Expansion

Project Address: 10210 NE Points Drive

Date: November 24, 2008

Public Works Staff Contacts

Land Use and Pre-Submittal Process:

Rob Jammerman, Development Engineering Manager

Phone: 425-587-3845 Fax: 425-587-3807

E-mail: rjammer@ci.kirkland.wa.us

Building and Land Surface Modification (Grading) Permit Process:

John Burkhalter, Development Engineering Supervisor

Phone: 425-587-3853 Fax: 425-587-3807

E-mail: jburkhal@ci.kirkland.wa.us

General Conditions:

1. All public improvements associated with this project including street and utility improvements, must meet the City of Kirkland Public Works Pre-Approved Plans and Policies Manual. A Public Works Pre-Approved Plans and Policies manual can be purchased from the Public Works Department, or it may be retrieved from the Public Works Department's page at the City of Kirkland's web site at www.ci.kirkland.wa.us.
2. This project will be subject to Public Works Permit and Connection Fees. At the pre-application stage, the fees can only be estimated. It is the applicant's responsibility to contact the Public Works Department by phone or in person to determine the fees. The fees can also be review the City of Kirkland web site at www.ci.kirkland.wa.us. The applicant should anticipate the following fees:
 - o Water and Sewer connection Fees (paid with the issuance of a Building Permit)
 - o Side Sewer Inspection Fee (paid with the issuance of a Building Permit)
 - o Septic Tank Abandonment Inspection Fee
 - o Water Meter Fee (paid with the issuance of a Building Permit)
 - o Right-of-way Fee
 - o Review and Inspection Fee (for utilities and street improvements).
 - o Traffic Impact Fee (paid with the issuance of Building Permit). For additional information, see notes below.
3. Prior to submittal of a Building or Zoning Permit, the applicant must apply for a Concurrency Test Notice. Contact Thang Nguyen, Transportation Engineer, at 425-587-3869 for more information. A separate Concurrency Permit will be created.
4. Building Permits associated with this proposed project will be subject to the traffic impact fees per Chapter 27.04 of the Kirkland Municipal Code. The impact fees shall be paid prior to issuance of the Building Permit(s).
5. All civil engineering plans which are submitted in conjunction with a building, grading, or right-of-way permit must conform to the Public Works Policy titled ENGINEERING PLAN

REQUIREMENTS. This policy is contained in the Public Works Pre-Approved Plans and Policies manual.

6. All street improvements and underground utility improvements (storm, sewer, and water) must be designed by a Washington State Licensed Engineer; all drawings shall bear the engineers stamp.
7. All plans submitted in conjunction with a building, grading or right-of-way permit must have elevations which are based on the King County datum only (NAVD 88).
8. A completeness check meeting is required prior to submittal of any Building Permit applications.
9. Prior to issuance of any commercial or multifamily Building Permit, the applicant shall provide a plan for garbage storage and pickup. The plan shall be approved by Waste Management and the City.
10. The required tree plan shall include any significant tree in the public right-of-way along the property frontage.

Sanitary Sewer Conditions:

1. The existing sanitary sewer main within the public right-of-way along the front of the property is adequate to serve the entire proposed project. There is an existing sewer main that serves existing building and crosses the site where the parking garage and building will be built. This sewer main will need to be relocated and a new sewer connection will need to be provided to the new building and parking garage (parking garage floor drains shall be connected to the sewer).
2. Provide a plan and profile design for the sewer line extension
3. A 20 foot wide public sanitary sewer easement must be recorded with the property for the new on-site sewer main.
4. Access for maintenance of the sewer manholes is required. Provide a 15' wide access easement from the right-of-way to each sanitary sewer manhole.

Water System Conditions:

1. The existing water main in the public right-of-way along the front of the subject property is adequate to serve this proposed development.
2. There is an existing water main that provides on-site service to the fire hydrants and building fire systems. This water main, which crosses the site where the parking garage and building will be built, will need to be relocated. In order to maintain adequate fire flow to the on-site hydrants, it appears that the on-site water main loop will need to be maintained. If so, more study will need to be done prior to Building Permit submittal to determine the best location for the water main loop. The applicant shall contact the Public Works Department prior to Building Permit submittal to discuss the water main design.
3. Provide a water service to the new building sized per the Uniform Plumbing Code. City of Kirkland will set the water meter.
4. Provide fire hydrants per the Fire Departments requirements.
5. The available fire flow at this project location is approximately 2300 gpm.

Surface Water Conditions:

1. Provide temporary and permanent storm water control per the 1998 King County Surface Water Design Manual. Under these regulations, it appears that the site will not be required to provide new or

additional surface water detention but the project Engineer hired for this project shall verify and document this in a Technical Information Report. If a surface water detentions system is required, it shall be designed to Level II standards.

2. Water Quality: this project appears to be replacing more than 5000 square feet of new impervious area that will be used by vehicles (PGIS - pollution generating impervious surface). If so, the 1998 King County Surface Water manual requires this surface water be conveyed to an approved surface water quality treatment facility. If one is already on-site, the condition and adequacy of the system in relation to the current standards will need to be verified.

3. Provide a level one off-site (downstream) analysis.

4. If this project disturbs greater than one acre, the applicant is responsible to apply for a Construction Stormwater General Permit from Washington State Dept. of Ecology. Specific permit information can be found at the following website:

<http://www.ecy.wa.gov/programs/wq/stormwater/construction/>

Among other requirements, this permit requires the applicant to prepare a Storm Water Pollution Prevention Plan (SWPPP) and identify a Certified Erosion and Sediment Control Lead (CESCL) prior to the start of construction. The CESCL shall attend the City of Kirkland Public Works Department pre-construction meeting with a completed SWPPP.

5. Provide an erosion control plan with Building or Land Surface Modification Permit application. The plan shall be in accordance with the 1998 King County Surface Water Design Manual.

6. Construction drainage control shall be maintained by the developer and will be subject to periodic inspections. During the period from April 1 to October 31, all denuded soils must be covered within 15 days; between November 1 and March 31, all denuded soils must be covered within 12 hours. If an erosion problem already exists on the site, other cover protection and erosion control will be required.

7. All roof and driveway drainage must be tight-lined to the storm drainage system.

Street and Pedestrian Improvement Conditions:

1. The subject property abuts Lake Washington Blvd (an Arterial type street) and NE Points Drive (a Collector type street) Zoning Code sections 110.10 and 110.25 require the applicant to make half-street improvements in rights-of-way abutting the subject property. Section 110.30-110.50 establishes that this street must be improved with the following:

A. Remove and replace any cracked curb and gutter and any sidewalk that will remain in place.

B. It appears that the existing London Plane trees along Lake Washington Blvd. (LWB) will be removed due to construction and because these tree species are no longer allowed as a street tree due to the invasive roots (arborist report recommending the removal is required). If the trees are removed then the Public Works Department would typically require a 10 ft wide sidewalk along the west side of LWB (this is the current standard for redevelopment along the west side of LWB). In this case, the applicant has proposed, and the Public Works Department agrees, that a 5 ft sidewalk separated by a 4.5 ft. landscape strip from the back of the curb would provide a more pleasant pedestrian area. Street trees shall be planted in the landscape strip 30 ft. on-center. The Public Works Department also favors a meandering sidewalk along the property frontage and will review a proposed plan from the applicants architect and landscape architect.

2. A 2-inch asphalt street overlay will be required where three or more utility trench crossings occur within 150 lineal ft. of street length or where utility trenches parallel the street centerline. Grinding of the existing asphalt to blend in the overlay will be required along all match lines.

3. All street and driveway intersections shall not have any visual obstructions within the sight distance triangle. See Public Works Pre-approved Policy R.13 for the sight distance criteria and specifications.

4. The traffic study shall analyze the driveways to the parking garage and deck in conjunction with

the parking stalls that back out onto the main entry.

5. It shall be the responsibility of the applicant to relocate any above-ground or below-ground utilities which conflict with the project associated street or utility improvements.

6. Underground all new on-site transmission lines.

CITY OF KIRKLAND
123 FIFTH AVENUE, KIRKLAND, WASHINGTON 98033-6189
(425) 587-3225



DETERMINATION OF NONSIGNIFICANCE (DNS) .

CASE #: SEP09-00014

DATE ISSUED: 8/10/2009

DESCRIPTION OF PROPOSAL _____

New 4 story building (known as Building 5), within the Plaza at Yarrow Bay Office Complex. The proposed office building will be approximately 74,101 gross square feet and a total of 287 (107 new) parking stalls associated with the structure.

PROPONENT:

LOCATION OF PROPOSAL _____

LOCATED AT 10230 NE POINTS DRIVE

LEAD AGENCY IS THE CITY OF KIRKLAND

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21.030 (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 upon request.

This DNS is issued under 197-11-340 (2); the lead agency will not act on this proposal for 14 days from the date above. Comments must be submitted by 5:00 p.m. 8/24/2009

Responsible official:

Eric Shields, Director
Department of Planning and Community Development
425-587-3225

8/9/09
Date

Address: City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033-6189

You may appeal this determination to the Planning Department at Kirkland City Hall, 123 Fifth Avenue, Kirkland, WA 98033 no later than 5:00 p.m., August 24, 2009 by WRITTEN NOTICE OF APPEAL.

You should be prepared to make specific factual objections. Contact the Planning Department at 425-587-3225 to read or ask about the procedures for SEPA appeals.

Please reference case # SEP09-00014.

Publish in the Seattle Times (date): 8/17/09



MEMORANDUM

To: Eric R. Shields, AICP, Planning Director

From: Tony Leavitt, Associate Planner

Date: August 6, 2009

File: ZON08-00017, SEP09-00014

Subject: **ENVIRONMENTAL DETERMINATION FOR PLAZA AT YARROW BAY BUILDING 5 PROJECT**

PROPOSAL

Keith Maehlum, representing Plaza at Yarrow Bay Inc., proposes a new 4 story building (known as Building 5), within the Plaza at Yarrow Bay Office Complex located at 10230 NE Points Drive (see Enclosure 1). The proposed office building will be approximately 74,101 gross square feet and a total of 287 (107 new) parking stalls associated with the structure (see Enclosure 2). The applicant has applied for a zoning permit per Kirkland Zoning Code Section 60.22.040 that requires any new office building to be approved thru a Process IIB Review Process. In addition to the office use zoning permit application, the applicant is seeking approval of a Planned Unit Development, a wetland buffer modification, and zoning code modifications as part of this proposal. The subject property contains a Type I wetland and a Seismic Hazard Area per the City of Kirkland's Sensitive Areas Map.

ENVIRONMENTAL ISSUES

I have had an opportunity to visit the site and review the environmental checklist (Enclosure 3) and the following reports:

- Updated Traffic Impact Analysis prepared by Transpo Group dated December 2008 (Enclosure 4)
- Traffic Impact Analysis Review Memo prepared by Thang Nguyen dated February 2, 2009 (Enclosure 5)
- Geotechnical Review prepared by Golder Associates dated May 12, 2009 (Enclosure 5)

Based on a review of these materials, the main environmental issues related to the development of this project are potential traffic and soil impacts.

Traffic Impacts

The Public Works Department has reviewed the Traffic Impact Analysis (see Enclosure 5) and recommends approval of the project subject to the outlined conditions.

Soil Impacts

The Geotechnical Review prepared by Golder Associates concludes that “the project appears feasible from a geotechnical standpoint” and recommends that additional design level geotechnical and hydrological studies after final design work completed. As part of the building permit application review process, the City has the authority to require that these additional studies be completed and that the project comply with all recommendations.

CONCLUSIONS AND RECOMMENDATION

It will be necessary to further analyze certain aspects of the proposal to determine if the project complies with all the applicable City codes and policies. That analysis is most appropriately addressed within the review of the zoning permit, Planned Unit Development, and wetland buffer modification applications. In contrast, State law specifies that this environmental review under the State Environmental Policy Act (SEPA) is to focus only on potential significant impacts to the environment that could not be adequately mitigated through the Kirkland regulations and Comprehensive Plan.¹

Based on my review of all available information and adopted policies of the City, I am recommending that the proposal include the following mitigating measures so that a Determination of Non-significance (DNS) can be issued:

Prior to occupancy of the new building, the applicant shall submit a Transportation Management Program that complies with the requirements established for the existing buildings. The TMP shall also be recorded with King County.

POLICY DIRECTION

This recommendation is based on adopted goals and policies of the City as found in the City's Comprehensive Plan. Specifically, the following elements of the 1995 Comprehensive Plan support the recommendations in the preceding section:

Transportation

Policy T-5.4: Require new development to mitigate site specific transportation impacts.

Policy T-5.6: Promote transportation demand management (TDM) strategies to help achieve mode split goals. TDM may include incentives, programs or regulations to reduce the number of single-occupant vehicle trips.

Policy LU-3.5: Incorporate features in new development projects which support transit and non-motorized travel as alternatives to the single-occupant vehicle.

SEPA ENCLOSURES

1. Vicinity Map
2. Development Plans
3. Environmental Checklist
4. Updated Traffic Impact Analysis prepared by Transpo Group dated December 2008
5. Traffic Impact Analysis Review Memo prepared by Thang Nguyen dated February 2, 2009
6. Geotechnical Review prepared by Golder Associates dated May 12, 2009

Review by Responsible Official:

I concur

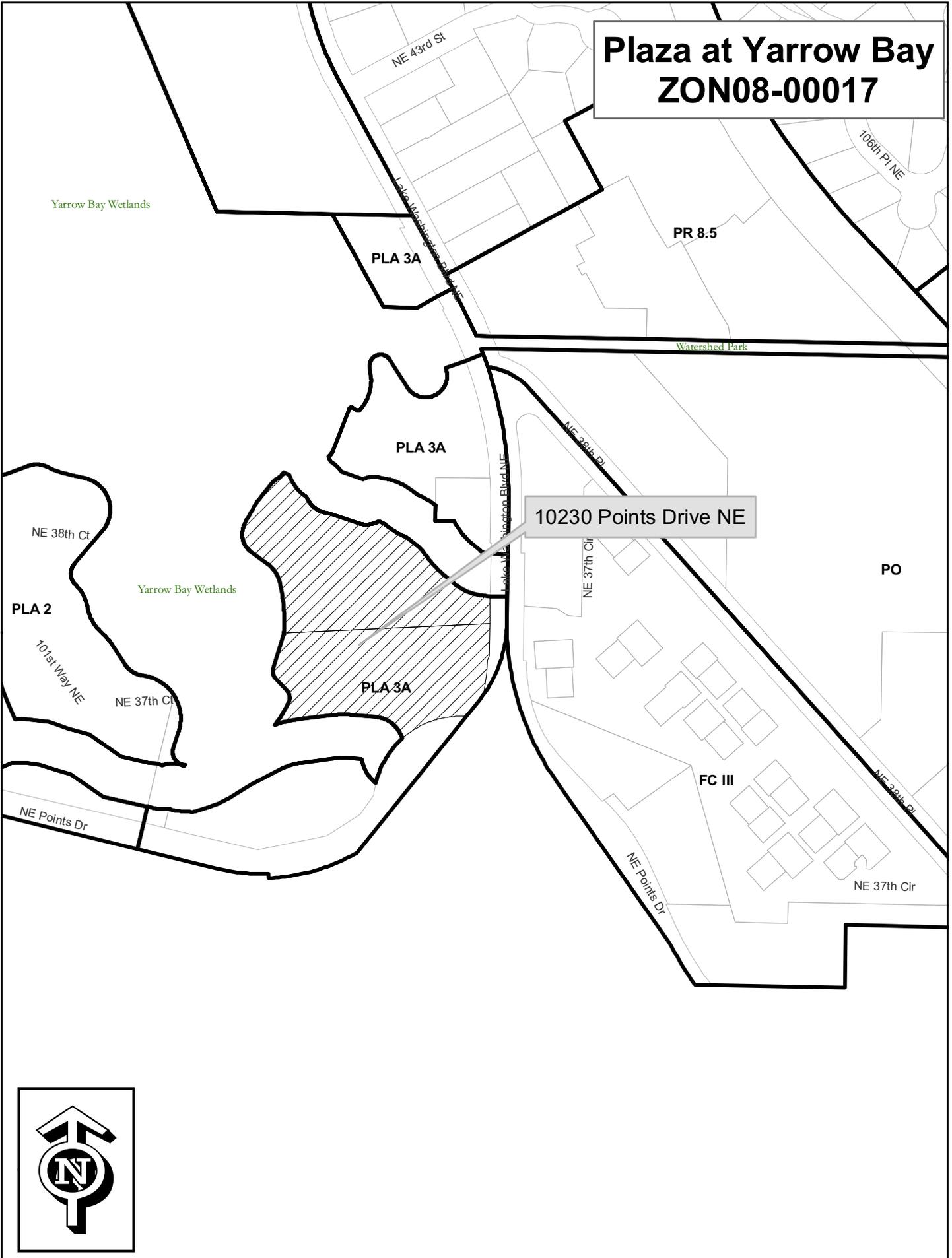
I do not concur

Comments:

Eric R. Shields, AICP
Planning Director

Date

Plaza at Yarrow Bay ZON08-00017



SEPA Memorandum Enclosure 2

is the same as

Staff Advisory Report Attachment 3

CITY OF KIRKLAND ENVIRONMENTAL CHECKLIST

Purpose of Checklist:

The State Environmental Policy Act (SEPA), Chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the City identify impacts from your proposal, and to reduce or avoid impacts from the proposal, whenever possible

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Answer the questions briefly with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the City staff can assist you.

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 City may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impacts.

Use of Checklist for Non-project Proposals:

Complete this checklist for non-project proposals also, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS (Part D).

For non-project actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable: *Plaza at Yarrow Bay - Bldg V*
2. Name of applicant: *Applicant: The Plaza at Yarrow Bay, Inc. 2025 First Ave. Ste 700, Seattle, WA 98121, Ph: 206.839.9867, Atte: Keith Maehlum*
3. Tax parcel number: *2025059162, 2025059240*

4. Address and phone number of applicant and contact person: ***Applicant & Contact: The Plaza at Yarrow Bay, Inc. 2025 First Ave. Ste 700, Seattle, WA 98121, Ph: 206.839.9867, Atte: Keith Maehlum***
5. Date checklist prepared: ***9/15/2008***
6. Agency requesting checklist: ***City of Kirkland, Planning and Community Development***
7. Proposed timing or schedule (including phasing, if applicable): ***Building Permit Application: aprox. 2010, Construction Start: aprox. 2011***
8. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal?
None
9. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
Geotechnical Report prepared by Golder Associates, Wetland Study by The Watershed Company, Traffic Report by Transpo Group.
10. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
There are no known pending approvals or proposals
11. List any government approvals or permits that will be needed for your proposal, if known.
***Zoning Permit - Process IIB
SEPA Environmental Review
Building Permit***
12. Give brief, complete description of your proposal, including the proposed uses, the size and scope of the project and site including dimensions and use of all proposed improvements. 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.
PYB-Bldg V project: propose a new 4 story Office Building of 77,440 sq. ft. & 70,070 sq. ft. of parking garage underground connected to an existing parking garage. Site and off-site improvements will include new pedestrian Plaza, parking lot, landscape and walkways.
13. 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.
The Plaza at Yarrow Bay - Building V is located on the northwest corner of Lake Washington Blvd. and Points Drive in City of Kirkland, Washginton.

Please see legal description and neighborhood map in the enclosed package.

2. AIR

- a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities, if known.

During construction, emissions to the air would include occasional dust raised during the clearing and construction process, plus some diesel exhaust fumes from operating earth-moving vehicles and trucks.

After the project is completed and in use, emissions to the air would be those associated with general parking uses: exhaust from automobiles entering and leaving the site.

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

No

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

Comply with City Codes.

Dust emissions will be controlled by watering as required.

3. WATER

- a. Surface

- 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.

Yes, An existing stream on the north Conchran Springs Creek, and south side of the property Yarrow Creek.

- 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.

Yes

- 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.

None

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

No

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the

site plan.

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.

No

b. Ground

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

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.

none

c. Water Runoff (including storm water):

- 1) Describe the source of runoff (include 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.

Surface water from impervious areas will be connected to existing project storm drainage system.

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

No

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

All exposed open land resulting from grading and construction will be landscaped with appropriate ground cover planting to hold the soil and control any potential surface runoff. Comply with applicable codes.

4. PLANTS

a. Check or circle types of vegetation found on the site:



- shrubs
- grass
- pasture
- crop or grain
- 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?
An approximately of 73,062 sq. ft. landscape area will be removed
- c. List threatened or endangered species known to be on or near the site.
None
- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:
Landscaped (pervious) areas are 73,062 sq. ft.(existing), and new proposed will be 73,595 sq. ft. (final site development), See landscape plan.

5. ANIMALS

- a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

 birds: hawk, heron, eagle, songbirds, other *Songbirds*
 mammals: deer, bear, elk, beaver, other *Beaver & Nutria near the site*
 fish: bass, salmon, trout, herring, shellfish, other
- b. List any threatened or endangered species known to be on or near the site.
None
- c. Is the site part of a migration route? If so, explain.
No
- d. Proposed measures to preserve or enhance wildlife, if any:
None

6. ENERGY AND NATURAL RESOURCES

- 3) Proposed measures to reduce or control noise impacts, if any:
During construction, this project will comply with all noise standards established by the City of Kirkland.

8. LAND AND SHORELINE USE

- a. What is the current use of the site and adjacent properties?

Site Parcels

Lot#1: 3 story office building with underground parking garage

Lot#2: 5 story office building with underground parking garage

Adjacent Parcels

South, Lot#1: 4 story office building with underground parking

North Lot#4: 3 story office building with underground parking

- b. Has the site been used for agriculture? If so, describe.

No

- c. Describe any structures on the site.

Lot#1: Office Building, parking and plaza

Lot#2: Office Building, parking and plaza

- d. Will any structures be demolished? If so, what?

No, other than surface parking lot.

- e. What is the current zoning classification of the site?

Current Zoning:

PLA 3A (Planned Area), Lakeview Neighborhood

- f. If applicable, what is the current shoreline master program designation of the site?

None

- g. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

Yes, property to the north and south has wetland and streams

- h. Approximately how many people would reside or work in the completed project.

.The new building would have approximately 260 employes total.

- i. Approximately how many people would the completed project displace?

None

j. Proposed measures to avoid or reduce displacement impacts, if any:

None

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

Comply with the comprehensive plan and land use code

9. HOUSING

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

None

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

None

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

None

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?

The tallest height will be 55', does not include HVAC's room equipment and elevator or stair penthouse

The principal building materials will be concrete, masonry, pre-cast panels and metal siding.

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

Minor impacts to views from Lake Washington Blvd. looking to the west.

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

The new building will use proportions and materials compatible with the existing buildings.

11. LIGHT AND GLARE

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

During regular business hours on dark days and at night, there will be light from inside the building, low-level landscape lighting, from building signage, and

vehicles entering/exiting the site, and parking lot lighting.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?
No
- c. What existing off-site sources of light or glare may affect your proposal?
Light from vehicular traffic and street lights.
- d. Proposed measures to reduce or control light and glare impacts, if any:
Parking lighting is designed to illuminate downwards only and cut off at the property lines.

12. RECREATION

- a. What designated and informal recreational opportunities are in the immediate vicinity?
Walking, biking, and jogging on streets adjacent to the property.
- b. Would the proposed project displace any existing recreational uses? If so, describe.
No
- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:
None

13. HISTORICAL AND CULTURAL PRESERVATION

- a. Are there any places or objects listed in, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.
None
- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.
None
- c. Proposed measures to reduce or control impacts, if any:
None

14. TRANSPORTATION

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other *Electricity, natural gas, water, telephone, sanitary sewer, refuse service.*

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.

Electricity: Puget Sound Energy, Natural Gas: Puget Sound Energy, Water: City of Kirkland, Refuse/Recycling: Waste management, Telephone: Verizon, Cable: Comcast, Sanitary sewer: City of Kirkland

C. SIGNATURE

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: *Karl Macellum*

Tony Leavitt

Date Submitted: *9/25/08 The Plaza at Yarrow Bay, Inc.*

8/6/2009

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(Do not 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.

Updated Transportation Impact Analysis

PLAZA AT YARROW BAY EXPANSION

Prepared for:
HAL Real Estate Investments

December 2008

Prepared by:



11730 118th Avenue NE, Suite 600
Kirkland, WA 98034-7120
Phone: 425-821-3665
Fax: 425-825-8434
www.transpogroup.com

07366.00

Table of Contents

FREQUENTLY ASKED QUESTIONS	ii
Where is the project located?	ii
What is the project land use and trip generation?	ii
What are the future without-project conditions in the study area?	ii
Would the project have any transportation impacts?.....	ii
What mitigation measures are recommended?	ii
How would the site access operate?	ii
INTRODUCTION.....	1
Project Description.....	1
Study Scope.....	1
EXISTING AND FUTURE WITHOUT-PROJECT CONDITIONS	4
Roadway Network.....	4
Traffic Volumes	4
Peak Hour Traffic Operations	6
Traffic Safety.....	6
Transit and Non-Motorized Facilities	7
PROJECT IMPACTS	8
Trip Generation	8
Trip Distribution and Assignment.....	9
Traffic Volume Impact.....	11
Traffic Operations Impact	11
Concurrency.....	12
Site Access	14
Parking.....	14
Traffic Safety Impacts	15
Transit and Non-Motorized Impacts.....	15
FINDINGS AND RECOMMENDATIONS.....	16
APPENDIX A. PROPORTIONATE SHARE IMPACT WORKSHEETS	
APPENDIX B. LOS DEFINITIONS	
APPENDIX C. LOS WORKSHEETS	
APPENDIX D. CONCURRENCY TEST NOTICE	
APPENDIX E. EXISTING PARKING DATA	
APPENDIX F. EXISTING PM PEAK HOUR TURNING MOVEMENT COUNTS	

Figures

Figure 1. Site Vicinity	2
Figure 2. Site Plan	3
Figure 3. 2013 Without-Project Weekday PM Peak Hour Traffic Volumes	5
Figure 4. Weekday PM Peak Hour Project Trip Distribution & Assignment	10
Figure 5. 2013 With-Project Weekday PM Peak Hour Traffic Volumes	13

Tables

Table 1. Intersection Peak Hour LOS – Future Without-project.....	6
Table 2. Intersection Crash Summary – 2005 to 2007.....	6
Table 3. Existing Plaza at Yarrow Bay Trip Generation Summary.....	8
Table 4. Weekday Peak Hour Trip Generation Estimate – Plaza at Yarrow Bay Expansion.....	9
Table 5. 2013 Traffic Volume Impacts at Study Intersections.....	11
Table 6. Intersection Peak Hour LOS – Future Without- & With-Project	11

Frequently Asked Questions

This section provides an executive summary of the Transportation impact analysis through a set of frequently asked questions (FAQs).

Where is the project located?

The Plaza at Yarrow Bay complex is located to the west of the Lake Washington Boulevard near the NE Points Drive/Bellevue Way/NE Northup Way intersection. The proposed expansion would be located east of buildings 1 and 2 and over the existing parking area.

What is the project land use and trip generation?

The proposed expansion of Plaza at Yarrow Bay would construct 77,200 square feet of office building. This expansion would generate 59 weekday AM peak hour trips and 67 weekday PM peak hour trips.

What are the future without-project conditions in the study area?

All intersections within the study area would operate acceptably at LOS D under future without-project conditions.

Would the project have any transportation impacts?

All study intersections would continue to operate at the same LOS without or with the proposed project. The addition of project traffic would increase average delays at each study intersection by less than one second. This falls within the range of day to day fluctuation and as such would not be noticed by the average user.

The proposed project meets City of Kirkland concurrency standard.

Increases in traffic volumes at study intersections would likely result in a proportionate increase in the probability of collisions. The proposed project would have little, if any, impact on existing non-motorized facilities or existing transit service.

The proposed parking supply would not meet Kirkland minimum parking supply requirements; however, the peak parking demand for the project would be served by the total parking supply for the Plaza at Yarrow Bay complex. A variance is recommended to allow the project to provide less than code requirements.

What mitigation measures are recommended?

Specific off-site mitigation measures are not recommended, nor required, to reduce/offset potential site-generated traffic impacts.

How would the site access operate?

The site access would operate acceptably during the weekday PM peak hour.

Introduction

The purpose of this transportation impact analysis (TIA) is to identify potential traffic-related impacts associated with the proposed Plaza at Yarrow Bay Expansion office development. As necessary, mitigation measures are identified that would offset or reduce significant impacts.

Project Description

Figure 1 illustrates the project site and the surrounding vicinity. The project would include the construction of a new four-story office building on the site of the existing Plaza at Yarrow Bay site, east of buildings 1 and 2 and over the existing parking area. Buildout of the project includes an underground parking structure and would provide a net increase of 135 parking stalls more than existing conditions. The project site is located east of Lake Washington Boulevard near the intersection with NE Points Drive/NE Northup Way.

The proposed site plan is illustrated in Figure 2. As shown, site access would be provided by the existing driveway immediately east of NE Points Drive/NE Northup Way. Buildout of the project is anticipated by the end of 2010.

Study Scope

The City of Kirkland identifies study intersections based upon the project's trip distribution and assignment, and resulting proportionate share calculations for identifying study intersections (included in Appendix A). Due to the project's proximity to the Kirkland-Bellevue city limit, possible impacts to Bellevue intersections were also considered. Bellevue requires analysis of intersection traffic operations where intersections are impacted by more the 20 weekday PM peak hour trips.

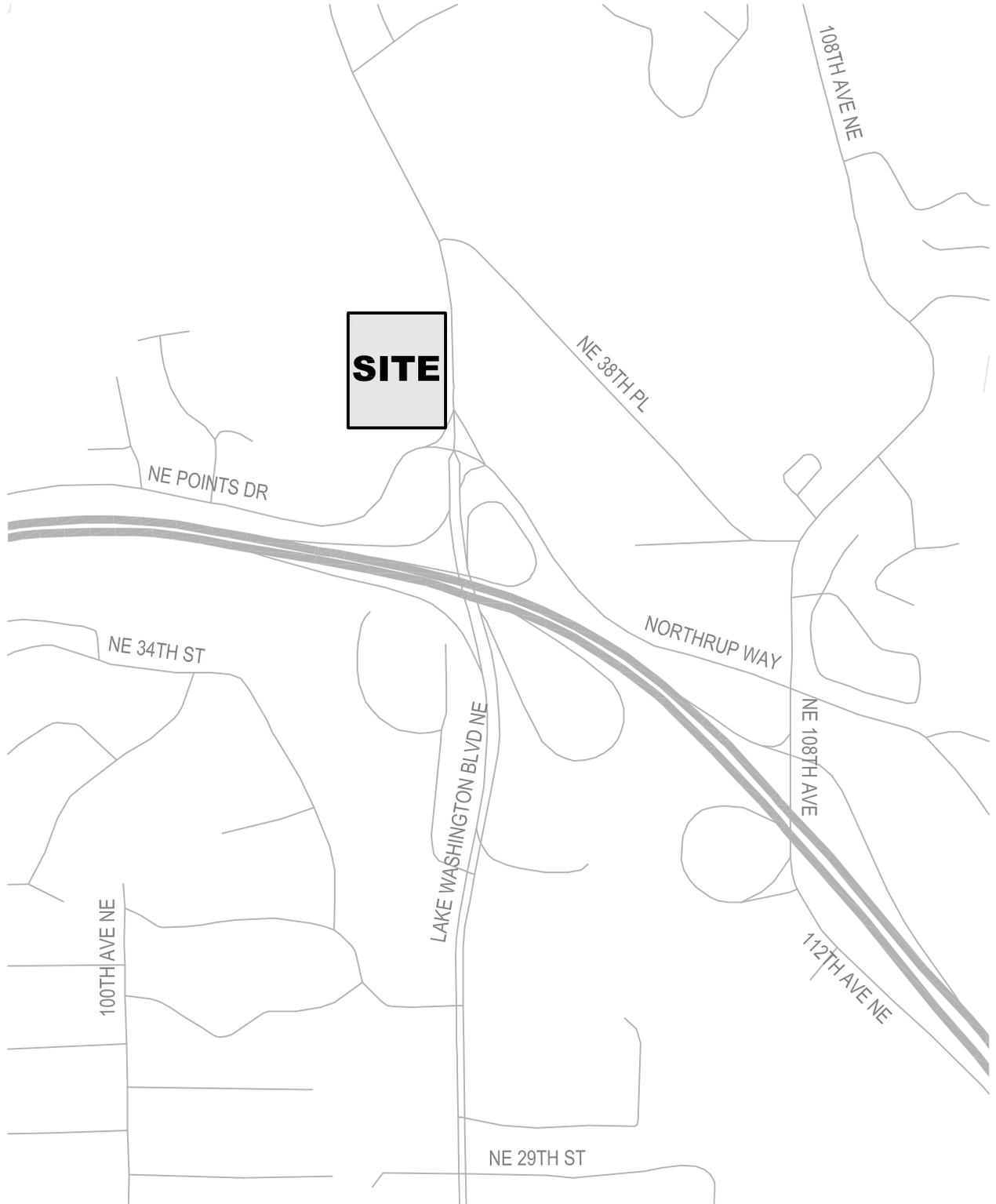
Based upon these criteria for Kirkland and Bellevue, the project trip distribution identified by the concurrency run and the estimated trip generation documented later in this report, three study intersections were identified:

1. Lake Washington Boulevard/NE Points Drive/NE Northup Way
2. NE 108th Avenue/ NE Northup Way
3. NE 108th Avenue/SR 520 WB Ramps

For Bellevue study intersections, a horizon year of 2013 is required. Therefore, future conditions were modeled based upon information from the City of Bellevue and was used for all intersections.



NOT TO SCALE



Site Vicinity

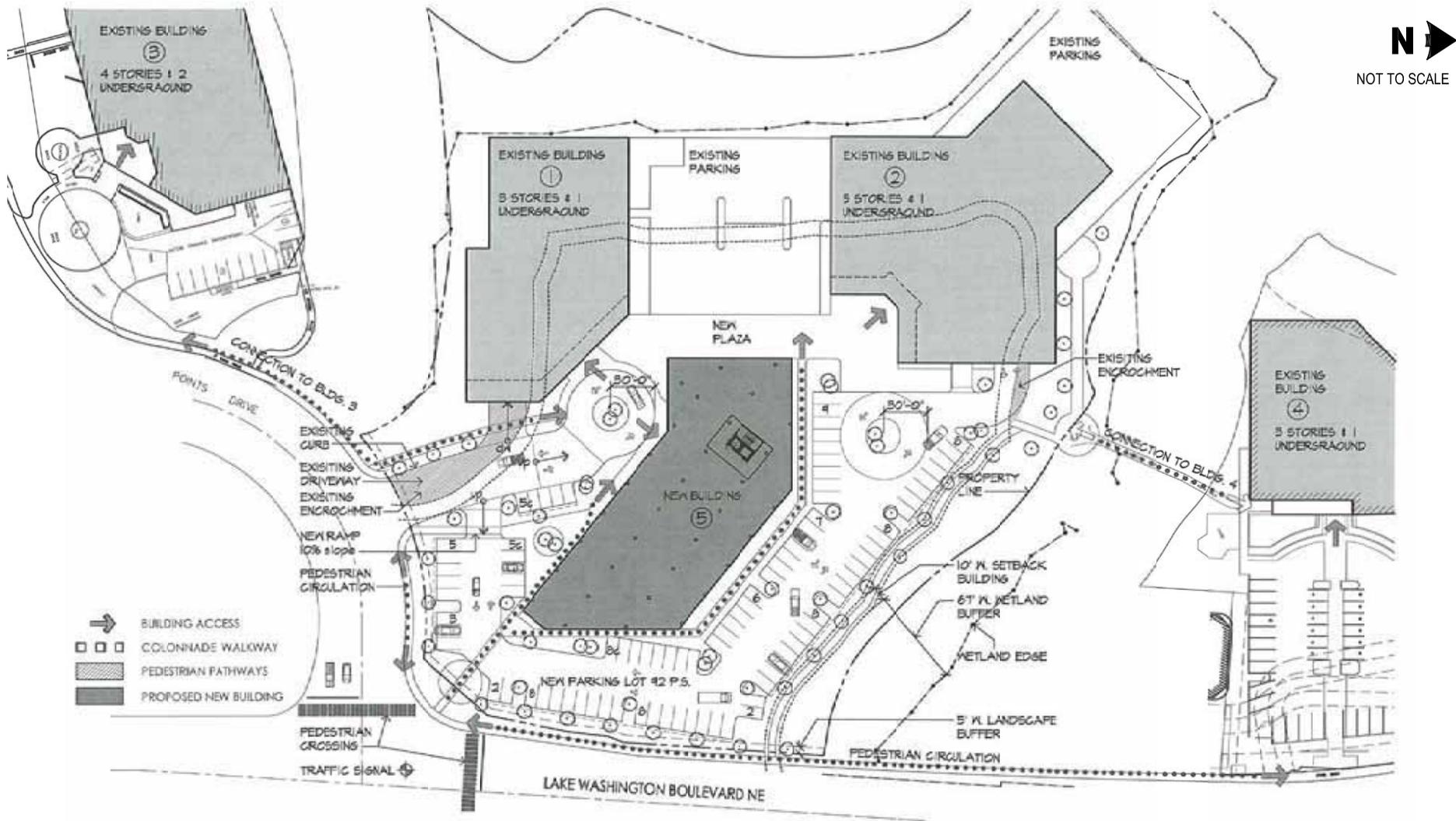
Yarrow Bay Plaza Expansion

M:\07\07366 Yarrow Bay Plaza Expansion\Graphics\Graphic01 <Fig 1> melindap 09/24/08 14:06



FIGURE

1



Site Plan

Yarrow Bay Plaza Expansion

M:\07\07366 Yarrow Bay Plaza Expansion\Graphics\Graphic01 <Fig 2> melindap 09/24/08 15:42

FIGURE

2



Existing and Future Without-Project Conditions

This section describes both existing conditions and future without-project conditions within the identified study area. Study area characteristics are provided for the roadway network, planned improvements, existing and forecasted without-project volumes, traffic operations, traffic safety, and transit and non-motorized facilities.

Roadway Network

The existing roadway network is discussed along with planned improvements that would likely be installed before the proposed project horizon year, if any. In general, the roadway descriptions given apply to the roadways within the study area of the proposed project.

Existing Inventory

The existing roadway characteristics in the proposed project vicinity are described in detail below for relevant facilities. Roadway classification is based on roadway classification maps provided in the Kirkland and Bellevue Comprehensive Plans.

SR 520 is a four-lane state highway with a three-person carpool lane in the westbound direction. The posted speed limit is 60 mph within the project vicinity.

Lake Washington Boulevard NE/Bellevue Way NE is a five-lane principal/major arterial within the project vicinity. The posted speed limit is 35 mph and sidewalks are provided along both sides of the roadway. The Kirkland Comprehensive plan identifies this road as a shared roadway with bikes.

Northup Way is a three-lane minor arterial within the project vicinity and a posted speed limit of 30 mph. Sidewalks exist along the northern side of the roadway. No bike lanes are provided within the project vicinity.

NE Points Drive is a two-lane local road with a posted speed limit of 25 mph. A sidewalk exists along the north side of the roadway within the project vicinity. No bike lanes are provided within the project vicinity.

Planned Improvements

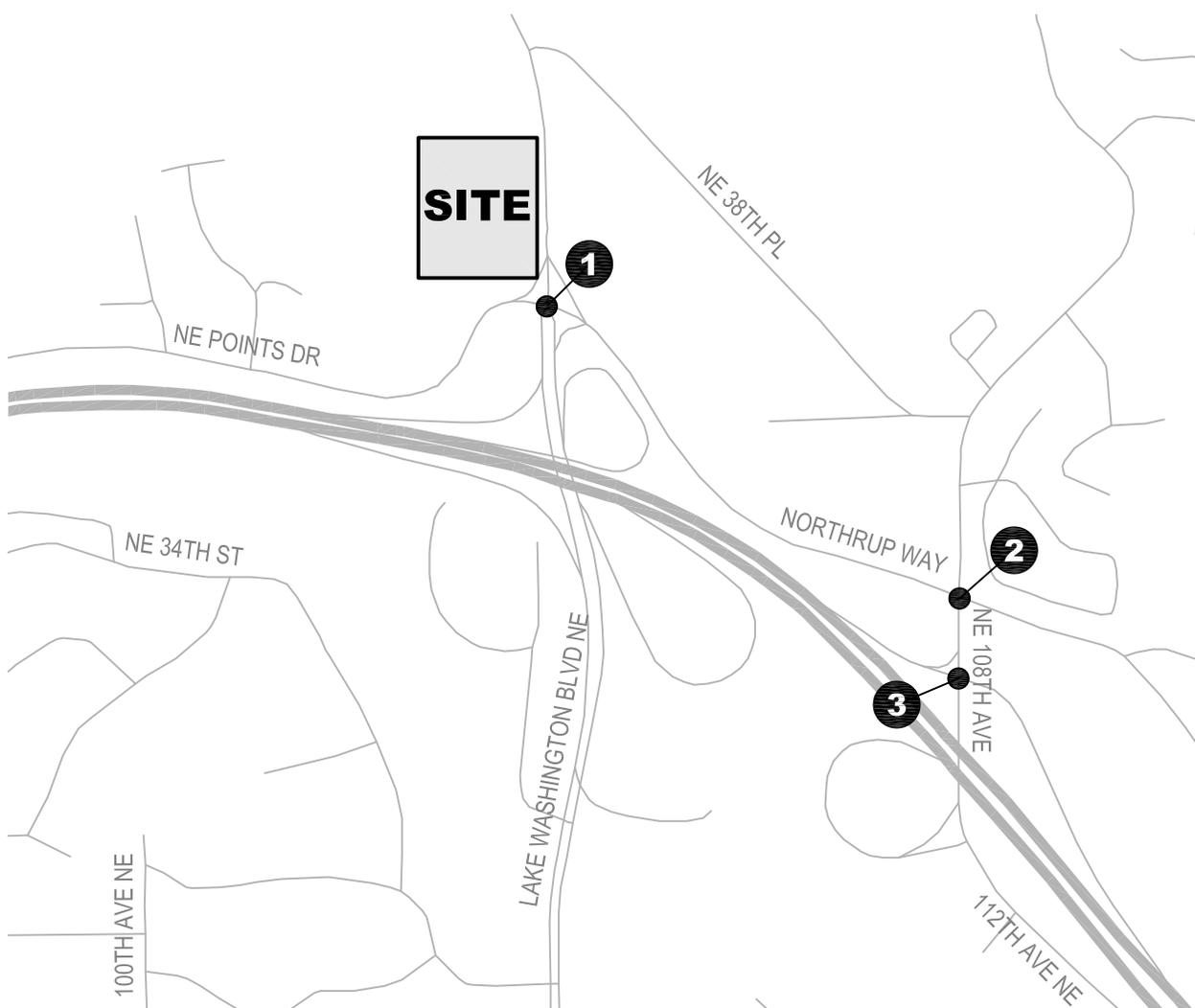
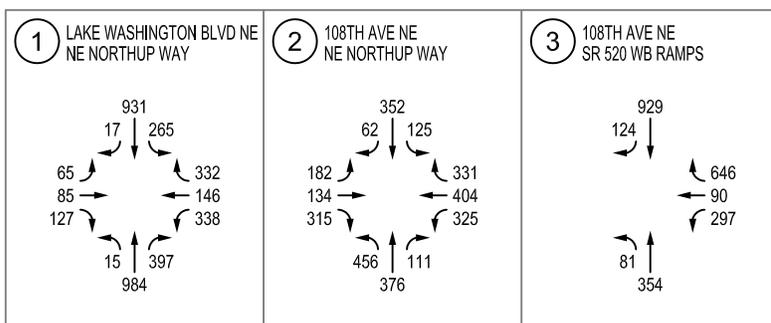
Within the study area, no roadway or intersection improvement projects were assumed for future without-project conditions.

Traffic Volumes

Future (2013) without-project intersection volumes are shown in Figure 3. Future without-project volumes were obtained from the City of Bellevue.



NOT TO SCALE



2013 Without-Project Weekday PM Peak Hour Traffic Volumes

Yarrow Bay Plaza Expansion

M:\07\07366 Yarrow Bay Plaza Expansion\Graphics\Graphic01 <Fig 3> melindap 09/24/08 14:07



FIGURE

3

Peak Hour Traffic Operations

The operational characteristics of an intersection are determined by calculating the intersection level of service (LOS). Level of service for intersection operations is described alphabetically (A through F). LOS is based on the calculated average control delay per vehicle and is typically reported for the whole intersection for signalized and all-way stop-controlled intersections, and by movement for two-way, stop-controlled intersections. . Control delay is defined as the combination of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Appendix B provides a more detailed explanation of LOS.

Consistent with the study scope identified earlier, all study intersection are located within City of Bellevue jurisdiction. Based upon City of Bellevue study requirements, peak hour LOS results were calculated at study intersections only for future conditions and are based on methodologies contained in the *Highway Capacity Manual* (Transportation Research Board, 2000). *Synchro 7.0* (Build 761). LOS results are summarized in Table 1. Detailed LOS worksheets for each intersection analysis are included in Appendix C.

Table 1. Intersection Peak Hour LOS – Future Without-project

Intersection	2013 Without-Project		
	LOS ¹	Delay ²	WM ³ or V/C ⁴
NE Points Dr/Bellevue Way/NE Northup Way	D	38.2	0.78
NE Northup Way/108th Ave NE	D	52.5	0.79
SR 520 WB Ramps/108th Ave NE	C	25.1	0.55

1. Level of Service (A – F) as defined by the *Highway Capacity Manual* (TRB, 2000)
2. Average delay per vehicle in seconds.
3. Volume-to-capacity ratio reported for signalized intersections.
4. Intersection approach movement; EB is eastbound, WB is westbound.

All study intersections currently operate at LOS D or better during 2030 average weekday PM peak hours. It should be noted that westbound SR 520 is typically congested during the PM peak period and the westbound on-ramp from Lake Washington Boulevard NE is metered to regulate the flow onto SR 520. Vehicular queuing from the metered ramp frequently backs up through the intersection of NE Points Drive/Bellevue Way/NE Northup Way, which increases delays and the efficiency of operations at this intersection.

Traffic Safety

The intersections of interest were reviewed for potential traffic safety inadequacies. The most-recent five-year accident history was requested from the City of Bellevue and is shown in the Table 2.

Table 2. Intersection Crash Summary – 2005 to 2007

Intersection	Number of Crashes				Annual Rate	Rate per MEV ¹
	2005	2006	2007	Total		
NE Points Dr/Bellevue Way/NE Northup Way	3	5	4	12	4.0	0.33
NE Northup Way/108th Ave NE	5	4	6	15	5.0	0.46
SR 520 WB Ramps/108t Ave NE	0	0	0	0	0.0	0.00

1. Accident rate per Million Entering Vehicles.

By incorporating the traffic volume at the intersection, the rate of accidents per million entering vehicles (MEV) allows a uniform standard for evaluating accident history. Generally,

an accident rate greater than 1.0 to 1.5 accidents per MEV is considered higher than normal. Based on this threshold, no intersections have a higher than normal collision rate.

Transit and Non-Motorized Facilities

Within the immediate project vicinity, sidewalks exist along the northern side NE Points Drive and Northup Way. Sidewalks also exist along both sides of Lake Washington Boulevard NE-Bellevue Way NE. Lake Washington Boulevard NE is identified as a shared roadway with bikes.

King County Metro operates route 230 within the project vicinity. Stops are located near the intersection of Lake Washington Boulevard and NE 38th Place. Headways between buses are approximately 15 minutes during AM and PM commuting hours, and 30 minutes during the remainder of the day.

Project Impacts

This section of the analysis documents project-generated impacts on the surrounding roadway network and at the intersections of interest. First, peak hour traffic volumes are estimated, distributed, and assigned to adjacent roadways and intersection within the study area. Next, potential impact to traffic volumes, traffic operations, safety, non-motorized facilities, and transit are identified.

Trip Generation

A trip generation study was conducted at three driveways that provide access to the existing buildings on-site (Buildings 1, 2, 3, and 4). Currently, Three days of data were collected for the AM and PM peak hours on August 13, and September 9 and 10, 2008. Trip generation data at the three driveways is summarized in Table 3.

Table 3. Existing Plaza at Yarrow Bay Trip Generation Summary

Date	Volume (In / Out)			
	Building 1 & 2	Building 3	Building 4	Total Site
<i>AM Peak Hour</i>				
Wednesday, August 13 (7:45-8:45 AM)	117 (102 / 15)	39 (37 / 2)	51 (46 / 5)	207 (185 / 22)
Tuesday, September 9 (8:00-9:00 AM)	127 (114 / 13)	56 (52 / 4)	52 (45 / 7)	235 (211 / 24)
Wednesday, September 10 (8:00-9:00 AM)	107 (95 / 12)	57 (52 / 5)	42 (37 / 5)	206 (184 / 22)
3-day Average				216 (193 / 23)
AM Peak Hour Trip Rate (280,550 sf)				0.77 (89% in)
<i>PM Peak Hour</i>				
Wednesday, August 13 (4:15-5:15 PM)	117 (15 / 102)	57 (5 / 52)	56 (22 / 34)	230 (42 / 188)
Tuesday, September 9 (5:00-6:00 PM)	128 (21 / 107)	68 (10 / 58)	61 (12 / 49)	257 (43 / 214)
Wednesday, September 10 (4:45-5:45 PM)	117 (17 / 100)	81 (15 / 66)	47 (8 / 39)	245 (40 / 205)
3-day Average				244 (42 / 202)
AM Peak Hour Trip Rate (280,550 sf)				0.87 (17% in)

As shown in Table 3, the existing Plaza at Yarrow Bay has the following trip generation rates during the weekday peak hours:

- AM Peak Hour = 0.77 trips per 1,000 sf with 89-percent inbound and 11-percent outbound
- PM Peak Hour = 0.87 trips per 1,000 sf with 17-percent inbound and 83-percent outbound

These rates account for a transportation management program (TMP) currently in place for the existing Plaza at Yarrow Bay. This TMP includes the following elements, with additional elements identified in the TMP:

- dedicated carpool/vanpool parking stalls
- a commuter information center
- transit/ferry subsidy
- promotion of 'Bike to Work Day'
- a nearby bus stop (within 0.25 miles)
- covered parking for bicycles
- carpool/vanpool subsidy or incentive
- guaranteed ride home program

The proposed expansion would also incorporate these TDM measures. Using these trip rates, Table 4 summarizes that estimated trip generation for the proposed expansion.

Table 4. Weekday Peak Hour Trip Generation Estimate – Plaza at Yarrow Bay Expansion

Land Use	Quantity	Rate ¹	Weekday Peak Hour		
			In	Out	Total
<u>AM Peak Hour</u>					
Total Existing	280,550 sf	0.77	193	23	216
Total with Expansion	357,750 sf	0.77	245	30	275
AM Peak Hour Expansion Only	77,200 sf		52	7	59
<u>PM Peak Hour</u>					
Total Existing	280,550 sf	0.87	42	202	244
Total with Expansion	357,750 sf	0.87	53	258	311
PM Peak Hour Expansion Only	77,200 sf		11	56	67

1. Trip rates are based upon rates observed at the existing Plaza at Yarrow Bay (2008).

The proposed expansion is estimate to generate 59 weekday AM peak hour trips (52 inbound and 7 outbound) and 67 weekday PM peak hour trips (11 inbound and 56 outbound).

Trip Distribution and Assignment

Traffic associated with the Plaza at Yarrow Bay Expansion project was distributed to the surrounding roadway network based on the City’s transportation model and concurrency analysis. The results identified the following peak hour distribution:

- 15-percent of traffic to/from the north along Lake Washington Boulevard
- 5-percent of traffic to/from the north along 108th Avenue NE
- 10-percent of traffic to/from the east via Northup Way
- 15-percent of traffic to/from the south via Bellevue Way NE
- 55-percent of traffic to/from SR 520

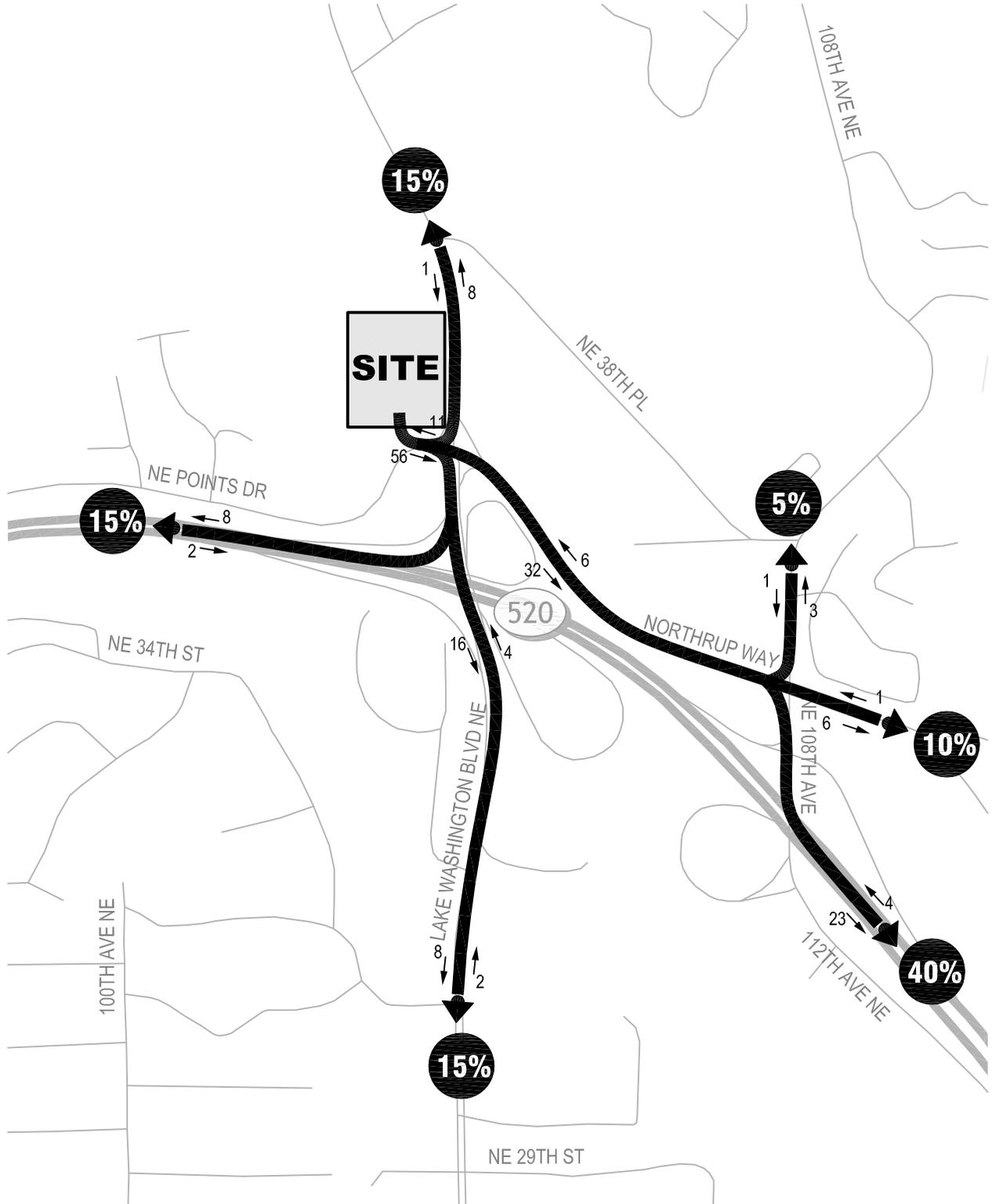
The traffic model distribution output from the concurrency analysis is provided in Appendix D.¹ Figure 4 shows the project distribution and assignment.

The City of Kirkland identifies study intersections based upon the project’s trip distribution and assignment, and resulting proportionate share calculations for identifying study intersections (included in Appendix A). Due to the project’s proximity to the Kirkland-Bellevue city limit, possible impacts to Bellevue intersections were also considered. Bellevue requires analysis of intersection traffic operations where intersections are impacted by more the 20 weekday PM peak hour trips.

¹ Note that the trip assignment values shown in the model distribution output (Appendix D) are based upon a preliminary trip generation estimate using the Institute of Transportation Engineer’s (ITE) *Trip Generation* (7th Edition) manual for General Office Building (LU #710).



NOT TO SCALE



Weekday PM Peak Hour Trip Distribution & Trip Assignment

Yarrow Bay Plaza Expansion

M:\07\07366 Yarrow Bay Plaza Expansion\Graphics\Graphic01 <Fig 4> jesseb 09/24/08 14:19



FIGURE

4

Traffic Volume Impact

Project traffic was added to future without-project daily, AM peak hour, and PM peak hour traffic volumes at the intersections of interest. The resulting 2013 with-project traffic volumes are illustrated in Figure 5. Table 5 summarizes the project impact of volumes at study intersections during the PM peak hour.

Table 5. 2013 Traffic Volume Impacts at Study Intersections

Intersection	PM Peak Hour Total Entering Vehicles			Total Attributable to Project
	2013 Without-Project	2013 With-Project	Project Generated	
NE Points Dr/Bellevue Way/NE Northup Way	3,063	3,130	67	2.2%
NE Northup Way/108th Ave NE	3,679	3,717	38	1.0%
SR 520 WB Ramps/108t Ave NE	2,521	2,547	26	1.0%

In 2013, it is estimated that of the total entering PM peak hour traffic volumes at study intersections, approximately 2-percent or less would be attributable to the proposed development.

Traffic Operations Impact

Table 6 compares future without- and with-project traffic operations for the 2010 horizon year. The signal timing parameters used in the 2010 without-project analyses were held constant for the with-project analysis. This provides a conservative analysis since the actuated traffic signal controls would adjust signal timing in response to with-project vehicle demands.

Table 6. Intersection Peak Hour LOS – Future Without- & With-Project

Intersection	2013 Without-Project			2013 With-Project		
	LOS ¹	Delay ²	WM ³ or V/C ⁴	LOS	Delay	WM or V/C
NE Points Dr/Bellevue Way/NE Northup Way	D	38.2	0.78	D	38.8	0.80
NE Northup Way/108th Ave NE	D	52.5	0.79	D	52.6	0.79
SR 520 WB Ramps/108t Ave NE	C	25.1	0.55	C	25.3	0.56

1. Level of Service (A – F) as defined by the *Highway Capacity Manual* (TRB, 2000)
2. Average delay per vehicle in seconds.
3. Volume-to-capacity ratio reported for signalized intersections.
4. Intersection approach movement; EB is eastbound, WB is westbound.

With addition of project traffic, all intersection would continue to operate at the same LOS as under 2013 without-project conditions. The increase in average intersection delay would be less than one second.

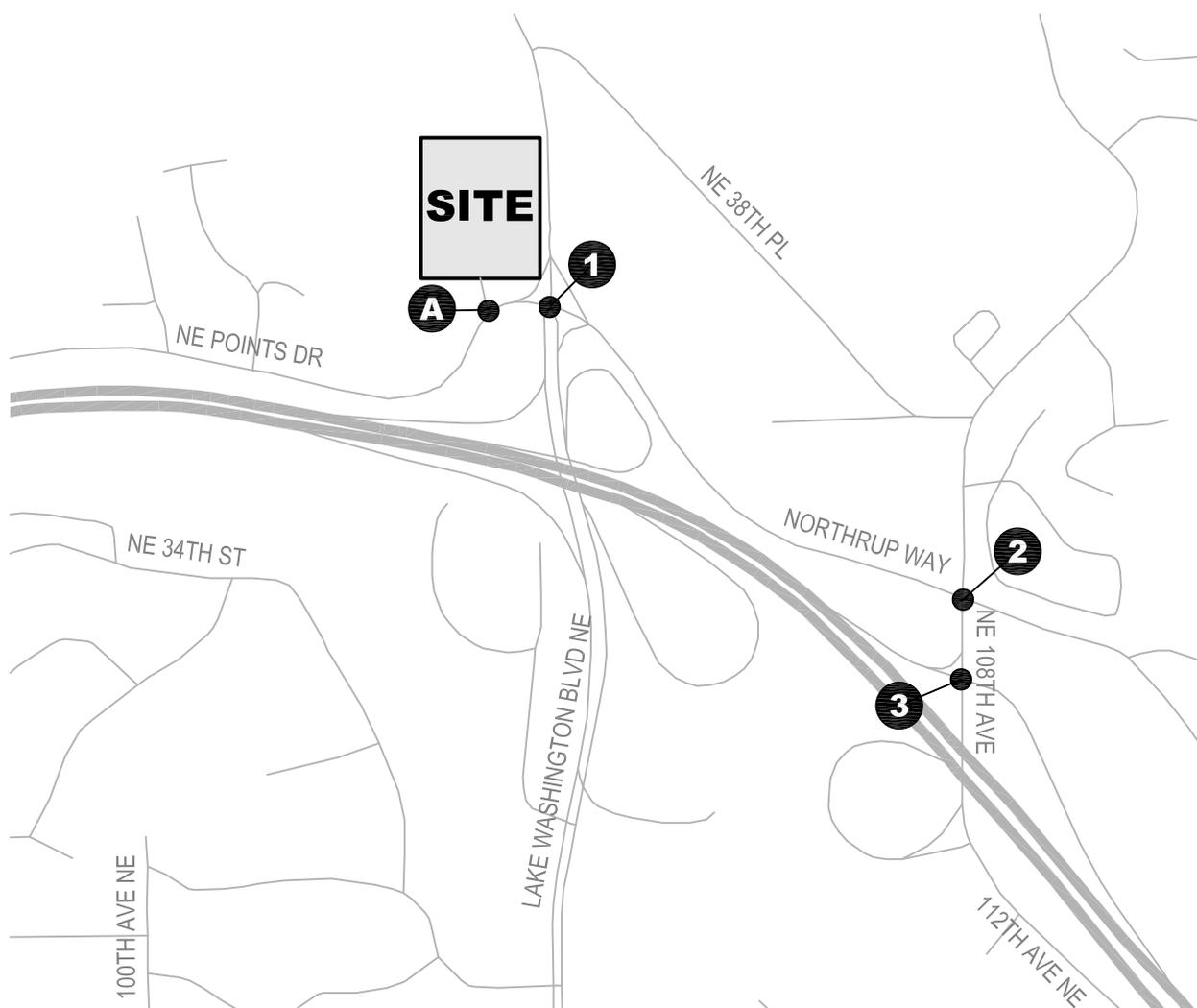
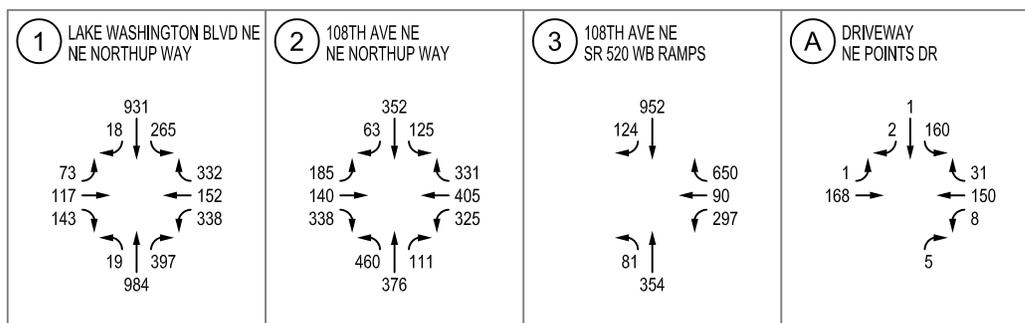
As previously mentioned, westbound SR 520 is typically congested during the PM peak period and the westbound on-ramp from Lake Washington Boulevard NE is metered to regulate the flow onto SR 520. Vehicular queuing from the metered ramp frequently backs up through the intersection of NE Points Drive/Bellevue Way/NE Northup Way, which increases delays and the efficiency of operations at this intersection. This is anticipated to continue in the future with the project and the addition of the project is not anticipated to significantly increase these delays.

Concurrency

A transportation concurrency test was completed for this project by City of Kirkland Staff on September 5, 2008. The proposed project passed the concurrency test based on 77,000 square feet of office. Unless a development permit and certificate of concurrency or an extension is granted, this certificate of concurrency will expire in one year from the date of issuance. The concurrency test results are shown in Appendix D.



NOT TO SCALE



2013 With-Project Weekday PM Peak Hour Traffic Volumes

Yarrow Bay Plaza Expansion

M:\07\07366 Yarrow Bay Plaza Expansion\Graphics\Graphic01 <Fig 5> melindap 09/24/08 15:42



FIGURE

5

Site Access

As show in Figure 2, access to the proposed expansion would be provided by the existing driveway located on the north side of NE Points Drive immediately west of NE Points Drive/Bellevue Way/NE Northup Way. Under 2013 with-project conditions the southbound left-turn would operate acceptably at LOS B with an average of 10.8 seconds of delay.

Parking

This section describes parking impacts associated with the project, including an evaluation of the proposed supply compared to the anticipated demand, parking code compliance, and impacts associated with the displacement of existing parking from the site.

Proposed Parking Supply

Currently, a total of 949 parking stalls are located on the project site and serve all four of the existing buildings. The proposed project would displace 180 parking stalls and replace them with 315 parking stalls within a parking structure as part of the new building. With the construction of the proposed project a total of 1,084 parking stalls would be supplied for a net increase of 135 parking stalls.

Parking Demand

Parking utilization data was collected at the existing Plaza at Yarrow Bay site between 9:00 AM and 3:00 PM for three consecutive days (Tuesday December 2, 2008 through Wednesday December 4, 2008) and is provided in Appendix E. The peak average parking demand occurred at 11:00 a.m. with 469 occupied parking spaces. Currently, there is a small amount of vacant space. This equates to approximately 6-percent (15,699 sf leased but vacant and 1,885 sf not leased) which is typical occupancy rate for an office building. Based upon this and the existing supply of 949 on-site parking stalls, approximately 49-percent of the available parking is utilized with 480 parking stalls available. This observed peak demand equates to a rate of 1.67 stalls per 1,000 sf. This is a slightly lower demand than was observed in September 2008 but is within 9-percent and is consistent with data collected at other office complexes in Kirkland. This rate accounts for the transportation management plan (TMP) described previously.

As requested by the City of Kirkland staff the adjacent on-street parking was also monitored but was found to not be utilized during the three days data was collected. There are approximately 17 parking spaces on-street and if they were to be used this would represent a small portion of the total demand.

Parking demand for the proposed project was estimated using peak demand rates for the existing site. Based upon the increase of 77,200 sf with the proposed expansion, parking demand would increase by 129 parking stalls. With the proposal providing for an additional 135 parking spaces the demand would be met with just the new amount of parking being proposed. When adding the additional demand of 129 parked vehicles to the peak of 469 occupied spaces the total demand for the site would be approximately 600 parked vehicles. This represents a utilization of approximately 55 percent for the entire site with approximately 485 spaces still available. Based upon the existing parking utilization and the estimated demand of the proposed expansion, parking demand would be accommodated by the proposed parking supply and provides additional capacity should demand increase with changes in occupancy rates or specific tenants.

City of Kirkland Code Requirement

The proposed project is located City of Kirkland Planning Area 3. Based on this 1 parking stall is required for each 300 sf of gross floor space. Based upon the increase in total floor area of 77,200 sf with the proposed expansion, a total of 258 new parking stalls are required. This requirement would not be met by the proposed net increase of 135 parking stalls; however, the total proposed parking supply would serve the parking demand for the project. Based upon the parking demand analysis, a variance is recommended to allow the project to provide less than the code requirement of 258 net new parking stalls.

Traffic Safety Impacts

Traffic generated by the proposed project would likely result in a proportionate increase in the probability of collisions. However, it is not anticipated that the addition of project traffic would create a safety hazard or significantly increase the number of reported collisions.

Transit and Non-Motorized Impacts

Transit service currently operating in the area is anticipated to accommodate any anticipated increase in ridership demand due to the proposed project. The existing transit stops and routes in the immediate area should provide adequate transit access for patrons of the project site.

Findings and Recommendations

This transportation impact analysis summarizes the project traffic impacts of the proposed Plaza at Yarrow Bay Expansion project. The following outlines the general findings of the study.

- The proposed project is located to the west of the Lake Washington Boulevard near the NE Points Drive/Bellevue Way/NE Northup Way intersection. The proposed expansion would be located east of buildings 1 and 2 and over the existing parking area.
- The proposed expansion of Plaza at Yarrow Bay would construct 77,200 square feet of office building. This expansion would generate 59 weekday AM peak hour trips and 67 weekday PM peak hour trips.
- All intersections within the study area would operate acceptably at LOS D under future without-project conditions.
- All study intersections would continue to operate at the same LOS without or with the proposed project. The addition of project traffic would increase average delays at each study intersection by less than one second. This falls within the range of day to day fluctuation and as such would not be noticed by the average user.
- The proposed project meets City of Kirkland concurrency standard.
- Increases in traffic volumes at study intersections would likely result in a proportionate increase in the probability of collisions.
- The proposed project would have little, if any, impact on existing non-motorized facilities or existing transit service.
- The proposed parking supply would not meet Kirkland minimum parking supply requirements; however, the peak parking demand for the project would be served by the total parking supply for the Plaza at Yarrow Bay complex. A variance is requested to allow the project to provide less than code requirements.
- Specific off-site mitigation measures are not recommended, nor required, to reduce/offset potential site-generated traffic impacts.
- The site access would operate acceptably during the weekday PM peak hour.

Appendix A: Proportionate Share Impact Worksheets

Proportional Share Impact Worksheet

Input appropriate information in green cells

¹ See "Intersection Description" worksheet for descriptions

Project Name:	The Plaza at Yarrow Bay		Through Lanes¹
Major Street¹	Lake Washington Blvd	# of Lanes* = 1	
Minor Street¹	Lakeview Dr	# of Lanes* = 1	

¹ May Change without notice, call Thang Nguyen 425-587-3869 with questions

DATE: 9/8/2008

Daily Project Traffic Entering the Intersection (Total of both approaches divided by two)	Daily Volumes	Entering Leg Volumes *		
		Major	Minor	
Major Street Volume $V_1 =$	49	72	26	Major
Minor Street Volume $V_2 =$	26.5	52	1	Minor

***Do not leave cell empty for zero volume**

Determine Geometric Factors

Number of Lanes		Geometric Factors			
Major Street	Minor Street	f_1	f_2	f_3	f_4
2	2	1.000	1.330	1.000	1.330
2	1	1.000	1.000	1.000	1.000
1	2	0.833	1.330	0.833	1.330
1	1	0.833	1.000	0.833	1.000

f_1	f_2	f_3	f_4
0.833	1	0.833	1

Calculate Base Percentages

$P_1 = V_1 / (10,000 \times f_1) =$	0.59%
$P_2 = V_2 / (5,000 \times f_2) =$	0.53%
$P_3 = V_1 / (15,000 \times f_3) =$	0.39%
$P_4 = V_2 / (2,500 \times f_4) =$	1.06%

Calculate Proportional Share

$S_1 = (P_1 + P_2) / 2 =$	0.56%
$S_2 = (P_3 + P_4) / 2 =$	0.73%

Intersection Proportional Share = Maximum of S1 and S2 = 0.73%
Significant Intersection? no

1. Number of through lanes. Do not count exclusive turn lanes. Use the smaller number of lanes if the number of lanes is unequal on two legs. For Example, if one minor leg has two lanes and one minor leg has one lane, the number of lanes on the minor leg is one.

Computed By: JBB
Company: Transpo Group

Proportional Share Impact Worksheet

Input appropriate information in green cells

¹ See "Intersection Description" worksheet for descriptions

Project Name:	The Plaza at Yarrow Bay		Through Lanes¹
Major Street¹	Lake Washington Blvd	# of Lanes* =	1
Minor Street¹	NE 38th PI	# of Lanes* =	1

¹ May Change without notice, call Thang Nguyen 425-587-3869 with questions

DATE: 9/8/2008

Daily Project Traffic Entering the Intersection		Daily Volumes	Entering Leg Volumes*		
(Total of both approaches divided by two)	Major Street	Volume V ₁ =	81.5	85	78
(Total of both approaches divided by two)	Minor Street	Volume V ₂ =	1	1	1

***Do not leave cell empty for zero volume**

Determine Geometric Factors

Number of Lanes		Geometric Factors			
Major Street	Minor Street	f ₁	f ₂	f ₃	f ₄
2	2	1.000	1.330	1.000	1.330
2	1	1.000	1.000	1.000	1.000
1	2	0.833	1.330	0.833	1.330
1	1	0.833	1.000	0.833	1.000

f ₁	f ₂	f ₃	f ₄
0.833	1	0.833	1

Calculate Base Percentages

P₁ = V₁ / (10,000 x f₁) = 0.98%

P₂ = V₂ / (5,000 x f₂) = 0.02%

P₃ = V₁ / (15,000 x f₃) = 0.65%

P₄ = V₂ / (2,500 x f₄) = 0.04%

Calculate Proportional Share

S₁ = (P₁ + P₂) / 2 = 0.50%

S₂ = (P₃ + P₄) / 2 = 0.35%

Intersection Proportional Share = Maximum of S1 and S2 = 0.50%

Significant Intersection? no

1. Number of through lanes. Do not count exclusive turn lanes. Use the smaller number of lanes if the number of lanes is unequal on two legs. For Example, if one minor leg has two lanes and one minor leg has one lane, the number of lanes on the minor leg is one.

Computed By: JBB

Company: Transpo Group

Proportional Share Impact Worksheet

Input appropriate information in green cells

¹ See "Intersection Description" worksheet for descriptions

Project Name:	The Plaza at Yarrow Bay		Through Lanes¹
Major Street¹	Lake St	# of Lanes* =	1
Minor Street¹	Kirkland Ave	# of Lanes* =	1

¹ May Change without notice, call Thang Nguyen 425-587-3869 with questions

DATE: 9/8/2008

Daily Project Traffic Entering the Intersection

(Total of both approaches divided by two)
 (Total of both approaches divided by two)

	Daily Volumes	Entering Leg Volumes *	
Major Street Volume $V_1 =$	26	26	26
Minor Street Volume $V_2 =$	1	1	1

Major
Minor

*Do not leave cell empty for zero volume

Determine Geometric Factors

Number of Lanes		Geometric Factors			
Major Street	Minor Street	f_1	f_2	f_3	f_4
2	2	1.000	1.330	1.000	1.330
2	1	1.000	1.000	1.000	1.000
1	2	0.833	1.330	0.833	1.330
1	1	0.833	1.000	0.833	1.000

f_1	f_2	f_3	f_4
0.833	1	0.833	1

Calculate Base Percentages

$P_1 = V_1 / (10,000 \times f_1) =$ 0.31%

$P_2 = V_2 / (5,000 \times f_2) =$ 0.02%

$P_3 = V_1 / (15,000 \times f_3) =$ 0.21%

$P_4 = V_2 / (2,500 \times f_4) =$ 0.04%

Calculate Proportional Share

$S_1 = (P_1 + P_2) / 2 =$ 0.17%

$S_2 = (P_3 + P_4) / 2 =$ 0.12%

Intersection Proportional Share = Maximum of S1 and S2 = 0.17%
Significant Intersection? no

1. Number of through lanes. Do not count exclusive turn lanes. Use the smaller number of lanes if the number of lanes is unequal on two legs. For Example, if one minor leg has two lanes and one minor leg has one lane, the number of lanes on the minor leg is one.

Computed By: JBB
Company: Transpo Group

Proportional Share Impact Worksheet

Input appropriate information in green cells

¹ See "Intersection Description" worksheet for descriptions

Project Name:	The Plaza at Yarrow Bay		Through Lanes¹
Major Street¹	Central Way	# of Lanes* = 2	
Minor Street¹	Lake St	# of Lanes* = 1	

¹ May Change without notice, call Thang Nguyen 425-587-3869 with questions

DATE: 9/8/2008

Daily Project Traffic Entering the Intersection

(Total of both approaches divided by two)
 (Total of both approaches divided by two)

	Daily Volumes	Entering Leg Volumes*	
Major Street Volume $V_1 =$	13.5	26	1
Minor Street Volume $V_2 =$	11	21	1

Major
Minor

***Do not leave cell empty for zero volume**

Determine Geometric Factors

Number of Lanes		Geometric Factors			
Major Street	Minor Street	f_1	f_2	f_3	f_4
2	2	1.000	1.330	1.000	1.330
2	1	1.000	1.000	1.000	1.000
1	2	0.833	1.330	0.833	1.330
1	1	0.833	1.000	0.833	1.000

f_1	f_2	f_3	f_4
1	1	1	1

Calculate Base Percentages

$P_1 = V_1 / (10,000 \times f_1) = 0.14\%$
 $P_2 = V_2 / (5,000 \times f_2) = 0.22\%$
 $P_3 = V_1 / (15,000 \times f_3) = 0.09\%$
 $P_4 = V_2 / (2,500 \times f_4) = 0.44\%$

Calculate Proportional Share

$S_1 = (P_1 + P_2) / 2 = 0.18\%$
 $S_2 = (P_3 + P_4) / 2 = 0.27\%$

Intersection Proportional Share = Maximum of S1 and S2 = 0.27%
Significant Intersection? no

1. Number of through lanes. Do not count exclusive turn lanes. Use the smaller number of lanes if the number of lanes is unequal on two legs. For Example, if one minor leg has two lanes and one minor leg has one lane, the number of lanes on the minor leg is one.

Computed By: JBB
Company: Transpo Group

Proportional Share Impact Worksheet

Input appropriate information in green cells

¹ See "Intersection Description" worksheet for descriptions

Project Name:	The Plaza at Yarrow Bay		Through Lanes¹
Major Street¹	Central Way	# of Lanes* = 2	
Minor Street¹	3rd St	# of Lanes* = 1	

¹ May Change without notice, call Thang Nguyen 425-587-3869 with questions

DATE: 9/8/2008

Daily Project Traffic Entering the Intersection

(Total of both approaches divided by two)
 (Total of both approaches divided by two)

	Daily Volumes	Entering Leg Volumes*	
Major Street Volume $V_1 =$	1	1	1
Minor Street Volume $V_2 =$	13	25	1

Major
Minor

***Do not leave cell empty for zero volume**

Determine Geometric Factors

Number of Lanes		Geometric Factors			
Major Street	Minor Street	f_1	f_2	f_3	f_4
2	2	1.000	1.330	1.000	1.330
2	1	1.000	1.000	1.000	1.000
1	2	0.833	1.330	0.833	1.330
1	1	0.833	1.000	0.833	1.000

f_1	f_2	f_3	f_4
1	1	1	1

Calculate Base Percentages

$P_1 = V_1 / (10,000 \times f_1) =$ 0.01%
 $P_2 = V_2 / (5,000 \times f_2) =$ 0.26%
 $P_3 = V_1 / (15,000 \times f_3) =$ 0.01%
 $P_4 = V_2 / (2,500 \times f_4) =$ 0.52%

Calculate Proportional Share

$S_1 = (P_1 + P_2) / 2 =$ 0.14%
 $S_2 = (P_3 + P_4) / 2 =$ 0.26%

Intersection Proportional Share = Maximum of S1 and S2 = 0.26%
Significant Intersection? no

1. Number of through lanes. Do not count exclusive turn lanes. Use the smaller number of lanes if the number of lanes is unequal on two legs. For Example, if one minor leg has two lanes and one minor leg has one lane, the number of lanes on the minor leg is one.

Computed By: JBB
Company: Transpo Group

Proportional Share Impact Worksheet

Input appropriate information in green cells

¹ See "Intersection Description" worksheet for descriptions

Project Name:	The Plaza at Yarrow Bay		Through Lanes¹
Major Street¹	108th Ave NE	# of Lanes* = 1	
Minor Street¹	NE 68th St	# of Lanes* = 1	

¹ May Change without notice, call Thang Nguyen 425-587-3869 with questions

DATE: 9/8/2008

Daily Project Traffic Entering the Intersection

(Total of both approaches divided by two)
 (Total of both approaches divided by two)

	Daily Volumes	Entering Leg Volumes *	
Major Street Volume $V_1 =$	13.5	26	1
Minor Street Volume $V_2 =$	1	1	1

Major
Minor

***Do not leave cell empty for zero volume**

Determine Geometric Factors

Number of Lanes		Geometric Factors			
Major Street	Minor Street	f_1	f_2	f_3	f_4
2	2	1.000	1.330	1.000	1.330
2	1	1.000	1.000	1.000	1.000
1	2	0.833	1.330	0.833	1.330
1	1	0.833	1.000	0.833	1.000

f_1	f_2	f_3	f_4
0.833	1	0.833	1

Calculate Base Percentages

$P_1 = V_1 / (10,000 \times f_1) =$ 0.16%
 $P_2 = V_2 / (5,000 \times f_2) =$ 0.02%
 $P_3 = V_1 / (15,000 \times f_3) =$ 0.11%
 $P_4 = V_2 / (2,500 \times f_4) =$ 0.04%

Calculate Proportional Share

$S_1 = (P_1 + P_2) / 2 =$ 0.09%
 $S_2 = (P_3 + P_4) / 2 =$ 0.07%

Intersection Proportional Share = Maximum of S1 and S2 = 0.09%
Significant Intersection? no

1. Number of through lanes. Do not count exclusive turn lanes. Use the smaller number of lanes if the number of lanes is unequal on two legs. For Example, if one minor leg has two lanes and one minor leg has one lane, the number of lanes on the minor leg is one.

Computed By: JBB
Company: Transpo Group

Proportional Share Impact Worksheet

Input appropriate information in green cells

¹ See "Intersection Description" worksheet for descriptions

Project Name:	The Plaza at Yarrow Bay		Through Lanes¹
Major Street¹	3rd Ave	# of Lanes* =	1
Minor Street¹	Kirkland Ave	# of Lanes* =	1

¹ May Change without notice, call Thang Nguyen 425-587-3869 with questions

DATE: 9/8/2008

Daily Project Traffic Entering the Intersection

(Total of both approaches divided by two)
 (Total of both approaches divided by two)

	Daily Volumes	Entering Leg Volumes *	
Major Street Volume $V_1 =$	1	1	1
Minor Street Volume $V_2 =$	25.5	25	26

Major
Minor

*Do not leave cell empty for zero volume

Determine Geometric Factors

Number of Lanes		Geometric Factors			
Major Street	Minor Street	f_1	f_2	f_3	f_4
2	2	1.000	1.330	1.000	1.330
2	1	1.000	1.000	1.000	1.000
1	2	0.833	1.330	0.833	1.330
1	1	0.833	1.000	0.833	1.000

f_1	f_2	f_3	f_4
0.833	1	0.833	1

Calculate Base Percentages

$P_1 = V_1 / (10,000 \times f_1) =$ 0.01%

$P_2 = V_2 / (5,000 \times f_2) =$ 0.51%

$P_3 = V_1 / (15,000 \times f_3) =$ 0.01%

$P_4 = V_2 / (2,500 \times f_4) =$ 1.02%

Calculate Proportional Share

$S_1 = (P_1 + P_2) / 2 =$ 0.26%

$S_2 = (P_3 + P_4) / 2 =$ 0.51%

Intersection Proportional Share = Maximum of S1 and S2 = 0.51%
Significant Intersection? no

1. Number of through lanes. Do not count exclusive turn lanes. Use the smaller number of lanes if the number of lanes is unequal on two legs. For Example, if one minor leg has two lanes and one minor leg has one lane, the number of lanes on the minor leg is one.

Computed By: JBB
Company: Transpo Group

Proportional Share Impact Worksheet

Input appropriate information in green cells

¹ See "Intersection Description" worksheet for descriptions

Project Name:	The Plaza at Yarrow Bay		Through Lanes¹
Major Street¹	NE 68th St	# of Lanes* =	1
Minor Street¹	State St	# of Lanes* =	1

¹ May Change without notice, call Thang Nguyen 425-587-3869 with questions

DATE: 9/8/2008

Daily Project Traffic Entering the Intersection		Daily Volumes	Entering Leg Volumes*			
(Total of both approaches divided by two)	Major Street	Volume V ₁ =	32	38	26	Major
(Total of both approaches divided by two)	Minor Street	Volume V ₂ =	13.5	26	1	Minor

***Do not leave cell empty for zero volume**

Determine Geometric Factors

Number of Lanes		Geometric Factors			
Major Street	Minor Street	f ₁	f ₂	f ₃	f ₄
2	2	1.000	1.330	1.000	1.330
2	1	1.000	1.000	1.000	1.000
1	2	0.833	1.330	0.833	1.330
1	1	0.833	1.000	0.833	1.000

f ₁	f ₂	f ₃	f ₄
0.833	1	0.833	1

Calculate Base Percentages

P₁ = V₁ / (10,000 x f₁) = 0.38%

P₂ = V₂ / (5,000 x f₂) = 0.27%

P₃ = V₁ / (15,000 x f₃) = 0.26%

P₄ = V₂ / (2,500 x f₄) = 0.54%

Calculate Proportional Share

S₁ = (P₁ + P₂) / 2 = 0.33%

S₂ = (P₃ + P₄) / 2 = 0.40%

Intersection Proportional Share = Maximum of S1 and S2 = 0.40%
Significant Intersection? no

1. Number of through lanes. Do not count exclusive turn lanes. Use the smaller number of lanes if the number of lanes is unequal on two legs. For Example, if one minor leg has two lanes and one minor leg has one lane, the number of lanes on the minor leg is one.

Computed By: JBB
Company: Transpo Group

Highway Capacity Manual, 2000

Signalized intersection level of service (LOS) is defined in terms of the average total vehicle delay of all movements through an intersection. Vehicle delay is a method of quantifying several intangible factors, including driver discomfort, frustration, and lost travel time. Specifically, LOS criteria are stated in terms of average delay per vehicle during a specified time period (for example, the PM peak hour). Vehicle delay is a complex measure based on many variables, including signal phasing (i.e., progression of movements through the intersection), signal cycle length, and traffic volumes with respect to intersection capacity. Table 1 shows LOS criteria for signalized intersections, as described in the *Highway Capacity Manual* (Transportation Research Board, Special Report 209, 2000).

Table 1. Level of Service Criteria for Signalized Intersections

Level of Service	Average Control Delay (sec/veh)	General Description (Signalized Intersections)
A	≤10	Free Flow
B	>10 - 20	Stable Flow (slight delays)
C	>20 - 35	Stable flow (acceptable delays)
D	>35 - 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 - 80	Unstable flow (intolerable delay)
F	>80	Forced flow (jammed)

Source: *Highway Capacity Manual*, Transportation Research Board, Special Report 209, 2000.

Unsignalized intersection LOS criteria can be further reduced into two intersection types: all-way stop-controlled and two-way stop-controlled. All-way, stop-controlled intersection LOS is expressed in terms of the average vehicle delay of all of the movements, much like that of a signalized intersection. Two-way, stop-controlled intersection LOS is defined in terms of the average vehicle delay of an individual movement(s). This is because the performance of a two-way, stop-controlled intersection is more closely reflected in terms of its individual movements, rather than its performance overall. For this reason, LOS for a two-way, stop-controlled intersection is defined in terms of its individual movements. With this in mind, total average vehicle delay (i.e., average delay of all movements) for a two-way, stop-controlled intersection should be viewed with discretion. Table 2 shows LOS criteria for unsignalized intersections (both all-way and two-way, stop-controlled).

Table 2. Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay (sec/veh)
A	0 - 10
B	>10 - 15
C	>15 - 25
D	>25 - 35
E	>35 - 50
F	>50

Source: *Highway Capacity Manual*, Transportation Research Board, Special Report 209, 2000.

HCM Signalized Intersection Capacity Analysis
2: NE Points Dr & Bellevue Way

Yarrow Bay Plaza Expansion
2013 Baseline

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Volume (vph)	65	85	127	338	146	332	15	984	397	265	931	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	14	13	11	12	12	11	12	15	11	11	12
Grade (%)	0%			0%			-2%			0%		
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Flt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1987	1636	1711	1863	1583	1728	3575	1759	1711	3421	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1987	1636	1711	1863	1583	1728	3575	1759	1711	3421	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	68	89	134	356	154	349	16	1036	418	279	980	18
RTOR Reduction (vph)	0	0	122	0	0	253	0	0	85	0	0	3
Lane Group Flow (vph)	68	89	12	356	154	96	16	1036	333	279	980	15
Turn Type	Prot	Prot	Prot	Prot	Perm	Prot	Prot	Prot	Prot	Prot	Perm	Perm
Protected Phases	3	8	8	7	4	5	2	2	1	6		
Permitted Phases					4						6	
Actuated Green, G (s)	6.0	9.3	9.3	30.2	33.5	33.5	2.6	44.8	44.8	25.3	67.5	67.5
Effective Green, g (s)	8.0	11.3	11.3	32.2	35.5	35.5	4.6	46.8	46.8	27.3	69.5	69.5
Actuated g/C Ratio	0.06	0.09	0.09	0.25	0.27	0.27	0.04	0.36	0.36	0.21	0.54	0.54
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	109	173	143	425	510	434	61	1291	635	360	1835	849
v/s Ratio Prot	0.04	c0.04	0.01	c0.21	0.08		0.01	c0.29	0.19	c0.16	0.29	
v/s Ratio Perm					0.06						0.01	
v/c Ratio	0.62	0.51	0.08	0.84	0.30	0.22	0.26	0.80	0.52	0.78	0.53	0.02
Uniform Delay, d1	59.3	56.5	54.4	46.2	37.2	36.4	60.8	37.2	32.6	48.3	19.5	14.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.8	1.1	0.1	12.9	0.1	0.1	0.8	3.5	0.4	9.2	0.2	0.0
Delay (s)	67.1	57.6	54.5	59.1	37.4	36.4	61.7	40.7	33.0	57.4	19.7	14.1
Level of Service	E	E	D	E	D	D	E	D	C	E	B	B
Approach Delay (s)	58.4			46.0			38.8			27.8		
Approach LOS	E			D			D			C		

Intersection Summary			
HCM Average Control Delay	38.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	129.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: NE Northrup Way & 108th Ave NE

Yarrow Bay Plaza Expansion
2013 Baseline

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Volume (vph)	182	134	315	325	404	331	456	376	111	125	352	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	9	11	11	10	13	12	11	12	12	11
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		0.95	0.95	1.00	1.00	0.95	
Flt	1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1801	1425	1711	3190		1737	1759	1531	1770	3460	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1801	1425	1711	3190		1737	1759	1531	1770	3460	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	192	141	332	342	425	348	480	396	117	132	371	65
RTOR Reduction (vph)	0	0	64	0	98	0	0	0	57	0	11	0
Lane Group Flow (vph)	192	141	268	342	675	0	427	449	60	132	425	0
Turn Type	Prot		pt+ov	Prot			Split		pm+ov	Split		
Protected Phases	1	6	6 4	5	2		4	4	5	3	3	
Permitted Phases							4					
Actuated Green, G (s)	17.8	31.1	73.1	30.5	43.8		37.0	37.0	67.5	21.4	21.4	
Effective Green, g (s)	19.8	33.1	75.1	32.5	45.8		39.0	39.0	71.5	23.4	23.4	
Actuated g/C Ratio	0.14	0.24	0.54	0.23	0.33		0.28	0.28	0.51	0.17	0.17	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	250	426	764	397	1044		484	490	782	296	578	
v/s Ratio Prot	0.11	0.08	0.19	c0.20	c0.21		0.25	c0.26	0.02	0.07	c0.12	
v/s Ratio Perm							0.02					
v/c Ratio	0.77	0.33	0.35	0.86	0.65		0.88	0.92	0.08	0.45	0.74	
Uniform Delay, d1	57.9	44.3	18.5	51.6	40.2		48.3	48.9	17.4	52.5	55.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.96	0.96	1.50	1.00	1.00	
Incremental Delay, d2	12.0	2.1	0.1	16.6	3.1		15.5	20.1	0.0	0.4	4.2	
Delay (s)	69.9	46.4	18.6	68.2	43.3		61.9	67.2	26.2	52.9	59.5	
Level of Service	E	D	B	E	D		E	E	C	D	E	
Approach Delay (s)	39.3			50.9			60.1			58.0		
Approach LOS	D			D			E			E		

Intersection Summary			
HCM Average Control Delay	52.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: SR 520 WB On & 108th Ave NE

Yarrow Bay Plaza Expansion
2013 Baseline

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔	↔	↔	↔	↔			↔	↔
Volume (vph)	0	0	0	297	90	646	81	354	0	0	929	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Util. Factor				0.95	0.91	0.95	1.00	1.00			0.95	1.00
Frt				1.00	0.90	0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1681	1513	1504	1770	1863			3539	1583
Flt Permitted				0.95	1.00	1.00	0.22	1.00			1.00	1.00
Satd. Flow (perm)				1681	1513	1504	406	1863			3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	313	95	680	85	373	0	0	978	131
RTOR Reduction (vph)	0	0	0	0	72	280	0	0	0	0	0	37
Lane Group Flow (vph)	0	0	0	282	340	114	85	373	0	0	978	94
Turn Type				Split		Perm	pm+pt				Perm	
Protected Phases				4	4		1	6			2	
Permitted Phases						4	6					2
Actuated Green, G (s)				38.4	38.4	38.4	91.6	91.6			77.6	77.6
Effective Green, g (s)				40.4	40.4	40.4	93.6	93.6			79.6	79.6
Actuated g/C Ratio				0.29	0.29	0.29	0.67	0.67			0.57	0.57
Clearance Time (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	2.0
Lane Grp Cap (vph)				485	437	434	379	1246			2012	900
v/s Ratio Prot				0.17	0.22		0.02	0.20			0.28	
v/s Ratio Perm						0.08	0.13					0.06
v/c Ratio				0.58	0.78	0.26	0.22	0.30			0.49	0.10
Uniform Delay, d1				42.6	45.7	38.3	19.3	9.6			18.0	13.9
Progression Factor				1.00	1.00	1.00	1.00	1.00			0.58	0.44
Incremental Delay, d2				1.1	7.8	0.1	0.1	0.6			0.7	0.2
Delay (s)				43.7	53.5	38.4	19.4	10.2			11.1	6.3
Level of Service				D	D	D	B	B			B	A
Approach Delay (s)		0.0			45.5			11.9				10.5
Approach LOS		A			D			B				B
Intersection Summary												
HCM Average Control Delay				25.1			HCM Level of Service					C
HCM Volume to Capacity ratio				0.55								
Actuated Cycle Length (s)				140.0			Sum of lost time (s)				6.0	
Intersection Capacity Utilization				58.7%			ICU Level of Service				B	
Analysis Period (min)				15								
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
5: NE Points Dr & Driveway

Yarrow Bay Plaza Expansion
2013 Baseline

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔		↔	↔	↔
Volume (veh/h)	1	172	0	8	151	19	0	0	5	100	1	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1	181	0	8	159	20	0	0	5	105	1	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)								427				
pX, platoon unblocked												
vC, conflicting volume	179			181			282	379	91	284	369	89
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	179			181			282	379	91	284	369	89
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	99	84	100	100
cM capacity (veh/h)	1394			1392			642	548	949	640	555	951
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2					
Volume Total	92	91	88	99	5	105	3					
Volume Left	1	0	8	0	0	105	0					
Volume Right	0	0	0	20	5	0	2					
cSH	1394	1700	1392	1700	949	640	768					
Volume to Capacity	0.00	0.05	0.01	0.06	0.01	0.16	0.00					
Queue Length 95th (ft)	0	0	0	0	0	15	0					
Control Delay (s)	0.1	0.0	0.8	0.0	8.8	11.7	9.7					
Lane LOS	A		A		A	B	A					
Approach Delay (s)	0.0		0.4		8.8	11.7						
Approach LOS					A	B						
Intersection Summary												
Average Delay					2.9							
Intersection Capacity Utilization					29.6%		ICU Level of Service				A	
Analysis Period (min)					15							

HCM Signalized Intersection Capacity Analysis
2: NE Points Dr & Bellevue Way

Yarrow Bay Plaza Expansion
2013 With-Project

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↗	↘	↔	↗	↘	↔	↗	↘	↔	↗	↘
Volume (vph)	73	117	143	338	152	332	19	984	397	265	931	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	14	13	11	12	12	11	12	15	11	11	12
Grade (%)	0%			0%			-2%			0%		
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1987	1636	1711	1863	1583	1728	3575	1759	1711	3421	1583
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1987	1636	1711	1863	1583	1728	3575	1759	1711	3421	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	77	123	151	356	160	349	20	1036	418	279	980	19
RTOR Reduction (vph)	0	0	139	0	0	260	0	0	85	0	0	3
Lane Group Flow (vph)	77	123	12	356	160	89	20	1036	333	279	980	16
Turn Type	Prot	Prot	Prot	Prot	Perm	Prot	Prot	Prot	Prot	Prot	Perm	Perm
Protected Phases	3	8	8	7	4	5	2	2	1	6		
Permitted Phases					4						6	
Actuated Green, G (s)	7.9	8.2	8.2	30.2	30.5	30.5	4.0	43.9	43.9	25.3	65.2	65.2
Effective Green, g (s)	9.9	10.2	10.2	32.2	32.5	32.5	6.0	45.9	45.9	27.3	67.2	67.2
Actuated g/C Ratio	0.08	0.08	0.08	0.25	0.25	0.25	0.05	0.36	0.36	0.21	0.53	0.53
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	137	159	131	432	475	403	81	1286	633	366	1802	834
v/s Ratio Prot	0.04	c0.06	0.01	c0.21	0.09		0.01	c0.29	0.19	c0.16	0.29	
v/s Ratio Perm					0.06						0.01	
v/c Ratio	0.56	0.77	0.09	0.82	0.34	0.22	0.25	0.81	0.53	0.76	0.54	0.02
Uniform Delay, d1	56.8	57.6	54.4	45.0	38.8	37.5	58.6	36.8	32.3	47.1	20.0	14.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.1	18.9	0.1	11.5	0.2	0.1	0.6	3.6	0.4	8.2	0.2	0.0
Delay (s)	59.9	76.5	54.5	56.5	38.9	37.6	59.2	40.4	32.6	55.3	20.2	14.4
Level of Service	E	E	D	E	D	D	E	D	C	E	C	B
Approach Delay (s)	63.4			45.7			38.4			27.8		
Approach LOS	E			D			D			C		
Intersection Summary												
HCM Average Control Delay	38.8			HCM Level of Service			D					
HCM Volume to Capacity ratio	0.80											
Actuated Cycle Length (s)	127.6			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	80.1%			ICU Level of Service			D					
Analysis Period (min)	15											
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
3: NE Northrup Way & 108th Ave NE

Yarrow Bay Plaza Expansion
2013 With-Project

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↗	↘	↔	↗	↘	↔	↗	↘	↔	↗	↘
Volume (vph)	185	140	338	325	405	331	460	376	111	125	352	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	9	11	11	10	13	12	11	12	12	11
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		0.95	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85	1.00	0.98	
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1801	1425	1711	3191		1737	1759	1531	1770	3459	
Fit Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1801	1425	1711	3191		1737	1759	1531	1770	3459	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	195	147	356	342	426		348	484	396	117	371	66
RTOR Reduction (vph)	0	0	64	0	98		0	0	57	0	11	0
Lane Group Flow (vph)	195	147	292	342	676		431	449	60	132	426	0
Turn Type	Prot	pt+ov	Prot	Split	pm+ov	Split						
Protected Phases	1	6	6 4	5	2	4	4	5	3	3		
Permitted Phases						4						
Actuated Green, G (s)	17.9	31.1	73.1	30.5	43.7		37.0	37.0	67.5	21.4	21.4	
Effective Green, g (s)	19.9	33.1	75.1	32.5	45.7		39.0	39.0	71.5	23.4	23.4	
Actuated g/C Ratio	0.14	0.24	0.54	0.23	0.33		0.28	0.28	0.51	0.17	0.17	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	252	426	764	397	1042		484	490	782	296	578	
v/s Ratio Prot	0.11	0.08	0.20	c0.20	c0.21		0.25	c0.26	0.02	0.07	c0.12	
v/s Ratio Perm							0.02					
v/c Ratio	0.77	0.35	0.38	0.86	0.65		0.89	0.92	0.08	0.45	0.74	
Uniform Delay, d1	57.9	44.4	18.9	51.6	40.3		48.5	48.9	17.4	52.5	55.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.96	0.96	1.49	1.00	1.00	
Incremental Delay, d2	12.6	2.2	0.1	16.6	3.1		16.6	20.1	0.0	0.4	4.2	
Delay (s)	70.5	46.6	19.0	68.2	43.4		63.3	67.1	26.0	52.9	59.6	
Level of Service	E	D	B	E	D		E	E	C	D	E	
Approach Delay (s)	39.2			51.0			60.6			58.0		
Approach LOS	D			D			E			E		
Intersection Summary												
HCM Average Control Delay	52.6			HCM Level of Service			D					
HCM Volume to Capacity ratio	0.79											
Actuated Cycle Length (s)	140.0			Sum of lost time (s)			9.0					
Intersection Capacity Utilization	79.8%			ICU Level of Service			D					
Analysis Period (min)	15											
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
4: SR 520 WB On & 108th Ave NE

Yarrow Bay Plaza Expansion
2013 With-Project

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔	↔	↔	↔	↔			↔	↔
Volume (vph)	0	0	0	297	90	650	81	354	0	0	951	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Util. Factor				0.95	0.91	0.95	1.00	1.00			0.95	1.00
Frt				1.00	0.90	0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1681	1513	1504	1770	1863			3539	1583
Flt Permitted				0.95	1.00	1.00	0.21	1.00			1.00	1.00
Satd. Flow (perm)				1681	1513	1504	391	1863			3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	313	95	684	85	373	0	0	1001	131
RTOR Reduction (vph)	0	0	0	0	72	282	0	0	0	0	0	36
Lane Group Flow (vph)	0	0	0	282	341	115	85	373	0	0	1001	95
Turn Type				Split		Perm	pm+pt				Perm	
Protected Phases				4	4		1	6			2	
Permitted Phases						4	6					2
Actuated Green, G (s)				38.5	38.5	38.5	91.5	91.5			77.5	77.5
Effective Green, g (s)				40.5	40.5	40.5	93.5	93.5			79.5	79.5
Actuated g/C Ratio				0.29	0.29	0.29	0.67	0.67			0.57	0.57
Clearance Time (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	2.0
Lane Grp Cap (vph)				486	438	435	369	1244			2010	899
v/s Ratio Prot				0.17	0.23		0.02	0.20			0.28	
v/s Ratio Perm						0.08	0.14					0.06
v/c Ratio				0.58	0.78	0.26	0.23	0.30			0.50	0.11
Uniform Delay, d1				42.5	45.6	38.3	20.0	9.7			18.2	13.9
Progression Factor				1.00	1.00	1.00	1.00	1.00			0.61	0.50
Incremental Delay, d2				1.1	7.8	0.1	0.1	0.6			0.7	0.2
Delay (s)				43.6	53.4	38.4	20.1	10.3			11.8	7.1
Level of Service				D	D	D	C	B			B	A
Approach Delay (s)		0.0			45.4			12.1				11.2
Approach LOS		A			D			B				B
Intersection Summary												
HCM Average Control Delay				25.3			HCM Level of Service					C
HCM Volume to Capacity ratio				0.56								
Actuated Cycle Length (s)				140.0			Sum of lost time (s)				6.0	
Intersection Capacity Utilization				59.3%			ICU Level of Service				B	
Analysis Period (min)				15								
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
5: NE Points Dr & Driveway

Yarrow Bay Plaza Expansion
2013 With-Project

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔		↔	↔	↔
Volume (veh/h)	1	172	0	8	151	30	0	0	5	156	1	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1	181	0	8	159	32	0	0	5	164	1	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)								427				
pX, platoon unblocked												
vC, conflicting volume	191			181			282	391	91	289	375	95
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	191			181			282	391	91	289	375	95
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	99	74	100	100
cM capacity (veh/h)	1381			1392			642	540	949	634	551	943
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2					
Volume Total	92	91	88	111	5	164	3					
Volume Left	1	0	8	0	0	164	0					
Volume Right	0	0	0	32	5	0	2					
cSH	1381	1700	1392	1700	949	634	762					
Volume to Capacity	0.00	0.05	0.01	0.07	0.01	0.26	0.00					
Queue Length 95th (ft)	0	0	0	0	0	26	0					
Control Delay (s)	0.1	0.0	0.8	0.0	8.8	12.7	9.7					
Lane LOS	A		A		A	B	A					
Approach Delay (s)	0.0		0.3		8.8	12.6						
Approach LOS			A		B							
Intersection Summary												
Average Delay				4.0								
Intersection Capacity Utilization				33.1%			ICU Level of Service				A	
Analysis Period (min)				15								

Appendix D: Concurrency Test Notice

CITY OF KIRKLAND

123 FIFTH AVENUE ● KIRKLAND, WASHINGTON 98033-6189 ● (425) 587-3000

**DEPARTMENT OF PUBLIC WORKS
MEMORANDUM**

To: Planning Department

From: Thang Nguyen, Transportation Engineer

Date: September 5, 2008

Subject: Plaza at Yarrow Bay Office Concurrency Test Notice, CON08-00002

The purpose of this memo is to inform you that the proposed redevelopment of the Plaza at Yarrow Bay Office development has passed traffic concurrency. This memo will serve as the traffic concurrency test notice.

Project Description

The applicant proposes to construct a new 77,000 square feet office building on the existing surface parking at the Yarrow Bay office complex located at the northwest corner of Lake Washington Blvd/Points Drive NE. The new office is estimated to generate 850 daily and 95 PM peak hour trips. The proposed development is anticipated to be built and occupied by the end of 2010.

The proposed project passed traffic concurrency. This memo will serve as the concurrency test notice for the proposed project. Per *Section 25.10.020 Procedures* of the KMC, this Concurrency Test Notice will expire in one year (September 5, 2009) unless a development permit and certificate of concurrency are issued or an extension is granted.

EXPIRATION

The concurrency test notice shall expire and a new concurrency test application is required unless:

1. A complete SEPA checklist, traffic impact analysis and all required documentation are submitted to the City within 90 calendar days of the concurrency test notice.
2. A Certificate of Concurrency is issued or an extension is requested and granted by the Public Works Department within one year of issuance of the concurrency test notice. (A Certificate of Concurrency is issued at the same time a development permit or building permit is issued if the applicant holds a valid concurrency test notice.)
3. A Certificate of Concurrency shall expire six years from the date of issuance of the concurrency test notice unless all building permits are issued for buildings approved under the concurrency test notice.

APPEALS

The concurrency test notice may be appealed by the public or agency with jurisdiction. The concurrency test notice is subject to an appeal until the SEPA review process is complete and the appeal deadline has passed. Concurrency appeals are heard before the Hearing Examiner along with any applicable SEPA appeal. For more information, refer to the Kirkland Municipal Code, Title 25. If you have any questions, please call me at x3869.

cc: Dan McKinney, Jr. - The Transpo Group
file

P	Plaza at Yarrow Bay	444	974	4) Transportation Concurrency Status	6) Transportation Concurrency Certificate Date:
2) Project Description: construct a 77,000 sf new office building at the east parking lot of Yarrow Bay office complex				PASS	
3) Build-out Year: 2010 factor = 1				5) Transportation Concurrency Test Date	7) Certificate of Occupancy Date
				Sept 3 2008	

SUMMARY OF TRAFFIC IMPACTS

8) Daily Trips	850	PM Peak Trips:	95	Impacted Subarea(s):	NW, NE, E, SW	TAZ:	236
----------------	-----	----------------	----	----------------------	---------------	------	-----

Signalized Intersection PM Peak Traffic Impact

Code	Intersection	Project PM Peak Turning Volumes												PM Peak Trips	Daily Trips	Sum of Critical Vol*	Vol. Capacity Ratio*
		Eastbound			Westbound			Northbound			Southbound						
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
	East Driveway/Points Drive NE													0			
														0			
														0			
101	Lake Wash/NE 38th Pl							15	1			2		18			
102	Lake Wash/Lakeview Dr	1						6	7			1		15			
103	State St/NE 68th St	5	2			1							1	9			
104	108th Ave NE/NE 68th St							2	2					4			
106	Central Way/3rd St							5						5			
107	Central Way/Lake St			1				4						5			
108	Lake St/Kirkland Ave							5				1		6			
111	Kirkland Ave/3rd Ave							5				1		6			
	#N/A													0			
	#N/A													0			
	#N/A													0			
	#N/A													0			
	#N/A													0			
	#N/A													0			
	#N/A													0			

Transportation Concurrency Test

Subarea No	LOS Standards		LOS with Project Impacts		a <= A?	b <= B?
	A= Max. Intersection LOS	B=Average 2014 V/C	a=No. exceeding 1.4	b=Average V/C		
Southwest (1xx)	1.4	0.90	0	0.85	yes	yes
Northwest (2xx)	1.4	0.91	0	0.88	yes	yes
Northeast (3xx)	1.4	0.88	0	0.81	yes	yes
East(4xx)	1.4	1.05	0	0.85	yes	yes

TEST RESULTS

Result: PASS

* Based on Critical Movement, Planning Method TRC #212.

1. Number of intersection exceeding Average V/C LOS Standard (2022)

1. Sixth Year Target Average V/C ratio, see step 6, part 1 of the guidelines

City of Kirkland Traffic Concurrency Report

Projected Volumes & Impacts For year: 2010

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
101	5	1316	123	63	1006	3	16	11	37	160	3	131
102	98	636	845	3	460	46	53	110	177	324	60	15
103	1	7	23	271	8	126	421	581	1	20	261	294
104	102	479	208	220	253	112	304	644	93	227	389	165
105	194	344	523	123	118	68	75	776	74	250	829	247
106	203	496	344	120	72	35	27	451	62	192	782	95
107	596	0	72	0	0	0	0	329	335	191	584	0
108	4	534	63	13	405	24	19	57	36	130	51	129
109	16	92	534	539	29	10	5	1384	1	313	1402	293
110	60	621	118	174	258	94	81	18	50	67	24	283
111	89	382	135	86	177	70	123	158	49	103	164	166
112	99	453	32	39	196	82	129	184	60	53	144	42
113	0	12	0	0	30	0	1	3	0	0	5	0
201	617	942	153	207	356	113	91	275	221	79	508	98
202	51	1064	265	369	456	43	34	69	41	364	208	931
203	347	1560	218	263	678	102	94	183	179	151	316	630
204	402	45	339	15	30	20	13	420	167	292	877	32
205	5	1648	87	16	580	4	8	1	5	49	0	19
206	25	1030	4	9	635	176	148	2	28	4	1	11
207	0	0	0	14	0	64	24	524	0	0	978	44
208	10	5	25	69	5	165	92	534	9	1019	101	85
209	42	1219	6	72	615	0	2	3	21	4	4	174
211	0	62	0	0	17	0	0	0	0	0	0	38
301	281	12	323	5	1	2	5	431	115	170	496	6
302	28	400	162	38	264	19	23	23	50	177	11	77
303	46	524	94	5	514	24	29	25	68	197	16	34
304	337	327	26	64	374	218	48	191	169	121	64	177
305	0	0	0	0	0	0	0	0	0	0	0	0
306	185	536	238	171	286	204	172	719	98	248	1158	228
307	176	273	14	658	197	26	27	252	74	239	445	358
308	118	0	110	3	4	20	20	1065	102	109	1693	11

City of Kirkland Traffic Concurrency Report

Projected Volumes & Impacts For year: 2010

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
309	131	623	0	0	388	28	56	0	211	0	0	0
310	40	176	262	373	108	122	117	604	20	184	787	573
311	547	703	209	137	360	219	205	527	227	179	619	49
312	212	275	308	419	136	135	137	782	76	253	1366	412
313	193	16	169	61	11	32	38	556	29	42	1114	118
314	1	545	197	253	452	2	2	1	1	316	0	470
315	390	591	183	231	354	193	226	764	229	201	1208	321
316	409	221	83	9	63	148	129	491	158	29	625	25
317	0	0	0	568	0	613	0	835	690	0	1314	519
318	479	0	110	0	0	2	0	1074	366	0	1389	422
319	0	0	0	0	0	0	0	611	656	583	1572	0
320	703	0	345	0	0	0	0	645	0	0	1501	0
321	0	0	0	0	0	7	4	0	0	0	0	0
322	0	0	0	0	0	0	0	5	0	0	10	0
323	0	0	0	37	0	788	704	133	0	0	50	76
324	116	636	0	1	498	12	26	0	60	0	1	1
325	14	1	10	44	4	132	68	1003	9	7	1559	35
326	77	370	203	73	144	73	54	169	57	141	387	68
327	0	0	0	0	0	0	0	597	0	0	319	0
401	87	226	40	160	121	90	140	1108	84	41	1308	363
402	174	436	68	273	11	254	379	1521	31	34	1342	328
403	239	121	53	106	43	231	232	1646	109	27	1643	78
404	43	944	76	56	508	13	13	9	24	45	14	87
405	0	0	0	3	0	1	4	1	0	0	1	8
406	110	381	163	53	224	73	159	369	63	178	510	106
407	272	530	342	15	61	176	240	492	343	268	386	26
408	58	825	14	7	478	112	332	25	60	9	24	21
409	80	75	50	73	31	96	177	1521	72	38	1521	79
410	439	361	1	0	157	558	767	1	96	1	2	4
411	0	866	209	208	640	0	0	0	9	246	0	251
412	55	37	32	19	6	26	52	1384	51	27	1623	37

City of Kirkland Traffic Concurrency Report

Projected Volumes & Impacts For year: 2010

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
413	102	461	0	0	173	112	141	0	34	0	0	0
414	0	593	79	92	110	1	0	1	0	44	1	131
415	0	0	0	0	0	0	0	0	0	0	0	0
416	115	464	31	13	202	50	48	64	74	34	184	24
417	178	1001	23	8	231	21	16	9	50	9	10	11

Yarrow Bay Parking Data

Tuesday, December 02, 2008	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM
BUILDING 1 HNDCP	0	0	0	0	0	0
BUILDING 1 UNDERGROUND	61	77	73	76	73	71
BUILDING 1 OUTDOOR	19	22	23	26	24	24
BUILDING 2 HNDCP	0	0	0	0	0	0
BUILDING 2 UNDERGROUND	42	48	55	46	49	46
BUILDING 2 OUTDOOR	40	46	48	48	49	50
BUILDING 3 BASEMENT	7	29	34	30	34	37
BUILDING 3 MIDDLE	34	62	72	67	61	62
BUILDING 3 TOP (PLAZA)	41	53	56	54	57	52
BUILDING 3 HNDCP	1	1	1	1	1	1
BUILDING 4 HDCP	0	0	0	0	1	2
BUILDING 4 UNDERGROUND	53	64	69	60	64	71
BUILDING 4 OUTDOOR	26	30	32	29	33	35
LOT BTWN BUILDINGS 1 AND 2	8	10	10	8	9	5
NE POINTS DR	0	0	0	0	0	0

Total	332	442	473	445	455	456
3-Day Average	324	434	469	429	436	462

Yarrow Bay Parking Data

Wednesday, December 03, 2008	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM
BUILDING 1 HNDCP	0	1	0	0	0	0
BUILDING 1 UNDERGROUND	66	79	80	63	80	81
BUILDING 1 OUTDOOR	14	21	26	27	30	30
BUILDING 2 HNDCP	0	1	1	1	1	1
BUILDING 2 UNDERGROUND	40	54	54	46	42	49
BUILDING 2 OUTDOOR	40	44	48	49	45	48
BUILDING 3 BASEMENT	14	22	28	24	33	33
BUILDING 3 MIDDLE	28	45	49	54	54	59
BUILDING 3 TOP (PLAZA)	39	46	47	43	46	50
BUILDING 3 HNDCP	1	2	1	1	1	1
BUILDING 4 HDCP	0	0	0	0	0	0
BUILDING 4 UNDERGROUND	44	62	70	65	70	69
BUILDING 4 OUTDOOR	29	39	42	37	34	34
LOT BTWN BUILDINGS 1 AND 2	7	12	12	9	9	10
NE POINTS DR	0	0	0	0	0	0

Total	322	428	458	419	445	465
3-Day Average	324	434	469	429	436	462

Yarrow Bay Parking Data

Thursday, December 04, 2008	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM
BUILDING 1 HNDCP	0	0	0	0	0	0
BUILDING 1 UNDERGROUND	60	80	82	73	73	77
BUILDING 1 OUTDOOR	15	18	27	27	24	23
BUILDING 2 HNDCP	0	1	1	1	0	0
BUILDING 2 UNDERGROUND	40	50	51	43	39	49
BUILDING 2 OUTDOOR	34	49	48	45	47	47
BUILDING 3 BASEMENT	11	28	27	23	23	25
BUILDING 3 MIDDLE	29	52	65	58	57	59
BUILDING 3 TOP (PLAZA)	40	51	53	50	51	57
BUILDING 3 HNDCP	0	0	0	0	0	0
BUILDING 4 HDCP	0	0	0	0	0	0
BUILDING 4 UNDERGROUND	51	58	65	63	63	69
BUILDING 4 OUTDOOR	36	38	45	39	40	38
LOT BTWN BUILDINGS 1 AND 2	10	15	15	15	9	13
NE POINTS DR	0	0	0	1	1	1

Total	326	440	479	438	427	458
3-Day Average	324	434	469	429	436	462

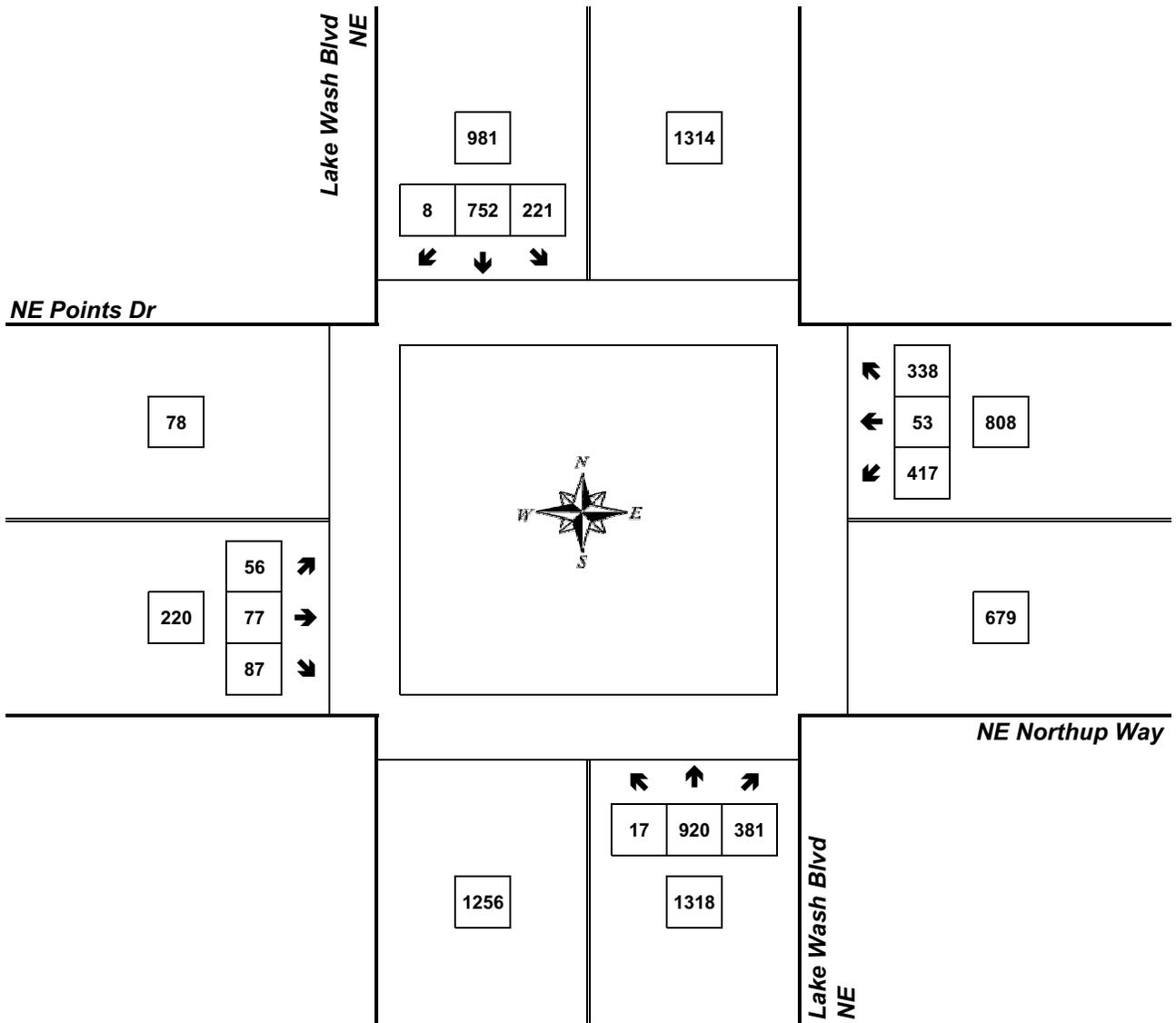
Peak Hour Summary



Mark Skaggs
(206) 251-0300

Lake Wash Blvd NE & NE Northup Way

5:00 PM to 6:00 PM
Thursday, September 18, 2008



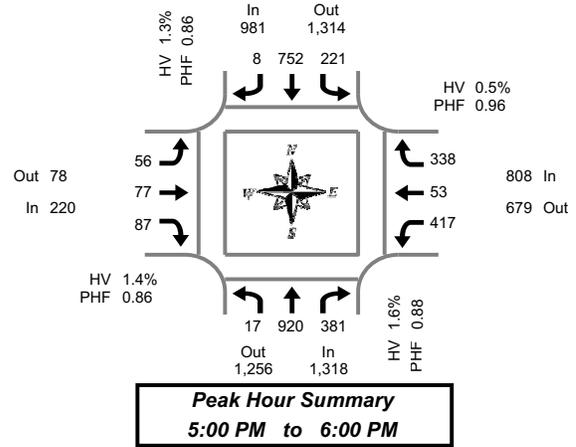
Approach	PHF	HV%	Volume
EB	0.86	1.4%	220
WB	0.96	0.5%	808
NB	0.88	1.6%	1,318
SB	0.86	1.3%	981
Intersection	0.98	1.2%	3,327

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Mark Skaggs
(206) 251-0300



Lake Wash Blvd NE & NE Northup Way

Thursday, September 18, 2008
4:00 PM to 6:00 PM

Peak Hour Summary
5:00 PM to 6:00 PM

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Lake Wash Blvd NE				Southbound Lake Wash Blvd NE				Eastbound NE Points Dr				Westbound NE Northup Way				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
4:00 PM	5	208	89	9	56	157	6	3	8	10	15	0	62	4	51	2	671
4:15 PM	2	202	85	9	45	158	2	7	6	16	14	0	91	9	58	1	688
4:30 PM	5	180	107	10	51	167	4	6	12	5	18	0	86	9	80	0	724
4:45 PM	3	238	79	6	52	179	2	6	7	20	15	0	94	7	68	1	764
5:00 PM	4	209	80	5	61	173	1	4	18	25	21	2	115	17	66	1	790
5:15 PM	3	224	92	6	63	219	2	4	17	16	21	0	110	15	69	1	851
5:30 PM	2	235	94	6	50	199	4	3	14	21	27	0	91	14	101	1	852
5:45 PM	8	252	115	4	47	161	1	2	7	15	18	1	101	7	102	1	834
Total Survey	32	1,748	741	55	425	1,413	22	35	89	128	149	3	750	82	595	8	6,174

Peak Hour Summary

5:00 PM to 6:00 PM

By Approach	Northbound Lake Wash Blvd NE				Southbound Lake Wash Blvd NE				Eastbound NE Points Dr				Westbound NE Northup Way				Total
	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	1,318	1,256	2,574	21	981	1,314	2,295	13	220	78	298	3	808	679	1,487	4	3,327
%HV	1.6%				1.3%				1.4%				0.5%				1.2%
PHF	0.88				0.86				0.86				0.96				0.98

By Movement	Northbound Lake Wash Blvd NE				Southbound Lake Wash Blvd NE				Eastbound NE Points Dr				Westbound NE Northup Way				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	17	920	381	1,318	221	752	8	981	56	77	87	220	417	53	338	808	3,327
PHF	0.53	0.91	0.83	0.88	0.88	0.86	0.50	0.86	0.78	0.77	0.81	0.86	0.91	0.78	0.83	0.96	0.98

Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Lake Wash Blvd NE				Southbound Lake Wash Blvd NE				Eastbound NE Points Dr				Westbound NE Northup Way				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
4:00 PM	15	828	360	34	204	661	14	22	33	51	62	0	333	29	257	4	2,847
4:15 PM	14	829	351	30	209	677	9	23	43	66	68	2	386	42	272	3	2,966
4:30 PM	15	851	358	27	227	738	9	20	54	66	75	2	405	48	283	3	3,129
4:45 PM	12	906	345	23	226	770	9	17	56	82	84	2	410	53	304	4	3,257
5:00 PM	17	920	381	21	221	752	8	13	56	77	87	3	417	53	338	4	3,327

Peak Hour Summary

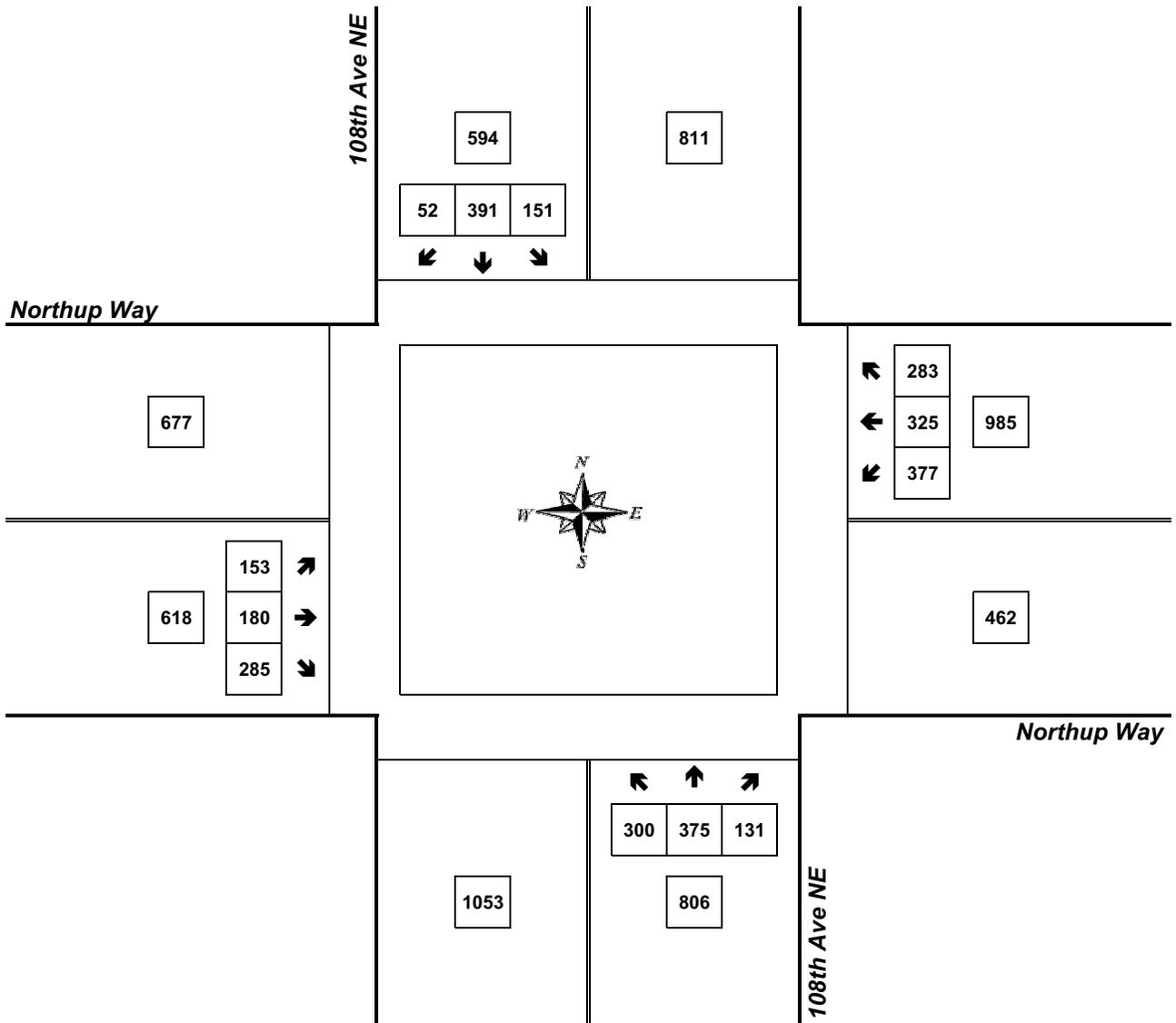


Mark Skaggs
(206) 251-0300

108th Ave NE & Northup Way

4:45 PM to 5:45 PM

Monday, September 22, 2008



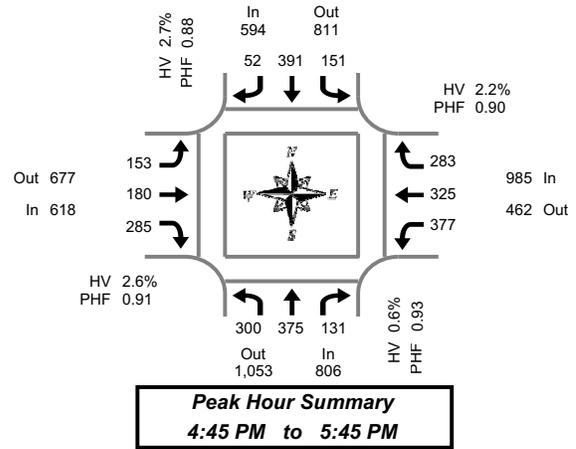
Approach	PHF	HV%	Volume
EB	0.91	2.6%	618
WB	0.90	2.2%	985
NB	0.93	0.6%	806
SB	0.88	2.7%	594
Intersection	0.94	2.0%	3,003

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Mark Skaggs
(206) 251-0300



108th Ave NE & Northrup Way

Monday, September 22, 2008
4:00 PM to 6:00 PM

15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 108th Ave NE				Southbound 108th Ave NE				Eastbound Northrup Way				Westbound Northrup Way				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
4:00 PM	64	84	29	4	31	102	8	4	18	33	89	6	96	79	61	1	694
4:15 PM	54	79	28	1	25	87	9	4	24	40	69	5	69	64	43	3	591
4:30 PM	68	74	45	5	36	90	11	1	39	49	73	7	96	86	69	4	736
4:45 PM	72	81	40	0	32	101	14	4	33	46	71	3	95	58	64	9	707
5:00 PM	69	94	34	1	42	103	13	4	35	44	76	4	89	81	65	5	745
5:15 PM	72	100	28	1	46	108	14	5	41	48	80	4	85	96	77	4	795
5:30 PM	87	100	29	3	31	79	11	3	44	42	58	5	108	90	77	4	756
5:45 PM	77	85	32	4	29	72	14	7	26	34	66	5	61	83	52	4	631
Total Survey	563	697	265	19	272	742	94	32	260	336	582	39	699	637	508	34	5,655

Peak Hour Summary 4:45 PM to 5:45 PM

By Approach	Northbound 108th Ave NE				Southbound 108th Ave NE				Eastbound Northrup Way				Westbound Northrup Way				Total
	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	806	1,053	1,859	5	594	811	1,405	16	618	677	1,295	16	985	462	1,447	22	3,003
%HV	0.6%				2.7%				2.6%				2.2%				2.0%
PHF	0.93				0.88				0.91				0.90				0.94

By Movement	Northbound 108th Ave NE				Southbound 108th Ave NE				Eastbound Northrup Way				Westbound Northrup Way				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	300	375	131	806	151	391	52	594	153	180	285	618	377	325	283	985	3,003
PHF	0.86	0.94	0.82	0.93	0.82	0.91	0.93	0.88	0.87	0.94	0.89	0.91	0.87	0.85	0.92	0.90	0.94

Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 108th Ave NE				Southbound 108th Ave NE				Eastbound Northrup Way				Westbound Northrup Way				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
4:00 PM	258	318	142	10	124	380	42	13	114	168	302	21	356	287	237	17	2,728
4:15 PM	263	328	147	7	135	381	47	13	131	179	289	19	349	289	241	21	2,779
4:30 PM	281	349	147	7	156	402	52	14	148	187	300	18	365	321	275	22	2,983
4:45 PM	300	375	131	5	151	391	52	16	153	180	285	16	377	325	283	22	3,003
5:00 PM	305	379	123	9	148	362	52	19	146	168	280	18	343	350	271	17	2,927

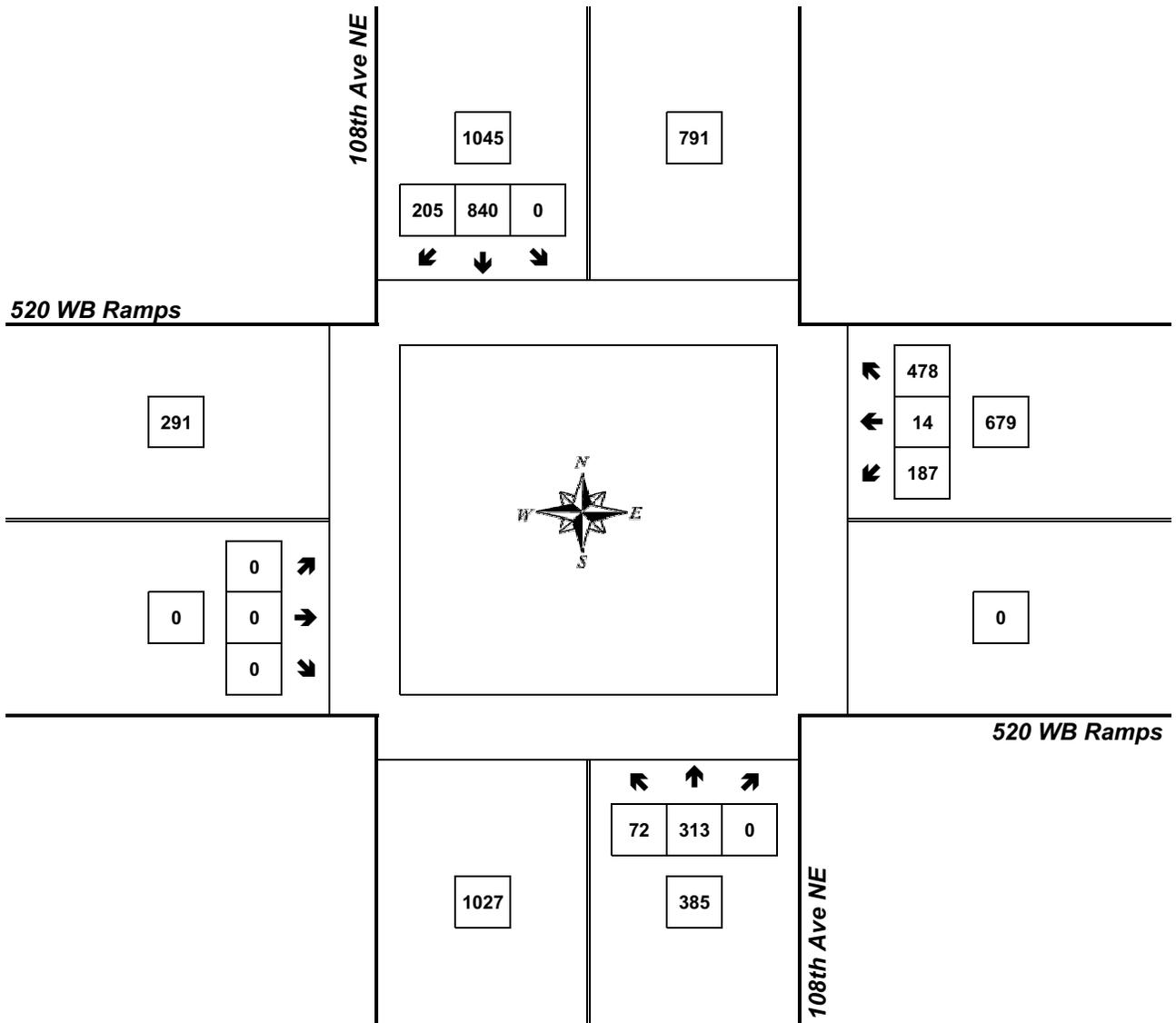
Peak Hour Summary



Mark Skaggs
(206) 251-0300

108th Ave NE & 520 WB Ramps

4:45 PM to 5:45 PM
Monday, September 22, 2008



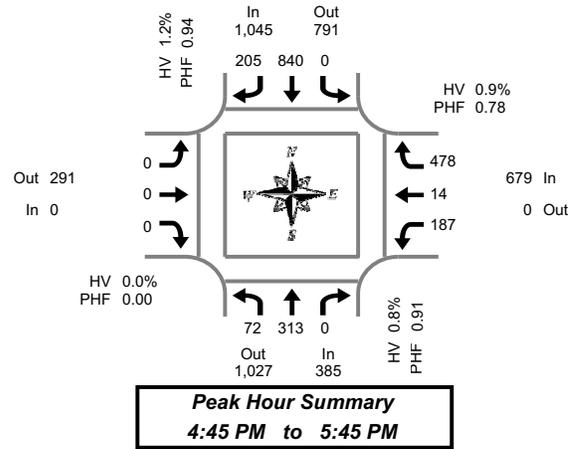
Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.78	0.9%	679
NB	0.91	0.8%	385
SB	0.94	1.2%	1,045
Intersection	0.97	1.0%	2,109

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Mark Skaggs
(206) 251-0300



108th Ave NE & 520 WB Ramps

Monday, September 22, 2008
4:00 PM to 6:00 PM

Peak Hour Summary
4:45 PM to 5:45 PM

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound 108th Ave NE				Southbound 108th Ave NE				Eastbound 520 WB Ramps				Westbound 520 WB Ramps				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
4:00 PM	15	66	0	2	0	247	36	2	0	0	0	0	26	1	114	2	505
4:15 PM	14	59	0	1	0	180	44	3	0	0	0	0	33	0	100	3	430
4:30 PM	12	76	0	2	0	208	50	9	0	0	0	0	37	0	108	5	491
4:45 PM	22	74	0	0	0	203	61	4	0	0	0	0	38	1	118	1	517
5:00 PM	23	76	0	0	0	220	45	1	0	0	0	0	40	3	100	0	507
5:15 PM	22	84	0	0	0	222	55	4	0	0	0	0	41	0	120	1	544
5:30 PM	5	79	0	3	0	195	44	4	0	0	0	0	68	10	140	4	541
5:45 PM	13	61	0	1	0	170	32	4	0	0	0	0	38	0	129	2	443
Total Survey	126	575	0	9	0	1,645	367	31	0	0	0	0	321	15	929	18	3,978

Peak Hour Summary

4:45 PM to 5:45 PM

By Approach	Northbound 108th Ave NE				Southbound 108th Ave NE				Eastbound 520 WB Ramps				Westbound 520 WB Ramps				Total
	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	385	1,027	1,412	3	1,045	791	1,836	13	0	291	291	0	679	0	679	6	2,109
%HV	0.8%				1.2%				0.0%				0.9%				1.0%
PHF	0.91				0.94				0.00				0.78				0.97

By Movement	Northbound 108th Ave NE				Southbound 108th Ave NE				Eastbound 520 WB Ramps				Westbound 520 WB Ramps				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	72	313	0	385	0	840	205	1,045	0	0	0	0	187	14	478	679	2,109
PHF	0.78	0.93	0.00	0.91	0.00	0.95	0.84	0.94	0.00	0.00	0.00	0.00	0.69	0.35	0.85	0.78	0.97

Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound 108th Ave NE				Southbound 108th Ave NE				Eastbound 520 WB Ramps				Westbound 520 WB Ramps				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
4:00 PM	63	275	0	5	0	838	191	18	0	0	0	0	134	2	440	11	1,943
4:15 PM	71	285	0	3	0	811	200	17	0	0	0	0	148	4	426	9	1,945
4:30 PM	79	310	0	2	0	853	211	18	0	0	0	0	156	4	446	7	2,059
4:45 PM	72	313	0	3	0	840	205	13	0	0	0	0	187	14	478	6	2,109
5:00 PM	63	300	0	4	0	807	176	13	0	0	0	0	187	13	489	7	2,035

CITY OF KIRKLAND

123 FIFTH AVENUE ● KIRKLAND, WASHINGTON 98033-6189 ● (425) 587-3000

**DEPARTMENT OF PUBLIC WORKS
MEMORANDUM**

To: Teresa Swan, Senior Planner

From: Thang Nguyen, Transportation Engineer

Date: February 2, 2009

Subject: Plaza at Yarrow Bay Office TIA Review

This memo summarizes staff review of the traffic impact analysis report and recommendation for the proposed Plaza at Yarrow Bay office development.

Project Description

Based on the TIA, the applicant proposes to construct a new 77,200 square feet office building (four floors) on the existing surface parking at the Yarrow Bay office complex located at the northwest corner of Lake Washington Blvd/Points Drive NE. The new building will displace 180 existing parking spaces but will add 135 net new parking stalls to the Plaza at Yarrow Bay office complex for a total of 1,084 parking stalls. The proposed building will use the existing driveway off Point Drive Northeast. The proposed development is anticipated to be built and occupied by the end of 2010.

The revised plans submitted on January 22, 2009, show a slight reduction to the proposed new building from 77,200 square feet to 74,101 square feet. The new building will displace 180 existing parking spaces in the surface and underground parking areas, but will add 107 net new parking stalls for a total of 1,056 stalls in the office complex with a total of 354,651(280,550 sf + 74,101 sf) square feet of gross floor area.

Trip Generation

A trip generation study was completed for the existing office buildings at Plaza at Yarrow Bay. Based on the trip generation study, the current site has an AM and PM peak hour trip generation rates of 0.77 and 0.87 trip per 1,000 square feet of office space respectively. Using the local trip generation rate the proposed office building is estimated to generate approximately 59 AM and 67 PM peak hour trips respectively. Trip generation rate from the ITE Trip Generation Report was used to determine daily trip; using ITE's rate, the proposed project is estimated to generate approximately 850 daily trips.

Traffic Concurrency

ITE trip generation rates were used for the concurrency test and scoping of the traffic report. The ITE trip generation rates provide a conservative estimate of trip generation. For the concurrency test, it was estimated that the project would generate approximately 150 PM peak hour trips. 150 PM peak hour trips

were used to test traffic concurrency and the proposed project passed traffic concurrency and was granted a concurrency test notice valid until September 5, 2009. The current proposed project has a smaller building than what was analyzed in the traffic report. Since the current proposal is smaller, the trip generation would be less. Thus, the impact would be less and the result of the concurrency test is still valid.

APPEALS

The concurrency test notice may be appealed by the public or agency with jurisdiction. The concurrency test notice is subject to an appeal until the SEPA review process is complete and the appeal deadline has passed. Concurrency appeals are heard before the Hearing Examiner along with any applicable SEPA appeal.

Trip Distribution and Assignment

The City's traffic model provided a general PM peak hour trip assignment for the proposed project. Further adjustments were made by the traffic consultant to reflect the project driveway locations.

Traffic Impact

The traffic analysis followed the City's Traffic Impact Analysis Guidelines (TIAG). The TIAG requires a Level of Service (LOS) Analysis using the Highway Capacity Manual Operational Method for intersections that have a proportionate share greater than 1%. Based on the traffic assignment presented in the traffic report, three off-site intersections and the project driveways were analyzed for traffic impact and they are:

- Points Drive NE/Northup Way/Bellevue Way
- Northup Way/NE 108th Avenue
- SR 520 Westbound Ramp/108th Avenue NE

None of the above intersections are within the City of Kirkland jurisdiction.

The City requires developers to mitigate traffic impacts when one of the following two conditions is met:

1. An intersection level of service is at E and the project traffic is more than 15% of the intersection proportional share.
2. An intersection level of service is at F and the project traffic is more than 5% of the intersection proportional share.

Based on the LOS analyses, all impacted intersections analyzed are forecasted to operate at an acceptable level of service (LOS-D). Based on the mitigation criteria (as described above) within the City's TIA Guideline, specific off-site intersection improvement is not warranted.

The project driveway is calculated to operate at LOS-B, which is acceptable. There are no known conditions that would preclude project traffic from entering and exiting the driveway safely. Thus, no specific mitigation is required.

Parking

Based on the TIA, currently there are 949 parking spaces at the Plaza at Yarrow Bay office complex. The proposed development would eliminate 180 surface parking spaces and replace them with 315 underground parking spaces for a net total of 1084 parking spaces. The newly revised plan would add 107 net new parking spaces for a total of 1,056 parking spaces for the entire office campus. The new parking supply provides a parking rate of approximately 1 parking stall per 336 square feet of gross building space. Based on the City of Kirkland code requirement (1 stall per 300 square feet of gross floor area), the proposed office building with 74,101 square feet gross floor area would need to provide 247 parking stalls.

Based on the revised plans submitted on January 22, 2009, the proposed development would eliminate 180 surface and underground parking spaces and replaced them with 287 parking spaces for a net total of 615 stalls for Buildings I and II. The new parking supply provides a parking rate of 1 parking stall per 355 square feet of gross building space. This is a net increase of 107 parking stalls. Based on the City of Kirkland code requirement, the proposed office building would need to provide 247 parking stalls.

The applicant is requesting for the parking modification to provide less parking than required by City's code. A parking utilization study was completed at the Plaza at Yarrow Bay office complex in accordance to City's requirements. Based on the study, 49% of the parking supply is being use by the offices. The observed peak parking demand rate is 1.69 spaces per 1,000 square feet of office. For the proposed 74,101 office building the demand would calculate to be 125 parking stalls which is 122 stalls less than the code requires. However, currently the office park demand is much less than the supply leaving approximately 480 vacant spaces. The project site is near a park and ride and transit center and is a Transportation Management Program (TMP) designated site; this combination may contribute to the lesser amount of single occupancy vehicle and in respect lessen the needs for parking. Staff agrees with the traffic analysis that the proposed parking supply can accommodate the proposed office building.

TMP

The City of Kirkland requires all office building with 50,000 gross square feet or more to implement a TDM program. The TMP for the proposed building shall be similar to the current TMP at the Plaza at Yarrow Bay. At the minimum, 13 high occupancy vehicle (HOV) preferential parking spaces shall be located to the nearest access to the new building or elevator. Ten additional bike racks shall be located under cover near the building of elevator entrances. The TDM should provide a commuter information center located in a prominent location within the building that provides commuters with information on commute options and promotions. Other existing TDM programs for the existing building shall be required with the new building. The TMP shall be recorded with King County.

Road Impact Fees

Per City's Ordinance 3685, Traffic Impact Fees per Impact Fee Schedule in effect January 1, 2009 is required for all developments. The fee for general office space (excluding medical office use) is \$7.40 per square foot of gross floor area. For a 74,101 square foot office building, the transportation impact fee is calculated to be \$548,347.40 ($\$7.40 \times 74,101$ sf). Final traffic fee will be determined at time of building permit issuance.

Staff Recommendations

Approve the parking modification request to provide a total of 1,056 parking spaces for the Plaza at Yarrow Bay office complex which is 107 spaces more than the current supply.

Staff recommends approval of the proposed new office building in the existing office complex with the following conditions:

- Pay road impact fee
- Develop a TDM program as described in this letter and recorded with King County

If you have questions or clarification, please contact me at x3869.

cc: Dan McKinney, Jr. - The Transpo Group
file

SEPA Memorandum Enclosure 6

is the same as

Staff Advisory Report Attachment 14

CITY OF KIRKLAND

123 FIFTH AVENUE ● KIRKLAND, WASHINGTON 98033-6189 ● (425) 587-3000

**DEPARTMENT OF PUBLIC WORKS
MEMORANDUM**

To: Tony Leavitt, Planner

From: Thang Nguyen, Transportation Engineer

Date: August 17, 2009

Subject: Plaza at Yarrow Bay Office Concurrency Test Notice Extension CON08-00002

Project Description

The applicant proposes to construct a new 77,000 square feet office building on the existing surface parking at the Yarrow Bay office complex located at the northwest corner of Lake Washington Blvd/Points Drive NE. The new office is estimated to generate 850 daily and 95 PM peak hour trips. The proposed development is now anticipated to be built and occupied by the end of 2011. The current concurrency test notice for the proposed development will expire on September 5, 2009.

The applicant at Plaza at Yarrow Bay is requesting a concurrency test notice extension. The applicant has indicated that they have been diligent in the process of obtaining the necessary development permits but are being delayed that is out of their control. The applicant is request additional time to complete the development application and permits.

Public Works is granting the applicant a one year extension on the Concurrency Test Notice. This letter will serve as the concurrency test notice extension. The concurrency test notice extension will expire on September 5, 2010 unless a development permit and certificate of concurrency are issued. Otherwise, the applicant will be required to submit a new concurrency test application and testing at the expiration of this concurrency test notice extension.

APPEALS

The concurrency test notice may be appealed by the public or agency with jurisdiction. The concurrency test notice is subject to an appeal until the SEPA review process is complete and the appeal deadline has passed. Concurrency appeals are heard before the Hearing Examiner along with any applicable SEPA appeal. For more information, refer to the Kirkland Municipal Code, Title 25. If you have any questions, please call me at x3869.

cc: Keith Maehlum, HAL Realestate
file



October 24, 2008

AOA-3773

Teresa Swan, Senior Planner
City of Kirkland
123 5th Ave.
Kirkland, WA 98033

**SUBJECT: Plaza at Yarrow Bay – Building V, Kirkland, WA
Wetland Buffer Modification Report**

Dear Teresa:

The purpose of this report is to outline the proposed wetland buffer enhancement and subsequent monitoring that will be conducted as part of a wetland buffer reduction proposal for the subject property.

The wetland on the property was delineated on November 7, 2007 by the Watershed Company (TWC) and was determined by TWC to meet the criteria for a Type 1 wetland located in a primary basin (i.e., Yarrow Creek). Type 1 wetlands in primary basins in the City of Kirkland require standard 100-foot buffers. The wetland delineation methodology and findings are described in the January 14, 2008 Wetland Delineation Study report prepared by TWC.

Most of the existing standard buffer for the wetland in the vicinity of the proposed project consists of existing asphalt parking. The only vegetated portion of the buffer is located off-site to the north and consists of a flood protection berm that is currently being installed by the City. It is our understanding that this portion of the buffer will be planted by the City in the near future.

Under the proposed project, 5,050 s.f. of the paved parking portion of the wetland buffer in the northern portion of the site would be reduced and 14,300 s.f. of existing developed buffer would be enhanced through the removal of pavement and planting with a variety of native tree and shrub species. As required by KZC 90.60.2.a.2, in no case would the standard 100-foot buffer be reduced by more than one third at any point adjacent to any new development (**Drawings W1.1, W1.2, and W1.3**). Furthermore, no buildings would be constructed within the 10-foot structure setback from the wetland buffer.

Following installation of the buffer enhancement plan, a split-rail fence will be installed along the buffer edge along the northern portion of the site. The 15-foot Standard 1 Category C landscape buffer for this area is included within the buffer enhancement area.

In addition, 3,300 s.f. of degraded buffer in the southern portion of the site would also be enhanced with native plantings (for a total buffer enhancement area of 17,600 s.f.). Since: 1) we are planting beyond the required 15-foot Standard 1 Category C landscape buffer for this area and 2) the adjacent park property consists of a narrow strip of land, we are hereby requesting a modification of the fence requirement in this area per KZC 95.40.6.j.

1.0 WETLAND BUFFER MODIFICATION

The City of Kirkland regulates the modification of wetland buffers under Chapter 90.60.2 of its Zoning Code. This section of the code stipulates that any City-approval of a request for a modification of a wetland buffer must be based on specific criteria. A rationale for how the proposed wetland buffer reduction and enhancement would satisfy these criteria is described below.

1. *It is consistent with Kirkland's Streams, Wetlands and Wildlife Study (The Watershed Company, 1998) and the Kirkland Sensitive Areas Regulatory Recommendations Report (Adolfson Associates, Inc., 1998).*

The proposed buffer enhancement will increase the overall function of the buffer and would be consistent with the goals of the above documents since the existing on-site buffer is primarily paved parking.

2. *It will not adversely affect water quality.*

The proposed project will provide a net gain in water quality treatment since the total amount of functioning buffer on the site will increase with removal of the pavement and all on-site buffer areas will be planted with native vegetation. In addition, the stormwater detention and water quality treatment components of the proposed project will not allow runoff from paved surfaces to be discharged into the wetlands without treatment.

3. *It will not adversely affect fish, wildlife, or their habitat.*

Currently the on-site wetland buffer consists of a non-functioning paved parking area. Implementation of the buffer enhancement plan will provide additional habitat. It will increase the plant species and structural diversity of the buffer while providing a currently lacking visual and physical screen to the wetland from the proposed development, thereby increasing the areas value to wildlife.

4. *It will not have an adverse effect on drainage and/or stormwater detention capabilities.*

The existing on-site wetland buffer is paved and does not currently provide a stormwater detention function. Through implementation of the buffer

enhancement plan, the existing paved buffer will be converted to a native forested habitat thus providing an additional detention capability that does not currently exist.

- 5. *It will not lead to unstable earth conditions or create an erosion hazard.***
Removal of the parking area currently located within the wetland buffer is subject to an erosion control plan per City of Kirkland standards (see Civil plans). Furthermore, since the proposed buffer reduction area is not located on a steep slope, and the enhanced buffer will be vegetated with native plant species, it is not anticipated that an erosion hazard will be created.
- 6. *It will not be materially detrimental to any other property or to the city as a whole.*** Since all buffer reduction and enhancement will occur on the subject property, the modification will not be materially detrimental to any other property.
- 7. *Fill material does not contain organic or inorganic material that would be detrimental to water quality or to fish, wildlife, or their habitat.***
Through implementation of the buffer enhancement plan, the inorganic fill material associated with the paving and underlayment will be removed from the buffer area. Imported fill material will consist of native, organic topsoils to achieve pre-development grades within the buffer enhancement area and to aid in long-term sustainability of the planted vegetation.
- 8. *All exposed areas are stabilized with vegetation normally associated with native wetland buffers, as appropriate.***
All exposed areas within the buffer will be stabilized through installation of native woody vegetation and seeding of herbaceous vegetation.
- 9. *There is no practicable or feasible alternative development proposal that results in less impact to the buffer.***
It is our understanding that the proposed development cannot be constructed without the buffer reduction due to parking constraints associated with the re-development project. Although replacement parking is being provided in a below grade structure, the amount of parking provided cannot be reduced further and still meet the code and market requirements for office use. Furthermore, implementation of the buffer enhancement plan will increase the functions of the buffer over current conditions.

2.0 WETLAND BUFFER ENHANCEMENT

Wetland buffer enhancement will consist of the removal of existing parking and planting the area with a variety of native trees and shrubs. Strategic placement of habitat features such as down logs will also be a component of the plan. Following implementation of the wetland buffer enhancement plan, a split-rail fence would be installed along the northern buffer edge to prevent pedestrian intrusion into the planted buffer.

2.1 Goal, Objectives, and Performance Standards for Enhancement Area

The primary goal of the enhancement plan is to increase the buffer functions over current conditions. To meet this goal, the following objectives and performance standards have been incorporated into the design of the plan:

Objective A:

Increase the structural and plant species diversity within the enhancement area.

Performance Standard:

Following every monitoring event for a period of at least five years, the enhancement area will contain at least 12 native plant species. In addition, there will be 100% survival of all woody planted species throughout the enhancement area at the end of the first year of planting. Following Year 1, success will be based on an 80% survival rate or areal cover of planted or recolonized native species of 15% at construction approval, 25% after Year 1, 40% after Year 2, 60% after Year 3, and 80% after Year 5.

Objective B:

Limit the amount of invasive and exotic species within the enhancement area.

Performance Standard:

After construction and following every monitoring event for a period of at least five years, exotic and invasive plant species will be maintained at levels below 10% total cover in all planted areas. These species include, but are not limited to, Himalayan and evergreen blackberry, reed canarygrass, morning glory, Japanese knotweed, English ivy, thistle, and creeping nightshade.

2.2 Construction Management

Prior to commencement of any work in the enhancement area, the clearing limits will be staked and any existing vegetation to be saved will be clearly marked. A pre-construction meeting will be held at the site to review and discuss all aspects of the project with the landscape contractor and the owner.

A wetland consultant will supervise plan implementation during construction to ensure that objectives and specifications of the enhancement plan are met. Any necessary significant modifications to the design that occur as a result of unforeseen site conditions will be jointly approved by the City of Kirkland and the consultant prior to their implementation.

2.3 Monitoring Methodology

The monitoring program will be conducted for a period of five years, with two monitoring site visits a year (in the spring and fall). An annual report would then be submitted to the City of Kirkland.

Although the entire enhancement area will be reviewed, permanent vegetation sampling plots will be established at selected locations to incorporate all of the representative plant communities. The same monitoring points will be re-visited each year with a record kept of all plant species found. Vegetation will be recorded on the basis of relative percent cover of the dominant species within the vegetative strata.

Photo-points will be established from which photographs will be taken throughout the monitoring period. These photographs will document general appearance and progress in plant community establishment in the enhancement area. Review of the photos over time will provide a visual representation of success of the enhancement plan.

2.4 Maintenance Plan

Maintenance will be conducted on a routine, year round basis. Additional maintenance needs will be identified and addressed following a twice-yearly maintenance review. Contingency measures and remedial action on the site shall be implemented on an as-needed basis at the direction of the wetland consultant or the owner.

2.4a Weed Control

Routine removal and control of non-native and other invasive plants (e.g., Himalayan and evergreen blackberry, Scot's broom, reed canarygrass, Japanese knotweed, English ivy, morning glory, thistle and creeping nightshade) shall be performed by manual means whenever possible. Chemical means will only be used if necessary. Undesirable and weedy exotic plant species shall be maintained at levels below 10% total cover within any given stratum at any time during the five-year monitoring period. The following outlines treatment for specific species.

Himalayan and Evergreen Blackberry Control

Small patches (areas <3' x 3') need to be grubbed out, large areas (>3' x 3') need to be cut down. New shoots (approx. 6" in height) which reappear should be spot-sprayed with herbicide only if necessary and under the supervision of a wetland consultant.

Reed Canarygrass Control

Areas with reed canarygrass patches 3' x 3' or smaller need to be hand-grubbed. Patches greater than 3' x 3' shall be treated with a two-step process.

1. Areas shall be weed-whacked and selectively sprayed with Round-up only in designated spray areas if absolutely necessary (non-ponded areas). Spraying shall be done at a time when a dry period of one week or more is forecasted.
2. Areas shall be staked with cuttings (see **Staking List** and **Staking Specifications** below). During April 1 through November 30, one-gallon plants (minimum height of 18") shall be used in place of cuttings.

Staking List: Options for Planting (from wet to dry)

Wetter	Black twinberry	<i>Lonicera involucrata</i>
	Scouler willow	<i>Salix scouleriana</i>
Drier	Black cottonwood	<i>Populus trichocarpa</i>

Staking Specifications:

Cuttings can be purchased or gathered from approved mature sources. Cuttings shall be installed at 1' O.C. spacing over the infested reed canarygrass areas and

extending 2' in each direction, unless otherwise specified. Cuttings shall be 2-year old wood, 4' length, 1/2" diameter, with all side branches removed and installed to a minimum depth of 12 inches.

2.4b General Maintenance Items

Routine maintenance of planted trees shall be performed. Measures include resetting plants to proper grades and upright positions. Tall grasses and other competitive weeds shall be weeded at the base of plants to prevent engulfment. Weed control should be performed by; hand removal, installation of weed barrier cloth with mulch rings, or selective weed-whacking. If weed-whacking is performed, great care shall be taken to prevent damage to desired native species either planted or re-colonized. Woody plants shall only be pruned at the direction of the wetland consultant or to remove pest infestations.

2.5 Contingency Plan

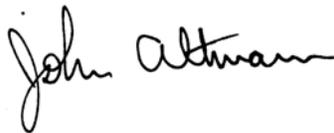
All dead plants will be replaced with the same species or an approved substitute species that meets the goal of the enhancement plan. Plant material shall meet the same specifications as originally-installed material. Replanting will not occur until after reason for failure has been identified (e.g., moisture regime, poor plant stock, disease, shade/sun conditions, wildlife damage, etc.). Replanting shall be completed under the direction of the wetland consultant, City of Kirkland, or the owner.

2.6 As-Built Plan

Following completion of construction activities, an as-built plan for the enhancement area will be provided to the City of Kirkland. The plan will identify and describe any changes in relation to the original approved plan.

If you have any questions please call me at (425) 333-4535.

Sincerely,
ALTMANN OLIVER ASSOCIATES, LLC

A handwritten signature in black ink that reads "John Altmann". The signature is written in a cursive, flowing style.

John Altmann
Ecologist

December 19, 2008

Teresa Swan
City of Kirkland
Planning and Community Development
123 – 5th Avenue
Kirkland, WA 98033

Re: **Plaza at Yarrow Bay – Buffer Modification Plan Review**
The Watershed Company reference number: 060701. 43

Dear Teresa:

Thank you for the opportunity to review the October 24, 2008 wetland buffer modification proposal prepared by Altmann Oliver Associates, LLC (AOA). This proposal consists of a six-page letter with attached figures, and a mitigation plan in the form of three half-size sheets. I also made a site visit to review the proposed buffer planting areas on December 16, 2008.

The applicant proposes a new office building with first-floor parking in an area that is currently parking lot and associated landscaping. The new building would be situated outside of stream and wetland buffers, though one row of parking stalls is proposed within the outer portion of the wetland buffer. Compensation for the proposed buffer reduction involves removal of existing parking, driveway, and associated non-native landscaping, and restoration with native vegetation and woody debris. An additional area of lawn and invasive blackberry is also proposed for restoration southwest of the proposed building.

Findings

The proposal is well presented and provides justification for how the proposal complies with the criteria for such reductions listed in Kirkland Zoning Code section 90.60.2. However, some plan changes and additional clarifications are required prior to a recommendation for approval to the planning department.

Douglas-fir and western red cedar trees are proposed within 10 feet of existing building 2. These trees attain great size when mature and may present future maintenance problems or hazards to the building. These trees should be replaced with smaller species in the immediate vicinity of the building. Additionally, all enhancement plantings should be held back by at least five feet where proposed directly adjacent to existing buildings 1 and 2 such that there is sufficient room for maintenance or repair of the structures.

A topographically low area is found approximately 80 feet south of existing building 2. This area is within the proposed buffer restoration area and is currently drained by a catch basin set into the parking lot driveway. No details are provided on the future drainage conditions for this area. If the catch basin and storm water system are to remain, it is likely the proposed large trees will pose a maintenance or damage risk to the pipe, either from root damage or from

periodic clogging. If the system is to be removed, the area will likely pond water and a wetland condition will be created. The proposed vegetation will not be suitable to the wetter conditions. Finally, the ponded area may overflow into the parking lot to the south. The best solution may be to create a small channel to carry storm water south where it could enter the storm water system via a new catch basin fitted with a "trash rack" along the northern edge of the remaining paved area.

Similarly, Sheet W1.1 shows another storm water line running from Lake Washington Boulevard west through the planted buffer and ending at an intersection of two other storm water lines just west of the proposed new building staircase. Will this line be removed, retrofitted, or decommissioned? If it must remain in the buffer, will proposed large trees cause future maintenance or damage problems?

Shallow inundation was noted along the property line adjacent to Planting Plan A, and species proposed in this vicinity are appropriate for these conditions. However, areas along the property line at the west and east ends of the planting area are much drier. These drier areas are not suitable to the proposed Sitka spruce, Oregon ash, red-osier dogwood, and black twinberry plantings.

Portions of the area covered by Planting Plan B (Sheet W1.2) are currently maintained lawn. Is the intent of this plan to eliminate lawn in this area? If so, this detail should be added with specifics on how lawn is to be eradicated. Also, proposed plant density is likely not high enough to compete with lawn grasses and other weeds and meet specified performance standards. Area-wide mulch will assist in preventing reemergence of lawn grasses.

The proposed planting area directly abuts a City of Kirkland revegetation effort associated with an emergency flood relief project on Cochran Springs Creek. Temporary, biodegradable markers are needed along the boundary such that maintenance and monitoring crews can clearly differentiate between the two projects. A row of 2X2 cedar stakes along the property line would suffice, and would likely last for the full five-year management period.

The cutting installation detail on Sheet W1.2 contains illegible text that appears to be a text formatting problem.

No bond quantity worksheet or estimate was provided for review as required in KZC 90.145.

Recommendations

- 1) Specify smaller tree species or shrubs adjacent to buildings and provide a minimum of 5 feet of separation between buildings and proposed restoration plantings.
- 2) Consider a drainage channel or other proposal to manage water accumulation in the topographically low section of the restoration area.

- 3) Decommission or move the storm water line extending west from Lake Washington Boulevard within the revegetated buffer area. If it must remain, consider the need to move large trees from above the line to avoid future damage to the system.
- 4) Reevaluate suitability of wetland vegetation proposed along the property line of Planting Plan A at the east and west ends.
- 5) Clarify whether lawn will be removed in the area covered by Planting Plan A. If lawn removal is planned, consider increasing plant density or developing different performance standards for this area.
- 6) Propose cedar stakes or similar markers placed along the property line within Planting Plan A to demarcate the boundary between this and the adjacent City of Kirkland replanting area.
- 7) Reformat or otherwise clarify text accompanying detail 4 on Sheet W1.2.
- 8) Provide an itemized bond quantity estimate for review. The estimate should include all installation costs plus costs associated with monitoring and maintenance for the five-year establishment period.

The applicant should address each of the points noted above to ensure the buffer reduction proposal will be in conformance with the letter and intent of the Kirkland Zoning Code.

Please call with any questions.

Sincerely,

A handwritten signature in blue ink that reads "Hugh Mortensen". The signature is written in a cursive, flowing style.

Hugh Mortensen, PWS
Senior Ecologist

Teresa Swan

From: Simone Oliver [simone@altoliver.com]
Sent: Wednesday, January 28, 2009 10:09 AM
To: hmortensen@watershedco.com
Cc: 'Juan Garcini'; 'Keith Maehlum'; Teresa Swan; 'Jon Turcott'
Subject: Plaza at Yarrow Bay - Buffer Modification - WC 060701.43 - AOA 3773

Hi Hugh,

I received your voice mail regarding the revised Buffer Enhancement Plan for the above-reference project. The report portion of this project did not change over the 10/24/08 version in response to your comments in the 12/19/08 letter to Teresa Swan. I apologize for not having provided a comment letter however, describing our responses to your comments to ease you in plan review. Following are our responses to your 8 recommendations in that letter.

1. The planting plan was revised to provide 5' of bark mulch between the building and the plantings for access. We also planted only vine maple and hazelnut (along with shrubs and groundcover) nearest the building and held the larger tree species a minimum of 20' away from the buildings.
2. The topographically low spot in the buffer will no longer be there after the enhancement plan is implemented as topsoil fill is being placed in the buffer to create a shallow slope down to the flood protection berm installed by the City to the north of the site. The existing storm system associated with this catch basin (and all others in the existing parking area) will be removed. See the revised civil plans that depict system removal and the proposed grades in the buffer. Our plan also depicts the proposed grading in the buffer and topsoil placement in the specifications.
3. The existing line through the buffer is a sanitary sewer line that will remain. We have moved the larger trees off the line and planted only vine maple, hazelnut and shrubs in the vicinity of the line.
4. We revised the planting plan to include more upland species on the east and west ends of Planting Plan A.
5. The planting plan was revised to include removal of all lawn and installation of kinnickinnik as a groundcover under the proposed dense shrub plantings within the area of Planting Plan B.
6. The specifications were revised to include survey and permanent staking of the boundary of the property line between Planting Plan A and the City's restoration project. See Part 1 – Survey / Stake / Flag Limits of Clearing and Property Line on Drawing W1.3.
7. This detail was revised.
8. The bond estimate was provided.

If you have any additional questions or need clarification on any of the plan revisions, please let me know.

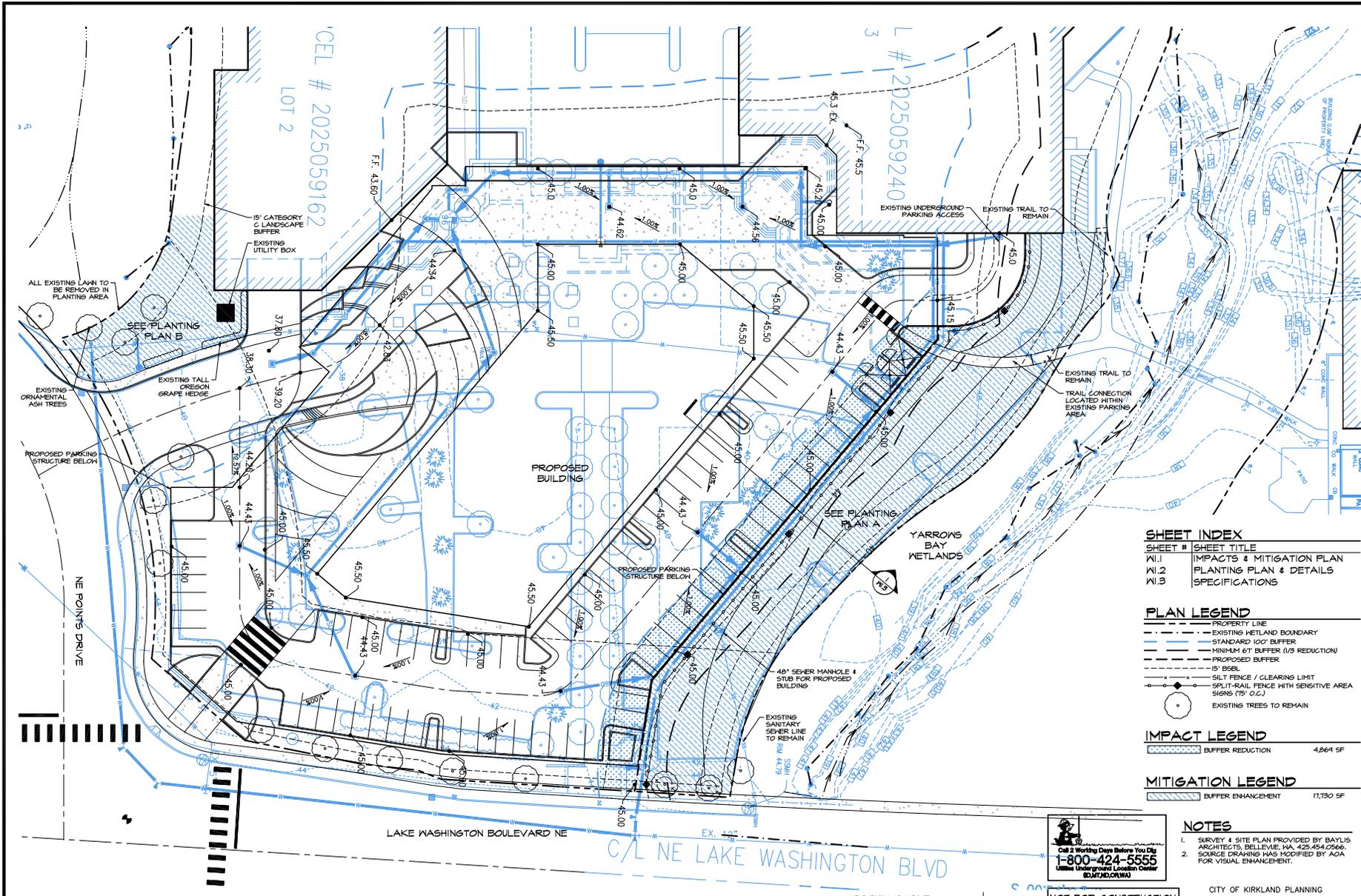
Thank you Hugh,

Simone Oliver, LA

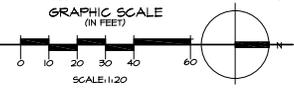
Altmann Oliver Associates, LLC
PO Box 578
Carnation, WA 98014
425.333.4535
simone@altoliver.com
www.altoliver.com



Please don't print this e-mail unless you really need to. Reduce, Reuse, Recycle.



IMPACTS & MITIGATION PLAN



SHEET INDEX

SHEET #	SHEET TITLE
MI.1	IMPACTS & MITIGATION PLAN
MI.2	PLANTING PLAN & DETAILS
MI.3	SPECIFICATIONS

PLAN LEGEND

- PROPERTY LINE
- - - EXISTING WETLAND BOUNDARY
- STANDARD 100' BUFFER
- MINIMUM 67' BUFFER (1/3 REDUCTION)
- - - PROPOSED BUFFER
- - - 15' BSEL
- SILT FENCE / CLEARING LIMIT
- SILT-TRAIL FENCE WITH SENSITIVE AREA SIGNS (75' O.C.)
- EXISTING TREES TO REMAIN

IMPACT LEGEND

- BUFFER REDUCTION 4,864 SF

MITIGATION LEGEND

- ▨ BUFFER ENHANCEMENT 11,730 SF

NOTES

- SURVEY 4 SITE PLAN PROVIDED BY BAYLIS ARCHITECTS, BELLEVUE, WA, 425-454-0566.
- SOURCE DRAINING HAS MODIFIED BY ADA FOR VISUAL ENHANCEMENT.

NOT FOR CONSTRUCTION

THESE PLANS HAVE BEEN SUBMITTED TO THE APPROPRIATE AGENCIES FOR REVIEW AND APPROVAL. UNTIL APPROVED, THESE PLANS ARE **SUBJECT TO REVISION**

1-800-424-5555
 Utility Underground Location Center
 (800) 424-5555

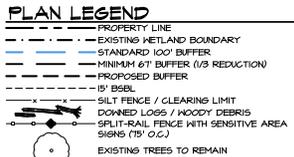
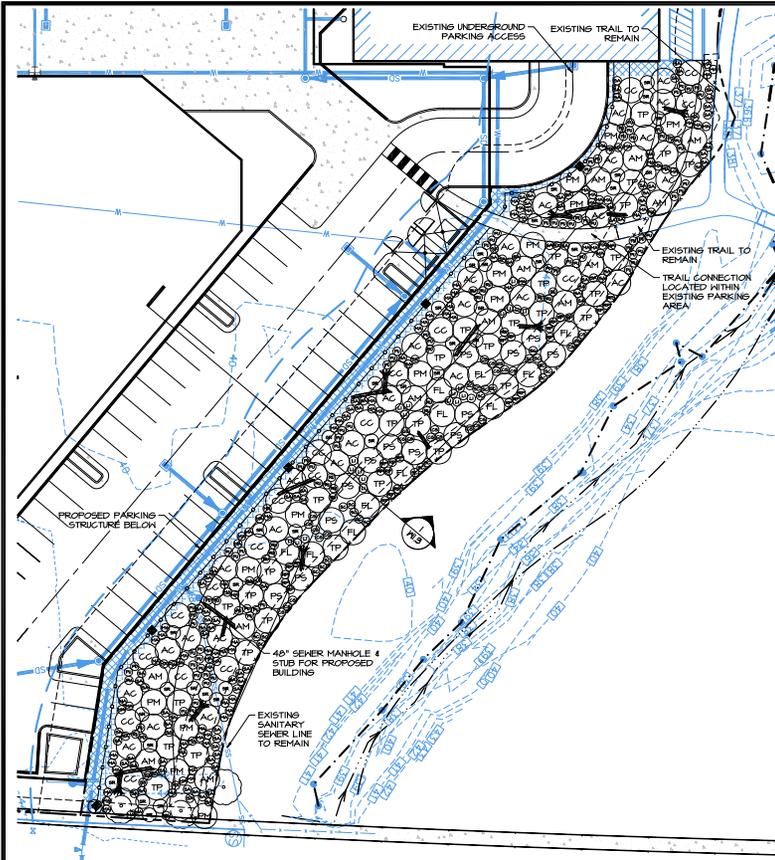
CITY OF KIRKLAND PLANNING AND DEVELOPMENT SERVICES

APPROVED FOR CONSTRUCTION

BY: _____

R/W PERMIT NO. _____

By	CLC/CLC/SL
Date	02-20-20
Revisions	CITY COMMENTS
Date	12-30-09
Scale	AS NOTED
Project#	5174
Sheet #	MI.1



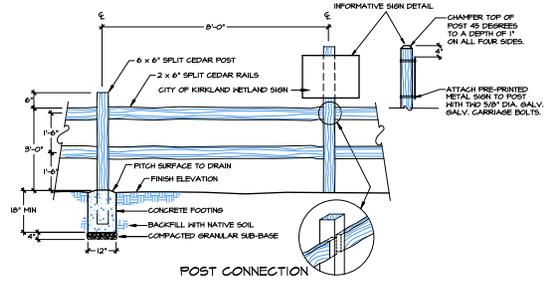
MITIGATION PLANT SCHEDULE

TREES						
KEY	SCIENTIFIC NAME	COMMON NAME	SPACING	QTY	SIZE (MIN)	NOTES
AC	ACER GRCINATUM	VINE MAPLE	4' O.C.	20	2 GAL.	MULTI-STEM (3 MIN)
AM	ACER MACROPHYLLUM	BIGLEAF MAPLE	4' O.C.	13	2 GAL.	SINGLE TRUNK, WELL BRANCHED
CC	CORYLUS CORNUTA	WESTERN HAZELNUT	4' O.C.	10	2 GAL.	MULTI-STEM (3 MIN)
FL	FRAXINUS LATIFOLIA	OREGON ASH	4' O.C.	11	2 GAL.	SINGLE TRUNK, WELL BRANCHED
PS	PICEA SITCHENSIS	SITKA SPRUCE	4' O.C.	15	2 GAL.	FULL # BUSHY
PM	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	4' O.C.	14	2 GAL.	FULL # BUSHY
TP	THUJA PLICATA	WESTERN RED CEDAR	4' O.C.	31	2 GAL.	FULL # BUSHY

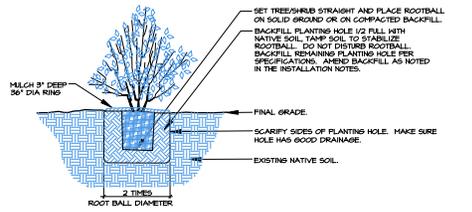
SHRUBS						
KEY	SCIENTIFIC NAME	COMMON NAME	SPACING	QTY	SIZE (MIN)	NOTES
OS	CORNUS SERICEA	RED-OSIER DOGWOOD	3' O.C.	26	1 GAL.	MULTI-CANE (3 MIN)
LI	LONGERA INVOLUCRATA	BLACK THIN-BERRY	3' O.C.	30	1 GAL.	MULTI-CANE (3 MIN)
MA	MAHONIA AQUIFOLIUM	TALL OREGON GRAPE	3' O.C.	135	1 GAL.	FULL # BUSHY
PU	POLYSTICHUM MUNITUM	SWORD FERN	3' O.C.	119	1 GAL.	FULL # BUSHY
RF	ROSA FISOCARPA	CLUSTERED ROSE	3' O.C.	41	1 GAL.	MULTI-CANE (3 MIN)
RU	RUEBIS SPECTABILIS	SALMONBERRY	3' O.C.	33	1 GAL.	MULTI-CANE (3 MIN)
SC	SALIX SCOULERIANA	SCOULER WILLOW	3/SYMBOL	75	4' CUTTING	1/2" DIA. MIN. BARK INTACT
SR	SAMBUCUS RACEMOSA	RED ELDERBERRY	3' O.C.	51	1 GAL.	MULTI-CANE (3 MIN)
SA	SYMPLOCARPOS ALBUS	SNOWBERRY	3' O.C.	134	1 GAL.	MULTI-CANE (3 MIN)

GROUND COVER						
KEY	SCIENTIFIC NAME	COMMON NAME	SPACING	QTY	SIZE (MIN)	NOTES
AR	ARCTOSTAPHYLOS UVA-URSI	KINKKINNICK	18" O.C.	834	1 GAL.	FULL # BUSHY
SH	SALICARIA SHALLON	SALAL	24" O.C.	10	1 GAL.	FULL # BUSHY

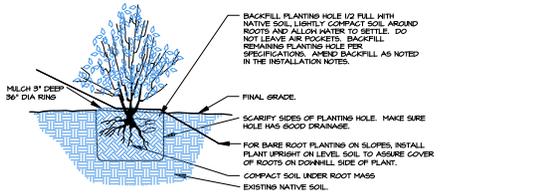
BUFFER SEED MIX			Application rate per acre
% SEED	R/OCC#	NAME	
20%	10*	TRIFOLIUM REPENS - WHITE CLOVER	HYDROSEED 50%/ac.
80%	40*	REGREEN - STERILE WHEAT GRASS HYBRID	



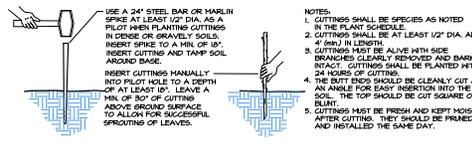
1 SPLIT-RAIL FENCE WITH SENSITIVE AREA SIGNS SCALE: NTS



2 CONTAINER TREE/SHRUB PLANTING (TYP.) SCALE: NTS



3 BARE-ROOT TREE/SHRUB PLANTING (TYP.) SCALE: NTS



4 CUTTING INSTALLATION (TYP.) SCALE: NTS

GENERAL PLANTING INSTALLATION NOTES

- PLANT TREE 1/ OR SHRUB 1/2\"/>

Call 2 Working Days Before You Dig
1-800-424-5555
 Utilities Underground Location Center
 (DUJADU) (UWA)

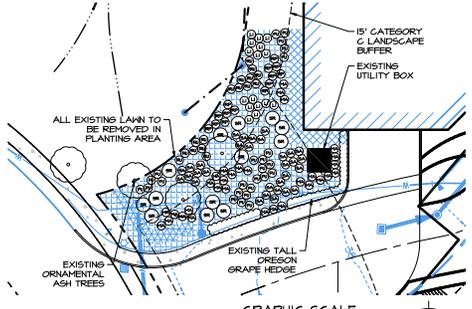
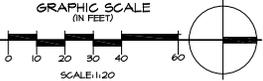
NOT FOR CONSTRUCTION
 THESE PLANS HAVE BEEN SUBMITTED TO THE APPROPRIATE AGENCIES FOR REVIEW AND APPROVAL. UNTIL APPROVED, THESE PLANS ARE:
SUBJECT TO REVISION

NOTES

- SURVEY & SITE PLAN PROVIDED BY BAYLIS ARCHITECTS, BELLEVUE, WA. 425-454-0566.
- SOURCE DRAWINGS HAS MODIFIED BY AOA FOR VISUAL ENHANCEMENT.

CITY OF KIRKLAND PLANNING AND DEVELOPMENT SERVICES
 APPROVED FOR CONSTRUCTION
 BY: _____
 R/W PERMIT NO. _____

PLANTING PLAN A



PLANTING PLAN B





King County

Critical Areas Mitigation Bond Quantity Worksheet

Project Name: Plaza at Yarrow Bay - Building "V" Date: 1/9/2009 Prepared by AOA
 Permit Number: ZON08-00017 Applicant: Keith Maehlum
 Location: Kirkland, Washington Phone #: 425.333.4535

PLANT MATERIALS*						
Type	Unit Price	Unit	Quantity	Description	Cost	
PLANTS: Potted, 4" diameter, medium	\$5.00	Each			\$ -	
PLANTS: Container, 1 gallon, medium soil	\$11.50	Each	1423.00		\$ 16,364.50	
PLANTS: Container, 2 gallon, medium soil	\$20.00	Each	128.00		\$ 2,560.00	
PLANTS: Container, 5 gallon, medium soil	\$36.00	Each			\$ -	
PLANTS: Seeding, by hand	\$0.50	SY			\$ -	
PLANTS: Slips (willow, red-osier)	\$2.00	Each			\$ -	
PLANTS: Stakes (willow)	\$2.00	Each	75.00		\$ 150.00	
PLANTS: Stakes (willow)	\$2.00	Each			\$ -	
					\$ -	
					\$ -	
					\$ -	
* All costs include installation					TOTAL	\$ 19,074.50

INSTALLATION COSTS (LABOR, EQUIPMENT, & OVERHEAD)						
Type	Unit Price	Unit	Quantity	Description	Cost	
Compost, vegetable, delivered and spread	\$37.88	CY	30.00		\$ 1,136.40	
Decompacting till/hardpan, medium, to 6" depth	\$1.57	CY			\$ -	
Decompacting till/hardpan, medium, to 12" depth	\$1.57	CY			\$ -	
Hydroseeding	\$0.51	SY			\$ -	
Labor, general (landscaping)	\$40.00	HR	24.00		\$ 960.00	
Labor, general (construction)	\$40.00	HR			\$ -	
Labor: Consultant, supervising	\$55.00	HR			\$ -	
Labor: Consultant, on-site re-design	\$95.00	HR	6.00		\$ 570.00	
Rental of decompacting machinery & operator	\$70.00	HR			\$ -	
Sand, coarse builder's, delivered and spread	\$42.00	CY			\$ -	
Staking material (set per tree)	\$7.00	Each			\$ -	
Surveying, line & grade	\$250.00	HR			\$ -	
Surveying, topographical	\$250.00	HR			\$ -	
Watering, 1" of water, 50' soaker hose	\$3.62	MSF			\$ -	
Irrigation - temporary	\$3,000.00	Acre	0.40		\$ 1,200.00	
Irrigation - buried	\$4,500.00	Acre			\$ -	
Tilling topsoil, disk harrow, 20hp tractor, 4"-6" deep	\$1.02	SY			\$ -	
					\$ -	
					\$ -	
* All costs include installation					TOTAL	\$ 3,866.40

HABITAT STRUCTURES*						
ITEMS	Unit Cost	Unit	Quantity	Description	Cost	
Fascines (willow)	\$ 2.00	Each			\$ -	
Logs, (cedar), w/ root wads, 16"-24" diam., 30' long	\$1,000.00	Each			\$ -	
Logs (cedar) w/o root wads, 16"-24" diam., 30'	\$400.00	Each			\$ -	
Logs, w/o root wads, 16"-24" diam., 30' long	\$245.00	Each			\$ -	
Logs w/ root wads, 16"-24" diam., 30' long	\$460.00	Each			\$ -	
Rocks, one-man	\$60.00	Each			\$ -	
Rocks, two-man	\$120.00	Each			\$ -	
Root wads	\$163.00	Each			\$ -	
Spawning gravel, type A	\$22.00	CY			\$ -	
Weir - log	\$1,500.00	Each			\$ -	
Weir - adjustable	\$2,000.00	Each			\$ -	
Woody debris, large	\$163.00	Each	16.00		\$ 2,608.00	
Snags - anchored	\$400.00	Each			\$ -	
Snags - on site	\$50.00	Each			\$ -	
Snags - imported	\$800.00	Each			\$ -	
					\$ -	
					\$ -	
* All costs include delivery					TOTAL	\$ 2,608.00

January 30, 2009

Teresa Swan
City of Kirkland
Planning and Community Development
123 – 5th Avenue
Kirkland, WA 98033

Re: **Plaza at Yarrow Bay – Buffer Modification Plan - 2nd Review**
The Watershed Company reference number: 060701. 43

Dear Teresa:

Thank you for the opportunity to review the January 9, 2009 revised wetland buffer modification submittal prepared by Altmann Oliver Associates, LLC (AOA). This submittal consists of a mitigation plan in the form of three half-size sheets and a bond quantity worksheet. I also received an explanatory email regarding the project from AOA on January 28, 2009.

The email clarifies that, per civil drawings not copied to me, the stormwater drain within the mitigation area will be decommissioned and the depression area in the buffer will be filled to allow positive drainage towards the stream. I also understand the sanitary sewer line within the buffer will remain and the planting plan has been adjusted accordingly. As requested, details regarding the blackberry and lawn areas in Planting Area B have been clarified and the planting plan expanded as necessary. The bond quantity estimate accurately reflects the cost to build the project. Note that Kirkland requires the posted bond to be 125% of the estimate ($\$70,311.18 \times 125\% = \$87,888.98$).

All other details mentioned in my December 19, 2008 letter have been adequately addressed. The proposal meets the requirements of Chapter 90.

Please call with any questions.

Sincerely,



Hugh Mortensen, PWS
Senior Ecologist

60.19 User Guide.

The charts in KZC [60.22](#) contain the basic zoning regulations that apply in Planned Area 3A, including sub-zones. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

	<p>60.20 – GENERAL REGULATIONS</p> <p>The following regulations apply to all uses in this zone unless otherwise noted:</p>
	1. Refer to Chapter 1 KZC to determine what other provision of this Code may apply to the subject property.
	2. Developments in parts of this zone may be limited by Chapter 90 KZC, regarding development near streams, lakes, and wetlands.
	3. The site must be designed to concentrate development away from and to minimize impacts on the wetlands (does not apply to Detached Dwelling Unit, Attached or Stacked Dwelling Unit, Mini-School or Mini-Day-Care and Public Park uses).
	4. If the development includes portions of Planned Area 2, the applicant may propose and the City may require that part or all of the density allowed in Planned Area 2 be developed in Planned Area 3 (does not apply to Detached Dwelling Unit, Attached or Stacked Dwelling Unit, Public Utility, Government or Community Facility, and Public Park uses).
	5. The height of structures may be increased if: <ul style="list-style-type: none"> a. The structure does not exceed 60 feet above average building elevation, b. The amount of pervious surface on the subject property in this zone significantly exceeds 50 percent, and c. The site is designed to the maximum extent feasible to provide views through the subject property from Lake Washington Boulevard and Bellevue Way while complying with the General Regulations. <p>(Does not apply to Detached Dwelling Unit, Attached or Stacked Dwelling Unit, Public Utility, Government or Community Facility, and Public Park uses).</p>
	6. May not use lands waterward of the high waterline to determine lot size or to calculate allowable density.
	7. The required yard of a structure abutting Lake Washington Boulevard or Lake Street South must be increased two feet for each one foot that structure extends 25 feet above average building elevation.
	8. City entryway design must be provided on the subject property adjacent to Lake Washington Boulevard as follows: <ul style="list-style-type: none"> a. An earthen berm, 12 feet wide and with a uniform height of three feet at the center; b. Lawn covering the berm; c. London Plane at least two inches in diameter, planted 30 feet on center along the berm.
	9. Vehicular circulation on the subject property must be designed to minimize traffic impacts on Lake Washington Boulevard and at the SR-520 interchange. The city may limit access points onto Lake Washington Boulevard and Points Drive and require traffic control devices and right-of-way realignment (does not apply to Detached Dwelling Unit, Attached or Stacked Dwelling Unit, Public Utility, Government or Community Facility, and Public Park uses).
10. May also be regulated under the Shoreline Master Program, KMC Title 24.	

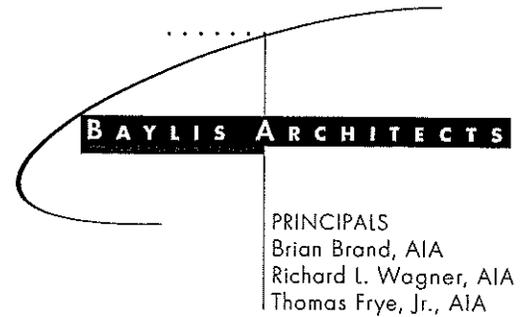
Section 60.22

Zone
PLA3A

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 60.22	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.040	Office Uses	Process IIB, Chapter 152 KZC.	Must be part of a development with a site area of at least 15 acres. See Special Regulation 1.	20'	5', but 2 side yards must equal at least 15'.	10'	70%	30' above average building elevation. See General Regulations.	C	D	<p>If a Medical, Dental, or Veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, one per each 300 sq. ft. of gross floor area.</p> <ol style="list-style-type: none"> The minimum lot size for this use is 7,200 square feet if the subject property has frontage on Lake Washington Boulevard. The following regulations apply to veterinary offices only: <ol style="list-style-type: none"> May only treat small animals on the subject property. Outside runs and other outside facilities for the animals are not permitted. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the development permit application. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> The ancillary assembled or manufactured goods are subordinate and dependent on this use. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses. 	



January 20, 2009

City of Kirkland
Planning Department
123 Fifth Avenue
Kirkland, WA 98027

Re: Plaza at Yarrow Bay, Building "V"
File Number: ZON08-00017

Subject: Omitting the Fence next to the Park:
Job Number: 07-1062

Dear Ms. Swan:

By this letter and in behalf of the property Owners, we request approval of a modification of the fencing requirement of Section 95.40(6)a, as allowed under the modification provision of Section 95.40(6)j.

In particular, this section of the code requires that a fence be installed by a property owner when the abutting property is part of the City's park system. At the Plaza at Yarrow Bay, along the northern edge of the proposed Building V, the property abuts the Cochran Springs Creek corridor, which is the property of the City and is part of the parks system.

In this particular location, we propose omitting the fencing between the existing property and adjacent corridor. We think it will be more beneficial to have open space between both properties, let the landscaped corridor expand into the adjacent proposed landscape areas, and allow the flora and fauna to intermix through the connected environs. Additionally, by deleting the fence and integrating our project with the existing corridor, solar access and landscape growth will be greatly enhanced.

We request your approval in recognition of the following criteria for granting a modification.

- 1) *The owner of the adjoining property agrees to this in writing; and*
Based on previous conversations with city staff, the city is in agreement to this modification and approval of this request will put into writing this agreement.
- 2) *The existing topography or other characteristics of the subject property or the adjoining Property, or the distance of development from the neighboring property decreases or eliminates the need for buffering; or*

10801 Main Street
Bellevue, WA 98004
T 425 454 0566
F 425 453 8013
www.baylisarchitects.com

As is shown on the civil drawings, the topography of the subject property and that of the city property are groomed to a common level, sloping gently down to the corridor. The proposed buffer to the corridor includes a 67 ft. buffer on each side of the corridor, which will provide an abundance of space for the landscaping and the critters.

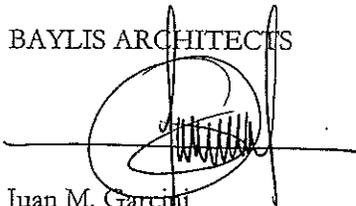
- 3) *The modification will be more beneficial to the adjoining property than the required buffer by causing less impairment of view or sunlight; or*
By deleting the fence, the shadow of this solid man-made hulk is also deleted, allowing for far greater solar access to the combined environs.
- 4) *The Planning Official determines that it is reasonable to anticipate that the adjoining property will be redeveloped in the foreseeable future to a use that would require no, or a less intensive, buffer; or*
The adjacent owner is the City of Kirkland, which intends on preserving the corridor in a natural environment yielding a far less intensive use.
- 5) *The location of pre-existing improvements on the adjoining site eliminates the need or benefit of the required landscape buffer.*
The adjoining property was set aside under the approved PUD and deeded to the city years ago. Currently, the city is rehabilitating the environs for which the deletion of the fence will only make the rehabilitation more successful.

We hope you find our justification acceptable and look forward to your approval..

If you have any questions or comments, please do not hesitate to give me a call at (425) 454-0566 or e-mail me at garcinij@baylisarchitects.com.

Sincerely,

BAYLIS ARCHITECTS

A handwritten signature in black ink, appearing to read 'Juan M. Garcia', is written over a horizontal line. The signature is stylized and somewhat illegible.

Juan M. Garcia
Project Manager

JG:ssa

cc: Keith Maehlum, HAL Properties
Rich Wagner, Baylis Architects

Tony Leavitt

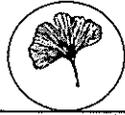
From: Michael Cogle
Sent: Tuesday, September 01, 2009 7:09 AM
To: Tony Leavitt
Subject: RE: Plaza at Yarrow Bay Project

Tony,
The Parks and Community Services Department is agreeable to a modification relieving the permit applicant of the responsibility to install a 6-foot fence along the common property line.

Let me know if you need anything else from us.

Michael

Michael Cogle
Park Planning Manager
City of Kirkland
mcogle@ci.kirkland.wa.us
(425) 587-3310



Greenforest Incorporated

Consulting Arborist

1/12/2009

Keith Maehlum
HAL Real Estate Investments Inc.
2025 First Ave. Ste- 700
Seattle, WA 98121

RE: Plaza at Yarrow Bay Building "V" Significant Tree Assessment

Dear Mr. Maehlum:

You contracted my services as a consulting arborist. My assignment is to inspect and assess five significant trees at the above referenced site. The purpose of this report is to establish the condition of the subject trees to satisfy City of Kirkland permit submittal requirements.

The project, known as Plaza at Yarrow Bay Building "V", is located in the northwest corner of NE Lake Washington Blvd. and NE Points Drive in the City of Kirkland, WA. The site is currently developed with one office building (three stories), and one office building (five stories) and parking lot. The new project consists of a new 74,000 sq. ft. five story office building over underground parking structure.

The subject trees stand along the north boundary of the parcel, within a wetland buffer. Three ash trees (*Fraxinus sp.*) stand within planting bulbs of an existing parking lot. Two sycamore trees (*Platanus acerifolia*) stand long or near the sidewalk of NE Lake Washington Blvd. (See attached site plan.)

I received from Juan M. Garcini of BAYLIS ARCHITECTS a site plan prepared by Karen Kiest Landscape Architects, dated 12/11/08. I discussed details about the proposed project by phone with both Mr. Garcini and Ms. Kiest. I also reviewed a Buffer Enhancement Plan prepared by AOA dated 12/20/2008. I visited the site 1/10/2009 and inspected the five trees indicated on the survey, which are the subject of this report.

TREE INSPECTION

I visually inspected each tree from the ground and rated both tree health and structure.

A tree's structure is distinct from its health. This inspection identifies what is visible with both. Structure is the way the tree is put together or constructed, and identifying obvious defects can be helpful in determining if a tree is predisposed to failure. Health assesses disease, insect infestation and old age.

No invasive procedures were performed on any trees. The results of this inspection are based on what was visible at the time of the inspection.

The following table provides the following information for each tree:

Tree number as shown on site plan.

Tree Species Common name.

DBH Stem diameter in inches measured 4.5 feet from the ground.

Dripline Live canopy radius measured in feet.

Structure and Health rating ('1' indicates no visible health-related problems or structural defects, '2' indicates minor visible problems or defects that may require attention if the tree is retained, and '3' indicates significant visible problems or defects and tree removal is recommended.

Visible defects Obvious structural defects or diseases visible at time of inspection, which in this case includes:

Asymmetric canopy – the tree's canopy is affected by the canopy of nearby trees and has an asymmetric shape. Should not be retained as a stand-alone tree, but could be retained in a group.

Suppressed – the tree is growing inside or within the canopy of another tree. Should not be retained as a stand-alone tree, but could be retained in a group.

Viability a determination by the arborist whether the tree is viable for retention; and, if so, in a group or as a stand-alone tree.

Tree No. 1. Tree Inspection Results

Tree No.	Tree Species	DBH	Dripline	Structure	Health	Visible Defects	Viable Tree?
5124	Sycamore	8	20	2	1	Asymmetric canopy, suppressed.	Yes; grove
5125	Sycamore	12	30	1	1		Yes; alone
5198	Ash	6	15	1	1		Yes; alone
5199	Ash	8	20	1	1		Yes; alone
5200	Ash	9	22	1	1		Yes; alone

Potential for disturbance of the roots and branches of these trees include:

1. Demolition of the pavement and curb of the existing parking lot, and
2. Landscape installation within the tree's root zone.

Based on the survey, the limit for the wetland buffer and the 10-foot setback is outside the dripline for all five trees. Limiting construction outside the 10-foot setback will prevent soil disturbance within the dripline of the trees.

The table below lists the limits of disturbance of each tree. I recommend protective fencing be installed at these limits to prevent injury to the tree's branches and trunk.

Table No. 2. Limits of Disturbance.

Tree no.	Species	North	East	South	West
5124	Sycamore	DL	SW	DL	DL
5125	Sycamore	DL	SW	DL	DL
5198	Ash	DL	DL	DL	DL
5199	Ash	DL	DL	DL	DL
5200	Ash	DL	DL	DL	DL

(SW = sidewalk, DL = dripline as measured in field)

Special Instructions For Work In The Limits Of Disturbance And/Or Critical Root Zone.

Demolition of the existing parking lot must be done without injuring existing structural roots, and minimizing injury to the absorbing roots that grow near the soil's surface, particularly at the soil/pavement interface.

- Pavement and curb sections shall be lifted from the surface, avoiding soil disturbance and root injury that could result by scraping broken pavement and curb along the soil surface.

- Particular care must be given to avoid injuring the tree's trunk and branches during demolition.

Buffer Enhancement Plan, and Planting Plan 'A' Currently, neither plan calls out and identifies the five subject trees as being retained, protected and preserved. The planting plan calls for installation of several native plants and features within the wetland buffer, and apparently inside the dripline of the subject trees.

- Identify protected trees and measures on the planting plans
- New plants for the wetland enhancement shall be installed without injuring or severing structural roots around the subject trees.
- No digging or plant installation shall occur within a 4-foot radius of the ash tree trunks, and in a 5-foot radius from the sycamore trunks. And only groundcovers and shrubs shall be planted in the remaining outer portion of the their driplines.
- The addition of mulch or compost shall not be placed on the rootcrowns of the subject trees.
- The project arborist must approve trenching for any reason, including an irrigation system, within the dripline of the trees.
- No motorized equipment shall be used within the driplines of the subject trees during the installation of the enhancement/planting plan.

Location And Type Of Protection Measures For Trees.

Minimum four-foot temporary chainlink fence shall be installed at the driplines, or along the sidewalk for the sycamores, of all retained trees as described in the limits of disturbance in table 2 above. Fence shall completely encircle the retained trees and shall follow the driplines indicated in table 1 above. Install fence posts using pier block only. A City planner must approve any modifications to the fencing material and location.

No stockpiling of materials, vehicular or pedestrian traffic, material storage or use of equipment or machinery shall be allowed within the protective fencing. Fencing shall not be moved or removed unless approved by a City planner. Any work, activity or soil disturbance within the protection fencing, or critical root zone, shall be reviewed, approved and monitored by the project arborist.

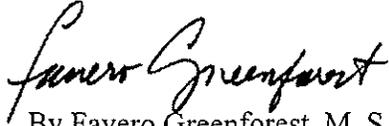
Instructions and specifications for pruning roots or branches shall be addressed individually for specific trees as a situation arises.

Fencing signage as detailed (see attached) must be posted every fifteen (15) feet along the fencing, and faced prominently on the south side of each tree.

Keith Maehlum - HAL Real Estate Investments Inc.
RE: Plaza at Yarrow Bay Building "V" Significant Tree Assessment
1/12/2009
Page 5 of 6

Sincerely,

GreenForest, Inc.



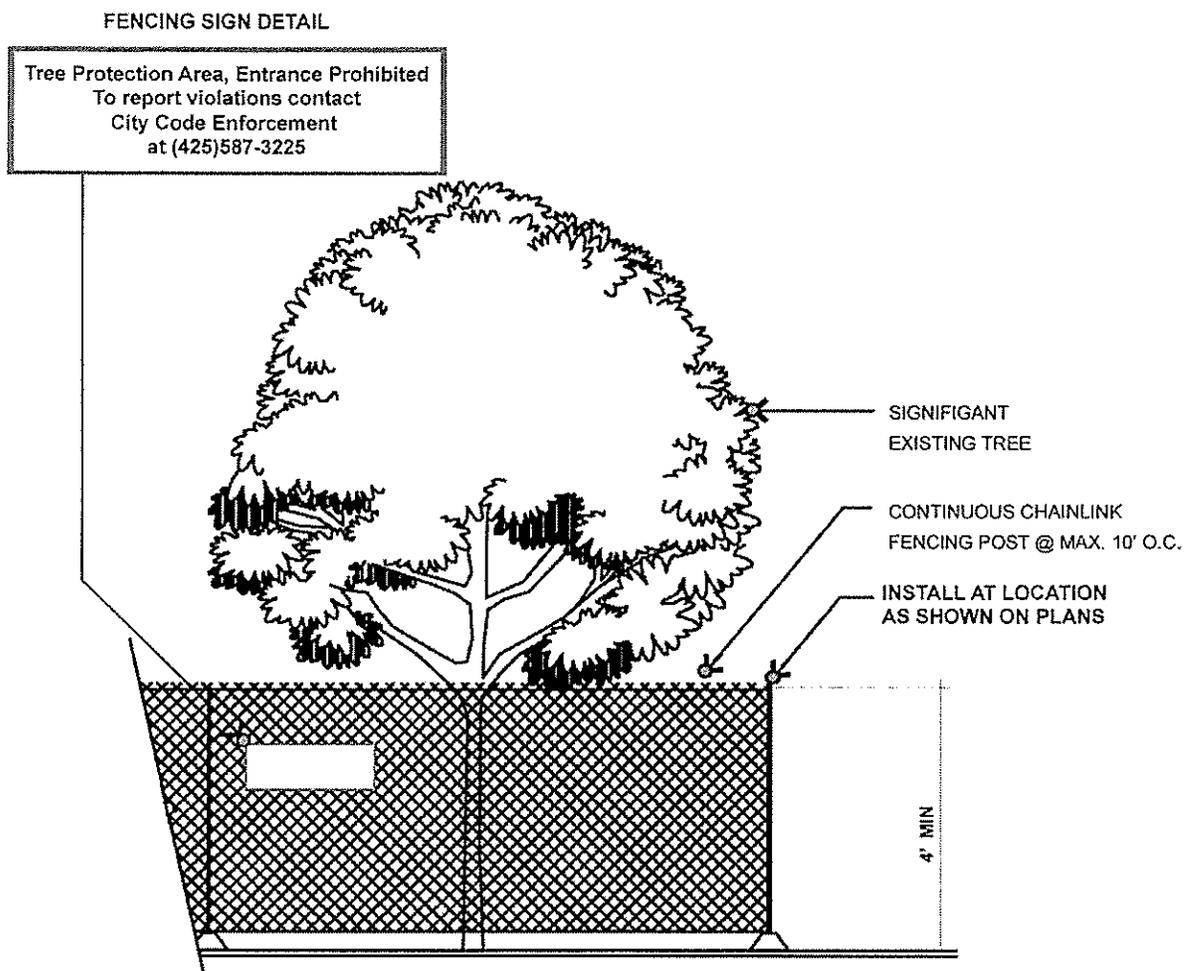
By Favero Greenforest, M. S.
ASCA Registered Consulting Arborist #379
ISA Certified Arborist # PN -0143A

Attachments:

1. Assumptions
 2. Protective Fencing and Signage Detail
-

- 1) Unless stated other wise: 1) information contained in this report covers only those trees that were examined and reflects the condition of those trees at the time of inspection as of 1/10/09; and 2) the inspection is limited to visual examination of the subject trees without dissection, excavation, probing, or coring. There is no warranty or guarantee, expressed or implied that problems or deficiencies of the subject tree may not arise in the future.
- 2) Construction activities can significantly affect the condition of retained trees. All retained trees should be inspected after construction is completed, and then inspected regularly as part of routine maintenance.
- 3) The consultant/appraiser shall not be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made.
- 4) Loss or alteration of any part of this report invalidates the entire report.
- 5) This report and any values/opinions expressed herein represent the opinion of the consultant/appraiser, and the consultant's/appraiser's fee is in no way contingent upon the reporting of a specified value, a stipulated result, the occurrence of a subsequent event, nor upon any finding to be reported.
- 6) Ownership and use of consultant's documents, work product and deliverables shall pass to the Client only when all fees have been paid.

Attachment No. 2: Protective Fencing and Signage Detail





Golder Associates Inc.

18300 NE Union Hill Road, Suite 200
Redmond, WA USA 98052-3333
Telephone (425) 883-0777
Fax (425) 882-5498
www.golder.com



May 12, 2009

Our Ref.: 093-93249

The Plaza at Yarrow Bay, Inc.
2025 First Avenue, Suite 700
Seattle, Washington 98121

Attention: Mr. Keith Maehlum

**RE: GEOTECHNICAL REVIEW
PLAZA AT YARROW BAY
KIRKLAND, WASHINGTON**

Dear Mr. Maehlum:

Golder Associates, Inc. (Golder) is pleased to present the results of our geotechnical review of existing documentation related to the Plaza at Yarrow Bay project in Kirkland. Golder has been involved with the geotechnical aspects of this project since 1984 and has conducted multiple geotechnical and hydrologic studies at the site.

Based on our conversations, we understand that you are currently working through the entitlement process with the City of Kirkland. You have requested that Golder review the preliminary development plans and our previous geotechnical reports to evaluate the feasibility of the currently proposed development.

Documents Reviewed

Golder conducted a review of the following documents associated with the Plaza at Yarrow Bay.

- Topographic Exhibit, prepared by D.R. Strong Consulting Engineers, dated September 15, 2008;
- Conceptual Civil Plan, Plaza at Yarrow Bay Expansion, prepared by Site Development Associates, LLC., dated December 12, 2008;
- Zoning Permit Package – Process IIB, Plaza at Yarrow Bay – Building “V” (Sheets 14-19), prepared by Baylis Architects, dated December 12, 2008;
- Hydrologic and Geotechnical Site Investigations, Yarrow Village Project, Kirkland, WA, prepared by Golder Associates, dated July, 1984;

- Geotechnical Investigation, Proposed Yarrow Village Office Park, Kirkland, Washington, prepared by Golder Associates, dated September, 1985;
- Supplementary Geotechnical Investigation, Building B and Relocated Points Drive, Proposed Yarrow Village Office Park, Kirkland, Washington, prepared by Golder Associates, dated June 1986;
- Yarrow Village Phase II, Supplemental Geotechnical Study, prepared by Golder Associates, dated April 1987; and
- Geotechnical Engineering Study, Phase III of the Yarrow Bay Office Park Development, prepared by Golder Associates, dated September 1988.

Project Understanding

The Plaza at Yarrow Bay currently consists of four multi-story office buildings (Plaza at Yarrow Bay, Buildings I-IV). Each building has at least one story of underground parking.

According to the conceptual plans, the proposed development is to include the construction of a four story office building with one story of underground parking. This building and associated parking garage will be located within the footprint of the current surface parking lot associated with Buildings I and II. The office building will be approximately 75,000 square feet and the underground parking garage will cover about 70,000 square feet. The proposed underground parking garage is intended to be connected to the existing parking garages associated with the adjacent buildings (Plaza at Yarrow Bay, Buildings I and II).

Geologic Conditions

Golder's previous investigations included numerous geotechnical borings and test pits across the Plaza at Yarrow Bay property. Two of the geotechnical borings (B-6 and B-8) were located in the vicinity of the currently proposed development. We also excavated two test pits (TP-1 and TP-21) in this area.

Generally, the subsurface geologic conditions identified in previous boreholes and test pits can be described by three units; near surface soils, shallow soils, and deep soils. The depths at which these units exist across the site can vary. The maximum depth explored in our previous studies was 30 feet below ground surface. Additional subsurface investigations will be required in the future to more accurately delineate the contacts between units. A brief description of the soil units are presented below:

- Near surface soils: may include loose, silty sand with varying amounts of organics;
- Shallow soils: may include compact, silty sand with trace organics; and
- Deep soils (shallower than 30 feet): may include dense to very dense, sand and gravel.

Groundwater

Relatively shallow groundwater is anticipated across the site. Previous studies have identified groundwater as shallow as 3.5 feet beneath ground surface in the area of the proposed development.

Temporary and/or permanent dewatering may be required for the proposed development. Future studies will be necessary in order to more clearly define the groundwater conditions beneath the site. We recommend that these studies be conducted after the overall project design been selected.

Feasibility Determination

Based on our review of the referenced documentation, the project (as currently conceived) appears feasible from a geotechnical standpoint. We recommend that additional design level geotechnical and hydrologic studies be conducted once the final site design has been selected.

We hope that this brief summary meets your immediate needs. Please feel free to contact us if we can be of service in the future.

Sincerely,

GOLDER ASSOCIATES INC.



Christopher S. King
Senior Project Manager

CSK/AJW



Andrew J. Walker, P.E.
Principal and Senior Consultant



GEOLOGICALLY HAZARDOUS AREAS COVENANT

<p><i>File No.:</i></p> <p><i>Parcel No.:</i></p> <p><i>Project Name:</i></p> <p><i>Project Address:</i></p>
--

Declarant _____ hereby declares and agrees as follows:

1. Declarant is the owner of the real property described below and incorporated herein by reference, which is the "property" referred to herein.
2. Declarant agrees to defend, indemnify, and hold the City of Kirkland harmless from all loss, including claim made therefor, which the City may incur as a result of any landslide or seismic activity occurring on the property and for any loss including any claim made therefor resulting from soil disturbance on the "property" in connection with the construction of improvements, including but not limited to storm water retention and foundations. "Loss" as used herein means loss including claim made therefor from injury or damage incurred on or off the "property," together with reasonable expenses including attorneys fees for investigation and defense of such claim.
3. This hold harmless is a perpetual covenant running with the "property" and is binding upon the Declarant's successor and assigns.
4. The real property subject to this Agreement is situated in Kirkland, King County, Washington, and described as follows:

(Insert legal description below:)

DATED at Kirkland, Washington, this _____ day of _____, _____.

NATURAL GREENBELT PROTECTIVE EASEMENT

Grantor: _____, owner of the hereinafter described real property, hereby grants to

Grantee: The City of Kirkland, a municipal corporation.

A natural greenbelt protective easement over and across the following described real property to wit ("Easement Area"):

No tree trimming, tree topping, tree cutting, tree removal, shrub or brush-cutting or removal of native vegetation, application of pesticides, herbicides, or fertilizers; construction; clearing; or alteration activities shall occur within the Easement Area without prior written approval from the City of Kirkland. Application for such written approval to be made to the Kirkland Department of Planning and Community Development who may require inspection of the premises before issuance of the written approval and following completion of the activities. Any person conducting or authorizing such activity in violation of this paragraph or the terms of any written approval issued pursuant hereto, shall be subject to the enforcement provisions of Chapter 170, Ordinance 3719, the Kirkland Zoning Code. In such event, the Kirkland Department of Planning and Community Development may also require within the immediate vicinity of any damaged or fallen vegetation, restoration of the affected area by planting replacement trees and other vegetation as required in applicable sections of the Kirkland Zoning Code. The Department also may require that the damaged or fallen vegetation be removed.

It is the responsibility of the property owner to maintain critical areas and their buffers by removing non-native, invasive, and noxious plants in a manner that will not harm critical areas or their buffers and in accordance with Kirkland Zoning Code requirements for trees and other vegetation within critical areas and critical area buffers.

The City shall have a license to enter the Easement Area (and the property if necessary for access to the Easement Area) for the purpose of monitoring compliance with the terms of this easement.

Development outside of this Natural Greenbelt Protective Easement may be limited by codified standards, permit conditions, or movement of the critical area.

Each of the undersigned owners agree to defend, pay, and save harmless the City of Kirkland, its officers, agents, and employees from any and all claims of every nature whatsoever, real or imaginary, which may be made against the City, its officers, agents, or employees for any damage to property or injury to any person arising out of the existence of said Natural Greenbelt Protective Easement over said owner's property or the actions of the undersigned owners in carrying out the responsibilities under this agreement, including all costs and expenses, and recover attorney's fees as may be incurred by the City of Kirkland in defense thereof; excepting therefrom only such claims as may arise solely out of the negligence of the City of Kirkland, its officers, agents, or employees.

This easement is given to satisfy a condition of the development permit approved by the City of Kirkland under Kirkland File/Permit No. _____, for construction of _____ upon the following described real property:

This easement shall be binding upon the parties hereto, their successors and assigns, and shall run with the land.

DATED at Kirkland, Washington, this _____ day of _____, _____.

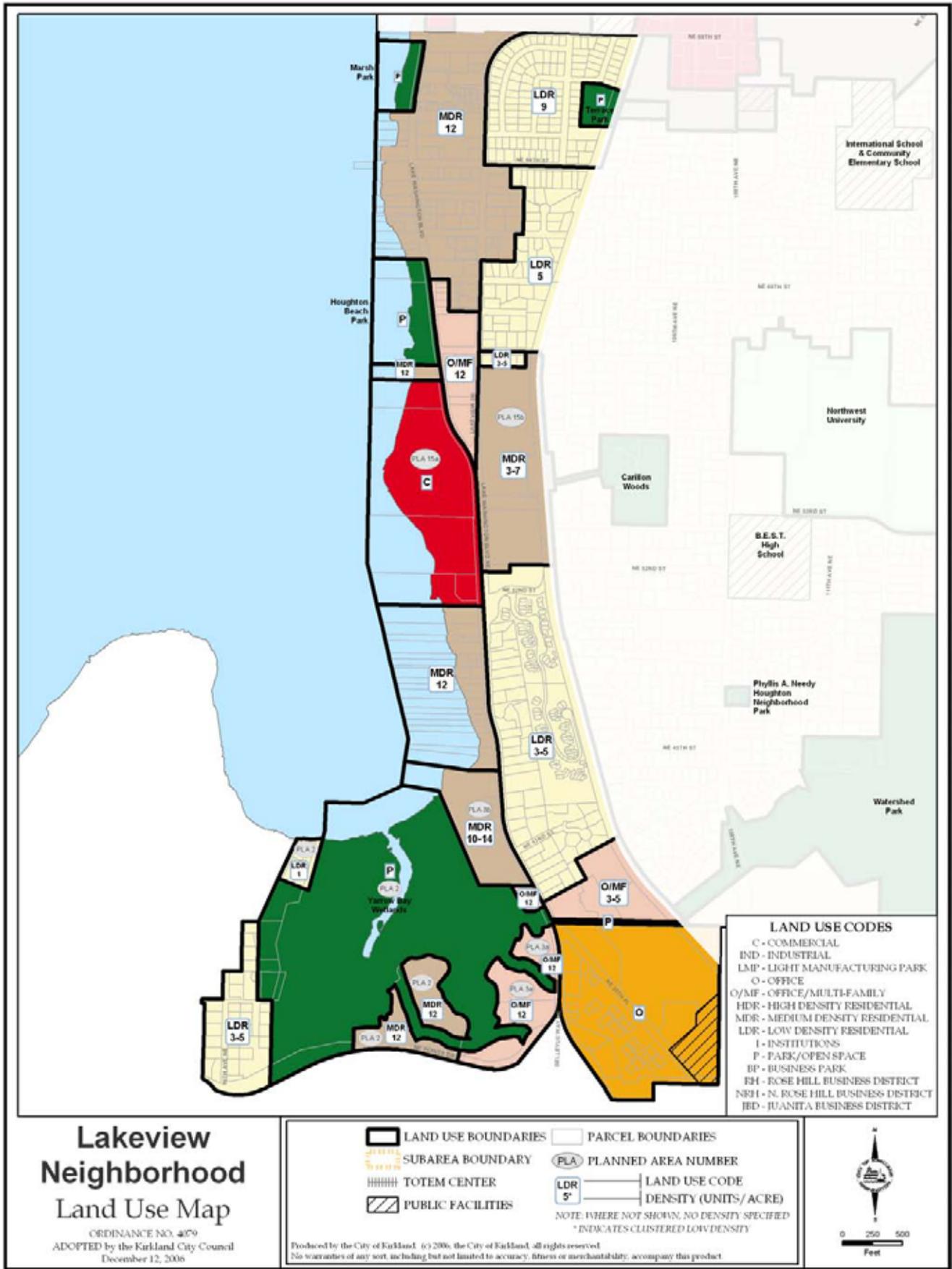


Figure L-1: Lakeview Land Use

PLAZA AT YARROW BAY

Building 5

Inspiration for pursuing an application at this time includes:

- Reposition the campus as a pedestrian-oriented corporate office environment
 - Nearby park-n-ride lot for transit accessibility, bike access, pedestrian route
 - Adjacent services; restaurant, banking, hotel
 - Pulling sidewalk away from Lake Washington Boulevard, separated by landscaping
 - Keeps office expansion along freeway and out of neighborhoods
 - Abundant and diverse housing choices nearby
 -
- Campus is almost 100% occupancy
 - Allows us to offer the site as a potential build-to-suit for an existing tenant
 - Attractive Microsoft / Google oriented tenants
 -
- Coordination with the planned SR-520 expansion currently under design
 - Expansion will not disrupt campus plan
 -
- Original PUD approval
 - Dedicated over 66 acres to City as a Park
 -
- Linbrook Office Park PUD
 - Prior office campus approved in 2003
 - Approx. 400,000 sf
 - Building height of 70 feet
 - This project will never be built due to creation of office condominium
 -
- Environmental features
 - Expanded and enhanced wetland buffer
 - Reduced storm water runoff due to structured parking
 - Reduced impervious surface
 -

CITY OF KIRKLAND

Hearing Examiner Exhibit

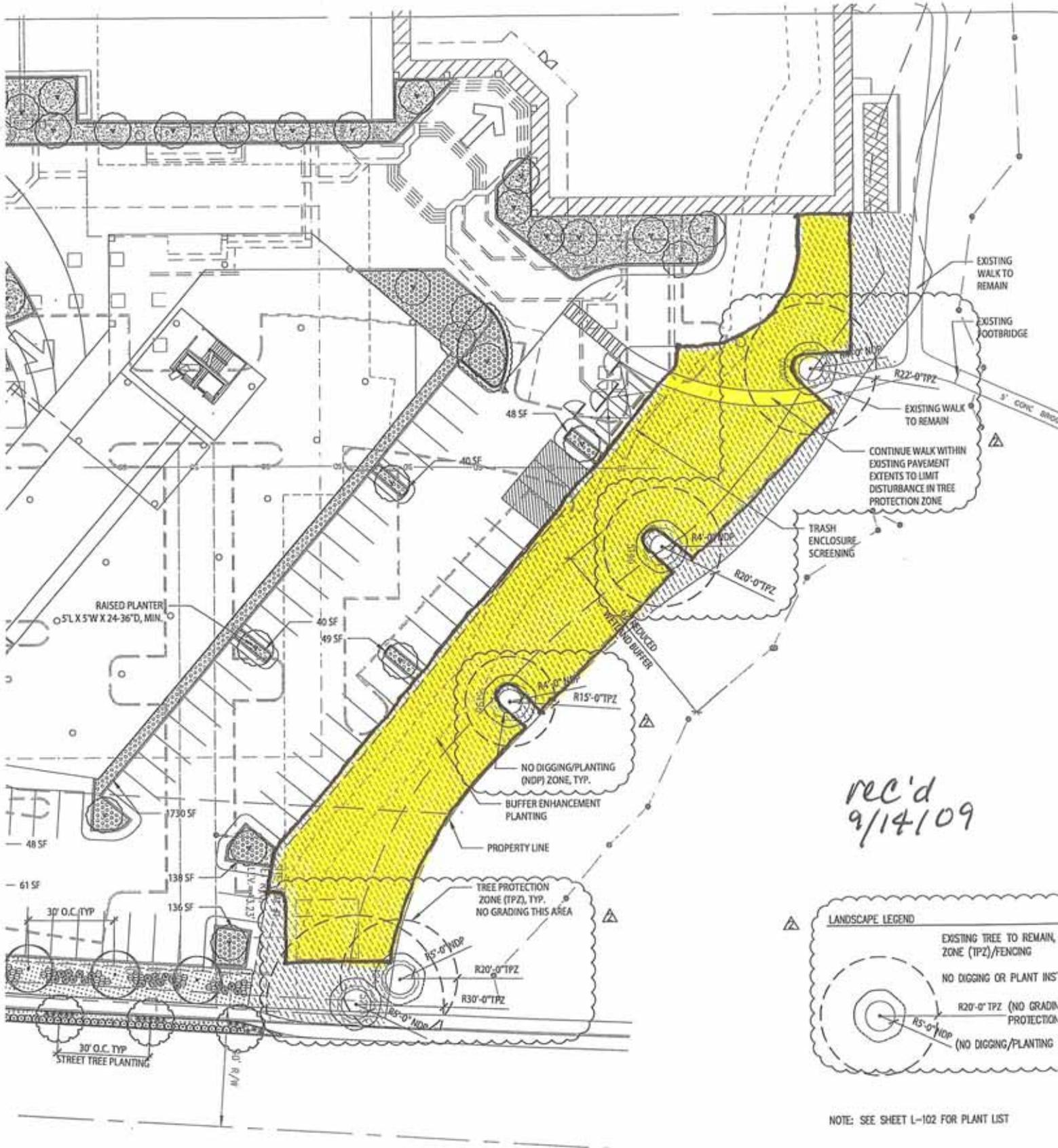
Applicant

Department

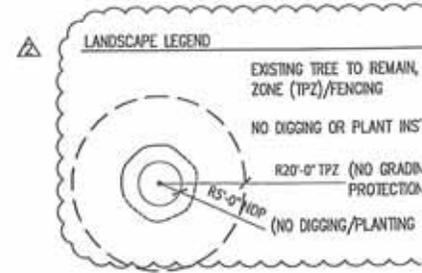
Public

FILE # 20W08-00017

B



rec'd
9/14/09



NOTE: SEE SHEET L-102 FOR PLANT LIST



CITY OF KIRKLAND
Hearing Examiner Exhibit
 Applicant
 Department _____
 Public _____
 FILE # 20108-00017

C

rec'd
9/14/09



CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.828.1257
www.ci.kirkland.wa.us

ADVISORY REPORT
FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS

To: Kirkland Hearing Examiner and Houghton Community Council
From: [Signature] Jon Regala, Project Planner
Nancy Cox For Eric R. Shields, AICP, Planning Director
Date: January 22, 2003
File: IIB-01-15. LINBROOK OFFICE PARK PUD
Hearing Date and Place: February 3, 2003
7:00 pm
City Hall Council Chamber
123 Fifth Avenue, Kirkland

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
Application	2
Recommendations.....	2-4
Site Description	4
History	5
Public Comment.....	5
State Environmental Policy Act (SEPA)	5-6
Concurrency.....	6
Approval Criteria.....	6-15
Development Regulations	15-16
Comprehensive Plan.....	16
Development Review Committee.....	16
Minor Modifications	16-17
Challenges and Judicial Review.....	17
Lapse of Approval.....	17
Appendices	18
Parties of Record	18

00043

CITY OF KIRKLAND
Hearing Examiner Exhibit

Applicant
Department _____
Public _____

D

FILE # ZON08-00017

I. INTRODUCTION

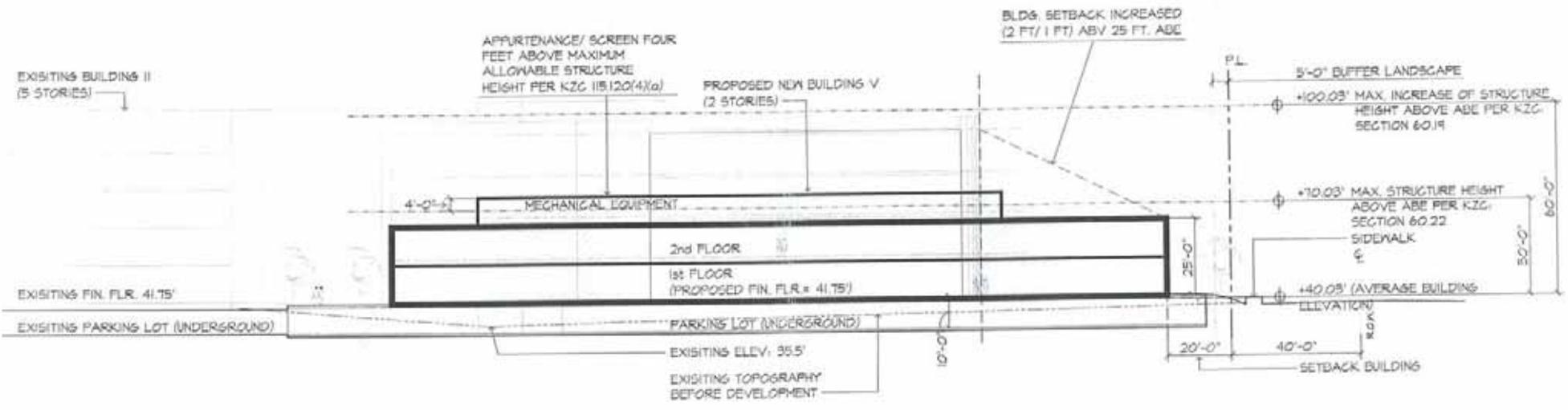
A. APPLICATION

1. Applicant: Gerry Gerron, with Mulvanny G2 Architects, on behalf of Stephen Yett, property owner of the Linbrook Office Park.
2. Site Location: 10406 NE 37th Circle, Kirkland (see Attachment 1)
3. Request: The applicant is proposing two 4-story office buildings; each 198,360 square feet for a total of 396,720 square feet (see Attachment 2). The applicant is requesting the following exceptions from the Zoning Code as part of this Process IIB review.
 - a. *Increased Time*. The applicant is requesting an additional 18 months beyond the 4 year lapse of approval date. Zoning Code section 125.80, states that the City Council may, by the ordinance approving the final PUD or by the resolution or ordinance approving the preliminary PUD, extend the time limits of KZC section 152.115. See section II.F.1 for further discussion.
 - b. *Exceed 30' Height Limit*. The applicant is proposing to construct two four-story buildings (see Attachment 3). The heights of the buildings are being increased above the 30' height limit allowed by the Zoning Code. Building 1 (northwest building) is proposed with a height of 70' or 40' above the height limit. Building 2 (southeast building) is proposed with a height of 68.75' or 38.75' above the height limit. The heights are measured above an Average Building Elevation (ABE) and do not include height for rooftop appurtenances. Rooftop appurtenances are proposed at approximately 13'. Underground parking is also being proposed. This request for additional height is required to meet the Planned Unit Development (PUD) criteria. See section II.F.2 for further discussion.
 - c. *Reduce Stream Buffer Width*. The applicant is requesting to reduce the required stream buffer from Cochran Springs Creek from 75' to 50'. This request is required to be reviewed through a Process IIA and meet the criteria in KZC section 90.100 regarding stream buffer modifications. See section II.F.3 for further discussion.
4. Review Process: Process IIB, Hearing Examiner and Houghton Community Council (HCC) conduct public hearing and make recommendation; City Council makes final decision. If the City Council approves the application, then the HCC will vote to approve or disapprove it.
5. Summary of Major Issues and Recommendations: The major issues are to determine if the applicant's proposal meets the criteria for a PUD and stream buffer modification. In addition, the applicant is requesting to extend the lapse of approval date for the PUD. Staff is recommending approval of the extension to the lapse of approval date, the PUD request for additional height, and the stream buffer modification based on the recommendations outlined in section I.B below.

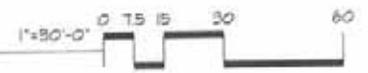
B. RECOMMENDATIONS

Based on Statements of Fact and Conclusions (Section II), and Attachments in this report, we recommend approval of this application subject to the following conditions:

1. This application is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 4, Development Standards, is provided in this report to familiarize the applicant with some of the additional development regulations. This attachment does not include all of the additional



SITE SECTION - LONGITUDINAL



BAYLIS ARCHITECTS
 10804 144th Street, Bellevue, WA 98004
 P 425 454 8500 F 425 454 8566

PLAZA AT YARROW BAY - BUILDING "V"

RE-SUBMITTAL 9-14-09

ZONING PERMIT PACKAGE - PROCESS IIB

CITY OF KIRKLAND

Hearing Examiner Exhibit

Applicant
 Department
 Public

FILE # Zon09-05017

F

COPYRIGHT © 2008 BAYLIS ARCHITECTS INCORPORATED ALL RIGHTS RESERVED



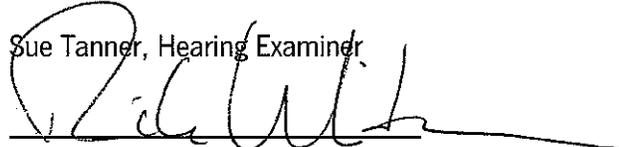
Houghton Community Council
CITY OF KIRKLAND

123 Fifth Avenue, Kirkland, WA 98033 425.587-3225
www.ci.kirkland.wa.us

MEMORANDUM

To: Sue Tanner, Hearing Examiner

From:


Rick Whitney, Chair, Houghton Community Council

Date: September 14, 2009

Subject: PLAZA AT YARROW BAY OFFICE BUILDING PUD AND WETLAND BUFFER MODIFICATION
(ZON08-00017) RECOMMENDATION OF HOUGHTON COMMUNITY COUNCIL

Recommendation to the Hearing Examiner:

After consideration of the testimony and record presented at the public hearing on File ZON08-00017 held on September 14, 2009, the Houghton Community Council (HCC) concurs with the staff analysis and recommendation of approval, with the following additional recommendations:

Recommendation 1

The HCC concludes that the applicant has not provided adequate public benefits to address the adverse impacts or undesirable effects of the proposed PUD, specifically the setback reduction. In order to address the negative impacts, the applicant shall modulate the upper story of the building. In order to address this, as part of the development permit application, the applicant shall submit a building section demonstrating that no portion of the building exceeds the building setback increase (two feet for one foot) as depicted on Attachment 3, Sheet 18.

Motion – To approve this recommendation regarding the Plaza at Yarrow Bay Office Building PUD and Wetland Buffer Modification as written. (6 yes, 0 no).

ORDINANCE NO. 4213

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO LAND USE, APPROVAL OF ZONING PERMITS, PRELIMINARY PUD, AND FINAL PUD AS APPLIED FOR BY KEITH MAEHLUM OF HAL REAL ESTATE INVESTMENTS INCORPORATED, IN DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT FILE NO. ZON08-00017 AND SETTING FORTH CONDITIONS OF SAID APPROVAL.

WHEREAS, the Department of Planning and Community Development has received an application, pursuant to Process IIB, for Zoning Permits, Preliminary Planned Unit Development (PUD), and Final Planned Unit Development (PUD) filed by Keith Maehlum of HAL Real Estate Investments Incorporated as Department of Planning and Community Development File No. ZON08-00017 to construct a new office building within a PLA 3A zone; and

WHEREAS, pursuant to the City of Kirkland's Concurrency Management System, KMC Title 25, a concurrency application has been submitted to the City of Kirkland, reviewed by the responsible Public Works official, the concurrency test has been passed, and a concurrency test notice issued; and

WHEREAS, pursuant to the State Environmental Policy Act, RCW 43.21C, and the Administrative Guidelines and local ordinance adopted to implement it, an environmental checklist was submitted to the City of Kirkland, reviewed by the responsible official of the City of Kirkland, and a negative determination reached on this action; and

WHEREAS, said environmental checklist and determination have been available and accompanied the application through the entire review process; and

WHEREAS, the application was submitted to the Kirkland Hearing Examiner who held hearing thereon at her special meeting of September 14, 2009; and

WHEREAS, the Kirkland Hearing Examiner after her public hearing and consideration of the recommendations of the Department of Planning and Community Development did adopt certain Findings, Conclusions and Recommendations and did recommend approval of the Process IIB Permit subject to the specific conditions set forth in said recommendations; and

WHEREAS, the City Council did consider the environmental documents received from the responsible official, together with the recommendation of the Hearing Examiner; and

WHEREAS, the Kirkland Zoning Ordinance requires approval of this application for a Zoning Permit and PUD to be made by ordinance.

NOW THEREFORE, BE IT ORDAINED by the City Council of the City of Kirkland as follows:

Section 1. Except as provided in Section 3, the Findings, Conclusions, and Recommendations of the Kirkland Hearing Examiner as signed by her and filed in the Department of Planning and Community Development File No. ZON08-00017 are adopted by the Kirkland City Council as though fully set forth herein.

Section 2. The Process IIB Permit shall be issued to the applicant subject to the conditions set forth in the Recommendations hereinabove adopted by the City Council.

Section 3. The Hearing Examiner recommended that upper story of the building be modulated. The City Council concludes that the applicant shall modulate the upper story of the building by submitting a building section demonstrating that no portion of the building exceeds the building setback increase (two feet for one foot) as depicted on Attachment 3, Sheet 18 of the Staff Advisory Report dated September 3, 2009.

Section 4. Nothing in this Ordinance shall be construed as excusing the applicant from compliance with any federal, state or local statutes, ordinances or regulations applicable to this project, other than expressly set forth herein.

Section 5. Failure on the part of the holder of the permit to initially meet or maintain strict compliance with the standards and conditions to which the Process IIB Permit is subject shall be grounds for revocation in accordance with Ordinance No. 3719, as amended, the Kirkland Zoning Ordinance.

Section 6. Notwithstanding any recommendations heretofore given by the Houghton Community Council, the subject matter of this Ordinance and the Permit herein granted are, pursuant to Ordinance 2001, subject to the disapproval jurisdiction of the Houghton Community Council, and therefore, this Ordinance shall become effective only upon approval of the Houghton Community Council or the failure of said Community Council to disapprove this Ordinance within 60 days of the date of the passage of this Ordinance.

Section 7. Except as provided in Section 6, this Ordinance shall be in full force and effect five (5) days from and after its passage by the City Council and publication pursuant to Kirkland Municipal Code 1.08.017, in the summary form attached to the original of this Ordinance and by this reference approved by the City Council as required by law.

Section 8. A complete copy of this Ordinance, including Findings, Conclusions and Recommendations adopted by reference, shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

Section 9. A certified copy of this Ordinance, together with the Findings, Conclusions, and Recommendations herein adopted shall be attached to and become a part of the Process IIB Permit or evidence thereof delivered to the permittee.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2009.

SIGNED IN AUTHENTICATION THEREOF on this _____ day of _____, 2009.

Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney