AERIAL

Merrill Gardens
55' Max. height
The 101/Bank of America
55' Max. height
Portsmith
55.4' Max. height
Hector's
Kirkland Waterfront Market (KWM)

Re: Permit No. DRV12-00921

September 24, 2012

Dear Members of the Kirkland Design Review Board,

We are Ron and Barbara Hansen, the owners of Portsmith #437 in Kirkland. We are writing to express our concerns about the proposed Lake Street Place development (Kirkland DRB case # CDC11-00002). Since the developer's proposal is currently under consideration by your board, we believe that there are some critical elements of this proposal that must be examined with more care.

As presently proposed, the developer will construct a multi-story structure right up to the eastern property line, that is, *with no setback.* This will result in a building whose eastern solid wall will loom 30 ft or more above the Portsmith courtyard, and will be only about 15 ft from the balcony structures of Portsmith unit 3. While this zero-setback construction is *allowed* by the relevant zoning, it is not, in our opinion, *appropriate* for the neighboring properties. As the DRB has recently noted regarding other Kirkland developments, the potential is high for "*...significant negative impact* to the development's near neighbors."

In addition, due to the recently approved Waterfront Market lot line realignment for Lot B (Hector's current rear parking area), the ground reference elevation for the rear Main Street Building is now about 5 ft higher than the reference elevation of a Lake Street referenced building (i.e., Hectors). This means that the rear building will therefore be 5 ft higher relative to its neighbors than if it were to have remained referenced to Lake Street. Although this height difference may seem insignificant when considered relative to the overall building's allowed height of 55ft, the development's immediate neighbors to the north and east (Merrill Gardens II, B of A, and Portsmith) likely feel otherwise.

Lastly, the largest portion (3 of the total 5 floors) of the proposed development is to be dedicated to parking. Again, due to the building's having residential neighbors to the immediate north and east, it will be *mandatory* that the parking portion of this structure be enclosed and soundproofed to the greatest extent possible. However, in so doing, the entire building, save for the portion facing Lake Street, will be a solid 5-story, featureless monolith, right in the heart of Kirkland's downtown. This is nothing if not a *significant negative impact* to the development's near neighbors.

We and most all Kirkland residents desire a vibrant and vital downtown area. However, it cannot come at the expense of the downtown's nearest neighbors. We strongly urge the DRB and the developer to 1) include at least a 10 ft property line setback buffer along its eastern side, 2) limit the proposed Main Street Building height to 4 stories, and 3) soften the appearance of the building's north and east wall structures.

Respectfully,

Ron Hansen Barbara Hansen

Ron & Barbara Hansen
Portsmith #437
10941 Miguelita Rd
San Jose, CA 95127
R_Hansen@ix.netcom.com

Jon Regala

From: Cathy Betz <CathyBetz@comcast.net>
Sent: Saturday, September 29, 2012 6:29 PM
To: Jon Regala
Cc: kducotey@uminc.net; portsmithcondominiums@gmail.com; Barbara Alban
Subject: Comments on Proposed Lake Street Project

Follow Up Flag: Follow up
Flag Status: Flagged

September 29, 2012

Dear Jon and members of the Design Review Board:

Thank you for giving us the chance to express concerns about the proposed Lake Street Project. We are residents of the Portsmith Condominiums and love living in the center of Kirkland, particularly for its "walkability", its pedestrian-friendly areas. We are extremely concerned about the negative impact that this development, as currently presented, would have on the neighborhood. This project is surrounded on 3 sides by long-established high density residential buildings –with folks who contribute greatly to the vibrancy of the downtown core by patronizing the local businesses.

Our concerns have to do with detrimental impacts of size, noise and light blocking.

The proposed project has no sidewalk or setback on the east side facing the Portsmith and Merrill Gardens. Why? In re-platting the middle section (C) to face "First Street" the project was able to gain about 5 feet in elevation. However, because "First Street" was designated as the fronting street for Lot C, the Project should also be required to include pedestrian enhancements such as sidewalks and upper story setbacks, as are required on Lake Street. The Portsmith has put in and maintains a beautifully landscaped 12' wide walkway on its west border that is open to the public during daylight hours. If allowed to proceed the proposed Project would turn this walkways into a dark crevasse, unappealing to walkers and inhospitable to green plantings. It should be noted that the Portsmith and Merrill Gardens also have a beautifully planted walkway between them, running east/west perpendicular to the border with the Project. Why were Portsmith and Merrill Gardens required to have these and not this Project? Also, in the proposed plan, there is tremendous adverse "massing" on the east wall of this Project; this is best remedied with a sidewalk setback (most preferably at the same level as the Portsmith's walkway) and further upper level setbacks.

The "utility" area of this project is of serious concern. The close location of the proposed parking garage, loading docks and garbage pick-up are immediately adjacent to existing residences, and will be a source of serious noise pollution. If this proposed location is permitted, then state regulated quiet hours must be mandated on deliveries and garbage pick-up; these activities take place right on the property line and even in the "right of way" (again no setbacks here!) within feet of the bedroom windows of many residents.

We object strongly to the incorporation of the existing "right of way" at the north end of the Portsmith's walkway, just west of the long stairway, into the ground floor "loading dock area" of the proposed project. This needs to remain public "right of way".

The annoyance of headlights from vehicles coming and going from the Project garage would shine into bedrooms; this must be mitigated. Also, the ventilation system for the garage should not be located where its noise and exhaust would be a detriment to nearby residents.

An additional concern is the proposed roof garden. Will it be for casual access during the day or become part of the proposed restaurant expansion? If the latter, then again, state mandated noise ordinances must be enforced.

The elephant in the room, of course, is the project's horrendous impact on the views of hundreds of existing residents of adjacent buildings who invested in their homes years ago. It's a travesty to so negatively affect the quality of life for so many people just to satisfy a few developers. Every step possible should be taken to keep this Project from being a monolithic eyesore, as well as a bad neighbor. Please explore every option to minimize the overall negative effects of this Project on our community and its residents. We hope you would preserve the beauty, and the airy, pedestrian-friendly, open feel of our neighborhood through downsizing, expanded walkways, setbacks, mitigation and all possible beautification.

Thanks so much for your thoughtful consideration to our concerns.

Sincerely,

Cathy and Bob Betz
Cathybetz@comcast.net
bobbetz@comcast.net
108 2nd Avenue South, #501
Kirkland, WA 98033

Jon Regala

From: Donna Riddell <donna_riddell007@yahoo.com>
Sent: Sunday, September 30, 2012 6:11 PM
To: Jon Regala
Cc: Donna Riddell
Subject: DRV12-00921 Lake Street Place Design Review Oct 1st

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Jon

I would like to express my concern about the lack of design consideration that appears to have been given to the eastern elevation of the Lake Street Place property.
The only hint of what will be in store for the neighbors is on Pg 29 of Part 1 of the Lake Street Place doc (see below).
This hint is foreboding indeed.

We need to see an east elevation drawing from further north to understand the true impact this structure will have.

What will we see from the public walkway in front of Portsmith?
What will we see looking out from the Portsmith Club Room?
What will we see looking out from the Portsmith Exercise Room?

The drawings of that portion of the eastern elevation have been omitted from the packet.
Why?
Could it be because it is impossible to draw a picture of solid looming wall of raw concrete 15' in front of you and make it look anything but what it will be.
Cold, dark and ominous.

Obviously, the Portsmith residents are very negatively impacted by this lack of consideration.
In addition, there are many pedestrians from around the area who regularly stroll the public walkway in front of Portsmith and rest on the benches to enjoy the view.
Now those pedestrians will be in a 15' wide space that will feel like a long dark tunnel.

I propose the DRG give consideration to some form of setback and roofline variation on the eastern elevation.
Please prevent the concrete slab from being right up against the property line and insist they allow a glimmer of light between the two buildings.

Surely a bit more 'design' thought could be expended on the eastern elevation.
I'm pretty sure with a bit of create energy, the designers could come up with something less oppressive than a tall, blank concrete wall for the neighbors to stare at.

EAST GREEN SCREEN FROM PORTSMITH

Regards,
Donna Riddell
109 2nd Street South #621
Kirkland, WA 98033

Jon Regala

From: Alan F Wilson <bigal@rockisland.com>
Sent: Monday, October 01, 2012 12:45 PM
To: Jon Regala
Subject: Fwd: Comments on Proposed Lake Street Project

Follow Up Flag: Follow up
Flag Status: Flagged

Jon, please submit the corrected clean copy below for us - somehow slipped in pollution after complete point #2.
Thanks, Al

> Jon and members of the DRB,
>
> Please enter our comments into the public record for the citizen input
> towards the proposed Lake Street Project.
>
> 1. Our understanding is there now exists a two story set back along
> Lake Street that is 30' in width! Why is this project afforded a 25'
> set back?
>
> 2. Is the roof garden simply for beautification of the office views?
> If it is for tenant use, we strongly object to this!
> The proximity to the living areas of the Portsmith would be severely
> impacted if there is tenant activity of any kind on the southwest roof
> garden area.
>
> 3. A flat wall and zero setback from the Portsmith and its public
> walkway are unreasonable. The DRB asks for setbacks and pleasing
> appearances from the Lake Street elevations; and also from from the
> Main Street extension.
> Why aren't the elevations facing the Portsmith on the South and East
> sides afforded the same setbacks from the public walkway? These
> setbacks could start with the project having a continuous sidewalk;
> and then extend setbacks floor by floor; as the building walls rise
> vertically. Again offering the same pleasing appearance equally to all
> sides of the project.
>
> 4. We do not understand the garage. If each floor is simply screened;
> the impact of sound, light, and toxic fume pollution to Portsmith
> residents would make living standards in some units questionable. We
> would like to withhold further comment on the garages as the DRB
> process provides for clarification of their impact to residential
> homes.
>
> Due to prior commitments we are unable to attend the meeting tonight.
> However, we look forward to being in attendance at future meetings on
> this Most Critical of Projects that downtown Kirkland will likely ever
> face.

>
> Sincerely,
>
> Donna and Alan Wilson
> 108 Second Avenue So. #301
> Kirkland, WA 98033

Jon Regala

From: Alan F Wilson <bigal@rockisland.com>
Sent: Monday, October 01, 2012 10:47 AM
To: Jon Regala
Subject: Comments on Proposed Lake Street Project

Follow Up Flag: Follow up
Flag Status: Flagged

Jon and members of the DRB,

Please enter our comments into the public record for the citizen input towards the proposed Lake Street Project.

1. Our understanding is there now exists a two story set back along Lake Street that is 30' in width! Why is this project afforded a 25' set back?

2. Is the roof garden simply for beautification of the office views?
If it is for tenant use, we strongly object to this!
The proximity to the living areas of the Portsmith would be severely impacted if there is tenant activity of any kind in the southwest roof garden area.
pollution
3. A flat wall and zero setback from the Portsmith and its public walkway are unreasonable. The DRB asks for setbacks and pleasing appearances from the Lake Street elevations; and also from from the Main Street extension.
Why aren't the elevations facing the Portsmith on the South and East sides afforded the same setbacks from the public walkway? These setbacks could start with a project continuous sidewalk and extend floor by floor; as the building walls rise vertically. Again offering the same pleasing appearance equally to all sides of the project.

4. We do not understand the garage. If each floor is simply screened; the impact of sound, light, and toxic fume pollution to Portsmith residents would make living standards in some units questionable. We would like to withhold further comment on the garages as the DRB process provides for clarification of their impact to residential homes.

Due to prior commitments we are unable to attend the meeting tonight.
However, we look forward to being in attendance at future meetings on this Most Critical of Projects that downtown Kirkland will likely ever face.

Sincerely,

Donna and Alan Wilson
108 Second Avenue So. #301
Kirkland, WA 98033

Jon Regala

From: Cathy Betz <CathyBetz@comcast.net>
Sent: Tuesday, October 02, 2012 1:00 PM
To: Jeremy McMahan; Jon Regala
Cc: Barbara Alban; Alan F Wilson; robbrown1@aol.com; Bob
Subject: DRB meeting 10/01/2012, to be distributed to members of DRB

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Jeremy, Jon and DRB members,

Thank you for conducting last night's meeting. It was my first time to attend a city planning meeting and I commend you for your accessibility and willingness to consider the questions and concerns of residents.

Most of my comments centered around the boundary between the Project and the Portsmith Condominiums. While we often referred to the "east" boundary, I would like to make clear that my comments and concerns include the continuous boundary where it makes a 90 degree bend and runs east/west along the north face of Portsmith building one.

I would repeat my recommendation that the new Project add a (6 feet+?) sidewalk/right of way contiguous to the Portsmith's. This would enhance the frequently used public walking area tremendously and go a long way to let more light onto the existing Portsmith walkway and plantings. I envision this sidewalk at the same level as the Portsmith's. The developer would then have approximately two floors below the grade of the Portsmith walkway that he could develop all the way to the lot line and of course would not have to beautify. By widening the sidewalk/walkway on the shorter north/south boundary between the Project and the Portsmith the narrow view corridor that the Project leaves would be widened by (again) six feet, restoring a partial lake view for probably 6 more units.

My husband I want to emphasize our public safety concern about the loosely presented use of the Main Street/alley for delivery and trash truck access; what looks reasonable on paper will collapse under the sheer volume of pedestrian traffic at the point where those two roads intersect with Lake Street on one end and Kirkland Avenue on the other.

We were particularly pleased that the DRB shared our deep concern with the unsightly massing of the north, east, and south elevations. We're optimistic that the DRB and the applicant will find the appropriate solutions to preserve the beauty that defines Kirkland while offering some visual relief for those whose views will be blocked.

Respectfully,

Cathy & Bob Betz

October 3, 2012

Jon Regala
Project Planner
City of Kirkland

Jon:

Subsequent to our attending the Design Review Board (DRB) meeting on Monday, October 1, 2012, we developed the following areas of interest/concern regarding the McLeod Lake Street Project:

- South Elevation
- South Pedestrian Walkway
    - Safety and Security
    - Green Space
- Ventilation Design Platform
- Traffic Impact
- Planning Department Timeline for SEPA Application Review

South Elevation

One of the most glaring omissions from the developer presentation was an illustration and discussion regarding the South elevation. The focus of the developer, as well as the DRB, was consideration of the East and North Elevations. While there is no doubt these two areas are of high importance, the South Elevation cannot be overlooked due to critical issues which could negatively impact the health, safety and security of both Portsmith residents and pedestrians using the public walkway corridor around the Portsmith.

As Portsmith residents, we are very concerned with the proposed design of the parking garage and specifically, the location of automotive exhaust portals located on the south face of this structure. The current proposal, which appears to have large horizontal openings covered by painted iron mesh located on three garage floors, will severely degrade the quality of life for residents by compromising environmental (air, noise and light) standards. These required exhaust openings are adjacent to the public pedestrian walkway and more importantly, are inordinately close to residential windows, balconies and outdoor patio areas of Portsmith residents.

Recognizing that there will be positive pressure generated in the garage area (the reason for the openings), exhaust fumes will disperse directly toward the bedrooms and main living areas of residents at the Portsmith along the South corridor. The distance between the proposed vehicle exhaust openings and the living areas (private outdoor patios) ranges from a mere 9 feet (a typical ceiling height!) to 19 feet to open windows and balconies. Additionally, the annoyance of vehicle headlights glaring directly into residential windows cannot be overstated.

Combined with the high level of cooking exhaust fumes and pollutants from the developers, Milagro and (tenant) Thin Pan restaurants along this walkway corridor, the air quality will be further degraded. It is hard to imagine what the result will be when opening windows during the spring, summer and fall.

South Pedestrian Walkway

Safety and Security

In addition to the air, noise and light pollution, there are also serious safety and security implications with the current design. The tunnel effect created by having two large buildings in such close proximity creates a dark and uninviting corridor which will attract illicit activity and be difficult to police and monitor. There is a significant difference in the width of the East and the South Portsmith pedestrian walkways. While the width of the East walkway extends from approximately 12 to 19 feet (when considering the entire open area), the South Portsmith walkway is constant at 9 feet. This reduction in width will result in more of a "canyon" affect to the pedestrian and residents. Is this a desired result which will contribute to an increase in quality of life? The current open and airy walkway is already subject to underage drinking, drug use and other assorted illicit activities. What will happen if the walkway becomes a dark alley between buildings? Are we creating a space that will be inherently difficult to monitor and invite criminal activity?

We would like to further understand the zoning and setback requirements for this area. It is very hard to believe that no setbacks are required between buildings. Is there a zoning loophole that should be addressed to provide for reasonable easements between buildings to protect our citizens from poor urban planning which will result in denigration of property, health and safety? Why are there only setback requirements along streets? Do we want to have wall-to-wall concrete corridors and parking garages defining our residential areas?

We believe the city of Kirkland has the perfect opportunity to be progressive and forward-thinking, the model Washington city, by working with the developer and it's residents to create urban living at its best with design elements that enhance (not degrade) the quality of life expected in a well-planned community.

Green Space

We would like to see the developer partner with the community in designing a development which considers the quality of life for those sharing its space. A good example exists on the south side of Merrill Gardens where the developer clearly understood the need to have a green space equal to that provided by the Portsmith. Although shaded, the resulting space has lush vegetation easily cared for and pleasing to everyone walking or living in the area. Regardless of the building type, green space should always be a part of the design. A parking garage and the space around it do not have to look like a prison.

Also, is there a requirement that mandates ongoing maintenance and watering of green spaces by the developer or property owner (as the Portsmith does for all the planters and vegetation in the public walkway)? A poor example of an attempted green space are the planters on the south side of the 101 Apartments which have had dead plants in them since the building was finished…a daily eyesore to all Kirkland residents and visitors alike. Another example of a green screen gone bad is on the south side of Ben and Jerry's, 2nd Avenue South where the green screen has been planted with a pitiful little vine that has not done well due to an apparent lack of maintenance and care. Is this the type of Green Screen and maintenance that is being proposed on the parking garage?

Ventilation Design Platform

Clarification of the type of ventilation system to be incorporated into the garage was absent from the discussions at the October 1 meeting. We understand some of these design elements are determined in a hierarchical manner. However, this information must be made available if an objective evaluation of the proposed design for ventilation, vehicle exhaust and air quality can be assessed. Can you please clarify 1) if and/or when this design information will be made available (i.e. at the State Environmental Policy Act (SEPA) review), and most importantly, 2) how resulting changes or modifications will be incorporated into the final design for the development **prior** to DRB approvals and/or issuance of the building permits?

Traffic Impact

Additional information is needed regarding the increase in vehicles in the area because of the impact on air, noise and safety standards. First, the volume of cars going in and out of the proposed garage has more than tripled from an 85 car parking lot to a 259 slot parking garage. The roadway in and out of the area is severely inadequate to handle the volume of traffic. The alley adjacent to Hector's will be used for access to three parking garages, ATM drive through, deliveries, trash pickup, and pedestrians (not to mention Emergency Vehicles) etc. At peak periods, it's hard to imagine the level of congestion which will result.

A high-risk crosswalk on Main Street already exists for pedestrians trying to gain access to the stairway leading to the public walkway on the East side of the proposed parking structure. There are vehicles coming from the Merrill Gardens parking structure, the 101 Apartment parking structure, the Bank of America ATM drive through, and the traffic on both the alley and Main Street from Kirkland Way and Lake Street. Given the age of the residents at Merrill Gardens and the increased number of pedestrians and vehicles projected from the new development, this quite likely will rapidly develop into a safety nightmare!

Planning Department Timeline for SEPA Application Review

From a tutorial standpoint, we would like a better understanding of the timeline and process associated with the SEPA review. Given that this could significantly impact design changes to vehicle exhaust ventilation systems, etc., it would be of help to have an understanding of this process. Also, will there be public meetings scheduled for input and review?

Jon, thank you for your consideration of these items. Our preference would be to schedule some time with you to discuss our concerns. It is our understanding that we may be able to coordinate a session with other Portsmith participants. Please let know what works best with your schedule.

Harry and Betsy Schanning
108 2nd Ave S #202
Kirkland, WA 98033

425-256-0180
hschanning@gmail.com

Jon Regala

From: ROBBROWN1@aol.com
Sent: Tuesday, October 09, 2012 3:08 PM
To: Jeremy McMahan; Jon Regala
Subject: Attn: Design Review Board

Follow Up Flag: Follow up
Flag Status: Flagged

To: Kirkland Design Review Board

Re: McLeod property plans - Lake St courtyard

Hi all,

First of all, I think the plans fronting Lake St are beautiful and well scaled! This project will add a lot of flavor to downtown Kirkland!

But when you are considering the "courtyard" portion on Lake Street, I would appreciate it if you consider what has happened in front of The Heathman Hotel at State St and Kirkland Ave, despite the original plans.

We cannot afford that same encroachment on Lake Street. I only am asking that very tightly worded requirements for that courtyard are placed in the eventual approval.

This subject has certainly been discussed previously before the board, but since there are several new members, I thought it important to re-visit this. I know that several current board members have previously walked this property and know full-well what the concern is.

The Heathman had requirements like all other new projects of 12-13 foot sidewalks. They were allowed to place some of the walkway space within their brick pillar facade. At the beginning, pedestrians could walk on either side of the brick pillars allowing for a very pleasant meandering style of movement through the area.

Then they had a very small portion near the intersection set aside for outdoor seating, then it became dining, then it became fenced off, and finally they fenced off the entire frontage of the hotel.

This has resulted in 8 ft sidewalks at the most and considerably less near the intersection where they have been allowed to bump out approx 4 ft into city property. I imagine this was deemed "ok" since there are bump-outs there for the crosswalk. Is that really ok, I would say absolutely not, since now you can't even walk 2 x 2 between the fence and the light standard.

Again, I think the frontage for the McLeod project is great! And I think the courtyard is great! I just know that your concerns over "clutter" are very valid and will need to be tightly restricted to keep the area wide open and inviting for the long run.

Rob Brown
108 2nd Ave S #105
Kirkland, WA 98033
206-226-5078

Jon Regala

From: Alan F Wilson <bigal@rockisland.com>
Sent: Wednesday, November 07, 2012 2:52 PM
To: Jon Regala
Subject: Comments on Revisions to The Lake Street Project

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Jon and Members of the Design Review Board,

First let us say (in our opinions); the applicant has worked hard to accommodate input received from the original design proposal.

However, we have one objection and it has historical context.

The applicant states "We are still asking the DRB to consider a 5'-0" setback reduction for the third and fourth stories at the Kirkland Waterfront addition."

Objection: After countless meetings in the last few years; an agreement between neighbors, stakeholders, City Staff, the DRB, and the City of Kirkland was reached. This agreement was; that in order to preserve the Lake St corridor and the historic village character of our city; a 30' set back would limit all building heights to two stories in this zone along the street.

Question: why under any circumstances would this agreement be changed now for this or any other applicant? The 30' should be inviolate under any circumstances.

Thank you all for your kind consideration of our point of view.

Alan & Donna Wilson

Second Ave S. #301

Kirkland WA 98033

425-828-2298

Sandi Hart and Stan Christie
109 2nd St S Apt 239
Kirkland, WA 98033
425-636-8118
shart5@comcast.net

November 8, 2012

Mr. Jon Regala
City of Kirkland
Planning and Community Development Department
123 Fifth Avenue
Kirkland, WA 98033

Reference: Permit No. DRV12-00921 Lake Street Place Design Review

Dear Jon,

We continue to have concerns about the proposal for Lake Street Place.

1. **Public Notice**
   It feels to us that this is being "hurried" through the process without enough public notice and comment. We have never been involved in an issue such as this, so we're not familiar with these kinds of processes, but almost no one in Kirkland that I've talked to is aware there will be an above ground parking garage built here. All the news articles we read concerning this building said it would have underground parking. We presume others have read the same articles and may not be aware that those plans have changed.

2. **Character of Structure**
   Although the Lake Street side of these buildings is beautifully designed, the building is "warehouse-like" on the North, South and East sides. We feel that Kirkland residents, including us, will not be happy with 4 stories of above ground parking that will adversely affect the character of the Lake Street corridor.

3. **Proximity of Living Spaces**
   The revised plans only addressed the proximity of the top floor to condo living spaces but completely ignored the lower floors that are still 12 feet away from decks on the east side. Are there no setback requirements to prevent building too close to living spaces? This building will seriously affect the quality of life for the condo owners in Portsmith.

4. **Public Walkways**
   Another great thing in Kirkland is the required public walkways. With the exception of the stairs from Kirkland Ave, all the other walkways were put in for the public to have access to the beautiful views of Lake Washington. It's really a shame to ruin the public walkway on the East side of the building by turning it into a dark tunnel. Also, the new "perspective" views of the walkway seem to distort the actual size of the walkway making it look wider than it is. Is it part of the project to rebuild that walkway to make it more open as in the perspective views?

5. **Safety and Congestion**

We feel the lighting plan belongs in this proposal. The size of the building is the cause of the safety issue and without mitigation, no part of the building should be approved. Nothing in the new plans addressed our concerns with safety along the public walkway.

We watched cars come and go from the parking lot one Saturday evening and it was a mess. The alley way was backed up, there were cars waiting to pick up elderly people at Merrill Gardens, people trying to park in the lot and people trying to cross the street and walk up the stairs. All this was with only one level of parking. Multiply that times 4 and we have serious concerns about congestion in downtown Kirkland. This will all back into the streets and with patrons parking in the lot, drinking at the restaurants and getting back into their cars, this will be a serious safety issue!

In closing, we'd like to note that all the problems except congestion have one simple answer – the original plan – to build the parking garage underground. We have one opportunity to do this the right way to preserve the feel of downtown Kirkland while still allowing Mr. McLeod to reap profits from his land. After all, we here at The Portsmith are some of his most loyal customers.

Thank you very much for your consideration.

Sincerely,

Sandi Hart

Stan Christie

Dr. and Mrs. Brian G. Rohrback
109 2nd Street South, Unit 237
Kirkland, WA 98033
425 836-8138
l.b.rohrback@gmail.com
brian_rohrback@infometrix.com

November 8, 2012

Mr. Jon Regala
City of Kirkland
Planning and Community Development Department
123 Fifth Avenue
Kirkland, WA 98033

Reference: Permit No. DRV12-00921 Lake Street Place Design Review

Dear Jon,

With the short timing between availability of the design documents and the deadline for letters to the Planning Board, it is not possible to be comprehensive in my comments. So, to both my advantage and yours, I will be brief.

My wife and I continue to have many concerns about the proposal for Lake Street Place. All of our issues revolve around two parameters of the project: its size and its proximity to other structures. I plan to provide my short evaluation at the November 19th Board meeting.

1. The building is significantly out-of-scale compared with other buildings in the Central Business District. Although the design from the Lake Street frontage does a beautiful job of hiding the mass, there is both form and function to be considered. There is no building even remotely like it in the Kirkland marina area core.

2. Of even more egregious nature is the proposed parking structure. Sized to accommodate the overlarge building, this is a huge brick of a structure. There are no other above-grade parking structures in the Central Business District that extend above a single story and the proposed garage is out of place.

3. We also take issue with the garage being placed so close to the Portsmith Condominiums to the East. Even with the current revision, the space between Portsmith and the garage's East wall will be less than 15 feet, much smaller that the spacing between any other two buildings in the immediate area (average >20 feet). And, in no other case does a residence structure face a wall.

Thank you very much for allowing us to express our concerns and we appreciate your time in your review.

Best Regards,

Brian G. Rohrback

Jon Regala

From: Cathy Betz <CathyBetz@comcast.net>
Sent: Friday, November 09, 2012 10:28 PM
To: Jon Regala
Subject: Comments for DRB McLeod Project

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Jon and Design Review Board,

We are sending our comments on the current proposals for the McLeod Project, and do appreciate your forwarding our concerns to the DRB.

- The two sides of the proposed garage wall (east and south faces) as they have an impact on the Portsmith and its public walkways and courtyard:

We continue to urge the applicant to provide setbacks along this property line equal in width with the Portsmith's adjacent walkways. The current proposal – to enlarge the planters within the Portsmith's right-of-way! – is quite a slap in the face and a slight to the seriousness of the consequences of the scale of the garage mass. Once built as proposed, the damages will last forever. The setbacks on the fifth floor (offices) are nice but for adequate impact should be on the third floor, level with the Portsmith walkway. At the very least, the garage wall should be vertically modulated with the McLeod Project's mitigating plantings being located on substantial indentations within its own property. All of this would contribute greatly towards reducing the building massing as addressed in the DRB's guidelines.

- The request for 25 foot step back instead of 30 foot step back on the north portion of the KWM Building:

Something as important to the village street feel of downtown Kirkland should not be so quickly traded away. Is the tiny 185 square foot open space wedged into the courtyard worth trading away such a landmark guideline?

Thank you for your attention to these concerns. We hope to attend the November 19 meeting.

Best regards,
Bob and Cathy Betz

Jon Regala

From: Jill Czarnecki <jillcz@gmail.com>
Sent: Sunday, November 18, 2012 5:17 PM
To: Jon Regala
Subject: Lake Street Place DRV12-00921
Attachments: Page from LakeStreetPlaceDRV12-00921-2.pdf

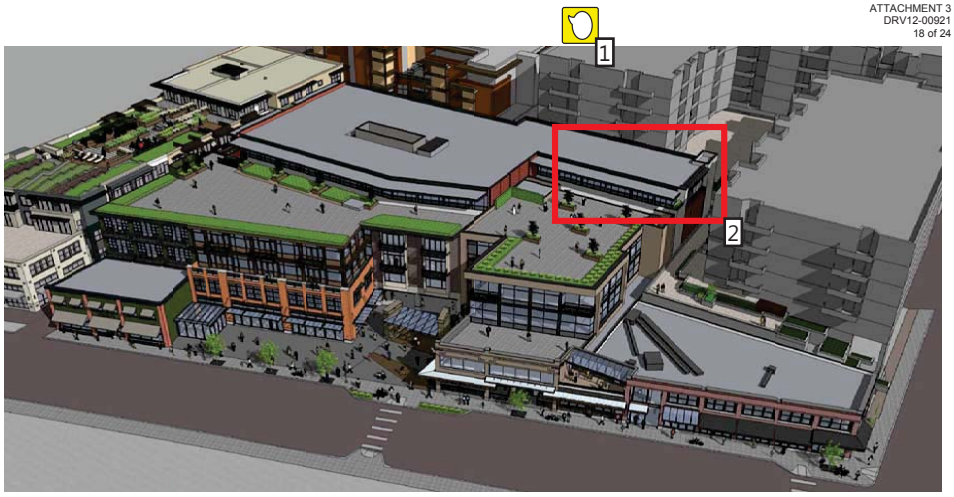
Follow Up Flag: Follow up
Flag Status: Flagged

Hello Jon and Design Review Board Team,

I am concerned about the updated Lake Street proposal. While the current plans meet the City's zoning regulations, the height of the development and zero-setback along the east side of the McCloud property would cause significant impacts to the Portsmith and Merrill Gardens residents. Not to mention traffic impacts.

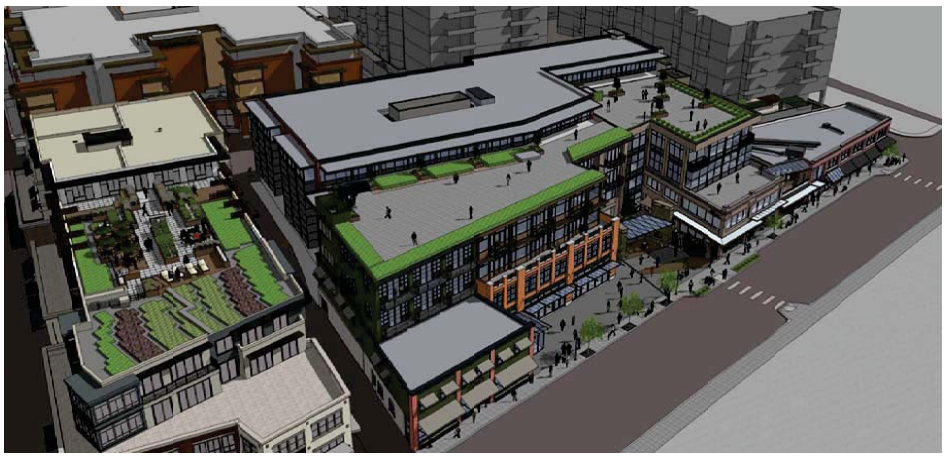
Even a small change such as limiting the height of development to 50 feet instead of 55 ft would help. Specifically for the Portsmith building removing the 6th floor space directly in front of the Portsmith common area would help many neighbors (of course not all).

Thank you for all your work and Happy Thanksgiving.
Jill C.



SW AERIAL PERSPECTIVE

N.T.S.



NW AERIAL PERSPECTIVE

N.T.S.

CHESMORE BUCK
architecture
27 100TH AVENUE NE SUITE 100
BELLEVUE, WA 98004
FAX: 425-679-0804
PHONE: 425-451-9807

No.	Date	Revision
	11/02/12	DRB SUBMITTAL 2
	08/10/12	DRB SUBMITTAL

LAKE STREET PLACE
112-150 LAKE STREET S
KIRKLAND, WA 98033

PERSPECTIVES

Sheet No. 4.1
Project No. 1105
Date: 07/30/12

Summary of Comments on Page from LakeStreetPlaceDRV12-00921-2.pdf

Page: 1

Number: 1 Author: czarnjil Subject: Sticky Note Date: 11/18/2012 5:05:13 PM -08'00'

Removing the 6th floor office space on the south end in front of the Portsmith common area would not box the residents of Portsmith in quite so much.

Number: 2 Author: czarnjil Subject: Rectangle Date: 11/18/2012 4:28:22 PM -08'00'

Jon Regala

From: Alan F Wilson <bigal@rockisland.com>
Sent: Friday, December 07, 2012 1:33 PM
To: Jon Regala
Cc: Cathy Betz
Subject: Re: 30' Setback

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Jon and DRB members,

We think it is important to stay the course on that 30' setback. The B of A building did a beautiful job of working with
the DRB and Planing Department on this. So we would still like it entered in the neighbors comments; that we object to giving
away any of the 30' setback. Again, this was the majority consensus opinion of many folks who looked at the Lake St concept.

We also feel strongly that the applicant should give up some partial parking spaces in the form of setbacks within the massive garage
wall along the public walk ways . These would be used to for the planting of trees within the public walkway space; and create screening
for the Portsmith neighbors who look directly at this massive garage wall. As we understand the DRB process, it is to find a balance
between the applicant's development rights and the neighborhoods living conditions affected by the project.

Alan & Donna Wilson
108 Second Ave S, #301
Kirkland, WA 98033

On Dec 7, 2012, at 10:45 AM, Jon Regala wrote:

Hi Al,
The setback reduction is for 3' for the building and 5' for the eave overhang. The DRB hasn't approved the project yet but they did not raise any concern over the proposed setback reduction.
-Jon

From: Alan F Wilson [mailto:bigal@rockisland.com]
Sent: Friday, December 07, 2012 10:32 AM
To: Jon Regala
Subject: 30' Setback

Jon,

Did the DRB allow the applicant " a 5'-0" setback reduction for the third and fourth stories at the Kirkland Waterfront addition."?

Dr. and Mrs. Brian G. Rohrback
109 2nd Street South, Unit 237
Kirkland, WA 98033
425 836-8138
M: 206 235-0371
l.b.rohrback@gmail.com
brian_rohrback@infometrix.com

December 7, 2012

Mr. Jon Regala
City of Kirkland
Planning and Community Development Department
123 Fifth Avenue
Kirkland, WA 98033

Reference: Permit No. DRV12-00921 Lake Street Place Design Review

Dear Jon,

Below are some comments and questions for the Design Review Board in preparation for the December 17th meeting. Lisa and I continue to have exactly the same concerns about the proposal for Lake Street Place. In this letter, I reinforce the points we have made in the two previous letters or in the public comment sessions held in October and November, but also request some clarification.

1. The construction of the largest building complex in Kirkland's downtown is not in keeping with anything else even remotely close to this location. ***Why would the Board even consider such a possibility?*** It is larger than any other building, even the large office structures in Park Place. The proposed 82,000 square foot building essentially places a Costco-sized structure, crammed into our midst.

2. The building relies on a massive parking garage which, despite its girth, does not even satisfy the needs of the building itself, forcing office workers, shopkeepers, restaurateurs, visitors and patrons to vie for the limited parking in the Lake Street/Kirkland Ave vicinity. ***Why is this not a significant issue for the Board?***

3. From my continued reading, the proposal is in fact in keeping with the zoning regulations, although I still contend if you push every zoning constraint to the max, the project may be compliant with the letter but not with the spirit of the regulatory intent. The addendum to this is the apparent lack of concern about following the Comprehensive Plan for Kirkland. ***Is this Board only concerned with zoning and not at all with the plan? Have I misjudged the Board's mission and responsibility?*** I ask this because my verbal comments have been greeted with "good point", but there has been very little ensuing discussion taking any of the points into account, and no suggestions for remedy have emerged.

4. A multi-story, monolithic parking garage set 10 to 15 feet away from the Portsmith condominiums is abhorrent. Anything closer than 30 feet from an existing structure is inconsistent with the Downtown Kirkland Corridor; the average is well over 30 feet for structures built adjacent to one-another (reference Merrill Gardens I and the State Street Condominiums at 34.3 feet, Portsmith to Merrill Gardens I is 34.9).

The perspectives on the building that are presented by the builder take advantage of vantage points that are impossible to achieve. The space between patio and wall are just over 10 feet on the South side of the proposed structure, and there are planter beds in the gap to close the space down further; this is not the open, airy space implied by comparing the sketch with photo from the location. The proposed South wall is six feet from the planter bed shown to the right below.

The massive wall to the East is simply too close as well. The architectural drawings are misleading, as they exaggerate the space separating Portsmith and the McLeod garage and do not accurately portray the significantly-larger size of the proposed structure juxtaposed next to the existing structure.

I hold that the distance between Merrill Gardens II (a.k.a., The 101) is also too close based on the intra-building distances between every other structure in the entire area.

In fact, I hold that there are no other structures anywhere (possibly not anywhere in the entire State of Washington) that so invasively flash a massive backside to a collection of living spaces. I am having difficulty reconciling the Board's generalized pronouncements with its actions *e.g., from your initial release* ***"The DRB wanted to understand the visual impact of this area relative to neighboring properties."*** It is really only thoroughly considering visual impact from the Lake Street side.

5. A large office, retail and restaurant structure may fit in other areas of the Kirkland Business District, but not here; to place *this* structure in *this* location just does not make sense. In addition, a multi-story, above-ground parking garage is completely unprecedented anywhere near the Kirkland waterfront; even the structures at Carillon Point are below-grade from the passing-by perspective.

As this planning forum is not concerned with safety and traffic, I have saved those comments for another venue; I have sent a letter to the Traffic Board and presented public comments in the December 5th meeting. Despite what appears to be my very negative outlook, I do believe that a revision to the plans is possible that would allow the construction of an asset rather than a liability on Lake Street. Key is to rescale the project to be more in keeping with the neighborhood and not to treat the neighboring properties with disdain.

Thank you very much for allowing us once again to express our concerns. We appreciate your time in reviewing this matter more fully.

Best Regards,

Brian G. Rohrback

CC: Mayor Joan McBride

Jon Regala

From: Ron Hansen <r_hansen@ix.netcom.com>
Sent: Monday, December 17, 2012 8:49 AM
To: Jon Regala; Jon Regala
Subject: Comments for the 12/17 DRB meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Jon,
Please add my comments below regarding the proposed Lake Street development to those of others you may have received from concerned Kirkland citizens.

DRB members,
As a Portsmith owner, erecting a 5 story building in the heart of downtown, hard against its neighbors to the north and east, will forever change the downtown's open and refreshing character. Once erected, there will be no going back.

The resulting 15-20 ft wide tunnels along the building's north and east sides (which one of your members termed "medieval") will never receive the sun, and will repel, not invite Kirkland's citizens. Tinkering with wall surface treatments does nothing to ameliorate this situation. Only by lowering the building's height is there hope of retaining Kirkland's human scale and inviting personality.

Ron & Barbara Hansen
Portsmith #437 owners

Jon Regala

From: Margit_Moore <margit_moore@comcast.net>
Sent: Monday, January 07, 2013 1:10 AM
To: Jon Regala
Cc: Kurt Triplett; Eric Shields; Joan McBride; margit_moore@comcast.net
Subject: Re: Lake Street Place - applicant revisions for January 14th meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Mr. Regala-
Please forward my comments to all members of the Design Review Board as soon as possible and include the content of this email in the January 7, 2013 packet.

1. After reviewing the DRC Response document and new design drawings enclosed in the email below , I see no significant change in the most recent version of the McLeod Project. During the last three and one half years of McLeod proposals, only the second version of the building, came close to the Kirkland Comprehensive Plan and the Moss Bay Strategic Plan. The most recent version of the building is massive, blocks lake and mountain views from DRB -mandated public walks, and places five stories along Lake Street, contrary to the long-standing goals of Kirkland citizens, the earlier Comprehensive Plan, Moss Bay Neighborhood Association goals, and legal precedent established in the Bank of America case. The mass, height, and modulation of this recent version is contrary to all accepted standards of the City Planning Department and earlier Design Review Board actions. This proposed project is the wrong mass on the wrong location and does not meet the aesthetic standards of the surrounding buildings.

2. The public input process for the McLeod does not meet the intent of the process and denies community members an opportunity to provide genuine feedback. Input from a representative committee of Portsmith residents was completely disregarded by Stuart McLeod, and Portsmith committee members believed there was no further reason to meet with him as he showed not interest in any sort of compromise. Public statements at the public input portion of the DRB meetings on 11-19-12 and 12-17-12 meetings received little or no response from the DRB: no clarifying questions, requests for suggestions, or acknowledgment of concerns. Review of the audio recording of the 12-17-12 is an example of the disregard of public input and condescension toward individuals making an effort to participate in their community. Without authentic public input and genuine reflection by the Design Review Board, the DRB process is not valid.

3. The most recent version of the McLeod Project does not respond to comments made by DRB members at earlier meetings. Significant concerns about massing, modulation, scale, and impact on Kirkland neighbors and visitors were not addressed in the most recent design proposal.

- Carter Bagg's comment on the east side of the building as "monolithic." Height remains at five vertical stories with no change in set back, step back (except 5th floor) or modulation of depth, materials, or shadowing to create a "multi-building" appearance from largest expanse of any building in downtown Kirkland.
- James Truhan's comments on the northeast corner requiring a "response to the existing buildings." The existing buildings on the northeast corner are Merrill Gardens and Bank of America. Merill Gardens provides an open space to drop off passengers and stepbacks at multiple stories. In addition, the use of materials and modulation of the west face of the building prevents a box-like appearance. Bank of

America provided modulation and variety of materials to prevent an urban canyon appearance. The northeast corner of the McLeod Project should at least meet these standards.

- James Truhan's comments that the "east and south side need more care also." This was in reference to the height and width of the proposed building abutting the public walkway. Both sides were, and remain, multi-storey with little modulation of materials of depth. Landscape materials have been added, but the building facades remain almost the same. He also commented that the addition of the retail on the northeast side was an improvement. (Perhaps this should be continued to the remainder of the east side of the building?)
- Scott Reusser's comments that he also "was not happy with the east and south sides" and that these "should not be just flat." He added these sides were "very large vertical areas" and "expected an improvement" to these blank areas in the next version.
- Carolyn Adams' comments on the need for an approach that "responds to its opposite facade" in discussing the east and north sides of the building. She requested the architects consider the external spaces being created in addition to the actual building. On the north, east, and west sides of the building, this has yet to be achieved.
- Erik Motts' comments that the building requires the "next level or articulation." He directed the architects to note that this is "a building without a back, where every frontage is public." Again, on the north, east, and south sides, the building the appearance is harsh, inconsistent with the existing "small-building" facades/modulation, or respectful community assets.

Thank you for communicating this to the relevant individuals.
Margit Moore

From: "Jon Regala" <JRegala@kirklandwa.gov>
Cc: "Jon Regala" <JRegala@kirklandwa.gov>
Sent: Wednesday, January 2, 2013 11:29:28 AM
Subject: Lake Street Place - applicant revisions for January 14th meeting

Dear interested parties,

I just received the revisions from the applicant regarding the Lake Street Place project. Attached are the drawings and narrative describing the applicant's design response to the DRB's recommendation's given at the December 17th DRB meeting.

If you would like to submit written comments for inclusion in the DRB packet to be sent out on Monday, January 7th, please email me comments no later than 9 a.m. Monday, January 7th.

Otherwise, you may bring written comments to the January 14th meeting or provide oral comments at the meeting.

As a heads up, the Lake Street Place topic will be the second item on the agenda. The DRB will be reviewing a new project during the first part of the meeting on the 14th. The agenda and staff memo should be posted online on the DRB webpage by next Monday evening.

Thanks!

-Jon

Jon Regala, Senior Planner
City of Kirkland Planning Department
123 5th Avenue
Kirkland, WA 98033
P: 425.587.3255 F: 425.587.3232
jregala@kirklandwa.gov | www.kirklandwa.gov/planning.htm

City of Kirkland
Design Review Board
Lake Street Place Review

January 7, 2013

I hesitate to make comment at this meeting as I do not feel our concerns are being addressed. I went to great lengths to quote from the Design Review Board Guidelines regarding buildings close to residences and I don't feel my concerns have even been heard. More than that, I don't feel like the citizens were even treated with respect.

- The design review board lectured us on their purpose…to address design concerns, yet at the end of that lecture a comment was made by a DRB member something about this building being in the "best interest" of Kirkland. That didn't sound like a design concern at all.
- Some of our elderly citizens chose to come speak and a DRB member made one of them stand at the microphone while he gave that lecture on the purpose of the DRB. Clearly he had no regard for the fact that she struggled to even get to the microphone and then had to stand there and wait for him to finish talking.
- If, as suggested by the DRB, as long as the building meets code we have to allow and the fact that the Guidelines are selectively applied leads me to believe there is no need for a DRB in the first place.
- As far as this building being in the "best interest" of Kirkland, only 1 person I have talked to thinks a building that large in downtown Kirkland is a good idea and that person had a business relationship with the developer. Most people still don't know the design for this building is not the two-story with underground parking originally appearing in the news and they do not approve of such a large building in the downtown core.
- We spent a considerably higher amount of money to buy a place in Kirkland because the property values were higher due to the unique, quaint small town feel. If we lose that feel, we will lose property value as well and become just another eastside city.
- The original project was modeled after Peppertree Lane in Laguna Beach and now this one is modeled after Post Alley in Seattle. It seems like it would be best to model the project after the City of Kirkland…so we remain unique and not try to be Laguna Beach, Seattle or Bellevue or any other town. Wouldn't it be better to have other towns say let's model our project after downtown Kirkland, Washington?
- Through all the changes, only the color and pattern of the walls have been changed in regard to the South side of the East wall and the South wall. There has been no compromise offered to lessen the impact on the affected residents.
- My understanding of the original zero lot line rules in downtown Kirkland was more because it didn't make sense to do anything else when the walls had no windows, however, the nearby walls have windows, sunlight, decks and residents. Downtown residents should not be sacrificed due to the opinion of a few people as we believe the majority of Kirkland residents would not want this building in its current form. I believe the majority would want the building smaller and in keeping with the current downtown feel.

I also have another safety concern that I feel must be heard because the design of the building will affect the safety of many nearby residents.

- How will a fire truck get access to The Portsmith? There should be a fire lane behind the new building.

Sincerely,

Sandi Hart

Sandi Hart
109 2nd St S Apt 239
Kirkland, Wa 98033
shart5@comcast.net

Dr. and Mrs. Brian G. Rohrback
109 2nd Street South, Unit 237
Kirkland, WA 98033
425 836-8138
M: 206 235-0371
l.b.rohrback@gmail.com
brian_rohrback@infometrix.com

January 7, 2013

Mr. Jon Regala
City of Kirkland
Planning and Community Development Department
123 Fifth Avenue
Kirkland, WA 98033

Reference: Permit No. DRV12-00921 Lake Street Place Design Review

Dear Jon,

Below are some comments and questions for the Design Review Board in preparation for the January 14th meeting. Lisa and I continue to have exactly the same concerns about the proposal for Lake Street Place. With the information supplied on the proposed building staging, there are additional concerns. In review:

- ☑ The zoning regulations have been pushed to the limit at all levels making a whole that does not fit in the waterfront core.
- ☑ The building is huge, tripling the office space in the region bounded by the waterfront on the West, State Street on the East, Kirkland Ave on the North and 2nd Avenue S on the South.
- ☑ It also features a massive above-ground parking structure that is completely unprecedented in the Kirkland Downtown Business District.
- ☑ The parking garage features a 30' tall, 300'long blank wall placed too close to residences, only 14' away from Portsmith living spaces. There is nothing even remotely similar when considering the distances between buildings in Kirkland (or likely ***ANY*** other community in Washington State).
- ☑ The building is highly restrictive of the public pedestrian walkway generating a very narrow tunnel to the East and South, where it restricts the walkway to only 6 feet in width in places.

With the proposal for the Kirkland Waterfront Market as a starting point, the plan anticipates the construction of the garage, which may not be allowed due to traffic and safety issues (I understand this is not in your purview). The design leaves much of the North wall and all of the East wall blank. I believe some mitigation is needed either to add windows (that may later be removed if additional construction is to occur) or some sort of treatment that removes the warehouse-like appearance to the structure.

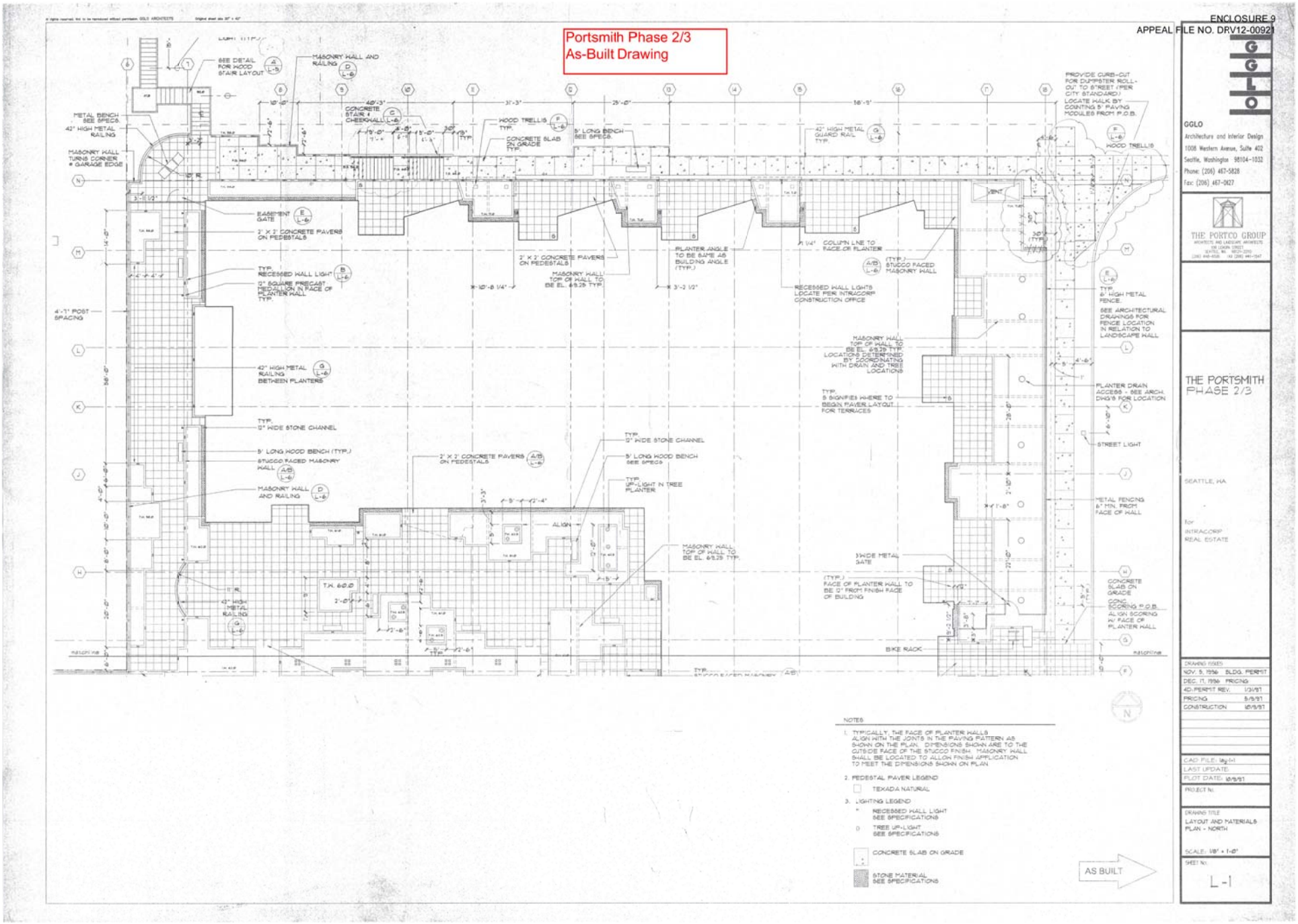
Thank you for confirming that letters were indeed sent to a subset of the neighboring residents. My complaint with this process is that it did not successfully reach all of the residents and I note that 7 of the 10 condominiums that are within 14 feet of the Eastern wall were not contacted (4 were not sent a letter, 2 were sent to the wrong address, one was deemed undeliverable by the postal service). Sending letters to corporate headquarters in Seattle (B of A) or Texas (Merrill Gardens) is an inefficient way of getting the word to the right people. In addition, fewer than half of the residents were contacted given that Kirkland residents who happen to be renters were completely ignored. We are no longer in the 17th century where only landholders have a valued opinion. The 101 Apartments and Merrill Gardens have a right to voice their concerns.

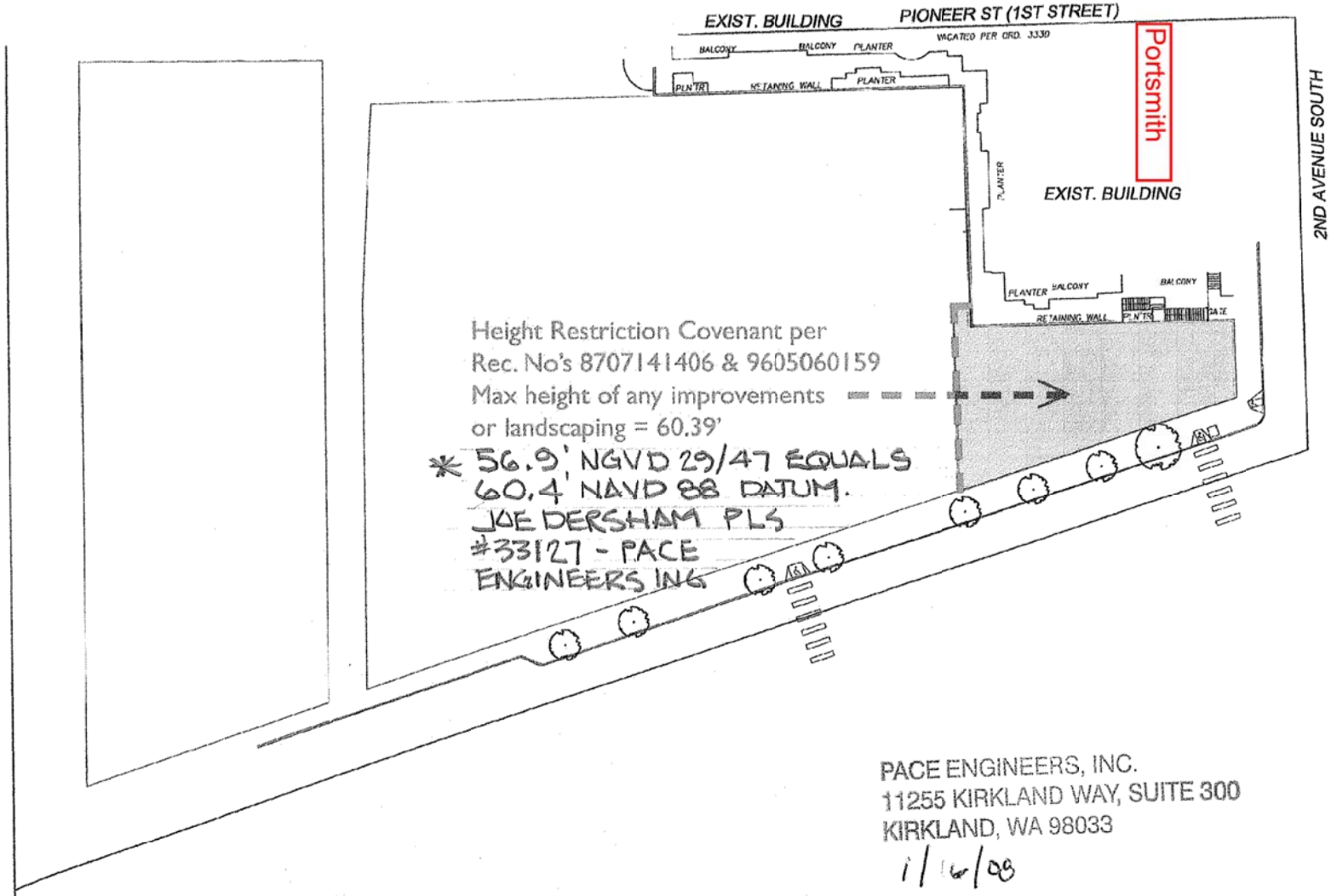
Thank you very much for allowing us once again to express our concerns. We appreciate your time in reviewing this matter more fully.

Best Regards,

Brian G. Rohrback

Cc: Mayor Joan McBride
Eric Shields


Portsmith Phase 2/3
As-Built Drawing
ENCLOSURE 9
APPEAL FILE NO. DRV12-00921
GGLO
Architecture and Interior Design
1008 Western Avenue, Suite 402
Seattle, Washington 98104-1032
Phone: (206) 467-5828
Fax: (206) 467-0827
THE PORTCO GROUP
THE PORTSMITH PHASE 2/3
SEATTLE, WA
for INTRACORP REAL ESTATE
DRAWING ISSUES
NOV. 5, 1996 BLDG. PERMIT
DEC. 17, 1996 PRICING
4D PERMIT REV. 1/31/97
PRICING 5/5/97
CONSTRUCTION 10/5/97
DRAWING TITLE
LAYOUT AND MATERIALS PLAN - NORTH
SCALE: 1/8" = 1'-0"
SHEET NO.
L-1
NOTES
1. TYPICALLY, THE FACE OF PLANTER WALLS ALIGN WITH THE JOINTS IN THE PAVING PATTERN AS SHOWN ON THE PLAN. DIMENSIONS SHOWN ARE TO THE OUTSIDE FACE OF THE STUCCO FINISH. MASONRY WALL SHALL BE LOCATED TO ALLOW FINISH APPLICATION TO MEET THE DIMENSIONS SHOWN ON PLAN.
2. PEDESTAL PAVER LEGEND
TEXADA NATURAL
3. LIGHTING LEGEND
RECESSED WALL LIGHT SEE SPECIFICATIONS
TREE UP-LIGHT SEE SPECIFICATIONS
CONCRETE SLAB ON GRADE
STONE MATERIAL SEE SPECIFICATIONS
AS BUILT
MASONRY WALL AND RAILING
SEE DETAIL FOR WOOD STAIR LAYOUT
METAL BENCH SEE SPECS.
42" HIGH METAL RAILING
MASONRY WALL TURNS CORNER @ GARAGE EDGE
CONCRETE STAIR & CHEEKWALL
WOOD TRELLIS TYP.
CONCRETE SLAB ON GRADE TYP.
5' LONG BENCH SEE SPECS.
42" HIGH METAL GUARD RAIL TYP.
PROVIDE CURB-CUT FOR DUMPSTER ROLL-OUT TO STREET (PER CITY STANDARD)
LOCATE WALK BY COUNTING 5' PAVING MODULES FROM P.O.B.
WOOD TRELLIS
EASEMENT GATE
2' X 2' CONCRETE PAVERS ON PEDESTALS
TYP. RECESSED WALL LIGHT
12" SQUARE PRECAST MEDALLION IN FACE OF PLANTER WALL TYP.
4'-7" POST SPACING
42" HIGH METAL RAILING BETWEEN PLANTERS
TYP. 12" WIDE STONE CHANNEL
5' LONG WOOD BENCH (TYP.)
STUCCO FACED MASONRY WALL
MASONRY WALL AND RAILING
2' X 2' CONCRETE PAVERS ON PEDESTALS
MASONRY WALL TOP OF WALL TO BE EL. 69.25 TYP.
PLANTER ANGLE TO BE SAME AS BUILDING ANGLE (TYP.)
1 1/4" COLUMN LINE TO FACE OF PLANTER
(TYP.) STUCCO FACED MASONRY WALL
RECESSED WALL LIGHTS LOCATE PER INTRACORP CONSTRUCTION OFFICE
MASONRY WALL TOP OF WALL TO BE EL. 69.25 TYP. LOCATIONS DETERMINED BY COORDINATING WITH DRAIN AND TREE LOCATIONS
TYP. 5 SIGNIFIES WHERE TO BEGIN PAVER LAYOUT FOR TERRACES
TYP. 6' HIGH METAL FENCE. SEE ARCHITECTURAL DRAWINGS FOR FENCE LOCATION IN RELATION TO LANDSCAPE WALL
PLANTER DRAIN ACCESS - SEE ARCH. DWG'S FOR LOCATION
STREET LIGHT
METAL FENCING 6" MIN. FROM FACE OF WALL
TYP. 12" WIDE STONE CHANNEL
5' LONG WOOD BENCH SEE SPECS
TYP. UP-LIGHT IN TREE PLANTER
ALIGN
MASONRY WALL TOP OF WALL TO BE EL. 69.25 TYP.
3' WIDE METAL GATE
(TYP.) FACE OF PLANTER WALL TO BE 12" FROM FINISH FACE OF BUILDING
CONCRETE SLAB ON GRADE CONT. SCORING P.O.B. ALIGN SCORING W/ FACE OF PLANTER WALL
BIKE RACK
T.K. 60.0
42" HIGH METAL RAILING
TYP. STUCCO FACED MASONRY



STOCK & ASSOCIATES
architecture.interiors
page 11 11.02.07