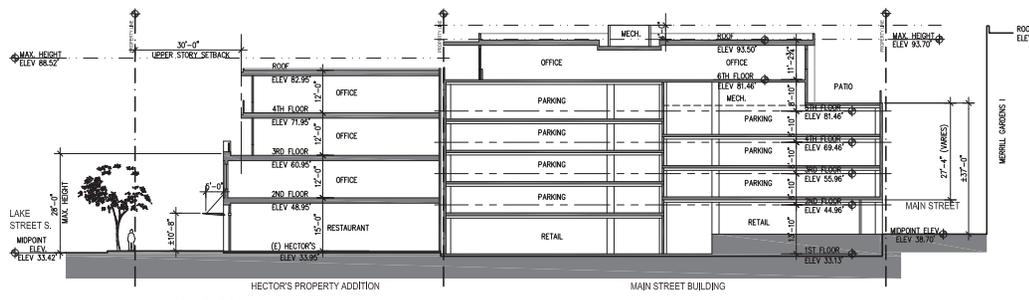
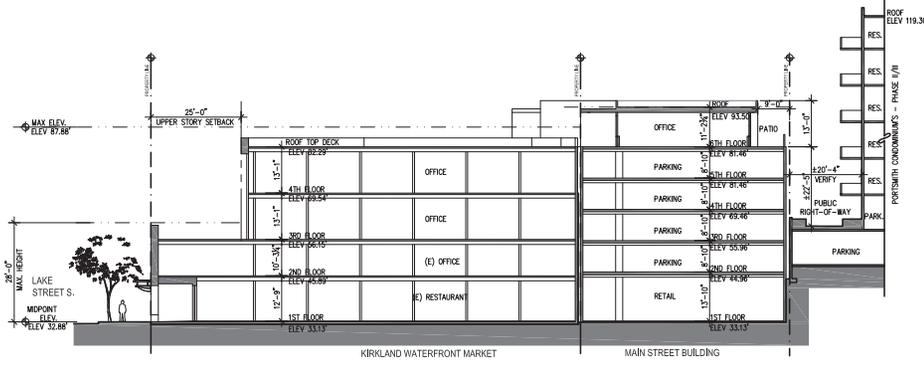


SECTION 1
 1/16" = 1'-0"



SECTION 2
 1/16" = 1'-0"



SECTION 3
 1/16" = 1'-0"

12/03/12 DRB SUBMITTAL 3
 11/02/12 DRB SUBMITTAL 2
 08/10/12 DRB SUBMITTAL 1

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

SECTIONS

Sheet No. 3.6
 Project No. 1105
 Date: 07/30/12



STREET PERSPECTIVE

N.T.S.



PLAN VIEW

N.T.S.

No.	Date	Revision
12/03/12		DRS SUBMITTAL 3
11/02/12		DRS SUBMITTAL 2
08/10/12		DRS SUBMITTAL 2



SW AERIAL PERSPECTIVE
 N.T.S.



NW AERIAL PERSPECTIVE
 N.T.S.

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

PERSPECTIVES

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

No.	Date	Revised
12/03/12	DRS SUBMITTAL 3	
11/02/12	DRS SUBMITTAL 2	
08/10/12	DRS SUBMITTAL	



NE AERIAL PERSPECTIVE

N.T.S.



ALLEY PERSPECTIVE

N.T.S.

PERSPECTIVES

Sheet No.	4.2
Project No.	1105
Date:	07/30/12

No.	Date	Revision
12/03/12		DRS SUBMITTAL 3
11/02/12		DRS SUBMITTAL 2
08/10/12		DRS SUBMITTAL 1



ALLEY FROM MAIN STREET

N.T.S.



PUBLIC STAIR & MAIN STREET RETAIL SPACE

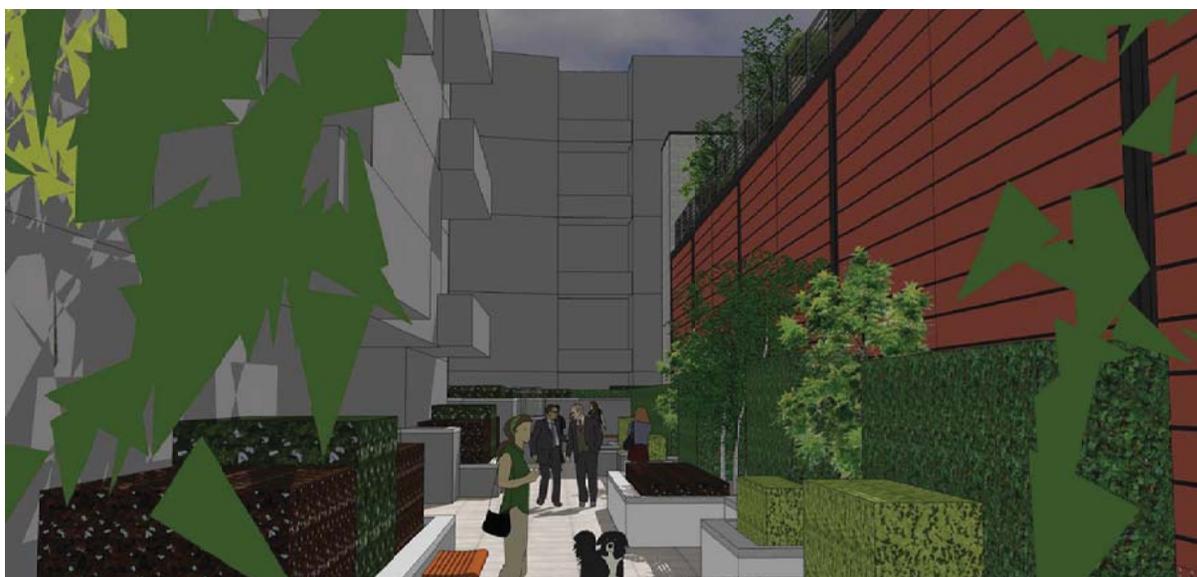
N.T.S.

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

PERSPECTIVES

Sheet No.	4.3
Project No.	1105
Date:	07/30/12

No.	Date	Revision
12/03/12		DRS SUBMITTAL 3
11/02/12		DRS SUBMITTAL 2
08/10/12		DRS SUBMITTAL



PUBLIC WALKWAY FROM TOP OF PUBLIC STAIR

N.T.S.



MSB & PUBLIC WALKWAY FROM SOUTH

N.T.S.

PERSPECTIVES

Sheet No.	4.4
Project No.	1105
Date:	07/30/12

No.	Date	Revision
12/03/12		DRS SUBMITTAL 3
11/02/12		DRS SUBMITTAL 2
08/10/12		DRS SUBMITTAL 1



SOUTH PUBLIC WALKWAY FROM WEST

N.T.S.



COURTYARD PERSPECTIVE FROM SOUTH

N.T.S.

PERSPECTIVES

Sheet No.	4.5
Project No.	1105
Date:	07/30/12

No.	Date	Revision
12/03/12	DRS SUBMITTAL 3	
11/02/12	DRS SUBMITTAL 2	
08/10/12	DRS SUBMITTAL 1	



COURTYARD PERSPECTIVE FROM WEST

N.T.S.



COURTYARD PERSPECTIVE FROM NORTH

N.T.S.

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

PERSPECTIVES

Sheet No.	4.6
Project No.	1105
Date:	07/30/12



BANK OF AMERICA BUILDING ALLEY PERSPECTIVE

N.T.S.



LAKE STREET PLACE ALLEY PERSPECTIVE

N.T.S.



ZONING ENVELOPE MASSING

N.T.S.

No.	Date	Revised
12/03/12	DRS SUBMITTAL 3	
11/02/12	DRS SUBMITTAL 2	
08/10/12	DRS SUBMITTAL 2	

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

PERSPECTIVES

Sheet No.	4.7
Project No.	1105
Date:	07/30/12



MSB - EAST ELEVATION OPTION A

1/16" = 1'-0"

12/03/12 DRB SUBMITTAL 3
 11/02/12 DRB SUBMITTAL 2
 08/10/12 DRB SUBMITTAL 1
 No. Date Revision



MSB - EAST ELEVATION OPTION B

1/16" = 1'-0"

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

EAST ELEV.
 OPTIONS

Sheet No. 5.0
 Project No. 1105
 Date: 07/30/12

12/03/12	DRS SUBMITTAL 3
11/02/12	DRS SUBMITTAL 2
08/10/12	DRS SUBMITTAL 1
No.	Date



MSB - NORTH BAY OPTION 1

N.T.S.



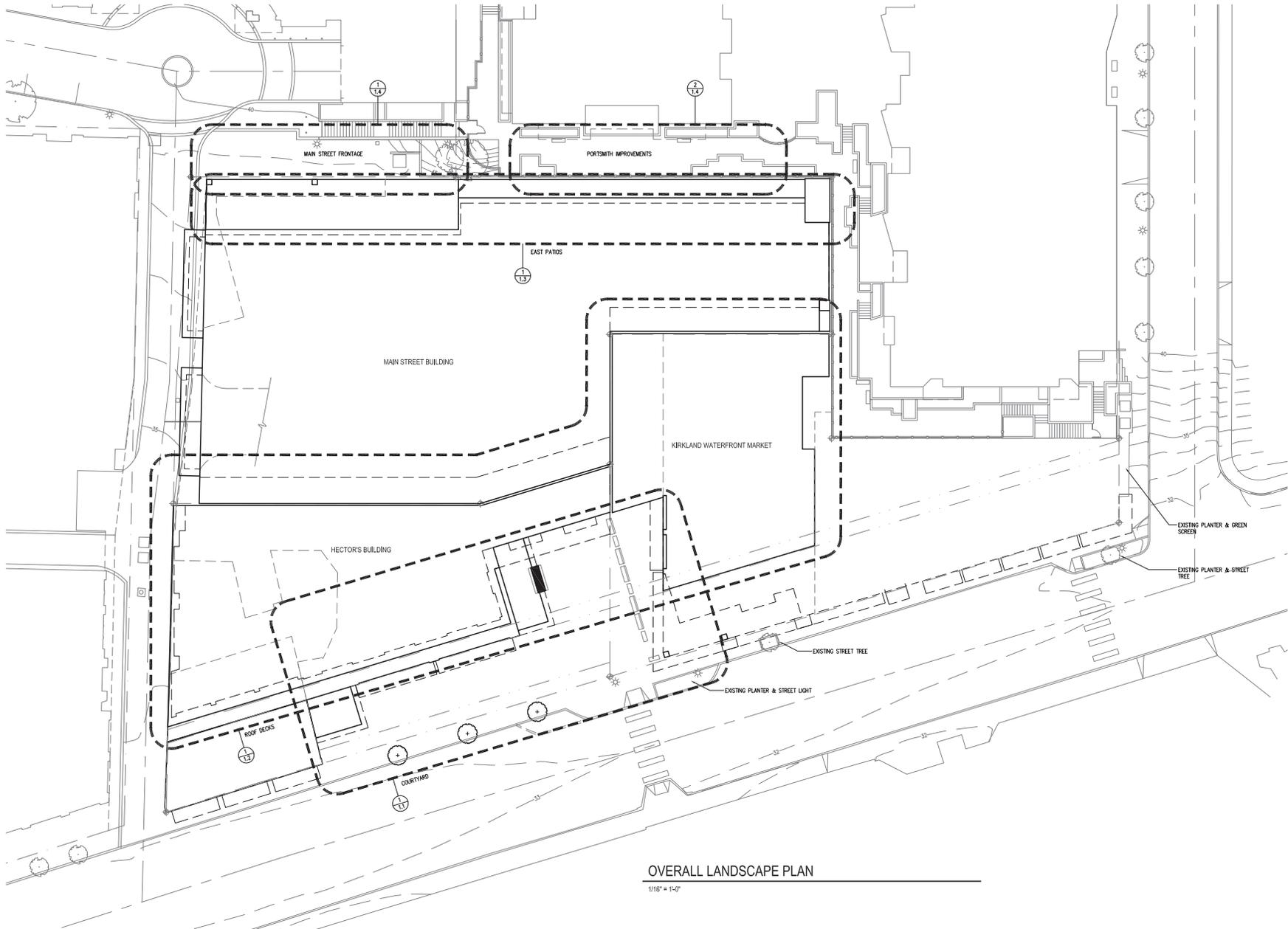
MSB - NORTH BAY OPTION 2

N.T.S.

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

NORTH ELEV.
 OPTIONS

Sheet No.	5.1
Project No.	1105
Date:	07/30/12



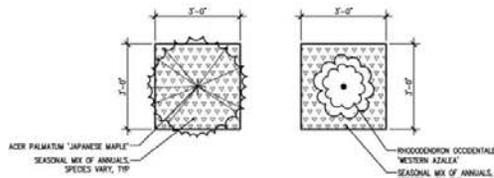
OVERALL LANDSCAPE PLAN

1/16" = 1'-0"

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

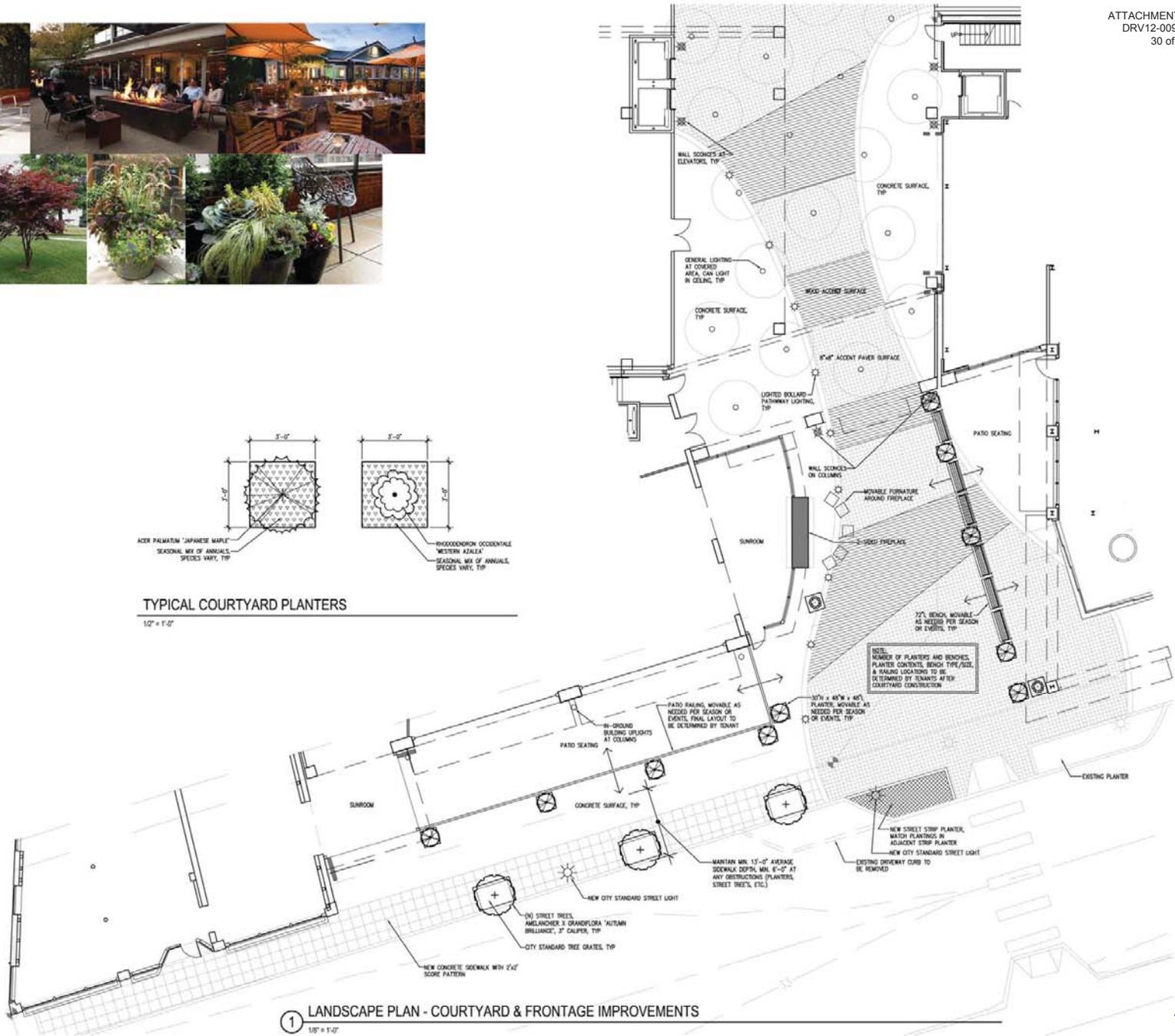
LANDSCAPE
PLANS

Sheet No. **L1.0**
Project No. 1105
Date: 07/30/12



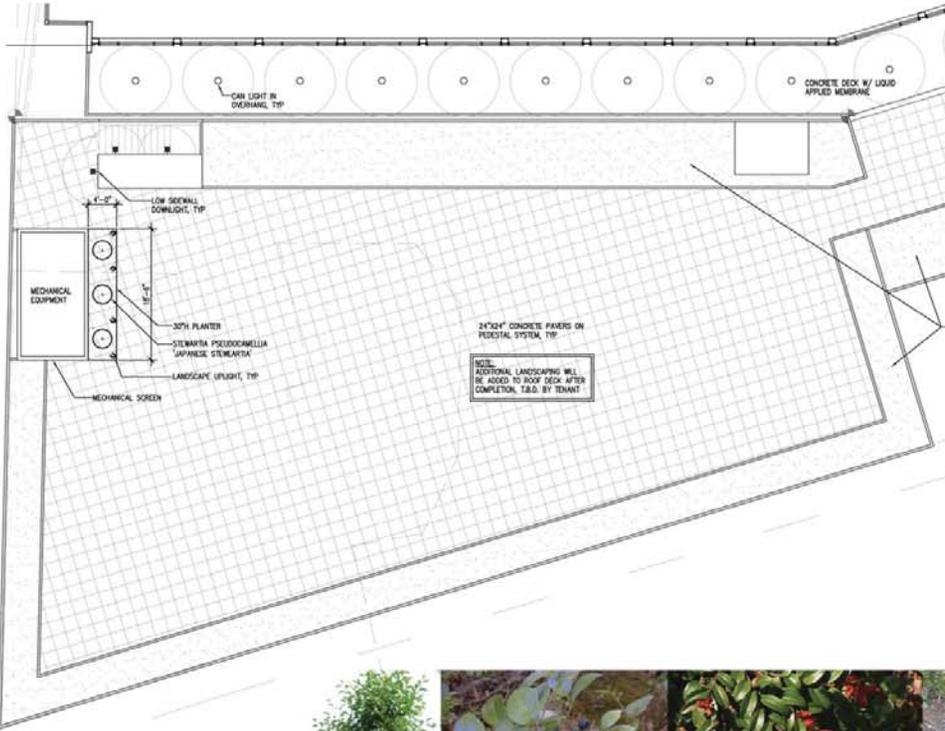
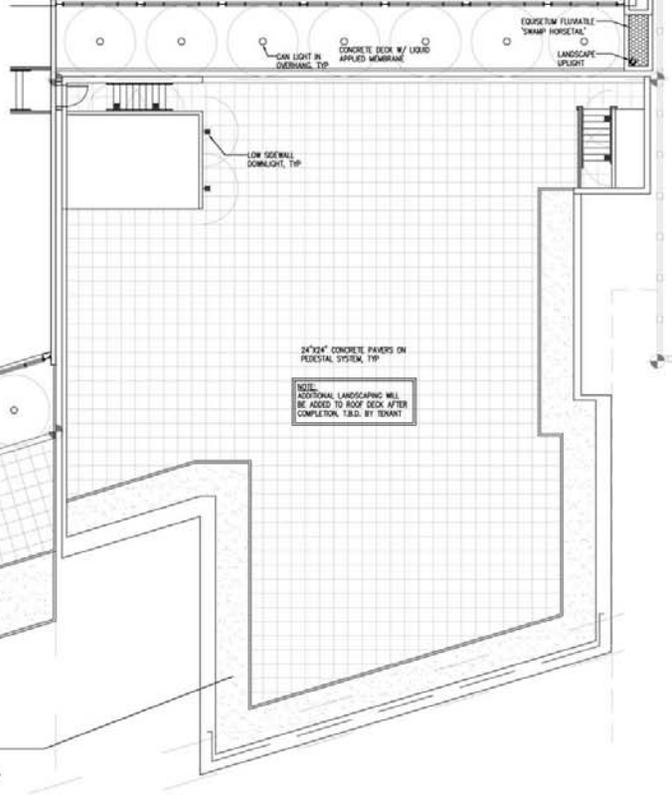
TYPICAL COURTYARD PLANTERS

1/2" = 1'-0"



1 LANDSCAPE PLAN - COURTYARD & FRONTAGE IMPROVEMENTS

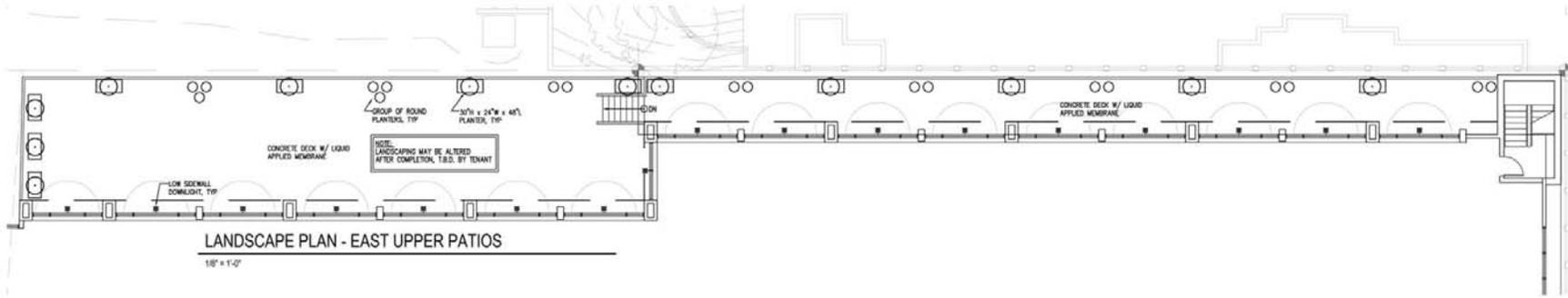
1/8" = 1'-0"



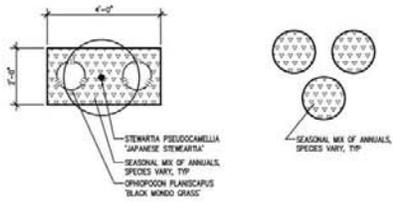
PLANT LISTS (HATCHED AREA)
 MANHATTAN SPRUCE "CASCADE OREGON GRAPE"
 VACCINIUM OVALE "EVERGREEN HUCKLEBERRY"
 ARCTOSTAPHYLOS OVA-OROI SPRING "SEABERRY"
 GAULTHERIA SCALLON "SALAL"

LANDSCAPE PLAN - ROOF DECK
 1/8" = 1'-0"





LANDSCAPE PLAN - EAST UPPER PATIOS
 1/8" = 1'-0"



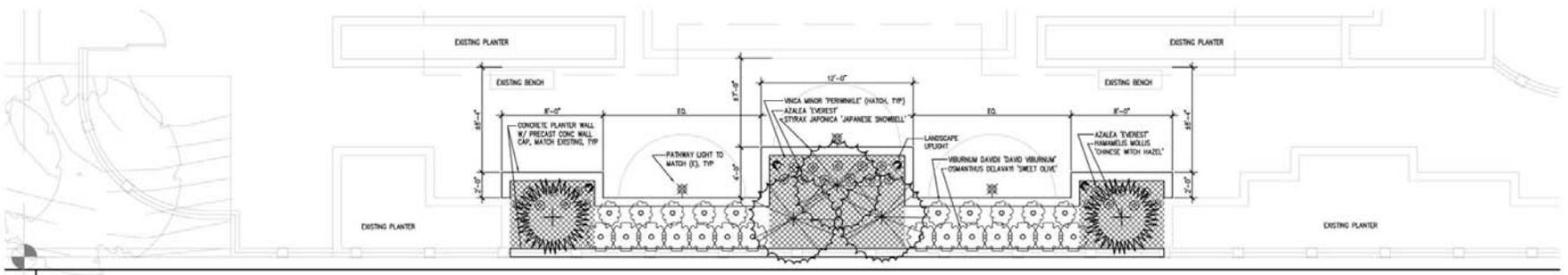
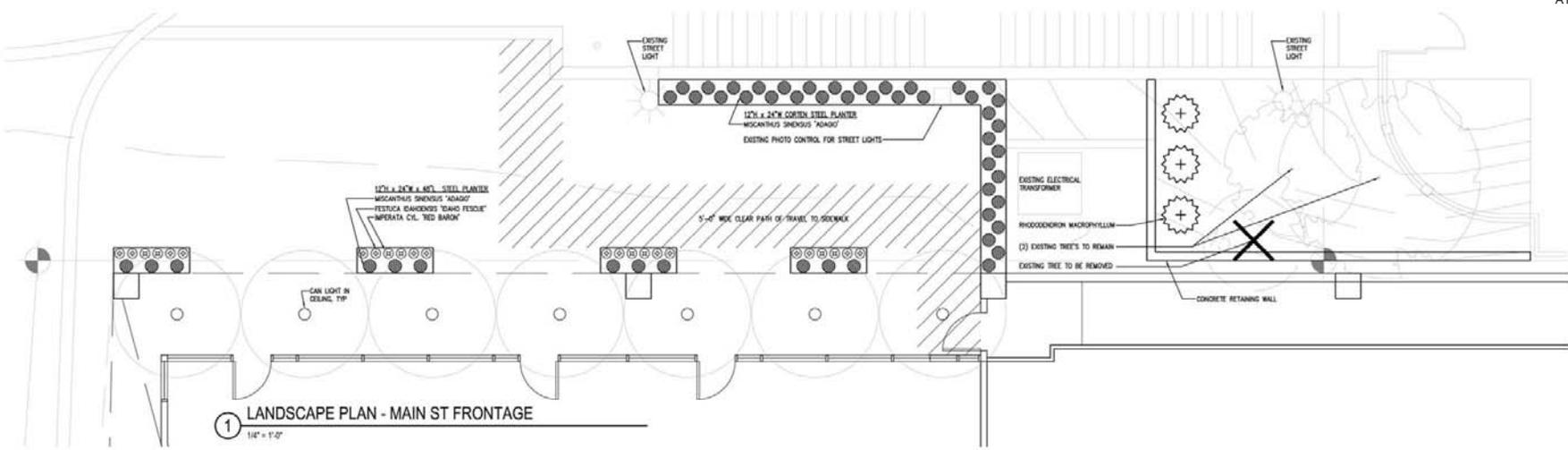
TYPICAL EAST PATIO PLANTERS
 1/2" = 1'-0"



12/03/12 DRB SUBMITTAL 3
 11/02/12 DRB SUBMITTAL 2
 09/10/12 DRB SUBMITTAL 1

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

LANDSCAPE PLANS
 Sheet No. **L1.3**
 Project No. 1105
 Date: 07/30/12



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 Portsmouth 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 Portsmouth 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, Portsmouth 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 Portsmouth 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

CHAPTER 50 - CENTRAL BUSINESS DISTRICT (CBD) ZONES

50.05 User Guide.

The charts in KZC [50.12](#) contain the basic zoning regulations that apply in the CBD 1 zones of the City. 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.

Section 50.10



Section 50.10 – GENERAL REGULATIONS

The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter [1](#) KZC to determine what other provisions of this code may apply to the subject property.
2. The maximum height of structure shall be measured at the midpoint of the frontage of the subject property on the abutting right-of-way, excluding First Avenue South. See KZC [50.62](#) for additional building height provisions.
3. The street level floor of all buildings shall be limited to one or more of the following uses: Retail; Restaurant or Tavern; Banking and Related Financial Services; Entertainment, Cultural and/or Recreational Facility; Parks; Government Facility; or Community Facility. The street level floor of buildings south of Second Avenue South may also include Office Use. The required uses shall have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building on the abutting right-of-way, not including alleys and similar service access streets). Buildings proposed and built after April 1, 2009, and buildings that existed prior to April 1, 2009, which are at least 10 feet below the maximum height of structure, shall have a minimum depth of 10 feet and an average depth of at least 20 feet containing the required uses listed above.
The Design Review Board (or Planning Director if not subject to D.R.) may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the retail frontage will maximize visual interest. Lobbies for residential, hotel, and office uses may be allowed within this space subject to applicable design guidelines.
4. Where public improvements are required by Chapter [110](#) KZC, sidewalks on pedestrian-oriented streets within CBD 1A and 1B shall be as follows:
Sidewalks shall be a minimum width of 12 feet. The average width of the sidewalk along the entire frontage of the subject property abutting each pedestrian-oriented street shall be 13 feet. The sidewalk configuration shall be approved through D.R.
5. Upper story setback requirements are listed below. For purposes of the following regulations, the term “setback” shall refer to the horizontal distance between the property line and any exterior wall of the building. The measurements shall be taken from the property line abutting the street prior to any potential right-of-way dedication.
 - a. **Lake Street:** No portion of a building within 30 feet of Lake Street may exceed a height of 28 feet above Lake Street except as provided in KZC [50.62](#).
 - b. **Central Way:** No portion of a building within 30 feet of Central Way may exceed a height of 41 feet above Central Way except as provided in KZC [50.62](#).
 - c. **Third Street and Main Street:** Within 40 feet of Third Street and Main Street, all stories above the second story shall maintain an average setback of at least 10 feet from the front property line.
 - d. **All other streets:** Within 40 feet of any front property line, other than Lake Street, Central Way, Third Street, or Main Street, all stories above the second story shall maintain an average setback of at least 20 feet from the front property line.
 - e. The required upper story setbacks for all floors above the second story shall be calculated as Total Upper Story Setback Area as follows:
Total Upper Story Setback Area = (Linear feet of front property line(s), not including portions of the site without buildings that are set aside for vehicular areas) x (Required average setback) x (Number of stories proposed above the second story). See Plate 35.
 - f. The Design Review Board is authorized to allow a reduction of the required upper story setback by no more than five feet subject to the following:
 - 1) Each square foot of additional building area proposed within the setback is offset with an additional square foot of public open space (excluding area required for sidewalk dedication) at the street level.
 - 2) The public open space is located along the sidewalk frontage and is not covered by buildings.
 - 3) For purposes of calculating the offsetting square footage, along Central Way, the open space area at the second and third stories located directly above the proposed ground level public open space is included. Along all other streets, the open space area at the second story located directly above the proposed ground level public open space is included.
 - 4) The design and location is consistent with applicable design guidelines.
 - g. The Design Review Board is authorized to allow rooftop garden structures within the setback area.
6. May also be regulated under the Shoreline Master Program; refer to Chapter [83](#) KZC.

[link to Section 50.12 table](#)

This page of the Kirkland Zoning Code is current through Ordinance 4371, passed August 7, 2012.

Disclaimer: The City Clerk's Office has the official version of the Kirkland Zoning Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

City Website: <http://www.kirklandwa.gov/> (<http://www.ci.kirkland.wa.us/>)
City Telephone: (425) 587-3190
Code Publishing Company (<http://www.codepublishing.com/>)

Section 50.12

Zone
CBD-1A,
1B

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS													
Section 50.12	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Lot Coverage	Height of Structure	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)									
				Front	Side	Rear							
.010	Restaurant or Tavern	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.	D	E	One per each 125 sq. ft. of gross floor area. See KZC 50.60.	1. Drive-in or drive-through facilities are prohibited.	
.020	Any Retail Establishment, other than those specifically listed, limited or prohibited in this zone, selling goods or providing services, excluding banking and related financial services										One per each 350 sq. ft. of gross floor area. See KZC 50.60.	1. The following uses are not permitted in this zone: <ul style="list-style-type: none"> a. Vehicle service stations. b. The sale, service and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers; provided, that motorcycle sales, service, or rental is permitted if conducted indoors. c. Drive-in facilities and drive-through facilities. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ul style="list-style-type: none"> a. The assembled manufactured goods are directly related to and dependent upon this use, and are available for purchase and removal from the premises. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses. 	

Section 50.12	 	DIRECTIONS: FIRST, read down to find use...THEN, across for 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							
.025	Banking and Related Financial Services See Spec. Reg. 2.	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.	D	E	One per each 350 sq. ft. of gross floor area. See KZC 50.60.	<ol style="list-style-type: none"> 1. Drive-through facilities are permitted as an accessory use only if: <ol style="list-style-type: none"> a. The drive-through facility is not located on a property that abuts either Park Lane or Lake Street. b. The drive-through facility existed prior to January 1, 2004, OR the drive-through facility will replace a drive-through facility which existed in CBD 1A or 1B on January 1, 2004, and which drive-through facility: <ol style="list-style-type: none"> 1) Was demolished to allow redevelopment of the site on which the primary use was located; and 2) Will serve the same business served by the replaced facility, even if that business moves to a new location; and 3) Does not result in a net increase in the number of drive-through lanes serving the primary use; and c. The Public Works Department determines that vehicle stacking will not impede pedestrian or vehicular movement within the right-of-way, and that the facility will not impede vehicle or pedestrian visibility as vehicles enter the sidewalk zone; and d. The vehicular access lanes will not be located between the street and the buildings and the configuration of the facility and lanes is generally perpendicular to the street; and e. Any replacement drive-through facility is reviewed and approved pursuant to Chapter 142 KZC for compliance with the following criteria: <ol style="list-style-type: none"> 1) The design of the vehicular access for any new drive-through facility is compatible with pedestrian walkways and parking access. 2) Disruption of pedestrian travel and continuity of pedestrian-oriented retail is limited by minimizing the width of the facility and associated curb-cuts. 2. Unless this use existed on the subject property prior to January 1, 2004, Banking and Financial Services may not be located within the 30-foot depth (as established by General Regulation 3) on the street level floor of a building fronting on Park Lane and Lake Street.

Section 50.12

Zone
CBD-1A,
1B

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 50.12	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						
.030	Hotel or Motel	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.	D	E	One for each room. See Spec. Reg. 2 and KZC 50.60.	<ol style="list-style-type: none"> The following uses are not permitted in this zone: <ol style="list-style-type: none"> Vehicle service stations. Vehicle and/or boat sale, repair, service or rental. Drive-in facilities and drive-through facilities. The parking requirement for hotel or motel use does not include parking requirements for ancillary meetings and convention facilities. Additional parking requirements for ancillary uses shall be determined on a case-by-case basis.
.040	Entertainment, Cultural and/or Recreational Facility									See KZC 50.60 and 105.25.		
.060	Private Club or Lodge									B	See KZC 50.60 and 105.25.	
.070	Office Use									D	One per each 350 sq. ft. of gross floor area. See KZC 50.60.	
.080	Stacked or Attached Dwelling Units									A	1.7 per unit. See KZC 50.60.	
.090	School, Day-Care Center or Mini School or Day-Care Center									B	See KZC 50.60 and 105.25.	

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ATTACHMENT 5
DRY/12-00921
4 of 5

USE ZONE CHART

Section 50.12	 REGULATIONS 	DIRECTIONS: FIRST, read down to find use...THEN, across for 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										
.100	Assisted Living Facility	D.R., Chapter 142 KZC.	None	0'	0'	0'	100%	CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.	D	A	1.7 per independent unit. 1 per assisted living unit. See KZC 50.60.	1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. 2. A nursing home use may be permitted as part of an assisted living facility use in order to provide a continuum of care for residents. If a nursing home use is included, the following parking standard shall apply to the nursing home portion of the facility: a. One parking stall shall be provided for each bed.
.110	Public Utility, Government Facility, or Community Facility								D See Special Reg. 1.	B	See KZC 50.60 and 105.25.	1. Landscape Category B or C may be required depending on the type of use on the subject property and the impacts associated with the use on nearby uses.
.120	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

