



CITY OF KIRKLAND
Planning and Community Development Department
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MEMORANDUM

To: Design Review Board

From: Jon Regala, Senior Planner

Date: September 25, 2012

File No.: DRV12-00921

Subject: **LAKE STREET PLACE - CONCEPTUAL DESIGN CONFERENCE &
DESIGN RESPONSE CONFERENCE
112 & 150 LAKE STREET SOUTH**

I. MEETING GOALS

At the October 1, 2012 Design Review Board (DRB) meeting, the DRB should hold a brief Conceptual Design Conference to familiarize the Board with the previous direction given to the applicant. Following the Conceptual Design Conference, the DRB should conduct a Design Response Conference and determine if the project is consistent with the design guidelines contained in Design Guidelines for Pedestrian Oriented Business Districts, as adopted in Kirkland Municipal Code (KMC) Section 3.30.40.

During the Design Response Conference, the DRB should resolve the issues identified with the following topics:

- Building massing – including approach to upper story setbacks
- Parking garage and back of house design
- Courtyard design
- Materials, colors, and details
- Landscaping

II. BACKGROUND INFORMATION

The subject property is located at 112 and 150 Lake Street South (see Attachment 1). Rick Chesmore, with Chesmore/Buck Architecture representing the property owner, Stuart McLeod, has applied for a Conceptual Design Conference and Design Response Conference for a new mixed-use development consisting of several buildings and multi-story parking garage called Lake Street Place (see Attachment 2).

A Conceptual Design Conference was held on January 9, 2012. The DRB provided direction to the applicant in preparation for the Design Response Conference and is summarized in Section V.B below under the DRB's discussion on the various design topics.

On April 17, 2012 Mr. McLeod received approval of a lot line adjustment to create three separate parcels from the underlying lots (see Attachment 3). Lot A contains the existing Kirkland Waterfront Market. Lot B contains the existing Hector's restaurant and

outdoor seating area. Lot C contains an 85-stall surface parking lot which serves Lot A and B. The following is a brief description of the development proposal for each parcel.

LOT A - Kirkland Waterfront Market (KWM)

- 990 sq. ft. addition to Milagro restaurant
- Approximately 980 sq. ft. addition to existing 2nd floor office space
- New 3rd and 4th story office – Approximately 11,100 sq. ft.

The new 3rd and 4th story office space will sit atop the existing two-story building containing the Milagro restaurant and designed to be no closer than 25' to Lake Street. See Section VI for an analysis of the upper story setback requirements. This building is 51'-8" tall.

LOT B - Hector's Expansion

In 2009, the DRB approved a two to three story expansion to the Hector's restaurant under file DRC09-00003 (see Attachment 4). With the current proposal, the applicant is proposing to retain the Lake Street façade design that was approved with file DRC09-00003 along with changes to the other portions of the building. The first floor would contain approximately 9,500 square feet of restaurant space. The second story would contain approximately 9,000 square feet of office space. The third and fourth stories would contain approximately 8,400 square feet of office space on each floor and be placed no closer than 25' to Lake Street. See Section VI for an analysis of the upper story setback requirements. This building is 51' tall.

LOT C – Main Street Building/Parking Garage

The Main Street Building is a new 55-foot tall building (4 to 6 stories) proposed to be built over the existing parking lot situated behind Hector's. Approximately 13,700 square feet of retail space is proposed on the ground floor. Access to these tenant spaces would be through a pedestrian alley and a large courtyard created between the buildings fronting Lake Street. Floors 2 through 6 consist of a 259 stall parking structure. Floor 6 will also contain approximately 15,500 square feet of office space.

III. SITE

The Hector's and KWM properties are currently developed with a variety of retail, restaurant, and office uses. The site is relatively flat and sits approximately 24' to 27' below the Portsmouth Condominiums to the east and southeast. The following are the zoning, uses, and allowed heights of properties adjacent to the subject property (see Attachment 5):

North: CBD 1B. The 101 and Bank of America site - a 5-story mixed-use project. Maximum height is 55'.

East: CBD 4. Portsmouth Condominiums. Maximum height is 55.4'.
CBD 1B. Merrill Gardens a 5-story mixed-use project. Maximum height is 55'.

South: CBD 1B. Parking lot for Chaffey Building. Maximum height is 55'.

West: CBD 2. Various retail/restaurant uses. Maximum height is 28'.

Additional photographs prepared by the applicant that show the surrounding properties are contained in Attachment 6.

IV. CONCEPTUAL DESIGN CONFERENCE (CDC)

A Conceptual Design Conference (CDC) for the Lake Street Place project was held on January 9, 2012. Attachment 6 contains the conceptual design information. At the meeting, the DRB discussed:

- A. How the design guidelines affect or pertain to the proposed development.
- B. Which guidelines applied to the proposed development; and
- C. The application materials that are needed for the Design Response Conference.

The DRB's feedback from the conference is summarized in Section V.B below under the DRB's discussion on the various design topics.

Kirkland Zoning Code (KZC) Section 142.35.6 requires that an applicant apply for the Design Response Conference within 6 months of the CDC. Since the applicant did not apply for the Design Response Conference within 6 months of the CDC (January 9, 2012), the applicant has re-applied for the Conceptual Design Conference. The DRB should conduct a brief Conceptual Design Conference to familiarize the Board with the previous direction given to the applicant before holding the public meeting (Design Response Conference) for the project. No changes have been made to the CBD 1B zone or design guidelines since the previous CDC.

V. **DESIGN RESPONSE CONFERENCE**

The Design Review Board reviews projects for consistency with design guidelines for pedestrian-oriented business districts, as adopted in Kirkland Municipal Code Chapter 3.30. In addition to the standard guidelines contained in the *Design Guidelines for Pedestrian-Oriented Business Districts*, the following information summarizes key guidelines which apply specifically to the project or project area. See also Section VI for information regarding zoning regulations and how they affect the proposed development.

A. Pedestrian-Oriented Design Guidelines

1. General

The following is a list of key design issues and/or design techniques that should be addressed with this project as identified in the design guidelines.

- *Pedestrian-oriented space and plazas*
- *Blank wall treatment*
- *Vertical and horizontal definition*
- *Architectural scale*
- *Horizontal modulation*
- *Change in roofline*
- *Human scale*
- *Building material, color, and detail*

See adopted Design Guidelines for Pedestrian-Oriented Business Districts for complete text and explanations.

2. Special Considerations for Downtown Kirkland

- *Most of the business core of Kirkland is already developed with fairly narrow sidewalks. New development should provide sidewalks at the recommended width. Providing wider sidewalks throughout downtown is a long-term endeavor.*
- *A strong street tree planting scheme is especially important in downtown because of the variety of scale and architecture encouraged in private development. Major entries into Kirkland, especially along Central Way,*

Kirkland Avenue, Lake Street, and Market Street, should be unified by a strong street tree program.

- *Breaking larger window areas into smaller units to achieve a more intimate scale is most important in Design Districts 1, 2, 4, 8, and the southwest portion of 3 where new buildings should fit with older structures that have traditional-styled windows.*
- *Retail frontages in the Central Business District should have a 15' story height to ensure diverse retail tenants and enhance the pedestrian experience. Where these taller retail stories are required, special attention to storefront detailing is necessary to provide a visual connection between pedestrian and retail activity.*
- *Parking lot location and design is critical on busy entry streets such as Market Street, Central Way, Lake Street, Kirkland Avenue, and in the congested core area where pedestrian activities are emphasized. The Downtown Plan calls for limiting the number of vehicle curb cuts.*
- *Parking lots must be integrated with the fabric of the community by creatively using landscaping to reduce their visual impact.*
- *The intrusive qualities of parking garages must be mitigated. In pedestrian areas, ground-level retail uses or appropriate pedestrian spaces should be required. Also, extensive landscaping should be required near residential areas and in high visibility locations. On hillsides and near residential areas, the stepping back or terracing of upper stories should be considered to reduce scale.*
- *Pedestrian features should be differentiated from vehicular features; thus fenestration detailing, cornices, friezes, and smaller art concepts should be concentrated in Design Districts 1 and 2, while landscaping and larger architectural features should be concentrated in Design Districts 3, 5, 7, and 8.*
- *Large-scale developments, particularly east of the core area, should stress continuity in streetscape on the lower two floors. Setback facades and varied forms should be used above the second stories.*
- *The Downtown Plan's mandate for high-quality development should also be reflected in sign design.*

3. Guidelines – Upper Story Setbacks

- *Buildings above the second story (or third story where applicable in the Downtown Plan) should utilize upper story step backs to create receding building forms as building height increases, allow for additional solar access, and maintain human scale at the street level.*
- *The final arrangement of building mass should be placed in context with existing and/or planned improvements, solar access, important street corners, and orientation with the public realm.*
- *A rigid stair step or “wedding cake” approach to upper story step backs is not appropriate.*
- *Decks and/or balconies should be designed so that they do not significantly increase the apparent mass of the building within the required upper story setback area.*

- *In addition to applying setbacks to upper stories, building facades should be well modulated to avoid blank walls and provide architectural interest.*
- *Along pedestrian oriented streets, upper story building facades should be stepped back to provide enough space for decks, balconies and other activities overlooking the street*
- *Landscaping on upper story terraces should be included where appropriate to soften building forms and provide visual interest.*
- *Continuous two or three story street walls should be avoided by incorporating vertical and horizontal modulations into the building form.*

B. Compliance with Design Guidelines

1. SCALE

a. DRB Discussion

The DRB appreciated that the project design has evolved over the past several years building upon the Downtown Seattle Post-Alley theme. The DRB noted that Lake Street South and Main Street (extension) are key vantage points of the project, where building scale should be carefully studied relative to the existing contextual scale. In general, the DRB agreed that the proposed building massing alternatives were headed in the right direction in terms of scale and appropriate massing but discussed the need for vertical and horizontal modulation to reduce the perceived mass and relative height of the structure as the project moves forward.

In reviewing the applicant's preferred massing design, the DRB had concerns that the design contains narrow and dark passages at the ground level that may result in uninviting pedestrian spaces if not designed and tenanted just right. In addition, the DRB questioned the 'wedge' configuration of the office space at the upper stories above the Hector's addition. The DRB therefore asked that the applicant to further explore Alternative B in which a large central plaza is depicted. The DRB's request was based on design guidelines that call for public open space/plazas in appropriate locations, solar access, and bulk and mass mitigation along streets.

To help facilitate the consideration of Alternative B, the DRB indicated that they would be willing to consider the provisions established by Code that allow additional massing within the required upper story setback area in exchange for dedicated public open space.

The DRB raised concerns regarding the proposed multi-level parking structure at the eastern portion of the site. The DRB requested that additional information be provided regarding the visibility of the parking structure from neighboring properties and how the parking structure would be mitigated, especially in regards to the proposed rooftop parking.

b. Staff Analysis

As requested by the DRB, the applicant has pursued Alternative B (central courtyard concept) and has provided detailed plans for review (see Attachment 2, Sheet 1.1). The entire courtyard is approximately 6,900 square feet in size and located in a central area. Portions of the courtyard immediately next to restaurant tenant spaces are planned to be

utilized as outdoor dining areas. The applicant is also setting aside approximately 530 square feet of the courtyard adjacent to the Lake Street sidewalk to be preserved as 'public open space'. This is provided to offset encroaching into the required 30' upper story setback along Lake Street as allowed by code (see Section VI.C below).

The applicant has also provided detailed information regarding the multi-story parking garage and 'back of house' functions of the project which includes the loading and trash areas (see Attachment 2, Sheets 2.0, 3.0, 4.2, & 4.3). The garage and 'back of house' areas are associated with the Main Street building located on the easternmost parcel. The parking garage is enclosed with some ventilation openings. The roof deck also contains parking.

In terms of overall massing with the buildings, the applicant has complied with the code required upper story setbacks (see Section VI.C below). The applicant has also utilized various techniques to moderate the bulk and mass of the buildings such as varying roof heights and forms, creating different building facades to appear as separate buildings, use of upper story balconies, use of different window sizes, and incorporating building modulation tied to the change of materials and colors. In addition, the wider sidewalks, courtyard placement, and pedestrian amenities at the ground floor further reduce the scale of the building.

The DRB should provide input on the following items:

- Should building massing changes be made at the upper stories?*
- How should the blank wall at the east garage façade be treated?*
- Is the screening of the rooftop parking deck adequate?*
- Are additional details needed for the courtyard?*
- Are changes needed to the proposed color and material palette?*

2. PEDESTRIAN AND VEHICULAR ACCESS

a. DRB Discussion

The DRB requested that additional information be provided that shows the trash, loading and unloading area, and back of house functions of the development. The DRB wanted to understand the visual impact of this area to neighboring properties as well as how the area would be managed.

The DRB was also interested as to how the proposed project fits in with the overall context of existing and proposed pedestrian walkways. In addition, the DRB wanted information regarding the proposed interior pedestrian connections since they had concerns about the design, functionality, and use as an active pedestrian space.

b. Staff Analysis

In terms of vehicular access, the subject property is limited given that the property fronts on Lake Street South to the west, has limited frontage along the extension of Main Street to the east, and is adjacent to a 22'-wide alley to the north. Guidelines discourage direct access from Lake Street. The City Public Works Department is therefore requiring that the property be accessed from the alley bordering the property to the north.

The applicant has submitted a detailed floor plan of the garage, trash, and loading/unloading area for review. The applicant is currently working with the City Public Works Department and Transportation Engineer to address the issue of safe vehicular circulation and final configuration of the trash and loading/unloading area.

In regards to pedestrian access, a central courtyard along with a covered pedestrian walkway to the various tenant spaces internal to the property is proposed. A light well is included in the building design to provide solar access to a portion of the covered pedestrian areas. Several renderings have been provided to provide the DRB a sense of the applicant's concept of the pedestrian areas (see Attachment 2, Sheet 4.5).

The DRB should provide input on the following items:

- Does the DRB need additional information regarding the visibility of the trash and loading/unloading area? Is additional mitigation of these areas needed?*
- The DRB should provide feedback on the proposed pedestrian plaza and circulation system.*

3. OPEN SPACE AND LANDSCAPING

a. DRB Discussion

Landscaping was not discussed at the Conceptual Design Conference.

b. Staff Analysis

Although landscaping was not discussed at the CDC due to the DRB's focus on building massing, the applicant should provide a landscape plan as part of the Design Response Conference. Landscaping should be placed in areas to help mitigate building massing and enhance the pedestrian experience along the project frontages. Other opportunities for landscaping should include areas to enhance the open space/plazas as experienced within the site as well as within visible parking areas and upper story terraces. Landscaping placed at the roof deck level should be limited in size to minimize view blockage. Several of the drawings in Attachment 2, show the location of landscaping however, a formal and detailed landscape plan should be submitted to the DRB for their review.

4. BUILDING MATERIALS, COLOR, AND DETAIL

a. DRB Discussion

The DRB requested that preliminary plans depicting proposed materials, colors, and details, including samples of materials and colors consistent with the Post-Alley design theme be submitted for the Design Response Conference.

b. Staff Analysis

Attachment 2, Sheet 3.0 contains color elevation drawings and callouts for the proposed building materials. The DRB should provide feedback to the applicant regarding the proposed materials and colors.

VI. KEY ZONING REGULATIONS

Zoning regulations for uses in CBD 1B are found in the use-zone chart (see Attachment 7). The following regulations are important to point out because they apply to the DRB's review and provide parameters for new development on the site. See also Section VIII below for a summary of other development regulations applicable to the proposed project but are not under the DRB's authority. Compliance with all regulations and standards will be confirmed during building permit review.

A. Upper Story Setbacks:

Lake Street - KZC Section 50.10.5.a requires that no portion of a building within 30 feet of Lake Street South may exceed a height of 28' above Lake Street.

Main Street - KZC 50.10.5.c requires that within 40 feet from Main Street (northeast portion of the property abuts an extension of Main Street) all stories above the second story shall maintain an average setback of at least 10 feet from the front property line.

Upper Story Setback Reductions - KZC Section 50.10.5.f also allows the DRB to reduce the required upper story setback by no more than 5' 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.

Staff Comment:

Lake Street - Portions of the 3rd and 4th story with the Hector's expansion and the KWM expansion are proposed to extend up to 5' into the required upper story 30' setback from Lake Street. The applicant is therefore requesting DRB approval to encroach into the setback pursuant to KZC Section 50.10.5.f in exchange for dedicating public open space at the street level. The applicant is proposing 1,061 square feet of building area (includes balconies) within the 30' upper story setback. Based on this amount of area, the applicant is required to dedicate 530.5 square feet at the street level. The applicant is proposing to dedicate the required open space in the central courtyard along Lake Street (see Attachment 2, Sheet 1.1).

Main Street - Application of the upper story setback requirement along the Main Street right-of-way extension (at east property line) requires an area calculation to determine the amount of upper story building area to be removed within 40 feet of the property line. The calculation is:

$$\text{Total Setback Area above the 2nd story} = L \times R \times N$$

$$L = \text{Length of Front Property Line} = 101.48'$$

$$R = \text{Required average setback} = 10'$$

$N = \text{Number of stories proposed above 2nd story} = 4$

$$\begin{aligned} \text{Total Setback Area above the 2}^{\text{nd}} \text{ story} &= L \times R \times N \\ &= 101.48 \times 10 \times 4 \\ &= 4,059.2 \end{aligned}$$

Based on the above calculation, the project is required to remove 4,059.2 square feet of upper story building area above the second story within 40 feet of the front property line along the Main Street right-of-way. The proposal exceeds this requirement.

The applicant is proposing to remove floors 5 and 6 within 40 feet of the Main Street property line (see Attachment 2, Sheet 2.5). Floors 5 and 6 are actually setback 46' from Main Street.

Attachment 2, Sheet 3.1, Section 2 should be revised to reflect the 46' setback from the east property line (as drawn, it reflects an incorrect 62' setback). The 46' setback at the 5th and 6th floor equates to 8,118.4 square feet of building area that is removed and is twice as much than required by code.

The final building massing arrangement should be determined by the Design Review Board as part of the design review process. See also Section V.B.1 above regarding design guideline discussion topics.

- B. **Sidewalks:** 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 the design review process.

***Staff Comment:** The applicant should confirm that the sidewalk dimensional standards described above have been met. The DRB should determine if additional sidewalk detail information are needed for review.*

VII. **STATE ENVIRONMENTAL POLICY ACT**

SEPA is the state law that requires an evaluation of a development proposal for environmental impacts. The issue most frequently addressed through SEPA is traffic. Design Review is not a project action and thus SEPA review is not required at the time of Design Review.

A SEPA application has not been submitted by the applicant. SEPA review is required to occur prior to the issuance of any building permit for the project.

VIII. **DEVELOPMENT STANDARDS – DEVELOPMENT REVIEW COMMITTEE**

The applicant's proposal is also subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, Fire and Building Code, and Public Works Standards. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 8, Development Standards, is provided to familiarize the applicant with some of these additional development regulations. These regulations and standards are not under the review authority of the DRB and will be reviewed for compliance as part of the building permit review stage of the project. In terms of zoning, below are some of the key zoning standards that apply to the development followed by staff comment in italics.

- A. **Permitted Uses:** Permitted uses in this zone include, but are not limited to retail, restaurants, office, and stacked dwelling units. Office and stacked dwelling units may not be located on the ground floor of a structure unless there is an intervening retail use

Staff Comment: The applicant is proposing ground floor retail and restaurant uses and upper story office uses. Parking to support the proposed uses is proposed in an above-grade parking structure at the eastern portion of the site. The proposed uses are consistent with the permitted uses for CBD 1B.

- B. **Setbacks:** There are no setbacks required in this zone.

Staff Comment: On April 17, 2012 Mr. McLeod received approval of a lot line adjustment to create three separate parcels from the underlying lots (see Attachment 3). Lot A contains the existing Kirkland Waterfront Market. Lot B contains the existing Hector's restaurant and large outdoor seating area. Lot C contains an 85-stall surface parking lot. The new building walls will coincide with the new property lines. While this is not an issue with Zoning Code requirements in terms of setbacks, the applicant should confirm with the Building Department any requirements that pertain to buildings built to the property line.

- C. **Height:** CBD 1B zoning allows a maximum height of 55' measured above the midpoint of the subject property on the abutting right-of-way and provides that no portion of a building within 30' of Lake Street South may exceed a height of 28 feet. The minimum ground floor height requirement is 15'.

Additional height is allowed for peaked roofs and/or parapets. Decorative parapets may exceed the height limit by a maximum of four feet, provided that the average height of the parapet around the perimeter of the structure shall not exceed two feet.

Staff Comment: The height measurement for the two parcels that abut the Lake Street South right-of-way (the Hector's and KWM parcels) should be based on the midpoint of their respective parcels along the Lake Street South right-of-way. The height measurement of the third parcel created along the eastern portion of the property should be based on the midpoint of the abutting Main Street extension right-of-way. The applicant should confirm the midpoint and midpoint elevation for each parcel. The midpoint location given for the two parcels fronting Lake Street appear to be incorrect.

The applicant should confirm compliance with KZC Section 50.62.3.a where the code allows decorative parapets to exceed the 28' height limit along Lake Street as long as the average parapet height does not exceed two feet.

- D. **Lot Coverage:** CBD 1B zoning regulations allow 100% lot coverage.

- E. **Parking:** Restaurants and taverns must provide one parking space for each 125 square feet of gross floor area. All other uses must provide one parking space for each 350 square feet of gross floor area. The City also has grandfathered parking provisions: *regardless of use, the owner need not increase the number of parking spaces for any floor area that existed prior to May 12, 2002; provided that the owner may not decrease the number of parking stalls on the subject property below the number of stalls that was required by any previous development permit (see KZC 50.60.3.a).* The following code sections also need to be considered:

KZC 115.105.2.c. 6 - For the purposes of this code, an outdoor use, activity or storage area will be used in calculating the gross floor area of a use or development if this area will be used as an outdoor use, activity or storage area for at least two months in every year; except, that outdoor cafes may be operated for six months before being used in calculating the gross floor area of the use or development.

KZC 5.10.340 Gross Floor Area – The total square footage of all floors in a structure as measured from either the interior surface of each exterior wall of the structure or, if the structure does not have walls, from each outer edge of the roof. Exterior areas may constitute gross floor area. See Chapter [115](#) KZC.

Staff Comment: As mentioned above, KZC Section 50.60.3.a allows the applicant to grandfather the amount of parking stalls for floor area that existed prior to May 12, 2002. Existing parking stalls previously associated with existing floor area may not be decreased. The Hector's property, KWM property, and the Main Street property previously contained a total 68 parking stalls which were associated with the various retail, restaurant, and office uses. Attachment 9 contains a breakdown of this information.

The new project requires the following in terms of parking:

- 65 stalls should be included in the new parking garage (3 parking stalls were removed in order to widen the alley and are not required to be provided with the new development). This would satisfy the requirement to preserve parking associated with the existing uses.*
- Due to grandfathering provisions, parking stall credit associated with the demolished buildings (e.g. Calabria building and the Lakeside Building – previously World Wrapps) are allowed to count towards the new project.*
- New parking stalls should be provided for new gross floor area based on use.*

Staff has reviewed the parking information provided by the applicant (see Attachment 9) and as a result of previously demolished and buildings to-be-demolished, 93.5 parking stalls may be credited towards the new project. Therefore, in order to determine the required number of parking spaces, the following formula should be used:

$$= [65 \text{ (existing stalls)} + (\text{number of stalls required by code based on use and new gross floor area})] - 93.5 \text{ (credited parking stalls associated with demolished buildings)}$$

Based on current numbers provided by the applicant, 258 parking stalls are required for the new project. The applicant is proposing 259 parking stalls. Staff however has additional questions regarding the parking calculations. The applicant should continue to work with staff in order to finalize the final parking requirement.

The applicant has also mentioned that the project may potentially be phased. If the project is phased, Phase I would consist of adding onto the KWM property (expansion of Milagro and addition of 2 floors of office). Phase II, to include the remainder of the buildings would follow at a later date. If this is the case, each phase of the project would need to provide onsite parking to support the new floor area constructed with each phase.

The parking garage design should also comply with the dimensional standards in KZC Chapter 105. This includes meeting parking stall dimensions for compact and standard stalls (exclusive of columns or other structures), drive aisle dimensions, and ensuring enough turnaround room for vehicles especially at dead-end drive aisles.

IX. PUBLIC COMMENT

Prior to the finalization and distribution of this staff memo, one public comment email was received by staff. The email has been included as Attachment 10.

X. 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.

XI. APPEALS OF DRB DECISIONS AND LAPSE OF APPROVAL

A. APPEALS

Section 142.40 of the Zoning Code allows the Design Review Board's decision to be appealed to the Hearing Examiner by the applicant and any person who submitted written or oral comments to the Design Review Board. The appeal must be in the form of a letter of appeal and must be delivered, along with any fees set by ordinance, to the Planning Department by 5:00 p.m., _____, fourteen (14) calendar days following the postmarked date of distribution of the Design Review Board's decision.

Only those issues under the authority of the Design Review Board as established by KZC Section 142.35(3) are subject to appeal.

B. LAPSE OF APPROVAL

See KZC Section 142.55 as amended by Ordinance 4372 (effective November 1, 2012) for provisions regarding the lapse of approval regulations for Design Review Board decisions.

XII. ATTACHMENTS

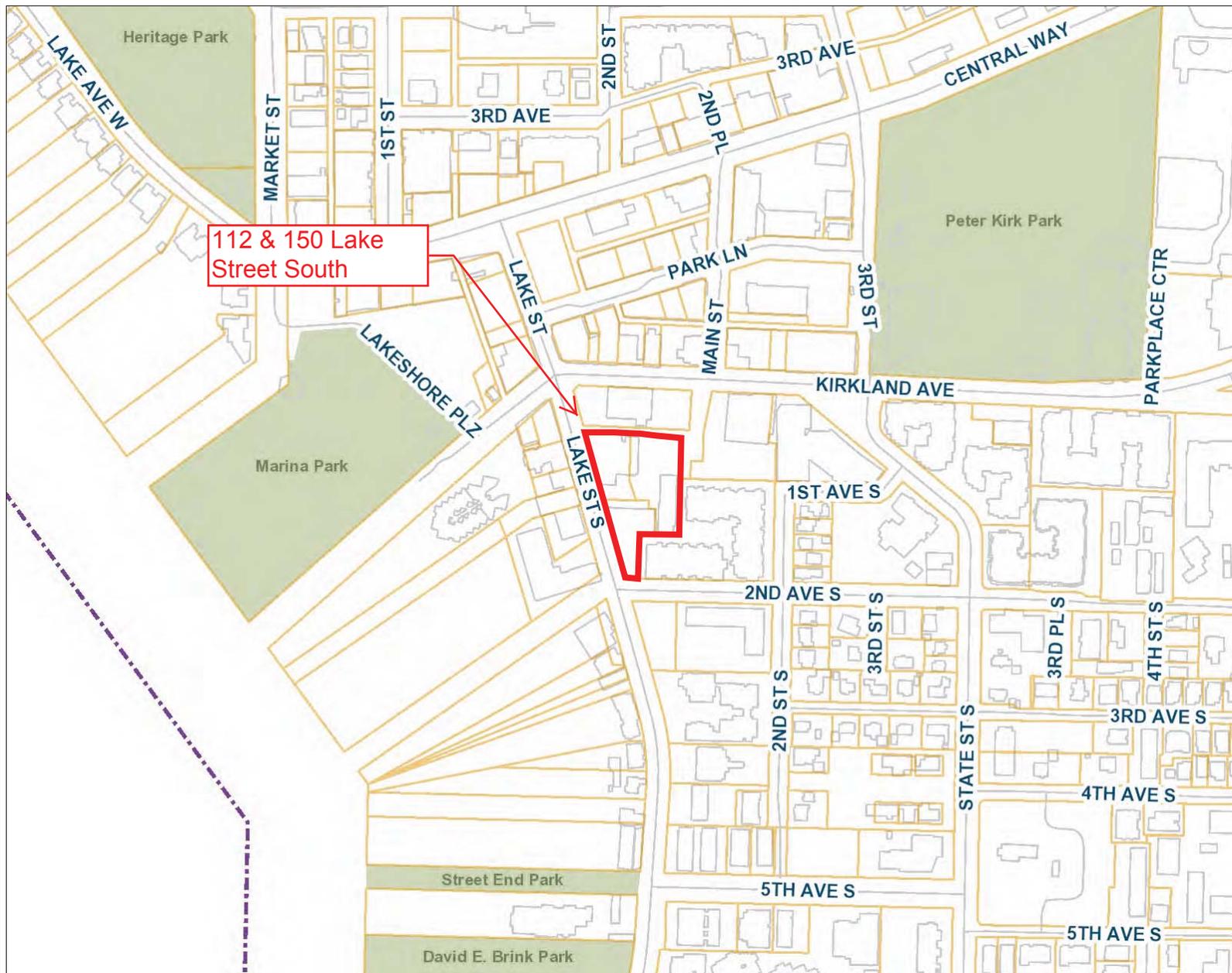
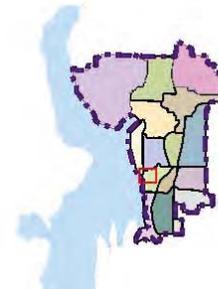
1. Vicinity Map
2. Design Response Conference – Plan Set
3. Lot Line Adjustment
4. DRC09-00003 DRB Approved Hector's Expansion
5. Aerial
6. Conceptual Design Conference – Plan Set
7. CBD 1B Zoning Chart
8. Development Standards
9. Parking Information
10. Public Comment

XIII. PARTIES OF RECORD

See Parties of Record List in File No. DRV12-00921



GIS MAPPING PORTAL ~ City of Kirkland, Washington ~ Department of Information Technology



Legend

- City Limits
- Railroad
- Streets
- Parcels
- Buildings
- Parks
- Schools

1: 4,444



Notes

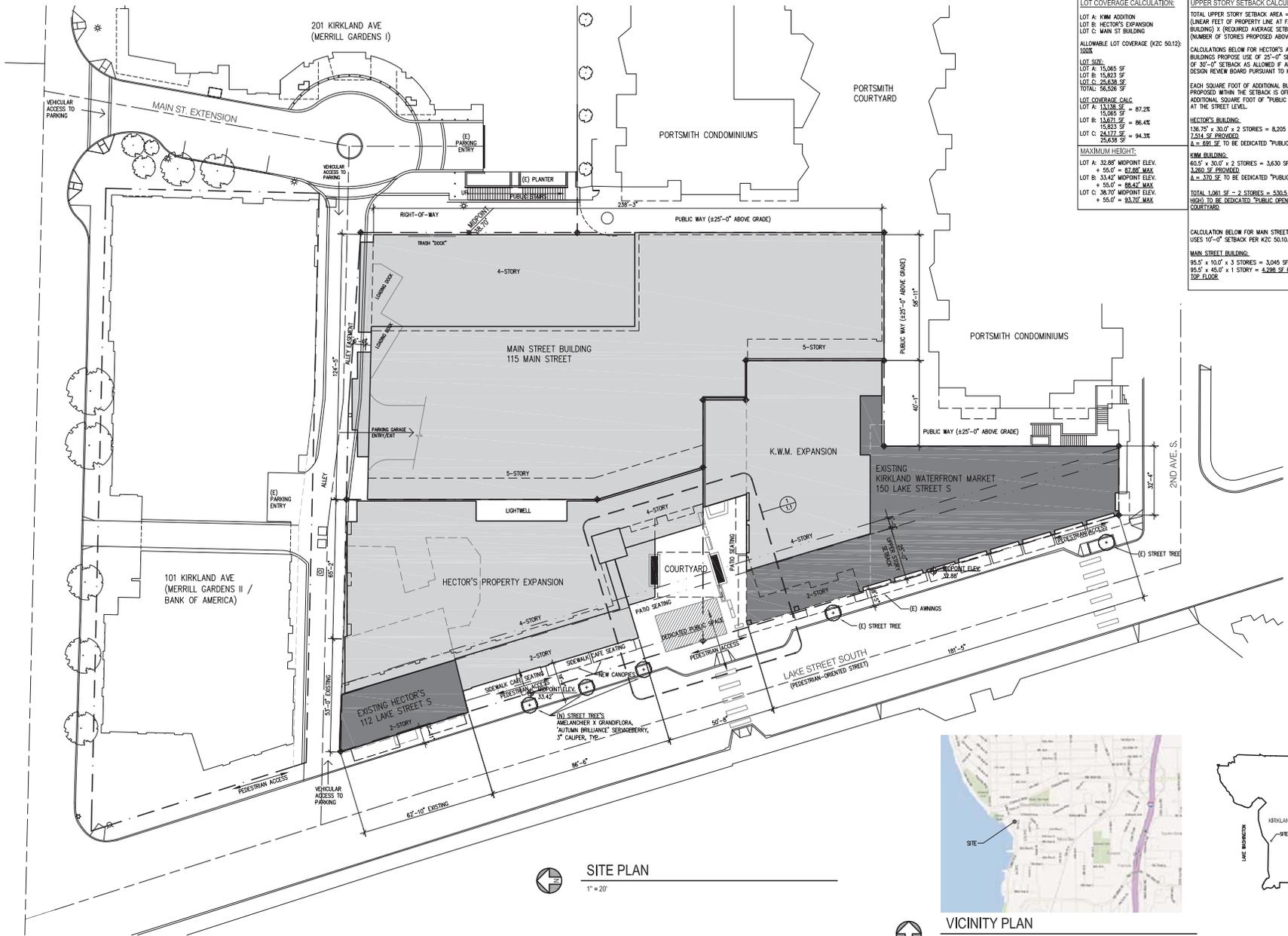
Project Area Map

0.1 0 0.07 0.14 Miles

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet
Produced by the City of Kirkland. © 2011 City of Kirkland, Washington, all rights reserved.

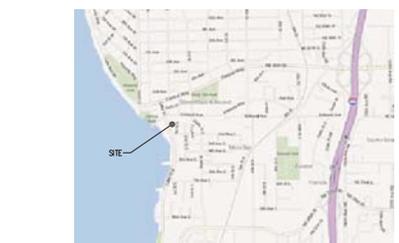
No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

THIS MAP IS NOT TO BE USED FOR NAVIGATION



LOT COVERAGE CALCULATION:	UPPER STORY SETBACK CALCULATION:
LOT A: KWM ADDITION LOT B: HECTOR'S EXPANSION LOT C: MAIN ST BUILDING ALLOWABLE LOT COVERAGE (KCC 50.12): 100% LOT SIZE: LOT A: 15,065 SF LOT B: 15,823 SF LOT C: 25,638 SF TOTAL: 56,526 SF LOT COVERAGE CALC: LOT A: 15,158 SF = 97.2% LOT B: 15,065 SF = 95.2% LOT C: 25,172 SF = 94.3% 25,638 SF MAXIMUM HEIGHT: LOT A: 32.88' MIDPOINT ELEV. + 55.0' = 87.88' MAX LOT B: 33.42' MIDPOINT ELEV. + 55.0' = 88.42' MAX LOT C: 38.70' MIDPOINT ELEV. + 55.0' = 93.70' MAX	TOTAL UPPER STORY SETBACK AREA = (LINEAR FEET OF PROPERTY LINE AT FACE OF BUILDING) X (REQUIRED AVERAGE SETBACK) X (NUMBER OF STORES PROPOSED ABOVE 2ND STORY) CALCULATIONS BELOW FOR HECTOR'S AND KWM BUILDINGS PROPOSE USE OF 25'-0" SETBACK IN LIEU OF 30'-0" SETBACK AS ALLOWED IF AUTHORIZED BY PERSON REVIEW BOARD PURSUANT TO KCC 50.10.5.1 EACH SQUARE FOOT OF ADDITIONAL BUILDING AREA PROPOSED WITHIN THE SETBACK IS OFFSET WITH AN ADDITIONAL SQUARE FOOT OF "PUBLIC OPEN SPACE" AT THE STREET LEVEL. HECTOR'S BUILDING: 136.75' x 30.0' x 2 STORES = 8,205 SF REQUIRED 7,244 SF PROVIDED A= 891.5E TO BE DEDICATED "PUBLIC OPEN SPACE" KWM BUILDING: 60.5' x 30.0' x 2 STORES = 3,630 SF REQUIRED 3,200 SF PROVIDED A= 370.5E TO BE DEDICATED "PUBLIC OPEN SPACE" TOTAL LORI SF - 2 STORES = 5,300.5 SF (2 STORES HIGH) TO BE DEDICATED "PUBLIC OPEN SPACE" AT COURTYARD CALCULATION BELOW FOR MAIN STREET BUILDING USES 10'-0" SETBACK PER KCC 50.10.5.4 MAIN STREET BUILDING: 95.5' x 10.0' x 3 STORES = 3,045 SF REQUIRED 95.5' x 45.0' x 1 STORY = 4,298 SF PROVIDED AT TOP FLOOR

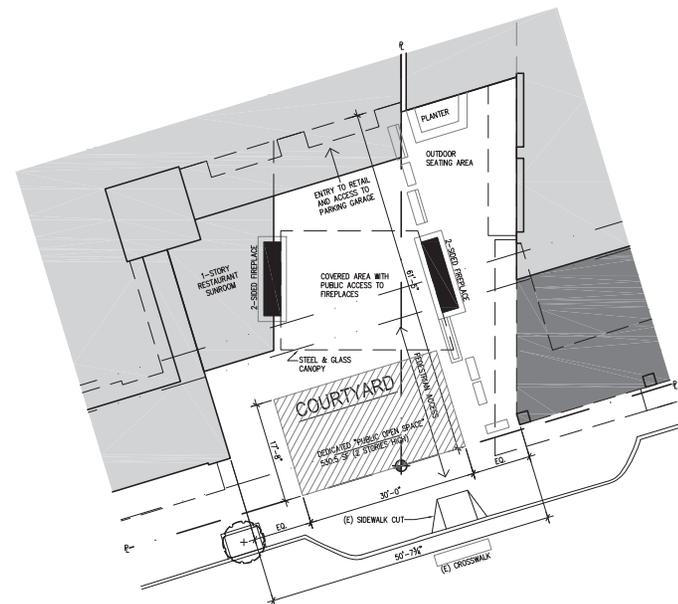
SITE PLAN
 1" = 20'



VICINITY PLAN
 N.T.S.



No.	Date	Revision
09/10/12		DRS REVISION
08/10/12		DRS SUBMITTAL



ENLARGED COURTYARD

1" = 10'

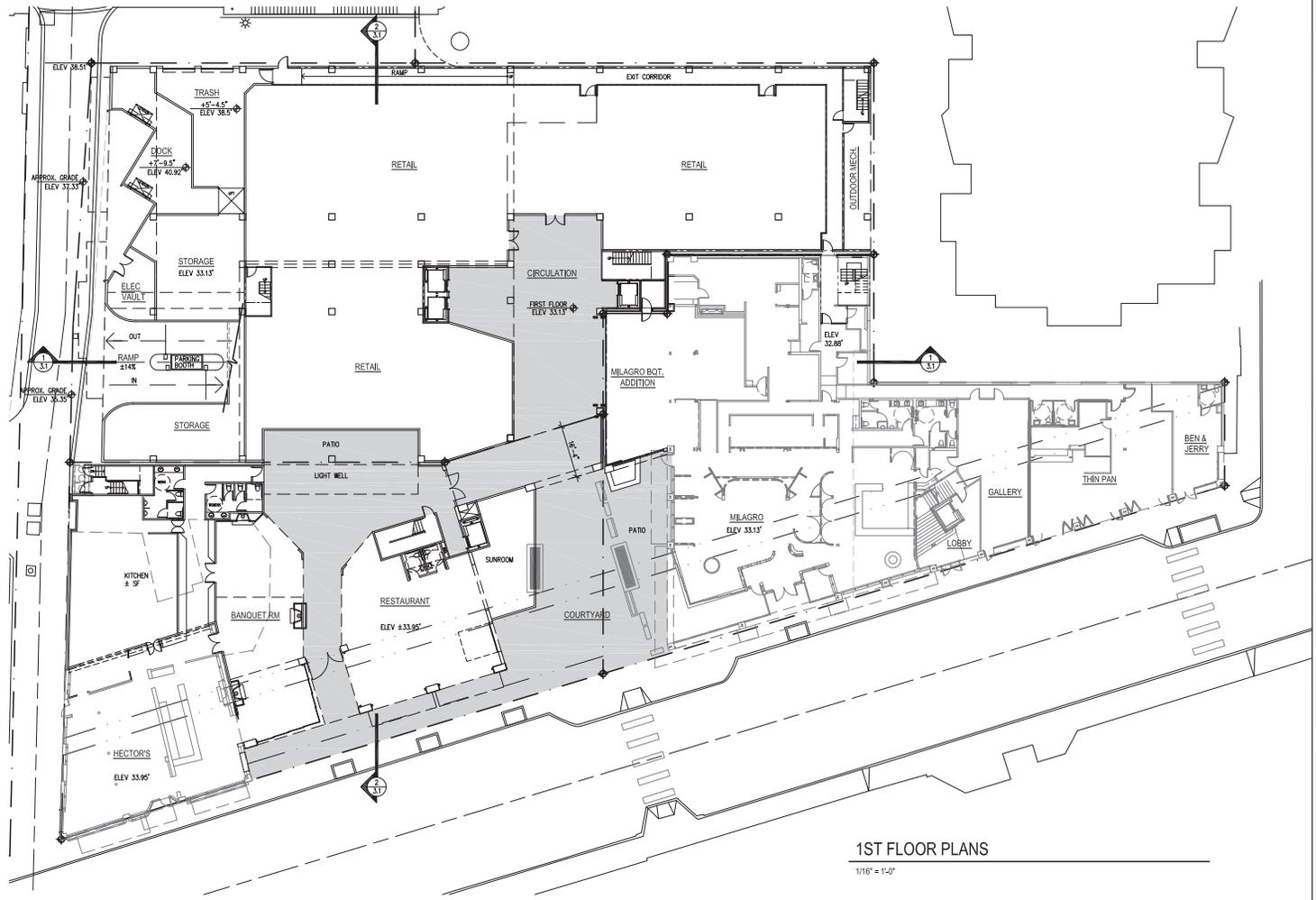
LAKE STREET PLACE

112-150 LAKE STREET S
 KIRKLAND, WA 98033

ENLARGED COURTYARD

Sheet No. **1.1**
 Project No. 1105
 Date: 07/30/12

09/10/12	DRS REVISION
08/10/12	DRS SUBMITTAL
Rev.	Date

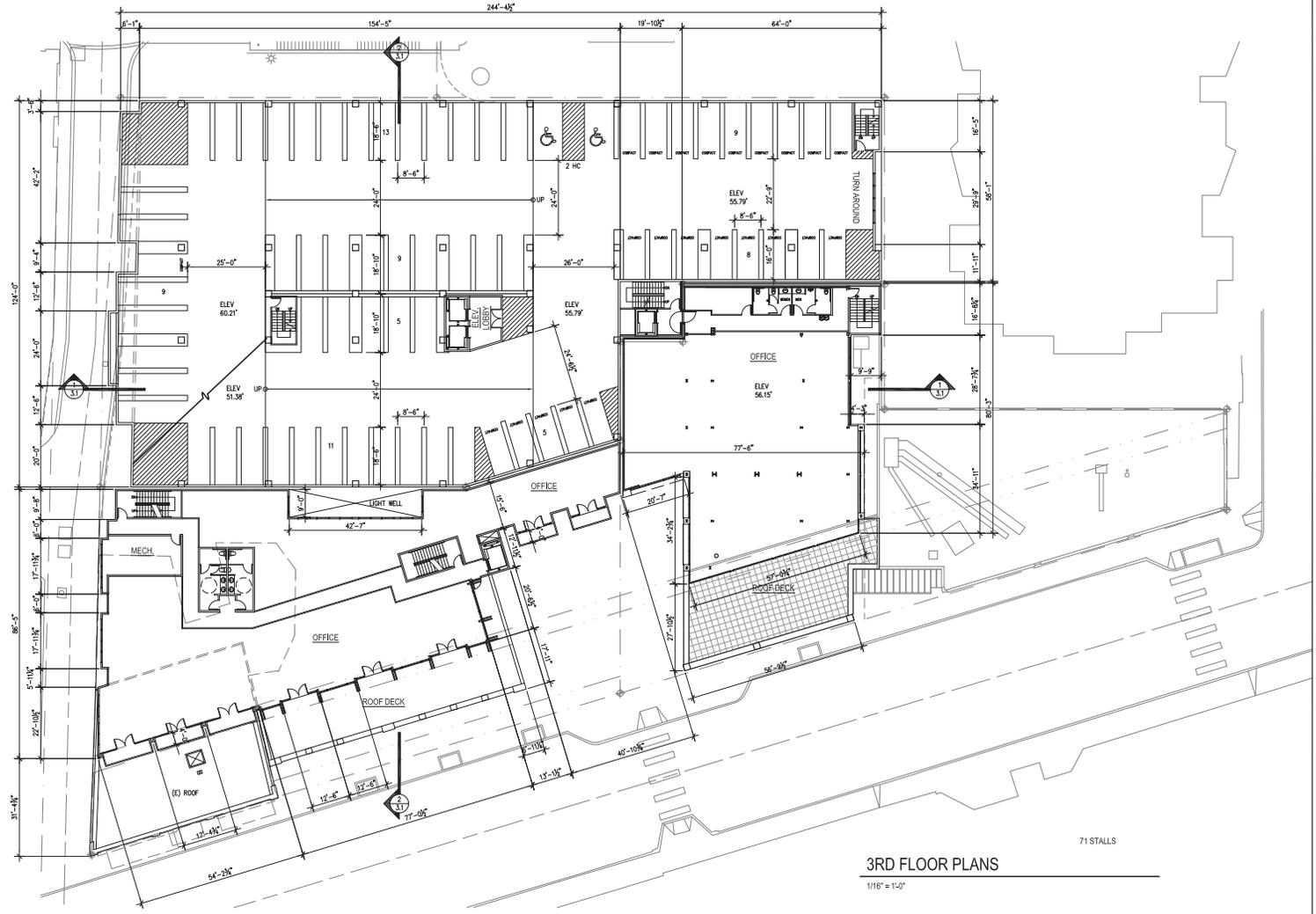


1ST FLOOR PLANS
 1/16" = 1'-0"

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

1ST FLOOR
 PLAN
 Sheet No. **2.0**
 Project No. 1105
 Date: 07/30/12

09/10/12	DRS REVISION
08/10/12	DRS SUBMITTAL
Rev.	Date



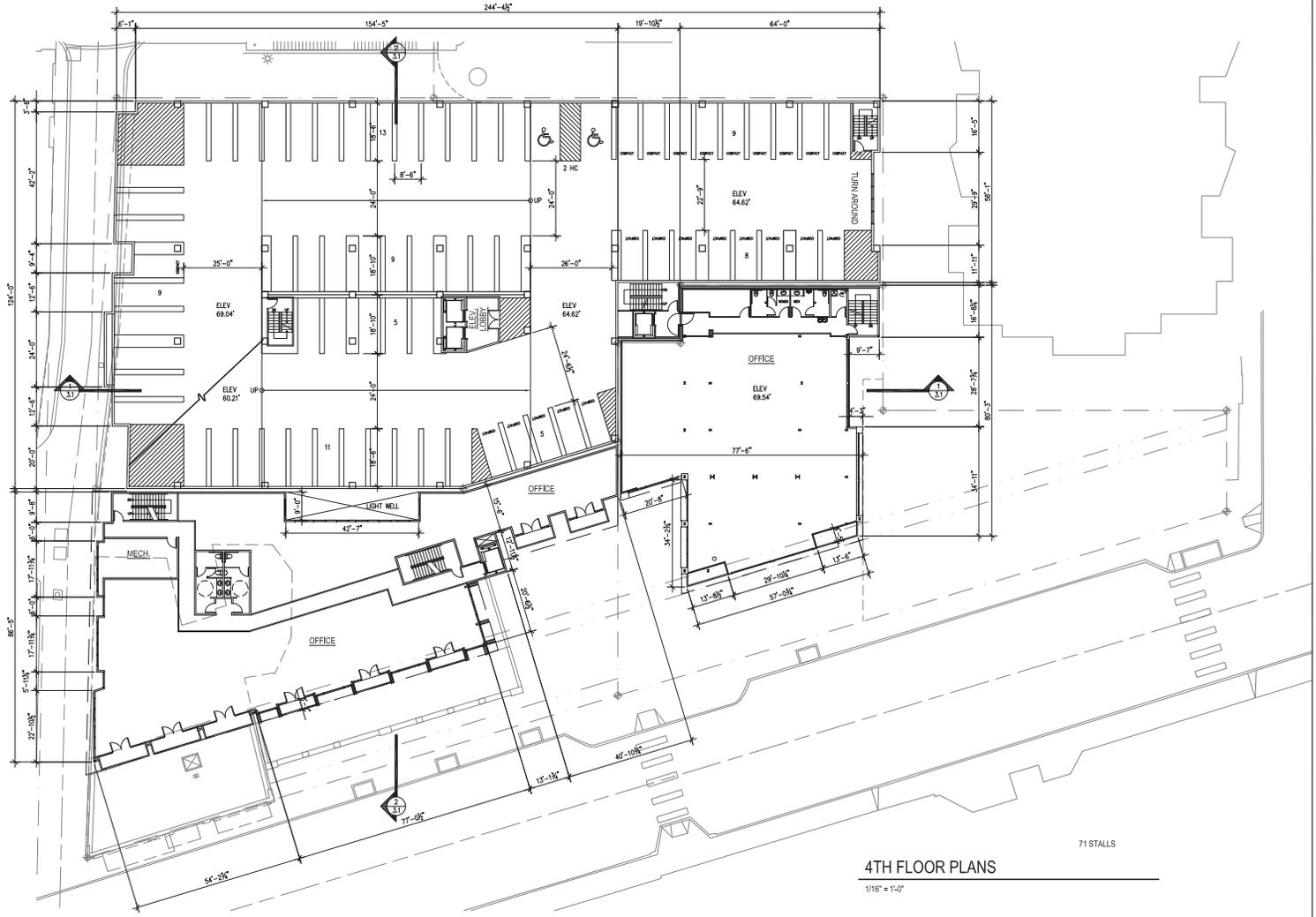
3RD FLOOR PLANS

11/6" = 1'-0"

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

3RD FLOOR
 PLAN

Sheet No. **2.2**
 Project No. 1105
 Date: 07/30/12



4TH FLOOR PLANS

1/16" = 1'-0"

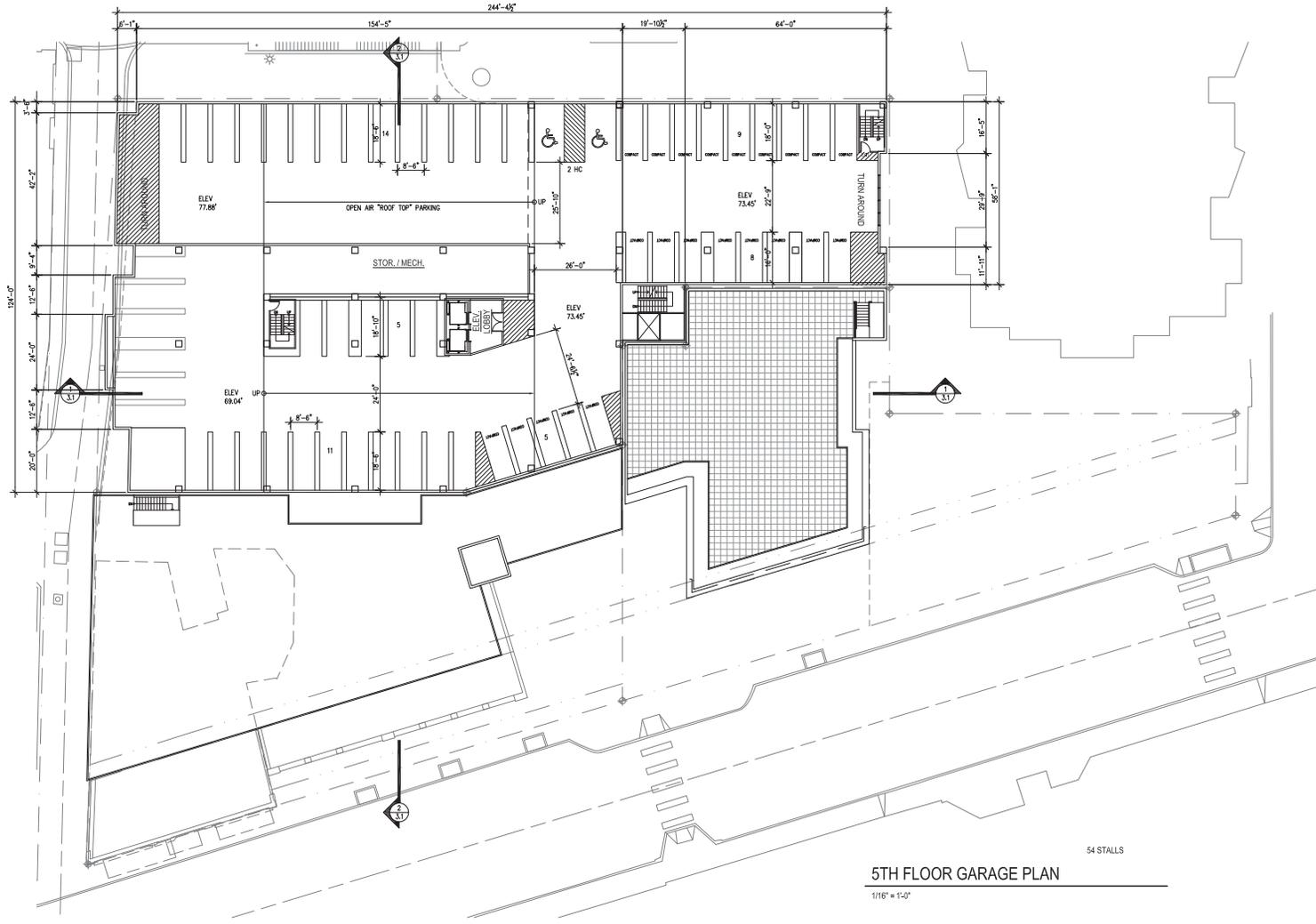
71 STALLS

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

4TH FLOOR
 PLAN

Sheet No. **2.3**
 Project No. 1105
 Date: 07/30/12

09/10/12	DRS REVISION
08/10/12	DRS SUBMITTAL
Rev.	Date



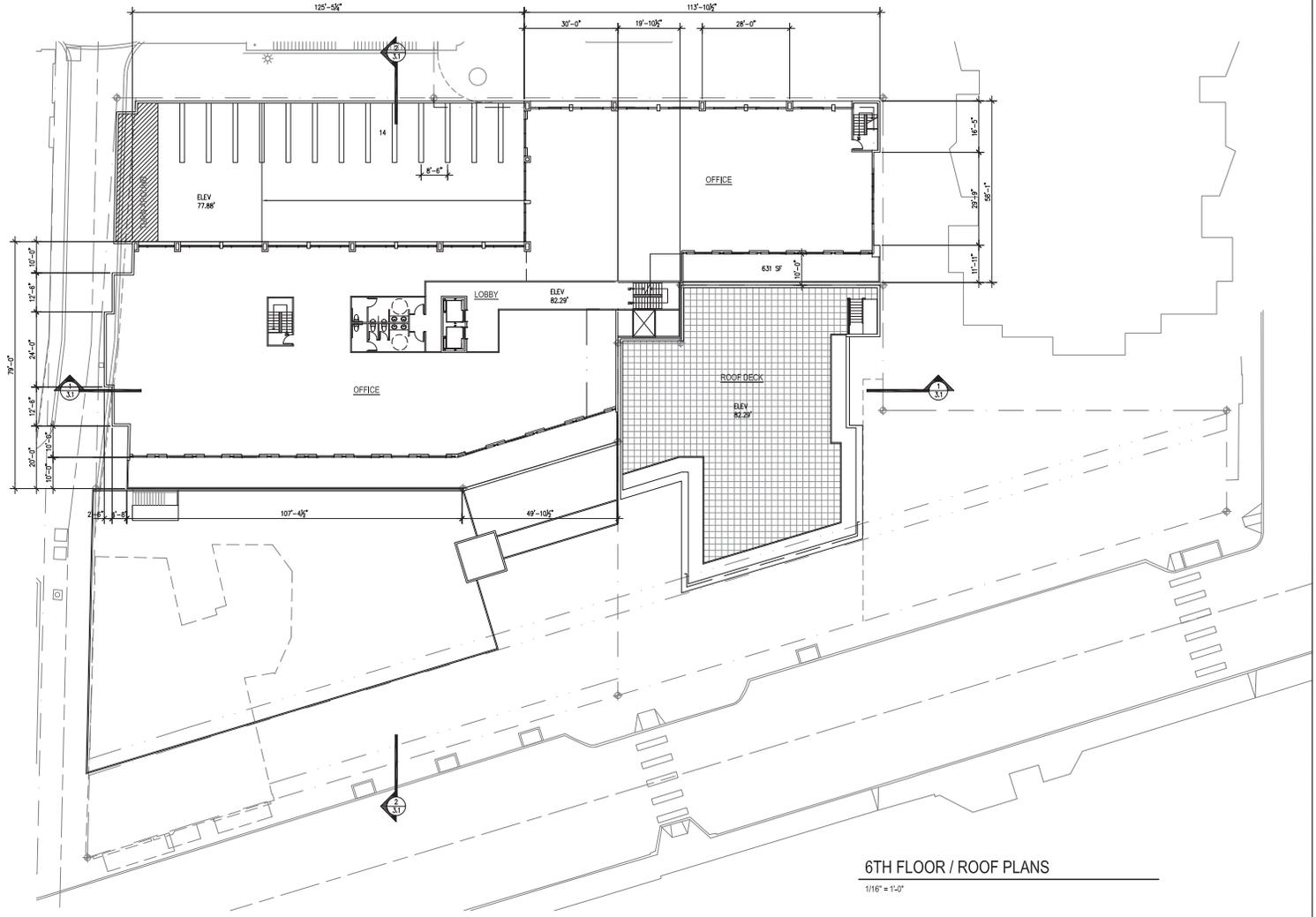
54 STALLS
 5TH FLOOR GARAGE PLAN

1/16" = 1'-0"

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

5TH FLOOR
 PLAN

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6TH FLOOR / ROOF PLANS
 1/16" = 1'-0"

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

6TH FLOOR
 PLAN
 Sheet No. **2.5**
 Project No. 1105
 Date: 07/30/12



WEST ELEVATION

1/16" = 1'-0"



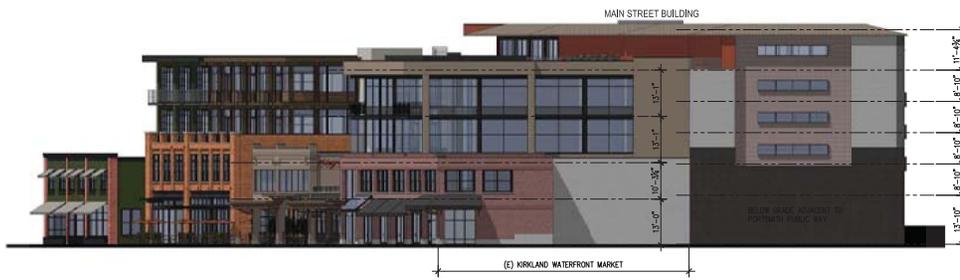
NORTH ELEVATION

1/16" = 1'-0"



EAST ELEVATION

1/16" = 1'-0"



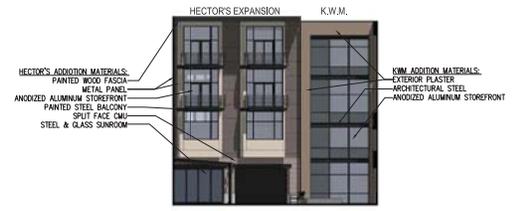
SOUTH ELEVATION

1/16" = 1'-0"



COURTYARD - NORTH ELEV

1/16" = 1'-0"



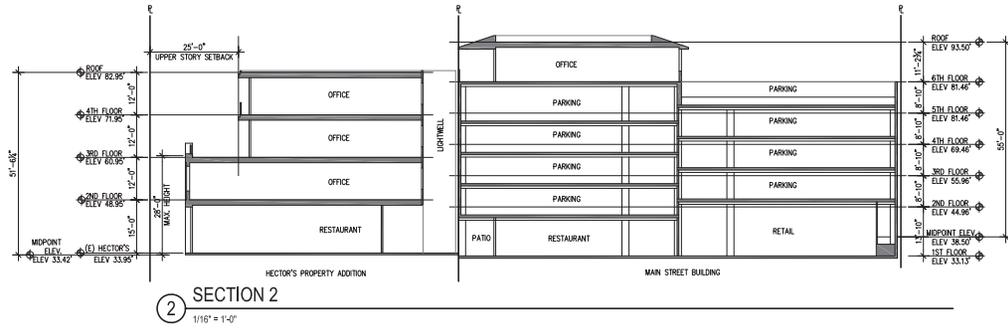
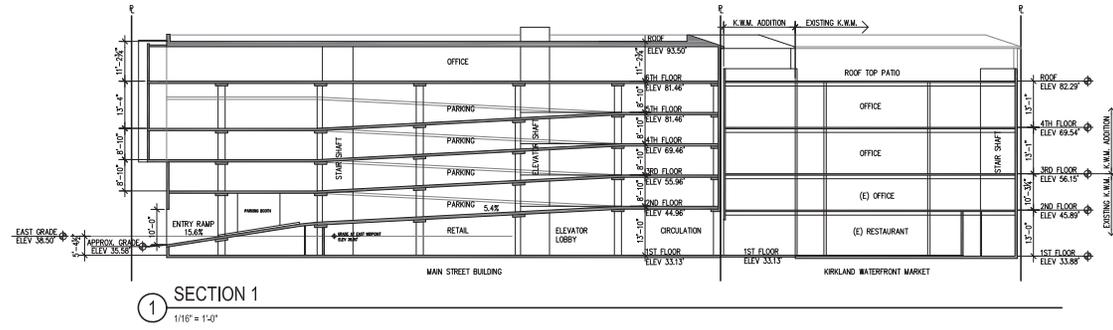
COURTYARD - WEST ELEV

1/16" = 1'-0"



COURTYARD - SOUTH ELEV

1/16" = 1'-0"



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

SECTIONS
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 Date: 07/30/12



BLOCK PERSPECTIVE

N.T.S.

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PLAN VIEW

N.T.S.

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

PERSPECTIVES

Sheet No. **4.0**
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SW AERIAL PERSPECTIVE

N.T.S.



NW AERIAL PERSPECTIVE

N.T.S.

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

PERSPECTIVES

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LAKE ST SOUTH PERSPECTIVE

N.T.S.



MAIN STREET PERSPECTIVE

N.T.S.

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

PERSPECTIVES

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ZONING ENVELOPE MASSING

N.T.S.

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EAST GREEN SCREEN FROM PORTSMITH

N.T.S.



ROOF PARKING SCREENING FROM MERRILL GARDENS

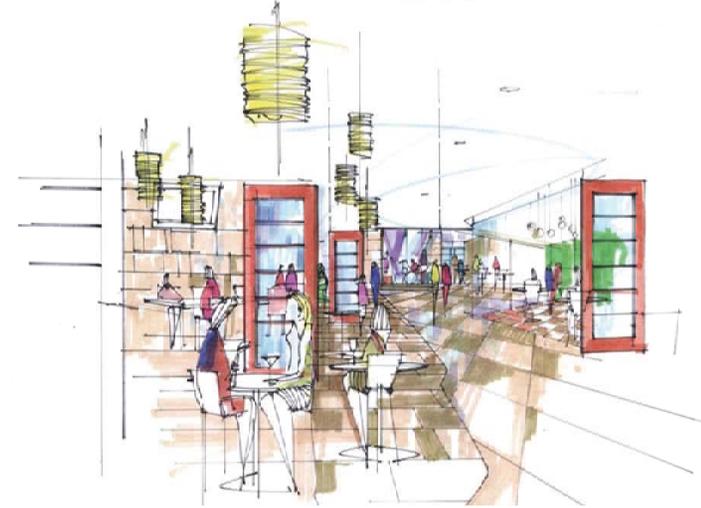
N.T.S.



7.08.2012

COURTYARD PLAN RENDERING

N.T.S.



PEDESTRIAN ALLEY RENDERING

N.T.S.



4.08.2012

COURTYARD RENDERING

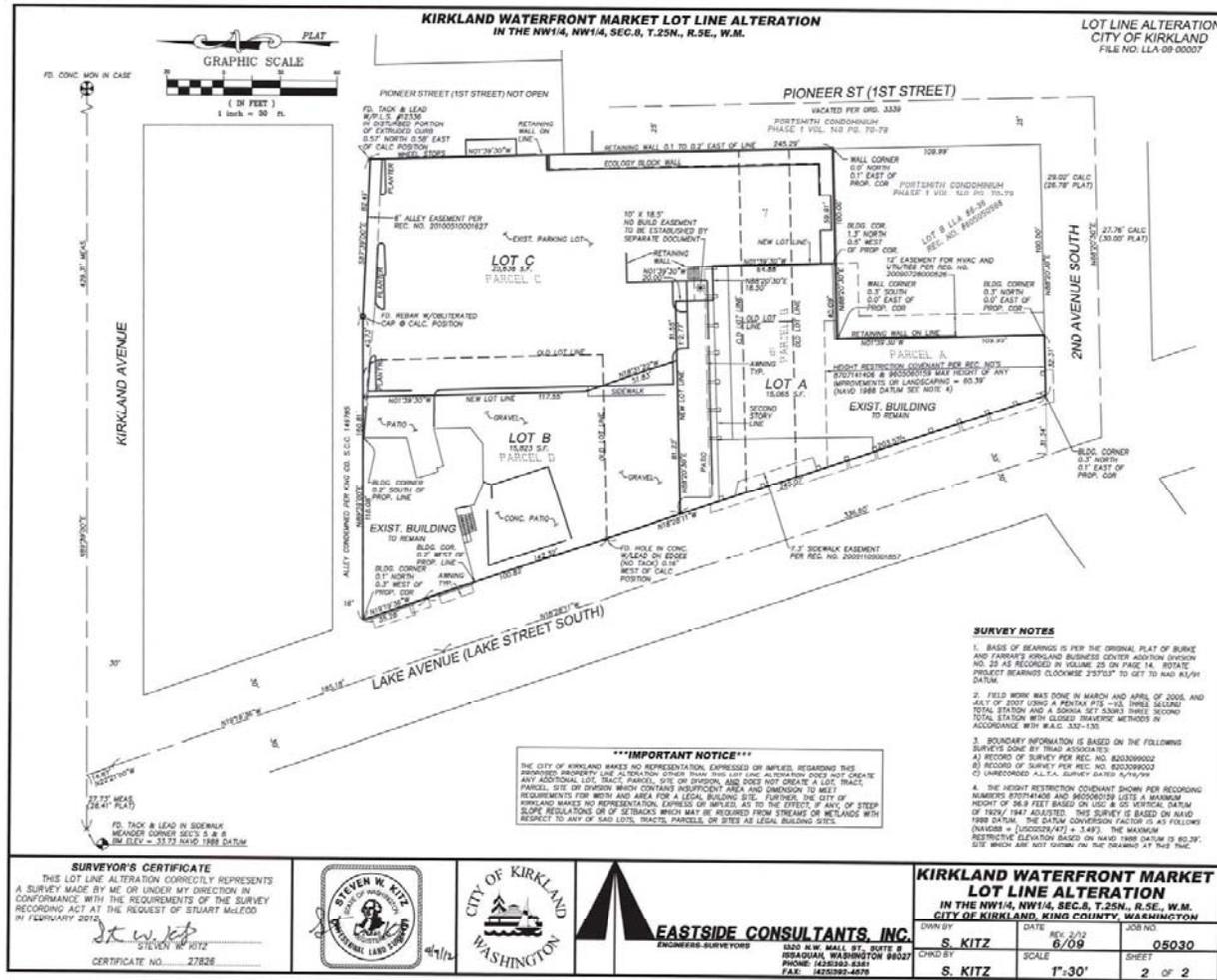
N.T.S.

LAKE STREET PLACE

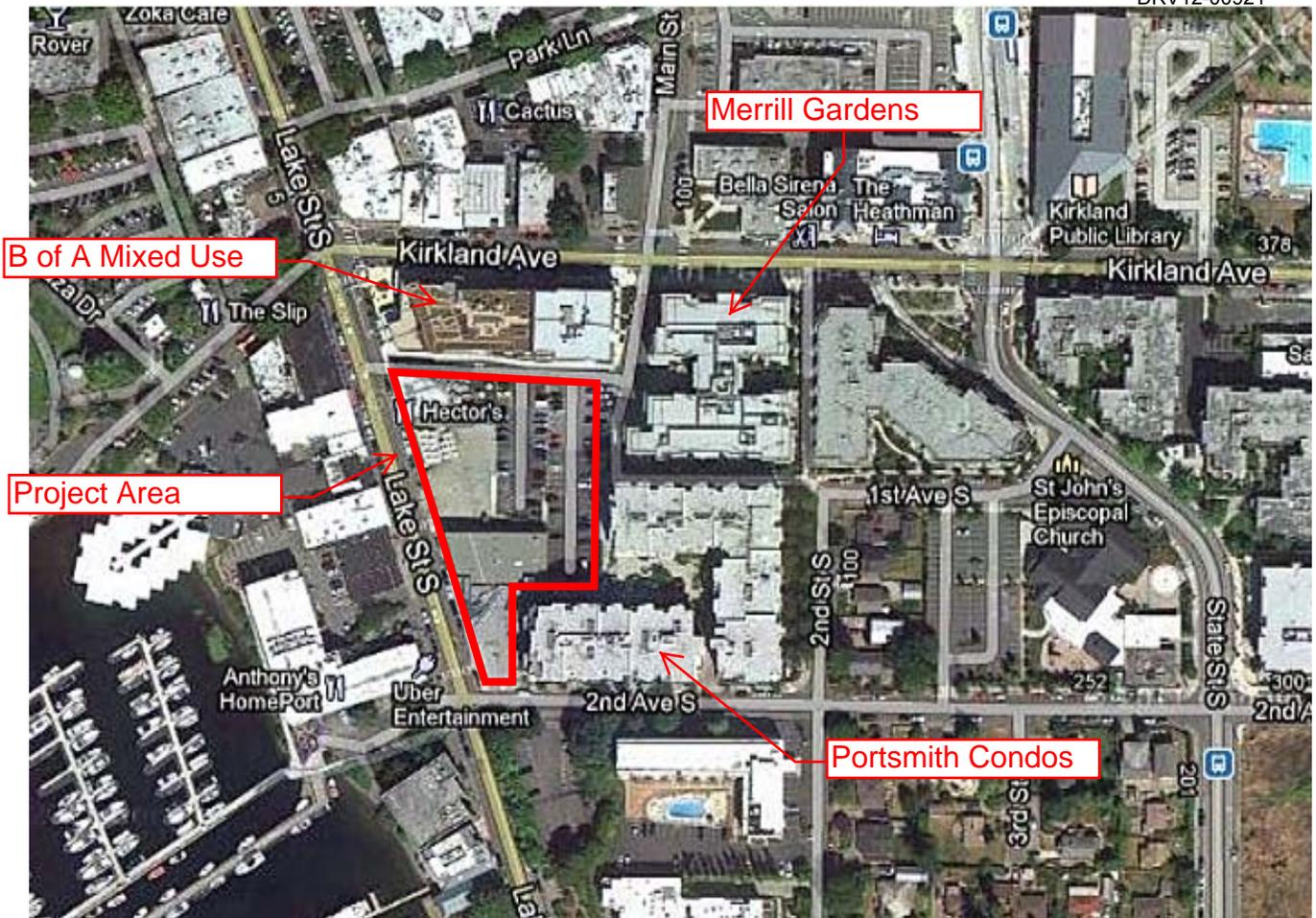
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PERSPECTIVES

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







Source: Google Maps

