WEST ELEVATION

1/8" = 1'-0"

ELEVATION

CHESMORE | BUCK
architecture
27 100TH AVENUE NE, SUITE 100
BELLEVUE, WA 98004
PHONE: 425-679-0907
FAX: 425-679-0804

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

WEST ELEVATION

Sheet No. 3.1
Project No. 1105
Date: 07/30/12

NORTH ELEVATION

1/8" = 1'-0"

NORTH ELEVATION

1/8" = 1'-0"

CHESMORE | BUCK
architecture
27 100TH AVENUE NE, SUITE 100
BELLEVUE, WA 98004
FAX: 425-679-0804
PHONE: 425-679-0907

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LAKE STREET PLACE

112-150 LAKE STREET S
KIRKLAND, WA 98033

NORTH ELEVATION

Sheet No. 3.2
Project No. 1105
Date: 07/30/12

EAST ELEVATION

1/8" = 1'-0"

CHESMORE | BUCK
architecture
27 100TH AVENUE NE, SUITE 100
BELLEVUE, WA 98004
PHONE: 425-679-0907
FAX: 425-679-0804

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LAKE STREET PLACE

112-150 LAKE STREET S
KIRKLAND, WA 98033

EAST ELEVATION

Sheet No. 3.3
Project No. 1105
Date: 07/30/12

SOUTH ELEVATION

1/8" = 1'-0"

CHESMORE|BUCK architecture
27 100TH AVENUE NE, SUITE 100
BELLEVUE, WA 98004
FAX: 425-679-0804
PHONE: 425-679-0907

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LAKE STREET PLACE

112-150 LAKE STREET S
KIRKLAND, WA 98033

SOUTH ELEVATION

Sheet No. 3.4
Project No. 1105
Date: 07/30/12

HECTOR'S SOUTH COURTYARD ELEVATION

1/8" = 1'-0"

HECTOR'S WEST COURTYARD ELEVATION

1/8" = 1'-0"

KWM NORTH COURTYARD ELEVATION

1/8" = 1'-0"

CHESMORE | BUCK
architecture
27 100TH AVENUE NE, SUITE 100
BELLEVUE, WA 98004
PHONE: 425-679-0807
FAX: 425-679-0804

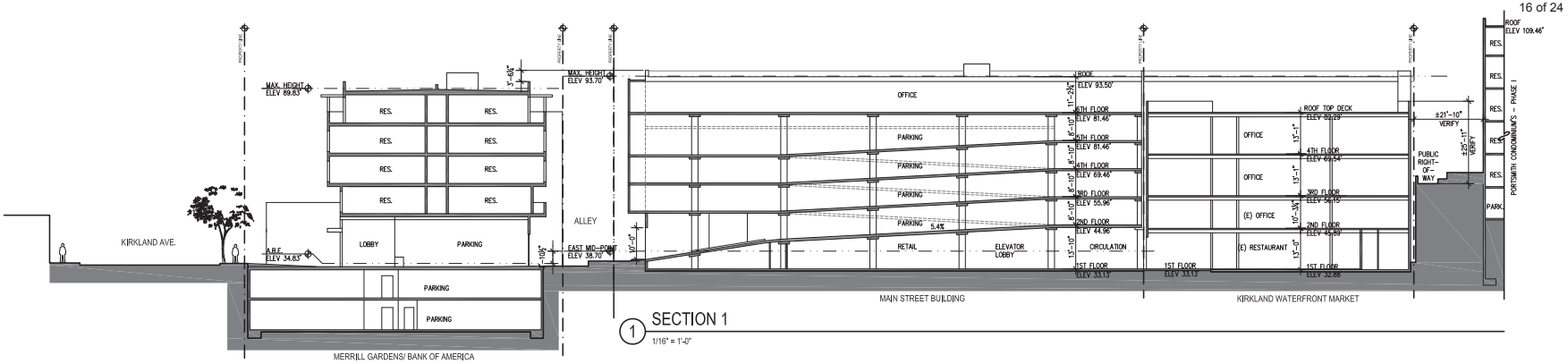
No.	Date	Revision
	11/02/12	DRB SUBMITTAL 2
	08/10/12	DRB SUBMITTAL

LAKE STREET PLACE

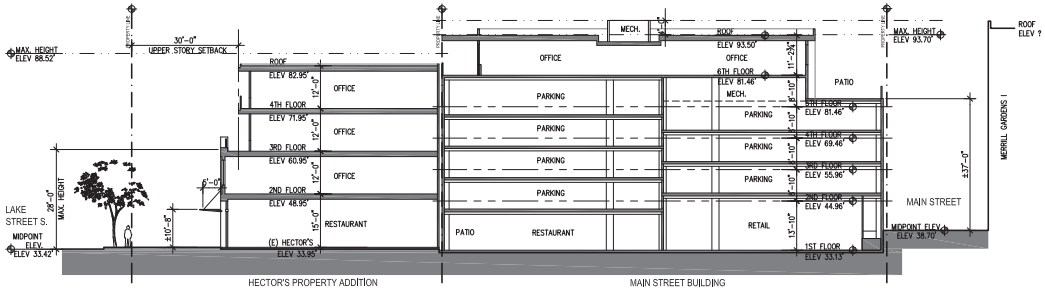
112-150 LAKE STREET S
KIRKLAND, WA 98033

COURTYARD ELEVATIONS

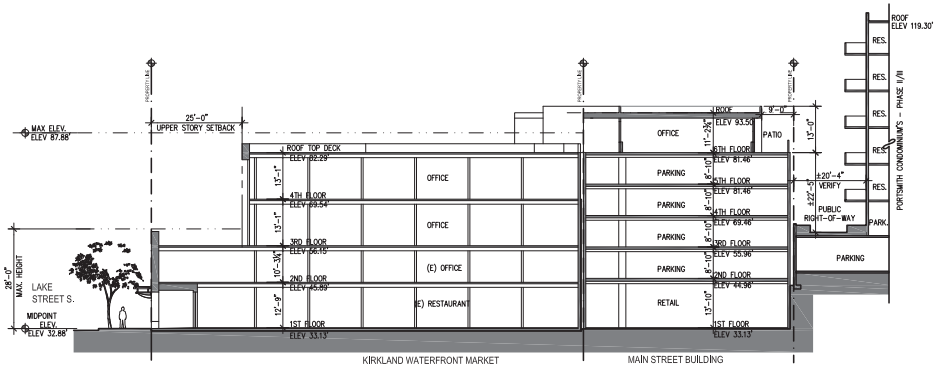
Sheet No. 3.5
Project No. 1105
Date: 07/30/12



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



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



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

CHESMORE | BUCK
architecture
27 100TH AVENUE NE, SUITE 100
BELLEVUE, WA 98004
PHONE: 425-679-0907
FAX: 425-679-0804

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

CHESMORE | BUCK
architecture
27 100TH AVENUE NE, SUITE 100
BELLEVUE, WA 98004
PHONE: 425-679-0907
FAX: 425-679-0804

No.	Date	Revision
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LAKE STREET PLACE

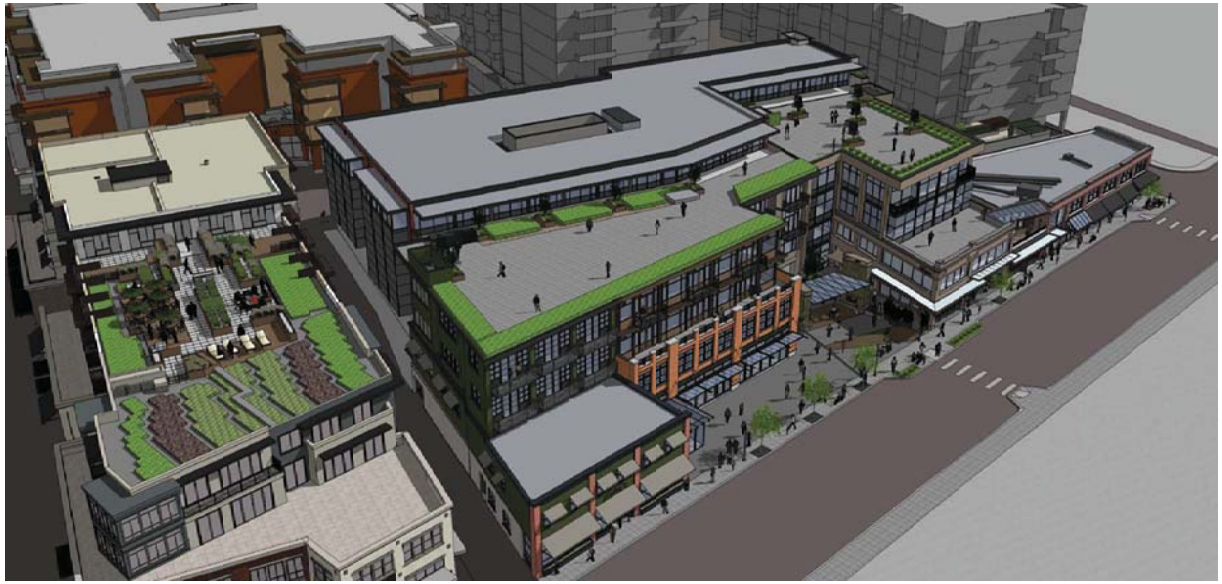
112-150 LAKE STREET S
KIRKLAND, WA 98033

PERSPECTIVES

Sheet No. 4.0
Project No. 1105
Date: 07/30/12

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: 425-679-0907

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

NE AERIAL PERSPECTIVE

N.T.S.

MAIN STREET PERSPECTIVE

N.T.S.

CHESMORE | BUCK
architecture
27 100TH AVENUE NE, SUITE 100
BELLEVUE, WA 98004
FAX: 425-679-0804
PHONE: 425-679-0907

No.	Date	Revision
	11/02/12	DRB SUBMITTAL 2
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LAKE STREET PLACE

112-150 LAKE STREET S
KIRKLAND, WA 98033

PERSPECTIVES

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

COURTYARD PERSPECTIVE FROM NORTH

N.T.S.

COURTYARD PERSPECTIVE FROM WEST

N.T.S.

CHESMORE | BUCK
architecture
27 100TH AVENUE NE, SUITE 100
BELLEVUE, WA 98004
FAX: 425-679-0804
PHONE: 425-679-0907

No.	Date	Revision
	11/02/12	DRB SUBMITTAL 2
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LAKE STREET PLACE

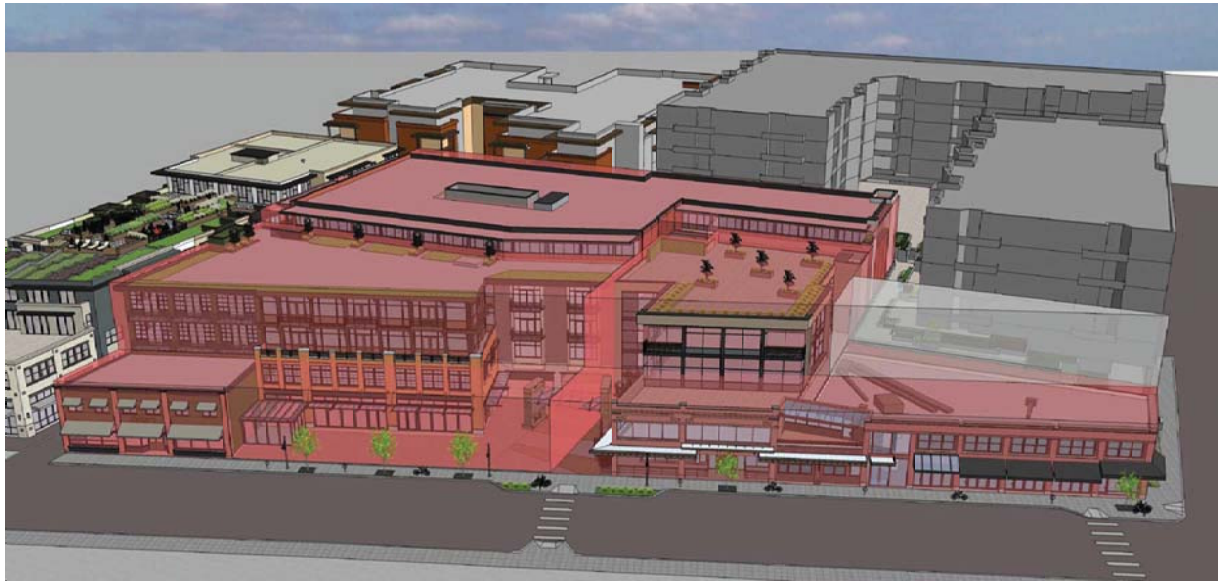
112-150 LAKE STREET S
KIRKLAND, WA 98033

PERSPECTIVES

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

COURTYARD PERSPECTIVE FROM SOUTH

N.T.S.



ZONING ENVELOPE MASSING

N.T.S.

CHESMORE | BUCK
architecture
27 100TH AVENUE NE, SUITE 100
BELLEVUE, WA 98004
FAX: 425-679-0804
PHONE: 425-679-0907

No.	Date	Revision
	11/02/12	DRB SUBMITTAL 2
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LAKE STREET PLACE

112-150 LAKE STREET S
KIRKLAND, WA 98033

PERSPECTIVES

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

PUBLIC STAIR & MAIN STREET RETAIL SPACE

N.T.S.

ALLEY FROM MAIN STREET

N.T.S.

CHESMORE | BUCK
architecture
27 100TH AVENUE NE, SUITE 100
BELLEVUE, WA 98004
PHONE: 425-679-0907
FAX: 425-679-0804

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

PUBLIC WALKWAY FROM TOP OF PUBLIC STAIR

N.T.S.

MSB & PUBLIC WALKWAY FROM SOUTH

N.T.S.

CHESMORE|BUCK architecture
27 100TH AVENUE NE, SUITE 100
BELLEVUE, WA 98004
PHONE: 425-679-0907
FAX: 425-679-0804

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

LAKE STREET PLACE ALLEY PERSPECTIVE

N.T.S.

BANK OF AMERICA BUILDING ALLEY PERSPECTIVE

N.T.S.

CHESMORE | BUCK
architecture
27 100TH AVENUE NE, SUITE 100
BELLEVUE, WA 98004
PHONE: 425-679-0907
FAX: 425-679-0804

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

Existing Parking Analysis

11/5/2012

Existing Parking				**68**	
Building/Use	**Gross Floor Area**	**Parking Ratio**	**Required Parking**	**Existing Parking**	**Parking Credit**
Hector's Building					
Restaurant (Hector's)	4556	1/125	36.4	0	
Office	2422	1/350	6.9	0	
Common - Restaurant	114	1/125	0.9	0	
Common - Office	106	1/350	0.3	0	
Subtotal	**7198**		**44.6**	**0**	
Lakeside Building					
Restaurant (Hector's BoH)	2715	1/125	21.7	0	
Restaurant (World Wrapps)	1667	1/125	13.3	0	
Retail/Office	1774	1/350	5.1	0	
Subtotal	**6156**		**40.1**	**0**	
Kirkland Waterfront Market					
Restaurant (Szmania)	3704	1/125	29.6	46	
Restaurant (Sushi)	1701	1/125	13.6	0	
Restaurant (Thin Pan)	1626	1/125	13.0	0	
Retail (Tully's)	1348	1/350	3.9	11	
Retail (Ben & Jerry's)	534	1/350	1.5	0	
Office	8460	1/350	24.2	11	
Common-Restaurant	1098	1/125	8.8		
Common-Retail	281	1/350	0.8		
Common-Office	2657	1/350	7.6		
Subtotal	**21409**		**103.0**	**68**	
Calabria Building					
Restaurant (Calabria)	4387	1/125	35.1	0	
Retail (Sasi)	876	1/350	2.5	0	
Subtotal	**5263**		**37.6**	**0**	
Total	**40026**		**225.3**	**68**	**157.3**

SUMMARY

Parking per Use				
Restaurant	21568	1/125	172.5	46
Retail	4813	1/350	13.8	11
Office	13645	1/350	39.0	11
Total	**40026**		**225.3**	**68**

Parking Required	**225.3**
Existing	**68**
Parking Credit	**157.3**

ATTACHMENT 4
DRV12-00921
1 of 3

Demo Space/Parking Analysis

11/5/2012

Building/Use	Gross Floor Area	Parking Ratio	Required Parking	
Hector's Building				
Restaurant (Hector's)	1972	1/125	15.8	
Office	0	1/350	0.0	
Subtotal	**1972**		**15.8**	(to be demolished)
Lakeside Building				
Restaurant (Hector's BoH)	2715	1/125	21.7	
Restaurant (World Wrapps)	1667	1/125	13.3	
Retail/Office	1774	1/350	5.1	
Subtotal	**6156**		**40.1**	(demolished)
Kirkland Waterfront Market				
Restaurant	0	1/125	0.0	
Retail/Office (Upstairs Patio)	0	1/350	0.0	
Subtotal	**0**		**0.0**	(no demolition)
Calabria Building				
Restaurant (Calabria)	4387	1/125	35.1	
Retail (Sasi)	876	1/350	2.5	
Subtotal	**5263**		**37.6**	(demolished)
Total	**13391**		**93.5**	

SUMMARY			
Parking per Use			
Restaurant	10741	1/125	85.9
Retail/Office	2650	1/350	7.6
Total	**13391**		**93.5**

Grandfathered Parking Credit	**93.5**
Existing Parking	68
Removed for alley easment	-3
Parking stalls to be maintained	**65**

ATTACHMENT 4
DRV12-00921
2 of 3

New Area/Parking Analysis

11/5/2012

Building/Use	Gross Floor Area	Parking Ratio	Required Parking	Existing parking
Hector's Building Expansion				
Restaurant	6960	1/125	55.7	
Retail	0	1/350	0.0	
Office	25001	1/350	71.4	
Subtotal	**31961**		**127.1**	
Kirkland Waterfront Market 2009 Remodel *				
Restaurant	1124	1/125	9.0	
Retail	0	1/350	0.0	
Office	784	1/350	2.2	
Subtotal	**1908**		**11.2**	
Kirkland Waterfront Market Addition				
Restaurant	958	1/125	7.7	
Retail	0	1/350	0.0	
Office	13448	1/350	38.4	
Subtotal	**14406**		**46.1**	65
Main Street Building				
Restaurant	0	1/125	0.0	
Retail	11675	1/350	33.4	
Office	18221	1/350	52.1	
Common - Restaurant	0	1/125	0.0	
Common - Retail	1455	1/350	4.2	
Common - Office	2271	1/350	6.5	
Subtotal	**33622**		**96.1**	
Total	**81897**		**280.5**	**65**

Summary By Use			
Restaurant	9042	1/125	72.3
Retail	13130	1/350	37.5
Office	59725	1/350	170.6
Total	**81897**		**280.5**

Required Parking for New Gross Area	280.5	
Grandfathered (Demo) Credit	-93.5	
Required Parking	**187.0**	
New parking stalls	187.0	
Provided Parking	**187.0**	
	0.0	Surplus

Total stalls on Site
65 existing
187 new
252.0

* Applicant wishes to address the definition of "Building Area" as defined by the City of Kirkland Zoning code vs. International Building Code (IBC) regarding new conditioned space added under the existing roof.
** Applicant reserves the right to share parking between uses on three (3) parcels.
*** Applicant currently in negotiations with City regarding (5) displaced public parking stalls located at the Parcel C frontage on Main Street.

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

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