



CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225
www.kirklandwa.gov

DESIGN REVIEW BOARD DECISION ON DESIGN RESPONSE CONFERENCE APPLICATION

Date: January 24, 2013
File No.: DRV12-00921
Project Name: Lake Street Place
Applicant: Rick Chesmore with Chesmore|Buck Architecture

I. SUMMARY OF DECISION

On January 14, 2013, the Design Review Board (DRB) voted to approve the plans for the Lake Street Place project located at 112 and 150 Lake Street South (see Attachment 1) to construct a new mixed use development and associated parking garage structure (see Attachment 2) subject to the conditions below.

- A. The application is subject to the applicable requirements contained in the Kirkland Municipal Code, Kirkland Zoning Code (KZC), and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 3, Development Standards, is provided in this report to familiarize the applicant with some of the additional development regulations. This Attachment does not include all of the additional regulations.
- B. As part of the application for a building permit, the applicant shall submit:
 1. A complete SEPA application.
 2. Detailed plans for staff review that are consistent with the proposal as shown in Attachments 2 (project drawings) and 4 (materials board) and that reflect the following design options as required by the DRB (also in Attachment 2):
 - North façade of the Main Street Building that is consistent with Option 2 (separated roof forms for each bay).
 - Northeast façade of the Main Street Building that is consistent with Option A3 (CMU base and horizontal panel siding above).
 - South façade of the Main Street Building that is consistent with Option 1 (infill horizontal panel siding).
 3. Detailed landscape plans that:
 - Replace the *Salix discolor* (American pussy willow) near the public walkway with a different plant species that is columnar and evergreen.

- Update the plant species to have additional diversity and seasonal interest. The resulting planting plan shall be dynamic with a variety of color and contemporary plant species which expand upon the *Phyllostachys nigra* (black bamboo) aesthetic proposed near the public walkway.
4. Parking calculations.
 5. Upper-story setback for the calculations for the applicable Main Street and Lake Street facades.
 6. Public open space calculation.
 7. Detailed courtyard plans that specify that the outdoor seating areas are modular and delineated by moveable planters, seating, and railings.
- C. All furnishings (such as planters, seating, and railings) in the courtyard off Lake Street South shall remain modular and shall not be permanently affixed.
- D. Phasing the project will require a new Design Response Conference application.
- E. 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.

II. DESIGN RESPONSE CONFERENCE MEETINGS

A. Background

The DRB held four Design Response Conference meetings for the project. The staff **report and applicant response to the DRB's recommendations** from each meeting can be found online (listed by meeting date) at the following web address:

http://www.kirklandwa.gov/depart/Planning/DRB_Meeting_Information.htm

Below is a summary of the Board's discussions at the four Design Response Conference meetings for the project: October 1, 2012, November 19, 2012, December 17, 2012, and January 14, 2013.

1. October 1, 2012 Design Response Conference. At this meeting, the DRB **reviewed the applicant's plans and staff memo dated September 25, 2012 based** on consistency with the applicable design guidelines and feedback given at the Conceptual Design Conferences held on January 9, 2012 and on October 1, 2012.

After receiving public comment on the project and deliberation, the Board requested that the applicant return for a second meeting to respond to recommendations regarding the stair/elevator enclosure near the courtyard and the design of the north, east, and south facades of the Main Street Building. Other recommendations included addressing the visibility of the proposed rooftop parking, location of rooftop appurtenances, visibility of back-of-house functions, lack of a landscape plan, and cluttered nature of the proposed courtyard. This meeting was continued.
2. November 19, 2012 Design Response Conference. The DRB reviewed the **applicant's response to their previous recommendations. The staff memo dated** September 25, 2012 also provided an overview and analysis of the project modifications.

At the meeting, the DRB expressed their appreciation of the expanded courtyard design which was a result of additional space created by increasing the setback for the **building proposed south of the Hector's restaurant**. **The DRB also liked** the changes made to the Main Street Building, which included removing the rooftop parking and totally enclosing the parking structure. However, the DRB was still concerned about the over-scaled appearance of the north, east, and south facades. The DRB asked that the applicant explore reducing the building scale by incorporating building material and color changes and providing additional detailing and building articulation to these facades. The DRB also asked that the applicant submit a landscape and lighting plan for their review. This meeting was continued.

3. December 17, 2012 Design Response Conference. The DRB reviewed the **applicant's response to their previous recommendations**. **The staff memo dated** December 10, 2012 also provided an overview and analysis of the project modifications.

In general the DRB liked the changes made to the north, east, and south facades of the Main Street Building but still had concerns regarding materials being used, the large scale of the northeast façade, and the roof design of the bays at the north façade. The DRB provided additional direction for improvement of these areas. The DRB also discussed the future location of signs and how they could potentially impact the building architecture. The DRB asked that the applicant provide some preliminary information on signage.

In reviewing the courtyard, landscape, and lighting plan, the DRB asked that the landscape plan be updated in terms of plant diversity, the courtyard paving pattern layout **should flow with the 'L' shape of the courtyard**, and the railings delineating the outdoor seating areas in the courtyard should be created with moveable railings, benches, and planters. The applicant stated that they would like to phase the project. The DRB asked that a phasing plan be presented for DRB review. This meeting was continued.

4. January 14, 2013 Design Response Conference. The applicant requested a decision on the entire project (not phased) and stated that they would submit a new application for DRB review of a phased development at a later date. The applicant presented revised plans, which addressed the remaining concerns from the DRB. The staff memo dated January 7, 2013 also provided an overview and analysis of the project changes. The DRB discussed the changes proposed by the applicant and at the conclusion of the meeting voted to approve the project with conditions. See Section III below for further information regarding the **DRB's discussions and conclusions**.

B. Public Comment

All public comment letters and e-mails received during the Design Response Conference meetings were forwarded to the Board for consideration. Oral comments were given at the public meetings. All written comments are contained in **the City's official file** and can also be found on the DRB webpage as either a supplement link and/or as an attachment to the staff memo for each respective meeting.

Below is a summary of the general public comment themes that emerged through the design review process:

- **The project's zero-foot setback** is not appropriate for the neighboring properties and a setback should be required.
- **The building's north, south, and east facades** should be mitigated.
- Negative impacts of the parking structure should be mitigated.
- The building should not be built to the maximum height allowed by zoning.
- Safety, view, and security concerns for the public walkway as a result of having two large buildings in close proximity to each other.
- Concerns regarding traffic impacts, pedestrian safety, and air quality.
- Green space should be part of the project design.
- The building plan along Lake Street South is well designed.
- The courtyard design should remain uncluttered and not result in a closed off design like at the Heathman Hotel.
- **The DRB should not allow a 5' reduction to the upper story setback** requirement along Lake Street South.
- The proposed buildings are too large and out of scale compared with other buildings in the CBD.
- The proposed parking structure is out of place.
- The Main Street Building is too close to the Portsmouth condominiums.
- The Comprehensive Plan is not being followed.
- Public comments were not being addressed by the DRB and the public notification process is inadequate.
- Blank walls should be mitigated.

III. DESIGN REVIEW BOARD DISCUSSION AND CONCLUSIONS

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. With the recommended conditions of approval, the DRB concludes that the proposed project is consistent with applicable design guidelines.

Below is a summary of key issues and conclusions reached by the Design Review Board during the design review process. For more background on these issues and evaluation of zoning requirements and Design Guidelines, see the staff memorandums from the design response conferences contained in the official file or online at:

http://www.kirklandwa.gov/depart/Planning/DRB_Meeting_Information.htm

A. Building Massing, Architectural, and Human Scale

1. DRB Discussion: The original preferred massing concept presented at the Conceptual Design Conference (preliminary DRB meeting) depicted buildings fronting directly on Lake Street South separated by covered walkways which led pedestrians into the site to other tenant spaces. The DRB was concerned with the success of this design approach due to the dark passages and uninviting pedestrian spaces that would be created. Instead, the DRB asked the applicant to revise the building massing to reflect the design option that depicted a central plaza/courtyard design but to still carry out the Downtown Seattle Post-Alley theme that had been developed.

The DRB also stressed that Lake Street South and Main Street are key vantage points of the project. In these areas, the DRB asked that building scale be

carefully studied relative to the existing contextual scale. Vertical and horizontal modulation through the use of colors, materials, and setbacks would be important to mitigating the building mass especially along the north, east, and south facades since they adjoin nearby residential developments. Also of importance was mitigating the visibility of parking, and the design and scale of the parking garage portion of the Main Street building.

Staff provided analysis to the DRB in regards to the Zoning Code requirement for an 'upper-story setback' as it applies to portions of buildings fronting along City right-of-way (all of **Lake Street and 101.48'** of Main Street). As allowed by code, the applicant proposed reducing the upper-story setback requirement along Lake Street for the proposed building addition above the Kirkland Waterfront Market. **Staff noted that the applicant's proposal meets the** quantitative code requirement for upper-story setbacks, allowance for reductions, and tradeoff for dedicated open space. The DRB discussed the final arrangement of the building massing.

2. Conclusion: The DRB concluded that with conditions, the proposed buildings are consistent with the applicable design guidelines found in *Design Guidelines for Pedestrian-Oriented Business Districts*. The DRB agreed that the following design changes made throughout the process were successful in addressing concerns regarding the parking garage, blank wall treatment, vertical and horizontal modulation, and architectural scale:

- Increased the setback along Lake Street South from **10' to 25'** for the majority of the building.
- Redesign of the stair and elevator at the back end of the courtyard to be more internal and not apparent from the courtyard.
- The 3rd and 4th story of the Hector's addition was pushed back to the required 30' upper story setback from Lake Street South (modification to allow for a 5' setback reduction was removed). The request to reduce the third and fourth story setback (approximately 3' reduction for the building and 5' for the roof overhang) at the Kirkland Waterfront Market addition remained.
- Removed the rooftop deck parking at the Main Street Building.
- Totally enclosed the parking garage of the Main Street Building.
- Setback the 2 top floors (due to parking garage ramping) at the northeast façade of the Main Street building **22' from the east property line where** adjoining Main Street.
- Setback the top floor at the southeast façade of the Main Street building **10' from the east property** line where adjoining the public walkway.
- Provide landscaping within the neighboring public walkway along the east property line.
- Add retail and/or commercial space at the ground floor along Main Street.

The DRB conditions the design review approval based on the following design options being incorporated into the final building design for permit review:

- North façade of the Main Street Building that is consistent with Option 2 (separated roof forms for each bay).
- Northeast façade of the Main Street Building that is consistent with Option A3 (CMU base and horizontal panel siding above).

- South façade of the Main Street Building that is consistent with Option 1 (infill horizontal panel siding).

B. Vehicular and Pedestrian Access

1. DRB Discussion: Staff provided the DRB background information regarding vehicular access. Vehicular access to the subject property is limited given that the property fronts on Lake Street to the west, has limited frontage along Main Street to the east, and is adjacent to **a 22' wide alley to the north**. Since City guidelines discourage direct access from Lake Street, the City Public Works Department therefore required that the property be accessed from the alley to the north. Additional concerns regarding access in regards to traffic impacts and pedestrian safety would be addressed through the SEPA process.

Therefore at the meetings, the DRB focused their discussion on access as it related to back-of-house functions such as load/unloading and trash areas for the project. The DRB was concerned with the visual impacts of these areas to the neighboring properties and public areas. The DRB discussed the revised load/unloading and trash areas which were moved from Main Street to the alley.

The DRB also discussed pedestrian access as it related to the courtyard and lighting. The DRB expressed concern with the original courtyard design and felt that it was too cluttered by outdoor seating, a large canopy, and the placement of two fireplaces and associated chimneys. The DRB also discussed the need for the courtyard outdoor seating areas boundaries to be non-permanent and that the paving pattern design should be revised to flow **with 'L' shape of the** courtyard layout.

2. Conclusion: The DRB concluded that the back-of-house location along the alley **as it relates to the building's design** complies with the design guidelines. The approved back-of-house design was based on discussions with the City Public Works Department and Waste Management.

The DRB also concluded that courtyard design meets the design guidelines on the condition that detailed courtyard plans are submitted with the building permit specifying that the outdoor seating areas be delineated by moveable planters, benches, and railings. By maintaining courtyard furnishings that are modular rather than permanently affixed, the space can be adapted for both private and community functions as described by the applicant in their proposal.

C. Landscaping

1. DRB Discussion: The DRB discussed the need for landscaping to help soften building massing, enhance the pedestrian experience, and provide visual interest. Opportunity areas discussed for landscaping included the courtyard, upper story terraces, and along the public walkway along the east property line. The DRB expressed the need for the landscape plan to be updated to provide year round interest and to contain more diversity in plant species which reflect a modern/contemporary aesthetic.

In regards to the planters proposed within the public pedestrian walkway on the Portsmouth property, it was understood that the DRB could not impose design requirements on a neighboring property. However, the DRB agreed that the planters would help soften the southeast façade of the Main Street building. The pedestrian walkway planters were proposed by the applicant and were based on discussions with Portsmouth and the desire by both parties to mitigate the

southeast building façade by using landscaping. The landscape plan retained the planters within the walkway.

2. Conclusion: The DRB concluded that the proposed landscape plan meets the design guidelines with the following conditions:
 - Replace the Salix discolor (American pussy willow) near the public walkway with a different plant species that is columnar and evergreen.
 - Update the plant species to have additional diversity and seasonal interest. The resulting planting plan shall be dynamic with a variety of color and contemporary plant species which expand upon the Phyllostachys nigra (black bamboo) aesthetic proposed near the public walkway.

The DRB also concluded that if the landscape plan were to be subsequently modified in that the planters within the public pedestrian walkway were removed, the façade would still be consistent with the design guidelines given the smaller building scale at this area.

D. Building Materials, Color, and Details

1. DRB Discussion: Throughout the design review process, the DRB evaluated the proposed materials and colors. The DRB ensured that they reinforced the design techniques being used to help mitigate building massing. The DRB also discussed briefly the need for future signage **to be integrated with the building's** architecture.
2. Conclusion: The DRB concluded that the project was consistent with the guidelines relating to signage, building materials, colors, and details.

IV. DEVELOPMENT REVIEW COMMITTEE

Comments and requirements placed on the project by City departments are found on the Development Standards Sheet, Attachment 3. The applicant must follow the requirements of other departments set forth in Attachment 3.

V. APPEALS OF DESIGN REVIEW BOARD DECISION AND LAPSE OF APPROVAL

A. Appeals

KZC **Section 142.40** allows the Design Review Board's decision to be appealed to the Hearing Examiner by the applicant or any other individual or entity who submitted written or oral comments to the Design Review Board. A party who signed a petition may not appeal unless such party also submitted independent written comments or information.

The appeal must be in the form of a letter of appeal and must be delivered, along with any fees set by ordinance (\$215.77), to the Planning Department by 5:00 p.m., February 11, 2013, fourteen (14) calendar days following the postmarked date of **distribution of the Design Review Board's decision**. The letter of appeal must contain a clear reference to the matter being appealed and a statement of the specific elements of the Design Review Board decision disputed by the person filing the appeal.

Only those issues under the authority of the Design Review Board as established by KZC Sections 142.35(3) and (4) are subject to appeal.

B. Lapse of Approval

KZC Section 142.55 states that for final DRB approvals issued on or before December 31, 2014, the applicant must begin construction or submit to the City a complete building permit application for the development activity, use of land or other actions approved under this chapter within seven (7) years after the final approval of the City of Kirkland on the matter, or the decision becomes void.

For final approvals issued on or before December 31, 2014, the applicant must substantially complete construction for the development activity, use of land or other actions approved under this chapter and complete the applicable conditions listed on the notice of decision within nine (9) years after the final approval on the matter or the decision becomes void.

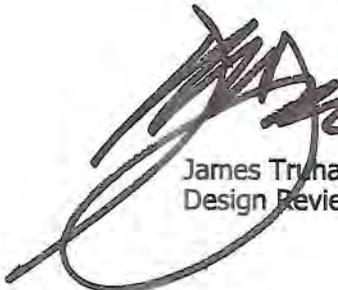
VI. ATTACHMENTS

1. Vicinity Map
2. Applicant Plans
3. Development Standards
4. Materials Board

VII. PARTIES

Parties that have submitted written and/or provided oral comment to the DRB have been placed on a 'Party of Record' list which can be found in the official file.

VIII. APPROVAL

 _____ JAN 24, 2013

James Tryman, Chair
Design Review Board

Date

CC: PARTIES OF RECORD – FILE NO. DRV12-00921
MAIL LIST – FILE NO. DRV12-00921



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

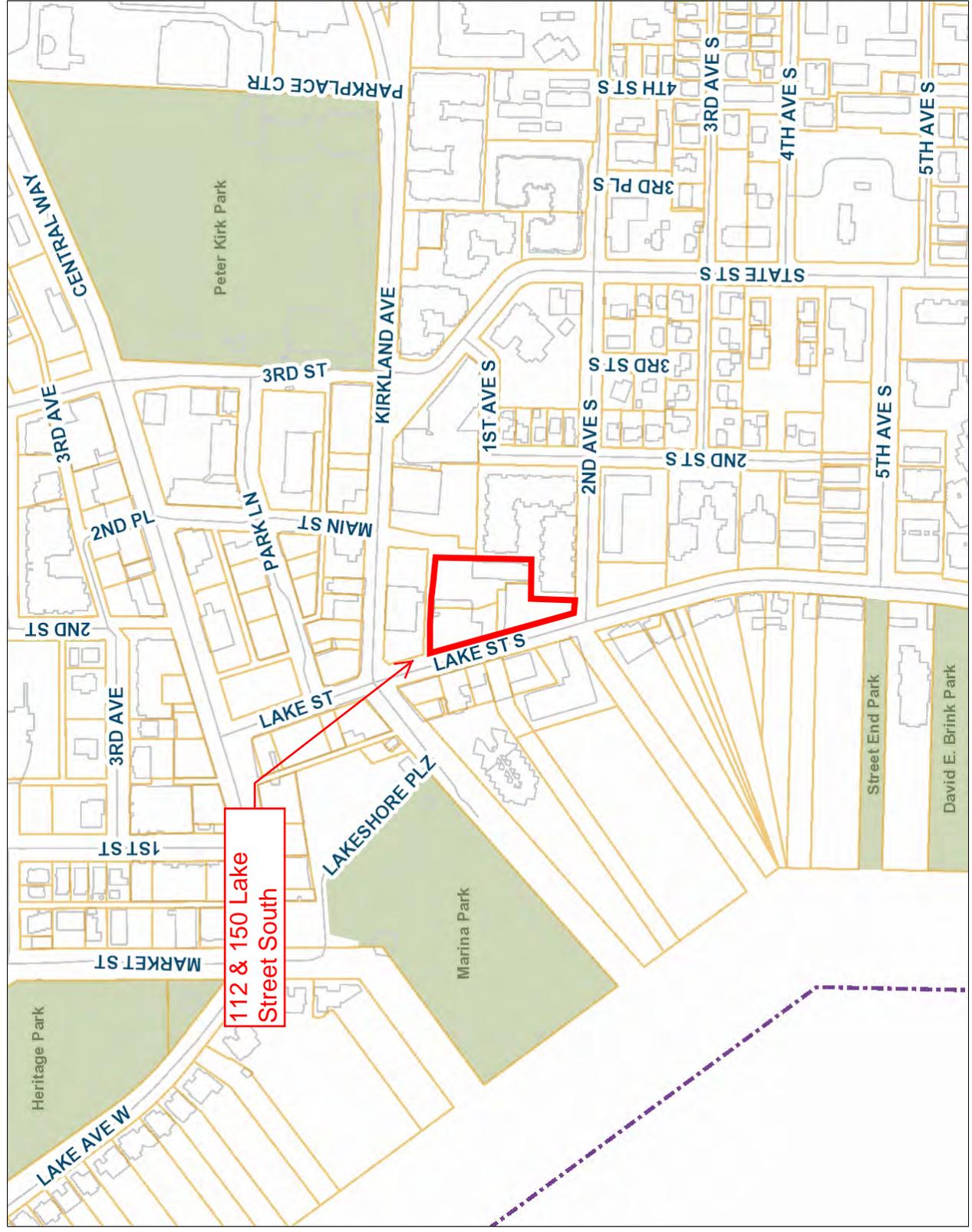


1:4,444

Notes

Project Area Map

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



0.14 Miles

0.07

0

0.1

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

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet
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Lake Street Place

Kirkland, WA

Design Response Conference 4



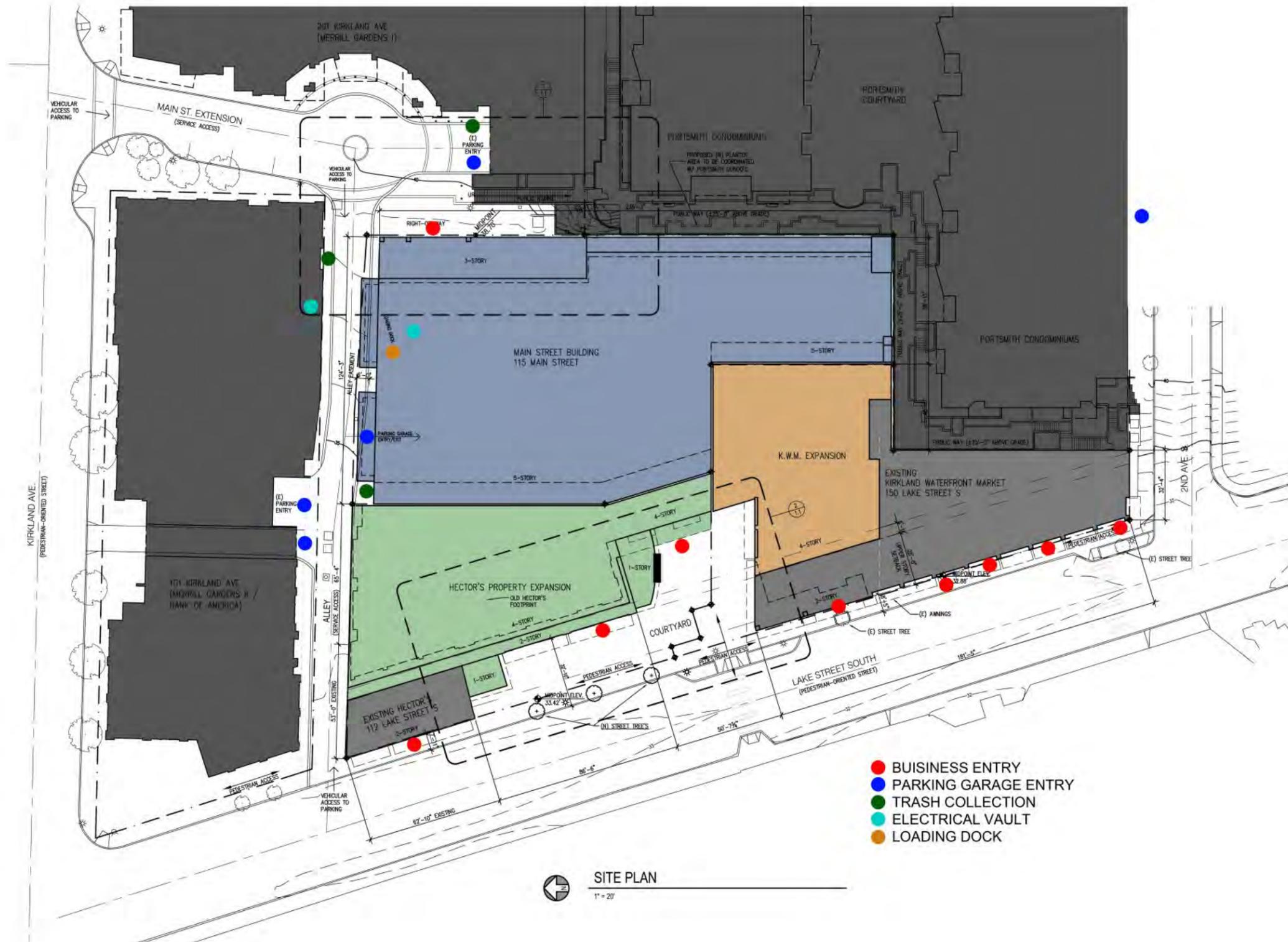
McLeod Development

CHESMORE|BUCK
architecture

Lake Street Place

Kirkland, WA

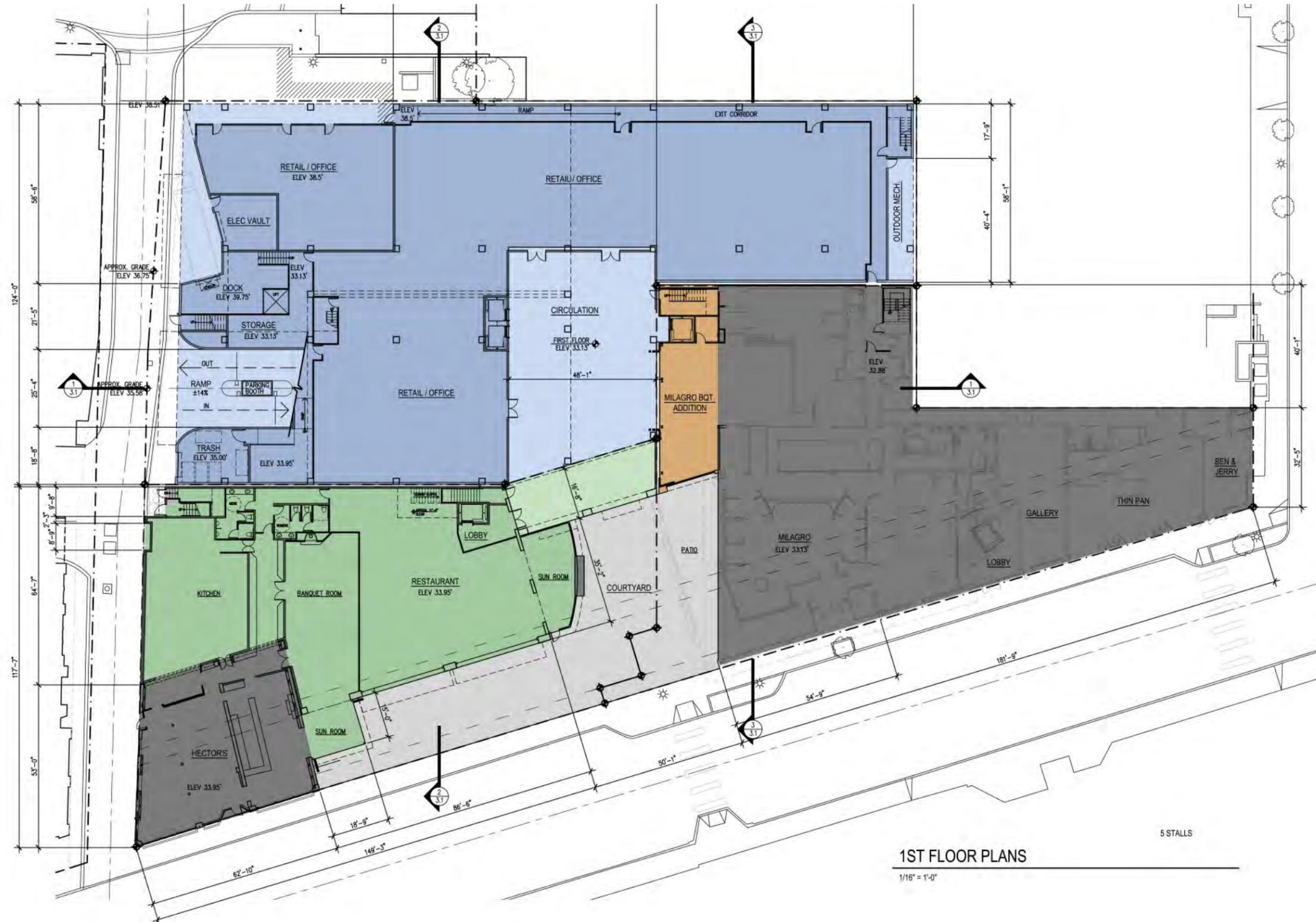
Site Plan – 3 Parcels



Lake Street Place

Kirkland, WA

1st Floor Plan



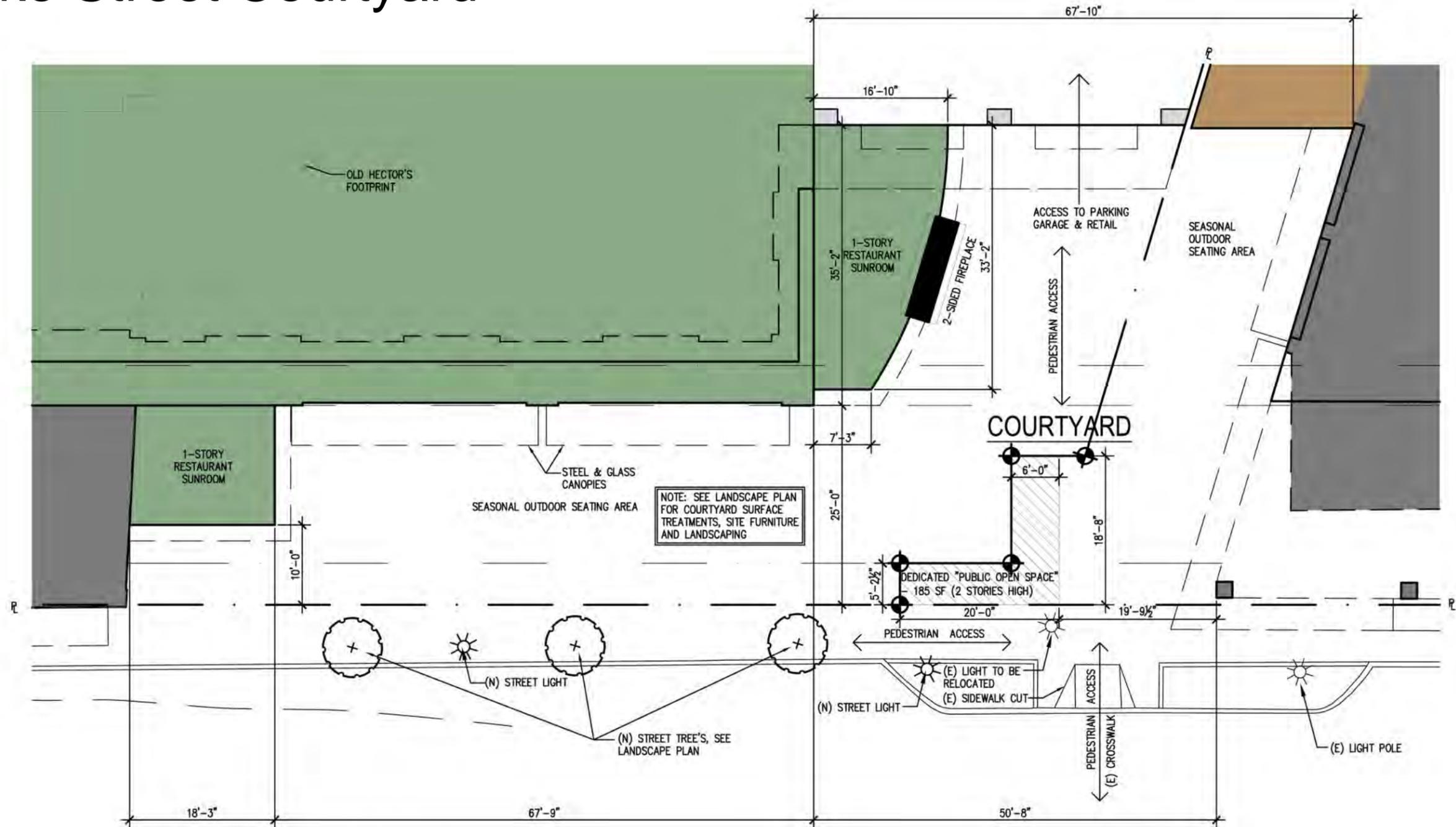
1ST FLOOR PLANS
1/16" = 1'-0"

5 STALLS

Lake Street Place

Kirkland, WA

Lake Street Courtyard



2

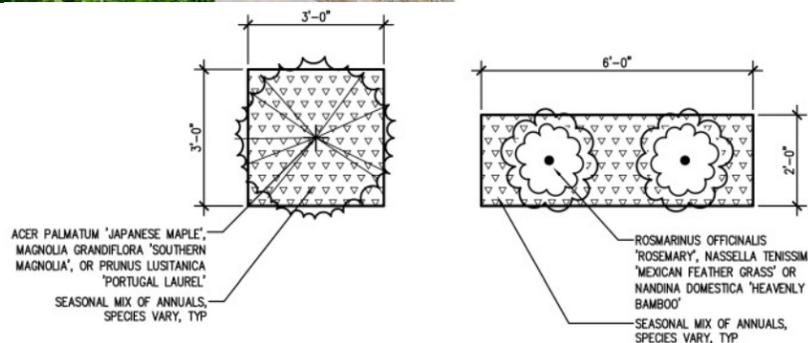
ENLARGED COURTYARD PLAN

1" = 10'

Lake Street Place

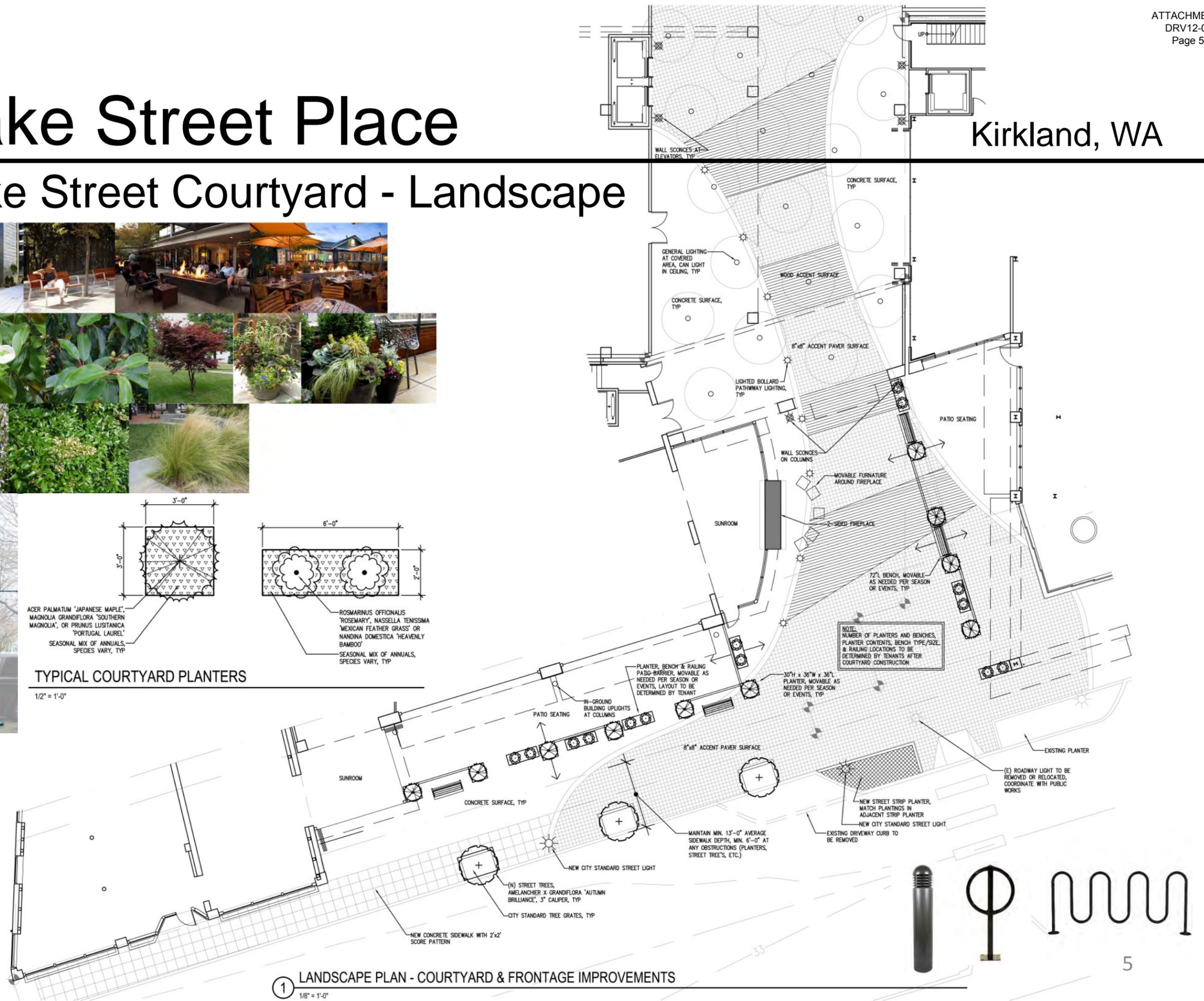
Kirkland, WA

Lake Street Courtyard - Landscape



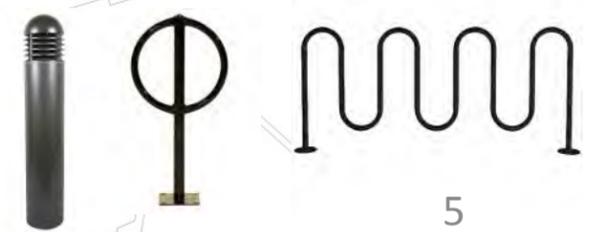
TYPICAL COURTYARD PLANTERS

1/2" = 1'-0"



1 LANDSCAPE PLAN - COURTYARD & FRONTAGE IMPROVEMENTS

1/8" = 1'-0"



Lake Street Place

Kirkland, WA

Alley Elevation - roof line study



Option 1

Lake Street Place

Kirkland, WA

Alley Elevation - roof line study



Option 2

Lake Street Place

Kirkland, WA

Alley - roof line study



Option 1



Option 2

Lake Street Place

Kirkland, WA

Alley Elevation - roof line study

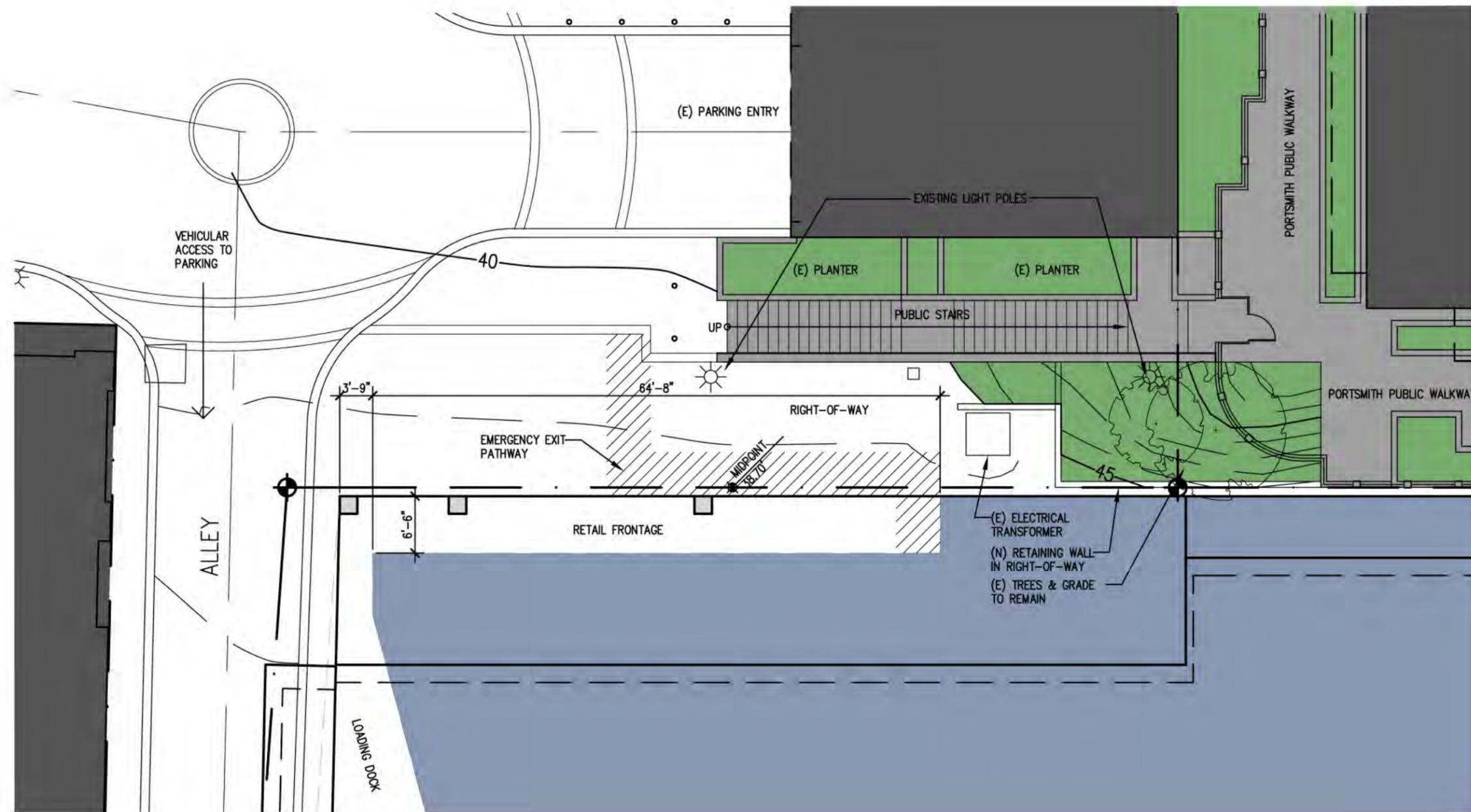


Preferred option 1 - aerial perspective from NE

Lake Street Place

Kirkland, WA

Main St Frontage



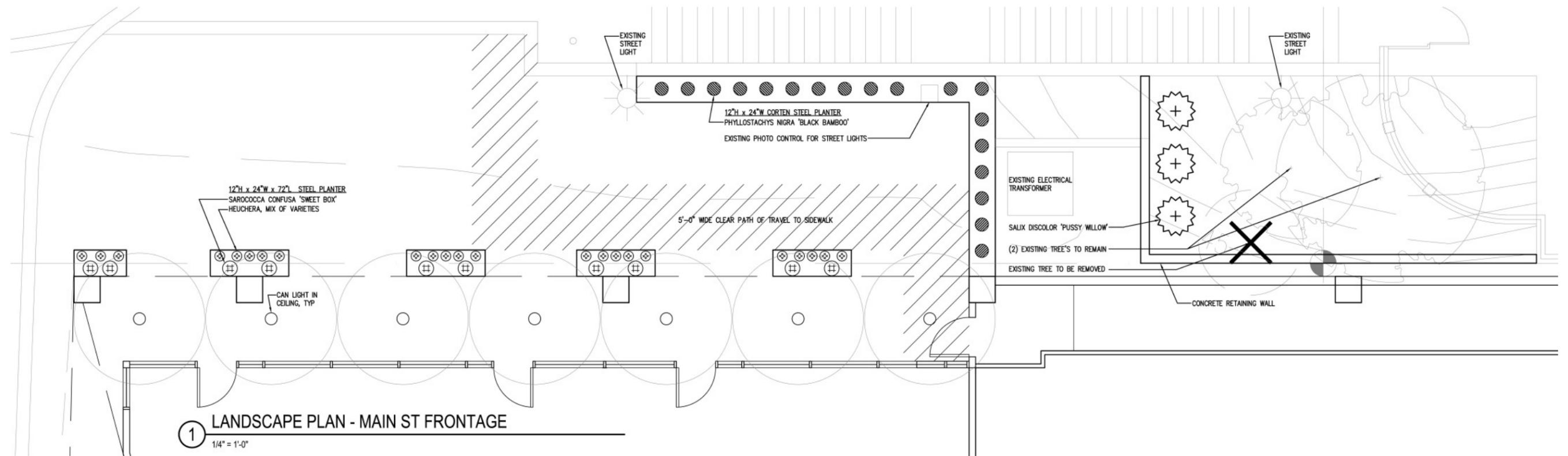
1 ENLARGED MAIN STREET PLAN

1" = 10'

Lake Street Place

Kirkland, WA

Main St Frontage - Landscaping



Lake Street Place

Kirkland, WA

Main Street Frontage

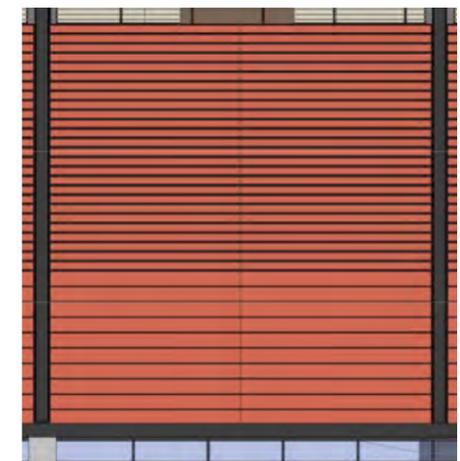


Public stair & Main St frontage

Lake Street Place

Kirkland, WA

Previous proposal - Option A



Lake Street Place

Kirkland, WA

Northeast Elevation - Option A1-a



Added horizontal steel channel and steel & glass awning

Lake Street Place

Kirkland, WA

Northeast Elevation - Option A1-b



Added horizontal steel channel and steel trellis awning

Lake Street Place

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Northeast Elevation - Option A2



Metal panel columns & horizontal top band with intermediate steel channels with steel & glass awning

Lake Street Place

Kirkland, WA

Northeast Elevation - Option A3



CMU base with taller storefront spandrel glass bays with steel & glass awning

Lake Street Place

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Northeast Elevation – Options at alley corner



Option A1



Option A2

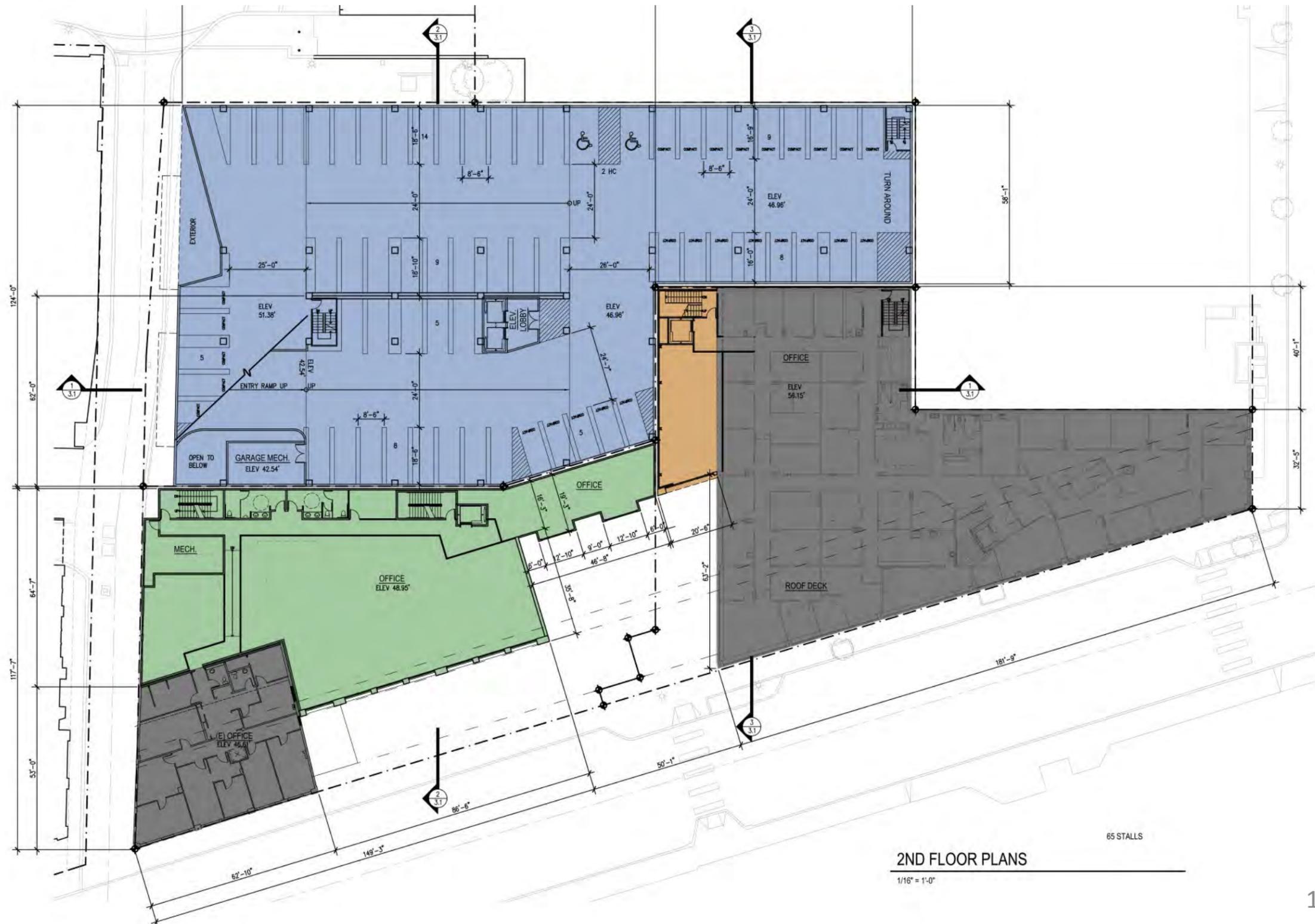


Option A3

Lake Street Place

Kirkland, WA

2nd Floor Plan



2ND FLOOR PLANS
1/16" = 1'-0"

Lake Street Place

Kirkland, WA

3rd Floor Plan



71 STALLS

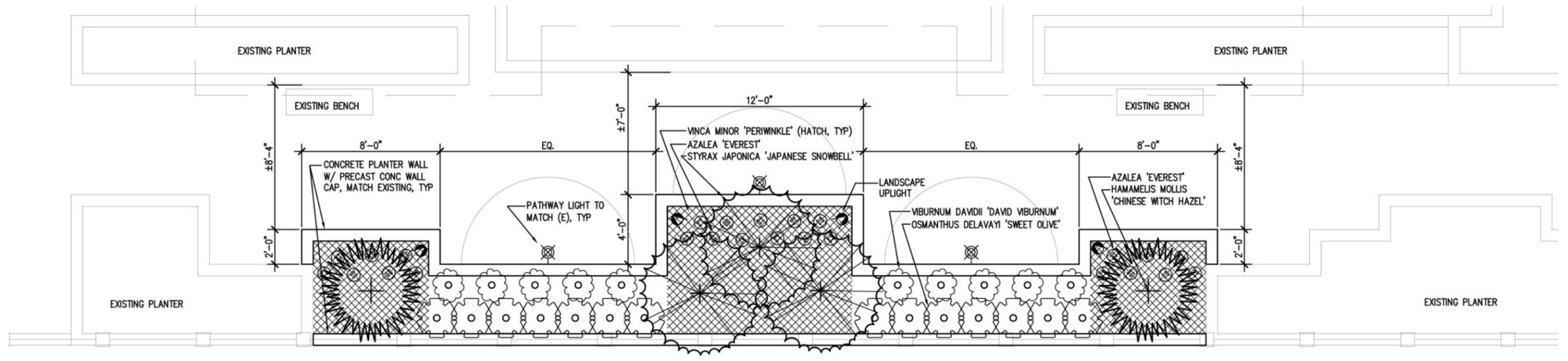
3RD FLOOR PLANS

1/16" = 1'-0"

Lake Street Place

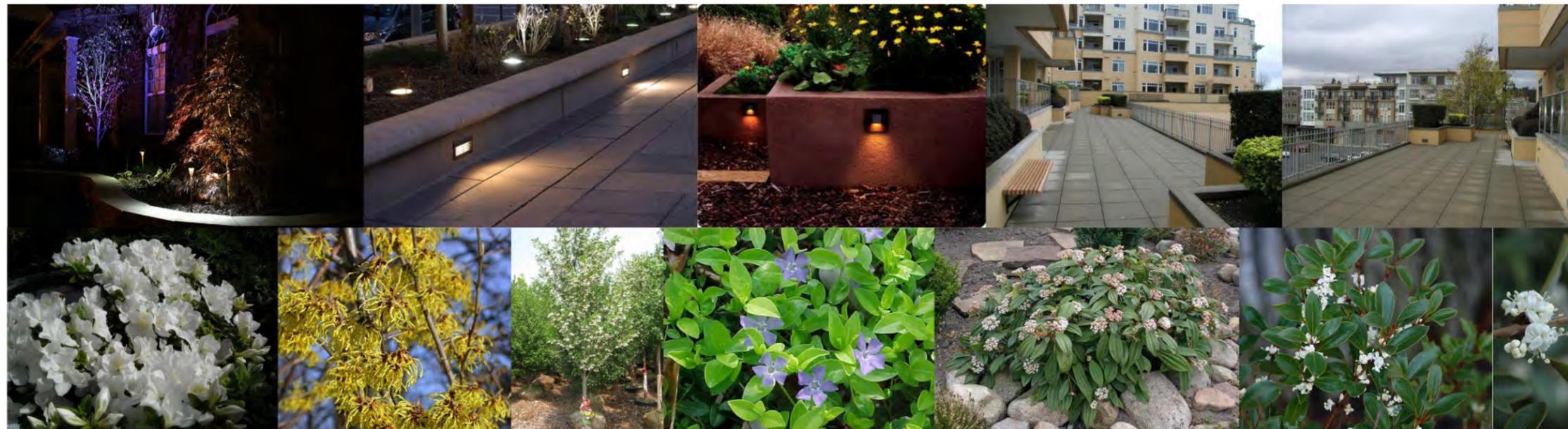
Kirkland, WA

Portsmith public walkway - Landscape



2 LANDSCAPE PLAN - PORTSMITH IMPROVEMENTS

1/4" = 1'-0"



Lake Street Place

Kirkland, WA

Southeast Elevation - Option 1



6" Hardie plank rainscreen with 2" gaps – see mock-up

Lake Street Place

Kirkland, WA

Southeast Elevation - Option 2



4'x8' Hardie panel rainscreen with 2" gaps

Lake Street Place

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Southeast Elevation - Option 3



12"x24" tile infill – see mock-up

Lake Street Place

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South Elevation – All options



Option 1

Option 2

Option 3

Lake Street Place

Kirkland, WA

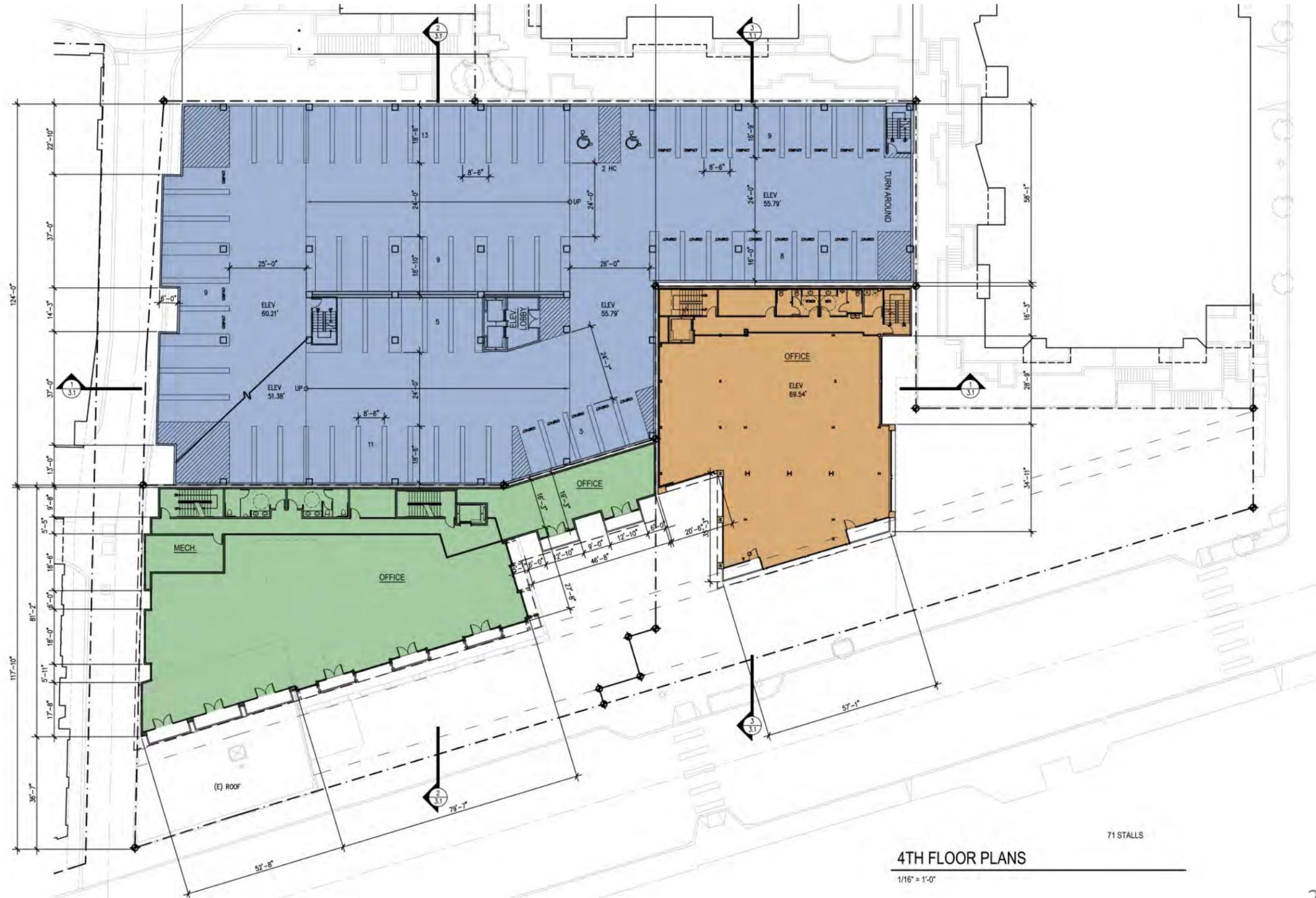
Overall East Elevation



Lake Street Place

Kirkland, WA

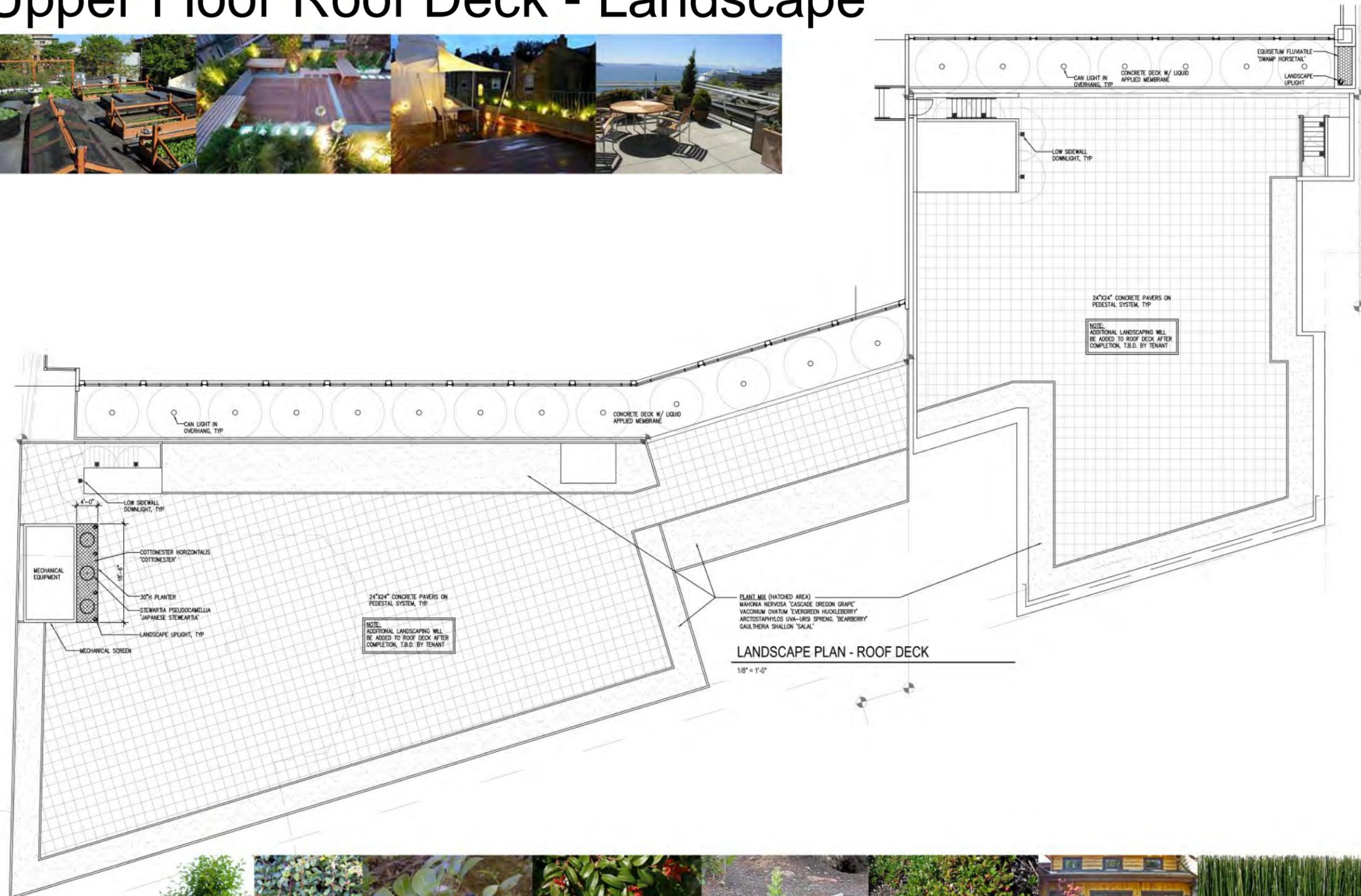
4th Floor Plan



Lake Street Place

Kirkland, WA

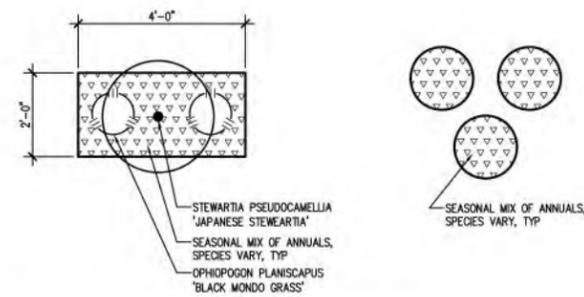
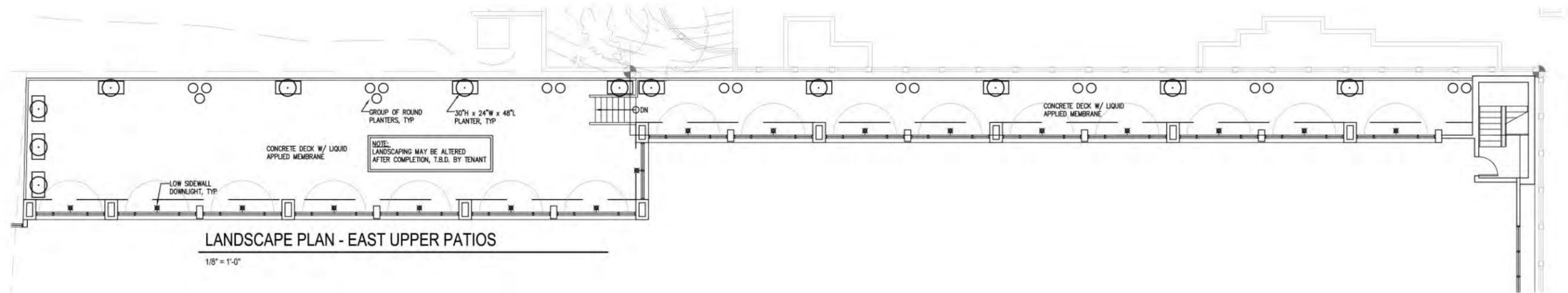
Upper Floor Roof Deck - Landscape



Lake Street Place

Kirkland, WA

Upper Floor East Patio - Landscape



TYPICAL EAST PATIO PLANTERS

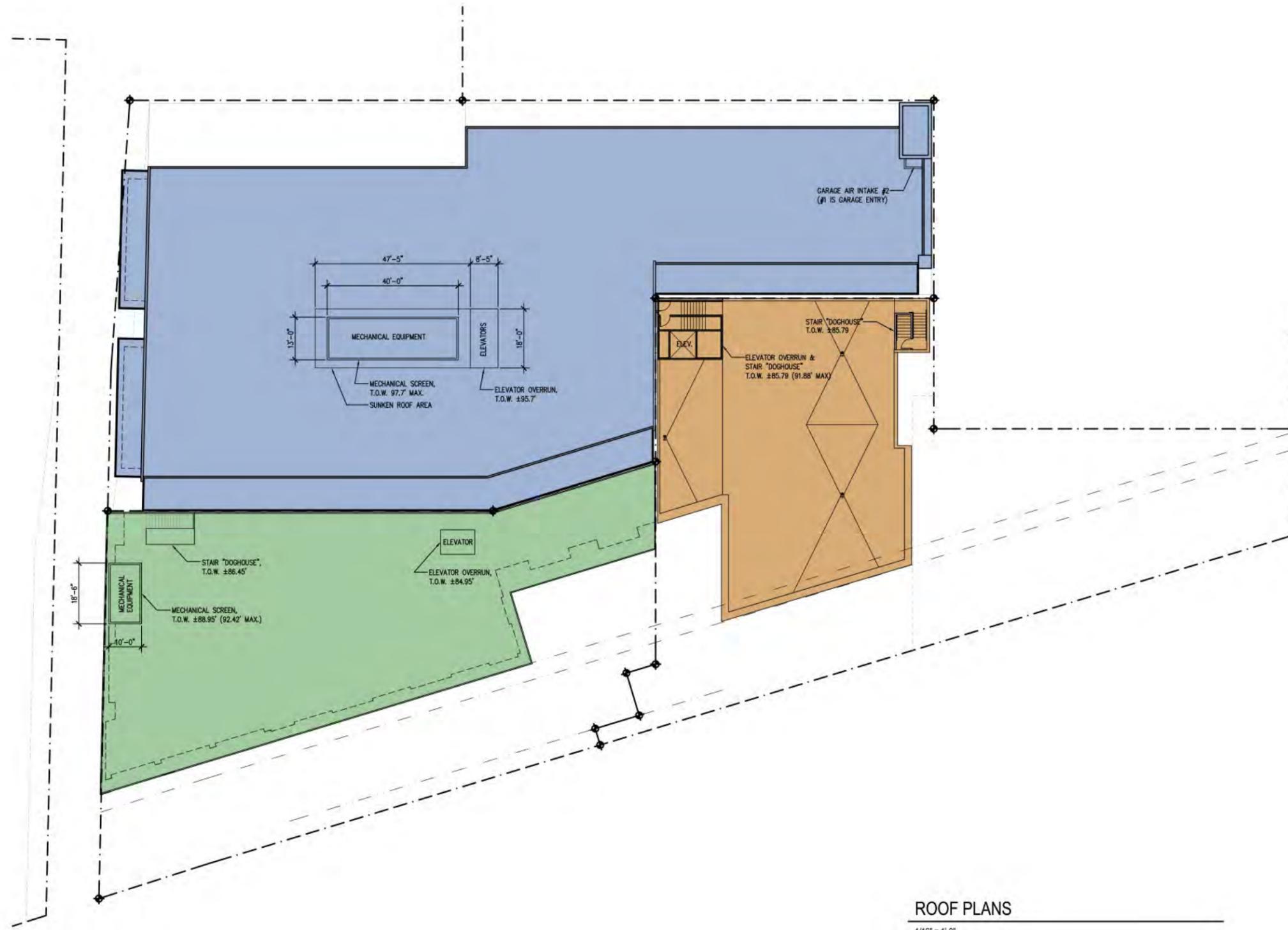
1/2" = 1'-0"



Lake Street Place

Kirkland, WA

Roof Plan



ROOF PLANS
1/16" = 1'-0"

Lake Street Place

Kirkland, WA

Signage

- Signs & signage are governed by KZC Chapter 100 and require separate sign permit(s).
- Signs are limited in installation type, number and total area.
- Applicant anticipates applying for Master Sign Plan.



Lake Street Place

Kirkland, WA

Signage

- Signs & signage are governed by KZC Chapter 100 and require separate sign permit(s).
- Signs are limited in installation type, number and total area.
- Applicant anticipates applying for Master Sign Plan.



Lake Street Place

Kirkland, WA

Facts

2008 DRB & City Council approved Lake Street Mixed-Use Project

- Owner had building permit and financing
- 224,500 sf Parking Garage with 522 parking stalls
- 45,000 sf Restaurant / Retail use
- 120,000 sf Office use
- Plus auxiliary support spaces
- **Total 417,000sf**
- (190,000 sf leasable)

Current Lake Street Place Proposal

- 83,800 sf Parking Garage with 252 parking stalls
- 26,600 sf Existing building area
- 79,150 sf New building area
- **Total 189,550 sf**
- (105,000 sf leasable)

Other Large Downtown Properties

- Lake Street Place (proposed) – 105,000 sf
- Bank of America/The 101 – 83,525 sf
- Merrill Gardens – 136,743 sf
- Portsmouth Condominiums – 204,546 sf
- Heathman Hotel – 73,064 sf
- Kirkland Central – 127,099 sf
- (areas do not include parking)

*All numbers approximate



Lake Street Place

Kirkland, WA

Current Proposal vs 2008 Proposal



Lake Street Place

Kirkland, WA

Current Proposal vs 2008 Proposal



Lake Street Place

Kirkland, WA

Current Proposal vs 2008 Proposal



Lake Street Place

Kirkland, WA

Current Proposal vs 2008 Proposal



Lake Street Place

Kirkland, WA

Design Response Conference



McLeod Development

CHESMORE|BUCK
architecture

DEVELOPMENT STANDARDS. DRV12-00921.

PLANNING, FIRE, AND PUBLIC WORKS (No comments from Building Dept.)

PLANNING DEPARTMENT - ZONING CODE STANDARDS

Lot Line Adjustment - Prior to submitting the building permit application for the project, the applicant shall submit a lot line adjustment application that matches the revised lot line configuration in Attachment 2.

5.10.920 Subject Property. The entire lot, series of lots or parcels on which a development or use is or will be located and that is otherwise subject to the provision of this code.

92.35 Prohibited Materials In Design Districts. If in a design district the following building materials are prohibited or limited in use: mirrored glass or reflective materials, corrugated fiberglass, chain link fencing, metal siding, concrete block, backlit awnings. Water spigots are required along building facades along sidewalks for cleaning and plant watering. Commercial buildings with more than one tenant shall install a cornerstone or plaque.

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

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

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

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

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

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

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

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

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

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

the ground.

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

105.19 Public Pedestrian Walkways. The height of solid (blocking visibility) fences along pedestrian pathways that are not directly adjacent a public or private street right-of-way shall be limited to 42 inches unless otherwise approved by the Planning or Public Works Directors. All new building structures shall be setback a minimum of five feet from any pedestrian access right-of-way, tract, or easement that is not directly adjacent a public or private street right-of-way. If in a design district, see section and Plate 34 for through block pathways standards.

105.58 Parking Lot Locations in Design Districts. See section for standards unique to each district.

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

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

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

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

110.52 Sidewalks and Public Improvements in Design Districts. See section, Plate 34 and public works approved plans manual for sidewalk standards and decorative lighting design applicable to design districts.

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

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

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

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

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

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

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

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

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

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

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

Prior to occupancy:

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

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

110.60.6 Mailboxes. Mailboxes shall be installed in the development in a location approved by the Postal Service and the Planning Official. The applicant shall, to the maximum extent possible, group mailboxes for units or uses in the development.

110.75 Bonds. The City may require or permit a bond to ensure compliance with any of the requirements of the Required Public Improvements chapter.

FIRE FLOW

Available fire flow in the area is approximately 4,000 gpm, which is adequate for development. An additional hydrant may be required to provide coverage.

HYDRANTS

One new hydrant is required to be installed in front of the property. It shall be equipped with a 5" Storz fitting.

SPRINKLERS & STANDPIPES

Fire sprinklers and standpipes are required to be installed throughout the building. A separate permit is required from the Fire Department prior to installation. Submit three sets of plans, specifications and calculations for approval. All plans shall be designed and stamped by a person holding a State of Washington Certificate of Competency Level III certification. The system, including the underground supply line, shall be installed by a state licensed sprinkler contractor. REF RCW 18.60 State of Washington.

Note: Per the IFC and IBC, standpipes shall be operational when the progress of construction is not more than 35 feet in height above the lowest level of fire department access. The standpipe shall be extended as construction progresses to within one floor of the highest point of construction having secured decking or flooring.

FIRE ALARM

A fire alarm system is required to be installed throughout the building. A separate permit is required from the Fire Department prior to installation. Submit three sets of plans and specifications for approval. The system shall comply with Washington State Barrier Free requirements regarding installation of visual devices and pull stations. The specific requirements for the system can be found in Kirkland Operating Policy 10.

FIRE EXTINGUISHERS

Portable fire extinguishers are required per Section 906 of the IFC and Kirkland Municipal Code 21.20.105. Minimum rating shall be 2A10BC. Travel distance to a fire extinguisher shall not exceed 75 feet as measured along the route of travel. Extinguishers shall be mounted or in cabinets so that the top of the extinguisher is no more than 5 feet above the finished floor. Note: The exception noted in the IFC in which buildings with quick response sprinklers are not required to provide extinguishers was not adopted by Kirkland.

KEY BOX

A Key box is required (Knox Box). It shall be installed in an approved accessible location no higher than six feet above grade. In most cases it will be located at the front entrance to the building. The box may be purchased on-line at www.knoxbox.com; or by filling out an order form which is available from the Fire Department office. Contact the Fire Prevention Bureau at 425-587-3650 for more information.

BUILDING RADIO COVERAGE

Building Radio Coverage (800 MHz). Effective 1/1/07, all new buildings shall support adequate radio coverage for City emergency services workers, including but not limited to firefighters and police officers.

PUBLIC WORKS DEPARTMENT

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

PUBLIC WORKS CONDITIONS

Permit #: DRV12-00921

Project Name: Mcleod Lake Street Mixed Use

Project Address: 118 Lake Street South

Date: September 18, 2012

Public Works Staff Contacts

Land Use and Pre-Submittal Process:

Rob Jammerman, Development Engineering Manager

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

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

Building and Land Surface Modification (Grading) Permit Process:

John Burkhalter, Development Engineering Supervisor

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

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

General Conditions:

1. All public improvements associated with this project including street and utility improvements, must meet the City of Kirkland Public Works Pre-Approved Plans and Policies Manual. A Public Works Pre-Approved Plans and Policies manual can be purchased from the Public Works Department, or it may be retrieved from the Public Works Department's page at the City of Kirkland's web site at www.ci.kirkland.wa.us.
2. This project will be subject to Public Works Permit and Connection Fees. It is the applicant's responsibility to contact the Public Works Department by phone or in person to determine the fees. The fees can also be review

the City of Kirkland web site at www.ci.kirkland.wa.us. The applicant should anticipate the following fees:

- o Water and Sewer connection Fees (paid with the issuance of a Building Permit)
- o Side Sewer Inspection Fee (paid with the issuance of a Building Permit)
- o Water Meter Fee (paid with the issuance of a Building Permit)
- o Right-of-way Fee
- o Review and Inspection Fee (for utilities and street improvements).
- o Traffic Impact Fee (paid with the issuance of Building Permit). For additional information, see notes below.

3. The applicant must apply for a Concurrency Test Notice. Contact Thang Nguyen, Transportation Engineer, a 425-587-3869 for more information.

4. Building Permits associated with this proposed project will be subject to the traffic impact fees per Chapter 27.04 of the Kirkland Municipal Code. The impact fees shall be paid prior to issuance of the Building Permit(s).

5. Any buildings which have been demolished will receive a Traffic Impact Fee credit if a complete Building Permit is applied for within 5 years of the demolition of the existing building. This credit will be applied to the first Building Permit that is applied for within the project.

6. Provide a construction parking plan prior to issuance of a Building Permit.

7. All civil engineering plans which are submitted in conjunction with a building, grading, or right-of-way permit must conform to the Public Works Policy titled ENGINEERING PLAN REQUIREMENTS. This policy is contained in the Public Works Pre-Approved Plans and Policies manual.

8. All street improvements and underground utility improvements (storm, sewer, and water) must be designed by a Washington State Licensed Engineer; all drawings shall bear the engineers stamp.

9. All plans submitted in conjunction with a building, grading or right-of-way permit must have elevations which are based on the King County datum only (NAVD 88).

10. A completeness check meeting is required prior to submittal of any Building Permit applications.

11. Prior to issuance of any commercial or multifamily Building Permit, the applicant shall provide a plan for garbage storage and pickup. The plan shall be approved by Waste Management and the City.

Sanitary Sewer Conditions:

1. The existing sanitary sewer main within the public right-of-way along the front of the property is adequate.
2. Provide a 6-inch minimum side sewer stub to the building; plumbing code may dictate a larger side sewer line. Parking garage drains shall be connected to the sewer.

Water System Conditions:

1. The existing water main in the public right-of-way along the front of the subject property is adequate.
2. Provide water service to the building sized per the Uniform Plumbing Code. In mixed-use projects each use shall have a separate water meter, i.e., the retail use shall have a separate water meter from commercial office use.
3. All unused existing water services shall be abandoned at the water main.
4. Provide fire hydrants per the Fire Departments requirements.

Surface Water Conditions:

2009 KCSWDM

1. Provide temporary and permanent storm water control per the 2009 King County Surface Water Design Manual and the Kirkland Addendum. See Policies D-2 and D-3 in the PW Pre-Approved Plans for drainage review information, or contact city of Kirkland Surface Water staff at (425) 587-3800 for help in determining drainage review requirements.
2. If this project disturbs greater than one acre, the applicant is responsible to apply for a Construction Stormwater General Permit from Washington State Dept. of Ecology. Specific permit information can be found at the following website: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/> Among other requirements, this permit requires the applicant to prepare a Storm Water Pollution Prevention Plan

(SWPPP) and identify a Certified Erosion and Sediment Control Lead (CESCL) prior to the start of construction. The CESCL shall attend the City of Kirkland Public Works Department pre-construction meeting with a completed SWPPP.

3. Provide an erosion control plan with Building or Land Surface Modification Permit application. The plan shall be in accordance with the 2009 King County Surface Water Design Manual.
4. Construction drainage control shall be maintained by the developer and will be subject to periodic inspections. During the period from April 1 to October 31, all denuded soils must be covered within 15 days; between November 1 and March 31, all denuded soils must be covered within 12 hours. If an erosion problem already exists on the site, other cover protection and erosion control will be required.
5. All roof and driveway drainage must be tight-lined to the storm drainage system.

Street and Pedestrian Improvement Conditions:

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

Lake Street

- A. Remove and replace all of the existing curb and gutter (that has not already been replaced).
- B. Remove the existing sidewalk and install a new 10 ft wide (minimum) sidewalk with street trees in tree grates 30 ft on-center. The section of sidewalk in front of Hectors Restaurant that is less than 10 ft wide can be replaced to the same width (with no street trees) as long as that building remains in place.
- C. Install standard CBD pedestrian lighting 60 ft. on-center (except in front of Hectors)
- D. Install new storm drainage as necessary.
- E. The on-street parking must be maintained.

Alley

- A. The existing alley that runs east/west between this property and the Bank of America property (which has been redeveloped) shall be widened to 22 ft in width minimum to accommodate the two parking garages that will be using this alley for access. The Mcleod project shall dedicate enough right-of-way to encompass the 22 ft width across the project frontage (the dedication tapers from wide to narrow – east to west). Within the 22 ft. the City has agreed that a 4 ft wide sidewalk with a rolled curb and an asphalt paved alley will best serve both developments. The sidewalk will serve the pedestrian use in the alley and will also be mountable (with the rolled curb) in cases where two large vehicles need to pass; this curb and sidewalk has been installed on the north side of the alley
 - B. The parking garage shall have one exit ramp and one entrance ramp.
2. A 2-inch asphalt street/alley overlay will be required where three or more utility trench crossings occur within 150 lineal ft. of street length or where utility trenches parallel the street centerline. Grinding of the existing asphalt to blend in the overlay will be required along all match lines.
 3. All street and driveway intersections shall not have any visual obstructions within the sight distance triangle. See Public Works Pre-approved Policy R.13 for the sight distance criteria and specifications.
 4. It shall be the responsibility of the applicant to relocate any above-ground or below-ground utilities which conflict with the project associated street or utility improvements.
 5. More design and transportation review needs to be done regarding the loading bay area in the alley. City Sta is working with the applicant to develop a loading bay design that does not block the alley and provides adequate sight distance when exiting the parking garage.

HECTOR'S ADDITION
WOOD COLOR AT
FLOORS 3&4, SOUTH
END

HECTOR'S EXISTING
AND NEW PLASTER
COLOR AT FLOORS
3&4, NORTH END
AND ALLEY

COURTYARD
SURFACE 8"X8"
ACCENT PAVERS

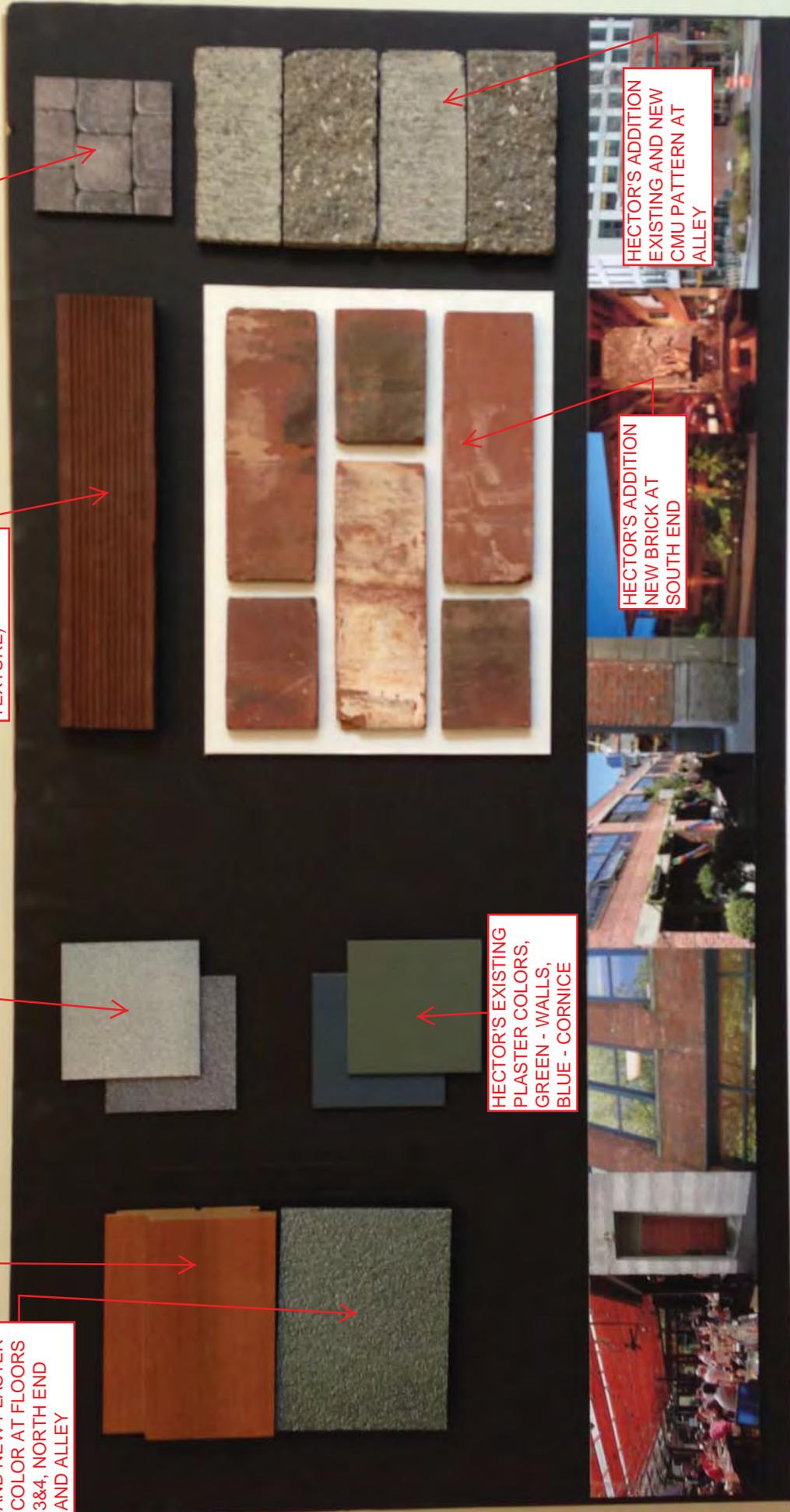
COURTYARD
SURFACE ACCENT
WOOD (COLOR NOT
TEXTURE)

HECTOR'S ADDITION
ROOF TOP PAVERS

HECTOR'S EXISTING
PLASTER COLORS,
GREEN - WALLS,
BLUE - CORNICE

HECTOR'S ADDITION
EXISTING AND NEW
CMU PATTERN AT
ALLEY

HECTOR'S ADDITION
NEW BRICK AT
SOUTH END



Hector's Property Expansion

LAKE STREET PLACE

MSB & KWM ADDITION NEW ARCHITECTURAL STEEL, WINDOW MULLION & FLASHING COLOR

KWM ADDITION EXISTING AND NEW PLASTER COLOR

KWM ADDITION ROOF TOP PAVERS

NOT USED

NOT USED

MSB WINDOW MULLION & FLASHING COLOR

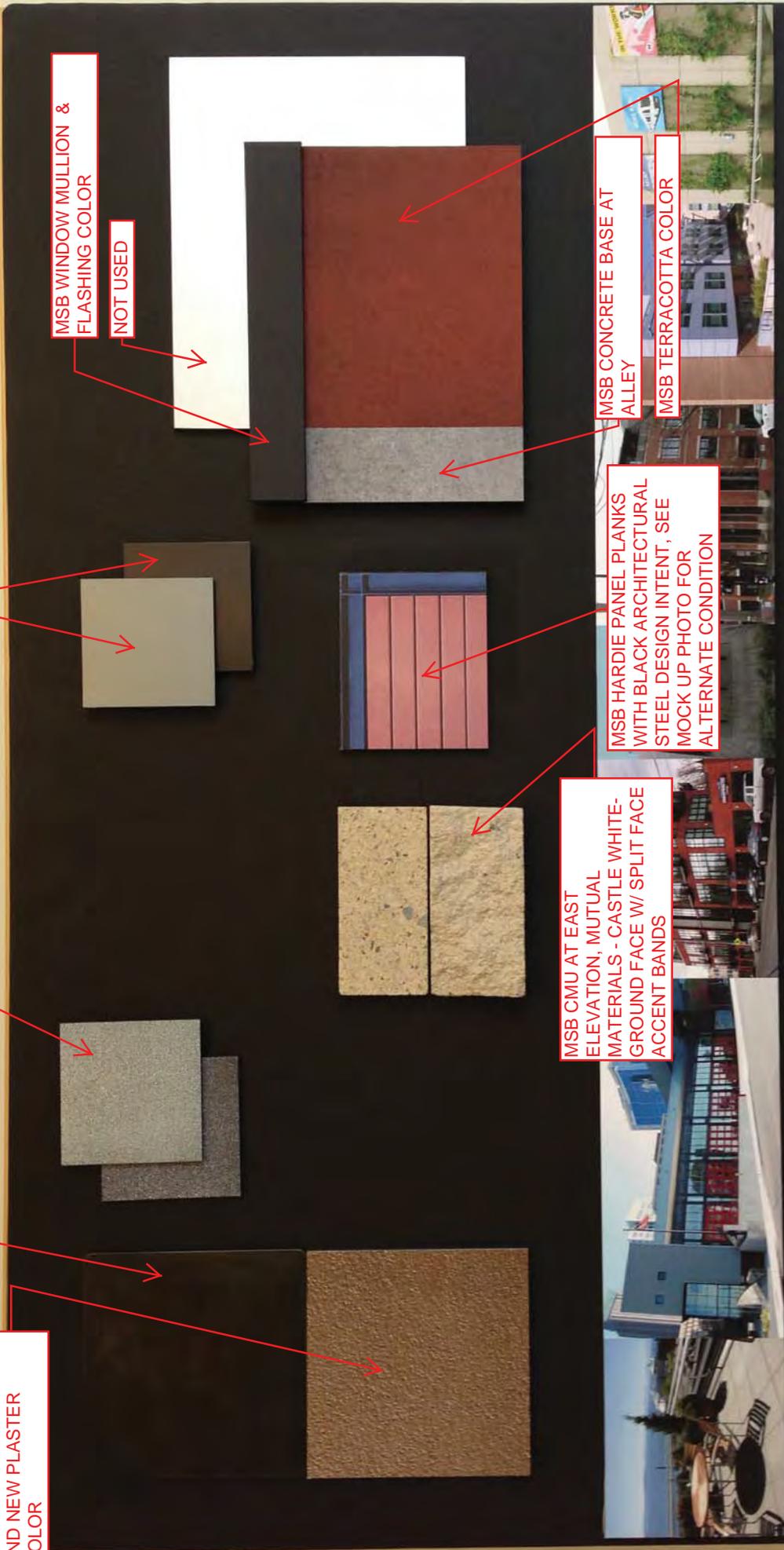
NOT USED

MSB CONCRETE BASE AT ALLEY

MSB TERRACOTTA COLOR

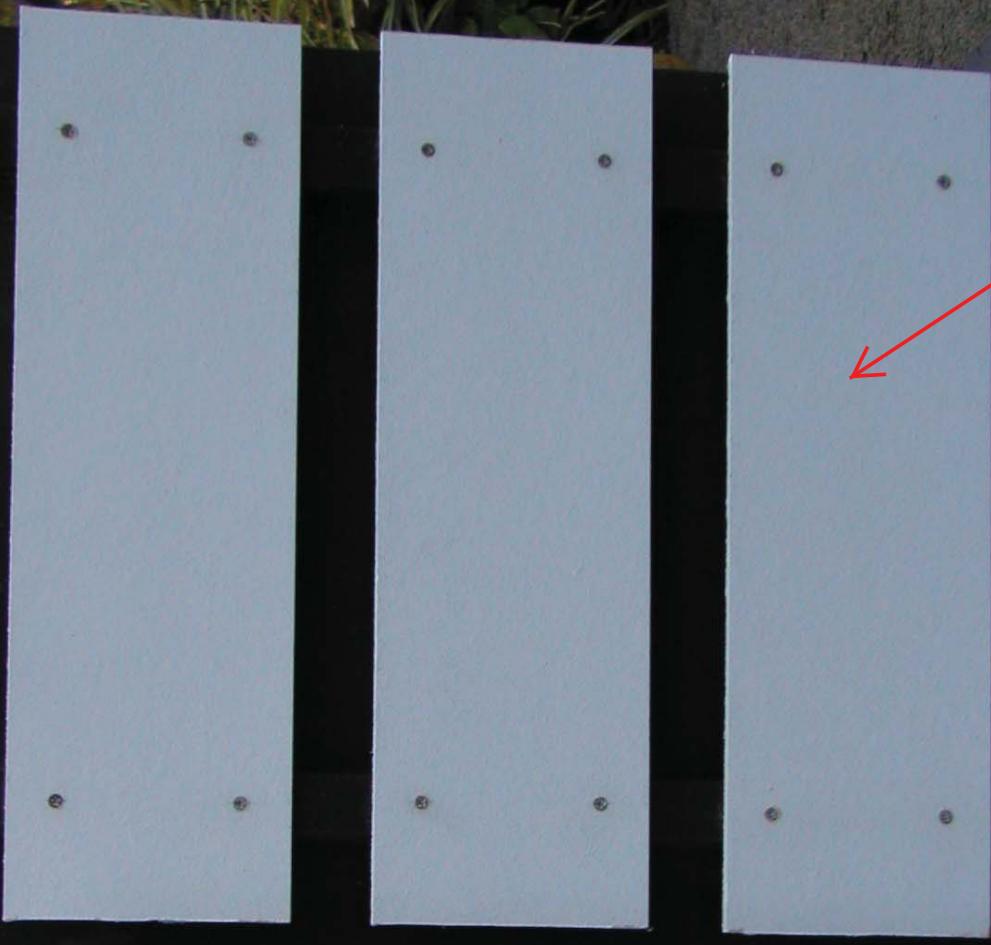
MSB HARDIE PANEL PLANKS WITH BLACK ARCHITECTURAL STEEL DESIGN INTENT, SEE MOCK UP PHOTO FOR ALTERNATE CONDITION

MSB CMU AT EAST ELEVATION, MUTUAL MATERIALS - CASTLE WHITE-GROUND FACE W/ SPLIT FACE ACCENT BANDS



Kirkland Waterfront Market / Main Street Building

LAKE STREET PLACE



MSB HARDIE PANEL PLANK
RAINSCREEN PAINTED LIGHT GRAY
WITH GAPS PAINTED BLACK



MSB CMU AT EAST ELEVATION,
MUTUAL MATERIALS - CASTLE
WHITE-GROUND FACE W/ SPLIT
FACE ACCENT BANDS

