



**CITY OF KIRKLAND**  
**Planning and Building Department**  
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## **MEMORANDUM**

**To:** Design Review Board  
**From:** Tony Leavitt, Senior Planner  
**Date:** July 10, 2020  
**File No.:** DRV20-00118  
**Subject:** **EMERALD MIXED USE PROJECT  
DESIGN RESPONSE CONFERENCE**

### **I. MEETING GOALS**

At the July 20, 2020 Design Review Board (DRB) meeting, the DRB should continue the Design Response Conference from June 15th and determine if the project is consistent with the design guidelines contained in Design Guidelines for the Totem Lake Neighborhood, as adopted in Kirkland Municipal Code (KMC) Section 3.30.040.

At the June 18th Meeting, the DRB was accepting of the overall design, but the Board requested that the applicant submit revisions to address the following topics:

- Potential Setback Encroachments
- Detailed Landscaping Plans
- Lighting Details
- 116th Avenue Parallel Parking Stalls
- Rooftop Appurtenance Plan
- Coordination of plans, elevation, and renderings.
- Horizontal Modulation Elements on the West Facade
- Southwest Corner Treatment
- Pedestrian Weather Protection
- Northwest Corner Columns and Pedestrian Experience
- Building Color Contrast and Details
- Parking Garage Pedestrian Conflict

The applicant has submitted a response letter (Attachment 2) and a revised plan set (Attachment 3).

### **II. PROPOSAL**

The subject property is located at 10930 116<sup>th</sup> Avenue NE (see Attachment 1). The applicant is proposing to construct a 7-story mixed use project with residential apartments and a childcare use. Parking is proposed within a structured parking garage below the

building. Vehicular access to the property is proposed from 116<sup>th</sup> Avenue NE at the southern end of the property (see Attachment 3).

**III. SITE**

The subject property (containing 37,800 square feet) currently contains a 2-story commercial/industrial building and is zoned Totem Lake (TL) 10D. The site elevation is relatively flat around the existing building but has a significant upward grade change along the north edge of the property to the existing parking lot. The property has street frontage along 116<sup>th</sup> Avenue NE. The street is designated as a collector street.

The following list summarizes the zoning designation, uses, and allowed heights of properties adjacent to the subject property:

North and East: TL 10D, 65-foot max, currently developed as Par Mac Business Park

South: TL 10D, 65-foot max, currently developed as Par Mac Industrial Park

West: PLA 9, 25-foot max, Protected Open Space for Avana at Forbes Creek

Additional photographs prepared by the applicant that show the surrounding properties are contained in Attachment 3.

**IV. DESIGN RESPONSE CONFERENCE**

The Design Review Board reviews projects for consistency with design guidelines as adopted in Kirkland Municipal Code Chapter 3.30. In addition to the standard guidelines contained in the Design Guidelines for the Totem Lake Neighborhood, the following information summarizes key guidelines which apply specifically to the project or project area. See also Section V for information regarding zoning regulations and how they affect the proposed development.

**A. Design Guidelines for the Totem Lake Neighborhood**

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.

- Building Orientation
- Building Scale
  - Vertical and horizontal modulation
  - Architectural scale
- Pedestrian Orientation
  - Sidewalk and Pathway Widths
  - Pedestrian Coverings
  - Pedestrian friendly building fronts
  - Blank Wall and Parking Garage Treatments
  - Pedestrian Amenities including lighting
- Landscaping
  - Visual Quality
  - Residential Open Space
- Building Materials, Colors, and Details

See the adopted Design Guidelines for the Totem Lake Neighborhood for complete text and explanations.

**B. Compliance with Design Guidelines**

**1. Building Scale**

a. DRB Discussion

At the June 15, 2020 Meeting, the DRB requested that the applicant address the following items at the July 20, 2020 Meeting:

- Identify any potential setback encroachments and if applicable submit a minor variation request pursuant to KZC Section 142.37.4.
- Greater emphasis on horizontal modulation elements on the western facade of the building including awnings, balconies, contrasting materials, and window fenestration.
- Detailed plans for the southwest corner including treatment of the garage entrance, enhanced siding and landscaping.
- Final rooftop plan (including mechanical unit screening)
- Look at ways to soften the lobby column on the northwest corner and increase distance from sidewalk.
- Ensure coordination of plans, elevation and renderings.

b. Supporting Design Guidelines

The Design Guidelines for the Totem Lake Neighborhood contain the following statements that pertain to building scale:

- Incorporate fenestration techniques that indicate the scale of the building.
- Encourage a variety of horizontal building modulation techniques to reduce the architectural scale of the building and add visual interest. Horizontal building modulation is the horizontal articulation or division of an imposing building façade through setbacks, awnings, balconies, roof decks, eaves, and banding of contrasting materials. Elevations that are modulated with horizontal elements appear less massive than those with sheer, flat surfaces.
- Avoid blank walls near sidewalks, major internal walkways, parks, and pedestrian areas.
- Mitigate the intrusive qualities of parking garages. Along streets, pedestrian pathways and in pedestrian areas, ground-level commercial uses should be incorporated into parking structures. Extensive landscaping should be used to screen the parking garage near residential areas and in high visibility locations.
- Encourage a combination of architectural building elements that lend the building a human scale. Examples include arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards. Window fenestration techniques can also be effective in giving humans clues as the size of the building. Consider the distances from which buildings can be viewed (from the sidewalk, street, parking lot, open space, etc.).

c. Staff Analysis

*As requested by the DRB, the applicant has provided detailed coordinated plans for review (see Attachment 3). The applicant has responded by identifying setback encroachments, adding horizontal modulation elements to the west façade, addressing comments regarding the northwest and southwest building corners, and submitting a rooftop appurtenance plan.*

*The proposed setback encroachments are discussed in Section IV.C. The proposed encroachments along with new single hung windows on the façade and contrasting colors add horizontal modulation elements to the west façade.*

*To address the southwest corner, the applicant has added a header detail and wall sconces to the garage entry wall and added landscaping between the garage and the 116<sup>th</sup> right-of-way that will help to screen to the wall.*

*The northwest corner lobby pilasters have been moved back and a concrete base has been added. Landscaping materials have also been added.*

*The DRB should provide input on the following items:*

- *Do the revised plans comply with the requirements for a minor variation? Staff analysis of the requested minor variations is included in Section V.C below.*
- *Do the added elements on the west façade improve horizontal modulation?*
- *Is the treatment of the southwest corner and garage entrance acceptable?*
- *Is the additional setback and softening of the lobby column in the northwest corner adequate?*

**2. Pedestrian and Vehicular Access**

a. DRB Discussion

At the June 15, 2020 Meeting, the DRB requested that the applicant address the following items at the July 20, 2020 Meeting:

- Provide pedestrian weather protection at building entries.
- Updated site plan that shows the 116th Avenue parallel parking stalls.
- Address the elevator location on level P1 to eliminate safety concern.

b. Supporting Design Guidelines

The Design Guidelines for the Totem Lake Neighborhood contain the following statements that pertain to vehicular and pedestrian access:

- Locate and orient buildings toward streets, plazas or common open spaces, and major internal pathways, with parking to the side and/or rear.
- Encourage buildings located adjacent to any street to orient to the street. This includes pedestrian entries from the sidewalk and windows facing the street.
- Incorporate transparent windows and doors and weather protection features along all non-residential facades adjacent to a sidewalk or

internal pathway. Weather protection features could include awnings, canopies, marquees, or other permitted treatments.

- Provide pedestrian amenities along all sidewalks, interior pathways and within plazas and other open spaces. Desired amenities include lighting, seating, plantings, unit paving, etc.
- Provide pedestrian plazas in conjunction with non-residential uses.

c. Staff Analysis

*The applicant has submitted revised plans to address pedestrian and parking comments from the Board. The applicant has added pedestrian weather protection above sidewalks, submitted a site plan showing the 116<sup>th</sup> parking stalls and addressing the pedestrian safety concern in the garage by changing the exit location from the elevator lobby. The DRB should provide input on the proposed pedestrian weather protection.*

**3. Open Space and Landscaping**

a. DRB Discussion

At the Conceptual Design Conference, the DRB had the following requests regarding open space and landscaping:

- Solar access study for the center courtyard and any other onsite open spaces
- Detailed outdoor paving plan
- Detailed landscape plans

At the June 15, 2020 Meeting, the DRB requested that the applicant address the following items at the July 20, 2020 Meeting:

- Submit detailed landscaping plans that show the following:
  - Enhanced design of the daycare fence including materials, appropriate height and the incorporation of artistic elements.
  - Detailed landscape and material designs for the central and east patio areas.
  - Trash area staging area and screening.
  - Landscaping around the building entrances and parking garage entrance.
  - Better understanding of north sidewalk landscaping
  - Treatment of blank walls if applicable
  - Use of landscaping and amenities to improve pedestrian experience
  - Look for opportunities to incorporate artistic elements.

b. Supporting Design Guidelines

The Design Guidelines and Zoning Regulations contain the following guideline addressing the visual quality of landscapes:

- KZC Chapter 95 requires that a landscape plan be approved as part of the Design Review Process.
- The placement and amount of landscaping for new and existing development should be mandated through design standards. Special consideration should be given to the purpose and context of the

proposed landscaping. The pedestrian/auto landscape requires strong plantings of a structural nature to act as buffers or screens.

- The pedestrian landscape should emphasize the subtle characteristics of the plant materials. The building landscape should use landscaping that complements the building's favorable qualities and screens its faults.
- Incorporate common open space into multi-family residential uses. In the Totem Lake Neighborhood, where very high density residential uses are allowed, the quality of the space in providing respite from the buildings on the site is more critical than the amount of space provided.
- Landscaping around urban buildings, particularly buildings with blank walls, can reduce scale and add diversity through pattern, color, and form.

c. Staff Analysis

*The applicant has submitted a detailed landscape plan (see Attachment 3, Sheet L.2 through L.11). The DRB should provide input on the applicant's revisions.*

**4. Building Materials, Color, and Details**

a. DRB Discussion

At the June 15, 2020 Meeting, the DRB requested that the applicant address the following items at the July 20, 2020 Meeting:

- Submit site and building lighting details
- Provide more building color contrast between "Agreeable Grey" and "Rocky River", provide more color difference on the north and south facades, and provide color chips with submittal.

b. Supporting Design Guidelines

The Design Guidelines for the Totem Lake Neighborhood contain the following statements that pertain to building materials:

- Use a variety of quality building materials such as brick, stone, timber, and metal, to add visual interest to the buildings and reduce their perceived scale.

c. Staff Analysis

*The applicant has submitted revised color and material plans, a lighting plan, color chips for review. A review of the color chips at the meeting should help to determine if proposed colors provide enough contrast between the off-white and beige tones.*

*The applicant has made changes to the north and south facades to vary the colors and materials.*

*The DRB should provide a response to the requested revisions.*

**C. Minor Variations**

**1. Applicant's Request**

- a. KZC Section 142.37.1.a allows an applicant to request minor variations to the minimum required setback in the Totem Lake Business District.

- b. The DRB may grant a minor variation only if it finds that the following are met (KZC Section 142.37.4):
  - (1) The request results in superior design and fulfills the policy basis for the applicable design regulations and design guidelines;
  - (2) The departure will not have any substantial detrimental effect on nearby properties and the City or the neighborhood.
- c. A 10-foot setback is required along 116<sup>th</sup> Avenue NE. The applicant has requested a minor modification to allow awnings and balconies to extend up to 4.15' into the required setback. The specific elements are identified on Sheets A19, 20, and 21 of Attachment 3. The zoning code allows awnings to extend 18 inches into a required yard. Balconies above the ground floor are not allowed in required yards.
- d. 116<sup>th</sup> Avenue NE, which is adjacent to the property's west property line, angles away from the subject property when heading south (see Sheet A.11, Attachment 3). As a result, there is an increasing gap created from the street and the subject property. The northwest corner of the property is 10 feet from the 116<sup>th</sup> Avenue right-of-way curb line and the southwest corner is over 50 feet from the curb line.

## **2. Staff Analysis**

- a. The proposed setback variations should result in a western façade that is superior in design by allowing minor horizontal modulation elements (encouraged by the design guidelines) and by adding visual interest.
- b. Additionally, the reduction will not have a substantial detrimental effect on nearby properties and the City or the neighborhood. The structures that are located within the setback are very minor in nature relative to the entire building, complement the building, are supported by the applicable design guidelines, and are located adjacent to 116<sup>th</sup> Avenue NE, which is over 10 feet from the subject property and over 500 feet from the nearest building.
- c. The DRB should provide feedback as to whether the proposed variations comply with the criteria described above.

## **I. KEY ZONING REGULATIONS**

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 4, 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 for the project.

Development of the subject property is subject to the regulations for the TL 10D zone. The following regulations are important to point out as they form the basis of any new development on the site. Below are some of the key zoning standards that apply to the development followed by staff comment in italics.

Zoning regulations for uses in the TL10D zone are found in the use-zone chart (see Attachment 5). The following regulations are important to point out as they form the basis of any new development on the site.

- A. Permitted Uses: Permitted uses in this zone include but are not limited to office, day-care and stacked dwelling units (residential). Stacked dwelling units are allowed only in Housing Area 4, which the subject property is located within.

*Staff Comment: The applicant is proposing a day-care and residential uses.*

- B. Height:

1. The TL10D zone allows a maximum height of 65 feet as measured above the average building elevation (ABE).
2. KZC Section 115.60.2.d states that if a structure is reviewed through design review pursuant to Chapter 142 KZC and has a peaked roof, the peak may extend the following amount above the height limit five (5) feet, if the slope of the roof is equal to or greater than three (3) feet vertical to 12 feet horizontal.

*Staff Comment:*

1. *The applicant has submitted ABE height calculation that show compliance with height requirements. Staff will ensure compliance as part of the building permit application review.*
2. *The proposed roof form on the southwest corner of the building does not qualify as a peaked roof and a result the KZC Section 115.60.2.d height exception does not apply. The applicant has been instructed to provide a revised design at the July 20<sup>th</sup> meeting.*

- C. Setbacks: The required setbacks are 10 feet from the west property line, 0 feet from the new northern property line (the south edge of the right-of-way dedication), 0 feet from the east property line and 5 feet from the south property lines.

*Staff Comment: The proposal meets the setback requirement from the north, east and south property lines. A 10-foot front yard setback is required along the west property line (adjacent to 116<sup>th</sup> Avenue NE). The applicant has requested a minor variation to the west property line setback requirement pursuant to KZC Section 142.37. See Section V.C above.*

- D. Parking: The project is required to comply with the following parking standards for the proposed uses:

- Residential
  - 1.2 stalls per studio unit
  - 1.3 stalls per 1 bedroom unit
  - 1.6 stalls per 2 bedroom unit
  - 1.8 stalls per 3 or more bedroom unit
  - Guest Parking: A minimum 10% of the total number of required parking spaces shall be provided for guest parking and located in a common area accessible by guests. If the required number of guest parking spaces results in a fraction, the applicant shall provide the number of spaces equal to the next higher whole number.
- Daycare Use: Based on a parking demand study pursuant to KZC Section 105.25

*Staff Comment: The applicant will be required to demonstrate compliance with applicable City parking requirements as part of the building permit application.*

E. Pedestrian Connection: The Public Works Department is requiring that the project install a 5-foot wide pedestrian sidewalk along the northern edge of the property with a public pedestrian easement.

*Staff Comments: The applicant is proposing the pedestrian connection adjacent to the 20 foot right-of-way dedication.*

F. Affordable Housing Requirements: The project is required to provide at least 10 percent of the units as affordable housing units as defined in KZC Chapter 5.

*Staff Comment: A review for compliance with the City's Affordable Housing Regulations will occur as part of the building permit.*

**I. STATE ENVIRONMENTAL POLICY ACT**

SEPA is the state law that requires an evaluation of a development proposal for environmental impacts. The applicant has submitted an Environmental Checklist and Traffic Report to the City and that review is currently occurring. The review will need to be completed before the Design Review Board makes a decision on the DRC application. Staff expects to complete the SEPA Review before the July 20<sup>th</sup> meeting

**II. PUBLIC COMMENT**

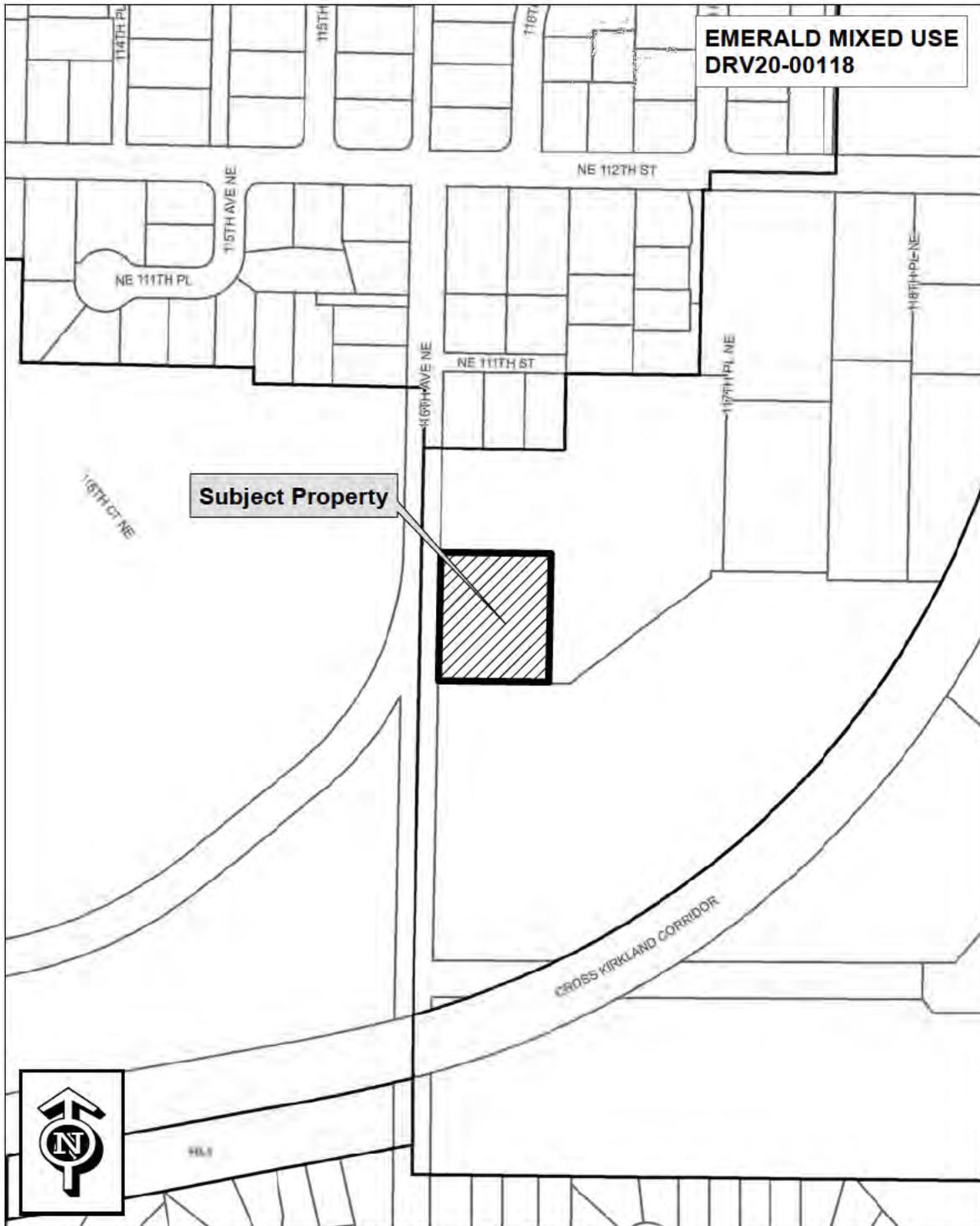
All comment letters received prior to the drafting of this report have been attached (see Attachment 6).

**III. 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.

**IV. ATTACHMENTS**

1. Vicinity Map
2. Comment Response Letter
3. Development Plans
4. Development Standards
5. TL 10D Use Zone Chart
6. Public Comment Letters



July 8, 2020

Tony Leavitt and Members of the Kirkland Design Review Board  
**CITY OF KIRKLAND PLANNING AND BUILDING DEPARTMENT**  
 123 5<sup>th</sup> Avenue  
 Kirkland, WA 98033

**RE: DRB MEETING – COMBINED COMMENTS**  
**Project Name: Emerald (Salu)**

Dear Tony and Board Members:

Please see the following responses from Emerald (Salu) on behalf of Main Street Property Group in Kirkland, Washington. These written responses, along with the attached revised documents, address the comments made by the Design Review Board during the meeting on June 15<sup>th</sup>. Responses in **Bold**.

**COMMENTS:**

1. *Planning staff to confirm*
  - a. *Parapets can extend 4' above the height limit to screen Mechanical Equipment*  
**Response: Planning to confirm as part of their review process**
  - b. *Slope roofs like proposed on the Southwest corner can extend beyond height limit by 5' with DRB approval*  
**Response: Applicant is requesting a height limit extension for the pitched roof above the southwestern corner. The roof is intended to enhance the architecture by creating a unique and exciting element**
  - c. *Overhangs extending into required setbacks are limited to 18" without DRB approval?*  
**Response: The applicant is seeking an minor variance for overhangs on the western elevation to extend beyond 18". See plan sheets A19, A20, A21. Extended overhangs are hatched in red and dimensioned. The applicant and designer feel that the overhangs strengthen the character of the architecture and emphasize its horizontality**
2. *Landscape Plans – need updated plan that shows the following*
  - a. *Daycare fence*
    - i. *Enhanced design – something different than metal railings*  
**Response: Proposed fence has been revised to be horizontal cedar boards with inset decorative laser-cut steel panels**
    - ii. *At least 6' tall.*  
**Response: Sidewalk is up to 4' higher than commercial exterior space so 6' high fence from sidewalk side would be 10' high on commercial side. Proposed fence height is 4' min. on sidewalk side allowing for 6'-8' max. height on commercial side**
    - iii. *Incorporate Art*  
**Response: Decorative laser-cut steel panels are incorporated into the fence along the commercial exterior space**
  - b. *Integrated modeling of Daycare outdoor play area as well as residential courtyard*  
**Response: Commercial exterior area and courtyard have been integrated into model**
  - c. *Add Site and building lighting*

**Response: Conceptual Lighting Plan has been added**

*d. Eastern Patio landscaping*

**Response: Eastern patios have been designed with pedestal pavers and privacy screen. Plantings are not feasible due to lack of access for maintenance**

*e. Trash staging area/screening*

**Response: Proposed screening for proposed 8'x20' concrete pad is 6' high horizontal cedar board fence on three sides and decorative steel gate on north side, similar in character to fence in front of commercial space**

*f. Safety barrier at driveway*

**Response: Commercial exterior space will be fenced. Area between commercial space and driveway will be heavily landscaped and not usable space**

*g. Show added street parallel parking stalls*

**Response: Four parallel stalls have been added**

*h. Better understanding of North sidewalk landscaping (coordinate with Arch)*

**Response: North side landscape has been revised to include narrow planter strip (18" min.) with rectangular pots and river rock mulch at west end of building. East portion of planter strip between sidewalk and drive aisle has been widened to approx. 5' where greater building setback allows**

*i. Pedestrian experience*

**Response: The pedestrian experience has been enhanced with the addition of wider sidewalk, bench, pots, and enlarged bulbout planter at northwest corner; more attractive fence along commercial frontage consisting of horizontal cedar boards and inset decorative laser-cut steel panels; additional planter strip with pots and gravel mulch along north side sidewalk; decorative tree grates; ornamental plantings along sidewalk; and pedestrian lighting (bollards and pole lights)**

*j. Blank wall treatments (murals or landscaping)*

**Response: There are no significant blank wall areas along the building frontage, and proposed shrub plantings are provided in the frontage area**

### 3. Architectural Plans

*a. Roof Plan*

**Response: An Architectural roof plan has been added to the plan set. See sheet A21**

*b. All updated plans*

**Response: Plans, Sections and Elevations throughout the set have been updated**

### 4. Architectural design

*a. Greater emphasis on horizontal on Western face of building*

*i. More horizontal windows?*

**Response:**

**20 windows on the Western Façade have been revised from sliding windows (with a vertical break between lites) to Single Hung windows (with a horizontal division).**

**Additionally, the sills of the tall narrow 4 lite windows have been raised by 6" to present a less vertical orientation**

*b. Southwest Corner revisions*

*i. Details needed?*

**Response: A header detail and wall sconces have been added to the garage entry wall**

*ii. Enhanced siding on entrance into garage*

**Response: Landscaping in front of the garage wall has been added as well**

c. *Overhangs at building entries*

i. *Pedestrian weather protection*

**Response: Weather protection has been included above all of the lobby window assemblies and to the building entrances along the northern access path**

d. *Lobby Column on NW corner*

i. *Soften*

ii. *Too close to sidewalk*

**Response: The lobby pilasters, which were directly adjoining the sidewalk have been moved back 18”**

**A concrete base has been added as a transition from the Aluminum siding to grade**

**The 18” gap between the sidewalk and building edge now allows for a continuous strip of river rock with several planters along the north façade**

e. *Ground level plans to show transition plans from sidewalk to building.*

**Response: Several pages have been added to the landscape submittal to detail and illustrate the pedestrian experience**

f. *Colors*

i. *More contrast between “Agreeable Grey” and “Rocky River”*

1. *Lighter color to substitute for “Agreeable Grey”*

ii. *North and South Elevations. More color difference*

iii. *Provide color chips with submittal*

**Response: Color chips will be provided with the submittal**

**Alternate colors have been added to the set. See sheet A2.3.**

**The off-white color now has 2 options:**

**Agreeable Grey SW 7029**

**Neutral Ground SW 7568**

**The beige tone has two options as well:**

**Nomadic Desert SW 6107**

**Double Latte SW 9108**

g. *Art*

i. *Possible locations for public art installation*

ii. *Address Blank Wall at entrance to lower garage*

iii. *Railings*

**Response: Artistic Metal Screens have been incorporated into the fence at the commercial courtyard and into the screen wall for the trash/recycle pick-up staging area. (See page 36 of the PDF)**

h. *Elevator location on P1 garage near drive aisle needs to be a safety concern*

**Response: The door has been removed from the drive aisle side of the elevator vestibule**

Sincerely,

Sean Whitacre, AIA  
Senior Associate/Senior Architect

# EMERALD

**PROJECT TEAM:**

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**PROJECT DATA**

UNIT COUNT: 128  
AVERAGE UNIT SIZE: 841

		GSF	RESIDENTIAL	PARKING	COMMERCIAL	AMENITY
BASEMENT	TYPE IA	29,076		29,076		
PARKING LEVEL	TYPE IA	29,851		29,851		
COMMERCIAL LEVEL	TYPE IA	25,845		8,317	16,189	1,339
R1	TYPE VA	24,478	23,678			800
R2	TYPE VA	24,311	24,311			
R3	TYPE VA	24,315	24,315			
R4	TYPE VA	24,315	24,315			
R5	TYPE VA	23,834	22,334			1,500
<b>TOTAL</b>		<b>206,025</b>	<b>118,953</b>	<b>67,244</b>	<b>16,189</b>	<b>3,639</b>

**PARKING MATRIX**

UNIT TYPE	% OF TOTAL	RATE	QUANTITY	REQUIRED STALLS	SIZE SF
STUDIO	8%	1.2	9	10.8	600
1-BD	50%	1.3	58	75.4	720
2-BD	34%	1.6	39	62.4	900
3-BD	8%	1.8	9	16.2	1,200
GUESTS (10%)		10%	16	16.5	

AFFORDABLE 10% 1 13 13  
BIKE REDUCTION 5% -9.5

REQUIRED ACCESSIBLE STALLS  
5% OF COMMERCIAL STALLS 1  
2% OF RESIDENTIAL STALLS 4  
1 PER TYPE A UNIT 6.5  
**TOTAL ACCESSIBLE STALLS 11.5**

REQUIRED STALLS 184.6  
PROVIDED STALLS 190  
STANDARD 70  
TANDEM 24  
COMPACT 92  
PARALLEL STALLS OFF OF 116TH AVE 4

## TITLE SHEET

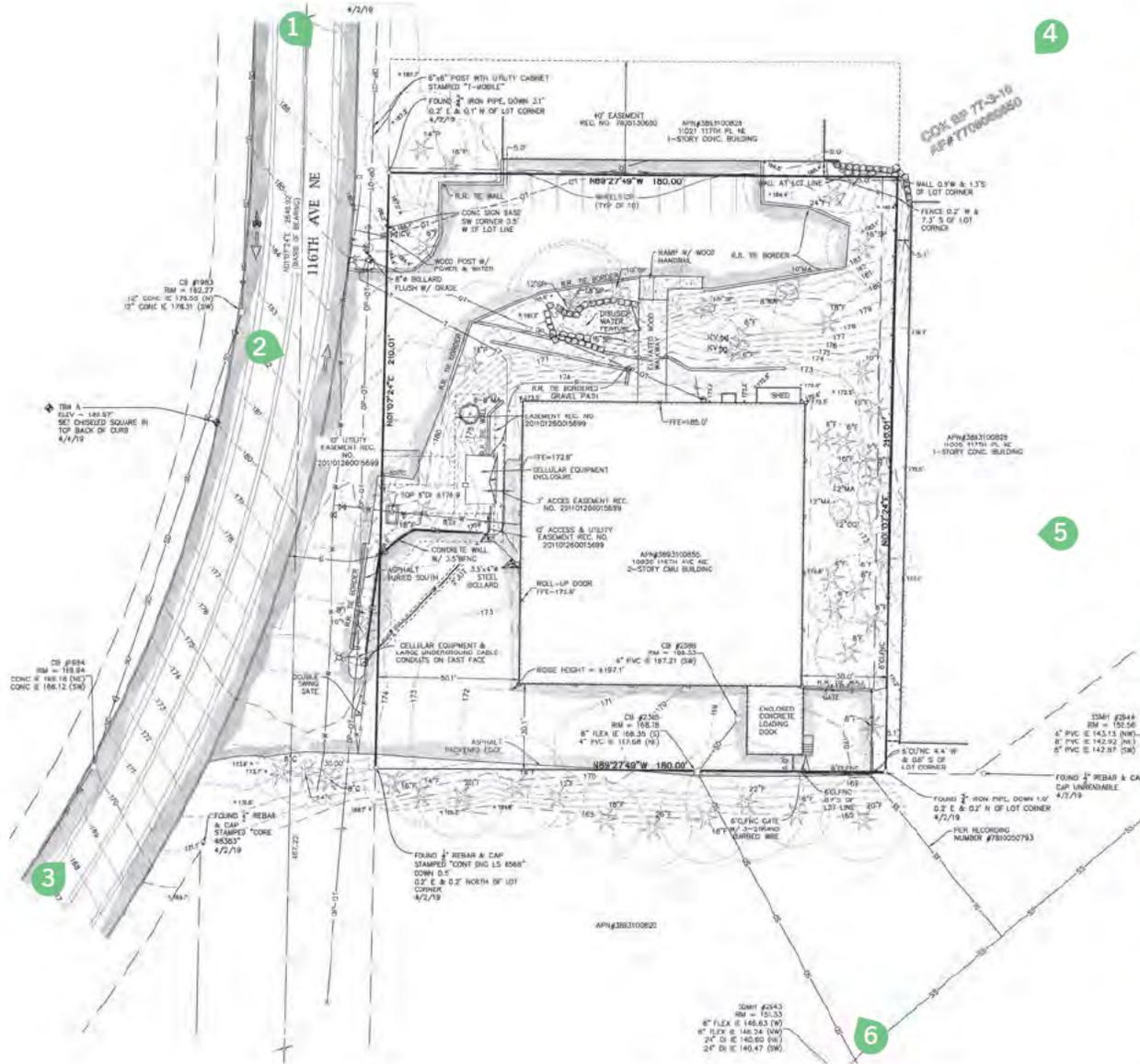
EMERALD - 10930 116TH AVE NE KIRKLAND, WA



**JOB NO.** 1130.042  
**DATE** 07-07-2020  
501 West Broadway, Suite 1080  
San Diego, CA 92101  
858-350-0544



A.1



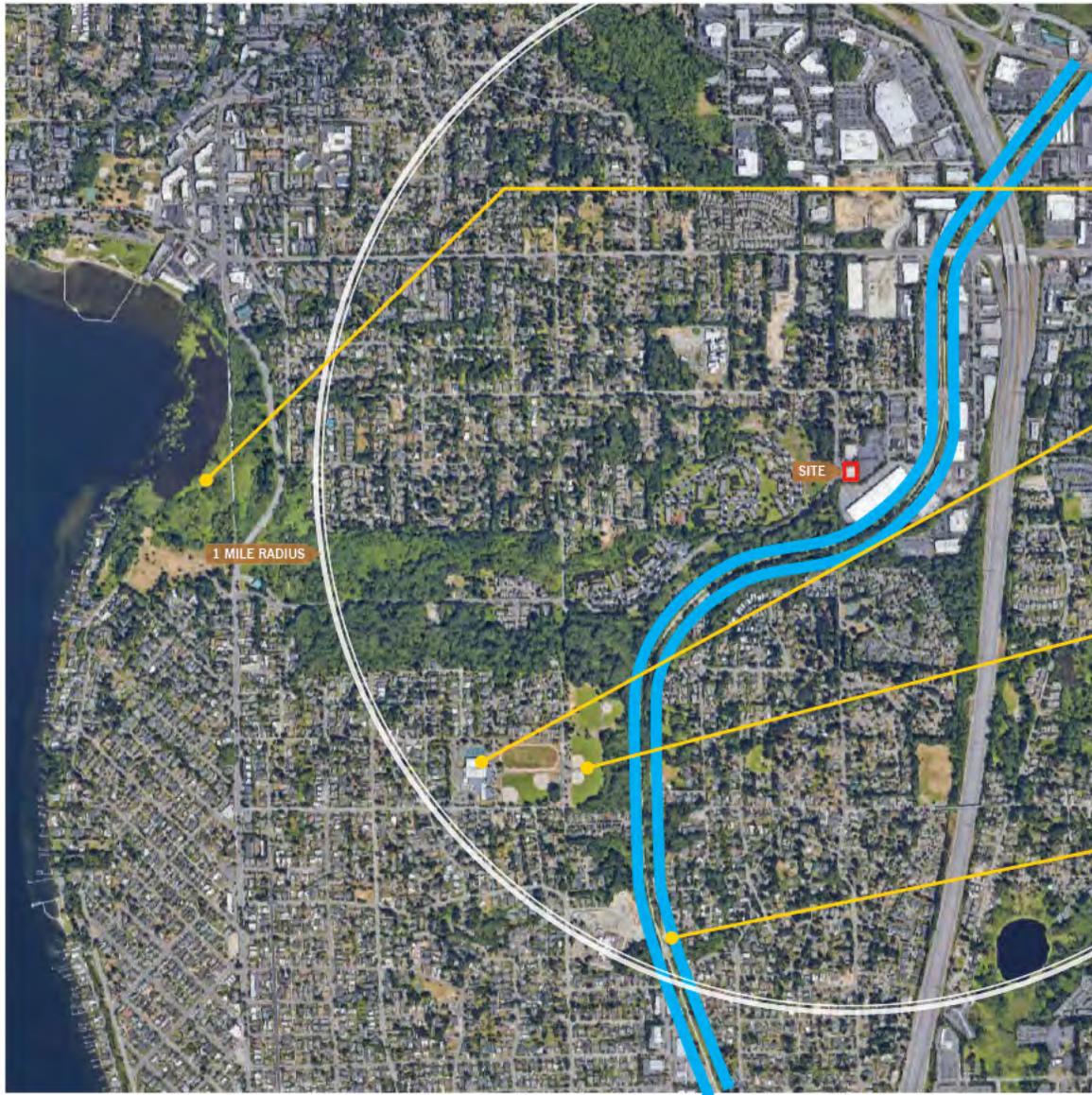
# SITE SURVEY/ CONTEXT PHOTOS

EMERALD - 10930 116TH AVE NE KIRKLAND, WA

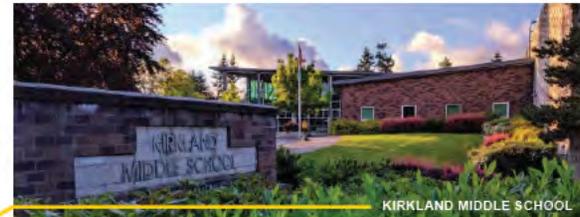


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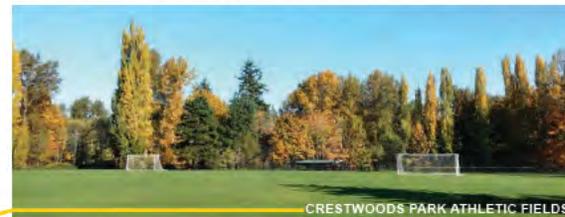




JUANITA BAY PARK



KIRKLAND MIDDLE SCHOOL



CRESTWOODS PARK ATHLETIC FIELDS



CROSS KIRKLAND CORRIDOR



DOWNTOWN KIRKLAND



# VICINITY MAP

EMERALD - 10930 116TH AVE NE KIRKLAND, WA



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**LEGEND:**

-  SITE BOUNDARY
  -  MAIN ARTERY
  -  MAIN ROAD
  -  CROSS KIRKLAND CORRIDOR
- 
- 1 FRED MEYER
  - 2 KIRKLAND POLICE DEPARTMENT
  - 3 JASPER'S DOG PARK
  - 4 THE GYMNASTICS COLLECTION
  - 5 ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL
  - 6 KIRKLAND BOYS AND GIRLS CLUB
  - 7 GOLDS GYM KIRKLAND
  - 8 EASTSIDE TENNIS CENTER & TOPS/ SEATTLE BADMINTON CLUB
  - 9 FORBES CREEK TRAILS

# CIRCULATION/ SITE CONTEXT

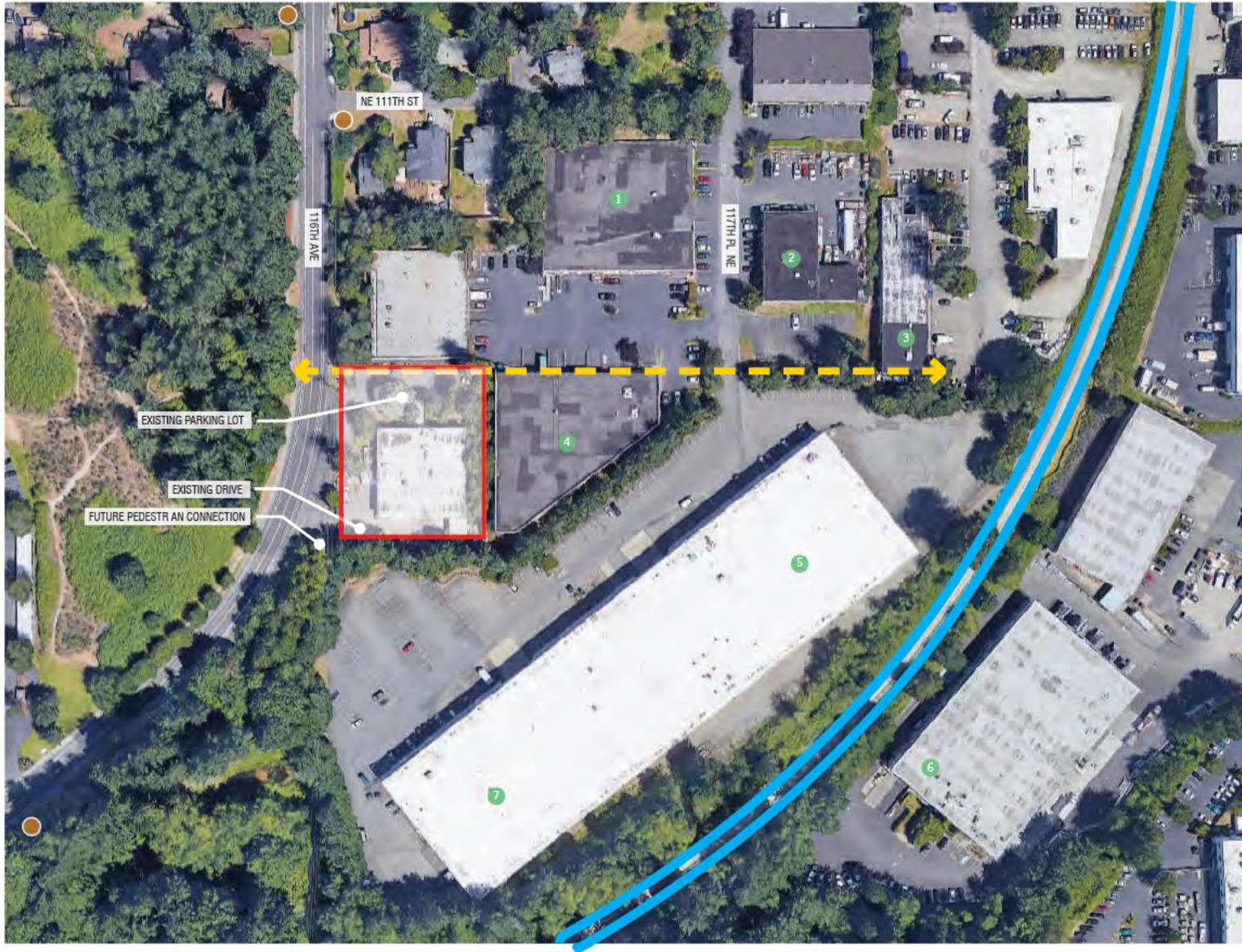
EMERALD - 10930 116TH AVE NE KIRKLAND, WA



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A.4



**LEGEND:**

- BUS STOP
- ▬▬ CROSS KIRKLAND CORRIDOR
- ▬ SITE BOUNDARY
- ← - → FUTURE PEDESTRIAN CONNECTION

- 1 TRUGREEN LAWN CARE
- 2 WOODMAN CONSTRUCTION
- 3 BLACK LION HEATING & AIR CONDITIONING
- 4 AIREFCO, INC
- 5 SEATTLE BADMINTON CLUB
- 6 GTS INTERIOR SUPPLY
- 7 EASTSIDE TENNIS CENTER & TOPS

**CIRCULATION/ SITE CONTEXT**

EMERALD - 10930 116TH AVE NE KIRKLAND, WA



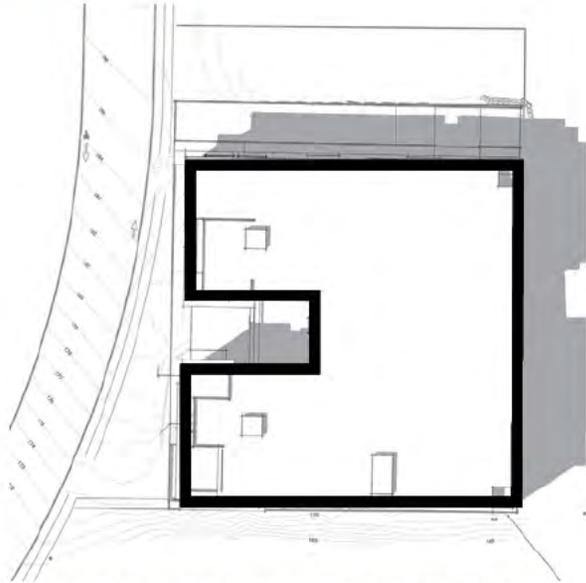
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A.5



**C CONCEPT**



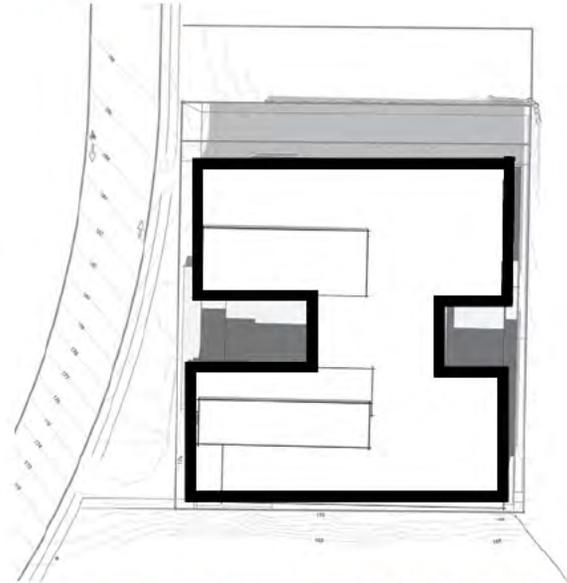
THE BUILDING WILL TYPICALLY BE VIEWED FROM 116TH AVE. THE WEST FACING COURTYARD CREATES A MAJOR BREAK IN THE WESTERN FACADE HELPING TO CONTROL THE SCALE.

THE WESTERN OPENING ALLOWS FOR SUNLIGHT INTO THE COURTYARD AND VIEWS OUT (SEE SOLAR STUDIES ON SHEET A.13)

THE OPEN COURTYARD CONCEPT ALLOWS FOR DISTANT VIEWS COURTYARD UNITS



**H CONCEPT**

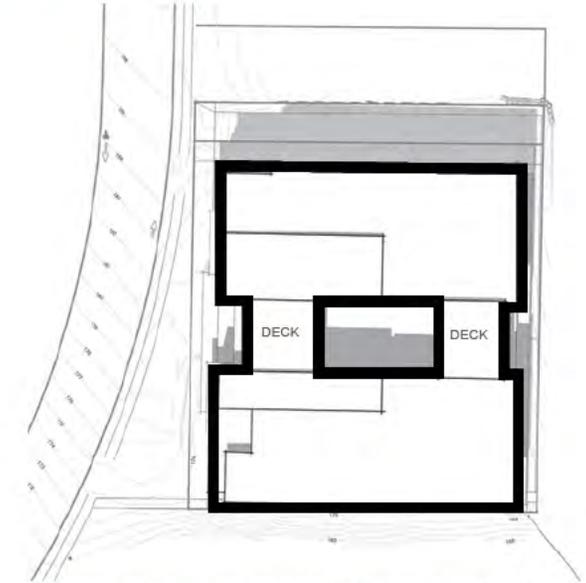


COURTS ON BOTH SIDES ALLOW FOR SIGNIFICANT ARTICULATION ON TWO SIDES OF THE BUILDING

THE EASTERN RECESS CREATES OPPORTUNITIES FOR DECKS ON UPPER LEVELS AND PATIOS ON LEVEL 3.



**O CONCEPT**



THE O SHAPE CONCEPT WOULD MAXIMIZE BUILDABLE AREA. ARTICULATION COULD STILL BE ACHIEVED WITH RECESSES AS OPPOSED TO OPEN COURTS

CENTRAL PORTIONS OF THE TOP FLOOR COULD BECOME COMMUNITY DECKS WITH VIEWS.



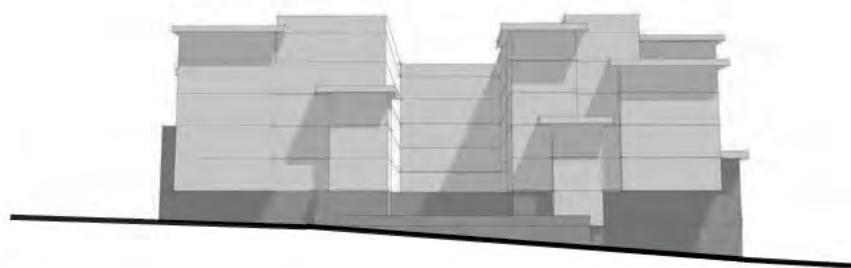
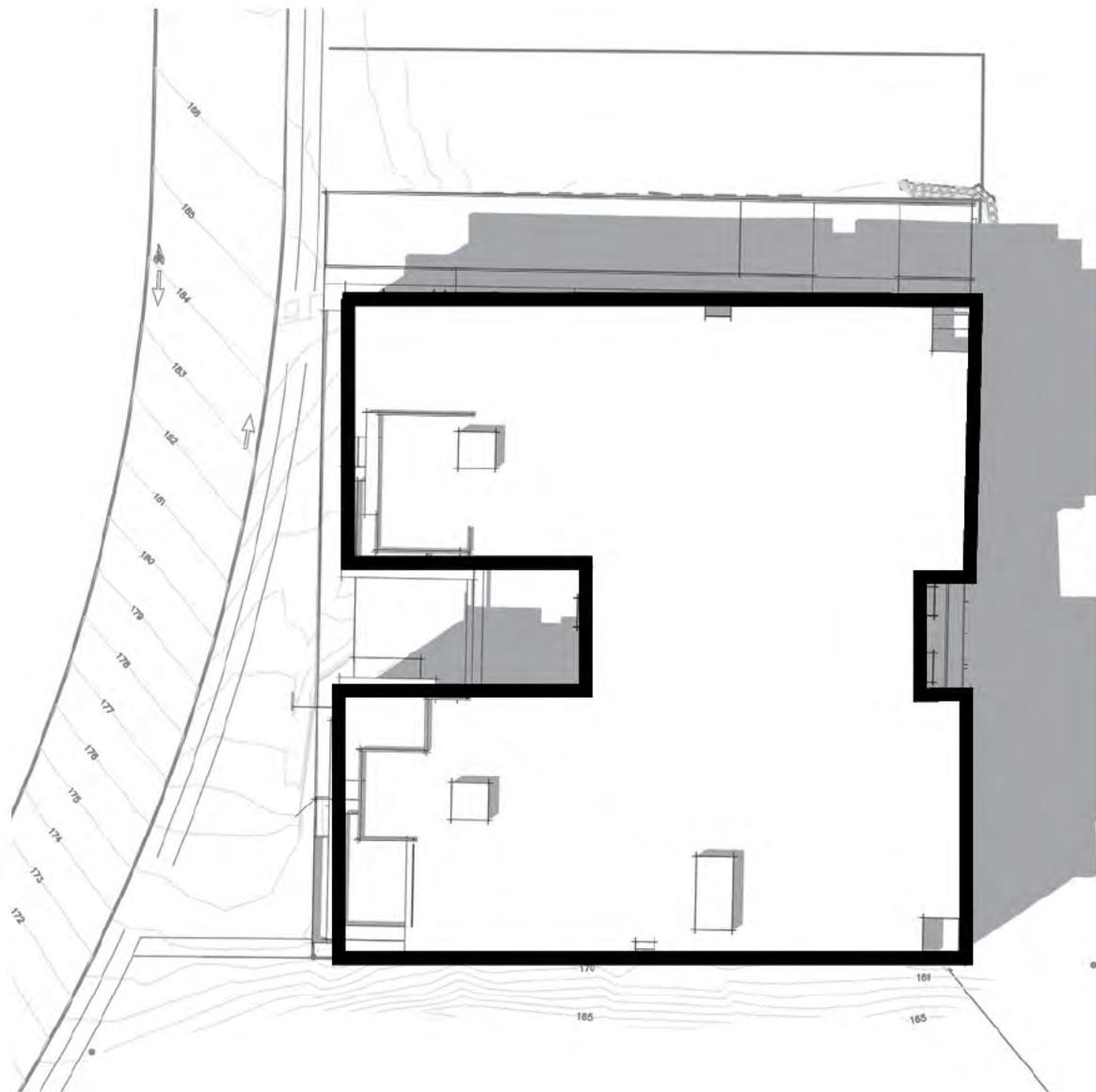
**DESIGN CONCEPTS**

EMERALD - 10930 116TH AVE NE KIRKLAND, WA



JOB NO. 1130.042  
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**ORGANIZATION**

THIS MASSING IS A COMBINATION OF THE C AND H SHAPED CONCEPTS SHOWN ON THE PREVIOUS PAGE. IT ACHIEVES A MAJOR MASSING BREAK AND COMMUNITY COURTYARD ON THE WEST SIDE WHERE THE BUILDING WILL BE MOST VISIBLE. THERE WILL BE SIGNIFICANT RELIEF ON THE EAST SIDE AS WELL WITH A 13' RECESS ALLOWING FOR A BREAK IN THE ELEVATION WHICH IS SEEN FROM A DISTANCE. PRIVATE DECKS AND PATIOS WILL BE PROVIDED WITHIN THE EASTERN COURT.

**PREFERRED MASSING CONCEPT**

EMERALD - 10930 116TH AVE NE KIRKLAND, WA



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### SCALE AND MASSING

- THE BUILDING IS SPLIT INTO TWO DISTINCT MASSING FORMS TO REDUCE THE SCALE
- BOTH HORIZONTAL AND VERTICAL PLANE BREAKS ARE USED TO CREATE FURTHER REDUCE BULK
- STRONG HORIZONTAL ELEMENTS (ROOFS AND DECKS) ARE INCORPORATED AT DIFFERENT HEIGHTS TO OFFSET THE VERTICAL ELEMENTS.



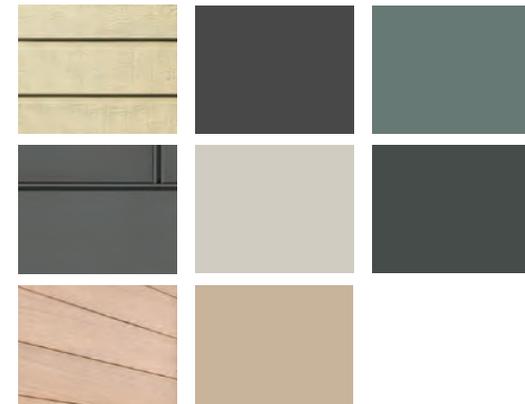
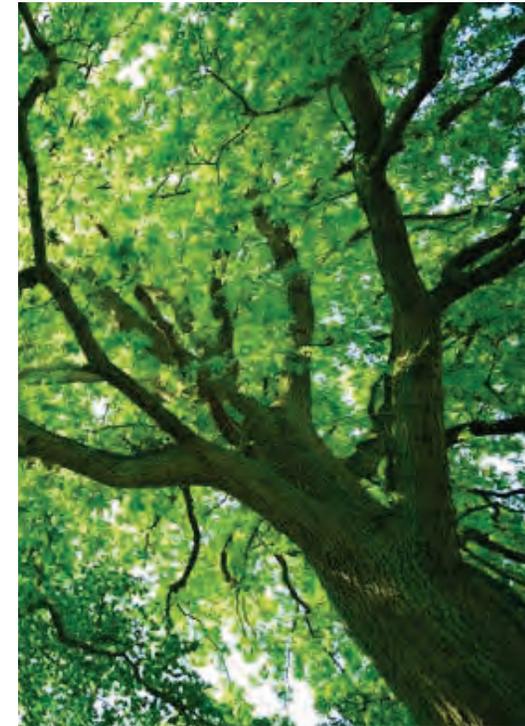
### ARTICULATION

- A DATUM (SPINE OR TRUNK) IS ESTABLISHED WHICH IS REPRESENTED BY THE WHITE TONE IN THIS DIAGRAM)
- FORMS PROJECTING OUT OF THE DATUM VARY IN SIZE, COLOR AND MATERIAL.



### FINAL CONCEPT

- COLORS AND MATERIALS MAKE A CLEAR REFERENCE TO NATURE, TREES AND FOREST. AND CREATE A PLEASANT CONTRAST OF BROWN, GREEN AND GRAY TONES.
- ALL CONSTRUCTED OF QUALITY AND DURABLE MATERIALS.



## DESIGN CONCEPTS

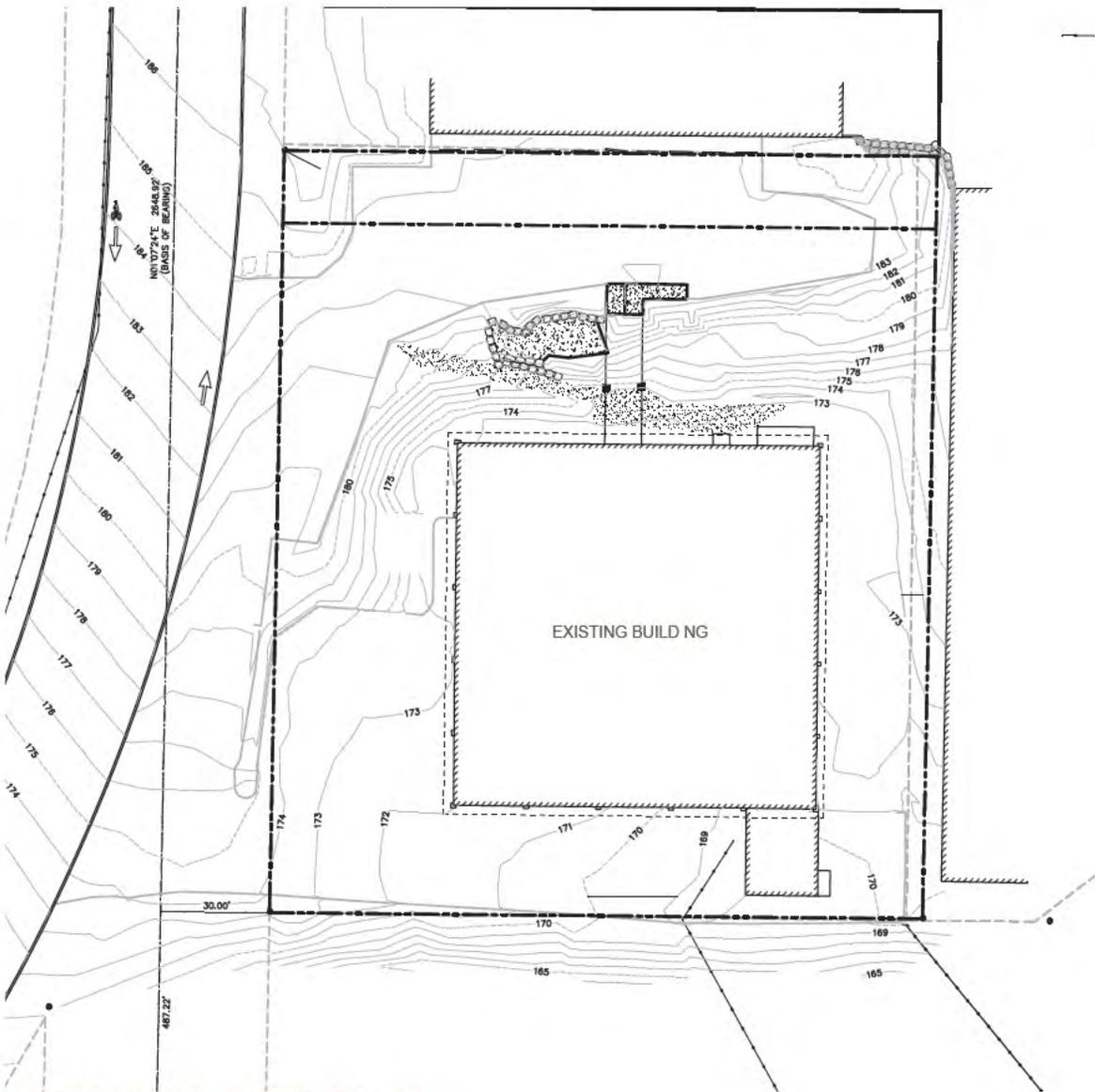
EMERALD - 10930 116TH AVE NE KIRKLAND, WA



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A.9



### EXISTING SITE PLAN

SCALE: 1/32" = 1'-0"

EMERALD - 10930 116TH AVE NE KIRKLAND, WA



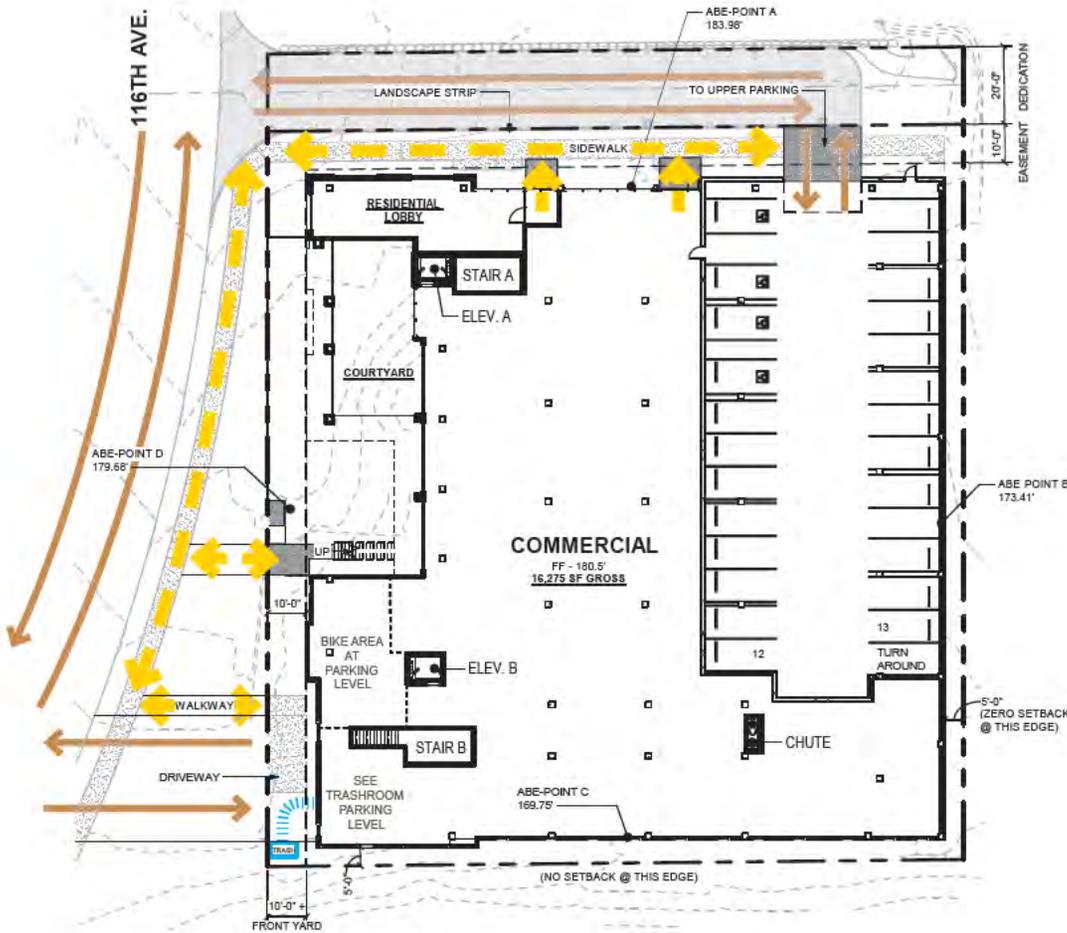
VICINITY MAP



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A.10



**SITE PLAN**  
SCALE: 1/32" = 1'-0"

**LEGEND:**

- VEHICULAR CIRCULATION
- PEDESTRIAN CIRCULATION
- TRASH STAGING ROUTE

**ABE CALCULATION:**

POINT A-	184'
SIDE A-	166.5'
POINT B-	173.4'
SIDE B-	179'
POINT C-	169.7'
SIDE C-	166.5'
POINT D-	179.7'
SIDE D-	179'
<b>ABE=</b> $(184 \times 166.5) + (173.4 \times 179) + (169.7 \times 166.5) + (179.7 \times 179)$	
$(166.5 + 179 + 166.5 + 179)$	
<b>ABE=</b>	<b>30,636 + 31,038.6 + 28,255.05 + 32,166.3</b>
	<b>691</b>
	<b>ABE= 176.7'</b>

**PROJECT DATA:**

UNIT COUNT: 130  
AVERAGE UNIT SIZE: 737.44

	GSF	RESIDENTIAL	PARKING	DAYCARE	AMENITY
BASEMENT	29,078		29,078		
PARKING LEVEL	29,851		29,851		
COMMERCIAL	25,845		8,317	18,189	1,339
R1	24,478	23,878			800
R2	24,311	24,311			
R3	24,315	24,315			
R4	24,315	24,315			
R5	23,834	22,334			1,500
<b>TOTAL</b>	<b>206,025</b>	<b>118,953</b>	<b>67,244</b>	<b>16,189</b>	<b>3,639</b>

UNIT TYPE	% OF TOTAL	RATE	QUANTITY	REQUIRED STALLS	SIZE (SF)
STUDIO	8%	1.2	9	10.8	800
1-BD	50%	1.3	58	75.4	720
2-BD	34%	1.0	39	62.4	900
3-BD	8%	1.8	9	16.2	1,200
GUESTS (10%)		10%	16	16.5	
AFFORDABLE	10%	1	13	13	
BIKE REDUCTION		5%		-9.5	

REQUIRED ACCESSIBLE STALLS		REQUIRED STALLS	184.6
5% OF COMMERCIAL STALLS	1	PROVIDED STALLS	190
2% OF RESIDENTIAL STALLS	4	STANDARD	70
1 PER TYPE A UNIT	8.5	TANDEM	24
<b>TOTAL ACCESSIBLE STALLS</b>	<b>11.5</b>	COMPACT	92
		PARALLEL STALLS OFF OF 118TH AVE	4

**PROPOSED SITE PLAN**

EMERALD - 10930 116TH AVE NE KIRKLAND, WA

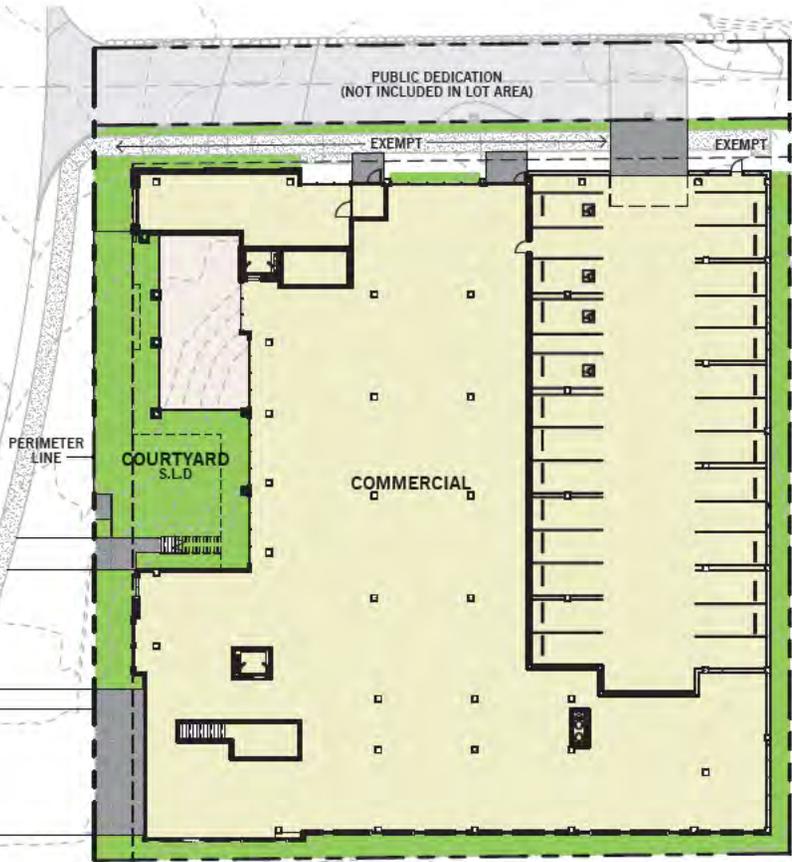


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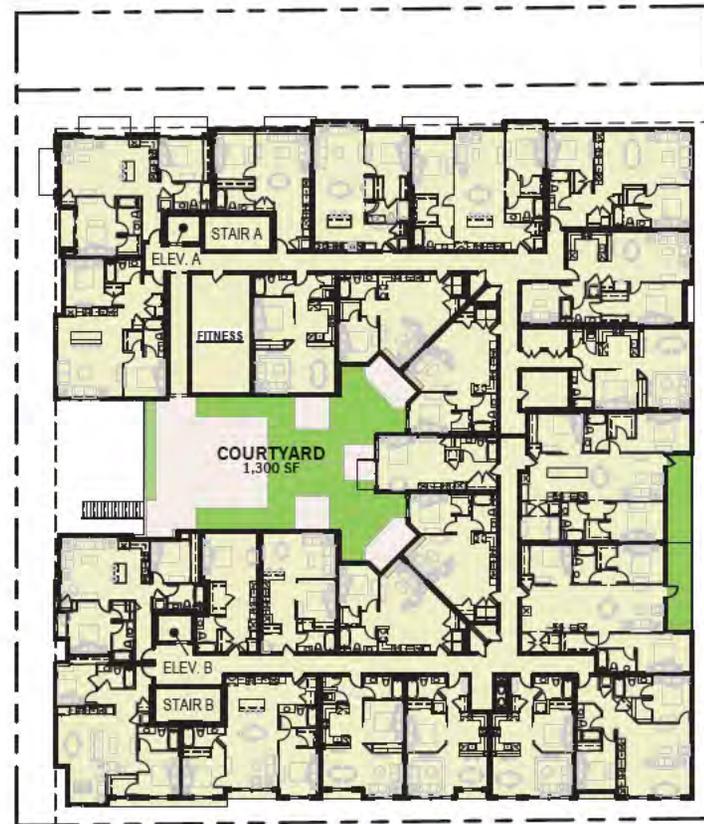


A.11

116TH AVE.



COMMERCIAL LEVEL  
SCALE: 1/32" = 1'-0"



FIRST RESIDENTIAL LEVEL  
SCALE: 1/32" = 1'-0"

**LEGEND:**

- PERMEABLE SURFACES
- IMPERMEABLE SURFACES
- 10X10 PAVERS CALCULATED AT 50%
- IMPERMEABLE SURFACES (BUILDING)
- EXEMPT EXEMPT PER KZC 115.90.-2e PUBLIC SIDEWALK IN EASEMENT ON PRIVATE PROPERTY

**LOT COVERAGE:**

**LOT COVERAGE CALCULATION**

LOT COVERAGE:	80%
SITE AREA:	34,200
IMPERVIOUS (MAX):	27,360
BUILDING FOOTPRINT:	25,494
COURTYARD (IMPERVIOUS):	1,108
PAVER AREA - 551SF/2:	235
CONCRETE WALKS:	272
<b>TOTAL COVERAGE:</b>	<b>27,109 (79%)</b>

**LOT COVERAGE DIAGRAMS**

EMERALD - 10930 116TH AVE NE KIRKLAND, WA



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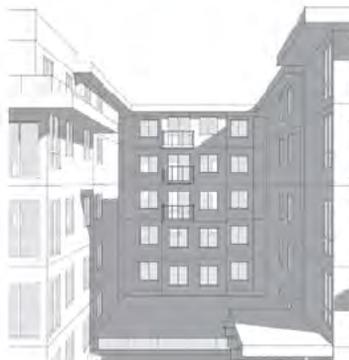


A.12

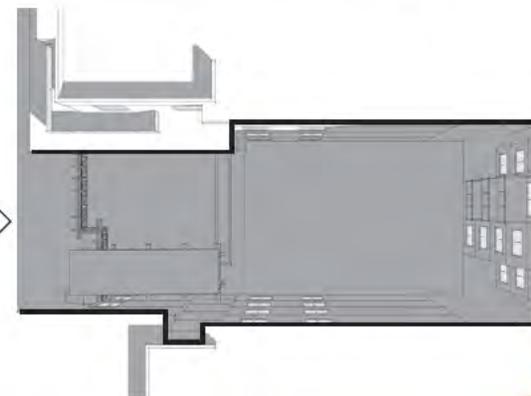
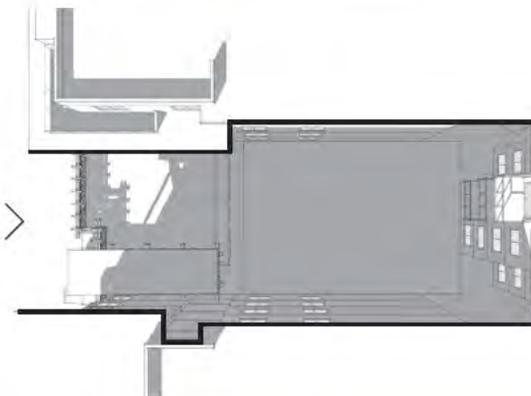
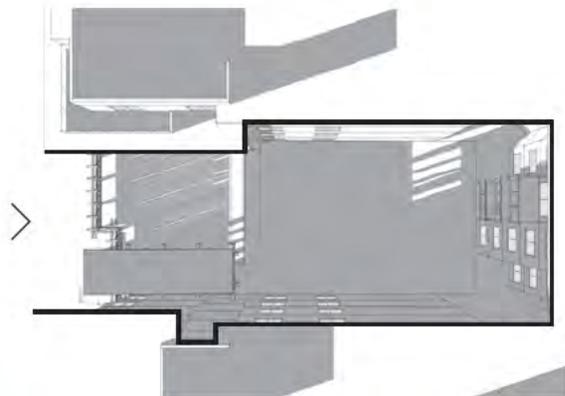
LATE AFTERNOON



MID DAY



MORNING



# WINTER SOLAR STUDY

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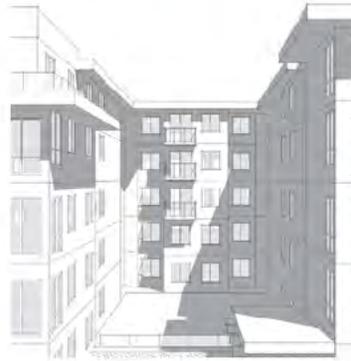


A.13

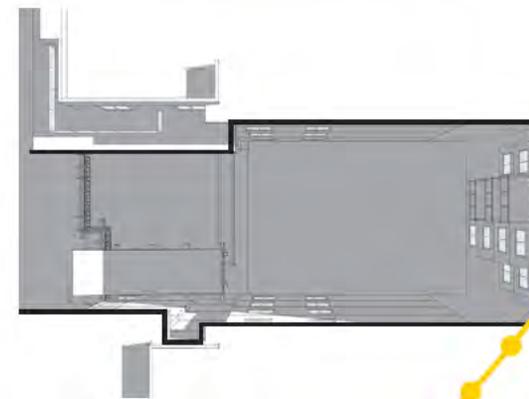
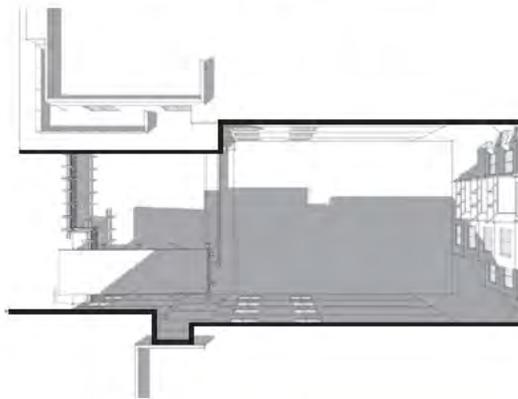
LATE AFTERNOON



MID DAY



MORNING



# SUMMER SOLAR STUDY

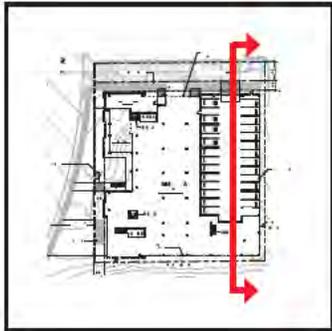
EMERALD - 10930 116TH AVE NE KIRKLAND, WA



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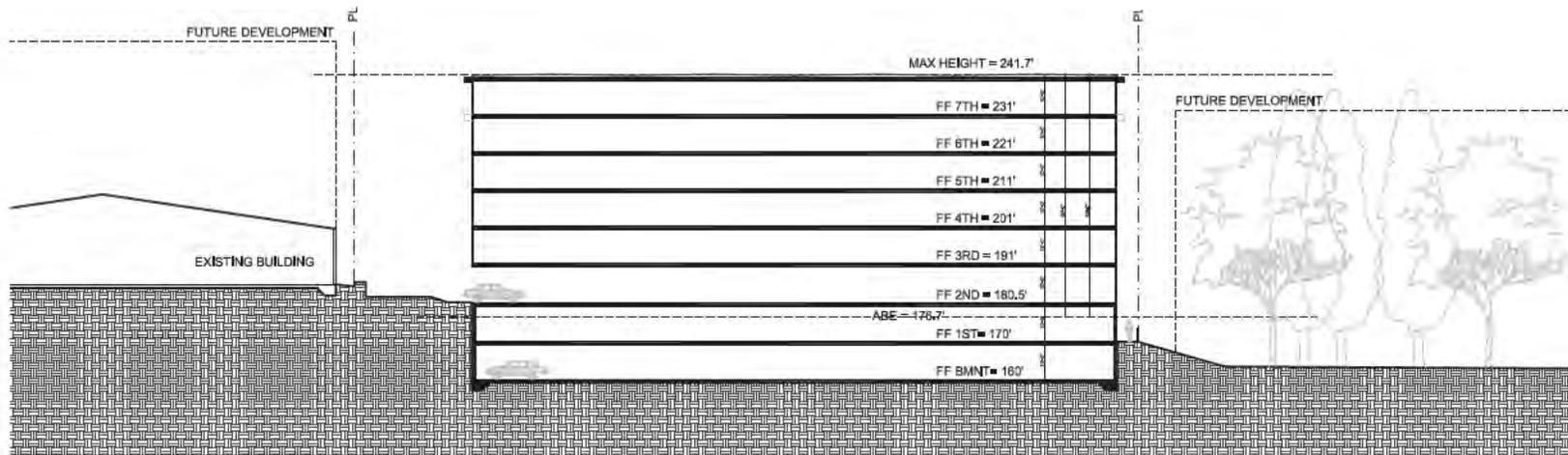


A.14



**ABE CALCULATION:**

	POINT A-	184'
	SIDE A-	166.5'
	POINT B-	173.4'
	SIDE B-	179'
	POINT C-	169.7'
	SIDE C-	166.5'
	POINT D-	179.7'
	SIDE D-	179'
ABE=	$(184 \times 166.5) + (173.4 \times 179) + (169.7 \times 166.5) + (179.7 \times 179)$	
	$(166.5 + 179 + 166.5 + 179)$	
ABE=	$30,836 + 31,038.6 + 28,255.05 + 32,160.3$	691
		ABE= 176.7'



**SITE SECTION 1**

SCALE: 1/32" = 1'-0"

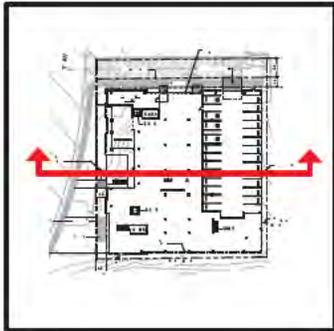
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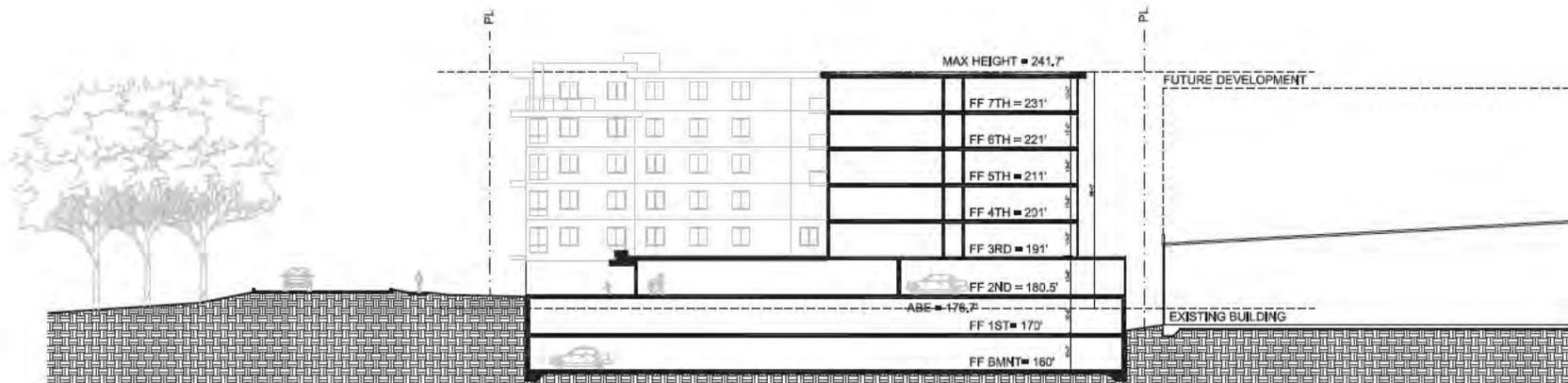


A.15



**ABE CALCULATION:**

	POINT A-	184'
	SIDE A-	166.5'
	POINT B-	173.4'
	SIDE B-	179'
	POINT C-	169.7'
	SIDE C-	166.5'
	POINT D-	179.7'
	SIDE D-	179'
ABE=	$(184 \times 166.5) + (173.4 \times 179) + (169.7 \times 166.5) + (179.7 \times 179)$ $(166.5 + 179 + 166.5 + 179)$	
ABE=	$30,836 + 31,038.6 + 28,255.05 + 32,166.3$ 691	
	ABE= 176.7'	



## SITE SECTION 2

SCALE: 1/32" = 1'-0"

EMERALD - 10930 116TH AVE NE KIRKLAND, WA



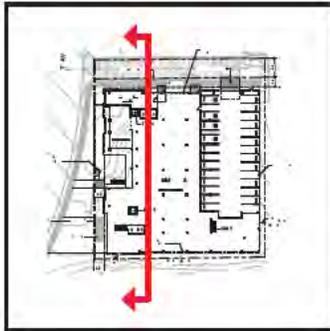
JOB NO. 1130.042

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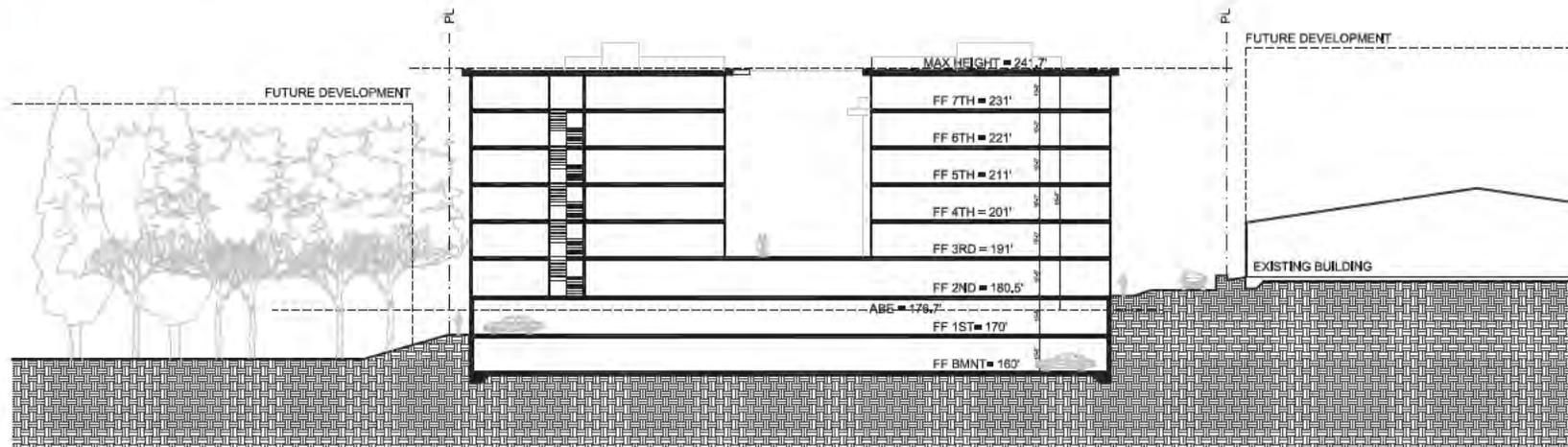


A.16



**ABE CALCULATION:**

	POINT A-	184'
	SIDE A-	166.5'
	POINT B-	173.4'
	SIDE B-	179'
	POINT C-	169.7'
	SIDE C-	166.5'
	POINT D-	179.7'
	SIDE D-	179'
ABE=	$(184 \times 166.5) + (173.4 \times 179) + (169.7 \times 166.5) + (179.7 \times 179)$ $(166.5 + 179 + 166.5 + 179)$	
ABE=	$30,836 + 31,038.6 + 28,255.05 + 32,160.3$ 691	
	ABE= 176.7'	



**SITE SECTION 3**

SCALE: 1/32" = 1'-0"

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A.17



**BASEMENT LEVEL FLOOR PLAN**

SCALE: 1/32" = 1'-0"

25 STANDARD  
12 TANDEM  
48 COMPACT  
83 STALLS



**(P1) LOBBY LEVEL FLOOR PLAN**

SCALE: 1/32" = 1'-0"

20 STANDARD  
12 TANDEM  
48 COMPACT  
78 STALLS

**BUILDING PLAN LEGEND**

- PROPERTY LINE
- SETBACK LINE
- AREA OF ARCHITECTURAL ENDEAVOUR
- AREA OF MINOR VARIATION REQUEST PER KZC SECTION 142.3/

**FLOOR PLANS**

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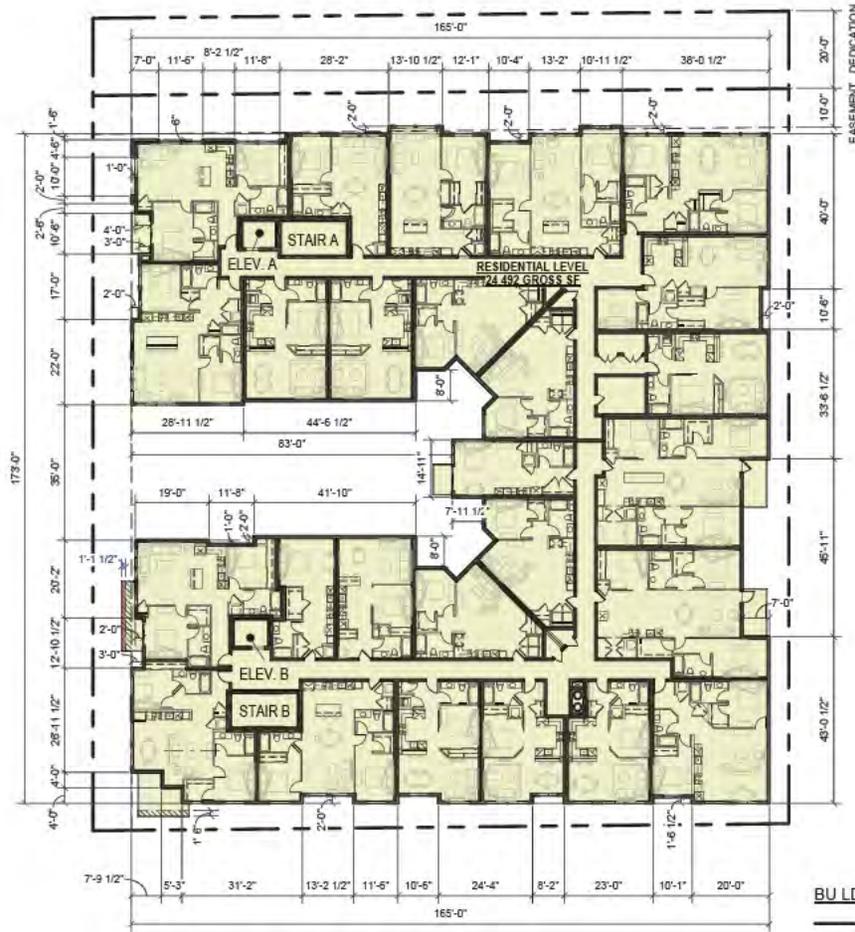


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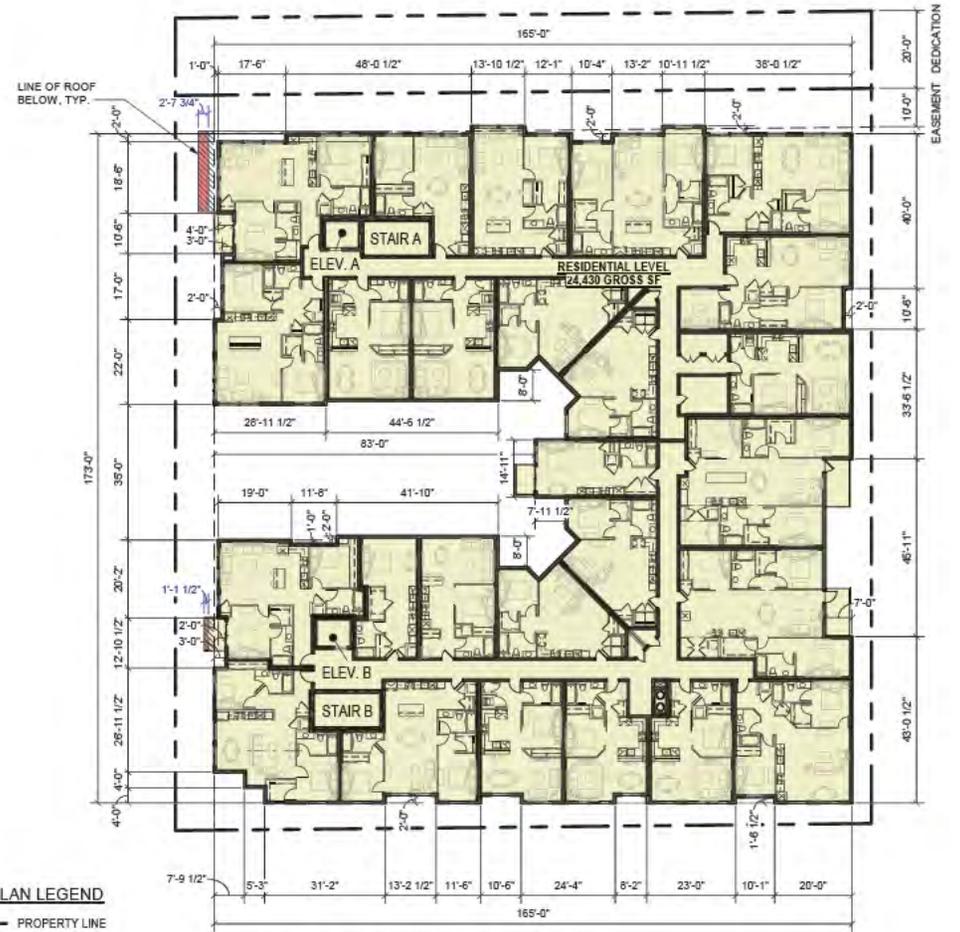


A.18





**(R2) 4TH FLOOR PLAN**  
SCALE: 1/32" = 1'-0"



**(R3) 5TH & (R4) 6TH FLOOR PLAN**  
SCALE: 1/32" = 1'-0"

**BUILDING PLAN LEGEND**

- PROPERTY LINE
- SETBACK LINE
- AREA OF ARCHITECTURAL ENCROUCHMENT
- AREA OF MINOR VARIATION REQUEST PER KZC SECTION 142.37

# FLOOR PLANS

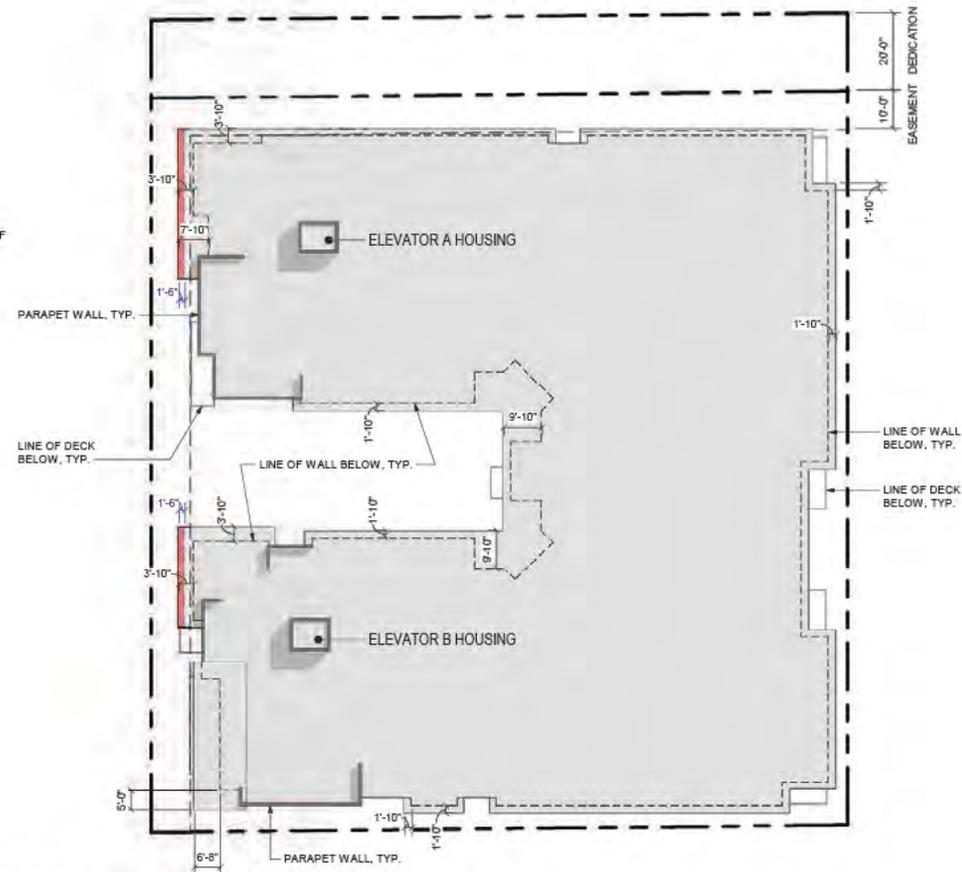
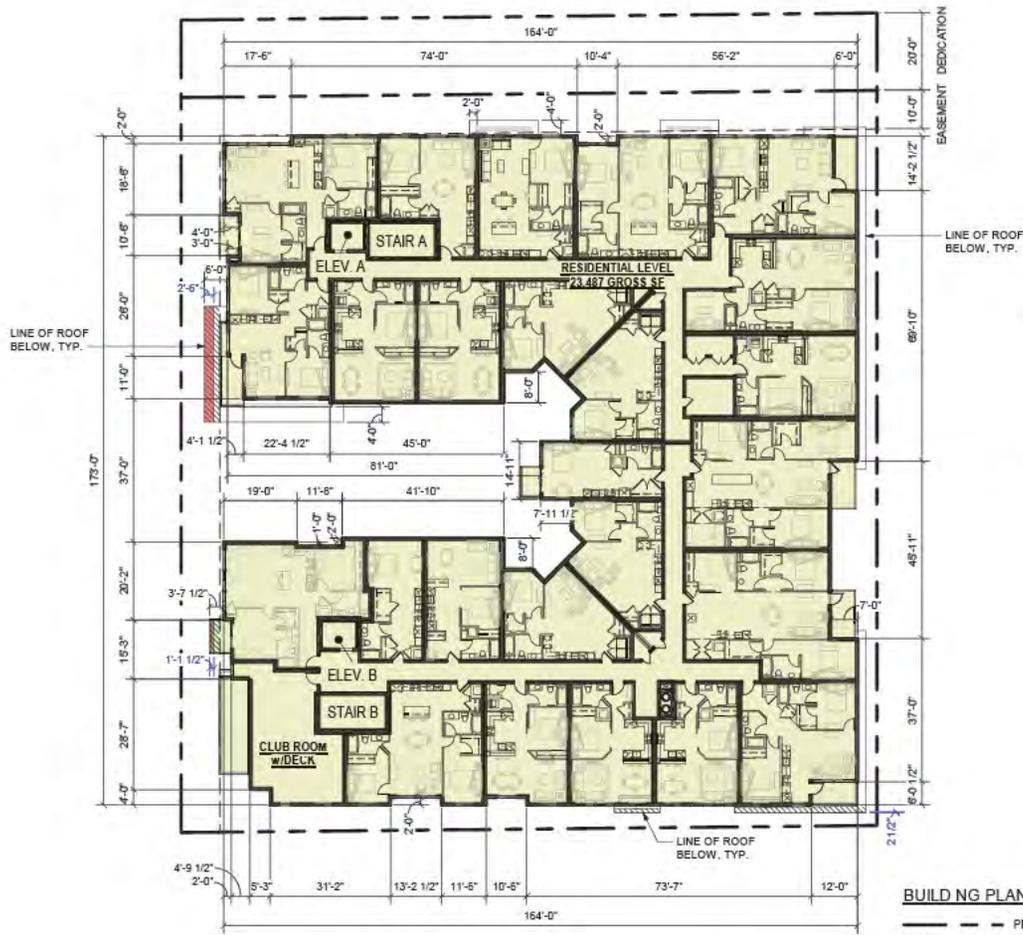
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A.20



- BUILDING PLAN LEGEND**
- PROPERTY LINE
  - SETBACK LINE
  - AREA OF ARCHITECTURAL ENCROUCHMENT
  - AREA OF MINOR VARIATION REQUEST PER KZC SECTION 142.37

# FLOOR PLANS

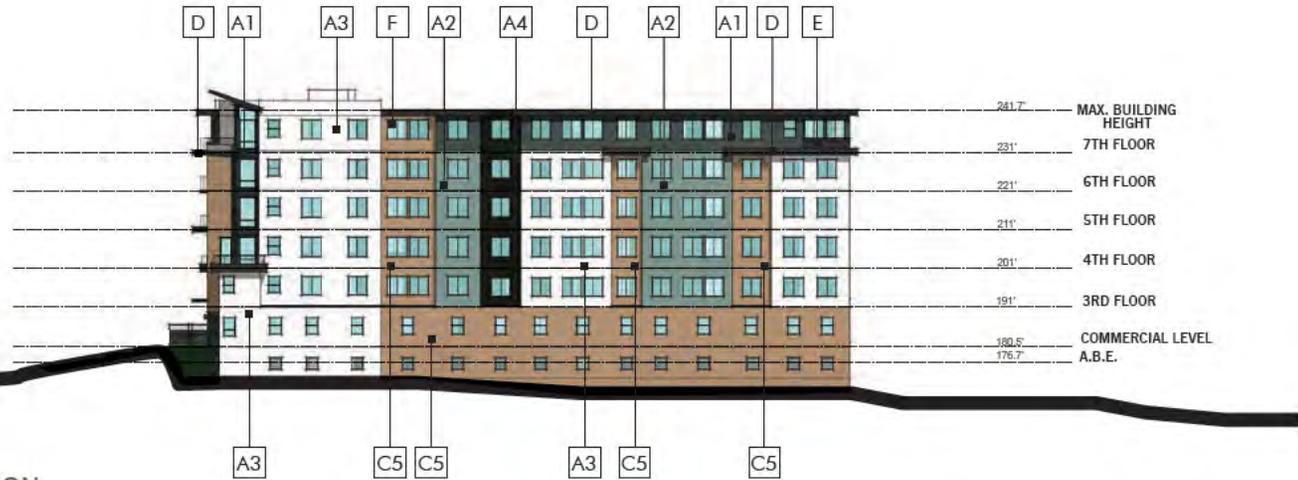
EMERALD - 10930 116TH AVE NE KIRKLAND, WA



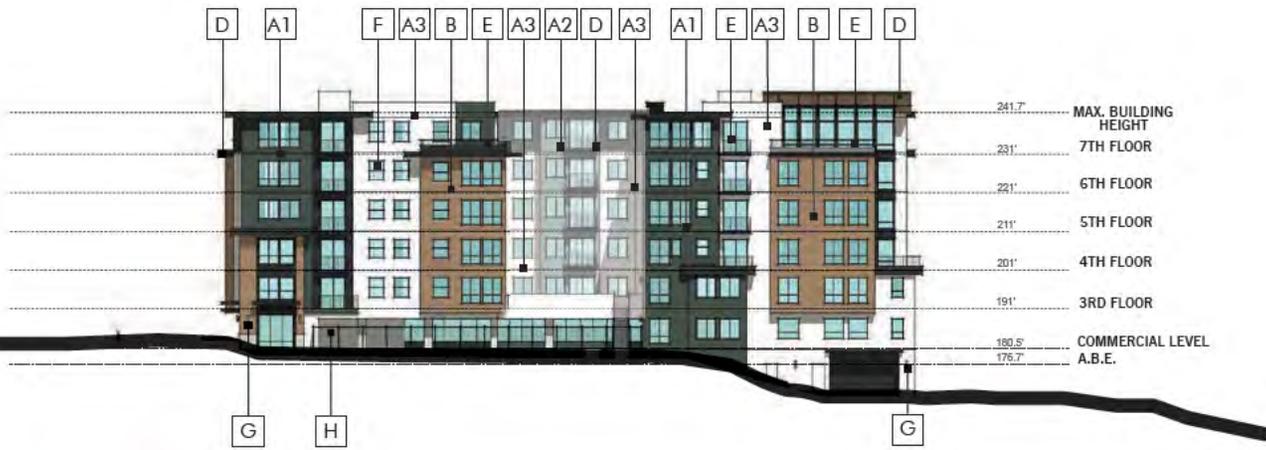
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A.21



**SOUTH ELEVATION**  
SCALE: 1/32" = 1'-0"



**WEST ELEVATION**  
SCALE: 1/32" = 1'-0"

**MATERIALS:**

- A. FIBER CEMENT PANEL
- B. LONGBOARD METAL SIDING
- C. FIBER CEMENT LAP SIDING
- D. ALUMINUM AWNINGS
- E. PREFAB. DECKS / METAL RAILINGS
- F. VINYL WINDOWS
- G. WALL SCONCE LIGHTING
- H. LANDSCAPE FENCE
- J. ALUMINUM STOREFRONT
- K. CONCRETE FACADE FINISH

**COLORS:**

1. SW 6216 "JASPER"
2. SW 6215 "ROCKY RIVER"
3. SW 7029 "AGREEABLE GRAY" (OPT. 1)  
SW 7568 "NEUTRAL GROUND" (OPT. 2)
4. SW 6991 "BLACK MAGIC"
5. SW 6107 "NOMADIC DESERT" (OPT. 1)  
SW 9108 "DOUBLE LATTE" (OPT. 2)



**ELEVATIONS**

EMERALD - 10930 116TH AVE NE KIRKLAND, WA



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**MATERIALS:**

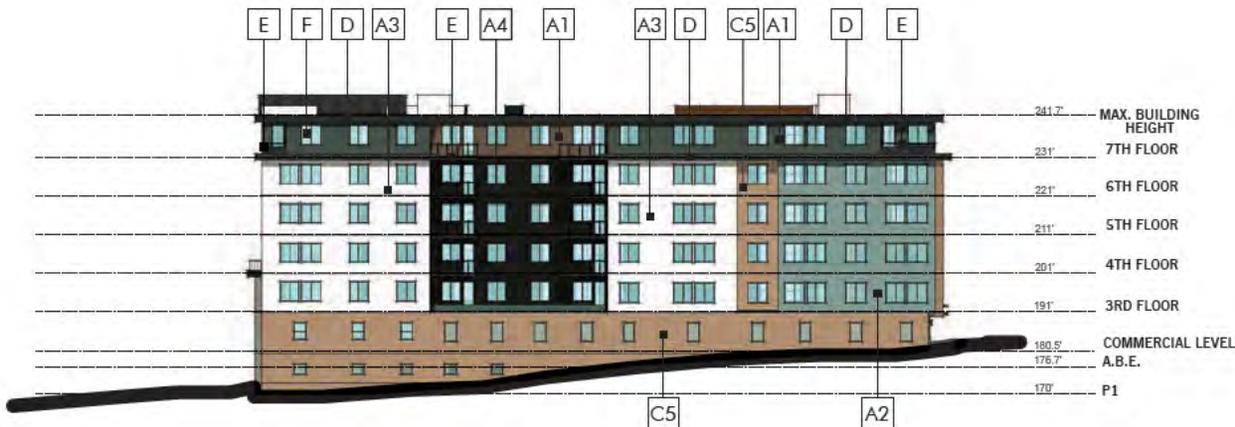
- A. FIBER CEMENT PANEL
- B. LONGBOARD METAL SIDING
- C. FIBER CEMENT LAP SIDING
- D. ALUMINUM AWNINGS
- E. PREFAB. DECKS / METAL RAILINGS
- F. VINYL WINDOWS
- G. WALL SCONCE LIGHTING
- H. LANDSCAPE FENCE
- J. ALUMINUM STOREFRONT
- K. CONCRETE FACADE FINISH

**COLORS:**

1. SW 6216 "JASPER"
2. SW 6215 "ROCKY RIVER"
3. SW 7029 "AGREEABLE GRAY" (OPT. 1)  
SW 7568 "NEUTRAL GROUND" (OPT. 2)
4. SW 6991 "BLACK MAGIC"
5. SW 6107 "NOMADIC DESERT" (OPT. 1)  
SW 9108 "DOUBLE LATTE" (OPT. 2)



**NORTH ELEVATION**  
SCALE: 1/16" = 1'-0"



**EAST ELEVATION**  
SCALE: 1/16" = 1'-0"

**ELEVATIONS**

EMERALD - 10930 116TH AVE NE KIRKLAND, WA



JOB NO. 1130.042  
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San Diego, CA 92101  
858-350-0544



A.23

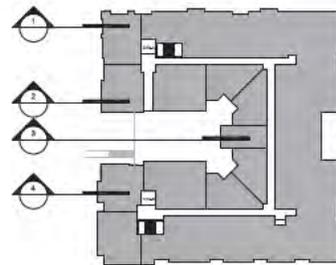


**WALL SECTION 1**  
SCALE: 1/8" = 1'-0"

**WALL SECTION 2**  
SCALE: 1/8" = 1'-0"

**WALL SECTION 3**  
SCALE: 1/8" = 1'-0"

**WALL SECTION 4**  
SCALE: 1/8" = 1'-0"



# WALL SECTIONS

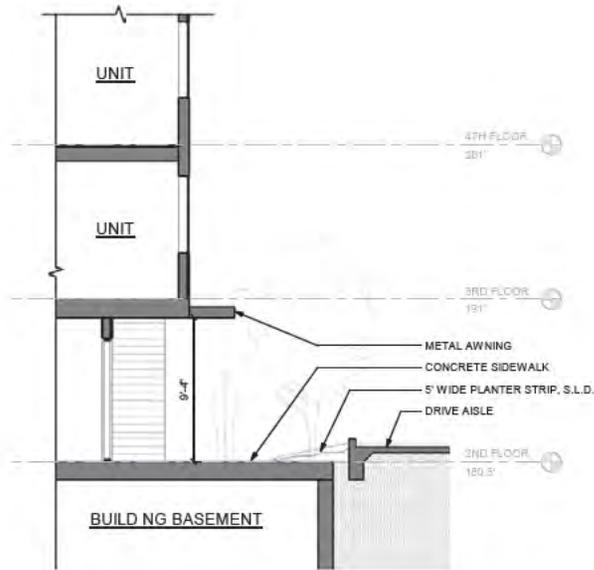
EMERALD - 10930 116TH AVE NE KIRKLAND, WA



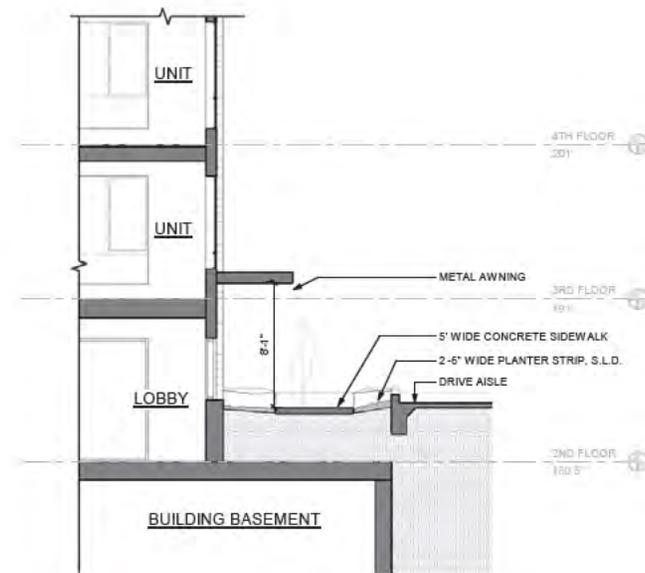
JOB NO. 1130.042  
DATE 07-07-2020  
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San Diego, CA 92101  
858-350-0544



A.24



**WALL SECTION 5**  
SCALE: 1/8" = 1'-0"



**WALL SECTION 6**  
SCALE: 1/8" = 1'-0"



# WALL SECTIONS

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A.25



## WEST RENDERING

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A.26



## NORTH RENDERING

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A.27



# PRECEDENT IMAGERY MAIN STREET PROJECTS

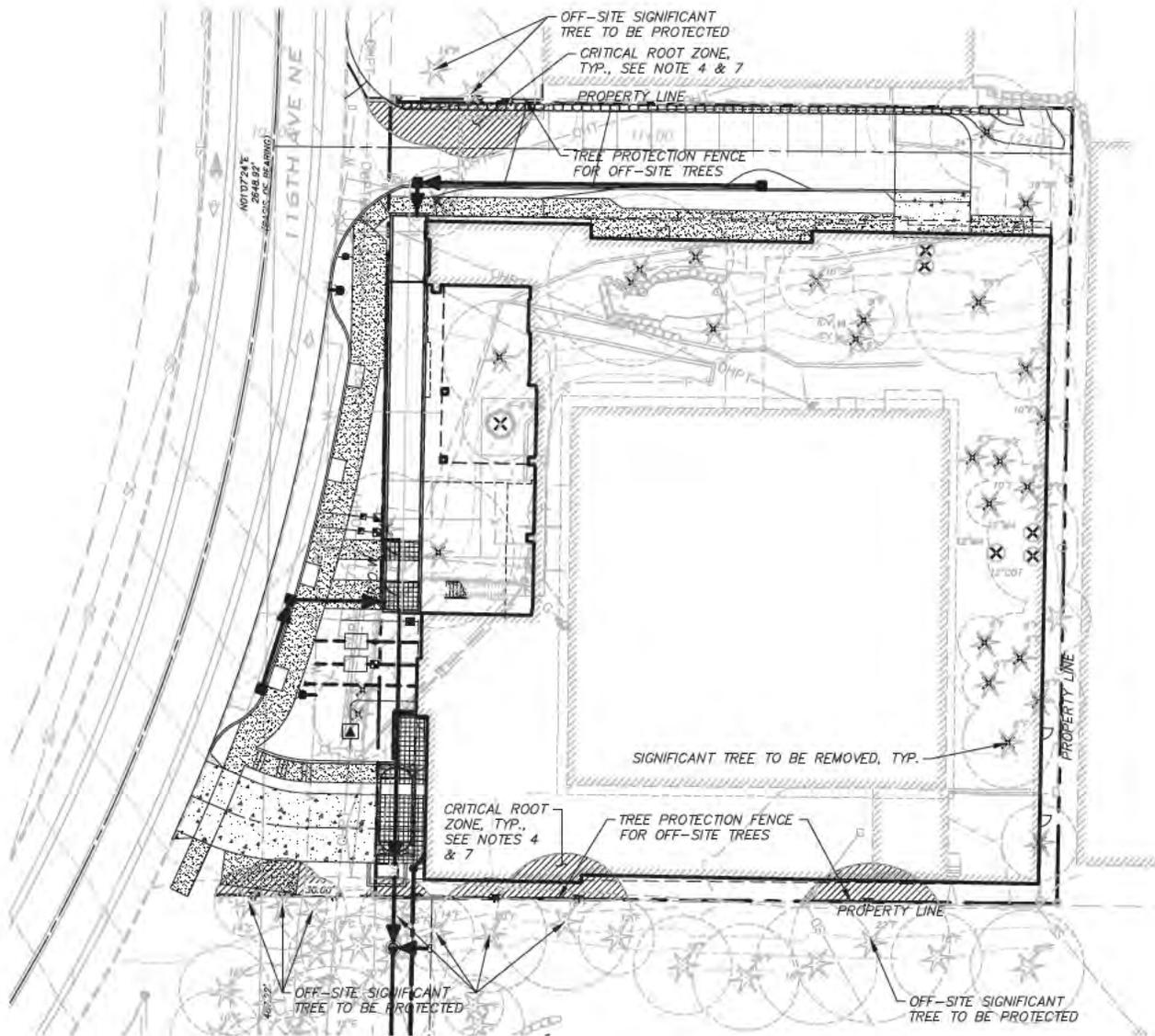
EMERALD - 10930 116TH AVE NE KIRKLAND, WA



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 DATE 07-07-2020  
 501 West Broadway, Suite 1080  
 San Diego, CA 92101  
 858-350-0544



A.28



TREE RETENTION DATA:

DEVELOPMENT ACTIVITY: MULTIFAMILY

SIGNIFICANT TREES TO BE REMOVED (ON-SITE): 33

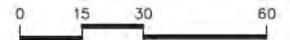
SIGNIFICANT TREES TO BE REMOVED (R.O.W.): 2

SIGNIFICANT TREES TO BE RETAINED: 0

TREE DENSITY REQUIREMENTS: NOT APPLICABLE FOR THIS DEVELOPMENT ACTIVITY

TREE RETENTION NOTES:

1. TREE PROTECTION FENCING SHALL BE 6' HIGH MIN. CHAIN LINK FENCE AND PLACED PRIOR TO LAND CLEARING, FILLING, OR ANY LAND ALTERATION.
2. NO PERSON MAY CONDUCT ANY ACTIVITY WITHIN THE PROTECTED AREA ON ANY TREE DESIGNATED FOR PROTECTION, INCLUDING, BUT NOT LIMITED TO, OPERATING OR PARKING EQUIPMENT, PLACING SOLVENTS, STORING BUILDING MATERIAL OR STOCKPILING ANY MATERIALS, OR DUMPING CONCRETE WASHOUT OR OTHER CHEMICALS. DURING CONSTRUCTION, NO PERSON SHALL ATTACH ANY OBJECT TO ANY TREE DESIGNATED FOR PROTECTION.
3. INSTALL HIGHLY VISIBLE SIGNS SPACED NO FURTHER THAN 15 FEET ALONG THE ENTIRETY OF THE PROTECTIVE TREE FENCE. SAID SIGN MUST BE APPROVED BY THE PLANNING OFFICIAL AND SHALL STATE AT A MINIMUM "TREE AND SOIL PROTECTION AREA, ENTRANCE PROHIBITED" AND PROVIDE THE CITY PHONE NUMBER FOR CODE ENFORCEMENT TO REPORT VIOLATIONS.
4. EXCAVATION OR COMPACTION OF SOIL OR OTHER POTENTIALLY DAMAGING ACTIVITIES WITHIN THE BARRIERS IS PROHIBITED; PROVIDED, THAT THE PLANNING OFFICIAL MAY ALLOW SUCH ACTIVITIES APPROVED BY A QUALIFIED PROFESSIONAL AND UNDER THE SUPERVISION OF A QUALIFIED PROFESSIONAL RETAINED AND PAID FOR BY THE APPLICANT.
5. MAINTAIN THE PROTECTIVE BARRIERS IN PLACE FOR THE DURATION OF THE PROJECT UNTIL THE PLANNING OFFICIAL AUTHORIZES THEIR REMOVAL.
6. PROPOSED LANDSCAPING DONE IN THE PROTECTION ZONE SUBSEQUENT TO THE REMOVAL OF THE BARRIERS SHALL BE ACCOMPLISHED WITH MACHINERY FROM OUTSIDE THE PROTECTED ZONE OR BY HAND.
7. FOLLOW REQUIREMENTS OF KZC 95.34.2f AND KZC 95.34.3 AS APPLICABLE.



SCALE: 1" = 30"

# TREE RETENTION PLAN

EMERALD - 10930 116TH AVE NE KIRKLAND, WA



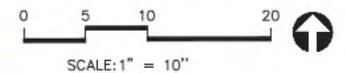
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L.1







# COMMERCIAL LEVEL PLAN

EMERALD - 10930 116TH AVE NE KIRKLAND, WA



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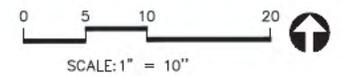
# LEVEL 3 COURTYARD PLAN

EMERALD - 10930 116TH AVE NE KIRKLAND, WA



JOB NO. 1130.042  
 DATE 07-07-2020  
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 San Diego, CA 92101  
 858-350-0544





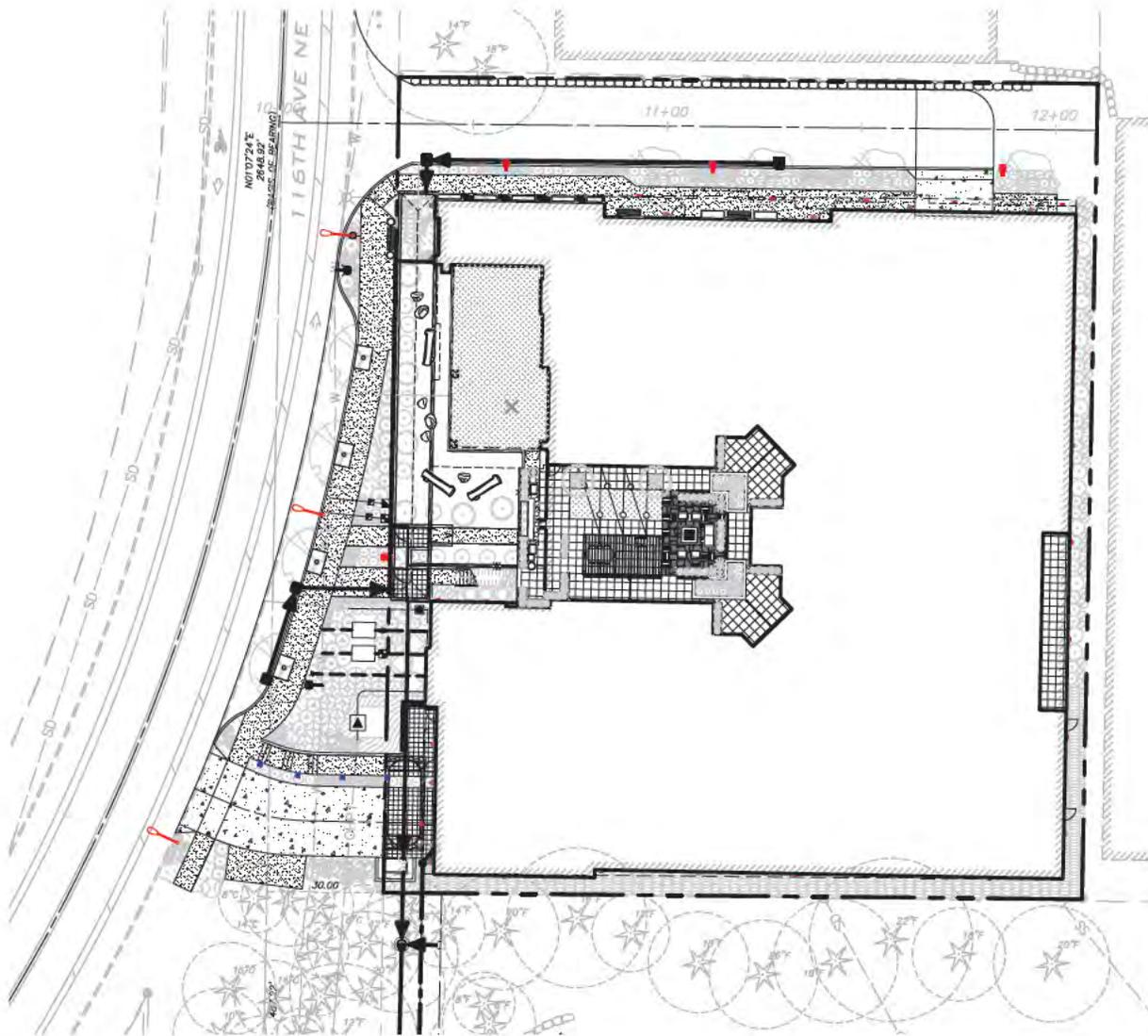
# NORTH SIDE PLAN

EMERALD - 10930 116TH AVE NE KIRKLAND, WA



JOB NO. 1130.042  
 DATE 07-07-2020  
 501 West Broadway, Suite 1080  
 San Diego, CA 92101  
 858-350-0544





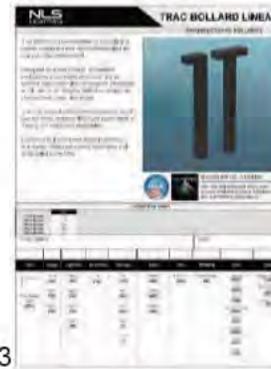
LIGHTING LEGEND		
SYM.	QTY.	DESCRIPTION
	3	STREET LIGHT PER CITY OF KIRKLAND REQUIREMENTS
	4	POLE-MOUNT LED LUMINAIRE, TYPE IV (SL4) DISTRIBUTION W/SPILL CONTROL, HOUSE SIDE SHIELD, AND DIMMING CONTROL PASSIVE INFRARED (PIR) SENSOR ON 15H 4" STEEL SQUARE STRAIGHT POLE BASIS OF DESIGN: NLS LIGHTING NV-1 MODEL NO.: NV-1-74-SL-1-40K-UNV-BR2-FSP20-HSS FINISH: BRONZE POWDERCOAT (SEE IMAGE 1 BELOW)
	23	WALL-MOUNT AREA LIGHT, TYPE 3 DISTRIBUTION W/DIMMING CONTROL BASIS OF DESIGN: NLS LIGHTING NV-W MODEL NO.: NV-W75-16-1-40K-UNV-W-BR2-DC20 COLOR: BRONZE POWDERCOAT (SEE IMAGE 2 BELOW)
	4	BOLLARD LIGHT, 42" HIGH, TYPE 2 DISTRIBUTION BASIS OF DESIGN: NLS LIGHTING TRAC BOLLARD LINEAR MODEL NO.: TB-42-72-16-175-BR2 COLOR: BRONZE POWDERCOAT (SEE IMAGE 3 BELOW)
	14	WALL-MOUNT SCONCE



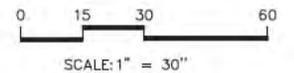
1



2



3



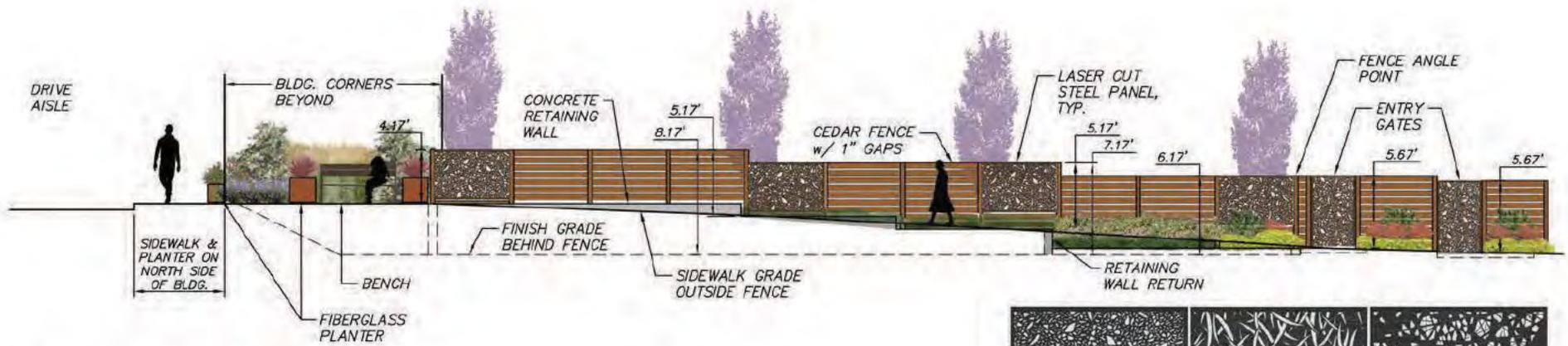
# CONCEPTUAL LIGHTING PLAN

EMERALD - 10930 116TH AVE NE KIRKLAND, WA



JOB NO. 1130.042  
 DATE 07-07-2020  
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 San Diego, CA 92101  
 656-350-0544

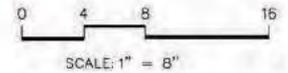




STREET FRONTAGE



PANEL PATTERN OPTIONS



<p><b>EVERETT BENCH</b></p> <ul style="list-style-type: none"> <li>• Durable, low-maintenance material</li> <li>• Available in multiple colors</li> <li>• Modern, minimalist design</li> <li>• Easy to clean and maintain</li> </ul>	<p><b>EVERETT PLANTER</b></p> <ul style="list-style-type: none"> <li>• Large capacity for plants</li> <li>• Sleek, modern design</li> <li>• Durable, weather-resistant material</li> <li>• Easy to clean and maintain</li> </ul>
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BENCHES



FIBERGLASS PLANTERS

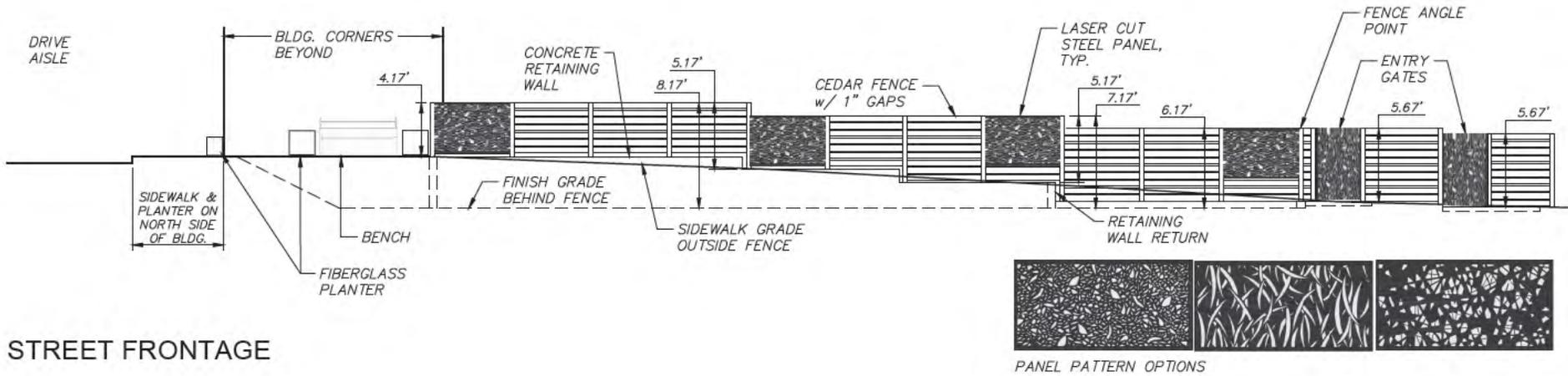
IMAGES

EMERALD - 10930 116TH AVE NE KIRKLAND, WA

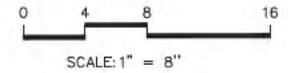


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STREET FRONTAGE



BENCHES



FIBERGLASS PLANTERS

IMAGES

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NORTH SIDE BUILDING FRONTAGE



NORTHWEST CORNER



116TH AVE NE STREET FRONTAGE



116TH AVE NE PEDESTRIAN ENTRY

# STREET FRONTAGE RENDERINGS

EMERALD - 10930 116TH AVE NE KIRKLAND, WA



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L.10



LEVEL 3 COURTYARD LOOKING EAST



COURTYARD LOOKING SOUTHEAST



COURTYARD LOOKING SOUTHWEST



COURTYARD LOOKING NORTHWEST

# COURTYARD RENDERINGS

EMERALD - 10930 116TH AVE NE KIRKLAND, WA



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L.11



**CITY OF KIRKLAND**  
Planning and Building Department  
123 5th Avenue, Kirkland, WA 98033  
425.587.3600 ~ [www.kirklandwa.gov](http://www.kirklandwa.gov)

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## **DEVELOPMENT STANDARDS LIST**

### **FILE: EMERALD MIXED USE, DRV20-00118**

#### **ZONING CODE STANDARDS**

**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.

**95.52 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.

**105.32 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.

**105.60.4 Parking Lot Walkways.** All parking lots which contain more than 25 stalls must include pedestrian walkways through the parking lot to the main building entrance or a central location. Lots with more than 25,000 sq. ft. of paved area must provide pedestrian routes for every 3 aisles to the main entrance.

**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.

**105.96 Drive Through Facilities.** See section for design criteria for approving drive through facilities.

**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.

**115.95 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 Required Setback Yards.** This section establishes what structures, improvements and activities may be within required setback yards as established for each use in each zone.

**115.115.3.g Rockeries and Retaining Walls.** Rockeries and retaining walls are limited to a maximum height of four feet in a required yard unless certain modification criteria in this section are met. The combined height of fences and retaining walls within five feet of each other in a required yard is limited to a maximum height of 6 feet, unless certain modification criteria in this section are met.

**115.120 Rooftop Appurtenance Screening.** New or replacement appurtenances on existing



# DEVELOPMENT STANDARDS

## DRV20-00118

### FIRE DEPARTMENT

#### FIRE DEPARTMENT COMMENTS

Contact: Captain Chappell at 425-587-3655; or [jchappell@kirklandwa.gov](mailto:jchappell@kirklandwa.gov)

#### ACCESS

The building fronts on one right of way. The distance around the building is approximately 380 feet. The fire department access is NOT met.

#### FIRE FLOW

Fire flow requirement is based on total square footage of the building and type of construction. With allowed IFC reduction, required fire flow for this building is 2000 gpm.

Fire flow on 116th Ave NE is approximately 2,000 gpm. Fire flow appears to be adequate. Confirmation may be required.

#### HYDRANTS

Fire hydrants will need to be placed so that there is a hydrant within 150 feet of every part of the building accessible by fire department vehicles. Final layout is not confirmed so it is not known if hydrants are adequate.

#### FIRE SPRINKLERS

A sprinkler system is required to be installed throughout the building. Submit plans, specifications and calculations electronically for approval at [www.MyBuildingPermit.com](http://www.MyBuildingPermit.com). All plans shall be designed and stamped by a person holding a State of Washington Certificate of Competency Level III certification. The system shall be installed by a state licensed sprinkler contractor. REF RCW 18.60 State of Washington.

A dedicated sprinkler riser room is required, and it shall be placed on an exterior wall. The underground line shall run from the outside directly up into the riser room (meaning, it shall not run under the slab for any distance). If the riser room has direct access from the outside, a PIV is not required. The sprinkler riser room may be used for other mechanical equipment, but not for the main electrical room nor shall it be used for storage; it may be used to house the fire alarm panel.

NOTE: TWO PERMITS are required from the Fire Department for installation of the fire sprinkler system, one for the underground and one for the sprinkler system itself. No work shall be performed on the sprinkler system without a Fire Department permit.

The civil drawings may be used as reference but do not constitute permission to install the fire sprinkler underground. The underground permit is NOT over-the-counter, so should be applied for well in advance of the anticipated date of start of construction.

#### STANDPIPES

Standpipe systems shall be installed throughout buildings where the floor level of the highest story is located more

than 30 feet above the lowest level of the fire department vehicle access, or where the floor level of the lowest story is located more than 30 feet below the highest level of fire department vehicle access.

A standpipe is required. Submit plans, specifications and calculations electronically for approval at [www.MyBuildingPermit.com](http://www.MyBuildingPermit.com). The plans shall include isometric elevation drawing of the entire standpipe system including location of any isolation valves. It may be incorporated into the fire sprinkler system.

Note: Per the IFC 3313, standpipes shall be operational when the progress of construction is not more than 40 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 plans and specifications for approval electronically at [MyBuildingPermit.com](http://MyBuildingPermit.com). The system shall comply with Washington State Barrier Free requirements regarding installation of visual devices and pull stations. The low-frequency requirement is also required for this project. 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. Minimum rating is 2A10BC. Extinguishers shall be mounted or in cabinets so that the top of the extinguisher is no more than 5 feet above the finished floor. Travel distance to a fire extinguisher shall not exceed 75 feet as measured along the route of travel.

#### COMMERCIAL COOKING

If any of the tenants are restaurants, a commercial cooking hood and duct extinguishing system is required to be installed. Submit three sets of plans and specifications to the Fire Department for approval; or the permit may be applied for electronically at [MyBuildingPermit.com](http://MyBuildingPermit.com). The system shall be listed for application or specifically designed for such application. In addition, a K-class (Kitchen) fire extinguisher with a UL rating of 1-B:C is required to be installed within 30 feet of cooking equipment. The hood and duct suppression system is required to be tied into the building fire alarm system.

#### 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](http://www.knoxbox.com); or by filling out an order form which is available from the Fire Department office. Contact the Fire Prevention Bureau at 425-587-3661 for more information.

#### EMERGENCY RADIO COVERAGE (Effective 7-1-16)

This is not a requirement for a radio system per se, only providing you with information regarding the City's radio requirement for new buildings. The building "may" need a radio system because it is not exempted outright from the requirement (via any of the below thresholds)

510.1 Emergency Responder Radio Coverage. All new buildings shall have approved radio coverage for emergency responders within any building meeting any of the following conditions.

1. There are more than five stories above grade plane (as defined by the International Building Code, Section 202);
  2. The total building area is 50,000 square feet or more;
  3. The total basement area is 10,000 square feet or more;
- Or

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.

***Prior to issuance of a grading or building permit:***

**27.06.030 Park Impact Fees.** New residential units are required to pay park impact fees prior to issuance of a building permit. Please see KMC 27.06 for the current rate. Exemptions and/or credits may apply pursuant to KMC 27.06.050 and KMC 27.06.060. If a property contains an existing unit to be removed, a "credit" for that unit shall apply to the first building permit of the subdivision.

***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.

4. There are floors used for human occupancy more than 30 feet below the finish floor of the lowest level of exit discharge.

Exception:

1. Buildings and area of buildings that have minimum radio coverage signal strength levels of the King County Regional 800 MHz Radio System within the building in accordance with Section 510.4.1. (This may be determined through analysis during the construction phase.)

If it is determined that a radio system is required, a fire department construction permit is required for installation.

#### SMOKE CONTROL

Depending upon the type of construction, a smoke control system may be required. This project appears to take the IBC exception for 5 floors of wood, therefore smoke control is required.

#### FIRE SAFETY DURING CONSTRUCTION

The building is approximately 150,000 s.f. (not including garage). In addition to the general fire safety requirements in IFC 3308, the Kirkland Fire Department has several requirements for high rise and/or wood-frame buildings more than 50,000 square feet in area.

3308.8.1 Job Site Security. After above grade combustible construction has begun, the job site shall be secured with controlled access. In addition, off hours guard service and/or motion controlled surveillance may be required at the discretion of the fire code official.

3308.8.2 Job shacks and other temporary structures. Job shacks and other temporary structures located within or less than 20' from the permanent building shall be:

- Constructed of non-combustible materials or 1 hour fire-resistive construction.
- Shall not be equipped with fuel fired heaters
- Shall be equipped with monitored fire alarm system when located below grade
- Shall not function as offices unless protected with automatic sprinkler systems

### PUBLIC WORKS DEPARTMENT

#### Public Works Staff Contacts

Jamie Ward, Development Engineer  
Phone: 425-587-3809 / E-mail: [jward@kirklandwa.gov](mailto:jward@kirklandwa.gov)

#### 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.
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 applicant should anticipate the following fees:
  - o Water, Sewer, and Surface Water Connection Fees \*
  - o Side Sewer Inspection Fee \*
  - o Septic Tank Abandonment Inspection Fee
  - o Water Meter Fee \*
  - o Right-of-way Fee
  - o Review and Inspection Fee
  - o Building Permits associated with this proposed project will be subject to the traffic, park, and school impact fees per Chapter 27 of the Kirkland Municipal Code. The impact fees shall be paid prior to issuance of the Building

Permit(s). Any existing buildings within this project which are demolished will receive a Traffic Impact Fee credit, Park Impact Fee Credit and School Impact Fee Credit. This credit will be applied to the first Building Permits that are applied for within the project. The credit amount for each demolished building will be equal to the most currently adopted Fee schedule.

\* Fee to be paid with the issuance of a Building Permit.

3. All street and utility improvements shall be permitted by obtaining a Land Surface Modification (LSM) Permit, including the required LSM Checklist.

4. Submittal of Building Permits within a subdivision prior to recording:

- Submittal and Issuance of a Building Permit with an existing legal building site prior to subdivision recording.

A. Submittal - A Building Permit can be submitted prior to recording of the subdivision for each existing legal building site in the subject subdivision if one the following is met:

I. A complete Building Permit shall include all the required utility and street improvement engineering for the legal building site; or,

II. A separate complete LSM Permit has been applied for prior to or at the same time that Building Permit is applied for that includes all of the required utility and street improvement engineering.

III. The Building Permit shall comply with applicable codes for that legal building site.

B. Issuance – The Building Permit will be reviewed and approved for issuance (the Building Department determines when the permit can be issued) by the Public Works Department if the following conditions are met:

I. The utility and street improvement engineering was reviewed with the Building Permit; or,

II. The LSM is approved before the Building Permit is issued; or,

III. The Development Engineer determines that the LSM review is substantially complete to allow the Building Permit issuance. In this case the Development Engineer may opt to add special conditions to the new Building Permit related to utility and street improvement engineering that must be completed prior to final inspection of the Building.

5. Prior to submittal of a Building or Zoning Permit, the applicant must apply for a Concurrency Test Notice.

Contact Thang Nguyen, Transportation Engineer, at 425-587-3869 for more information. A separate Concurrency Permit will be created.

6. After concurrency has passed, the project will receive a concurrency test notice that allows the applicant to proceed with all development permits. A "Certificate of Concurrency" is established with a development or building permit. It will read as follows: CERTIFICATE OF CONCURRENCY: This project has been reviewed and approved for water, sewer, and traffic concurrency. Any water and sewer mitigating conditions are listed within the conditions below. Any traffic mitigating conditions will be found in an attached memorandum from the Public Works Traffic Engineering Analyst to the Planning Department Project Planner. Upon issuance of this permit, this project shall have a valid Certificate of Concurrency and concurrency vesting until the permit expires. This condition shall constitute issuance of a Certificate of Concurrency pursuant to chapter 25.12 of the Kirkland Municipal Code.

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 G-7, 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, recycling and composting storage and pickup. The plan shall conform to Policy G-9 in the Public Works Pre-approved Plans and be approved by Waste Management and the City. Important feature is to provide enough storage area for recycling and composting; and being able to pick up containers without storing in the ROW overnight. Submit the plan with a cover letter to explain how Policy G-9 requirements will be met. Please contact John MacGillivray, 425.587.3804, if you have questions.

12. The required tree plan shall include any significant tree in the public right-of-way along the property frontage.

Sanitary Sewer Conditions:

1. The applicant shall extend the sanitary sewer system in accordance with KZC Chapter 110 and KMC Title 15.12.032 "Required sewer extension prior to connection". Extend an 8" sewer main along Forbes Creek Drive and terminate with a manhole at the Southwest corner of the property. Service to the project will be from this new manhole. If the existing sewer connection is legal and adequate in size it can be reused for the new building. Other options may be available if the applicant can verify easement rights.

2. Provide a plan and profile design for the sewer line extension.

3. Provide a 6-inch minimum side sewer stub to each lot. Side sewers serving the property shall be PVC gravity sewer pipe per Public Works Pre-Approved Criteria. Remove and replace any substandard pipes

Water System Conditions:

1. The applicant shall extend the water system per KZC Chapter 110. Extend an 12" water main along the north property line and terminate with a fire hydrant at the northeast property corner.

2. Existing Fire Flow at node J-467 is 2000 gpm with a main pressure of around 104 PSI. If additional fire flow is needed the city will model water system to determine necessary upgrades; at a minimum the water main in Forbes Creek Drive would need to be upgraded to 12" per the Water Comprehensive Plan.

3. The existing water service shall be abandoned at the main.

4. See Fire Department conditions for fire flow requirements.

Surface Water Conditions:

1. Provide temporary and permanent storm water control in accordance with the 2016 King County Surface Water Design Manual (KCSWDM) and the City of Kirkland Addendum (Policy D-10).

2. To determine the drainage review level required, the target impervious surface area is the maximum allowable lot coverage area for the project, plus any offsite improved impervious areas. See Policies D-2 and D-3 in the Public Works Pre-Approved Plans for drainage review information, or contact Kirkland Surface Water staff at (425) 587-3800 for assistance. The Kirkland Drainage Review Flow Chart is a helpful tool to determine a project's drainage review level. Drainage review levels are summarized below:

- Full Drainage Review

- o Any non-single-family residential project that creates more than 2,000 sf of new and/or replaced impervious surface, or greater than 7,000 sf of land disturbing activity will trigger a Full Drainage Review.

- o Single family residential projects that propose improvements greater than the Simplified thresholds explained above will be subject to a Full Drainage Review.

3. A preliminary drainage report (Technical Information Report) must be submitted with the subdivision application. This must include a downstream analysis for all projects (except for Basic and Simplified Drainage Review projects).

Provide a level one off-site analysis per Core Requirement #2 of the KCSWDM.

- For Simplified Drainage Review, use the Simplified TIR Submittal Template available on the City of Kirkland website. Navigate to the following webpage:  
“City of Kirkland Utilities > Storm & Surface Water > Development & Construction”

4. This project is in a Level 2 Flow Control Area, and is required to comply with core drainage requirements in the KCSWDM. Historic (forested) conditions shall be used as the pre-developed modeling condition for design of the stormwater detention system.
5. A down stream analysis is required to verify that the new surface water can be directed to the existing pond.
6. The project may qualify for an exception to detention if the target surfaces will generate no more than a 0.15 cfs increase in the historic (forested) conditions 100-year peak flow. The 15-minute time step must be used to perform the flow control analysis. Do not use the 1-hour time step. Approved hydrologic modeling programs are MGS Flood and WWHM 2012.
7. Evaluate the feasibility and applicability of dispersion, infiltration, and other stormwater Low Impact Development (LID) Best Management Practices (BMPs) per the KCSWDM. If feasible, stormwater LID BMPs are required to the maximum extent feasible. If LID BMPs are infeasible, pervious pavement cannot be used to reduce overall impervious lot coverage. The Private Maintenance Agreement will be recorded on all projects that construct a stormwater LID BMP or facility, per Policy D-7.
8. Soil information may be necessary for designing LID BMPs per the KCSWDM, and there are other reasons a soil report is necessary for a project (e.g., steep slopes, sensitive areas, etc.). Refer to Policy D-8 for details.
9. Special inspections may be required for LID BMPs on this project. Provide documentation of inspections by a licensed geotechnical professional that the BMP will function as designed.
10. If the project will create or replace more than 5,000 square feet of pollution generating impervious surface (PGIS), provide water quality treatment in accordance with the KCSWDM. The enhanced treatment level is required for multi-family residential, commercial, industrial projects, and single family residential projects with eight or more dwelling units per acre density.
11. Soil Amendment per Pre-Approved Plan E.12 is required for all landscaped areas.
12. Provide a separate storm drain connection to each lot for conveyance. All roof and driveway drainage must be tight-lined to the storm drain system or utilize low impact development techniques on-site.
13. Provide collection and conveyance of right-of-way storm drainage. Extend the storm main along New dedicated Right of Way to and through the limits of the property. Provide a plan and profile design for the storm sewer system. Size and material of construction shall be in accordance with the City Kirkland Pre-Approved Plans and Notes. Refer to Policy D-5 for details.
14. If working within an existing ditch, the applicant is hereby given notice that the Army Corps of Engineers (COE) has asserted jurisdiction over upland ditches draining to streams. Either an existing Nationwide COE permit or an Individual COE permit may be necessary for work within ditches, depending on the project activities. Applicants should obtain the applicable COE permit; information about COE permits can be found at: U.S. Army Corps of Engineers, Seattle District Regulatory Branch  
<http://www.usace.army.mil/Missions/CivilWorks/RegulatoryProgramandPermits.aspx>

Specific questions can be directed to: Seattle District, Corps of Engineers, Regulatory Branch, CENWS-OD-RG, Post Office Box 3755, Seattle, WA 98124-3755, Phone: (206) 764-3495

15. A Hydraulic Project Approval (HPA) from WA State Department of Fish and Wildlife (WDFW) may be required for this project. Contact Stewart Reinbold at WDFW at 425-313-5660 or [stewart.reinbold@dfw.wa.gov](mailto:stewart.reinbold@dfw.wa.gov) for determination, obtain an HPA if required, and submit a copy to COK. If an HPA is not required, the applicant will be required to provide written documentation from WDFW as verification. More information on HPAs can be found at the following website: <http://wdfw.wa.gov/licensing/hpa/>

16. Construction Stormwater Pollution Prevention Plan (CSWPPP):

- All proposed projects that will conduct construction activities onsite, or offsite must provide stormwater pollution prevention and spill controls to prevent, reduce, or eliminate the discharge of pollutants (including sediment) to onsite or adjacent stormwater systems or watercourses.
- Refer to Core Requirement No. 5 in the KCSWDM and Policy D-12.
- Provide an erosion control report and plan with the Building or Land Surface Modification Permit application. The plan shall be in accordance with the KCSWDM.
- Construction drainage control shall be maintained by the developer and will be subject to periodic inspections. During the period from May 1 and September 30, all denuded soils must be covered within 7 days; between October 1 and April 30, all denuded soils must be covered within 12 hours. Additional erosion control measures may be required based on site and weather conditions. Exposed soils shall be stabilized at the end of the workday prior to a weekend, holiday, or predicted rain event.

Street and Pedestrian Improvement Conditions:

1. The subject property abuts NE 116th ST. This street is a Collector type street. 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:

- A. Remove and Replace Existing Curb and gutter.
- B. Install a 4.5-ft landscape strip behind the curb, with street trees 30 feet on-center.
- C. Install a 5-ft wide concrete sidewalk behind the landscape strip.
- D. Remove obsolete driveway cuts, and replace with new frontage improvements.
- E. Identify and protect trees with retention value in the right-of-way.
- F. Coordinate improvements with planned Kirkland street projects, if any.
- G. NEW DEDICATED RIGHT OF WAY along north property line.
  - a. Along the north property line dedicate 30 ft of Right-of-Way (10 ft may be a public right-of-way easement).
  - b. Provide 20ft of new paving
  - c. Provide new curb and gutter along south side of new pavement
  - d. Provide 4.5' planter with street trees 30 ft on-center.
  - e. Provide 5 ft wide sidewalk
  - f. Provide storm water collection and conveyance.
  - g. Provide new stop and street signs as necessary.
  - h. Provide 9 point diamond sign at the east end of the new street.

2. Public Improvements Modification (KZC 110.70): The City may require or grant a modification to the nature or extent of any required improvement for any of the following reasons:

- A. If the improvement as required would not match the existing improvements.
- B. If unusual topographic or physical conditions preclude the construction of the improvements as required.
- C. If other unusual circumstances preclude the construction of the improvements as required.
- D. If the City and a neighborhood has agreed upon a modified standard for a particular street (see the Public Works Pre-Approved Plans and Policies Notebook for a description of the Neighborhood Access Street Improvement Modification and Waiver Process).

Review KZC 110.70 for additional details on the Modifications process, and for provisions regarding Deferments and Waivers, and Construction-in-Lieu.

3. When three or more utility trench crossings occur within 150 lineal ft. of street length or where utility trenches

parallel the street centerline, the street shall be overlaid with new asphalt or the existing asphalt shall be removed and replaced per the City of Kirkland Street Asphalt Overlay Policy R-7.

- Existing streets with 4-inches or more of existing asphalt shall receive a 2-inch (minimum thickness) asphalt overlay. Grinding of the existing asphalt to blend in the overlay will be required along all match lines.
- Existing streets with 3-inches or less of existing asphalt shall have the existing asphalt removed and replaced with an asphalt thickness equal or greater than the existing asphalt provided however that no asphalt shall be less than 2-inches thick and the subgrade shall be compacted to 95% density.

4. Prior to the final of the building or grading permit, pay for the installation of stop and street signs at the new intersections.
5. Install "NO PARKING ANYTIME" signs along North side of new road.
6. Site will receive all impact fee credits for the existing use of the building.
7. Install new monuments at: new intersection created with dedication
8. 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.
9. Underground all new and existing on-site utility lines and overhead transmission lines. Underground any new off-site transmission lines.
10. Zoning Code Section 110.60.7.b establishes the requirement that existing utility and transmission (power, telephone, etc.) lines on-site and in rights-of-way adjacent to the site must be underground. The Public Works Director may determine if undergrounding transmission lines in the adjacent right-of-way is not feasible and defer the undergrounding by signing an agreement to participate in an undergrounding project, if one is ever proposed. In this case, the Public Works Director has determined that undergrounding of existing overhead utility on 116th AVE NE is not feasible at this time and the undergrounding of off-site/frontage transmission lines should be deferred with a Local Improvement District (LID) No Protest Agreement.
11. New LED street lights may be required per Puget Sound Energy design and Public Works approval. Contact the INTO Light Division at PSE for a lighting analysis. If lighting is necessary, design must be submitted prior to issuance of a grading or building permit.

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12. A striping plan for the street must be submitted with the building or grading permit.

**55.83 User Guide – TL 10D zone.**

The charts in KZC [55.87](#) contain the basic zoning regulations that apply in the TL 10D zone of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

**Section 55.85**



Section 55.85 – GENERAL REGULATIONS

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

1. Refer to Chapter [1](#) KZC to determine what other provisions of this code may apply to the subject property.
2. When a permitted use is included as an accessory use within the structure of a primary use with a taller height limit, the height limit for the primary use applies.
3. Development adjoining the Cross Kirkland Corridor or Eastside Rail Corridor shall comply with the standards of KZC [115.24](#).

[link to Section 55.87 table](#)

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**The Kirkland Zoning Code is current through Ordinance 4684, passed May 7, 2019.**

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

City Website: <http://www.kirklandwa.gov/> (<http://www.kirklandwa.gov/>)  
City Telephone: (425) 587-3000  
[Code Publishing Company \(https://www.codepublishing.com/\)](https://www.codepublishing.com/)  
[eLibrary \(https://www.codebook.com/listing/\)](https://www.codebook.com/listing/)

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

Section 55.87	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Packaging of Prepared Materials Manufacturing See Spec. Regs. 1 and 2.	D.R., Chapter 142 KZC	None	20'	0'	0'	80%	Where adjoining a low density zone, 30' above average building elevation. Otherwise, 35' above average building elevation.	A	C	1 per each 1,000 sq. ft. of gross floor area.	
.015	Breweries, Wineries and Distilleries										1 per each 1,000 sq. ft. of gross floor area. Tasting rooms 1 per each 100 sq. ft. of gross floor area.	

1. The following manufacturing uses are permitted:
  - a. Food, drugs, stone, clay, glass, china, ceramics products, electrical equipment, scientific or photographic equipment;
  - b. Fabricated metal products, but not fabrication of major structural steel forms, heavy metal processes, boiler making, or similar activities;
  - c. Cold mix process only of soap, detergents, cleaning preparations, perfumes, cosmetics, or other toilet preparations;
  - d. Packaging of prepared materials;
  - e. Textile, leather, wood, paper and plastic products from pre-prepared material; and
  - f. Other compatible uses which may involve manufacturing, processing, assembling, fabrication and handling of products, and research and technological processes.
2. May include, as part of this use, accessory retail sales, or service using not more than 20 percent (50 percent for properties located within 150 feet of the Cross Kirkland Corridor) of the gross floor area. The floor area of accessory office use is not limited. The landscaping and parking requirements for these accessory uses will be the same as for the primary use.
3. Refer to KZC 115.105 for provisions regarding outdoor use, activity and storage.
4. Breweries, wineries, and distilleries may include tasting rooms, accessory retail sales, or office utilizing not more than 20 percent of the gross floor area (no limit for properties located within 150 feet of the Cross Kirkland Corridor).

Section 55.87

Zone  
TL 10D

USE ZONE CHART

Section 55.87		 		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
				Required Review Process	Lot Size	MINIMUMS			Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
						REQUIRED YARD (See Ch. 115)								
Front	Side	Rear												
.020	Warehouse Storage Service	D.R., Chapter 142 KZC	None	20'	0'	0'	80%	Where adjoining a low density zone, 30' above average building elevation. Otherwise, 35' above average building elevation.	A	C	1 per each 1,000 sq. ft. of gross floor area.	<ol style="list-style-type: none"> <li>1. May include, as part of this use, accessory retail sales, or service occupying no more than 20 percent of the gross floor area. The landscaping and parking requirements for these accessory uses will be the same as for the primary use.</li> <li>2. Refer to KZC 115.105 for provisions regarding outdoor use, activity and storage.</li> </ol>		
.030	Wholesale Trade													
.040	Industrial Laundry Facility													
.050	Wholesale Printing or Publishing													
.060	Wholesale Establishment or Contracting Services in Building Construction, Plumbing, Electrical, Landscaping, or Pest Control								B	E	<ol style="list-style-type: none"> <li>1. May include, as part of this use, accessory retail sales, office or service occupying no more than 20 percent of the gross floor area. The landscaping and parking requirements for these accessory uses will be the same as for the primary use.</li> <li>2. Outdoor storage for this use must be buffered as established in Chapter 95 KZC for Landscaping Category A.</li> <li>3. Refer to KZC 115.105 for provisions regarding outdoor use, activity and storage.</li> </ol>			

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.87	USE ↓ REGULATIONS ↘	Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.070	A Retail Establishment providing banking and related financial services	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	Same as primary use.	B	E	1 per each 300 sq. ft. of gross floor area.	1. This use is permitted if accessory to a primary use and: a. It will not exceed 20 percent of the gross floor area of the building; b. The use is integrated into the design of the building; c. It will not be located in a separate structure from the primary use; d. It will not exceed 50 percent of the ground floor area of the building; and e. There is no vehicle drive-in or drive-through.
.080	High Technology						Where adjoining a low density zone, 30' above average building elevation. Otherwise, 80' above average building elevation. See Spec. Reg. 1.	C See Spec. Reg. 5.	D	If manufacturing, then 1 per each 1,000 sq. ft. of gross floor area. If office, then 1 per 300 sq. ft. of gross floor area. Otherwise, see KZC 105.25.	1. If this use is located in Housing Incentive Area 4 (see Plate 37, Chapter 180 KZC), maximum building height is 65 feet above average building elevation. 2. This use may include research and development, testing, assembly, repair or manufacturing or offices that support businesses involved in the pharmaceutical and biotechnology, communications and information technology, electronics and instrumentation, computers and software sectors. 3. May include as part of this use, accessory retail sales or service occupying not more than 20 percent of the gross floor area. The landscaping and parking requirements for these accessory uses will be the same as for the primary use. 4. Refer to KZC 115.105 for provisions regarding outside use, activity and storage. 5. Any outdoor storage area must be buffered according to Landscape Category A.	
.090	Office Use							C See also Spec. Reg. 2(a).		If a medical, dental, or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	1. If this use is located in Housing Incentive Area 4 (see Plate 37, Chapter 180 KZC), maximum building height is 65 feet above average building elevation. 2. The following regulations apply only to veterinary offices: a. If there are outdoor runs or other outdoor facilities for the animals, then use must comply with Landscape Category A. b. Outside runs and other outside facilities for the animals must be set back at least 10 feet from each property line and must be surrounded by a fence or wall sufficient to enclose the animals. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.	

Section 55.87

Zone  
TL 10D

USE ZONE CHART

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

Section 55.87	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.100	Attached or Stacked Dwelling Units See Spec. Reg. 1.	D.R., Chapter 142 KZC	None	10'	5', but 2 side yards must equal at least 15'. See Spec. Reg. 5.	0'	80%	Where adjoining a low density zone, 30' above average building elevation. Otherwise, 65' above average building elevation. See Spec. Reg. 1.	D	A	1.2 per studio unit. 1.3 per 1 bedroom unit. 1.6 per 2 bedroom unit. 1.8 per 3 or more bedroom unit. See KZC 105.20 for visitor parking requirements.	<ol style="list-style-type: none"> <li>This use is permitted only in Housing Incentive Area 4 (see Plate 37, Chapter 180 KZC).</li> <li>Developers and residents in this zone should be aware that this property lies within a district containing and allowing future development of uses of a light industry/office nature, and impacts typically associated with these uses, such as noise and odor, may be experienced by residents.</li> <li>For Attached or Stacked Dwelling Units, at least 10 percent of the units provided in new residential developments of four units or greater shall be affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives.</li> <li>Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</li> <li>The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet.</li> <li>KZC 105.103(3)(c) provides a process to grant a decrease in the required number of parking spaces.</li> <li>For Residential Suites, the Planning Official may approve a parking reduction if a parking demand and utilization study has been approved by the City for this use within five years of the submittal of an application for development. The scope of the prior study must have included the zone in which the proposed development is located. The Planning Official may require an update to the prior study if warranted, or grant an extension to the original five-year effective term of the study. The required parking rate shall be as established in the study, where the parking is managed as follows and the property owner agrees to the following in a form approved by the City and recorded with King County:                             <ol style="list-style-type: none"> <li>Rentals shall be managed such that the total demand for parking does not exceed the available supply of required private parking. If the demand for private parking equals or exceeds the supply of required private parking, the property owner shall either restrict occupancy of living units or restrict leasing to only tenants who do not have cars.</li> </ol> </li> </ol>
.105	Residential Suites See Spec. Reg. 1.											

REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE

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

Section 55.87	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.100	Attached or Stacked Dwelling Units (continued)									REGULATIONS CONTINUED FROM PREVIOUS PAGE b. The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording with King County. At a minimum the TMP shall include the following requirements: 1) Charge for on-site parking, unbundled from the rent, for tenants who have cars. 2) Bus pass or equivalent alternative transportation mode subsidies for tenants who do not have cars. 3) Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off site to avoid parking charges. 4) Adequate secured and sheltered bicycle parking to meet anticipated demand. 5) Designation of a Transportation Coordinator to manage the TMP, provide commute information to all new tenants, and be a point of contact for the City. 6) At the time the project attains 90 percent occupancy, the property owner shall provide an accurate and detailed report of initial resident parking demand and alternative commute travel. The report format shall be reviewed and approved by the City. 7) Following the initial survey, the property owner shall submit a biennial survey of residents prepared and conducted by a licensed transportation engineer or other qualified professional documenting on-site and potential off-site parking utilization and alternative commute travel. The Planning Director may increase or decrease the frequency of the survey based on the documented success of the TMP. 8) Acknowledgment by the property owner that it shall be a violation of this code for the actual parking demand for the project to exceed the available supply of required parking or to fail to comply with the provisions of the TMP or reporting requirements. REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE		
.105	Residential Suites (continued)											

Section 55.87

Zone  
TL 10D

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.87	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.100	Attached or Stacked Dwelling Units (continued)									<p style="text-align: center;">REGULATIONS CONTINUED FROM PREVIOUS PAGE</p> <p>c. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City Transportation Engineer. The study shall provide at least two days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City Transportation Engineer.</p> <p>8. For residential suites with reduced parking approved pursuant to Special Regulation 6 or 7:</p> <p>a. All residential suites and all required parking within a project shall be under common ownership and management; and</p> <p>b. Development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 Star certified, LEED Gold certified, or Living Building Challenge certified; and</p> <p>c. Developments containing this use shall provide common living area available to all residential suite residents. Common living area shall consist of areas such as shared kitchens, dining areas, and community rooms. Areas such as bathrooms, laundries, utility rooms, storage, stairwells, mailrooms, and hallways shall not be counted as common living area. The minimum amount of common living area for each project shall be 250 square feet plus an additional 20 square feet per living unit.</p>		
.105	Residential Suites (continued)											

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

Section 55.87	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARD (See Ch. 115)									
				Front	Side	Rear							
.110	Day-Care Center and Mini-Day-Care Center See Spec. Reg. 1.	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	Same as primary use.	D	B	See KZC 105.25.	<ol style="list-style-type: none"> <li>This use is permitted if accessory to a primary use, and:                             <ol style="list-style-type: none"> <li>It will not exceed 20 percent of the gross floor area of the building;</li> <li>The use is integrated into the design of the building.</li> </ol> </li> <li>A six-foot-high fence is required along the property lines adjacent to the outside play areas.</li> <li>Hours of operation may be limited to reduce impacts on nearby residential uses.</li> <li>An on-site passenger loading area may be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on any nearby residential uses.</li> <li>May include accessory living facilities for staff persons.</li> <li>The location of parking and passenger loading areas shall be designed to reduce impacts on any nearby residential uses.</li> </ol>	
.120	Public Utility												Where adjoining a low density zone, 30' above average building elevation. Otherwise, 80' above average building elevation. See Spec. Reg. 1.
.130	Government Facility Community Facility												

Section 55.87

Zone  
TL 10D

USE ZONE CHART

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

Section 55.87	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARD (See Ch. 115)									
				Front	Side	Rear							
.140	Restaurant or Tavern See Spec. Reg. 1.	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	Same as primary use.	B	E	1 per each 100 sq. ft. of gross floor area.	<ol style="list-style-type: none"> <li>This use is only permitted as a primary use on properties located within 150 feet of the Cross Kirkland Corridor. On other properties, this use is only permitted if accessory to a primary use, where:                             <ol style="list-style-type: none"> <li>It will not exceed 20 percent of the gross floor area of the building;</li> <li>It is not located in a separate structure from the primary use;</li> <li>The use is integrated into the design of the building.</li> </ol> </li> <li>No vehicle drive-in or drive-through facilities are permitted.</li> </ol>	
.150	Entertainment, Cultural and/or Recreational Facility			20'				Where adjoining a low density zone, 30' above average building elevation. Otherwise, 35' above average building elevation.	A		See KZC 105.25.	<ol style="list-style-type: none"> <li>The use shall be conducted within a wholly enclosed building, unless the parcel abuts the Cross Kirkland Corridor (CKC). Outdoor activities may be located only between the CKC and the building.</li> <li>The structure containing the use shall have been in existence on June 1, 2004, and shall not be altered, changed, or otherwise modified to accommodate the use if the cost of such alteration, change, or modification exceeds 30 percent of the replacement cost of that building.</li> <li>The use must be discontinued when there is an alteration, change, or other work in a consecutive 12-month period to the space in which the use is located, and the cost of the alteration, change or other work exceeds 30 percent of the replacement cost of that space.</li> </ol>	
.160	Public Park	Development standards will be determined on a case-by-case basis. See KZC 45.50 for required review process.											

Section 55.87

Zone  
TL 10D

USE ZONE CHART

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

Section 55.87	USE ↓ REGULATIONS ↓	Required Review Process	Lot Size	MINIMUMS			Lot Coverage	MAXIMUMS	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
				REQUIRED YARD (See Ch. 115)									Height of Structure
				Front	Side	Rear							
.170	Development Containing Stacked or Attached Dwelling Units and one or more of the following uses: • Retail establishments, including restaurants and taverns, and/or • Office uses	D.R., Chapter 142 KZC	10 Acres	10'	0'	0'	80%	80' above average building elevation. See Spec. Reg. 5.	See Spec. Reg. 6.	E	See KZC 105.25.	<ol style="list-style-type: none"> <li>1. A development which includes one or more of the uses specifically listed in this "use" column may also include one or more of the other uses allowed in this zone.</li> <li>2. Development must be located on property adjacent to the Cross Kirkland Corridor (CKC), and provide building and site orientation to the CKC.</li> <li>3. Vehicular and pedestrian access must be oriented away from primary access routes for industrial traffic.</li> <li>4. Developers and residents in this zone should be aware that this property lies within a district containing and allowing future development of uses of a light industry/office nature, and impacts typically associated with these uses, such as noise and odor, may be experienced by residents.</li> <li>5. Maximum building height for development that includes land on both sides of the CKC is 100 feet. At least 25 percent of the gross floor area of the development must be on either side of the corridor to satisfy this requirement.</li> <li>6. The landscaping requirement adjacent to property in TL 10D shall comply with KZC 95.42(1). Where existing residential use abuts the parcel boundaries, KZC 95.42(2) applies.</li> </ol>	
.180	Assisted Living Facility See Spec. Reg. 1.	D.R., Chapter 142 KZC. See Gen. Reg. 3.	None		5', but 2 side yards must equal at least 15'. See Spec. Reg. 4.		Where adjoining a low density zone, 30' above average building elevation. Otherwise, 65' above average building elevation. See Spec. Reg. 1.	D	A		<ol style="list-style-type: none"> <li>1. This use is permitted only in Housing Incentive Area 4 (see Plate 37, Chapter 180 KZC).</li> <li>2. Developers and residents in this zone should be aware that this property lies within a district containing and allowing future development of uses of a light industry/office nature, and impacts typically associated with these uses, such as noise and odor, may be experienced by residents.</li> <li>3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</li> <li>4. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet.</li> </ol>		

**Tony Leavitt**

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**From:** Bruce Fremd <bdfremd2@gmail.com>  
**Sent:** Wednesday, June 10, 2020 3:53 PM  
**To:** Tony Leavitt  
**Cc:** Design Review Board  
**Subject:** Permit No, DRV20-00118 "The Emerald"

June 9, 2020

Bruce Fremd  
11229 116<sup>th</sup> Place NE  
Kirkland, Wa 98033

Tony Leavitt  
Senior Planner  
Planning and Building Department  
City of Kirkland

Dear Mr. Leavitt:

This is concerning the Permit No. DRV20-00118 for the property owned by George John of Main Street Property Group on 10930 116<sup>th</sup> Avenue NE in Kirkland.

I have lived at my address since August 1988 when there wasn't even a stop sign at NE 112 and 120<sup>th</sup> NE...when Forbes Creek Drive was a dead end. The proposed project of the removal of the current building and construction of a higher and bigger set of buildings has several "difficulties" and misstatements (from the Totem Lake magazine 2020).

The misstatement of facts like the one where they excluded a child care in lot 11033 across the street approximately 100 yards away negates the statement the area has no child care facilities.

The average height of buildings in the area is two and no more than three stories high even on hillside slopes. The area was even written up in your own documents as high risk for landslides (June 6, 2020 Property Information Report). And the fact this is not a major "commercial corner" as is the George John property "Slater 116" should have had him redesign the "look" and the height because to build a structure 3-4 stories

higher than any other structure in a “residential area” on a hillside with high risk of landslides should have been addressed.

Plus, the parking issue would be compounded by having parking for 2 cars per apartment or 260 cars (yes I know the equation on paper for assessing parking and know as you do what it is in reality for cars) along with a “drive through” drop off zone for proposed child care and that child care will take up a 16,000 square feet of space (BTW where would the outside play area be?).

Traffic, though you will attempt to bypass that discussion, is critical for the Forbes Creek drive area and the Totem Woods area and to this discussion...the design of the building. The idea that Kirkland needs to copy and become a “dense pack” city like Seattle is what drives decisions like opening Varese, 11801 NE 116<sup>th</sup>, the 27 homes on 11<sup>th</sup> Place NE, LifeBridge at 11725 NE 118<sup>th</sup> Street and the proposed “The Emerald” on Forbes Creek Drive.

Both in the morning and afternoon commutes the traffic backup from NE 112<sup>th</sup> to the street light on NE 116<sup>th</sup> is horrendous. When you add in the afternoon school being let out at A.G. Bell Elementary on NE 112<sup>th</sup> the whole of NE 112<sup>th</sup> becomes a traffic mess. Currently, this is without the impact of 260 vehicles at the proposed The Emerald” or the 54 cars at the new homes on 114<sup>th</sup> (27x2) or the 160 cars from Varese, or the 1,000 plus vehicles from the LifeBridge development.

(No, we understand that particular intersection you (City) had no control over. That whole street is backed up because the State of Washington built the intersection for highway access, not residential access (designer’s own words) creating massive backups.)

Now to the height issue... The project is to be built on a hillside next to 2 story warehouse/business on the north and the east and across the street there is open view to the Forbes Creek Apartments (which are no more the 3 stories at most. To the south of the proposed project is open space. The height should not be more than 4-5 stories MAX with the higher building lower on the hillside. The 2 story parking garage would be included in the 4-5 stories. Keep in mind this is not a major commercial crossing nor does it have restaurants or a convenience store as does the owner’s other property at 116<sup>th</sup> Slater. To compare the two is silly.

It has been designated the all-inclusive TL 10D Office, however the approximate height (square footage and height) of the current building is (from the Montlake Partners sale notice):

12,837 SF total industrial building: 10,480 SF warehouse with 2,377 SF office on the second floor. Dock high and grade level loading, approx. 20' clear height in the warehouse. Office has 5 private offices, reception area, conference room and breakroom.

Plus, the height restrictions as published in the City of Kirkland's own statutes indicates that the height cannot be higher than the current 20 feet plus either 30 or in Mr. Jones liking 65 feet (20+65). That would be approximately 5.5 floors including the parking lot (which according to this proposal is 2 stories). That would mean the design is off and incorrect for the region and neighboring residential and commercial community.

As I mentioned prior, the overall size of this building should never be higher than 5 stories (which includes the proposed 2 stories of parking/lobby and child care) leaving just 3 stories for "living" space. That is correct for this area and atmosphere though this is not what Mr. Jones would like to hear due to the economics of the project.

The conclusion would be the height has to be reduced to fit Kirkland regulations (no exemptions) matching the surrounding neighborhood along with a redesign of the "look".

Sincerely,

Bruce Fremd

11308 116<sup>th</sup> Place NE  
Kirkland, WA 98033  
June 15, 2020

Tony Leavitt, Senior Planner  
Planning and Building Department  
City of Kirkland  
123 Fifth Avenue  
Kirkland, WA 98033

RE: DRV20-00118, Emerald Mixed-Use Project

Dear Mr. Leavitt:

This is in response to the notice about the Design Review Board approval for the proposed construction of “The Emerald”, a seven-story, 130-apartment, mixed-use building at 10930 116<sup>th</sup> Avenue NE.

In researching this project, it was interesting to read comments from George John, the Development Project Manager. He stated, “It’s going to be a cool and unique project. The architecture of it is turning out to be something that will fit well with the area.” Is it going to “fit well” with

- the one- and two-story light industrial buildings to the East;
- the woods, stormwater pond, and creek to the South;
- the **45-acre**, 496 3-story apartments to the West; or
- the streets of single-family homes to the North?

Obviously, “fit well” does not mean it is congruent with the neighborhood. In fact, while it might “fit well” within the zoning of the area around us, it is totally incompatible and inappropriate. Two years ago, when the Varese project of 82 townhomes on NE 116<sup>th</sup> was seeking approval, a member of Kirkland’s Planning Department explained to me that all of Par Mac had been designated Totem Lake Office. After more of my questioning she explained that the “Office” designation meant “anything goes as long as it was three stories or less”. At the time I thought three stories was excessive, but now it feels like a mole hill compared to the planned mountain. As you know, there are many new apartments in our area, but none reaches the level of seven stories.

It is interesting that citizens can comment on proposed developments, but the DRB’s authority is limited to matters related to project **design only** and does not include such issues as traffic or private views. Is there any department in the city that looks at the **whole** project and its **total** impact? Can one department just keep approving developments while another must deal with the fall-out, and if so, what is that department? I am sorry to say that after living in Kirkland for 40 years, I have reached the realization that no one is looking out for my best interests as a resident. I have been living in a fairy tale that is now tilted toward meeting developers’ needs.

We did not move to high density, but high density moved to us. I understand the need for an urban area, but do not understand some of Kirkland’s decisions about that area. If the goal is to reduce single car trip demand, improve connectivity, and meet goals for a dense and walkable

community, why is the proposed light rail going to South Kirkland instead of the urban, high density area? Where is the bus service that will take me from my home to grocery shopping? As a 72-year-old I feel fortunate to still be able to walk the trail to Fred Meyer for a few items, but how do I shop without a car? And, if we occasionally need cars, how are we supposed to get through already clogged intersections and roads?

There are currently 671 living units under construction within a ½ mile radius of the proposed 130-unit apartment:

- 82 units at Vazeze townhomes
- 153 assisted living units and 409 apartments at Lifebridge
- 27 single family homes at The Bridges

Chances are at some time they will be forced through the intersection of 120<sup>th</sup> NE and NE 116<sup>th</sup>. If you are unfortunate enough to approach that intersection from the South on 120<sup>th</sup> NE at the wrong time of the day, you can wait through three or more lights. There is not a designated right turn lane onto 405 and there is not enough access to NE 116<sup>th</sup> for those wanting to proceed under the freeway. This bottleneck has existed since the completion of the “improved” 405 access—correct one problem to create another. I guess, when it impacts less people, it is acceptable.

All of this development has resulted in the significant loss of large, existing trees. (Two years ago, a young staffer at the Planning Department did not even know what I was talking about when I asked what had happened to the 25% retention rate.) Not only does that impact the air we breathe, but the noise level from the freeway increases each year. Gone are the days when we pretended it was the ocean’s roar. The required beauty strips with small, undeveloped trees that line streets will not be significant in my lifetime and in many cases become eye sores as new trees die from lack of water and weeds and tall grass takes over.

Likewise, I cannot imagine the impact all of these housing units will have on the neighborhood elementary school. If only ¼ of these units being built or proposed have one child, how do they prepare for an influx of 200 students? I understand that Lake Washington School District, not the city, will have to handle and accommodate this dilemma—but, city planners have caused an unimaginable crisis.

Thank you for the opportunity to vent my frustrations about our neighborhood and the quality of life your decisions effect. While “The Emerald” development might be **allowable** by the urban density zoning, is it **appropriate** for the most distant edge of the Southern Industrial Subarea or the South Juanita/Kirkland residents already living there?

Sincerely,

(Mrs.) JoAnn Heasty  
[joheasty@hotmail.com](mailto:joheasty@hotmail.com)

cc: Kurt Triplett, City Manager  
Kirkland Department of Transportation

To Tony Leavitt—P&B Depart.  
Regarding Permit No. DRV20-00118

My name is Steven Okano and reside in Totem Lake neighborhood. I'm making a comment today about the the 7 story development in my neighborhood. Hearing from a few neighbors and other, I'm opposed to this multi-story mixed use bld. going up. Not getting technical but the zoning, height restriction, the land being less than an acre and so on; any building over 3 stories is not a fit for our neighborhood. I'm sure there are exception to the rule so to speak but those are put in by people not living here and who do not care or with only self interest.

Thank you for your time, Steven Okano

*P.S. email: shokano1@gmail.com  
address: 11221 116<sup>th</sup> Pl. NE  
Kirkland 98033*

ATTN: Tony Leavitt  
Pand B Depart

To: Tony Leavitt

From:

Annette Eberlein

11205 108<sup>th</sup> Ave NE, Kirkland WA 98033

Eberleinam2017@gmail.com

Re: Permit No. DRV20-00188

Mr. Leavitt-

I am writing to you today to express my concern with the proposed Emerald Mixed Use Project cited above. My husband and I have lived at 11205 108<sup>th</sup> AVE NE for the past 38 years. There have been many changes in our South Juanita neighborhood over the years but in the last several years the changes have rampant and continue to be so. The infilling due to the short-platting is/has creating/created extremely dense single family housing, to say nothing of the large multi-family projects in progress as I write this. There have been no concurrent infrastructure improvements to any of the roads in the area which are at times virtually gridlocked at certain times of the day, and many of the projects already in the pipeline don't have any occupants yet! What is the traffic going to be like once the LifeBridge complex, Varese, the Bridges homes, and the other homes being built in pockets are fully occupied? Our neighborhood has only three means of egress out to the main arterial which is NE 116<sup>th</sup>; 98<sup>th</sup> Ave NE to the West, 108<sup>th</sup> Ave NE (along which we live), and 120<sup>th</sup> Ave NE at the Eastern end right adjacent to I-405. Forbes Creek Dr. does help if we can get to 116<sup>th</sup> Ave but then getting on to Market Street is challenging due to the heavy morning traffic. We are going to be virtual captives in our neighborhood, which we already are at times due to the elementary school traffic from A.G. Bell at start and dismissal times! We don't even have adequate sidewalk coverage on 108<sup>th</sup> Ave NE or on NE 112<sup>th</sup> street! What is it going to be like once the projects already in progress are completed to say nothing of a new 7 story mixed use building with four floors of residences added into the mix?

I also read a comment you made about the project fitting into the neighborhood, **WHAT?** It is in a light industrial area bound by single family homes to the north and west. There is the Preserve, a large apartment complex of three story buildings just below a greenbelt to the west that was built in a **former gravel pit**. I can't remember the exact year that was started but it was in the 1980's and the developer at that time, Lincoln Properties, wanted to build the apartment complex to include buildings on the south side of the road but the City fought that and won to keep the complex within the confines of the gravel pit; boy how times have changed!

We do not need a 7 story behemoth (there is a significant elevation change between where the Emerald will sit on 116<sup>th</sup> Ave NE and the street level of 120<sup>th</sup> Ave NE) in the area nor at this time do I see a need for more multi-family housing with the current glut unoccupied; to say nothing of the lack of infrastructure changes noted.

Also, I believe the pandemic is changing the way we are going to be living, driving vs. using public transportation, etc. Shouldn't we put a moratorium in place for more living space until we see how things shake out and concentrate on infrastructure changes to handle the current glut of housing already in progress?

## Tony Leavitt

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**From:** Liane Fremd <ljfremd@yahoo.com>  
**Sent:** Wednesday, June 10, 2020 2:59 PM  
**To:** Tony Leavitt  
**Cc:** Liane Fremd  
**Subject:** DRV20-00118 - citizen in put

### Citizen and community member concern about Emerald mixed-use project, case number DRV20-00118

Hello Tony, I am writing to you because of the planned 7-story building called Emerald mixed-use project located on 116<sup>th</sup> Ave. NE in Kirkland. I live in the area and have several concerns about such a large structure going into that property.

1. All other buildings around it are 1-2 story and a 7-story building will stick out like a sore thumb, not part of the area aesthetics
  2. Street address: 10930 116<sup>th</sup> Ave. NE, at that particular location has a blind spot (the road curves) for traffic and pedestrians going towards The Preserve at Forbes Creek apartments and going towards 112<sup>th</sup>. This will pose a danger area for pedestrians and cars (going in and out of new complex and those traveling both directions along 116<sup>th</sup> Ave NE) as the street curves at that specific location.
  3. Around 3-4pm during normal workdays, the current business' in the light industrial area (next to the proposed building) have workers getting off of work and cars are backed up along NE 112<sup>th</sup> and 120<sup>th</sup> Ave NE trying to get workers on to the freeway. This is also compounded by A.G. Bell elementary school getting out and the cars picking up their children as well as vans for after school pickup.
  4. With the addition of the following new construction, the local elementary school (AG Bell on NE 112<sup>th</sup> Street will be overcrowded with the additional families). This is a total of 115 new homes with x number of children attending AG Bell Elementary school, plus 230 extra cars. Traffic has not been taken into consideration.
- 11530 117<sup>th</sup> Lane NE - Varese by Quadrant Homes - 82 new homes
  - 11406 NE 112th St - The Bridges- 27 new homes
  - 11109 116<sup>th</sup> Ave NE - New home construction
  - 10305 NE 112th St - Addey Lane at Forbes Creek - 4 luxury homes

I encourage you to look at everything as a whole and how it will impact the community, schools, and traffic. Adding 5 levels of residential units will only exasperate this situation. We need to protect our Kirkland community holistically and not just approve every developers design.

Please do not approve this **7-story** building without considering everything that I've mentioned above. A 1-3 story building would look better in the community/area (blends in better with other business' surrounding it), it would be less impact to schools, traffic and increase safety for both pedestrians and cars.

Thank you,

Liane

Liane Fremd  
11229 116<sup>th</sup> PL NE  
Kirkland  
425-985-3553 / [ljfremd@yahoo.com](mailto:ljfremd@yahoo.com)

## Tony Leavitt

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**From:** Laura Lund <progster@msn.com>  
**Sent:** Sunday, June 14, 2020 10:45 AM  
**To:** Tony Leavitt  
**Subject:** Permit drv20-00118

Dear Mr Leavitt

I am writing to express my disapproval of the scope and design for this project. At 7 stories, it is entirely too tall for the neighborhood and too large for the surrounding properties. It is out of place here. The building is adjacent to several homes that will be negatively impacted by the noise and traffic that will come from the occupants of a structure of that size.

This is a relatively quiet neighborhood that enjoys little auto traffic and a lot of foot traffic. This property is on a route people use to access the Kirkland Corridor. Traffic into a building of this size will be considerable, especially since it includes a daycare. Introducing a building of this size into this area will completely alter the pedestrian friendly atmosphere of Forbes Creek. I ask that you not approve this design.

Laura Lund  
11327 116th Place NE  
425-591-4688

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## Tony Leavitt

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**From:** Julie Parkhurst <julieparkhurst@comcast.net>  
**Sent:** Saturday, June 13, 2020 7:30 PM  
**To:** Tony Leavitt  
**Subject:** Permit #DRV20-00118

Tony,

Please find below my comments in regards to Permit #DRV20-00118.

Two questions for you...

1. Do I need to submit my comments in writing also to the planning dept or is this email sufficient?
2. How do I link in to listen to the meeting that is to be held on Monday, June 15th at 7:00pm?

Thanks from a concerned neighbor!

Julie Parkhurst

6-13-2020

**Attn: Tony Leavitt**

tleavitt@kirklandwa.gov

Comments regarding Emerald Mixed-Use Project  
Permit Case Number DRV20-00118  
Site Address: 10930 116<sup>th</sup> Ave. NE, Totem Lake

In regard to this project proposal, I am very alarmed by the size of this project on the small piece of property for which this is proposed to be built! The size of the entire development and the height of the buildings trying to be squeezed onto this postage size property is unacceptable in this small residential area! I find it hard to believe that this project would fall within the set backs and height restrictions for this area as well as the fact that the property was originally a commercial property and now has become residential??? I would also be curious in regard to how this would impact the "green belt" area adjacent to this property.

I am NOT against this property being developed, but I AM against taking advantage of overbuilding for the size of this site!!! I would ask you to strongly reconsider this proposal and make adjustments to its size based on the current long standing, well established surrounding neighborhood. Approving

a project of this magnitude in this small community would unfortunately set a precedent for further future developments which would overtake the wonderful neighborhood in which I have lived for almost 40 years.

Thank you for your time and consideration in this matter!

Julie Parkhurst  
10819 107<sup>th</sup> PI NE  
Kirkland, WA 98033  
[julieparkhurst@comcast.net](mailto:julieparkhurst@comcast.net)  
206-999-1081

*Keep Flossin' and Smilin' ;)*

## Tony Leavitt

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**From:** BYRON WARD <byronward@me.com>  
**Sent:** Monday, June 15, 2020 11:54 AM  
**To:** Tony Leavitt  
**Subject:** Re: june 15th planning commission: emerald mixed use proposal

thanx sent comment but my concern is traffic and lack of bus service (metro is also cutting back 15%).

it will difficult for us—we live on 117th NE, turn left onto NE 112th. BUT will there be stop light at forbes creek and NE 112th. if not we would need to merge into a steady flow of eastbound cars from emerald mixed use.

how is traffic coordinated for all of the condo projects in our area or is done project by project? plus there is little bus service n ne 116th, none none112th and perhaps two busses a day pm forbes creek. and metro is cutting back 15%.

thanx

## Tony Leavitt

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**From:** Tim Woo <timothy187@hotmail.com>  
**Sent:** Thursday, June 11, 2020 11:40 AM  
**To:** Tony Leavitt  
**Subject:** DRV20-00118 comment

Hi Tony,

With the construction of this building, I'd suggest an additional crosswalk for this building and residents of 111th St. to cross over 116th Ave safely. There is currently no crosswalk or sidewalk to even get a crosswalk. Therefore, at the moment, residents of 111th St. have to run across 116th, which is not safe.

Regards,

Tim

## Tony Leavitt

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**From:** Minjia Zhang <minjiaz@microsoft.com>  
**Sent:** Saturday, June 06, 2020 10:39 AM  
**To:** Tony Leavitt  
**Subject:** Comments on Permit No. DRV20-00118

Dear Tony,

I'm the resident at 11303 116<sup>th</sup> PI NE, Kirkland, 11303. I have some concern on the proposed construction of a 7-story mixed-use building at 10930 116<sup>th</sup> Avenue NE, near Totem Lake (Permit No. DRV20-00118). There are no buildings higher than 3-story in the neighborhood, and the proposed construction seems to be really out-of-place. I have three major concerns:

1. Increased traffic and transportation time: I work at Bellevue and I take 405 highway to work in the morning. The current averaged waiting time at 20B to get on the highway is 15-30 minutes in the morning, which is already very long and painful. I either have to wake up very early to avoid the traffic or wasting time waiting in line. Given it is about 10 cars/1 minute to pass through the line, assume the 7-floor building would bring an additional 64 (8 units at each floor, 4 floors for residential units, 2 people in each unit) cars, the waiting time could increase by up to 6 minutes. I made up these numbers, but I really hope the morning experience is not going to become even worse.
2. Privacy: one of the I chose the neighbor hood was because it had low residential density and gave a good sense of privacy. However, with a 7-floor story nearby my house and potentially more such high-rise in my house, I do not know if that sense of privacy is still available.
3. Security: Several of my neighbors have small children, and they often play outside because we feel the neighborhood is quiet and safe. Giving the potential increase of the density and traffic, I have concerns on whether that is going to be true anymore.

Thank you very much for reading my comments. I love Kirkland, and I love my neighborhood, but please reconsider the proposed construction, which really cause potential issues to the surrounding area.



<https://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Public+Notices/Emerald+Mixed+Use+Notice+of+Meeting+-+DRV20-00118.pdf>

Best,  
Minjia Zhang