



MEMORANDUM

To: Design Review Board
From: Jon Regala, Senior Planner
Date: November 8, 2012
File No.: DRV12-00921
Subject: LAKE STREET PLACE - DESIGN RESPONSE CONFERENCE
(CONTINUED FROM OCTOBER 1, 2012)

I. MEETING GOALS

The DRB should continue their deliberation on the topics identified at their previous meeting (see Section III below). The DRB should continue the meeting to a future date in order to review a landscape and lighting plan even if the DRB decides that the proposal is consistent with the *Design Guidelines for Pedestrian Oriented Business Districts*. These plans were not submitted with the current revision set. The DRB may also decide that other information, in addition to a landscape and lighting plan, is necessary to make a decision on the project.

II. BACKGROUND INFORMATION

The subject property is located at 112 and 150 Lake Street South (see Attachment 1). The applicant is Rick Chesmore, with Chesmore/Buck Architecture representing the property owner, Stuart McLeod. The Conceptual Design Conference and Design Response Conference for the new mixed-use development were held on October 1, 2012. At the meeting, the DRB provided feedback to the applicant and continued the conference to the November 19, 2012 DRB meeting.

III. DRB RECOMMENDATIONS

The Design Review Board reviews projects for consistency with design guidelines for pedestrian-oriented business districts, as adopted in Kirkland Municipal Code Chapter 3.30. The subsections below summarize the DRB's comments sorted by topic as discussed at the October 1st meeting and are followed by a brief analysis by staff. In addition, the design guideline basis and/or zoning regulation for the DRB's recommendations have been included for reference.

The applicant's written response to the DRB's recommendations can be found in Attachment 2. The associated revision drawings can be found in Attachment 3.

A. Building Massing

1. DRB Recommendation. The DRB appreciated that the project design has evolved over the past several years, building from the Downtown Seattle Post-Alley theme. The DRB noted the Lake Street South and Main Street (extension) as key vantage points of the project, where building scale should be carefully studied relative to the existing contextual scale.

The DRB agreed that the Lake Street South façade results in a successful design but asked that the architect take another look at the cladding material for the stair and elevator enclosure located at the northeast corner of the courtyard. The DRB thought that the cladding material and/or color could be more subdued and less of an anomaly from other forms and materials.

The DRB also agreed that the architect should explore alternate designs for the east and northeast façade of the project that better reflect the Post-Alley theme, vary the location of upper story setbacks, and respond to the context of the surrounding properties. The DRB also indicated that they need more information about the south façade of the building facing Portsmouth.

Other suggestions by the DRB include:

- Explore additional blank wall treatment techniques
- Vary the use of materials/colors
- Continue the Post-Alley design theme
- Consider a roof design other than a mansard roof
- Provide a lighting plan to address pedestrian safety along the east façade
- Revise the ground floor plan to contain commercial uses near Main Street

On the topic of rooftop mechanical units, KZC Section 115.120.3.a requires that rooftop appurtenances such as mechanical units be incorporated into the roof form or by using architectural designs such as clerestories. To that extent, the DRB should provide input on any rooftop design housing rooftop appurtenances. A roof plan should be provided that includes details for any mechanical units located on the roof. If rooftop mechanical units are not proposed, the location of future mechanical equipment should be shown on the appropriate plan sheets.

2. Staff Comment. The applicant has made significant program changes to the proposal since it was last reviewed by the DRB. Major changes include adding a ground floor retail/office space and parking at the northeast corner of the building, eliminating the roof deck parking, stepping back the upper stories along the entire east building façade, and totally enclosing the parking garage. The north and east facades were also revised to address blank wall concerns.

The DRB's recommendation regarding the stair and elevator enclosure near the courtyard no longer applies since these features were moved to a different location.

The site plan was also revised to show the Portsmouth public walkway location and improvements in relation to the proposed building. However, the applicant did not submit a landscape and lighting plan with the recent revisions. The DRB should review both plans at a future meeting.

At the meeting, the DRB should provide feedback on the following topics/questions:

- Is the proposed building massing acceptable?

- Has the blank wall concern at the east façade been addressed with the revisions?
 - Are changes needed to the proposed color and material palette?
 - Should changes be made to the roof design and mechanical equipment screen enclosure?
3. Supporting Design Guidelines – Building Massing. Below are guidelines that relate to Building Massing as found in Design Guidelines for Pedestrian Oriented Business Districts (adopted by KMC Section 3.30.40).
- *Blank walls should be avoided near sidewalks, parks, and pedestrian areas. Where unavoidable, blank walls should be treated with landscaping, art, or other architectural treatments.*
 - *Vertical building modulation should be used to add variety and to make large buildings appear to be an aggregation of smaller buildings.*
 - *Horizontal building modulation may be used to reduce the perceived mass of a building and to provide continuity at the ground level of large building complexes.*
 - Upper Story Setbacks (Where required by the KZC)
 - *Buildings above the second story (or third story where applicable in the Downtown Plan) should utilize upper story step backs to create receding building forms as building height increases, allow for additional solar access, and maintain human scale at the street level.*
 - *The final arrangement of building mass should be placed in context with existing and/or planned improvements, solar access, important street corners, and orientation with the public realm.*
 - *A rigid stair step or “wedding cake” approach to upper story step backs is not appropriate.*
 - *Decks and/or balconies should be designed so that they do not significantly increase the apparent mass of the building within the required upper story setback area.*
 - *In addition to applying setbacks to upper stories, building facades should be well modulated to avoid blank walls and provide architectural interest.*
 - *Along pedestrian oriented streets, upper story building facades should be stepped back to provide enough space for decks, balconies and other activities overlooking the street*
 - *Landscaping on upper story terraces should be included where appropriate to soften building forms and provide visual interest.*
 - *Continuous two or three story street walls should be avoided by incorporating vertical and horizontal modulations into the building form.*
 - *Limited areas of vertical three, four, or five story walls can be used to create vertical punctuation at key facades. Special attention to maintain an activated streetscape is important in these areas.*

- *All building entries should be well lit. Building facades in pedestrian areas should provide lighting to walkways and sidewalks through building-mounted lights, canopy- or awning-mounted lights, and display window lights. Encourage variety in the use of light fixtures to give visual variety from one building facade to the next. Back-lit or internally-lit translucent awnings should be prohibited.*

B. Parking Structure

1. DRB Recommendation. The proposed multi-level parking structure at the eastern portion of the site continued to raise some concerns from the DRB. The DRB requested that additional information be provided regarding the visibility of the parking structure from neighboring properties and how the parking structure would be mitigated, including rooftop parking. The DRB suggested revising the interior garage plan layout in order to gain extra room for modulation of the exterior façade, looking at landscape options other than a green screen, and providing additional options for blank wall treatment.
2. Staff Comment. As mentioned in the previous section, the impacts from vehicles using the proposed parking garage have been mitigated by 1) totally enclosing the garage, and 2) removing the roof deck parking. To address blank wall issues, the applicant has setback the upper one to two stories (depending on the location on the east façade) and has proposed a different material and color palette. In addition, planters are being proposed within the adjoining public walkway to add landscaping near the base of the east façade.

The DRB should provide feedback on the parking garage design.

3. Supporting Design Guidelines – Parking Garages. Below are guidelines that relate to Parking Garage Design as found in Design Guidelines for Pedestrian Oriented Business Districts (adopted by KMC Section 3.30.40).
 - *Because land is limited in Downtown Kirkland, efficient and compact parking lot configurations are a top priority. Parking lots in the periphery of the core area that accommodate about 100 vehicles (approximately 3/4 to 1 acre) should be articulated with landscaped berms.*
 - *Parking lots must be integrated with the fabric of the community by creatively using landscaping to reduce their visual impact.*
 - *The intrusive qualities of parking garages must be mitigated. In pedestrian areas, ground-level retail uses or appropriate pedestrian spaces should be required. Also, extensive landscaping should be required near residential areas and in high visibility locations. On hillsides and near residential areas the stepping back or terracing of upper stories should be considered to reduce scale.*
 - *Garages built on Downtown Kirkland's perimeter slopes, near residential areas, or near the waterfront can fit less obtrusively into the landscape when terraced. Treatment of the facade of the parking structure can be just as effective in mitigating the visual impacts of parking garages as pedestrian-oriented businesses, plazas, or landscaped setbacks at the ground level.*

C. Back of House

1. DRB Recommendation. The DRB requested that additional information be provided that shows the trash, loading and unloading area, and back of house functions of the development. The DRB wanted to understand the visual impact of this area relative to neighboring properties as well as how the area would be managed. The applicant should provide updated information regarding this topic based on discussions with Public Works.
2. Staff Comment. An updated back of house plan, based on discussions with Public Works and Waste Management, has been submitted for review by the DRB. The trash area has been relocated to the alley and the loading/unloading area has been reduced to one loading bay. The previous trash area is being replaced by ground floor retail/office space and parking. The DRB should provide input on these changes.

The new parking area located near the public walkway stair, which appears to accommodate only 5 parking stalls, should be reviewed by Public Works for vehicle and pedestrian circulation and safety.
3. Supporting Regulation. KZC Section 115.45 and 115.47 requires that garbage and recycling receptacles and loading and service areas are located to minimize visibility from any street, pedestrian walkway, or public park. Where visible, these areas are required to be screened.

D. Landscaping

1. DRB Recommendation. The applicant should include a detailed landscape plan for review by the DRB. Landscaping should be placed in areas to help mitigate building massing, buffer/screen rooftop parking, and enhance the pedestrian experience along the project frontages. Other opportunities for landscaping should include areas to enhance the central courtyard area and upper story terraces. The area between the Portsmouth stairs and the building should be thoughtfully designed. Careful selection of plant species should be used at the rooftop deck level to be considerate of neighboring views.
2. Staff Comment. The applicant did not submit a landscape plan with the recent revisions. The DRB should review a landscape plan at a future meeting.
3. Supporting Regulation. The landscape plan should be approved as part of the Design Review process as required in KZC Chapter 95.

E. Courtyard Design

1. DRB Recommendation. The DRB expressed concern regarding the proposed courtyard design. As proposed, the DRB felt that the courtyard was cluttered by restaurant outdoor seating, a large canopy, and two chimneys. The result was a situation where the public pedestrian experience became secondary to the outdoor restaurant seating areas and the main entry to the offices and retail behind felt pinched. The DRB asked that the applicant explore design changes that would make the courtyard function more as a civic space and contain fewer structures.
2. Staff Comment. The applicant has made a number of changes to the courtyard design. The 1-story restaurant sunroom previously located in the northeast corner of the courtyard has been relocated south of the Hector's restaurant. The Hector's addition has been setback an additional

15' from the previous proposal for a total setback of 25'. Although, the canopy and 2-sided fireplace remains from the previous proposal, increasing the building setback for the Hector's addition and removing the sunroom integrates the courtyard more to the public realm than did the previous proposal. The DRB should provide feedback on the revised courtyard design.

3. Supporting Design Guidelines – Courtyard/Plazas. Below are guidelines that relate to plaza design as found in Design Guidelines for Pedestrian Oriented Business Districts (adopted by KMC Section 3.30.40).
- *Successful pedestrian-oriented plazas are generally located in sunny areas along a well-traveled pedestrian route. Plazas must provide plenty of sitting areas and amenities and give people a sense of enclosure and safety.*
 - *Reductions to required upper story setbacks (where allowed by the KZC) may be appropriate where an equal amount of beneficial public open space is created at the street level consistent with the following principles:*
 - *Public open space should be open to the sky except where overhead weather protection is provided (e.g. canopies and awnings).*
 - *The space should appear and function as public space rather than private space.*
 - *Public open space should be activated with adjacent shops, outdoor dining, art, water features, and/or landscaping while still allowing enough room for pedestrian flow.*
 - *A combination of lighting, paving, landscaping and seating should be utilized to enhance the pedestrian experience within the public open space.*
 - *Where substantial open space "trade-offs" are proposed, site context should be the primary factor in the placement of the public open space (e.g. important corners, solar access.)*

IV. KEY ZONING REGULATIONS

The following regulations are important to point out because they apply to the DRB's review and provide parameters for new development on the site. See also Section V below for a summary of other development regulations applicable to the proposed project but are not under the DRB's authority. Compliance with all regulations and standards will be confirmed during building permit review.

A. Upper Story Setbacks:

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

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

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

1. Each square foot of additional building area proposed within the setback is offset with an additional square foot of public open space (excluding area required for sidewalk dedication) at the street level.
2. The public open space is located along the sidewalk frontage and is not covered by buildings.
3. For purposes of calculating the offsetting square footage, along Central Way, the open space area at the second and third stories located directly above the proposed ground level public open space is included. Along all other streets, the open space area at the second story located directly above the proposed ground level public open space is included.
4. The design and location is consistent with applicable design guidelines.

Staff Comment:

Lake Street – With the previous version of the project, portions of the 3^d and 4th story with the Hector's expansion and the KWM expansion were proposed to extend up to 5' into the required upper story 30' setback from Lake Street. The current version of the project only has 370 square feet of the KWM building extending into the required 30' setback from Lake Street. Based on this amount of area, the applicant is required by code to dedicate 185 square feet at the street level. The applicant is proposing to dedicate the required open space in the central courtyard along Lake Street.

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

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

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

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

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

Based on the above calculation, the project is required to remove 4,059.2 square feet of upper story building area above the second story within 40 feet of the Main Street right-of-way. The applicant's proposal to remove 4,518 square feet at the 5th and 6th story exceeds this requirement. Floors 5 and 6 are setback approximately 20' from Main Street. The final building massing arrangement should be determined by the Design Review Board as part of the design review process.

- B. **Sidewalks:** Sidewalks shall be a minimum width of 12 feet. The average width of the sidewalk along the entire frontage of the subject property abutting each pedestrian-oriented street shall be 13 feet. The sidewalk configuration shall be approved through the design review process.

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

V. DEVELOPMENT STANDARDS – DEVELOPMENT REVIEW COMMITTEE

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

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

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

Staff Comment: *The applicant should confirm compliance with KZC Section 50.62.3.a where the code allows decorative parapets to exceed the 28' height limit along Lake Street as long as the average parapet height does not exceed two feet. At question are the proposed guardrails. In order for the guardrails to exceed the height limit, they must be regulated as parapets. They should therefore meet the 2' average allowance.*

- B. **Parking:** Restaurants and taverns must provide one parking space for each 125 square feet of gross floor area. All other uses must provide one parking space for each 350 square feet of gross floor area. The City also has grandfathered parking provisions: *regardless of use, the owner need not increase the number of parking spaces for any floor area that existed prior to May 12, 2002; provided that the owner may not decrease the number of parking stalls on the subject property below the number of stalls that was required by any previous development permit (see KZC 50.60.3.a).* The code section in regards to outdoor seating areas (KZC Section 115.105.2.c.6) should also be considered.

Staff Comment: *As mentioned above, KZC Section 50.60.3.a allows the applicant to grandfather the amount of parking stalls for floor area that existed prior to May 12, 2002. Existing parking stalls previously associated with existing floor area may not be decreased. The Hector's property, KWM property, and the Main Street property previously contained a total 68 parking stalls which were associated with the various retail, restaurant, and office uses. Attachment 4 contains a breakdown of this information.*

The new project requires the following in terms of parking:

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

- *New parking stalls should be provided for new gross floor area based on use.*

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

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

At this time, staff is unable to confirm the required number of parking stalls. Additional information is needed. The floor plan has been changed significantly since the last DRB meeting. Therefore, the applicant should submit the revised floor plans color coded by use. The applicant is also in discussions with Public Works regarding the 5 displaced parking stalls located in City right-of-way just west of the Merrill Gardens garage entrance. The applicant should continue to work with staff in order to finalize the parking requirement prior to submittal of the building permit for the project.

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

Lastly, the parking garage design should also comply with the dimensional standards in KZC Chapter 105. This includes meeting parking stall dimensions for compact and standard stalls (exclusive of columns or other structures), drive aisle dimensions, and ensuring enough turnaround room for vehicles especially at dead-end drive aisles. Compact parking stalls that are dimensioned to accommodate standard sized vehicles should have drive aisles wide enough (24') to meet standard vehicles dimensions. The applicant should continue to work with staff to ensure that the City's parking design standards are met.

VI. PUBLIC COMMENT

Prior to the finalization and distribution of this staff memo on November 8, 2012, several public comment emails/letters were received by staff. The emails/letters have been included in Attachment 5.

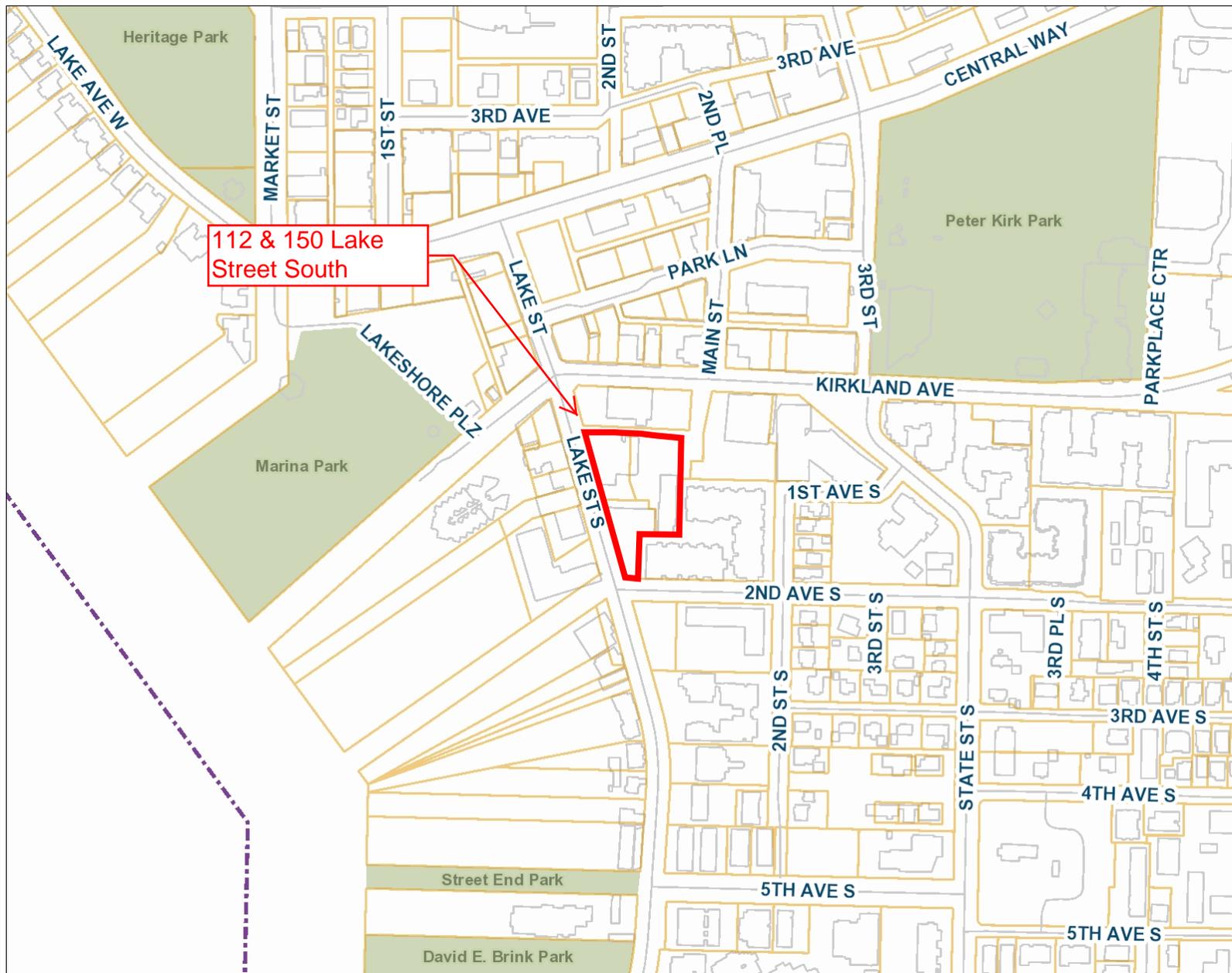
VII. ATTACHMENTS

1. Vicinity Map
2. Applicant Written Response
3. Revised Drawings
4. Parking Calculations
5. Public Comment

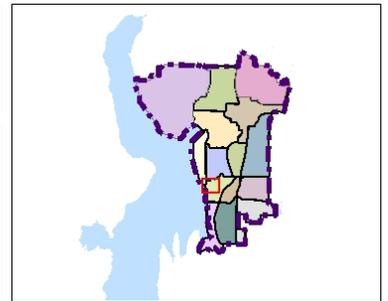
CC Via Email: Parties of Record in File No. DRV12-00921



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



112 & 150 Lake Street South



Legend

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

1: 4,444



NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet
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Notes

Project Area Map



Lake Street Place Project

Response to October 1st Design Response Conference:

Project Description (Updated):

The nature of the Lake Street Place project is threefold: add office area to the existing Kirkland Waterfront Market building, remodel and expand the existing Hector's restaurant building and construct a new parking garage with integrated retail and office uses.

Lot A:

The Kirkland Waterfront Market (KWM) building is proposed to add two new floors above the northern portion of the existing building and a 20ft wide 4 story addition to the north side of the existing building. This new space will provide an additional 950 sf of restaurant space at the first level and an additional approx. 13,400 sf of office space above the first and second floor levels.

Lot B:

The Hector's building is proposed to expand and provide approx. 6,950 sf of new restaurant space on the first floor, approx. 8,150 sf of new office space on the 2nd floor, and approx. 8,150 sf of new office space on each of the 3rd and 4th floors. We propose to keep the original portion of the Hector's building and a modified portion of the previously approved two story street façade along Lake Street from our DRB approval in 2009.

Lot C:

The new Main Street building is proposed to be built over the existing parking lot behind the expanded Hector's building and Kirkland Waterfront Market buildings. It is proposed to provide approx. 15,401 sf of retail, and/or office space on the first floor, provide approx. 252 parking stalls on 4 tiers of above grade parking and be topped by approx. 18,000 sf of office space. This building will provide parking required for all three lots and buildings. In addition, a pedestrian retail/restaurant experience will be created in a courtyard between the expanded Hector's building and KWM leading to the retail spaces and elevator lobby of the Main Street building.

Lake Street Place Project

Response to October 1st Design Response Conference:

We have aggressively modified the building program to address the Design Review Comments from the October 1st Design Response Conference (DRC).

The following are adjustments to the project scope in response to the DRC Conference:

Lake Street Façade-

- We redesigned the stair and elevator in plan and moved both to be more internal and therefore both elements are not apparent from the exterior. This should eliminate concerns regarding the cladding materials.
- We also changed the program of the Hectors building addition to achieve a larger and "deeper" courtyard in front of the Hectors building addition and along Lake Street. Our first and second story west façade of the building addition was previously positioned 10'-0" from the property line or approximately a 17'-0" wide pedestrian walkway. We now have changed the design and located the first and second story facades 25'-0" from the property line developing a 32'-0" wide pedestrian space in front of the Hectors building addition.
- The third and fourth story of the Hectors addition has been moved too to be set back 30'-0" from the property line. We are no longer asking the DRB to allow for a 5'-0" setback reduction in this area of the project.

- We are still asking the DRB to consider a 5'-0" setback reduction for the third and fourth stories at the Kirkland Waterfront addition. We are providing 185 square feet of two story high "public open space" at the street level which is shown drawing 2 of sheet 1.1.

Main Street Building (MSB) East, North, South Facades-

- To respond to concerns from neighboring properties we changed the program for the MSB and specifically to the upper floor Office plan. As shown on sheet 2.4 we stepped the southeast façade back 11'-0" from the property line to the window wall when previously we were only 3'-0" back from the property line. We also removed the parking on the roof of the northeast portion of the building. In doing so we enlarged the office floor plan and moved the east window façade so that it is still 22'-0" from the property line (maintaining our requirement for upper story setback).
- The primary materials for the MSB have changed from exposed concrete to a horizontal painted terra cotta color "Hardi-plank" siding divided by vertical steel channels, a painted "Hardi-panel" siding on the north elevation bays, and a split face CMU block façade at the corner of the south elevation.
- At the southeastern elevation of the Portsmouth public courtyard walkway we are proposing to extend the existing planter so that the planter is along the base of the east elevation of the new MSB. We would propose planting an 8' high hedge along with intermittent trees to create a sense of human scale. From the top of the hedge to the top of the east wall in this area is approximately 16' with the change of the design at the 10' step back at the top floor level.
- The northeastern elevation of the MSB has been modified to include a lower floor level storefront at the added retail area. This retail storefront is stepped back 6'-0" from the building elevation reinforcing the horizontal nature of the elevation.
- We redesigned the north elevation of the building. The lower floor material will be exposed concrete with a "sacked" finish matching the material of the lower level of the Bank of America building directly across the alley. The parking bays were changed to two bays, one centered on the Garage entrance and the other offset to the east side of the façade. Windows are located on the top office space and the lower floor off of the alley consists of the back-of-house functions including the loading dock, electrical vault, garage entrance, and trash collection.
- The parking garage is now fully enclosed and therefore there are no openings at the parking levels of the building except for the parking garage entry along the alley.
- The Post Alley design theme referred to on the Lake Street west facade includes the use of pedestrian friendly elements addressing human scale. With the newly designed step backs at the lower and upper floor levels, enhancements to the building materials, and the added landscaping at the Portsmouth walkway/courtyard, the MSB is designed to relate more to human scale.
- We studied the roof design and developed a more horizontal "brow" concept that carries the theme of horizontal elements throughout the use of revised exterior materials.

Back of House-

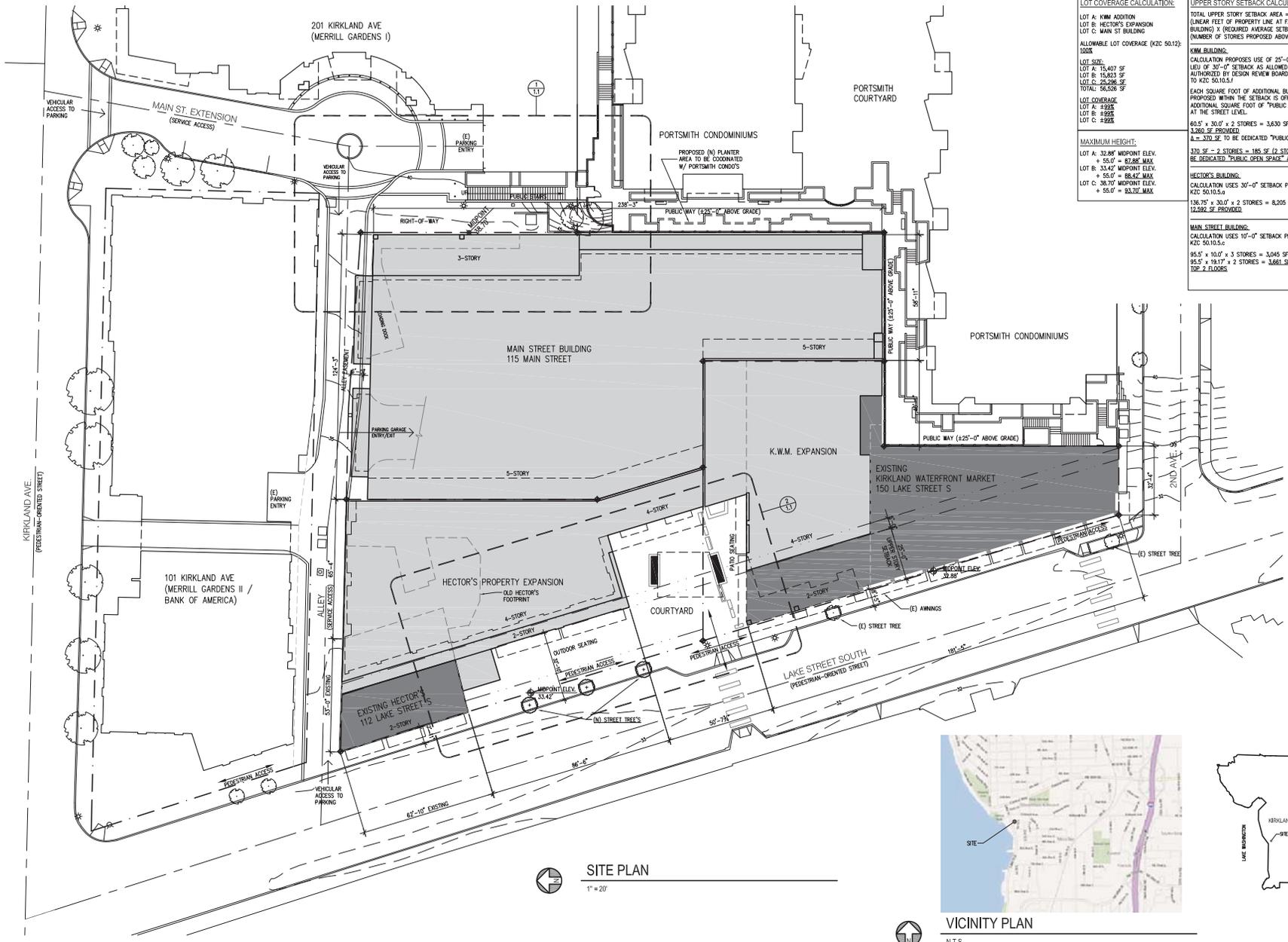
- After many discussions with Public Works, Transportation, and Waste Management, we have placed the loading and unloading dock, electrical vault, the garage entrance/exit, and garbage collection along the alley on the north side of the building. This corresponds to the Bank of America building directly across the alley as they too placed the back of the house functions along their south elevation or along alley.

Landscaping and Site Lighting-

- We would like to defer the drawings depicting the landscape design and site lighting until at such time the DRB approves the general massing and materials for the Lake Street Place project.

Courtyard Design-

- We reviewed the DRB comments related to the "cluttered" nature and agree that the courtyard should reinforce the importance of the public pedestrian experience. However, we do think it is important to have smaller scale elements within the courtyard like the two fireplaces and connecting canopy as these elements become points of interest in the public space and reduce the scale in this space as buildings are 4 to 5 stories on the three enclosed sides. We have also enlarged the courtyard to extend along the front of the Hectors building addition which will develop a 32'-0" deep space from the sidewalk curb to the face of the building.



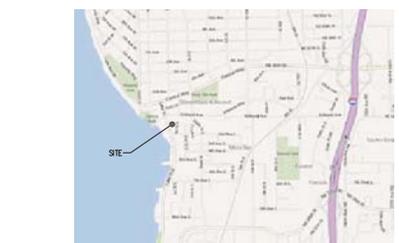
<p>LOT COVERAGE CALCULATION:</p> <p>LOT A: K.W.M. ADDITION LOT B: HECTOR'S EXPANSION LOT C: MAIN ST BUILDING</p> <p>ALLOWABLE LOT COVERAGE (KCC 50.12): 100%</p> <p>LOT SIZE:</p> <p>LOT A: 15,407 SF LOT B: 15,823 SF LOT C: 25,296 SF TOTAL: 56,526 SF</p> <p>LOT COVERAGE:</p> <p>LOT A: 89% LOT B: 89% LOT C: 92%</p> <p>MAXIMUM HEIGHT:</p> <p>LOT A: 32.88' MIDPOINT ELEV. + 55.0' = 87.88' MAX. LOT B: 33.42' MIDPOINT ELEV. + 55.0' = 88.42' MAX. LOT C: 38.70' MIDPOINT ELEV. + 55.0' = 93.70' MAX.</p>	<p>UPPER STORY SETBACK CALCULATION:</p> <p>TOTAL UPPER STORY SETBACK AREA = (LINEAR FEET OF PROPERTY LINE AT FACE OF BUILDING X REQUIRED AVERAGE SETBACK X NUMBER OF STORES PROPOSED ABOVE 2ND STORY)</p> <p>K.W.M. BUILDING:</p> <p>CALCULATION PROPOSES USE OF 25'-0" SETBACK IN LIEU OF 30'-0" SETBACK AS ALLOWED IF AUTHORIZED BY DESIGN REVIEW BOARD PURSUANT TO KCC 50.10.5.1</p> <p>EACH SQUARE FOOT OF ADDITIONAL BUILDING AREA PROPOSED WITHIN THE SETBACK IS OFFSET WITH AN ADDITIONAL SQUARE FOOT OF "PUBLIC OPEN SPACE" AT THE STREET LEVEL.</p> <p>63.5' x 30.0' x 2 STORES = 3,830 SF REQUIRED A = 370.50' TO BE DEDICATED "PUBLIC OPEN SPACE"</p> <p>370.50' x 2 STORES = 741 SF (2 STORES HIGH) TO BE DEDICATED "PUBLIC OPEN SPACE" AT COURTYARD.</p> <p>HECTOR'S BUILDING:</p> <p>CALCULATION USES 30'-0" SETBACK PER KCC 50.10.5.1</p> <p>136.75' x 30.0' x 2 STORES = 8,205 SF REQUIRED 17,292 SF PROVIDED.</p> <p>MAIN STREET BUILDING:</p> <p>CALCULATION USES 10'-0" SETBACK PER KCC 50.10.5.1</p> <p>95.5' x 10.0' x 3 STORES = 3,045 SF REQUIRED 95.5' x 19.17' x 2 STORES = 3,681 SF PROVIDED AT TOP 2 FLOORS.</p>
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11/02/12 DRB SUBMITTAL 2
 08/10/12 DRB SUBMITTAL
 No. Date Reason

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

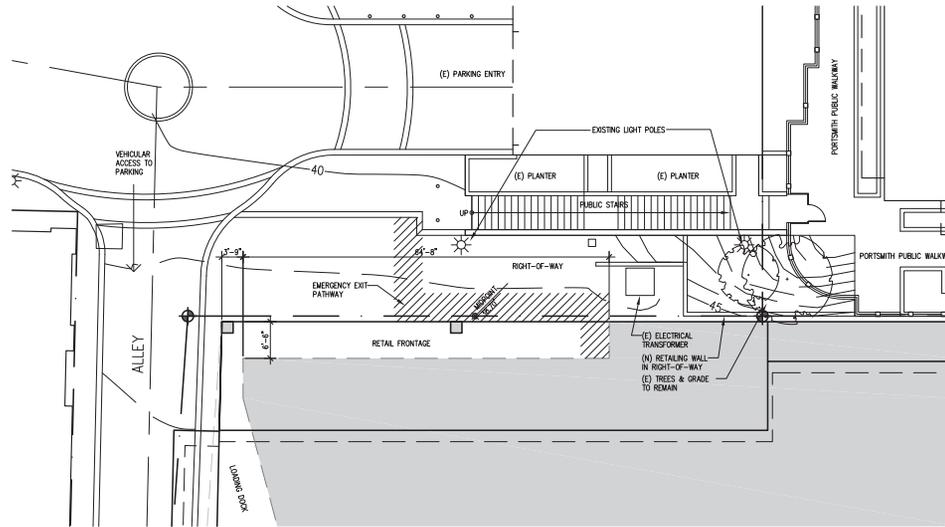
SITE PLAN
 Sheet No. 1.0
 Project No. 1105
 Date: 07/30/12

SITE PLAN
 1" = 20'

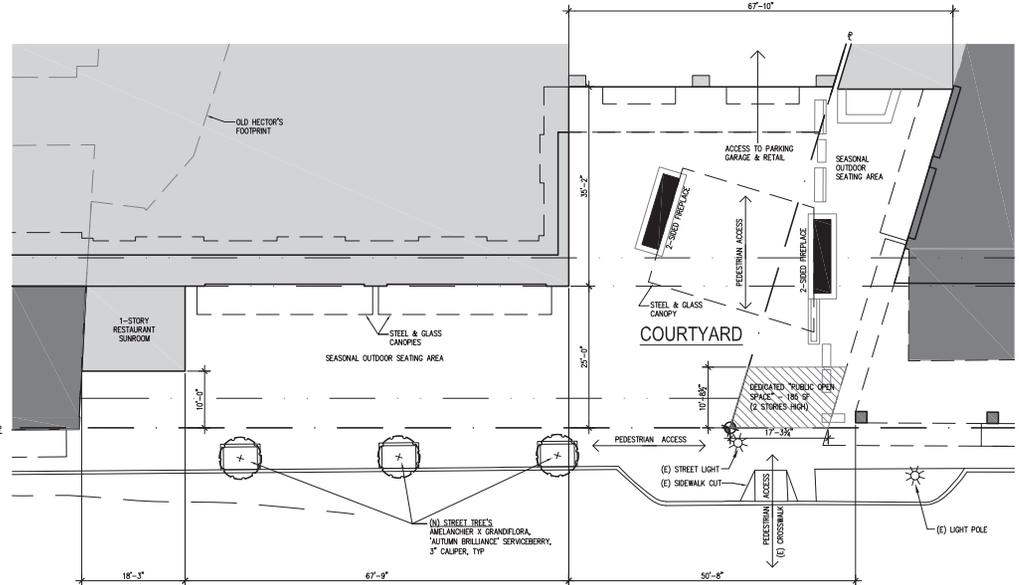


VICINITY PLAN
 N.T.S.

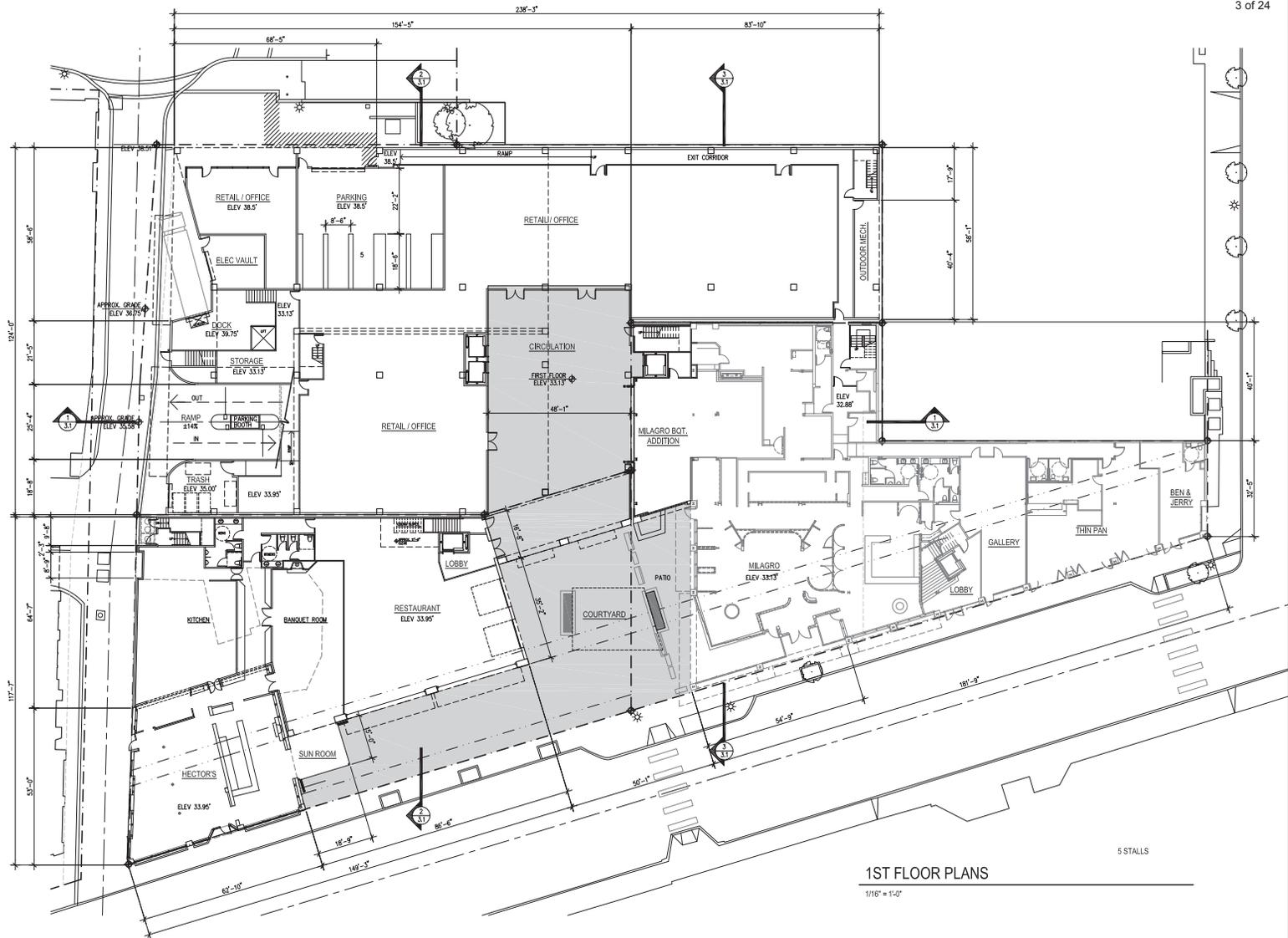




1 ENLARGED MAIN STREET PLAN
 1" = 10'



2 ENLARGED COURTYARD PLAN
 1" = 10'



1ST FLOOR PLANS

1/16" = 1'-0"

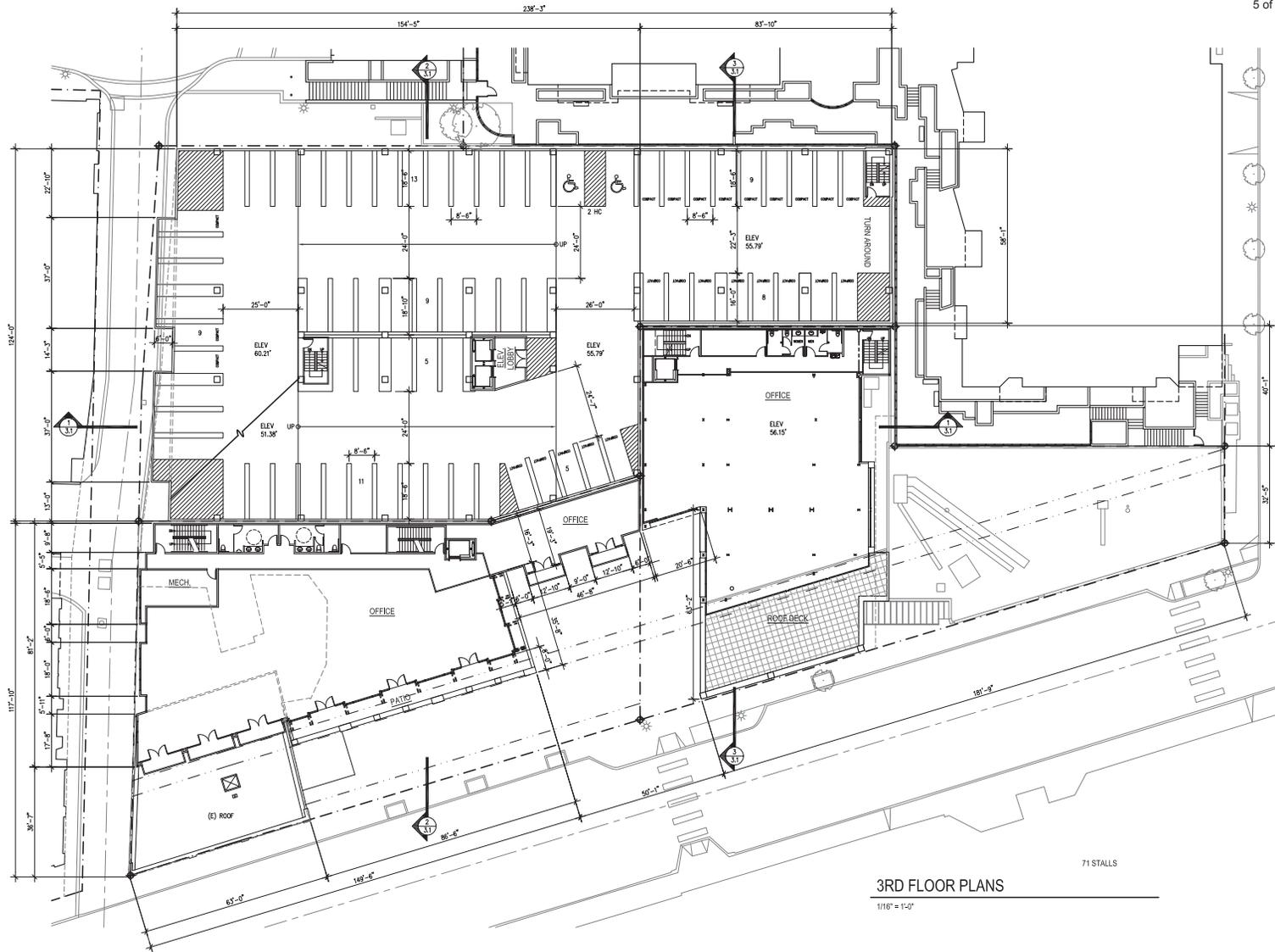
5 STALLS

11/02/12 DRB SUBMITTAL 2
 08/10/12 DRB SUBMITTAL
 File: Date: Revision:

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

1ST FLOOR
 PLANS

Sheet No. **2.0**
 Project No. 1105
 Date: 07/30/12

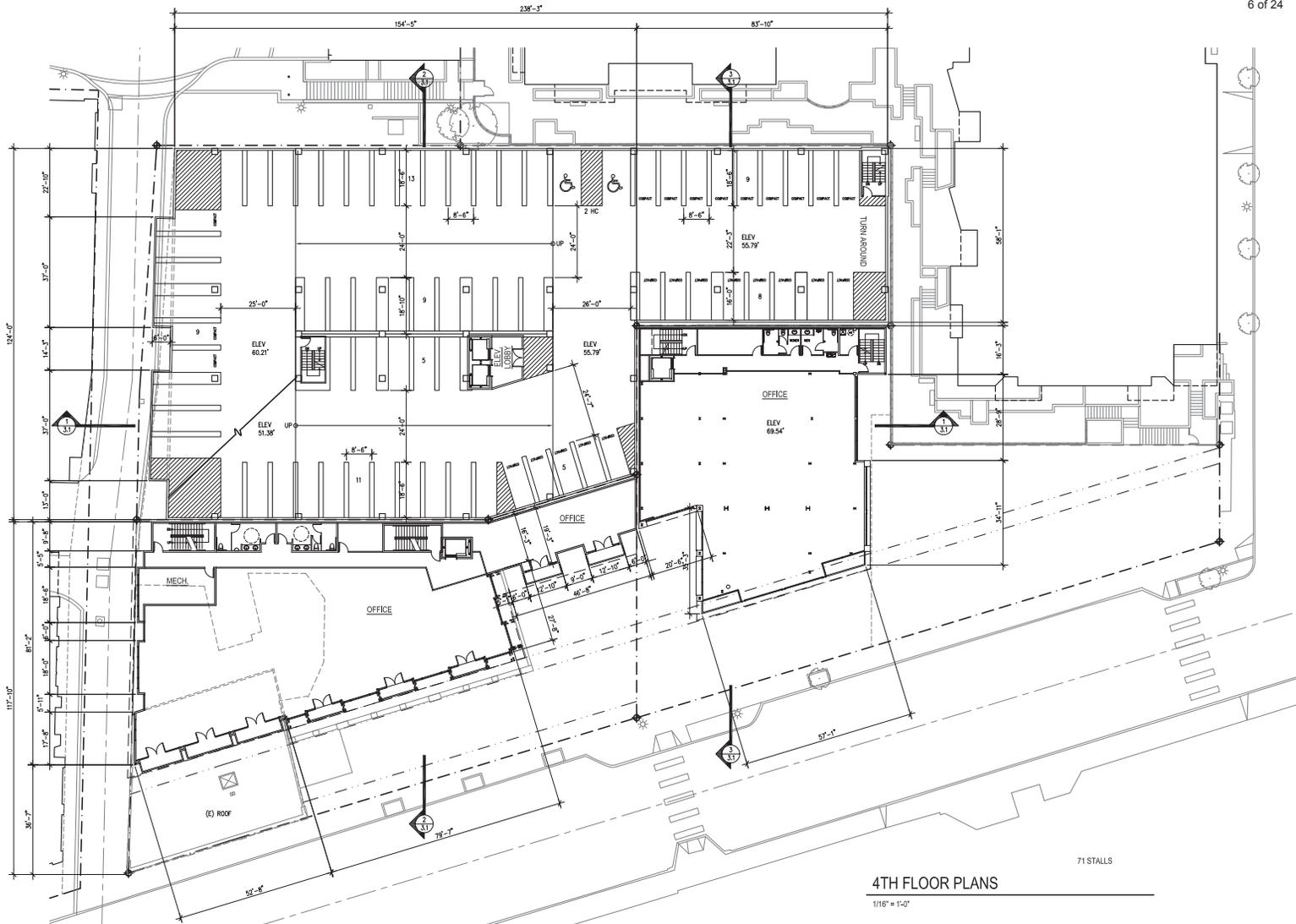


11/02/12 DRS SUBMITTAL 2
 08/10/12 DRS SUBMITTAL
 No. Date Revision

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

3RD FLOOR
 PLANS

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



4TH FLOOR PLANS

1/16" = 1'-0"

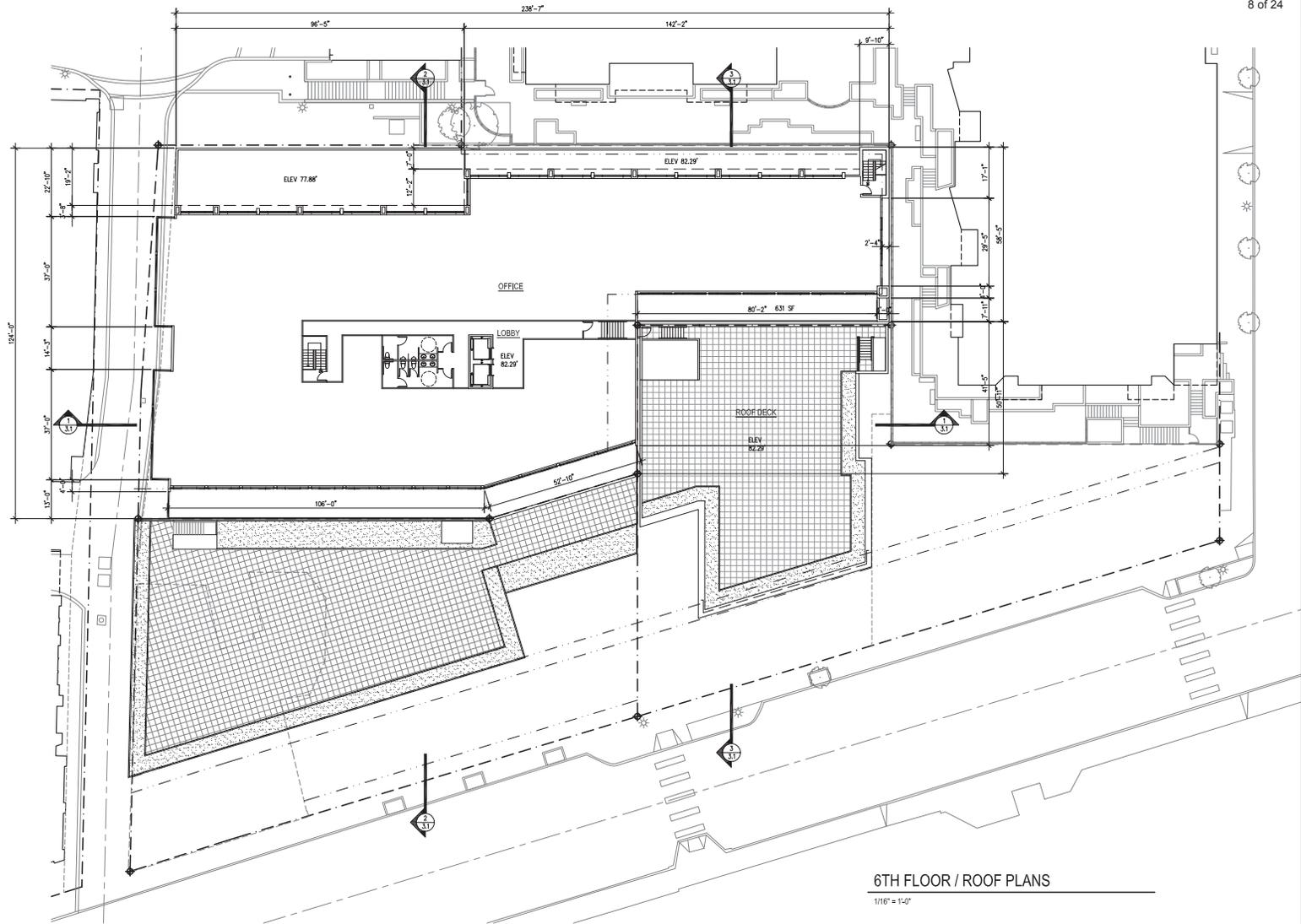
71 STALLS

11/02/12 DRS SUBMITTAL 2
 08/10/12 DRS SUBMITTAL
 Rev. Date: Rev. 03/11

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

4TH FLOOR
 PLANS

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



6TH FLOOR / ROOF PLANS

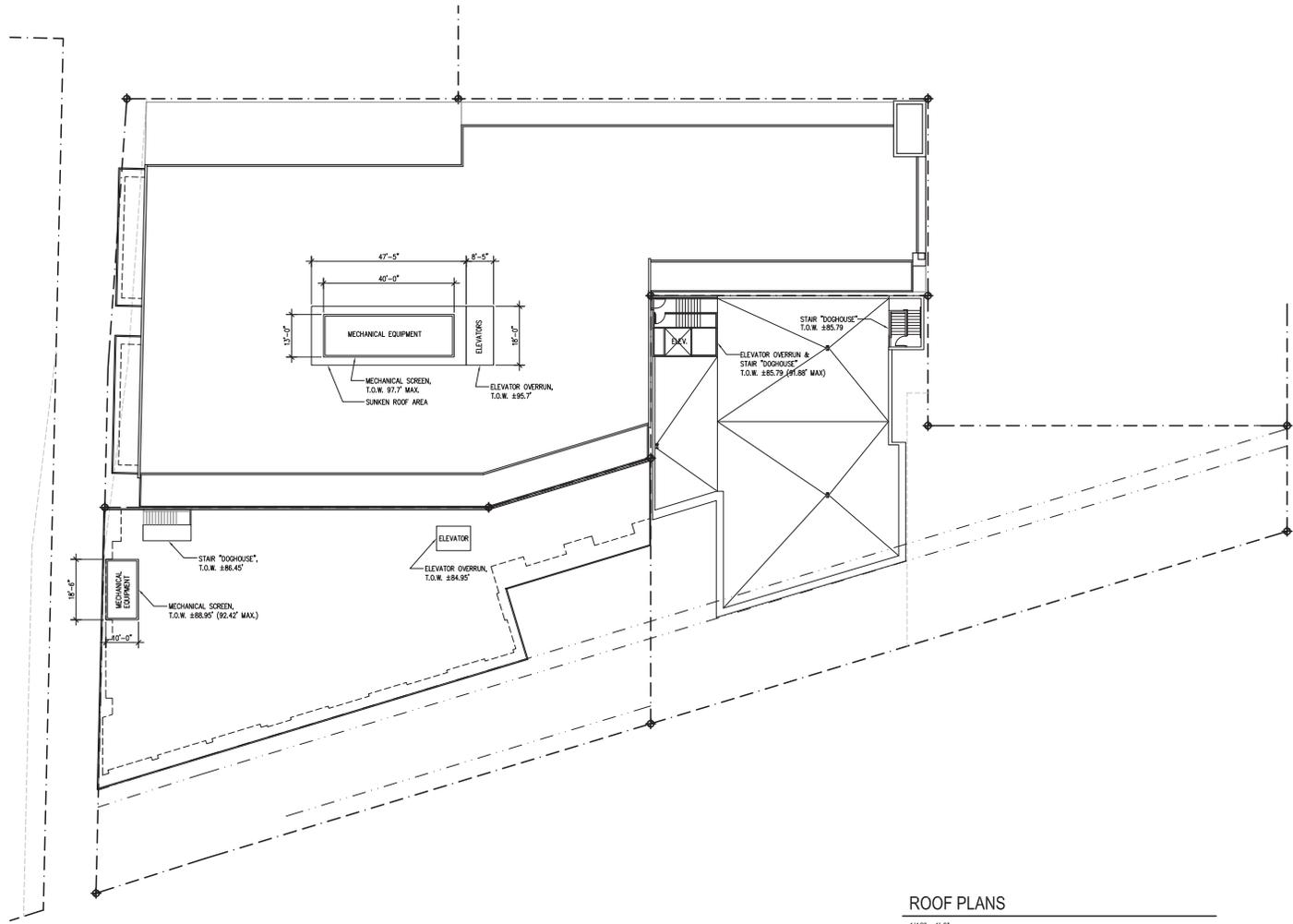
1/16" = 1'-0"

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

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

6TH FLOOR
 PLANS

Sheet No. **2.4**
 Project No. 1105
 Date: 07/30/12



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

11/02/12 DRS SUBMITTAL 2
 08/10/12 DRS SUBMITTAL
 Rev. Date Reason

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

ROOF PLANS
 Sheet No. **2.6**
 Project No. 1105
 Date: 07/30/12



WEST ELEVATION

1/16" = 1'-0"



NORTH ELEVATION

1/16" = 1'-0"



EAST ELEVATION

1/16" = 1'-0"



SOUTH ELEVATION

1/16" = 1'-0"

11/02/12 DRB SUBMITTAL 2
08/10/12 DRB SUBMITTAL
Rev. Date Revised

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

ELEVATIONS

Sheet No. **3.0**
Project No. 1105
Date: 07/30/12