City of Kirkland
Planning and Building Department
123 Fifth Avenue, Kirkland, WA 98033
425-587-3600 - www.kirklandwa.gov

Design Review Board Decision

FILE NUMBER: DRV24-00649

PROJECT NAME: CENTRAL PEAK MIXED USE

APPLICANT: JUAN GARCINI WITH BAYLIS ARCHITECTS

PROJECT PLANNER: TONY LEAVITT, SENIOR PLANNER

I. Summary of Decision

Juan Garcini, with Baylis Architects for The Cordillera Group, applied for design review approval of the Central Peak mixed-use project at 177 Central Way (see Attachment 1). The applicant is proposing to construct a 4-story mixed use project with 26 residential units and 3,396 square feet of retail space. Parking is proposed within the building behind the ground floor retail space and in a structured parking garage below the building (see Attachment 2). Vehicular access to the property is from Central Way (to the residential parking garage) and the alley to the west of the building (to the retail and guest parking garage).

On November 18, 2024, the Design Review Board (DRB) approved the project as shown on the plans dated November 18, 2024 subject to the following conditions:

A. This application is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 3, Development Standards, intended to familiarize the applicant with some of the additional development regulations. This attachment does not include all the additional regulations.

B. As part of the application for a building permit, the applicant shall submit the following:

1. Construction plans demonstrating compliance with the project plans approved by the DRB as shown in Attachment 2.

2. A summary of any proposed project changes, indexed to the permit drawings, from the plans approved through Design Board Review.

3. Plans showing at least 5 feet of sidewalk, under the overhead weather protection along Central Way, be kept clear of any permanent planters. (see Conclusion III.B).

4. A detailed landscaping plan that shows location, size, specification, quantities, and common names of the landscaping being used. The plan shall incorporate the planting palette and details shown in Attachment 2 (see Conclusion III.D).

C. Prior to final inspection of a building permit by the Planning Official, the project architect shall submit a letter stating that they have evaluated the project to ensure it is consistent

with the plans approved through Design Board Review and no modifications have been made that were not previously approved by the City.

II. Design Response Conference Meetings

A. Background Summary

The DRB held two Design Response Conference meetings for the project. The staff report, plans, and applicant response to the DRB's recommendations from each meeting can be found listed by meeting date at this online web address:

https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Design-Review-Board/DRB-Meeting-Materials-Archive

Below is a summary of the Board's discussions at the two Design Response Conferences held for the project.

October 21, 2024 Conference:

The Design Review Board reviewed the plans submitted by Baylis Architects dated October 21, 2024. Staff provided an overview of the zoning requirements for the CBD 1A zone and the key design issues for the project. Staff's memo dated October 14, 2024 provides an analysis of project consistency with applicable zoning regulations and Design Guidelines for Pedestrian Business Districts.

After deliberating, the Board requested the applicant to return for a second meeting to respond to the following DRB comments:

- Further evaluate the design of the plaza to enhance pedestrian engagement and activity. In the northwest plaza, the Board requested that the applicant look at the removal of the ramps and steps to maximize the usable space for amenities.
- Provide detailed plans for the central plaza, northwest plaza and Central Way sidewalk including design features such as landscaping, seating, and paving materials.
- Provide plans and section for the overhead weather protection along Central Way and confirm compliance with zoning code requirements.
- Consider adding additional accent colors to the building facades.
- Explore design techniques to further enhance the treatment of the blank wall along the alley.
- Provide detailed plans for the residential lobby and trash collection area.

The meeting was continued to November 18, 2024

November 18, 2024 Conference:

The Design Review Board reviewed the revised plans submitted by Baylis Architects dated November 18, 2024. Staff's memo dated November 8, 2024 provides an analysis of project consistency with applicable zoning regulations and Design Guidelines for Pedestrian Business Districts.

The applicant presented revised plans, which addressed the requested items from the DRB. The DRB discussed the changes proposed by the applicant and at the conclusion of the meeting voted to approve the project with Conditions. See Section III below for further information regarding the DRB's discussions and conclusions.

B. Public Comment

Two public comment letters were received during the Design Response Conference meetings that staff forwarded to the Board for consideration (see Attachment 4). The issues raised in the comment letters were focused on the proposed upper story setback reduction, the proposed peaked roof, the scale of the building and traffic impacts.

During the October 21, 2024 DRC Meeting, four individuals provided public testimony. Testimony focused on the operations of the alley to the south of the proposed structure, design of the northwest plaza, and general support for the project.

During the November 18, 2024 DRC Meeting, two individuals who provided public testimony during the first meeting provided additional testimony. Testimony focused on the operations of the alley and general support for the project.

III. Design Review Board Discussion and Conclusions

Below is a summary of the key issues and conclusions reached by the Design Review Board during the design review process. For more background on these issues and evaluation of how the project meets the Zoning Code, see the staff advisory reports from the Design Response Conferences contained in File DRV24-00649 and online at the previously mentioned DRB meeting page.

A. Building Height, Architectural and Human Scale

DRB Discussion: The DRB agreed with the applicant's preferred massing option, Massing Option 3 that was presented at the August 5, 2024 Conceptual Design Conference. Vertical modulation was achieved with the use of a modulated and vertical entry feature that breaks up the north façade, vertical bays with color variation along the south facade, and complementary use of materials and colors. Horizontal modulation was achieved with a pedestrian friendly commercial ground floor design, the required upper story setback and terrace along Central Way, the use of residential balconies, and the use of a peaked roof and architectural details. Human scale was achieved with the use of street level public courtyards, upper story balconies and terraces, and a variety of materials. Blank walls and the parking garage were adequately treated with design elements and materials including board formed concrete, vertical openings utilizing metal grating and lighting, and brightly colored accent panels.

DRB Conclusions: The DRB concluded that the proposed building massing, architectural scale, and human scale are consistent with the applicable design guidelines found in the Design Guidelines for Pedestrian Business Districts.

B. Vehicular and Pedestrian Access

DRB Discussion:

The DRB reviewed the vehicular access and pedestrian access for the site as part of their review. Vehicular access to the property is proposed from Central Way and the alley to the west of the building. The site contains multiple pedestrian access points from Central Way.

The DRB reviewed the design of the public pedestrian spaces including the sidewalks and plazas. Their review looked at the location of the plazas, the design of the seating areas, lighting of these spaces, and the materials beings used. During the review of the proposed northwest plaza, the DRB requested that the applicant revise the original design to minimize the ramps and steps within the plaza. The applicant submitted a revised design that made the plaza level with the sidewalk grade and provided a larger seating area. Additionally, they looked at the applicant's pedestrian weather protection plan.

The DRB was concerned about proposed landscape planters protruding into the sidewalk under the overhead weather protection along Central Way and reducing the actual coverage of the sidewalk. The DRB requested that the applicant keep at least 5' feet of the sidewalk under the overhead weather protection clear of any permanent planters to maximize weather protection over the sidewalk.

DRB Conclusions:

The DRB concluded that the proposed vehicular and pedestrian access plan meets the applicable design guidelines found in the Design Guidelines for Pedestrian Business Districts. They also concluded that the proposed plans for the pedestrian sidewalks and plazas meet the applicable design guidelines.

The DRB required that as part of the building permit for the project, the applicant submit plans showing at least 5 feet of sidewalk, width clearance under the overhead weather protection along Central Way, be kept clear of any permanent planters.

C. Building Materials, Color and Detail

DRB Discussion: The DRB evaluated the proposed materials, colors, and details. The DRB approved of the applicant's preferred material and color palette for the project and agreed that the colors and materials used were effective in reducing the perceived scale of the building and adding interest to the plaza and pedestrian areas. The DRB requested that the applicant add an accent color to the exterior of the residential level that was included in the approved plans.

Additionally, the DRB reviewed the plans for treatment of blanks walls including the parking garage façade along the south alley and the east façade. The blank walls were treated with board formed concrete, vertical openings utilizing metal grating, lighting, and brightly colored accent panels.

DRB Conclusions: The DRB concluded that the proposed building materials, colors, details, and treatment of blank walls meet the applicable design guidelines found in the Design Guidelines for Pedestrian Business Districts.

D. Landscaping

DRB discussion:

The DRB reviewed the landscape plan designed to help soften building massing, enhance the pedestrian experience, and provide seasonal visual interest. Opportunity areas discussed for landscaping included the northwest and central plaza areas, along the Central Way commercial frontage, and the fourth level terrace. The applicant presented the DRB with a planting palette and location details (see Attachment 2, Pages 4 through 8).

The DRB was accepting of the proposed planting palette and location of landscaping but requested that the applicant submit a detailed landscaping plan as part of the building permit.

DRB Conclusions:

The DRB concluded that the proposed landscaping meets the applicable design guidelines found in the Design Guidelines for Pedestrian Business Districts.

The DRB required as part of the building permit that the application submit a detailed landscaping plan that shows location, size, specification, quantities, and common names of the landscaping being used. The plan should incorporate the planting palette and location details shown in the approved plans (see Attachment 2, Pages 4 through 8).

IV. Zoning Requirements That Require DRC Approval

A. Street Level Depth Requirement

1. Facts:

a. KZC Section 50.10, General Regulation 3 requires the following:

(1) Except along alleys and similar service access streets, the street level floor of all buildings shall be limited to one or more of the following uses: Retail; Restaurant or Tavern; Banking and Related Financial Services; Entertainment, Cultural and/or Recreational Facility; Parks; Government Facility; or Community Facility.

(2) The required uses shall have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building on the abutting right-of-way, not including alleys and similar service access streets). The DRB may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the retail frontage will maximize visual interest.

b. The applicant requested a minor reduction in the required street level average depth requirement. The request was a reduction from an average of 30 feet to an average of 25 feet with a minimum depth of 20 feet for a majority of the retail spaces. There are some areas in the retail spaces that are under 20 feet due to plaza and stair impacts. The final average depth was 26.92 feet.

c. In response to the approval criteria (see Attachment 2, Page 17), the applicant stated that the narrow depth of the parcel and parking design requirements make compliance with the 30-foot depth requirement difficult.

d. The design of the retail frontage includes high transparent storefronts with significant amounts of glazing. The central and northwest plaza areas are adjacent to the main retail space and include entrances to the space.

2. Conclusions: The DRB concluded that the proposal met the requirements for a minor reduction in the required street level average from 30 feet to 25 feet. The applicant demonstrated that the requirement is not feasible given the configuration of the site and proposed improvements and that the design of the retail frontage will maximize visual interest with the use of glazing and the connection to the plaza areas

B. Residential Lobby Location

1. Facts:

a. KZC Section 50.10, General Regulation 3 allows lobbies for residential uses may be allowed within the street level retail space subject to applicable design guidelines.

b. The applicable guideline states that lobbies for a residential use may be allowed within the required retail storefront space provided that the street frontage of the lobby is limited relative to the property's overall retail frontage and that the storefront design of the lobby provides continuity to the retail character of the site and the overall street.

c. The subject property has a total street frontage of around 210 feet. 25 feet of the total frontage is being used for a parking garage entrance; so the net frontage for ground floor uses is 185 feet. The residential lobby has a street frontage of 27 feet or 14.6 percent of the net frontage.

d. The storefront design of the lobby has been designed to match the storefront of the retail uses.

2. Conclusion: The DRB reviewed the proposed residential lobby design and concluded that it complies with the applicable design guidelines.

C. Rooftop Common Room

1. Facts:

a. Within CBD 1A, the height of rooftop common rooms that exceed the maximum applicable height limitation shall be reviewed pursuant to the standards described in KZC Section 115.122.6.

b. KZC Section 115.122.7 requires that the rooftop common room be decided on as part of the Design Review process.

c. KZC Section 115.122.6 requires states that the DRB may approve the addition of a rooftop common room if:

   (1) The applicant submits accurate graphic representations or other information that demonstrates that:
      (a) Views from adjoining properties will not be significantly blocked by the rooftop common room; and
      (b) The location and orientation of the rooftop common room is such that the visibility of the rooftop common room from adjoining properties and streets will be minimized; and
      (c) All walls of the rooftop common room must contain transparent windows comprising at least 75 percent of the area of the facade between two (2) feet and seven (7) feet above floor level. This requirement does not apply to elevators and stair enclosures attached to a rooftop common room; and
      (d) The rooftop common room is architecturally integrated with the building design; and

d. The height of the rooftop common room shall not exceed 15 feet or the height of the story immediately below the rooftop common room, whichever is less; and

e. The area of the rooftop common room, measured to the outermost exterior element, shall not exceed 500 square feet or 10 percent of building footprint, whichever is less. The minimum floor area required by building code for elevators and associated equipment and/or stair enclosures shall be exempt from the maximum area calculation for the rooftop common room; and

f. The rooftop common room is set back from any building edge at a distance equal to the height of tallest point of the room above the roof deck; and

g. The applicant provides one (1) of the following public benefit items in addition to the rooftop common room:
   (1) A landscaped and vegetated area, or an area designed and constructed as a green roof, equal to the square footage of the rooftop common room and showing the landscape plan requirements set forth in KZC 95.40(3), or
   (2) A street-level public plaza equal to the square footage of the rooftop common room, or
   (3) Public use of the rooftop common room, either as public access or as use of the rooftop common room as publicly accessible retail, restaurant, or similar space.

h. The proposed project included a rooftop common room for use by the residential residents of the development.

i. The applicant submitted plans that showed compliance with the requirements of KZC Section 115.122.6 (see Attachment 2, Page 18).

j. The height of the rooftop common room is limited to 10 feet, 4 inches based on the floor below. The proposed common is 10 feet, 4 inches in height.

k. The rooftop common room square footage is 500 square feet. 10 percent of the total footprint of the building is 1,639 square feet, so the common room is limited to 500 square feet.

l. The rooftop common room is setback 15.5 feet from the nearest building edge.

m. The rooftop common room also meets the transparency requirements (see Attachment 2, Page 18) and is architecturally integrated with the building design. Additionally, a green roof area (approximately 2,000 square feet in size) is provided as a public benefit in addition to the rooftop common room (500 square feet).

n. The applicant submitted a view analysis that showed the impacts of the rooftop common room (see Attachment 2, Page 30). Views from the Marina Heights development located northwest of the project (Location 1) are already impacted by developments to the south of the project including the Vela (located at 140 Lake Street S) and the Portsmith Condos (located at 109 2nd Street S) projects, so the common room will not significantly block the views from adjoining properties.

   Views from Location 2 (located to the northeast of the subject property) shows no additional impacts from the rooftop common room as it is located behind the elevator and stair penthouses that are allowed to exceed the height limit without a view analysis.

o. Additionally, the location and orientation of the rooftop common room minimizes the visibility of the rooftop common room from adjoining properties and streets. The common room is located south of the taller elevator and stair penthouse and near the center of the rooftop area.

2. Conclusions: The DRB concluded that the proposed rooftop common room meet the requirements of KZC Section 115.122.

D. Central Way Upper Story Setback

1. Facts:

a. KZC Section 50.10, General Regulation 5 outlines the upper story setback requirements for the CBD 1A zone. For structures along Central Way, the required upper story setback is 30 feet for any portion of the structure that exceeds 41 feet.

b. The applicant's proposed building design included building area that extends 5 feet into the required upper story setback (see Attachment 2, Page 17). The building area within the setback, approximately 902 square feet, is located on Residential Level 4.

c. KZC Section 50.10.5.f states that the DRB is authorized to allow a reduction of the required upper story setback by no more than five feet subject to the following requirements:

(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 are consistent with applicable design guidelines.

d. The applicant proposed a central public plaza area that totals 324 square feet. 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 central plaza is included. As a result, the offsetting square footage is a total of 972 square feet.

e. The applicable design guidelines state that reductions to required upper story setbacks may be appropriate where an equal amount of beneficial public open space is created at the street level consistent with the following principles:
(1) Public open space should be open to the sky except where overhead weather protection is provided (e.g. canopies and awnings).
(2) The space should appear and function as public space rather than private space.
(3) A combination of lighting, paving, landscaping, and seating should be utilized to enhance the pedestrian experience within the public open space.
(4) 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.
(5) 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).

f. The proposed central plaza is open to the sky except canopies that extend over the entries to the residential and commercial spaces.

g. The plaza has been designed to function as a public space with its proximity to the building entries.

h. The plaza includes lighting, paving, landscaping and seating areas and can be used by retail customers and residential residents.

i. The plaza is located adjacent to the Central Way sidewalk.

2. Conclusions: The DRB concluded that the proposed upper story setback reduction meets the requirements of KZC Section 50.10.5.f. The setback reduction area is offset by the central public plaza area and the plaza meets the applicable design guidelines.

V. State Environmental Policy Act (SEPA) and Concurrency

The City issued a SEPA Mitigated Determination of Nonsignificance on May 20, 2025 for the project.

VI. Development Review Committee

Comments and requirements placed on the project by City departments are found on the Development Standards, Attachment 3.

VII. 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.

VIII. Appeals of Design Review Board Decisions and Lapse of Approval

A. Appeals

Section 142.40 of the Zoning Code allows the Design Review Board's decision to be appealed to the Hearing Examiner by the applicant or any person who submitted written or oral comments to the Design Review Board. The appeal must be in the form of a letter of appeal and must be delivered, along with any fees set by ordinance, to the Planning and Building Department by 5:00 PM, June 5, 2025, fourteen (14) calendar days following the date of distribution of the Design Review Board's decision.

Only those issues under the authority of the Design Review Board as established by Kirkland Zoning Code 142.35(2) are subject to appeal.

B. Lapse of Approval (KZC 142.55)

The applicant must begin construction or submit to the City a complete building permit application for the development activity, use of land or other actions approved under this chapter within five (5) years after the final approval of the City of Kirkland on the matter, or the decision becomes void.

The applicant must substantially complete construction for the development activity, use of land or other actions approved under this chapter and complete the applicable conditions listed on the notice of decision within seven (7) years after the final approval on the matter or the decision becomes void.

IX. Attachments

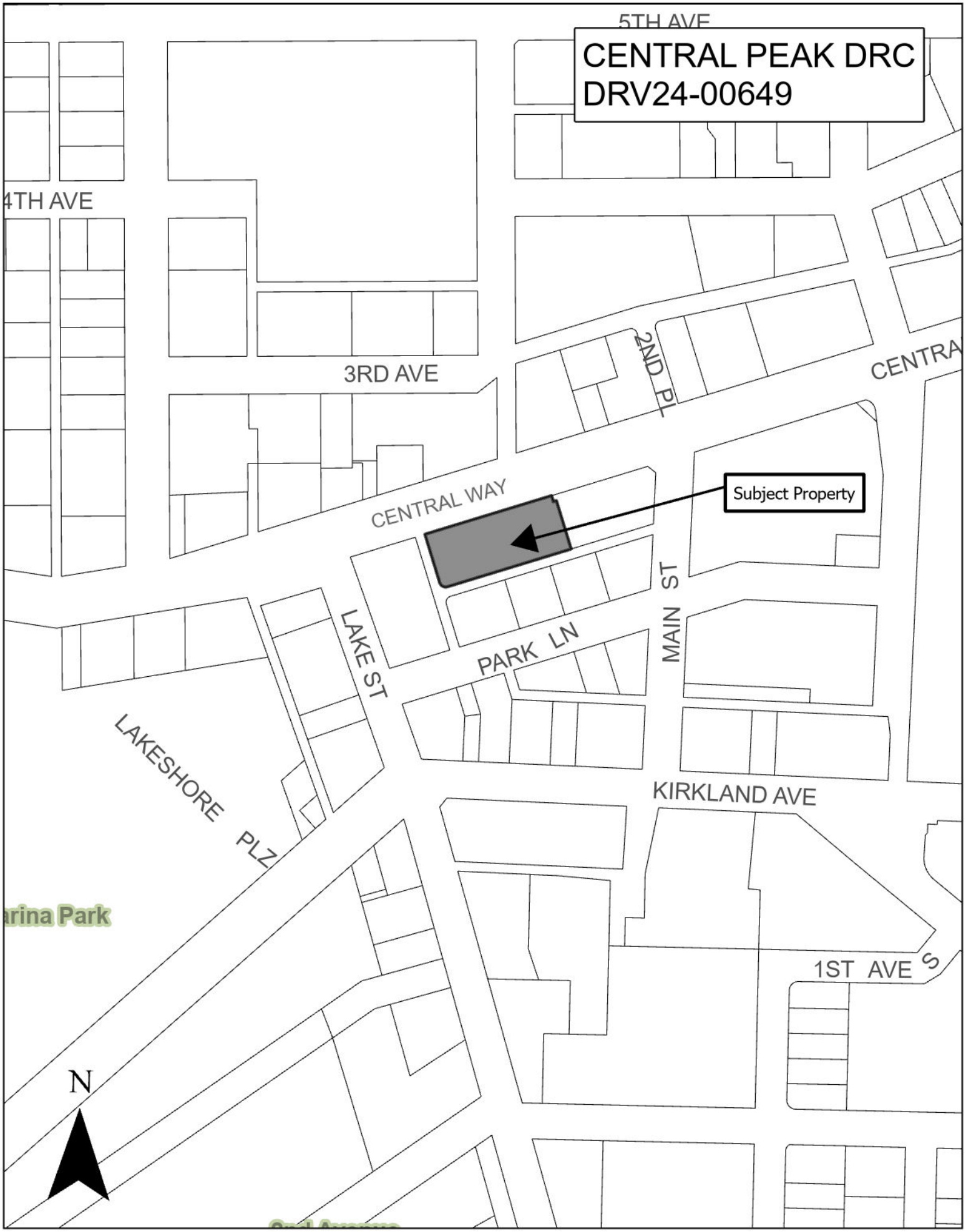
1. Vicinity Map
2. Plans dated November 18, 2024
3. Development Standards
4. Public Comment Letters

X. Approval

Tyler C Smith

Chair, Design Review Board

Date: 5/21/2025


CENTRAL PEAK DRC
DRV24-00649
5TH AVE
4TH AVE
3RD AVE
2ND PL
CENTRA
CENTRAL WAY
Subject Property
MAIN ST
LAKE ST
PARK LN
LAKESHORE PLZ
KIRKLAND AVE
1ST AVE S
N

Central Peak Mixed Use Condominiums

Design Review

Design Response Conference 2

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PROJECT INFORMATION

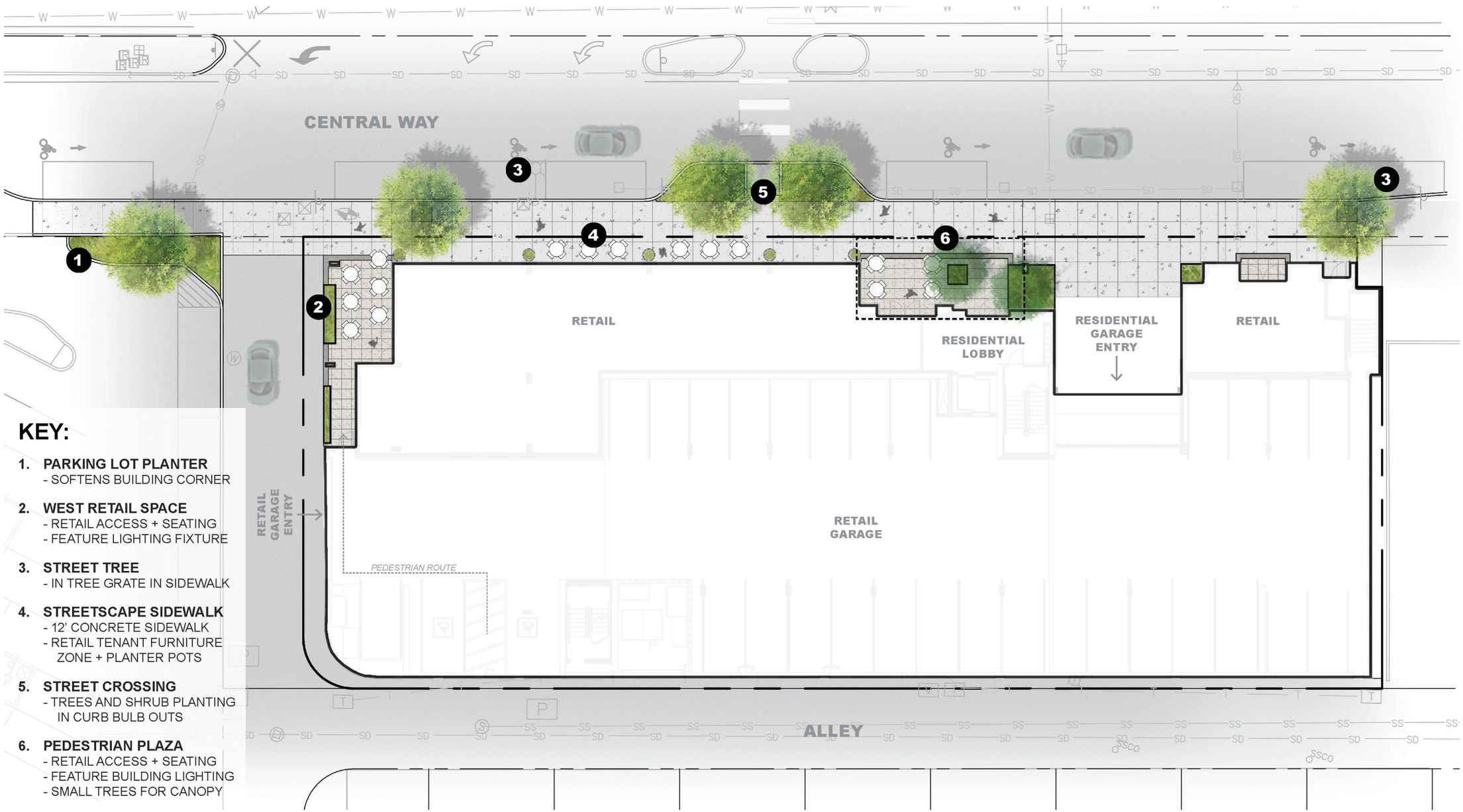
LOCATION	177 Central Way, Kirkland, WA, 98033
DEVELOPER	The Cordillera Group Central Peak, LLC Dan Wachtler (425) 894-6382
ARCHITECT	Baylis Architects 10801 Main Street, #110 Bellevue, WA 98004 Juan Garcini (425) 454-0566
LANDSCAPE ARCHITECT	Brumbaugh and Associates 600 North 85th St, Suite 102 Seattle, WA 98103 Kristen Lundquist (206) 782-3650
CIVIL ENGINEER	Encompass Engineering & Surveying 165 NE Juniper Street, Suite 201 Issaquah, WA 98027 Briana Bennington (425) 392-0250
LIGHTING DESIGNER	IMEG | Formerly Rushing 1725 Westlake Ave. N., Suite 300 Seattle, WA 98109 Nicholas Dewey (206) 452-8015

CONTENTS

DESIGN RESPONSE CONFERENCE #1 - BOARD FEEDBACK

- Further evaluate plazas to enhance pedestrian engagement and activity. Reconsider the grade of the NW Plaza to match sidewalk grade to minimize ramps and steps.
- Provide large plans of Plazas. Illustrate paving patterns and finishes.
- Confirm Pedestrian Weather Coverings meet intent of the zoning code. Provide plans and sections of canopies and calculate percentage of pedestrian covering.
- Consider an accent color for the building exterior
- Explore options to further enhance the blank wall treatment
- Provide large plans to illustrate Residential Lobby and Trash Collection area

PLAZA DEVELOPMENT



KEY:

1. **PARKING LOT PLANTER**
   - SOFTENS BUILDING CORNER
2. **WEST RETAIL SPACE**
   - RETAIL ACCESS + SEATING
   - FEATURE LIGHTING FIXTURE
3. **STREET TREE**
   - IN TREE GRATE IN SIDEWALK
4. **STREETSCAPE SIDEWALK**
   - 12' CONCRETE SIDEWALK
   - RETAIL TENANT FURNITURE ZONE + PLANTER POTS
5. **STREET CROSSING**
   - TREES AND SHRUB PLANTING IN CURB BULB OUTS
6. **PEDESTRIAN PLAZA**
   - RETAIL ACCESS + SEATING
   - FEATURE BUILDING LIGHTING
   - SMALL TREES FOR CANOPY

LARGE PLAN - NW PLAZA

PLANTING PALETTE
(WEST RETAIL SPACE RAISED PLANTERS)


COMMON THYME


SWITCHGRASS


WHITE SWAN


TUFTED HAIR GRASS

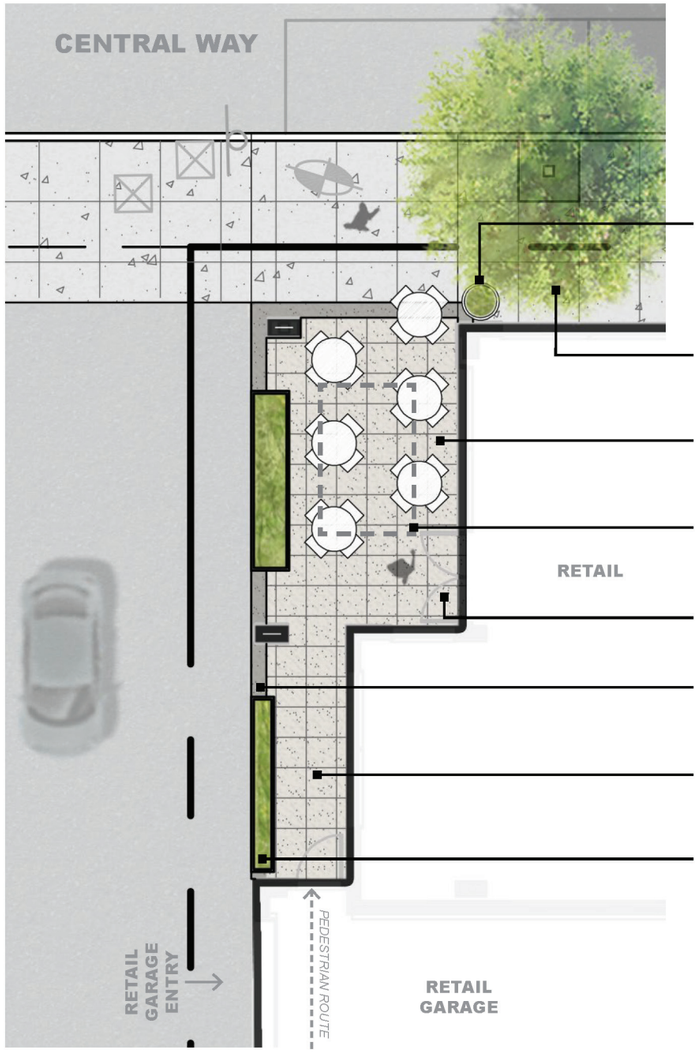

KELSEY DOGWOOD

HARDSCAPE
(PAVING, PLANTERS, FURNITURE)


SUBTLE PAVING CONTRASTS


METAL PLANTER WALLS


PLAZA FURNITURE



STREETSCAPE PLANTER POTS
- METAL POTS 30" HT.
- SOFT PLANTINGS

CITY SIDEWALK
- BROOM FINISH GREY CONCRETE
- 4'X4' SCORE PATTERN

SITE FURNITURE
- MOVABLE TABLES AND CHAIRS
- MAXIMUM FLEXIBILITY FOR USERS

CELEBRATORY LIGHT FEATURE
- OVERHEAD LIGHT FIXTURE
  (SEE LIGHTING PLANS)

RETAIL ENTRY
- FINAL LOCATION TBD BY TENANT

ACCENT BAND
- MEDIUM SANDBLAST GREY CONCRETE
- 1' WIDE BORDER BAND

ACCENT FIELD
- LIGHT SANDBLAST GREY CONCRETE
- 2'X2' SCORE PATTERN

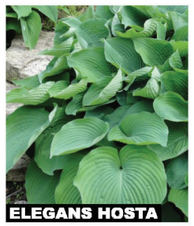
PLANTED EDGE
- STEEL PLANTERS 24" HT.
- SOFT PLANTINGS

LARGE PLAN - CENTRAL PLAZA

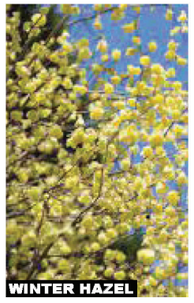
PLANTING PALETTE
(WEST RETAIL SPACE RAISED PLANTERS)


BLANC DE DOUBLET ROSE


MAHONIA SOFT CARESS


ELEGANS HOSTA

CREEPING MAHONIA

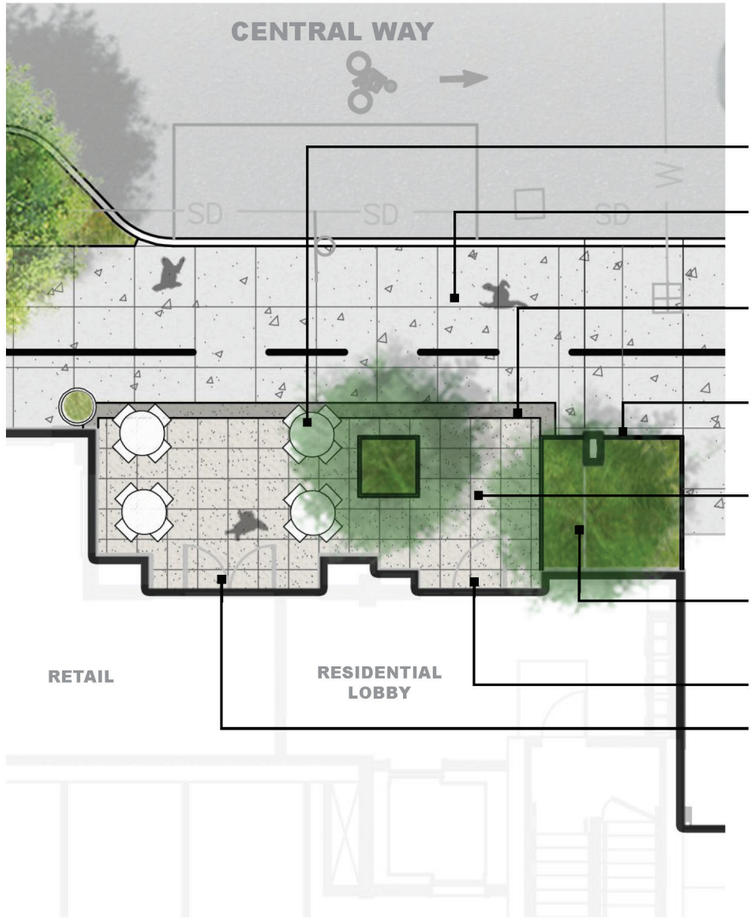

WINTER HAZEL

HARDSCAPE
(PAVING, PLANTERS, FURNITURE)


SUBTLE PAVING CONTRASTS


METAL PLANTER WALLS


PLAZA FURNITURE



PLAZA SEATING
- MOVABLE CAFE TABLES + CHAIRS

CITY SIDEWALK
- BROOM FINISH GREY CONCRETE
- 4'X4' SCORE PATTERN

ACCENT BAND
- MEDIUM SANDBLAST GREY CONCRETE
- 1' WIDE BORDER BAND

RAISED PLANTER
- METAL RETIANING WALL 30" HT.
- SOFT PLANTINGS

ACCENT FIELD
- LIGHT SANDBLAST GREY CONCRETE
- 2'X2' SCORE PATTERN

PLAZA TREE
- VINE MAPLES FOR OVERHEAD CANOPY

RESIDENTIAL LOBBY ENTRY

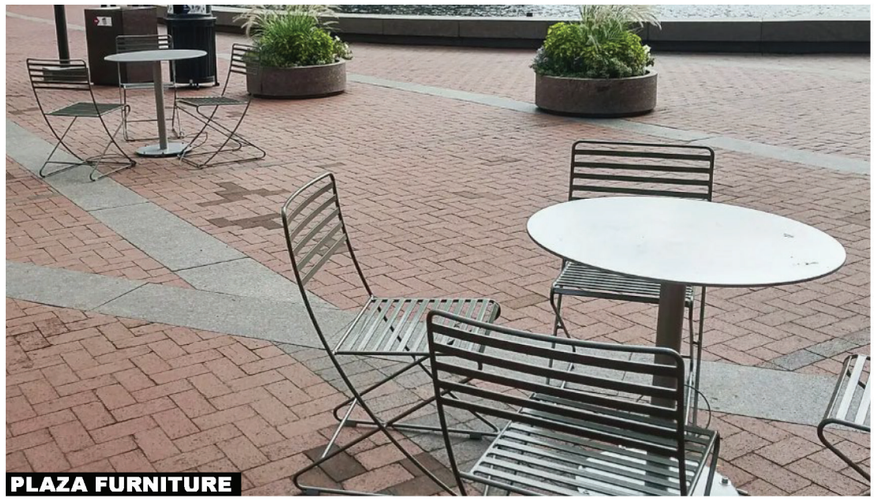
RETAIL ENTRY

DESIGN CHARACTER IMAGERY - SITE


METAL PLANTER WALLS


METAL PLANTERS


SUBTLE PAVING CONTRASTS


PLAZA FURNITURE


RETAIL TENANT FURNITURE

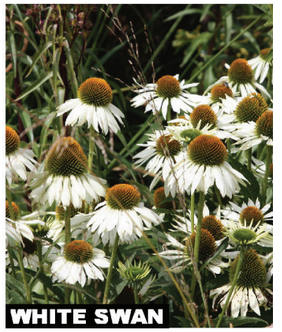
PLANTING PALETTE


STREET TREES:
SKYLINE HONEY LOCUST


PLAZA TREES: VINE MAPLE


MAHONIA SOFT CARESS


COMPACT ESCALLONIA


WHITE SWAN


TINY TANGERINE


WINTER HAZEL


TUFTED HAIR GRASS


MAIDEN GRASS

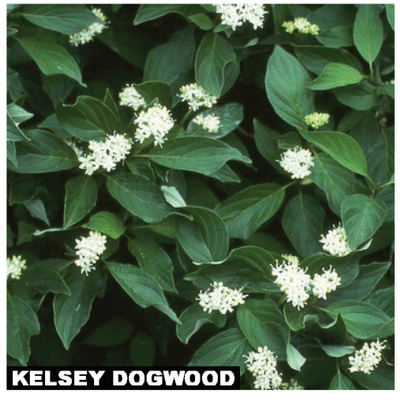

SWITCHGRASS


CREEPING MAHONIA


ELEGANS HOSTA


LAMBS EAR


LITTLE LIME HYDRANGEA


KELSEY DOGWOOD


COMMON THYME


BLANC DE DOUBLET ROSE

ZONING COMPLIANCE SUMMARY

Overhead Weather Protection – Location

The applicant shall provide pedestrian overhead weather protection in the following locations:

1) Along any portion of the building which is adjacent to a pedestrian walkway or sidewalk;

2) Over the primary exterior entrance to all buildings including residential units.

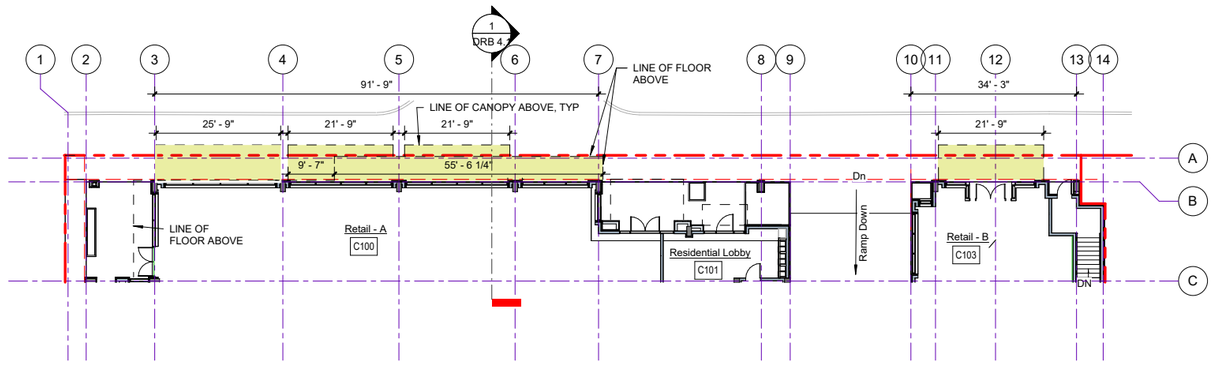
3) Exceptions in Design Districts:

In CBD Zones: Along at least 80 percent of the frontage of the subject property on each pedestrian-oriented street.

Overhead Weather Protection – Configuration

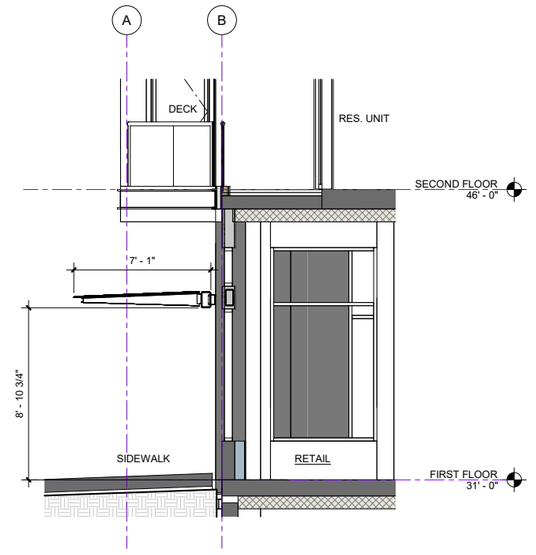
The overhead weather protection may be composed of awnings, marquees, canopies, building overhangs, covered porches, recessed entries or other similar features. The overhead weather protection must cover at least five (5) feet of the width of the adjacent walkway and must be at least eight (8) feet above the ground immediately below it.

If development is subject to Design Review, the City will specifically review and approve the color, material and configuration of all overhead weather protection and the material and configuration of all pedestrian walkways as part of the Design Review decision.



TOTAL CANOPIES AND OVERHANG LENGTH = (25'-9") + (9'-7") + (55'-6") + (21'-9") = 112'-7"
PORTION OF BUILDING ADJACENT TO PEDESTRIAN SIDEWALK = (91'-9") + (34'-3") = 126'-0"
WEATHER PROTECTION PERCENTAGE = 112'-7" / 126'-0" = 89.35% > 80% OK

1 FIRST FLOOR - WEATHER PROTECTION CALCS
1/16" = 1'-0"



2 DRB SECTION
1/4" = 1'-0"

ACCENT COLOR & BLANK WALL TREATMENT

RESIDENTIAL LEVEL ACCENT COLOR

RESIDENTIAL LEVEL FIELD COLORS

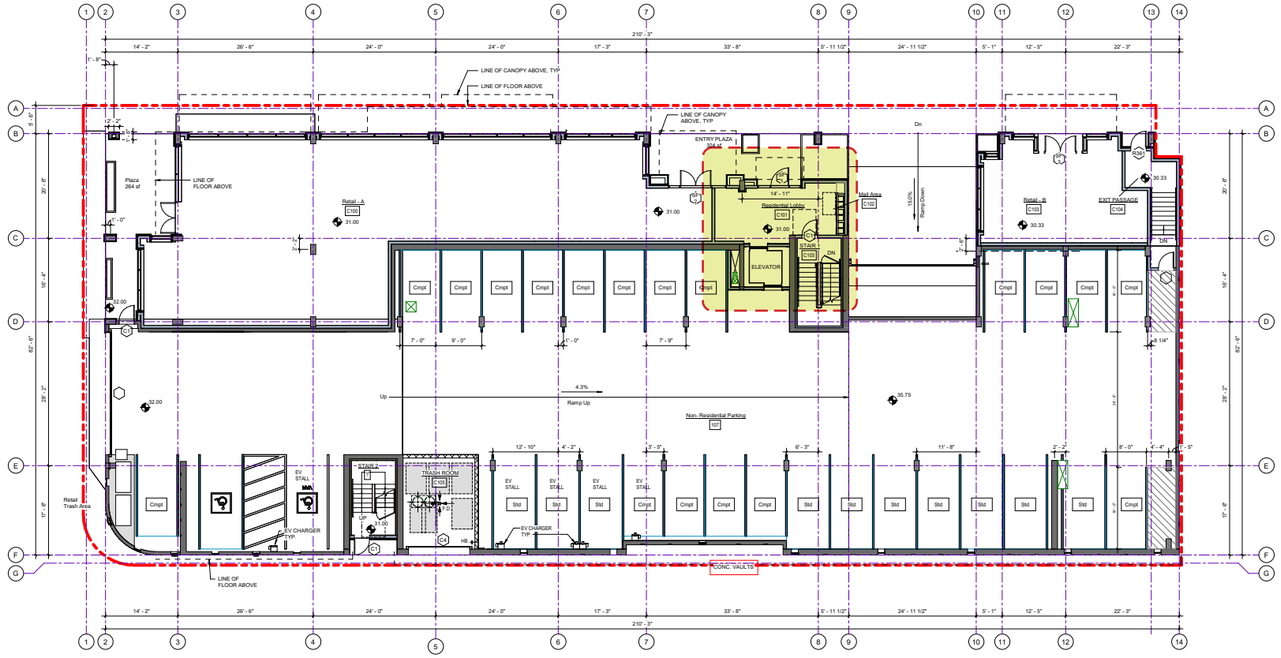
ACCENT COLOR & BLANK WALL TREATMENT

FIELD COLORS AT RESIDENTIAL LEVELS

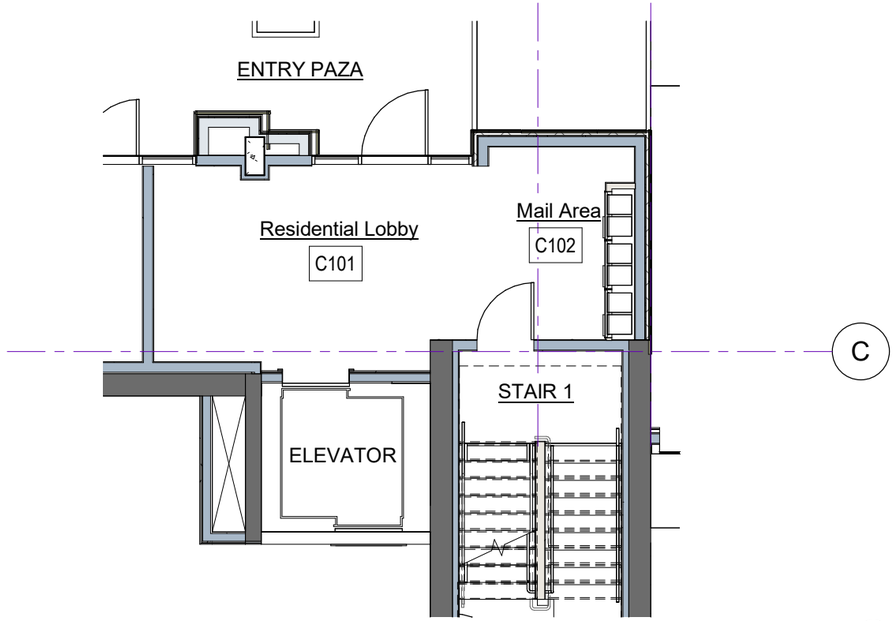
ACCENT COLORS AT RESIDENTIAL LEVELS
SOUTH ALLEY FACADE

ACCENT COLORS
AT ALLEY LEVEL

LARGE PLANS - RESIDENTIAL LOBBY

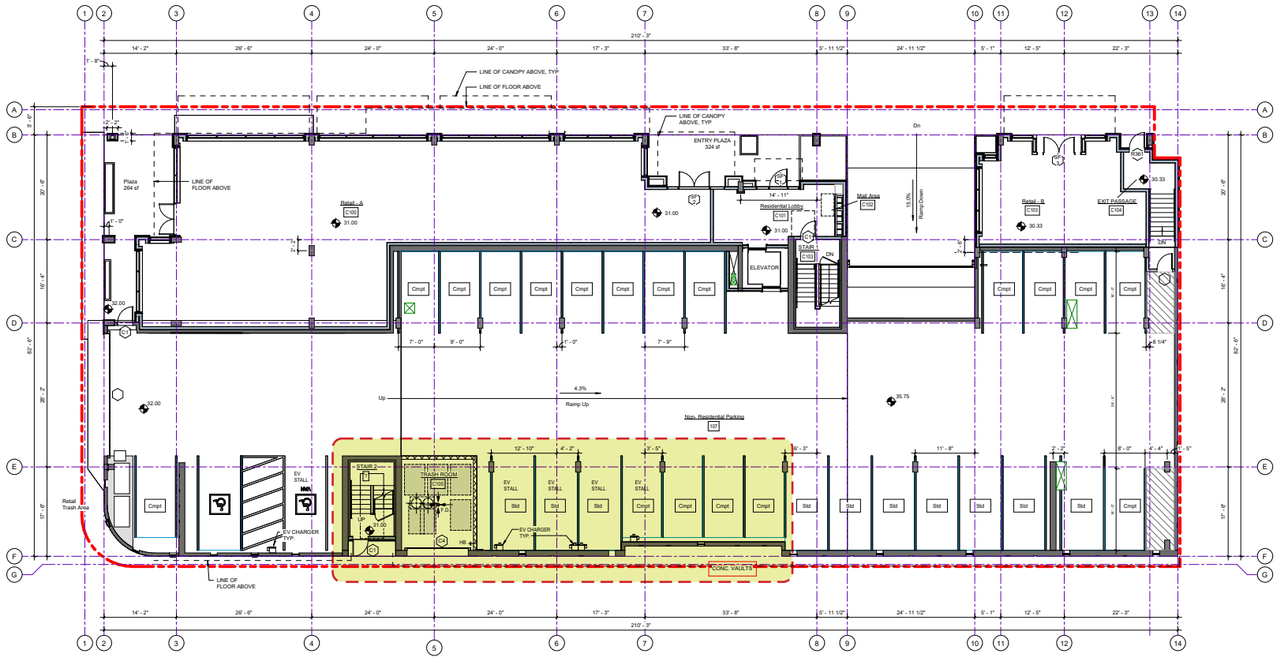


FIRST FLOOR PLAN

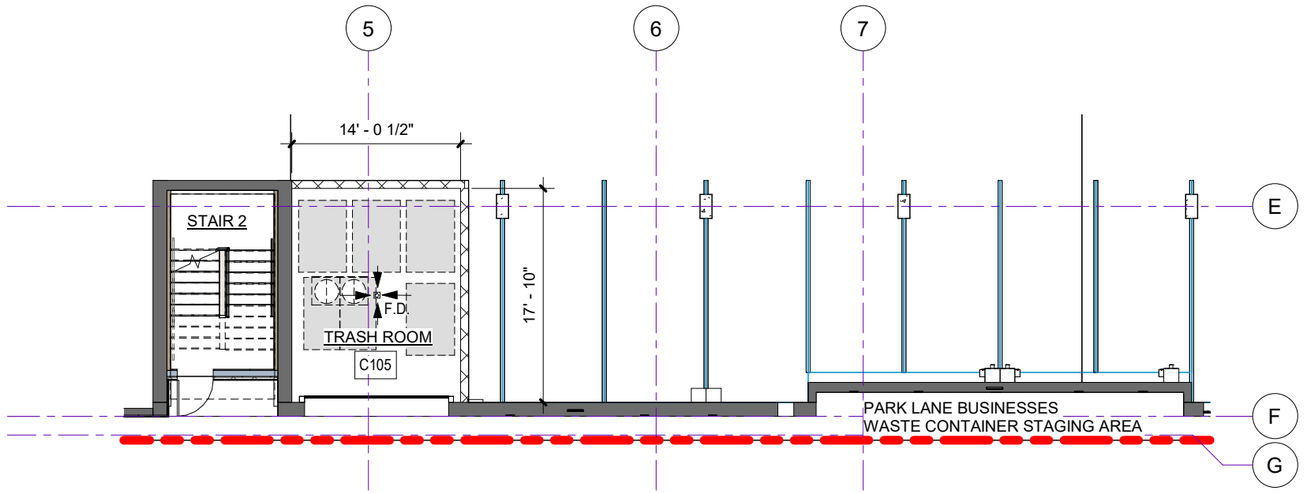


RESIDENTIAL LOBBY LARGE PLAN

LARGE PLANS - REFUSE COLLECTION



FIRST FLOOR PLAN



WASTE COLLECTION LARGE PLAN

APPENDIX A - UPDATED INFORMATION

BUILDING MATERIAL COLOR AND DETAIL - DESIGN UPDATES

REVISIONS TO PREVIOUS DESIGN INCLUDE:

- Added blue color accents to vertical siding panels
- Refined and adjusted fenestration
- NW Plaza adjusted to match sidewalk grade

BUILDING MATERIAL COLOR AND DETAIL - DESIGN UPDATES

REVISIONS TO PREVIOUS DESIGN INCLUDE:

- Added blue color accents to vertical siding panels
- Refined and adjusted fenestration
- NW Plaza adjusted to match sidewalk grade
- Accent colors added to garage wall in South Alley

ZONING COMPLIANCE SUMMARY - PLAN UPDATES AND CLARIFICATIONS

Lot Coverage Allowed: 100%

Lot Coverage Proposed: 83%

Required Setbacks: Noted Below

Setbacks Proposed: 25’ Upper Story Setback

- No property line setbacks. Upper Story setback requirements related to height.
- The Design Review Board is authorized to allow a reduction of the required upper story setback by no more than five feet subject to the following: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.
  1. The public open space is located along the sidewalk frontage and is not covered by buildings.
  2. 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.
  3. The design and location is consistent with applicable design guidelines.
- The Design Review Board is authorized to allow rooftop garden structures within the setback area.

DEPARTURE REQUEST

Pursuant to KZC Section 50.10.5, we are requesting from the DRB a reduction of the required upper story setback by no more than five feet. The building square footage, within the setback will be offset by public open space at street level and comply with applicable design guidelines. Plaza area open to sky = 324 SF X 3 Levels = 972 SF within upper setback.

Ground Floor Use Required:

- Except along alleys and similar service access streets, the street level floor of all buildings shall be limited to one or more of the following uses: Retail; Restaurant or Tavern; Banking and Related Financial Services; Entertainment, Cultural and/or Recreational Facility; Parks; Government Facility; or Community Facility.
- The required uses shall have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building on the abutting right-of-way, not including alleys and similar service access streets).
- The Design Review Board may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the retail frontage will maximize visual interest.
- Lobbies for residential, hotel, and office uses may be allowed within this space subject to applicable design guidelines.

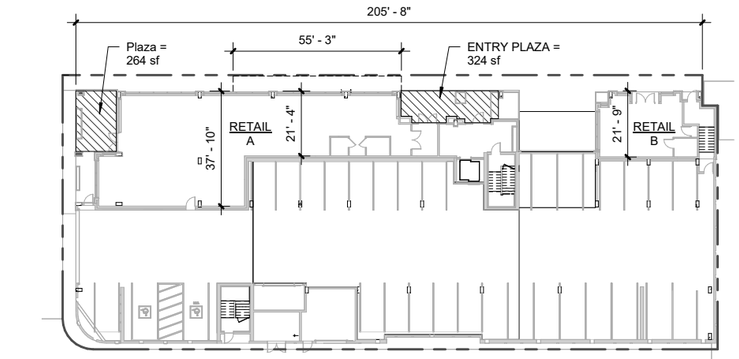
Ground Floor Use Proposed:

- Retail; Restaurant or Tavern along Street Frontage. Parking along alleys
- Residential Lobby

Sidewalks Required: 12’ Minimum Width, 13’ Average Width

Sidewalks Proposed: 12’ Minimum Width, 13’ Average Width

Where public improvements are required by Chapter 110 KZC, sidewalks on pedestrian-oriented streets within CBD 1A and 1B shall be as follows: 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 D.R.



1 AVERAGE COMMERCIAL DEPTH

CANTILEVERED PORTIONS OF THE BUILDING OVER THE SIDE WALK NOT TO EXCEED MORE THAN 1/3 OF THE LENGTH OF BUILDING FACADE:
206'-0" x 1/ 3 = 68'-8"
55'-3" < 68'-8" OK

TOTAL PLAZAS AREA=
264 SF + 324 SF = 588 SF

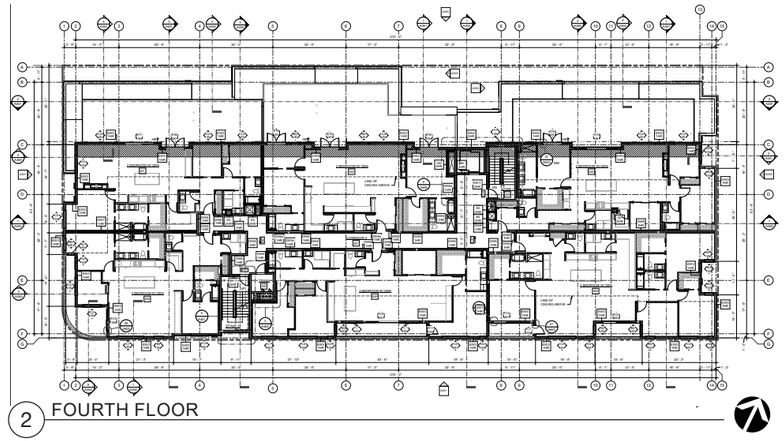
AVERAGE COMMERCIAL DEPTH:

= (37-10" + 21'-4" + 21'-9") / 3

= 80'-11" / 3 = 26'-11" OK (With Approved Departure)

Total Plaza Area = 264 SF + 324 SF = 588 SF

Plaza Area Open to Sky = 324 SF
X 3 levels = 972 SF within upper story setback



2 FOURTH FLOOR

Area of upper story setback encroachment. 5’ maximum depth and 902 SF.

DEPARTURE REQUEST - GROUND FLOOR WIDTH REDUCTION

The depth of the parcel is 90’ but due to the public benefit easements along Central Way and the south alley, the effective depth is 83’. The development is challenged to provide publicly accessible parking and robust retail within the effective depth of the parcel. We request a departure from the 30’ average depth to 25’ average depth.

The development will maximize visual interest along the frontage with highly transparent storefronts along Central Way with glazing beginning 2’ above grade to 12’+ above grade. Outdoor seating and planters extend the retail/activity zone beyond the face of the storefront further enhancing the visual interest.

ZONING COMPLIANCE SUMMARY - PLAN UPDATES AND CLARIFICATIONS

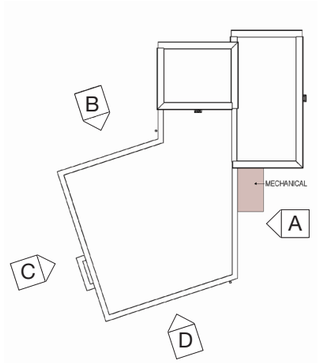
Rooftop Amenities and Rooftop Common Rooms

Allowable Height and Size – Rooftop Amenities

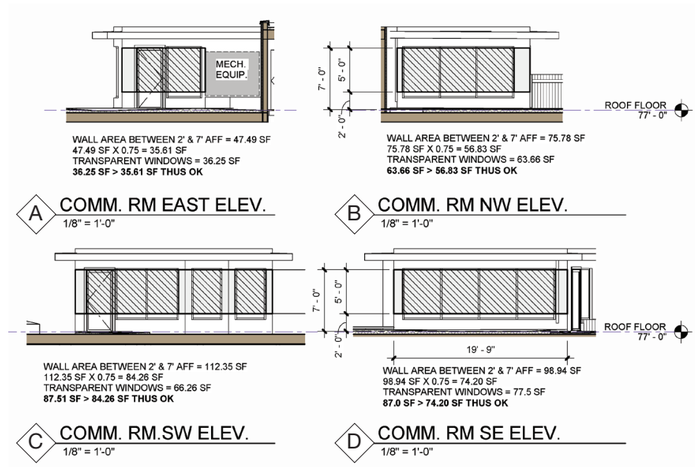
- Rooftop amenities surrounded by approved guards or railings may exceed the maximum height of the structure for the zone by a maximum of four (4) feet.
- Guards or railings enclosing rooftop amenities space may exceed the maximum height of the structure for the zone by a maximum of four (4) feet and shall be set back from the building edge a minimum of five (5) feet. Railings shall be of a transparent or majority-open design such as glass, cabling, picket, or other similar types of railings. Where the applicable zone allows parapets to exceed the maximum height of structure, setback and transparency standards do not apply to the parapet when it is used as the railing.
- Rooftop amenities may not exceed the maximum structure height if any portion of the subject property adjoins a low-density residential zone.

Allowable Height and Size – Rooftop Common Room – Provided, that no portion of the subject property adjoins a low density residential zone, Design Review Board may approve the addition of a rooftop common room if:

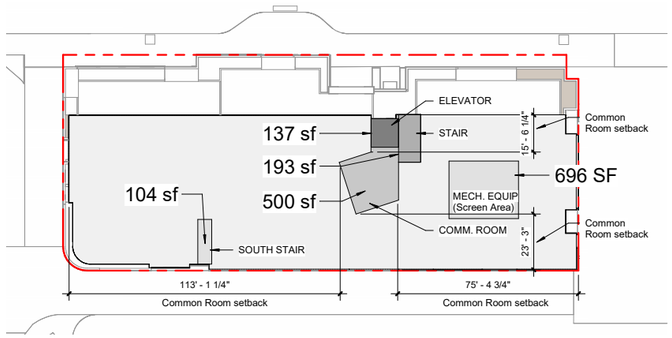
- The applicant submits accurate graphic representations or other information that demonstrates that:
  1. Views from adjoining properties will not be significantly blocked by the rooftop common room; and
  2. The location and orientation of the rooftop common room is such that the visibility of the rooftop common room from adjoining properties and streets will be minimized; and
  3. All walls of the rooftop common room must contain transparent windows comprising at least 75 percent of the area of the facade between two (2) feet and seven (7) feet above floor level. This requirement does not apply to elevators and stair enclosures attached to a rooftop common room (REFER TO DETAIL 1); and
  4. The rooftop common room is architecturally integrated with the building design; and
- The height of the rooftop common room shall not exceed 15 feet or the height of the story immediately below the rooftop common room, whichever is less (REFER TO DETAIL 2); and
- The area of the rooftop common room, measured to the outermost exterior element, shall not exceed 500 square feet or 10 percent of building footprint, whichever is less. The minimum floor area required by building code for elevators and associated equipment and/or stair enclosures shall be exempt from the maximum area calculation for the rooftop common room (REFER TO DETAIL 3); and
- The rooftop common room is set back from any building edge at a distance equal to the height of tallest point of the room above the roof deck (REFER TO DETAIL 3); and
- The applicant provides one (1) of the following public benefit items in addition to the rooftop common room:
  1. A landscaped and vegetated area, or an area designed and constructed as a green roof, equal to the square footage of the rooftop common room and showing the landscape plan requirements set forth in KZC 95.40(3) (REFER TO DETAIL 4), or
  2. A street-level public plaza equal to the square footage of the rooftop common room, or
  3. Public use of the rooftop common room, either as public access or as use of the rooftop common room as publicly accessible retail, restaurant, or similar space.



COMMON ROOM KEY PLAN



1 TRANSPARENT WINDOW AT COMMON ROOM

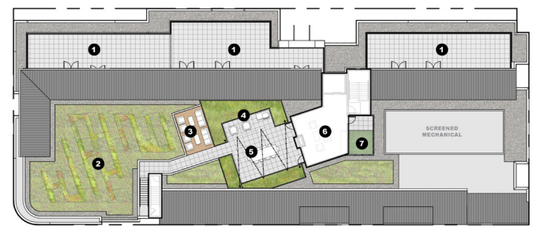


3 ROOF APPURTENANCES DIAGRAM

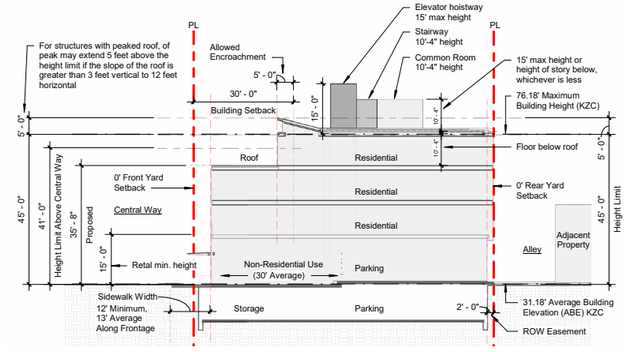
ROOF APPURTENANCES CALCULATION:

TOTAL ROOFTOP APPURTENANCE AREA ALLOWABLE PER KZC 115.120(4)(A)(B)
Sum of appurtenance areas = <10% building footprint area

APPURTENANCE AREAS:
Stair, elevator/ stair & common area 830 SF + 104 sf = 934 SF
Mechanical equipment (screen area) = 696 SF
934 SF+ 696 SF = 1,630 SF
Appurtenance total area = 1,630 SF
Building footprint = 16,394 SF
16,394 SF(10%) = 1,639 SF
1,630 SF < 1,639 SF "OK"



4 LANDSCAPE PLAN



2 MAX. ALLOWABLE BLDG HEIGHT PER KZC - CROSS SECTION
1" = 20'-0"

APPENDIX B - INFORMATION PRESENTED AT DRC 1

Central Peak Mixed Use Condominiums

Design Review

Design Response Conference

THE CORDILLERA GROUP

baylis ARCHITECTS

TABLE OF CONTENTS

PROJECT INFORMATION

LOCATION
177 Central Way,
Kirkland, WA, 98033

DEVELOPER
The Cordillera Group
Central Peak, LLC
Dan Wachtler
(425) 894-6382

ARCHITECT
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10801 Main Street, #110
Bellevue, WA 98004
Juan Garcini
(425) 454-0566

LANDSCAPE ARCHITECT
Brumbaugh and Associates
600 North 85th St, Suite 102
Seattle, WA 98103
Kristen Lundquist
(206) 782-3650

CIVIL ENGINEER
Encompass Engineering & Surveying
165 NE Juniper Street, Suite 201
Issaquah, WA 98027
Briana Bennington
(425) 392-0250

LIGHTING DESIGNER
IMEG | Formerly Rushing
1725 Westlake Ave. N., Suite 300
Seattle, WA 98109
Nicholas Dewey
(206) 452-8015

CONTENTS

DESIGN OBJECTIVE

Design objectives for this project are centered on transforming an under-utilized site in downtown Kirkland into a dynamic and integrated community amenity. The design incorporates pedestrian-friendly street frontage that encourages connectivity and interaction, fostering a lively and vibrant neighborhood atmosphere that is integrated into the existing downtown fabric. The development prioritizes housing, complemented by engaging commercial spaces that cater to both residents and visitors. Generous parking facilities ensure convenience to residents, their guests, and public users without compromising the pedestrian-oriented environment.

With sensitivity to the surrounding neighbors, both current and future, the design enhances its surroundings cultivating the sense of community.

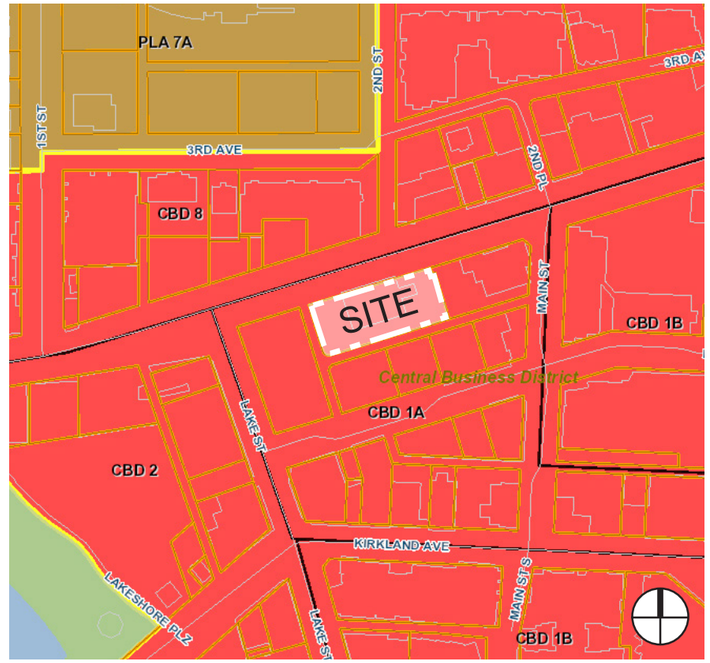
Proposal includes development of:

- Approximately 40,500 SF of Residential use with 26 residential condominiums accommodating 1, 2, and 3-Bedroom units;
- Approximately 3,396 SF of street-level Nonresidential use - Retail A with approximately 2,815 SF and Retail B with approximately 581 SF;
- Street level commercial and guest parking accessed from the alley with 30 stalls, and private Residential Only parking below-grade with 44 stalls accessed from Central Way;
- Rooftop Residential Common Room and outdoor deck.

VICINITY MAP

SITE VICINITY

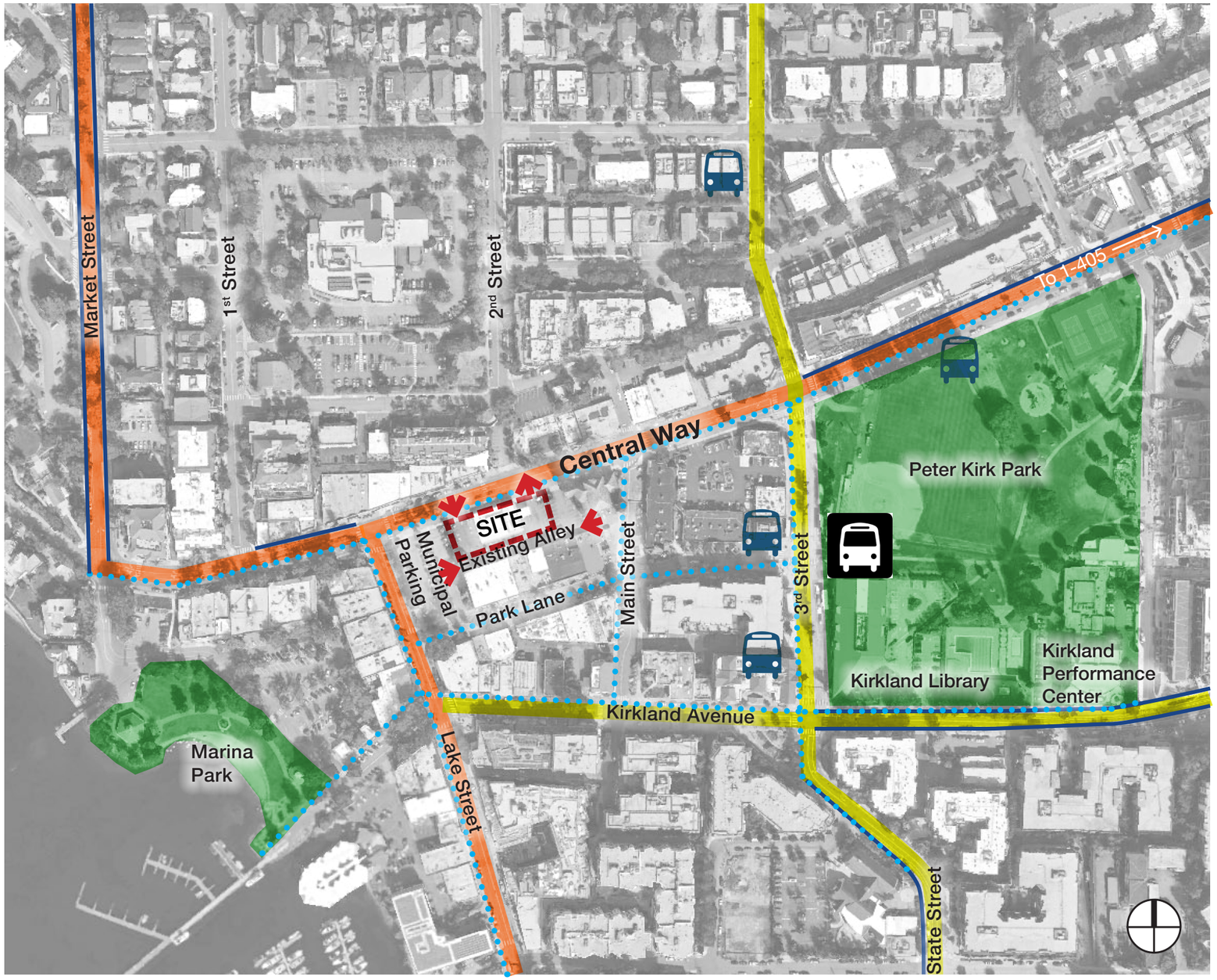
CBD 1A AND SURROUNDING AREAS



ALLOWED USES

Retail
Restaurant or Tavern
Banking and related financial services
Entertainment
Cultural and/ or Cultural Recreational Facility
Parks
Government Facility
Community Facility
Stacked or Attached Dwelling Units

SITE AND CONTEXT - ACCESS & CONNECTIONS



LEGEND

- **Primary Arterial**
- Collector Arterial
- On-Street Bike Lane
- Pedestrian - Oriented Street
- Vehicle Access / Egress
- Transit Center
- Bus Stop

SITE AND CONTEXT - ADJACENT BUILDINGS & VIEWS

1 RETAIL/COMMERCIAL ON NORTH SIDE OF CENTRAL WAY

2 MIXED USE ON NORTH SIDE OF CENTRAL WAY

3 RETAIL/COMMERCIAL ON NORTH SIDE OF CENTRAL WAY

4 RETAIL/COMMERCIAL ON NORTH SIDE OF CENTRAL WAY

5 RETAIL/COMMERCIAL EAST SIDE OF MAIN STREET

SITE AND CONTEXT - ADJACENT BUILDINGS & VIEWS

1 ALLEY LOOKING SOUTH

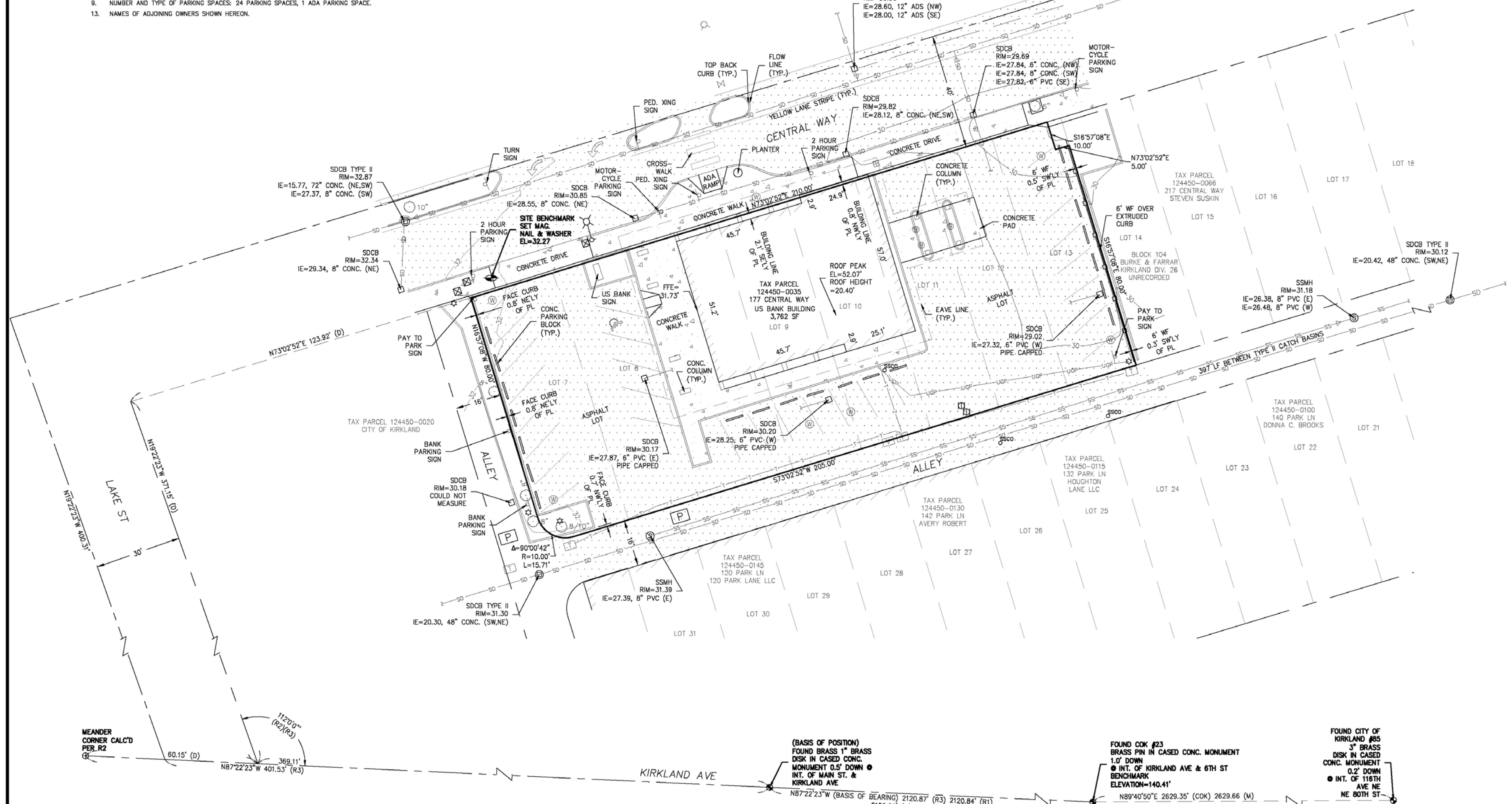
2 CENTRAL WAY LOOKING SOUTH AT SITE AND ADJACENT PROPERTIES

SITE SURVEY

ALTA SURVEY

A PORTION OF THE SW 1/4 OF THE SW 1/4 OF SEC. 05, T. 25 N., R. 05 E., W.M.
CITY OF KIRKLAND, COUNTY OF KING, STATE OF WASHINGTON

TABLE A ITEMS
2. ADDRESS– 177 CENTRAL WAY KIRKLAND, WASHINGTON 98033.
3. FLOOD ZONE CLASSIFICATION– ZONE X– AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN PER FIRM MAP NUMBER 53033C0365G.
4. GROSS LAND AREA– 19,279 SQUARE FEET OR 0.442 ACRES.
5. VERTICAL RELIEF WITH SOURCE OF INFORMATION– SHOWN HEREON.
7. A) EXTERIOR DIMENSIONS OF ALL BUILDINGS AT GROUND LEVEL– SHOWN HEREON.
B) SQUARE FOOTAGE OF:
   1) EXTERIOR FOOTPRINT OF ALL BUILDINGS AT GROUND LEVEL– SHOWN HEREON.
C) MEASURED HEIGHT OF BUILDING– SHOWN HEREON.
8. SUBSTANTIAL FEATURES SHOWN HEREON.
9. NUMBER AND TYPE OF PARKING SPACES: 24 PARKING SPACES, 1 ADA PARKING SPACE.
13. NAMES OF ADJOINING OWNERS SHOWN HEREON.



SURVEY NOTES:

1. HORIZONTAL DATUM: CITY OF KIRKLAND, NAD 1983/2011 WASHINGTON NORTH ZONE.

TIED TO CITY OF KIRKLAND DATUM HOLDING C.O.K. SURVEY CONTROL POINT #23 (GRID N:249331.675 E:1304645.423) AS THE BASIS OF POSITION AND THE CALCULATED COORDINATE OF THE 5' OFFSET TO THE ORIGINAL POSITION OF C.O.K. SURVEY CONTROL POINT #85 (GRID N:249346.335 E:1307274.729) AS THE BASIS OF BEARING.

2. BASIS OF POSITION: HELD THE FOUND MONUMENT IN CASE AT CENTERLINE INTERSECTION OF MAIN STREET AND KIRKLAND AVE AND THE MONUMENT IN CASE AT CENTERLINE INTERSECTION OF 6TH STREET AND KIRKLAND AVE (SEE MAP FOR LOCATION AND DESCRIPTION).

3. BASIS OF BEARING: HELD THE BEARING OF N87°22'23"W BETWEEN FOUND CENTERLINE INTERSECTION MONUMENTS AT KIRKLAND AVE AND MAIN STREET AND KIRKLAND AVE AND 6TH STREET (SEE MAP FOR LOCATION AND DESCRIPTION).

THIS SURVEY HOLDS THE ALTA SURVEY OF THE SUBJECT PROPERTY PERFORMED BY APEX ENGINEERING IN FEBRUARY OF 2004. A ROTATION OF –01°16'37" WAS APPLIED TO THE BEARINGS TO BE ON THE ABOVE NOTED DATUM.

4. THE FOLLOWING INFORMATION WAS ALSO REFERENCED IN PREPARING THE BOUNDARY SHOWN HERE ON:

A. RECORD OF SURVEY VOLUME 25, PAGE 80

B. RECORD OF SURVEY VOLUME 266, PAGE 33

C. RECORD OF SURVEY VOLUME 205, PAGE 212

D. KING COUNTY ASSESSOR'S MAP SOUTHWEST QUARTER SEC. 5, TWP. 25 N. RNG. 5 E.

E. CITY OF KIRKLAND CONTROL DATA SHEETS

F. ALTA BY APEX ENGINEERING DATED FEBRUARY 2004

5. VERTICAL DATUM: CITY OF KIRKLAND – NAVD88

6. FIRST AMERICAN COMMITMENT FOR TITLE INSURANCE COMMITMENT NO. NCS–USB8239–MPLS DATED FEBRUARY 26, 2024.

7. MASTER BENCHMARK: CITY OF KIRKLAND SURVEY CONTROL # 23
ELEVATION=140.41 FEET (SEE MAP FOR LOCATION AND DESCRIPTION)

SITE BENCHMARK: SET MAG. NAIL AND WASHER IN CONCRETE SIDEWALK ABOUT 6 FEET SOUTHEAST OF A 2–HOUR PARKING SIGN AND ABOUT 9 FEET EAST OF A JUNCTION BOX NEAR THE NORTHWEST CORNER OF THE SITE (SEE MAP FOR LOCATION).
ELEVATION=32.27 FEET.

8. TRAVERSING AND DATA COLLECTION WERE PERFORMED USING A SPECTRA AND/OR TRIMBLE 5 SECOND TOTAL STATION. ALL FIELD WORK WAS PERFORMED, AND EQUIPMENT MAINTAINED, IN COMPLIANCE WITH WAC 332–130.

ADDITIONAL FIELD WORK WAS PERFORMED USING SPECTRA SP–85 OR TRIMBLE R10 GNSS POSITIONING SYSTEMS, THE WASHINGTON STATE REFERENCE NETWORK, AND/OR THE NATIONAL GEODETIC SURVEY'S ONLINE POSITIONING USER SERVICE (OPUS).

9. THE SUBJECT PROPERTY SHOWN HEREON CONTAINS 19,279 SQUARE FEET OR 0.442 ACRES, MORE OR LESS.

10. UNDERGROUND UTILITIES SHOWN HEREON ARE PER A COMBINATION OF FIELD LOCATED SURFACE OBSERVABLE FEATURES AND RECORDS OF THE APPLICABLE UTILITIES AND SHOULD BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION.

11. MONUMENTS SHOWN AS FOUND AND TOPOGRAPHIC INFORMATION SHOWN HEREON ARE THE RESULT OF A SURVEY BY ENCOMPASS, COMPLETED IN MARCH 2024.

12. THE LEGAL DESCRIPTION SHOWN HEREON IS PER COMMITMENT FOR TITLE INSURANCE COMMITMENT NUMBER NCS–USB8239–MPLS PREPARED BY FIRST AMERICAN TITLE DATED FEBRUARY 26, 2024.

13. THE PURPOSE OF THIS EXHIBIT IS TO SHOW THE BOUNDARY AND EXISTING CONDITIONS ON THE SUBJECT PROPERTY AND ADJOINING ROADS.

LEGEND

- FOUND MONUMENT IN CASE
- BENCHMARK
- CALC'D MONUMENT
- (M) MEASURED
- (COK) CITY OF KIRKLAND
- (R1) ROS 266–32
- (R2) ROS 25–80
- (R3) ALTA BY APEX ENGINEERING
- (D) DEED DISTANCE
- WATER VALVE
- FIRE HYDRANT
- MONITORING WELL
- WATER METER
- BOLLARD
- SEWER MANHOLE
- SEWER CLEANOUT
- ADA PARKING
- CATCH BASIN TYPE II
- CATCH BASIN
- GAS VALVE
- BOLLARD
- POWER VAULT
- JUNCTION BOX
- LIGHT POLE WITH MASTARM
- LIGHT POLE NO MASTARM
- TELEPHONE VAULT
- UTILITY VAULT
- SIGN
- UNDERGROUND POWER LINE
- UNDERGROUND COMMUNICATION LINE
- STORM LINE
- SEWER LINE
- WOOD FENCE (WF)
- DECIDUOUS TREE
- CONCRETE
- ASPHALT

LEGAL DESCRIPTION PER COMMITMENT FOR TITLE INSURANCE COMMITMENT NUMBER NCS–USB8239–MPLS PREPARED BY AMERICAN FIRST TITLE DATED FEBRUARY 26, 2024

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 5, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MEANDER CORNER BETWEEN SECTIONS 5 AND 8 IN SAID TOWNSHIP AND RANGE; THENCE NORTH 89°39'00" EAST ALONG THE SOUTH LINE OF SAID SECTION 5 A DISTANCE OF 60.15 FEET;
THENCE NORTH 22°21'00" WEST 371.15 FEET TO THE INTERSECTION OF THE NORTHEASTERLY LINE OF LAKE AVENUE WITH THE SOUTHEASTERLY LINE OF CENTRAL WAY (SECONDARY STATE HIGHWAY 20);
THENCE NORTH 70°04'15" EAST ALONG SAID SOUTHEASTERLY LINE A DISTANCE OF 123.92 FEET TO THE TRUE POINT OF BEGINNING;
THENCE CONTINUE NORTH 70°04'15" EAST ALONG THE SOUTHEASTERLY LINE OF CENTRAL WAY A DISTANCE OF 210 FEET TO A POINT THAT IS SOUTH 70°04'15" WEST A DISTANCE OF 173.14 FEET ALONG THE SOUTHERLY LINE OF CENTRAL WAY FROM ITS INTERSECTION WITH THE WESTERLY LINE OF 2ND STREET (ALSO KNOWN AS MAIN STREET);
THENCE SOUTH 19°55'45" EAST A DISTANCE OF 10 FEET;
THENCE NORTH 70°04'15" EAST A DISTANCE OF 5 FEET;
THENCE SOUTH 19°55'45" EAST 80 FEET TO A POINT ON THE NORTHERLY LINE OF A 16 FOOT WIDE ALLEY;
THENCE SOUTH 70°04'15" WEST ALONG THE NORTHERLY LINE OF SAID 16 FOOT WIDE ALLEY A DISTANCE OF 205 FEET TO A POINT ON A CURVE TO THE RIGHT HAVING A RADIUS OF 10 FEET;
THENCE ALONG SAID CURVE TO THE RIGHT A DISTANCE OF 15.71 FEET;
THENCE NORTH 19°55'45" WEST 80 FEET TO THE TRUE POINT OF BEGINNING;

(BEING KNOWN AS LOTS 7 THROUGH 13, INCLUSIVE, IN BLOCK 104 OF BURKE & FARRAR'S KIRKLAND ADDITION TO THE CITY OF SEATTLE, DIVISION NO. 26, EXCEPT THE NORTHERLY 10 FEET OF THE EASTERLY 5 FEET OF LOT 13, ACCORDING TO THE UNRECORDED PLAT THEREOF).

NO SPECIAL EXCEPTIONS ARE NOTED IN SCHEDULE B THE AFOREMENTIONED TITLE REPORT.

SURVEYORS CERTIFICATION

I HEREBY CERTIFY TO FIRST AMERICAN TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 7A, 7B1, 7C, 8, 9 AND 13. OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON 3/21/24.

DATE OF PLAT OR MAP: 3/22/24

KEVIN M. REESE, PLS, REGISTRATION NUMBER 49917

REVISIONS | DESCRIPTION | BY | DATE

ALTA SURVEY FOR CORDILLERA GROUP, INC.

Encompass ENGINEERING & SURVEYING

JOB NO.	24542
DATE	03/22/24
SCALE	1"=20'
DESIGNED	N/A
DRAWN	JLS
CHECKED	KMR
APPROVED	KMR
SHEET	1 OF 1

ZONING COMPLIANCE SUMMARY

PROJECT ADDRESS: 177 Central Way
PROJECT NAME: Central Peak
PROJECT DESCRIPTION: Mixed use development consisting of 1 level of below grade parking; street level commercial, residential lobby and parking; and 3 stories of residential units (26 total).
PARCEL NO.: 124450-0035
LOT SIZE: 19,279 sf total ZONE: CBD 1A
SHORELINE DESIGNATION: N/A
SENSITIVE AREAS MAP: None

ZONING

Height Allowed: 45’ + 5’ to top of peaked roof Height Proposed: 50’ to top of 3:12 peak

- The maximum height of structure shall be measured at the midpoint of the frontage of the subject property on the abutting right-of-way. For purposes of measuring building height above the abutting right(s)-of-way, alleys shall be excluded.
- No portion of a building within 30 feet of Central Way may exceed a height of 41 feet above Central Way except as provided in KZC 50.62. The measurements shall be taken from the property line abutting the street prior to any potential right-of-way dedication.
- 45' maximum above each abutting right-of-way.
- For structures with a peaked roof, the peak may extend 5 feet above the height limit if the slope of the roof is greater than 3 feet vertical to 12 feet horizontal.
- The minimum ground floor story height for retail; restaurant and tavern; entertainment, cultural, and/or recreational facility uses shall be 15 feet.

AVERAGE BUILDING ELEVATION

AVERAGE BUIDLING ELEVATION CALCULATION PER OPTION 1 - KCZ PLATE 17A

A,B,C,D.. EXISTING GROUND ELEVATION AT MIDPOINT OF WALL SEGMENT
a,b,c,d... LENGTH OF WALL SEGMENT MEASURED ON OUTSIDE OF WALL

MIDPOINT ELEVATION	RECTANGLE SIDE	LENGTH
A=31.68'	a=210.7'	
B=30.00'	b=84.3'	
C=30.85'	c=210.7'	
D=32.00'	d=84.3'	

$$= \frac{(31.68' \times 210.7') + (30.0' \times 84.3') + (30.85' \times 210.7') + (32.0' \times 84.3')}{210.7' + 84.3' + 210.7' + 84.3'} = \frac{18,401.5'}{590'} = 31.1889$$

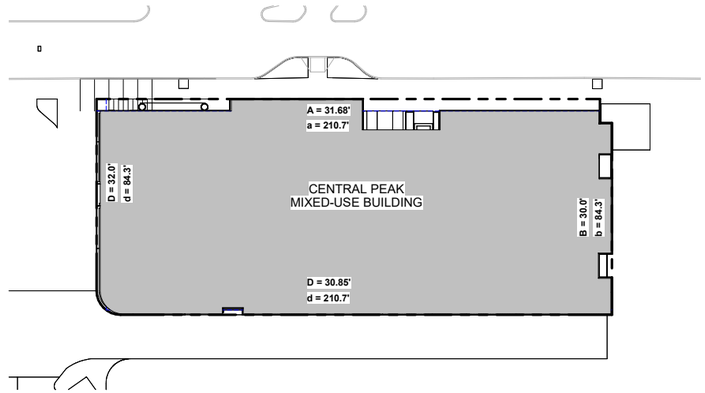
- AVERAGE BLDG ELEVATION = 31.1889'

- BUILDING HEIGHT LIMIT = 76.188' = 76'-2 1/4"

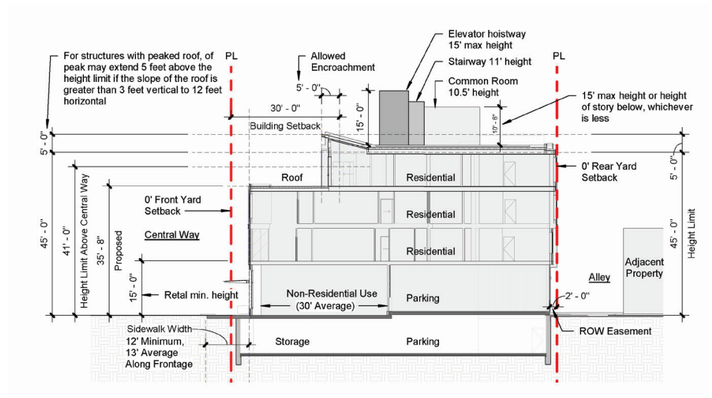
LOT COVERAGE CALCULATION

TOTAL LOT AREA:	19,279 SF
BUILDING IMPERVIOUS:	19,279 SF
HARDSCAPE SURFACE:	0.00 SF
EASEMENT:	1,830 SF

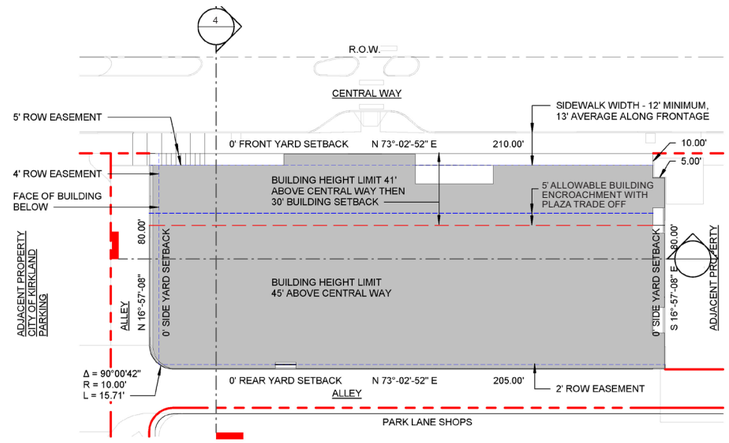
LOT COVERAGE PROPOSED =
17,861 - 1,830 = 16,031 SF (83%)



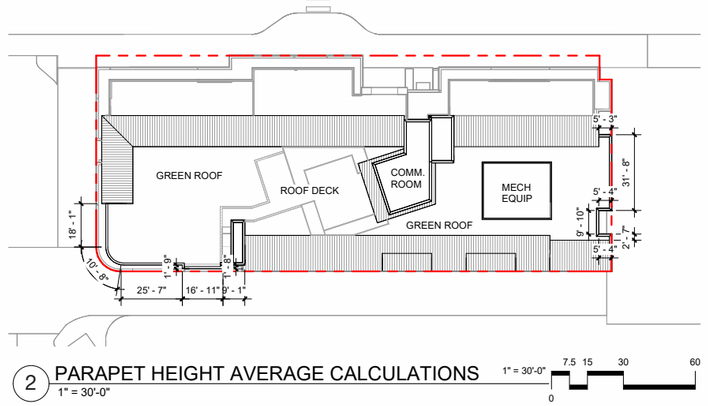
1 AVERAGE BUILDING ELEVATION (ABE) CALCS
1" = 30'-0"
1" = 30'-0" 7.5 15 30 60 (0)



4 MAX. ALLOWABLE BLDG HEIGHT PER KZC - CROSS SECTION
1" = 20'-0"



3 MAX. ALLOWABLE BLDG HEIGHT PER KZC - SITE PLAN
1" = 30'-0"



2 PARAPET HEIGHT AVERAGE CALCULATIONS
1" = 30'-0"
1" = 30'-0" 7.5 15 30 60 (0)

PARAPET HEIGHTS AVERAGE CALCULATION:

BUILDING HEIGHT PROVISIONS IN THE CBD 1A PER KZC 50.62.3(A)

“Decorative parapets may exceed the height limit by a maximum of four (4) feet; provided, that the average height of the parapet around the perimeter of the structure shall not exceed two (2) feet.”

Average height = [(11 x12”) + 3’-8”] / 12 = 176/12 = 15”

ZONING COMPLIANCE SUMMARY

Lot Coverage Allowed: 100%

Lot Coverage Proposed: 83%

Required Setbacks: Noted Below

Setbacks Proposed: 25’ Upper Story Setback

- No property line setbacks. Upper Story setback requirements related to height.
- The Design Review Board is authorized to allow a reduction of the required upper story setback by no more than five feet subject to the following: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.
  1. The public open space is located along the sidewalk frontage and is not covered by buildings.
  2. 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.
  3. The design and location is consistent with applicable design guidelines.
- The Design Review Board is authorized to allow rooftop garden structures within the setback area.

DEPARTURE REQUEST

Pursuant to KZC Section 50.10.5, we are requesting from the DRB a reduction of the required upper story setback by no more than five feet. The building square footage, within the setback will be offset by public open space at street level and comply with applicable design guidelines. Plaza area open to sky = 343 SF X 3 Levels = 1,029 SF within upper setback.

Ground Floor Use Required:

- Except along alleys and similar service access streets, the street level floor of all buildings shall be limited to one or more of the following uses: Retail; Restaurant or Tavern; Banking and Related Financial Services; Entertainment, Cultural and/or Recreational Facility; Parks; Government Facility; or Community Facility.
- The required uses shall have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building on the abutting right-of-way, not including alleys and similar service access streets).
- The Design Review Board may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the retail frontage will maximize visual interest.
- Lobbies for residential, hotel, and office uses may be allowed within this space subject to applicable design guidelines.

Ground Floor Use Proposed:

- Retail; Restaurant or Tavern along Street Frontage. Parking along alleys
- Residential Lobby

Sidewalks Required: 12’ Minimum Width, 13’ Average Width
Sidewalks Proposed: 12’ Minimum Width, 13’ Average Width

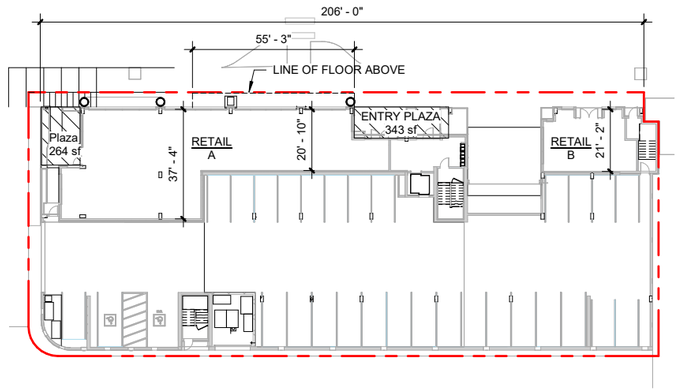
Where public improvements are required by Chapter 110 KZC, sidewalks on pedestrian-oriented streets within CBD 1A and 1B shall be as follows: Sidewalks shall be a minimum width of 12 feet. The average width of the sidewalk along the entire frontage of the subject property abutting each pedestrian-oriented street shall be 13 feet. The sidewalk configuration shall be approved through D.R.

GROSS AREA CALCULATION

Level	Name	Area
PARKING LEVEL		
PARKING LEVEL	Parking - Resid.	13373 SF
PARKING LEVEL	Storage & Utilities	1497 SF
PARKING LEVEL	Circulation	368 SF
PARKING LEVEL	Circulation	201 SF
PARKING LEVEL	Storage	270 SF
		15709 SF
FIRST FLOOR		
FIRST FLOOR	Retail-A	3215 SF
FIRST FLOOR	Retail-B	668 SF
FIRST FLOOR	Parking - Commercial	11245 SF
FIRST FLOOR	Circulation	194 SF
FIRST FLOOR	Circulation	267 SF
FIRST FLOOR	Lobby	522 SF
FIRST FLOOR	Trash	280 SF
FIRST FLOOR	Circulation	163 SF
		16554 SF
SECOND FLOOR		
SECOND FLOOR	Circulation	1657 SF
SECOND FLOOR	Residential	15174 SF
		16832 SF
THIRD FLOOR		
THIRD FLOOR	Residential	15355 SF
THIRD FLOOR	Circulation	1655 SF
		17009 SF
FOURTH FLOOR		
FOURTH FLOOR	Circulation	1383 SF
FOURTH FLOOR	Residential	5276 SF
		6660 SF
ROOF FLOOR		
ROOF FLOOR	Common	549 SF
ROOF FLOOR	Circulation	258 SF
		807 SF
		73571 SF

Total Plaza Area = 264 SF + 343 SF = 607 SF

Plaza Area Open to Sky = 343 SF
X 3 levels = 1,029 SF within upper story setback



1 FIRST FLOOR - CALCULATIONS DIAGRAM
1" = 30'-0"

1" = 30'-0" 0 7.5 15 30 60

CANTILEVERED PORTIONS OF THE BUILDING OVER THE SIDE WALK NOT TO EXCEED MORE THAN 1/3 OF THE LENGTH OF BUILDING FACADE:
206’-0” x 1/ 3 = 68’-8”
55’-3” < 68’-8” OK

AVERAGE COMMERCIAL DEPTH:

RET. = (37’-4” + 20’-10” + 21’-2”) / 3
= 79’-4” / 3 = 26’-5” OK (with approved departure)

DEPARTURE REQUEST - GROUND FLOOR WIDTH REDUCTION

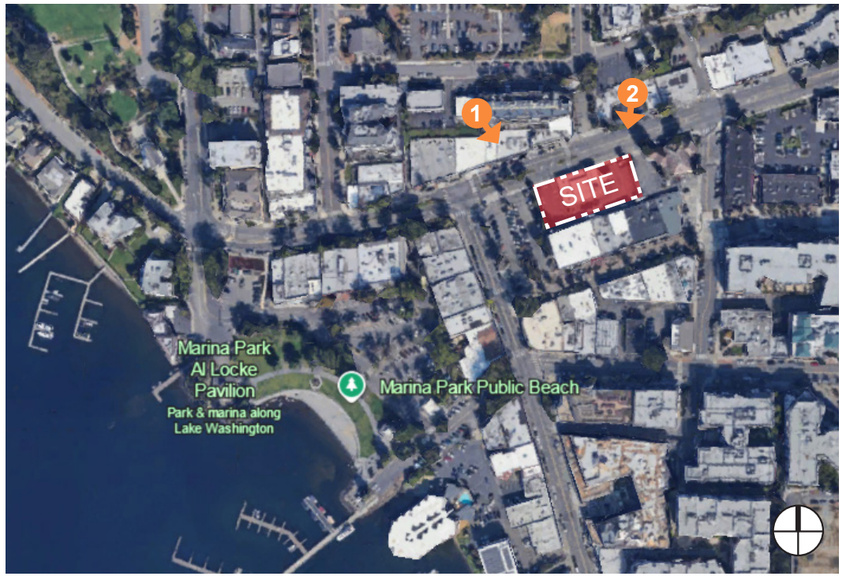
The depth of the parcel is 90’ but due to the public benefit easements along Central Way and the south alley, the effective depth is 83’. The development is challenged to provide publicly accessible parking and robust retail within the effective depth of the parcel. We request a departure from the 30’ average depth to 25’ average depth.

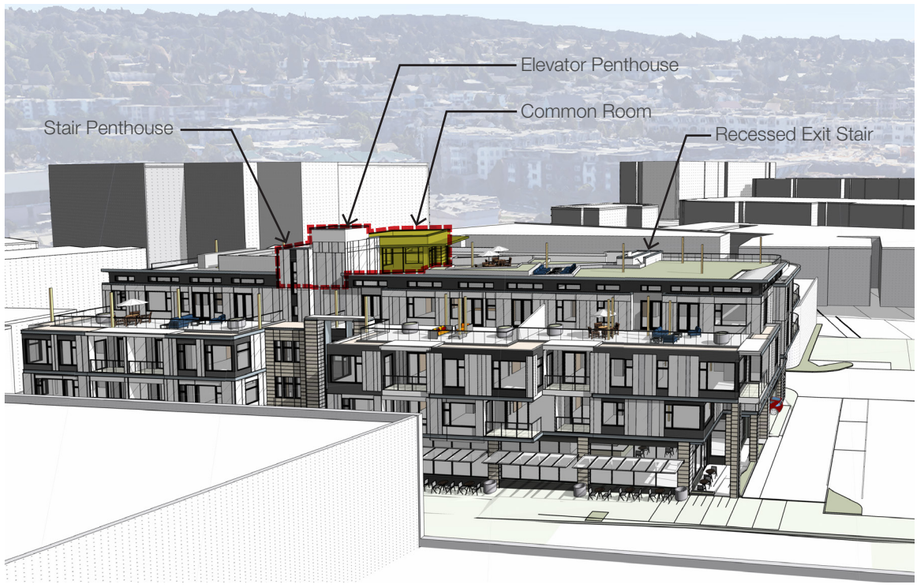
The development will maximize visual interest along the frontage with highly transparent storefronts along Central Way with glazing beginning 2’ above grade to 12’+ above grade. Outdoor seating and planters extend the retail/activity zone beyond the face of the storefront further enhancing the visual interest.

ZONING COMPLIANCE SUMMARY

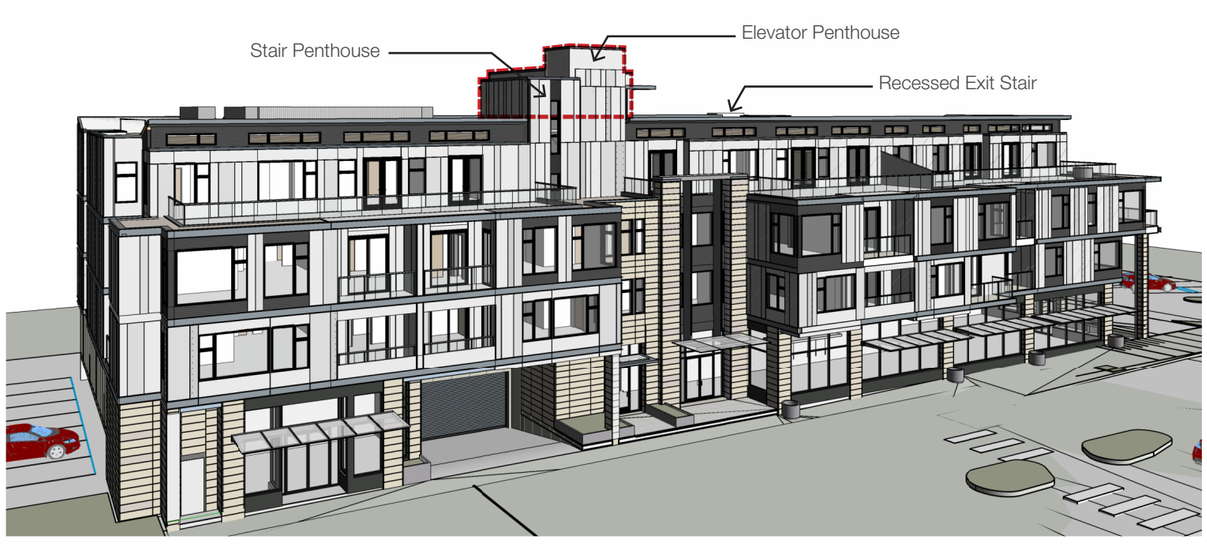
Rooftop Amenities and Rooftop Common Rooms

The size, location, and orientation of the proposed rooftop common room is designed to minimize impacts to views from adjoining properties. Integrated into the building design, the Common Room will include transparent windows comprising at least 75% of the facade between 2' and 7' above floor level. A landscaped green roof equal to or greater than the square footage of the rooftop common room will be provided as the public benefit item.





1 **PERSPECTIVE VIEW FROM MARINA HEIGHTS**



2 **PERSPECTIVE VIEW LOOKING SOUTHWEST AT APPROX ELEV 82'6"**

ZONING COMPLIANCE SUMMARY

PARKING

RESIDENTIAL PARKING REQUIRED:
Stacked or attached dwelling units:
1.2 stall per studio
1.3 stall per 1 bedroom
1.6 stall per 2 bedroom
1.8 stall per 3 or more bedroom

Guest parking 10% of the total required for dwelling units

Total 1 bedroom: 6 @ 1.3 stalls per unit = 7.8 = 8 stalls
Total 2 bedroom: 17 @ 1.6 stalls per unit = 27.2 = 28 stalls
Total 3 bedroom: 3 @ 1.8 stalls per unit = 5.4 = 6 stalls
TOTAL STALLS REQUIRED FOR RESIDENTIAL UNITS: 42

Guest parking required: 42x10% = 4.2 = 5 stalls

Nonresidential parking required
Retail establishment: 1 stall per 350 SF of GFA
Restaurant: 1 stall per 125 SF of GFA

Scenario 1 - parking calculation for retail use @ 1/350:

Retail A area 2,815 SF
Retail B area 581 SF
Total retail: 3,396 SF

Retail parking required: 3,396 SF/ 350 = 10 stalls

Scenario 1 total parking required: 10+42+5 = 57 stalls

Scenario 2 - parking calculation for restaurant/retail uses:

Area A (restaurant) = 2,815 SF/ 125 = 23 stalls
Area B (retail) = 581 SF/ 350 = 2 stalls
Scenario 2 stalls required: = 25 stalls

Scenario 2 total parking required: 25+42+5 = 72 stalls

Total parking provided: 74 stalls

ACCESSIBLE PARKING STALLS REQUIRED (INCL. VAN STALL(S):

Residential: based on 2 Type A units provided.

1 stall per Type A unit unless fewer stalls than units (then 2%)

IBC requires 1 accessible stall per Type A unit =
2 acc. stalls provided

IBC requires 1 van accessible stall per six or fraction =
1 van stall provided

Retail & visitor: based on 30 total retail/visitor stalls provided.

Per table 1106.2, 26 to 50 stalls =
2 acc. stalls required/provided

IBC requires 1 van accessible stall per six or fraction =
1 van stall required/provided

Total req'd = 2 res. Stalls + 2 retail / visitor stalls = 4 total
(**2 vans** - min vertical clearance 98", per ANSI ICC 2017)

PARKING SCHEDULE

Level	COUNT	STALL DIMENSION	ADA	TYPE	Phase Created
PARKING LEVEL - RESIDENTIAL ONLY RESTRICTED ACCESS					
PARKING LEVEL	1	ADA Parking Stall - ADA van Stall	ADA-VAN	STANDARD	New Construction
PARKING LEVEL	1	ADA Parking Stall Standard - Single Stripe	ADA	STANDARD	New Construction
PARKING LEVEL	21	Parking Stall Compact - Single Stripe		COMPACT	New Construction
PARKING LEVEL	21	Parking Stall Standard - Single Stripe		STANDARD	New Construction
	44				
FIRST FLOOR - RETAIL AND GUEST ONLY					
FIRST FLOOR	1	ADA Parking Stall - ADA van Stall	ADA-VAN	STANDARD	New Construction
FIRST FLOOR	1	ADA Parking Stall Standard - Single Stripe	ADA	STANDARD	New Construction
FIRST FLOOR	15	Parking Stall Compact - Single Stripe		COMPACT	New Construction
FIRST FLOOR	13	Parking Stall Standard - Single Stripe		STANDARD	New Construction
	30				
Grand total	74				

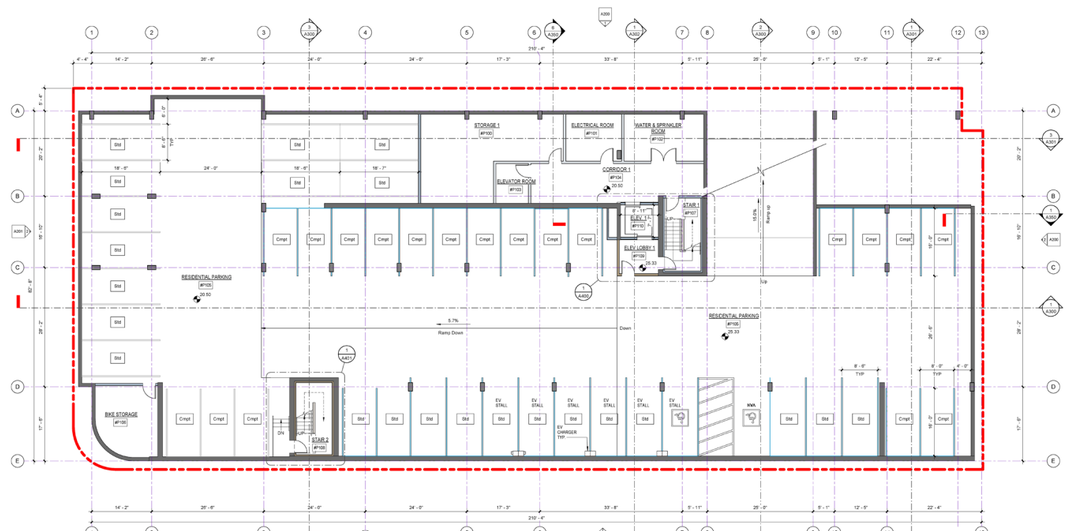
Bicycle parking required

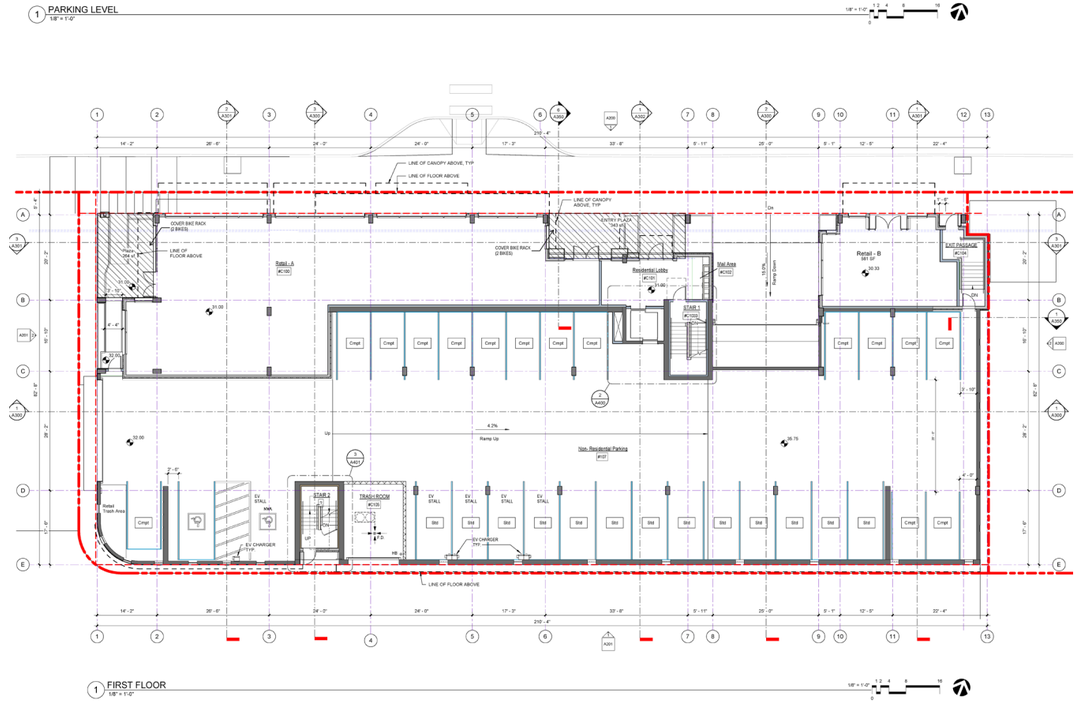
Provide 1 bicycle space for every 12 required vehicle parking spaces

Required vehicle spaces: 69/12 = 6 bicycle parking spaces

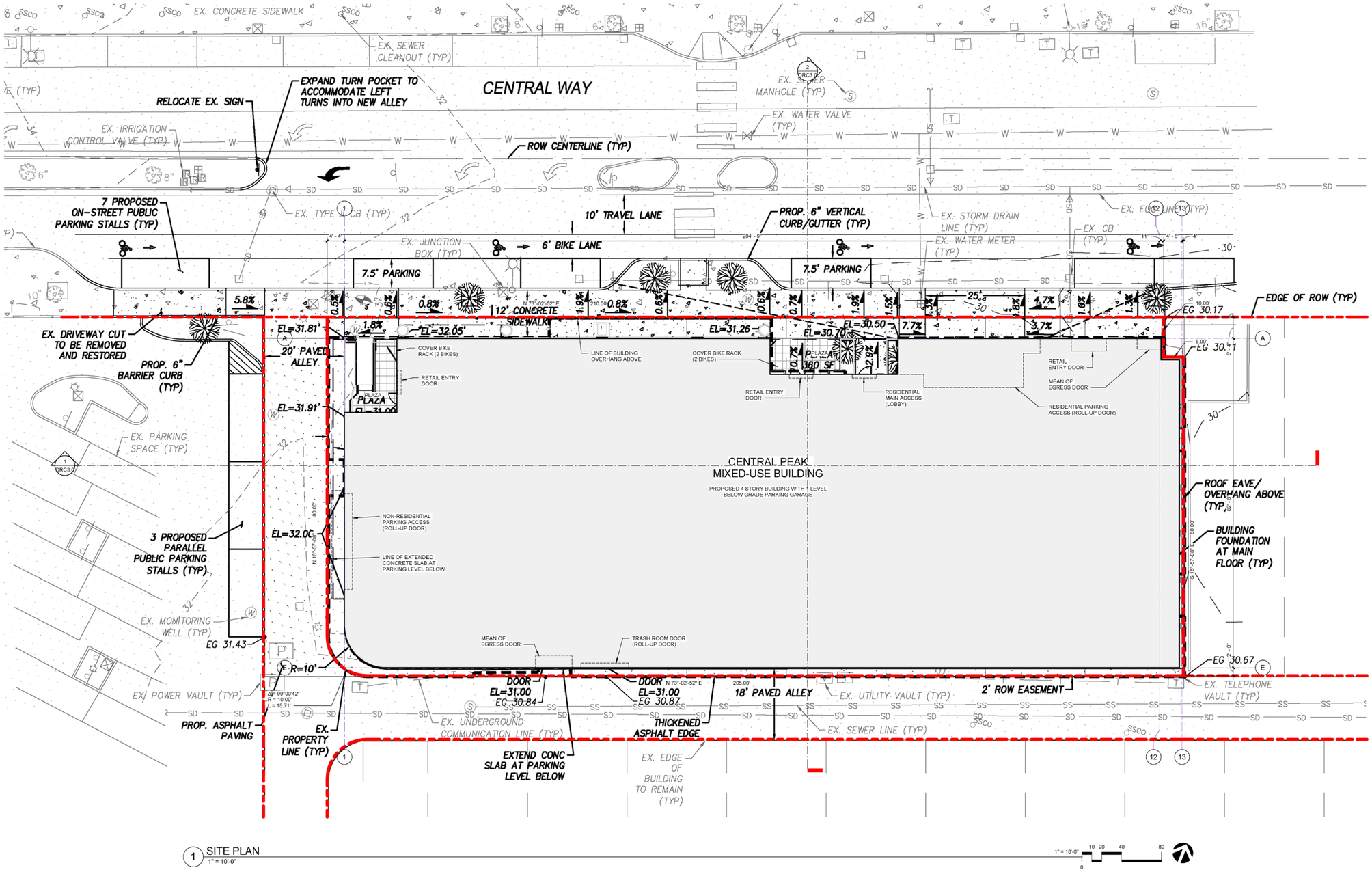
Bicycle parking provided: residential 42+5/12 =
4 bicycle parking spaces
commercial 22/12 =
2 bicycle parking spaces

Bicycle parking must be conveniently located - w/in 50 feet of exterior entry for all uses and w/in 50 feet of retail entrances.

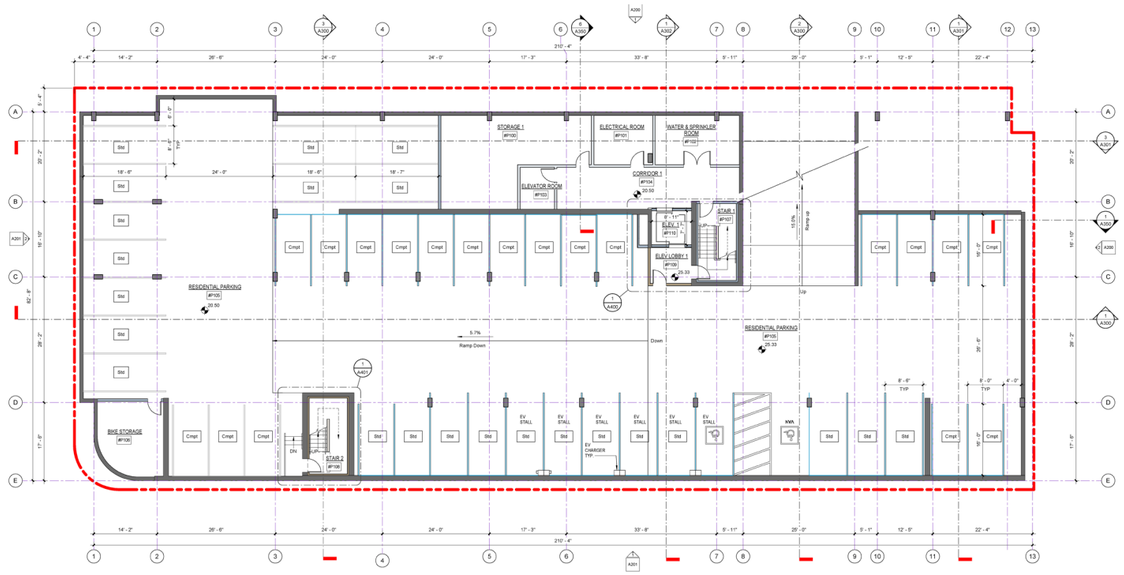




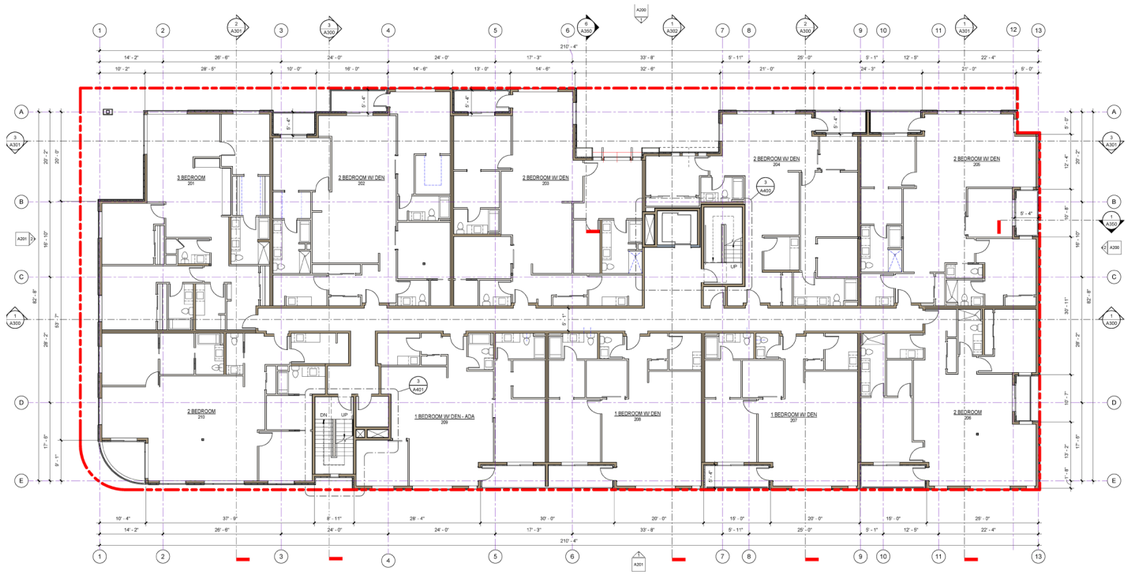
SITE PLAN


CENTRAL WAY
EX. CONCRETE SIDEWALK
EX. SEWER CLEANOUT (TYP)
EX. SEWER MANHOLE (TYP)
EX. WATER VALVE (TYP)
EX. IRRIGATION CONTROL VALVE (TYP)
RELOCATE EX. SIGN
EXPAND TURN POCKET TO ACCOMMODATE LEFT TURNS INTO NEW ALLEY
ROW CENTERLINE (TYP)
7 PROPOSED ON-STREET PUBLIC PARKING STALLS (TYP)
EX. TYPE I CB (TYP)
10' TRAVEL LANE
6' BIKE LANE
EX. JUNCTION BOX (TYP)
PROP. 6" VERTICAL CURB/GUTTER (TYP)
EX. STORM DRAIN LINE (TYP)
EX. WATER METER (TYP)
EX. CB (TYP)
EX. FOUNDATION (TYP)
7.5' PARKING
7.5' PARKING
EDGE OF ROW (TYP)
EG 30.17
EG 30.1
EX. DRIVEWAY CUT TO BE REMOVED AND RESTORED
PROP. 6" BARRIER CURB (TYP)
20' PAVED ALLEY
12' CONCRETE SIDEWALK
LINE OF BUILDING OVERHANG ABOVE
COVER BIKE RACK (2 BIKES)
RETAIL ENTRY DOOR
PLAZA
PLAZA 360 SF
RESIDENTIAL MAIN ACCESS (LOBBY)
RESIDENTIAL PARKING ACCESS (ROLL-UP DOOR)
MEAN OF EGRESS DOOR
EX. PARKING SPACE (TYP)
CENTRAL PEAK MIXED-USE BUILDING
PROPOSED 4 STORY BUILDING WITH 1 LEVEL BELOW GRADE PARKING GARAGE
NON-RESIDENTIAL PARKING ACCESS (ROLL-UP DOOR)
LINE OF EXTENDED CONCRETE SLAB AT PARKING LEVEL BELOW
ROOF EAVE/ OVERHANG ABOVE (TYP.)
BUILDING FOUNDATION AT MAIN FLOOR (TYP)
3 PROPOSED PARALLEL PUBLIC PARKING STALLS (TYP)
EX. MONITORING WELL (TYP)
EG 31.43
EG 30.67
EX. POWER VAULT (TYP)
PROP. ASPHALT PAVING
EX. PROPERTY LINE (TYP)
EX. UNDERGROUND COMMUNICATION LINE (TYP)
DOOR EL=31.00 EG 30.84
DOOR EL=31.00 EG 30.87
18' PAVED ALLEY
EX. UTILITY VAULT (TYP)
2' ROW EASEMENT
EX. TELEPHONE VAULT (TYP)
EX. SEWER LINE (TYP)
THICKENED ASPHALT EDGE
EXTEND CONC SLAB AT PARKING LEVEL BELOW
EX. EDGE OF BUILDING TO REMAIN (TYP)
TRASH ROOM DOOR (ROLL-UP DOOR)
EL=31.81'
EL=32.05'
EL=31.26
EL=30.70
EL=30.50
EL=31.91'
EL=32.00
R=10'
N 73°-02'-52" E
210.00'
205.00'
80.00'
S 16°-57'-08" E
1 SITE PLAN
1" = 10'-0"
1" = 10'-0"
0
10
20
40
80

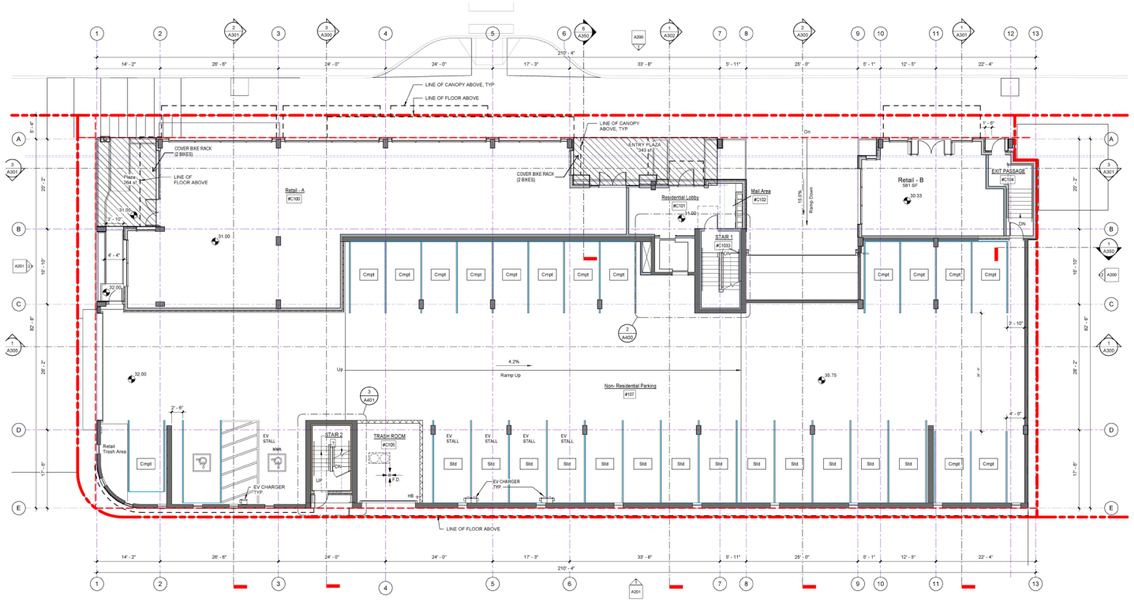
FLOOR PLANS



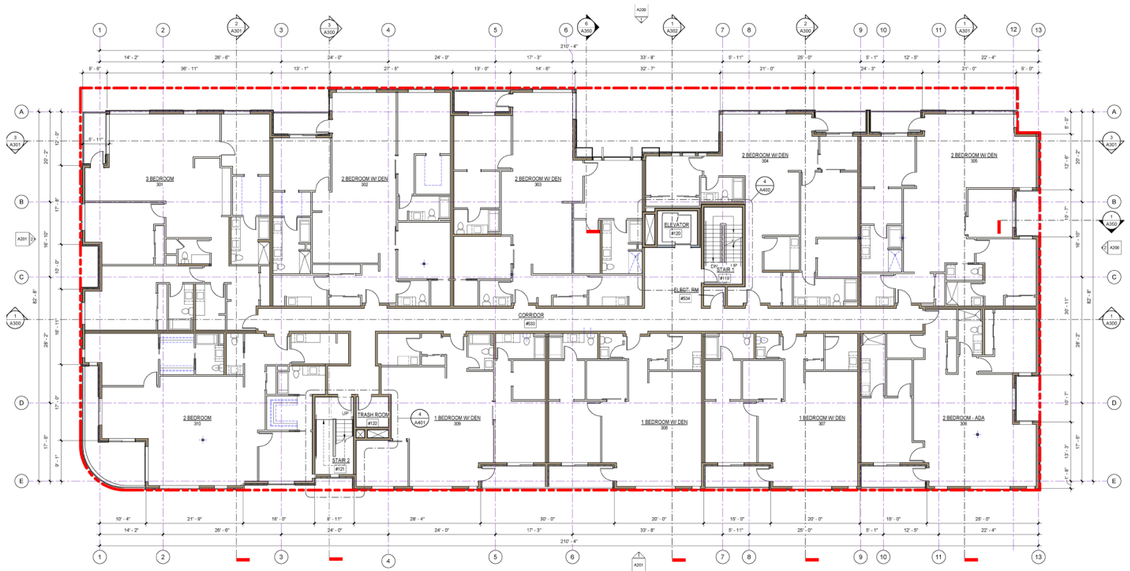
1 PARKING LEVEL
1/8" = 1'-0"



1 SECOND FLOOR
1/8" = 1'-0"

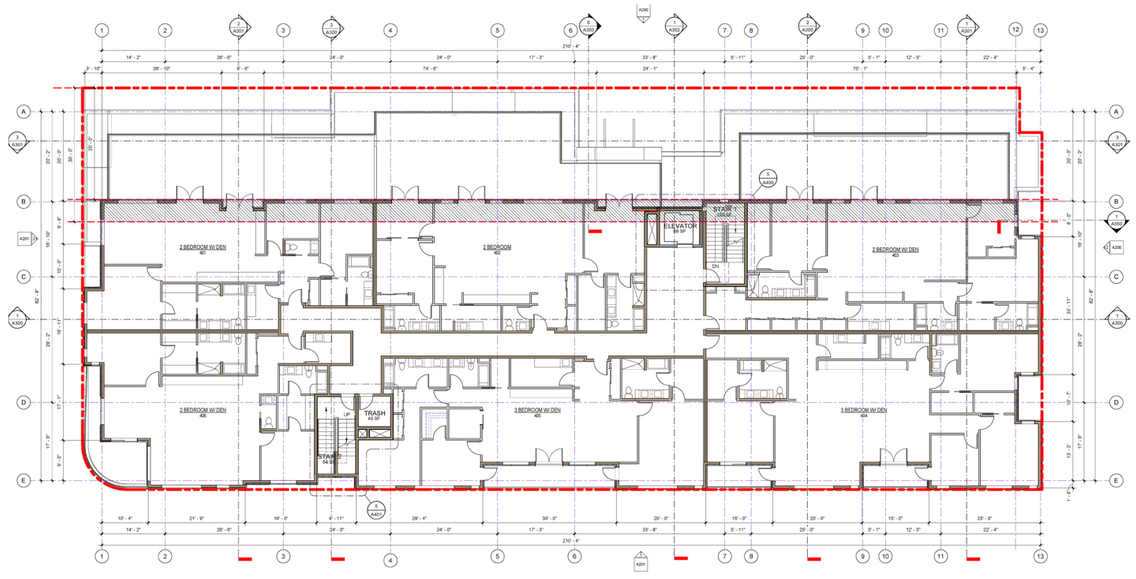


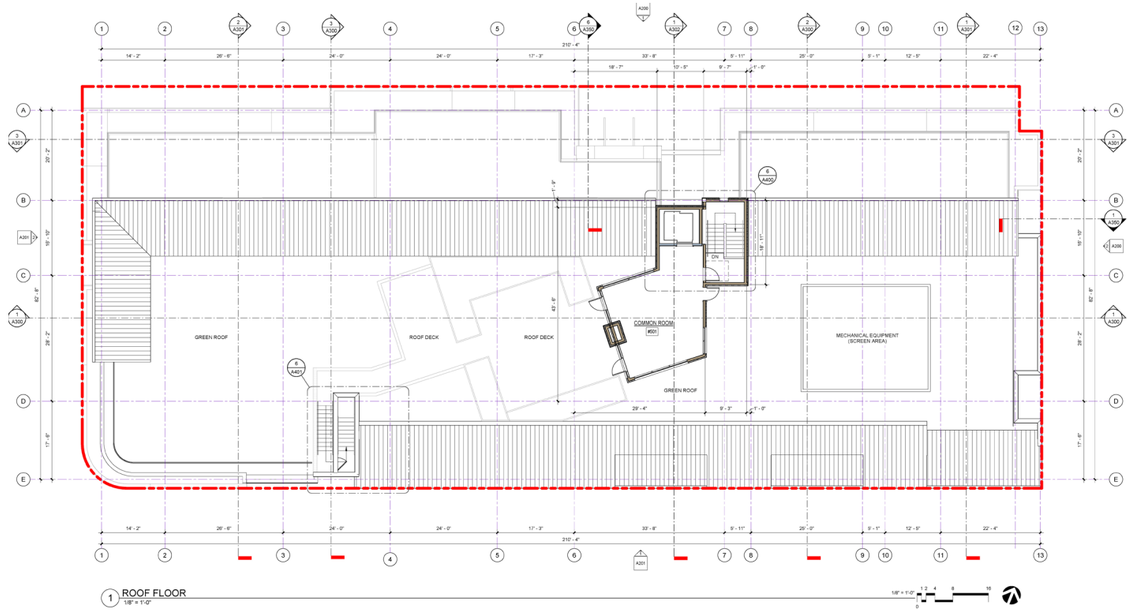
1 FIRST FLOOR
1/8" = 1'-0"



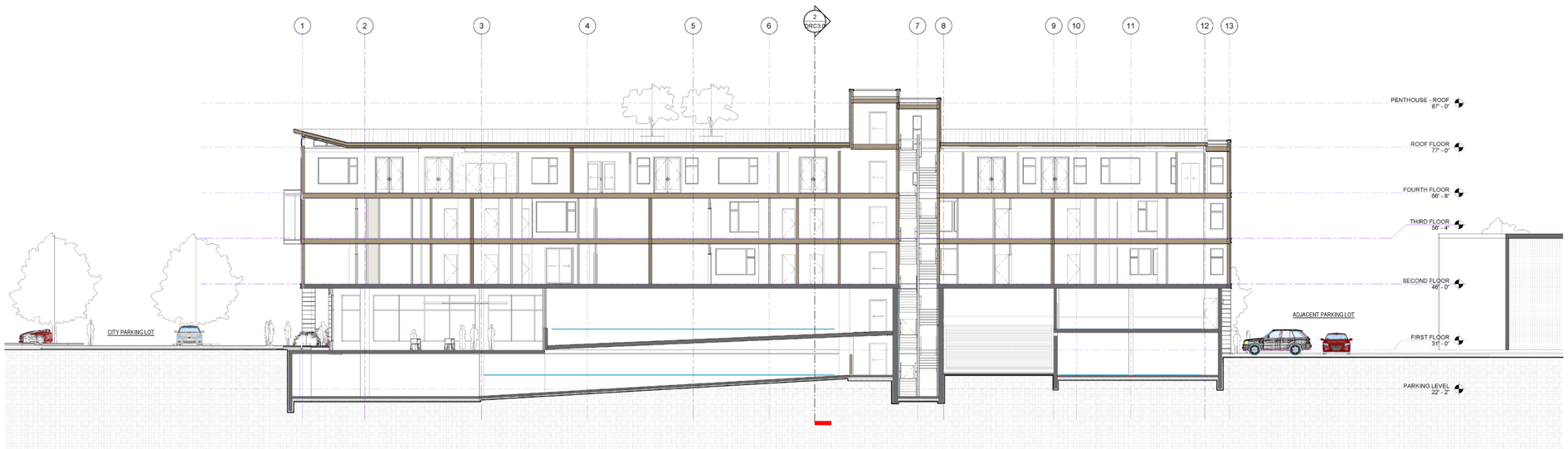
1 THIRD FLOOR
1/8" = 1'-0"

FLOOR PLANS


2 BEDROOM W/ DEN
402
2 BEDROOM
403
ELEVATOR
STAIR
2 BEDROOM W/ DEN
404
2 BEDROOM W/ DEN
405
TRASH
3 BEDROOM W/ DEN
406
3 BEDROOM W/ DEN
407
STAIR
1 FOURTH FLOOR
1/8" = 1'-0"

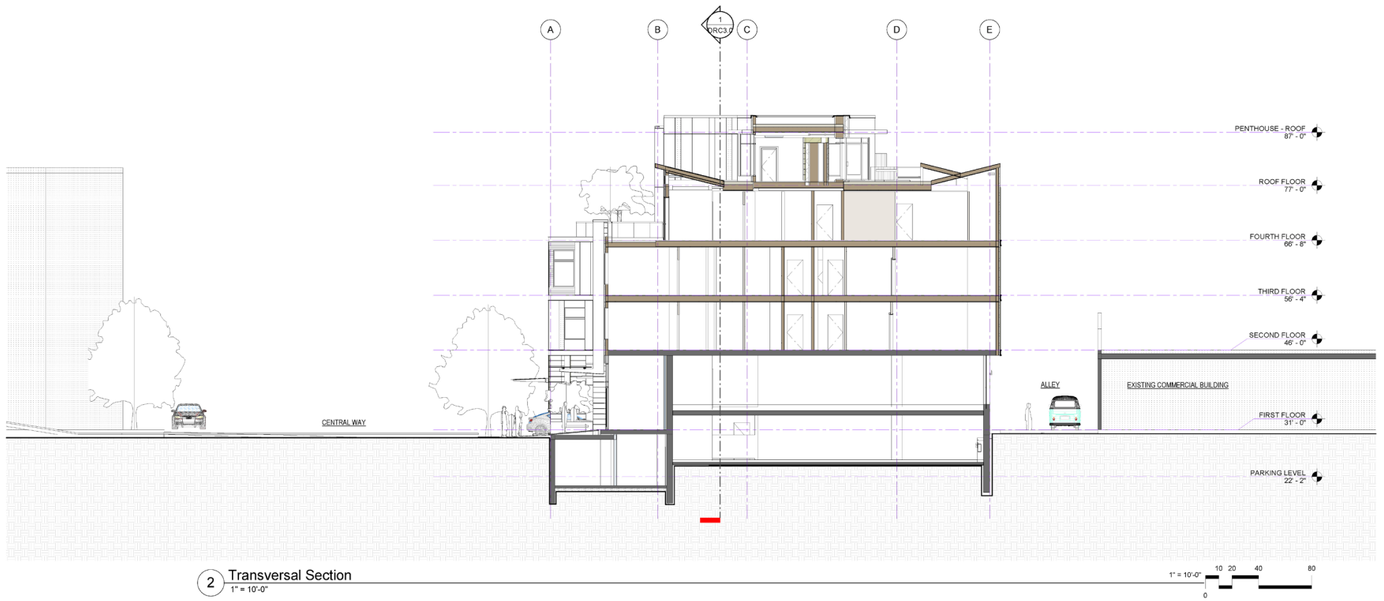

GREEN ROOF
ROOF DECK
ROOF DECK
COMMON ROOM
#501
MECHANICAL EQUIPMENT
(SCREEN AREA)
GREEN ROOF
1 ROOF FLOOR
1/8" = 1'-0"

BUILDING SECTIONS



1 Longitudinal Section
1" = 10'-0"

1" = 10'-0" 0 10 20 40 80

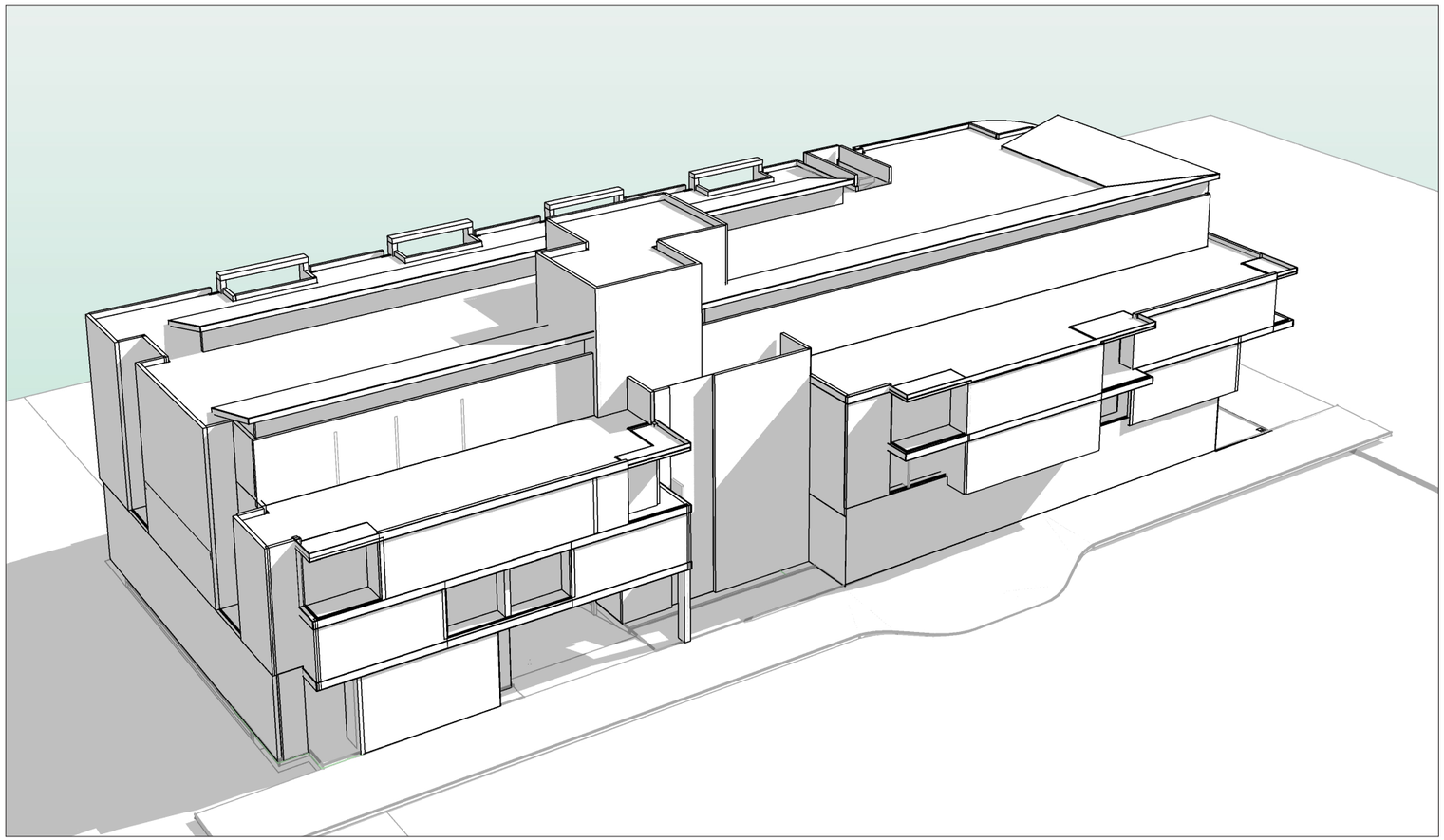


2 Transversal Section
1" = 10'-0"

1" = 10'-0" 0 10 20 40 80

PREFERRED OPTION - RECAP

MASSING OPTION C - PREFERRED CENTRAL AND WEST PLAZAS W/ PEAKED ROOF LINE AND HORIZONTAL FORMS

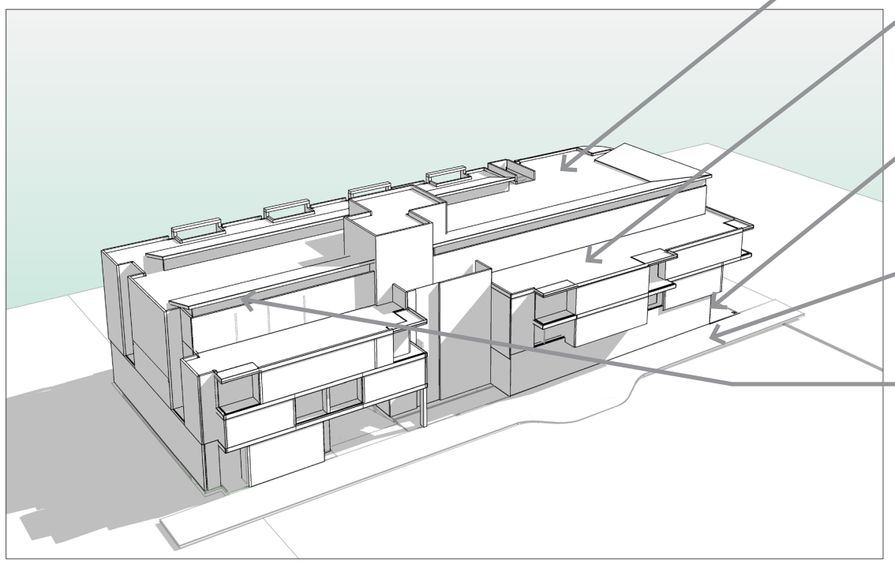


PROS:

- Central and NW plazas provide public amenities and enhancement for retail
- Façades are given scale and articulation with a distinctive horizontal expression
- Contrasting vertical element gives prominence to residential entry
- Sloping roof forms add architectural variety to roofline
- Variation in balcony recesses @ north façade add architectural character

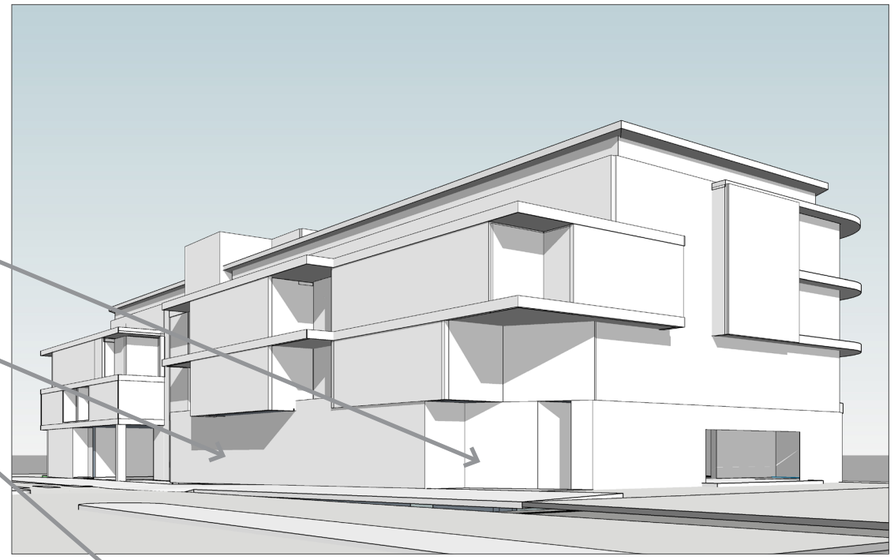
PREFERRED OPTION - BOARD FEEDBACK

NORTHEAST VIEW

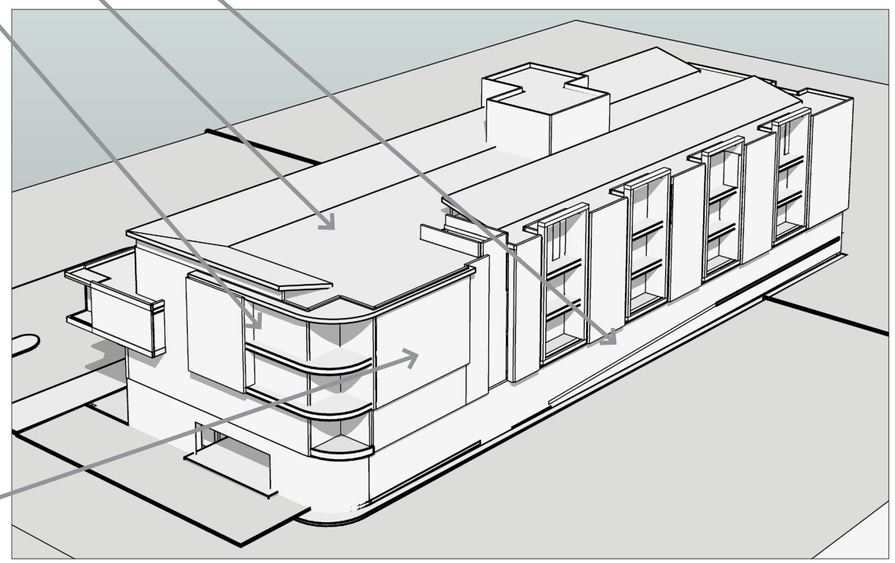


NORTHEAST AERIAL

- Provide vertical modulation to add variety and visual relief to the long facade.
- Centrally located, pedestrian-oriented plaza open to the sky enhances the building modulation and reduces the apparent mass of the building.
- Use corner Plaza for visual punctuation and enhanced pedestrian environment
- Provide public improvements and site features such as lighting, benches, and other elements that enhance the character of the frontage.
- Address Blank Wall treatment - potential canvas for art, murals or landscaping
- Give design consideration to rooftop and terrace elements as this will be visible from neighboring buildings.
- Implement design techniques to reduce mass of building and introduce elements that support a good human scale. Give careful consideration to fenestration patterns and deck placement and size.
- Provide pedestrian oriented elements including weather protection, amenities, human scale elements, and pedestrian-friendly building fronts.
- Provide a sidewalk width to accommodate a Movement zone. Minimize fixed elements and landscape planters that may interfere with pedestrian movement.
- Emphasize horizontality of the building with a strong base and a visually distinctive roof line treatment
- Give thoughtful consideration to alley facade anticipating future residential development to the south and an alley way that serves as more than just a utilitarian function.



NORTHWEST VIEW



SOUTHWEST AERIAL

DESIGN GUIDELINES ANALYSIS

DESIGN GUIDELINE	DESIGN RESPONSE
Pedestrian-Oriented Element – Wider Sidewalks	
A sidewalk should support a variety and concentration of activity yet avoid overcrowding and congestion. The average sidewalk width should be between 10’ and 18’. New buildings on pedestrian-oriented streets should be set back a sufficient distance to provide at least 10' of sidewalk. If outdoor dining, seating, vending, or displays are desired, an additional setback is necessary.	The development includes a 5’ wide sidewalk easement along the Central Way frontage to accommodate a 13’ wide minimum average sidewalk. This width accommodates the 10’ wide Movement/Activity zone and the 3’ wide Curb Zone.
Pedestrian-Oriented Element – Storefronts	
Storefronts along pedestrian-oriented streets should be highly transparent with windows of clear vision glass beginning no higher than 2’ above grade to at least 10’ above grade. Windows should extend across, at a minimum, 75% of the façade length. Continuous window walls should be avoided by providing architectural building treatments, mullions, building modulation, entry doors, and/or columns at appropriate intervals.	Clear-glazed storefront system with 24” average sill height is proposed for the length of the Central Way frontage. Glazing extends 12’ above the sidewalk level for a high degree of transparency. The storefront is modulated with vertical mullions and building columns.
Pedestrian-Oriented Element – Lobbies	
Lobbies for residential, hotel, and office uses may be allowed within the required retail storefront space provided that the street frontage of the lobby is limited relative to the property’s overall retail frontage and that the storefront design of the lobby provides continuity to the retail character of the site and the overall street.	The treatment of the residential entry and related lobby is minimized to support the continuity of the retail character of the frontage.
Pedestrian-Oriented Element – Pedestrian Covering	
Awnings or canopies should be required on facades facing pedestrian-oriented sidewalks. A variety of styles and colors should be encouraged on pedestrian-oriented streets, and a more continuous, uniform style encouraged for large developments on entry arterial streets.	7’ wide canopies with clear and/or etched glass provide spatial enclosure and design interest along the Central Way Frontage. A large entry canopy announces the nonresidential entry at the central plaza that is accented with specialty lighting. A smaller canopy in the plaza shelters the residential entry way.
Pedestrian-Oriented Element – Upper-Story Activities Overlooking the Street	
All buildings on pedestrian-oriented streets should be encouraged to have upper-story activities overlooking the street, as well as balconies and roof decks with direct access from living spaces. Planting trellises and architectural elements are encouraged in conjunction with decks and bay windows. Upper-story commercial activities are also encouraged.	Located on the second and third floors, 5’ deep recessed balconies with direct access to the living space within the residential units overlook the street level below, fostering a safe, human-oriented quality. Private forth floor terraces at the upper level setback also overlook the Central Way streetscape.

DESIGN GUIDELINE	DESIGN RESPONSE
Pedestrian-Oriented Element – Lighting from Buildings	
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.	Along the frontage a combination of building-mounted sconces at each column, specialty lighting at plaza areas, and lighting from storefronts creates attractive and effective light source to the sidewalk while fostering safety and security.
Pedestrian-Oriented Element – Plazas	
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.	A 32’ wide by 11’ deep central plaza open to the sky is designed with landscape planters and seating to invite pedestrians. The open space can accommodate tables and seating to complement the adjacent nonresidential space.
	At the northwest corner of the building a covered entry plaza activates the building corner and engages pedestrians approaching the site from Lake Street. This plaza, 14’ wide by 20’ deep, offers a double-height volume that is sheltered from the weather. Areas for seating support activation with the adjacent nonresidential space.
Pedestrian-Oriented Element – Blank Walls	
Blank walls should be avoided near sidewalks, parks, the Cross Kirkland Corridor and Eastside Rail Corridor, and pedestrian areas. Where unavoidable, blank walls should be treated with landscaping, art, or other architectural treatments.	High-quality exterior siding with a subtle variegated pattern, combined with board-formed concrete at the base of the building with openings and inlays bring visual interest to the blank walls. On the south alley, light fixtures in a playful pattern further enhance the visual interest of the façade.
Scale – Fenestration Patterns	
Varied window treatments should be encouraged. Ground floor uses should have large windows that showcase storefront displays to increase pedestrian interest. Architectural detailing at all window jambs, sills, and heads should be emphasized.	Residential-scaled window patterns at the upper floors coupled with recessed decks result in a fenestration pattern that emphasizes the human scale of the building. The window patterns are accentuated with dark gray frames and siding panels enriching the visual complexity of the building facades.
Scale – Architectural elements: Deck, Bay Windows, Arcades, Porches.	
Architectural building elements such as arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards should be encouraged.	12’ wide by 5’ deep recessed decks thoughtfully placed around the building identifies the building as residential. Accentuated with glass railings, the decks modulate the façade and create visual interest.

DESIGN GUIDELINES ANALYSIS

DESIGN GUIDELINE	DESIGN RESPONSE
Scale – Building Modulation – Vertical	
Façades over 120 feet in length should incorporate vertical definition including substantial modulation of the exterior wall carried through all floors above the ground floor combined with changes in color and material.	A strong vertical feature bisects the Central Way façade into two smaller masses. This feature brings focus to the public plaza area and the primary retail entry while adding variety and visual relief to the façade. Linear metal columns with a light feature extending to the fourth level reinforce the verticality of the entry feature.
	Along the south alley, vertical bays with subtle color variation, break the façade into smaller elements reducing the apparent scale of the building massing.
Scale – Building Modulation – Horizontal	
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. Building design should incorporate strong pedestrian-oriented elements at the ground level and distinctive roof treatments.	A horizontal emphasis along the Central Way façade grounds the building giving it a sense of stability and visually reducing the mass. The horizontality is reinforced by a horizontal floor trim feature, the upper floor step back, and the peaked roofline.
Scale – Building Modulation – Upper Story Setback	
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.	The fourth floor of the building is setback 25’ from Central way. The design utilizes the trade-off of plaza area for up to 5’ of encroachment into the required setback. The 25’ setback maintains the strong horizontality of the building and creates residential terraces that foster visual access to the street level.

DESIGN GUIDELINE	DESIGN RESPONSE
Scale – Building Cantilevering Over Sidewalks	
Buildings may be allowed to cantilever over sidewalks if a sidewalk dedication and/or easement is required consistent with following guidelines: 1) The total length of cantilevered portions of a building should be no more than 1/3rd of the entire length of the building façade. The cantilevered portions of a building should be spread out and not consolidated in a single area on the building façade. 2) Unobstructed pedestrian flow should be maintained through the subject property to adjoining sidewalks. 3) Space under the building cantilever should appear and function as part of the public realm. 4) The sense of enclosure is minimized.	A portion of the building cantilevers over the sidewalk adding to the visual interest and modulation of the Central Way façade. The cantilever portion is less than 1/3rd the total façade length and the floor level of the cantilever is 15’ above the sidewalk. The sense of the street level experience under the cantilever is maintained as part of the public realm and the sense of enclosure is minimized.
Building Material, Color, and Detail - Color	
Color schemes should adhere to the guidelines enumerated above. The use of a range of colors compatible within a coordinated color scheme should be encouraged.	A thoughtful approach to the design of the building form and color results in a solution with high-quality materials arranged with neutral field colors and contrasting accents. A subtle, variegated-color vertical cementitious panel system creates a field color of neutral tones. Window frames and panels around the frames in a dark gray provide a striking accent.
	Along the alley, three complementary colors are added to the field color bringing vibrancy and delight to the façade.
	Earth tones along the street level intermix with a dark gray storefront providing a refined backdrop for the pedestrian experience.
Building Material, Color, and Detail - Signs	
All signs should be building-mounted or below 12’ in height if ground mounted. Maximum height is measured from the top of the sign to the ground plane. No off-premises commercial signs, except public directional signs, should be permitted. No billboards should be permitted. Signs for individual parking stalls should be discouraged. If necessary, they should not be higher than necessary to be seen above bumpers. Parking lot signs should be limited to one sign per entrance and should not extend more than 12’ above the ground. Neon signs, sculptural signs, and signs incorporating artwork are encouraged. Signs that are integrated with a building’s architecture are encouraged. Shingle signs and blade signs hung from canopies or from building facades are encouraged. Traditional signs such as barber poles are encouraged.	Signage will be building mounted and integral with the design of the building. The locations, design, and mounting will be carefully considered and appropriate for the setting.

DESIGN RESPONSE - PEDESTRIAN ORIENTED ELEMENTS

Sidewalk Width, Pedestrian Coverings, Pedestrian - Friendly Building Fronts NW Entry Plaza

The northwest Entry Plaza enhances the connection to Lake Street and provides an engaging design feature at the building corner. The floor levels above the plaza help protect the space from the weather, increasing the comfort and usability of the space through all seasons.

Ramps and steps are provided to transition the pedestrian from the movement of the sidewalk to the respite of the plaza. Plaza engages with the adjacent commercial space with potential for seating and/or benches.

Planting beds create a buffer between the vehicular alley and the plaza.

7’ deep, Etched and/or clear glass canopies offer shelter, provide spatial enclosure and add design interest to the streetscape.

Highly transparent storefronts along Central Way with windows of clear glass beginning 2’ above grade to 12’+ above grade.

Columns, mullions and varied building materials provide visual interest along the facade.

With a minimum of 12’ and average of 13’ wide, sidewalks accommodate a movement zone and activity zone.

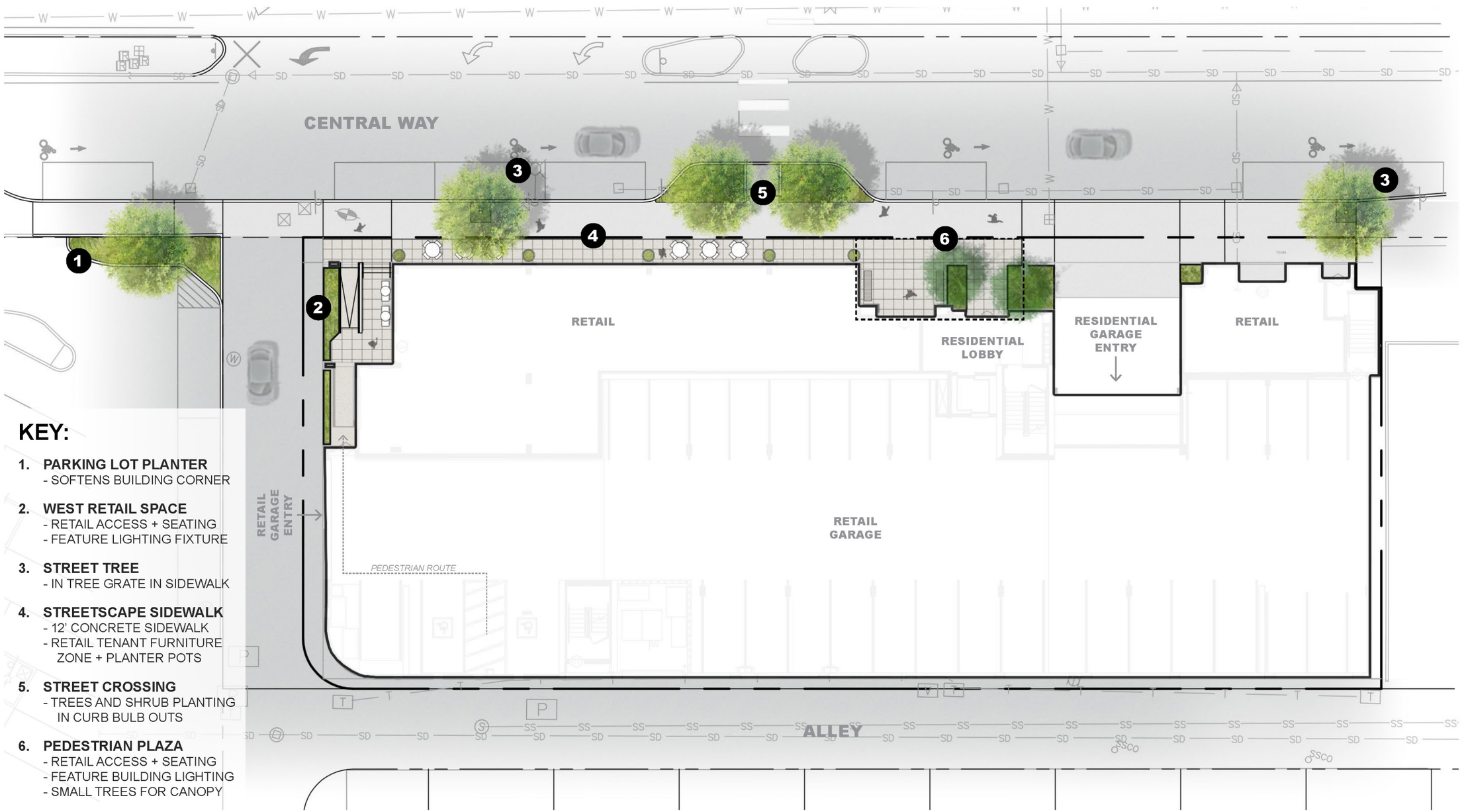
DESIGN RESPONSE - PEDESTRIAN ORIENTED ELEMENTS

Central Plaza

The centrally located plaza is barrier-free and offers benches and landscaping for passersby and users of the nearby bus stop. The space is adjacent to the commercial and can support engagement with retailers, street vendors, or other pedestrian-oriented uses.

DESIGN RESPONSE - PEDESTRIAN ORIENTED ELEMENTS

Frontage and Plazas Landscape Treatment



KEY:

1. **PARKING LOT PLANTER**
   - SOFTENS BUILDING CORNER
2. **WEST RETAIL SPACE**
   - RETAIL ACCESS + SEATING
   - FEATURE LIGHTING FIXTURE
3. **STREET TREE**
   - IN TREE GRATE IN SIDEWALK
4. **STREETSCAPE SIDEWALK**
   - 12' CONCRETE SIDEWALK
   - RETAIL TENANT FURNITURE ZONE + PLANTER POTS
5. **STREET CROSSING**
   - TREES AND SHRUB PLANTING IN CURB BULB OUTS
6. **PEDESTRIAN PLAZA**
   - RETAIL ACCESS + SEATING
   - FEATURE BUILDING LIGHTING
   - SMALL TREES FOR CANOPY

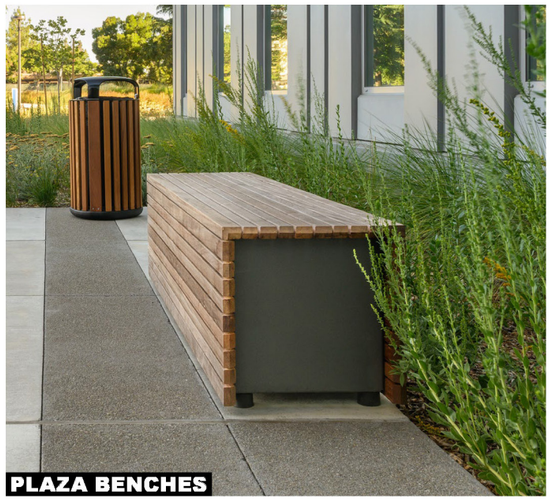
DESIGN RESPONSE - PEDESTRIAN ORIENTED ELEMENTS

Frontage and Plazas Landscape Design Character - Imagery


METAL PLANTER WALLS


METAL PLANTERS


SUBTLE PAVING CONTRASTS


PLAZA BENCHES


RETAIL TENANT FURNITURE

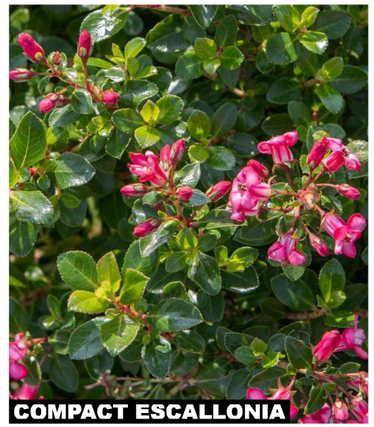
DESIGN RESPONSE - PEDESTRIAN ORIENTED ELEMENTS

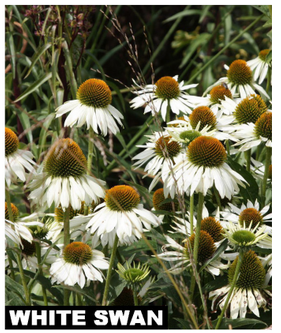
Frontage and Plazas Landscape Design Character - Pallet


STREET TREES:
SKYLINE HONEY LOCUST


PLAZA TREES: VINE MAPLE


MAHONIA SOFT CARESS


COMPACT ESCALLONIA


WHITE SWAN


TINY TANGERINE


WINTER HAZEL


TUFTED HAIR GRASS


MAIDEN GRASS


SWITCHGRASS


CREEPING MAHONIA


COMMON THYME


BLANC DE DOUBLET ROSE


LITTLE LIME HYDRANGEA


KELSEY DOGWOOD


ELEGANS HOSTA

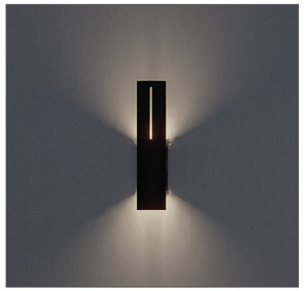

LAMBS EAR

DESIGN RESPONSE - PEDESTRIAN ORIENTED ELEMENTS

Lighting - Street

1 Decorative Pendant
A single, suspended rectangular feature pendant provides general illumination in plaza.

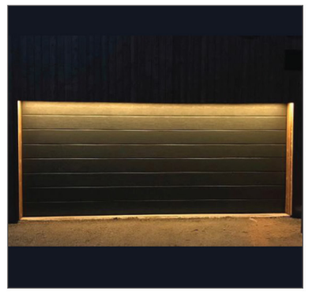
2 Decorative Sconces
Wall sconces with soft illumination establish a rhythm along the building's columns.



3 Downlights
Overhead downlighting creates ambient lighting at exit doors with soffits.

4 Entry Canopy
Linear luminaires integrated with the main entry canopy structure invites pedestrians in.

5 Garage Entries
Parking entry doors are highlighted via rectilinear lights.



6 Residential Entry
Wall mounted sconces bring a softer, subtle quality of light to the residential entrance.

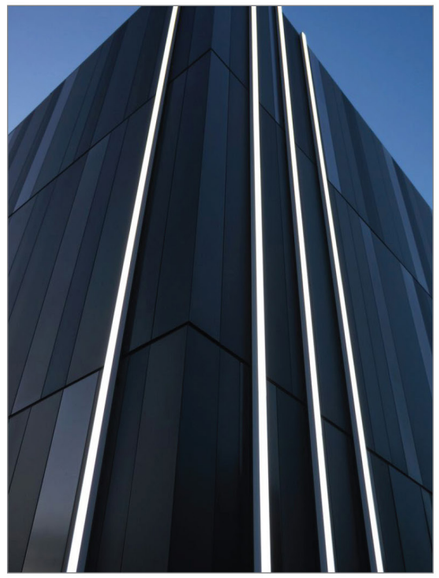
7 Steplights
Recessed steplights alternate with area lighting to bring visual interest to the alley.

8 Area Lights
Area lighting with the same design langauge as the adjacent steplights contribute to the alley illumination.

DESIGN RESPONSE - PEDESTRIAN ORIENTED ELEMENTS

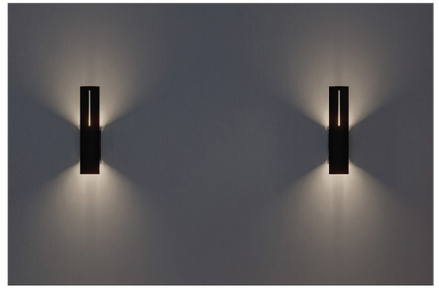
Lighting - Façade

Facade Lights
Soft linear direct-view luminaires emphasize the main building entrance.



Entry Canopy Lighting
Linear luminaires integrated with the main entry canopy structure invites pedestrians in.

Decorative Sconces
Wall sconces with soft illumination establish a rhythm along the building's columns.



DESIGN RESPONSE - PEDESTRIAN ORIENTED ELEMENTS

Blank Wall Treatment

The base of the building along the alley will be finished with board-formed concrete in a visual pattern that complements the upper level ceramic panels.

Vertical openings, inlay with metal grating, punctuate the concrete wall in a playful, rhythmic pattern. A combination of downlight sconces and in-wall louvered fixtures reinforce this playful pattern.

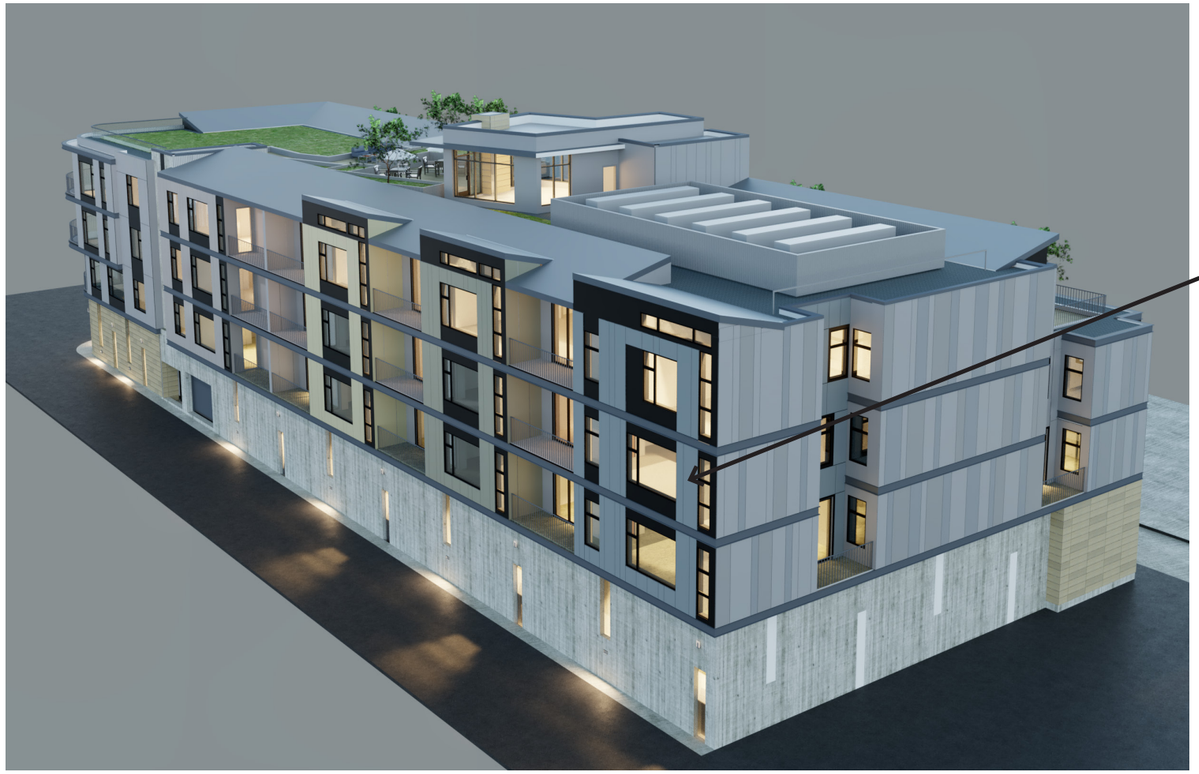
The rhythm of light fixtures combined with illumination from the garage openings provide a glow of light to the alley way.

The eastern facade is treated similarly to the other building facades with a multi-color ceramic clad siding at the residential levels. Variegated panels combined with lightwell recesses, bring visual interest and modulation to the facade.

Board-formed concrete at the base of the building is artfully arranged an accented with ceramic panel inlays.

DESIGN RESPONSE - PEDESTRIAN ORIENTED ELEMENTS

Alley Treatment



In consideration of building residents and current and future adjacent neighbors, the alley facade is designed to provide visual interest.

Vertical and horizontal modulation combined with lively fenestration patterns result in a building scale that is sensitive to the surrounding elements.

Variation of color is introduced on the alley facade with each vertical bay displaying a unique palette and personality.

DESIGN RESPONSE - SCALE

The building design emphasizes a horizontal modulation, grounding the building with a strong base. The horizontality is reinforced by the upper floor step back and the peaked roof line feature.

A playful fenestration pattern combined with recessed decks communicate the human scale of the building while providing a visually cohesive character.

DESIGN RESPONSE - BUILDING MATERIAL, COLOR, AND DETAIL

Exterior Building Materials

1 ARCHITECTURAL HIGH PERFORMANCE CONCRETE PANEL

2 CERAMIC CLAD PANELS - VARIEGATED FIELD COLOR

3 CERAMIC CLAD PANELS - TEXTURED CHARCOAL GRAY

4 CERAMIC CLAD PANELS - ALLEY VARIEGATED ACCENT 1

5 BLACK VINYL WINDOW FRAMES

6 CERAMIC CLAD PANELS - ALLEY VARIEGATED ACCENT 2

7 BOARD FORMED CONCRETE

8 GLASS AND STEEL CANOPY

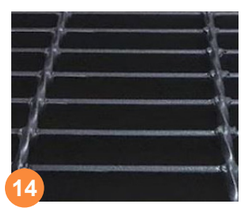
9 METAL PANEL SCREENING

10 BLACK ANODIZED STOREFRONT

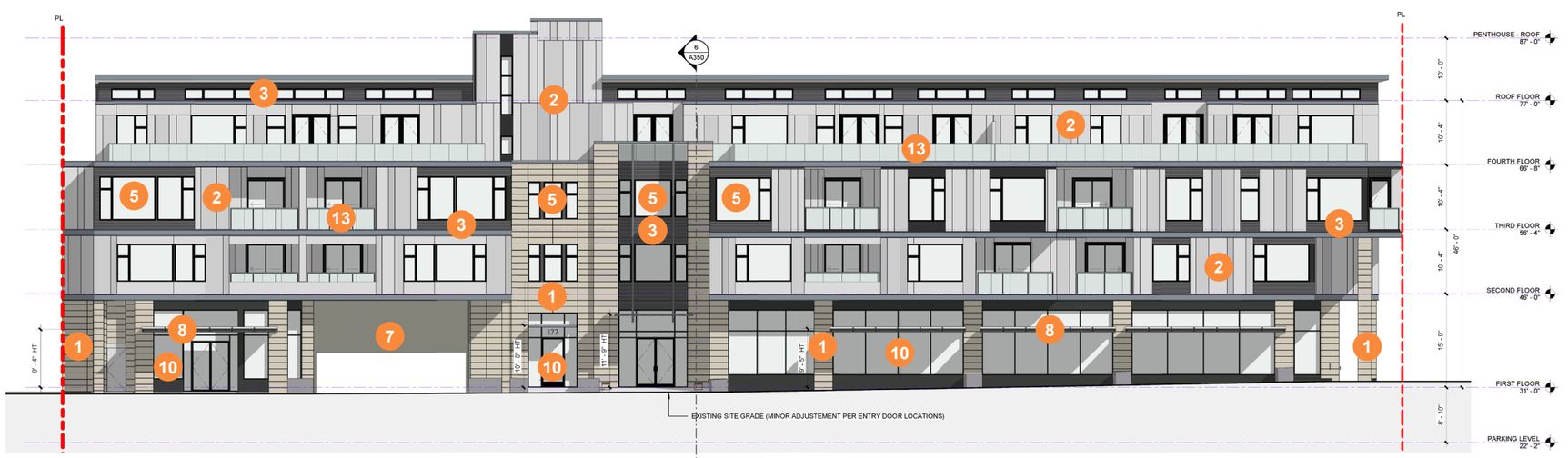
11 CERAMIC CLAD PANELS - ALLEY VARIEGATED ACCENT 3

12 STANDING SEAM METAL ROOFING

13 FRAMED GLASS RAILING

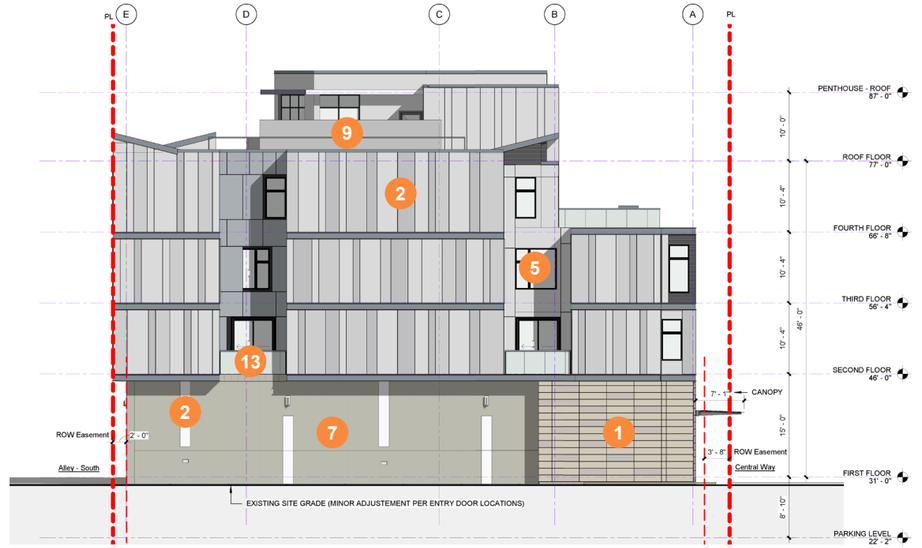


14 BLACK BAR GRATING SCREENS



1 NORTH ELEVATION COLOR
1/8" = 1'-0"

1/8" = 1'-0" 0 1 2 4 8 16



2 EAST ELEVATION COLOR
1/8" = 1'-0"

1/8" = 1'-0" 0 1 2 4 8 16

DESIGN RESPONSE - BUILDING MATERIAL, COLOR, AND DETAIL

Exterior Building Materials

1 ARCHITECTURAL HIGH PERFORMANCE CONCRETE PANEL

2 CERAMIC CLAD PANELS - VARIEGATED FIELD COLOR

3 CERAMIC CLAD PANELS - TEXTURED CHARCOAL GRAY

4 CERAMIC CLAD PANELS - ALLEY VARIEGATED ACCENT 1

5 BLACK VINYL WINDOW FRAMES

6 CERAMIC CLAD PANELS - ALLEY VARIEGATED ACCENT 2

7 BOARD FORMED CONCRETE

8 GLASS AND STEEL CANOPY

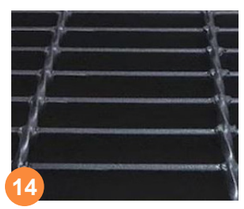
9 METAL PANEL SCREENING

10 BLACK ANODIZED STOREFRONT

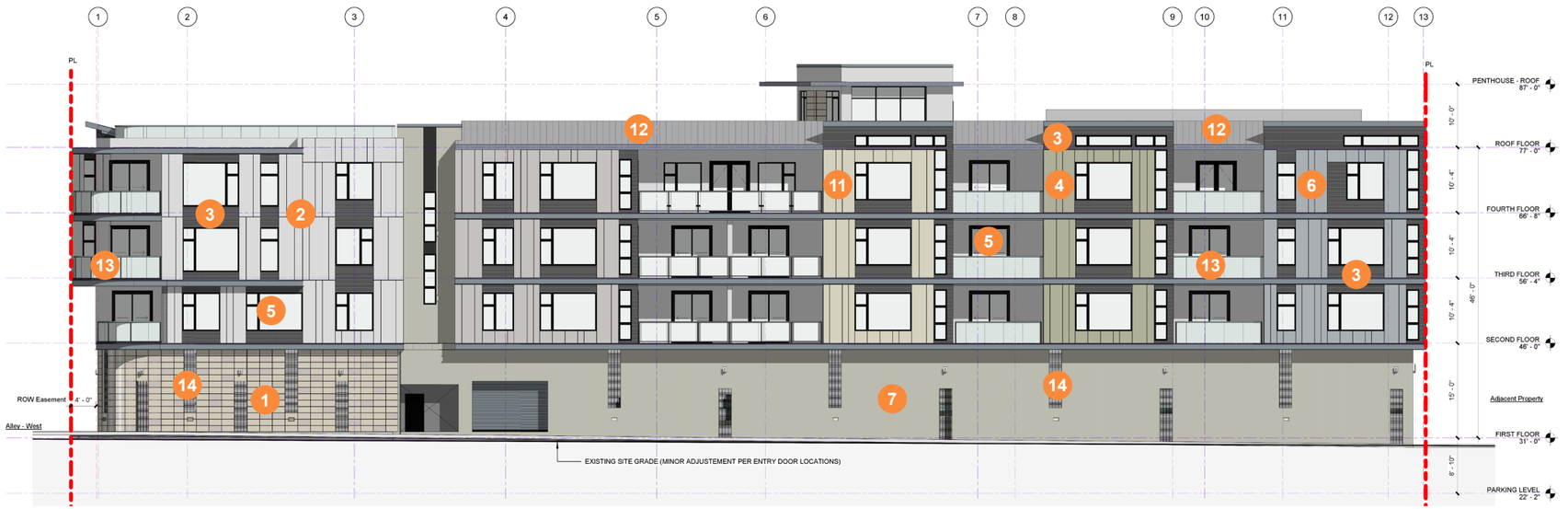
11 CERAMIC CLAD PANELS - ALLEY VARIEGATED ACCENT 3

12 STANDING SEAM METAL ROOFING

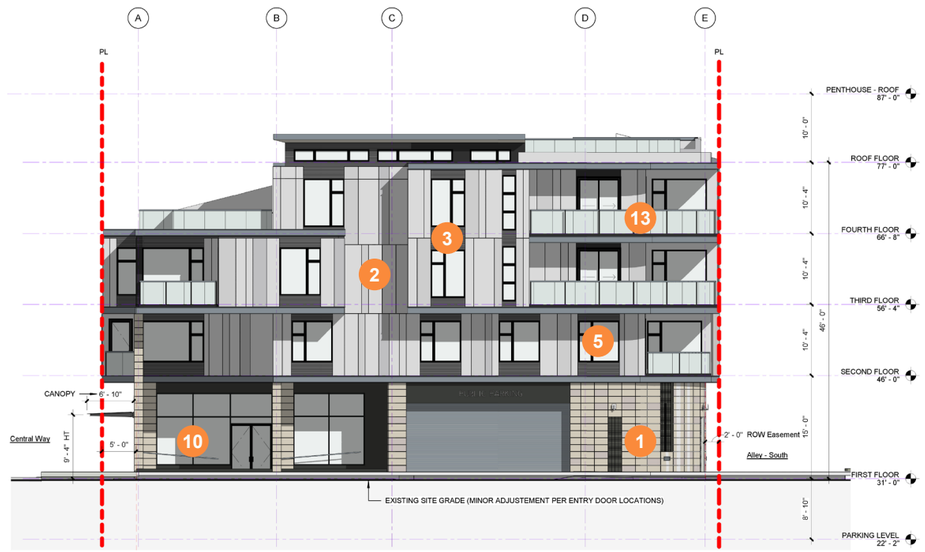
13 FRAMED GLASS RAILING



14 BLACK BAR GRATING SCREENS



1 SOUTH ELEVATION COLOR
1/8" = 1'-0"



2 WEST ELEVATION COLOR
1/8" = 1'-0"

DESIGN RESPONSE - BUILDING MATERIAL, COLOR, AND DETAIL

Terrace and Rooftop Treatment

Private 4th floor terraces and a common rooftop amenity for residents result in a visually appealing roof elevation.

Metal panel screen wall visually and acoustically shields mechanical units from adjacent properties.

Green roof provides a field of color.

Metal roofing accents the perimeter of the rooftop deck.

Framed glass railing pattern provides the required safety while maintaining an open quality.

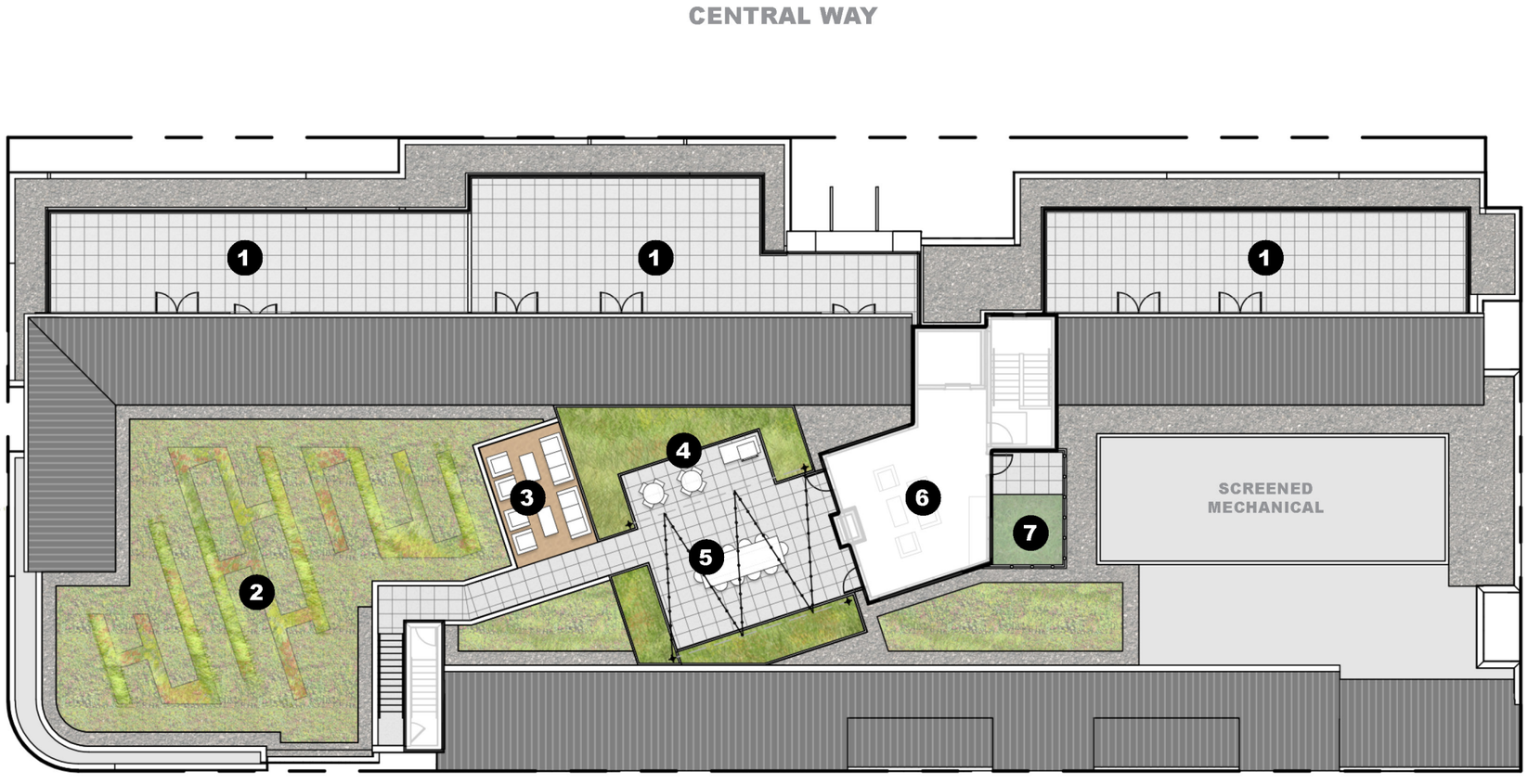
Colorful riverrock around the perimeter and tile pavers at the private terraces provide a refined, finish to the rooftop.

DESIGN RESPONSE - BUILDING MATERIAL, COLOR, AND DETAIL

Terrace and Rooftop Landscape Treatment

KEY:

1. **4TH FLOOR PATIOS**
   - W/ DECORATIVE GRAVEL EDGE
2. **GREEN ROOF**
   - FOREGROUND FOR LAKE VIEWS
3. **LAKE OVERLOOK DECK**
   - LOUNGE FURNITURE
   - WOOD DECKING FOR WARMTH
4. **GRILL LOUNGE**
   - STAINLESS STEEL GRILL
   - PLANTER SCREEN TO NORTH
   - DINING FURNITURE
5. **FORMAL DINING ROOM**
   - BANQUET TABLE FURNITURE
   - PLANTER SCREEN TO NORTH
   - OVERHEAD STRING LIGHTING
6. **ROOF LOUNGE (INTERIOR)**
   - LOUNGE FURNITURE
   - DOUBLE SIDED FIREPLACE
   - BAR SINK + COUNTERTOP
7. **PET RELIEF AREA**
   - SCREENED TO NORTH BY STAIR TOWER
   - SMALL TURF AREA W/ UNDERDRAIN SYSTEM

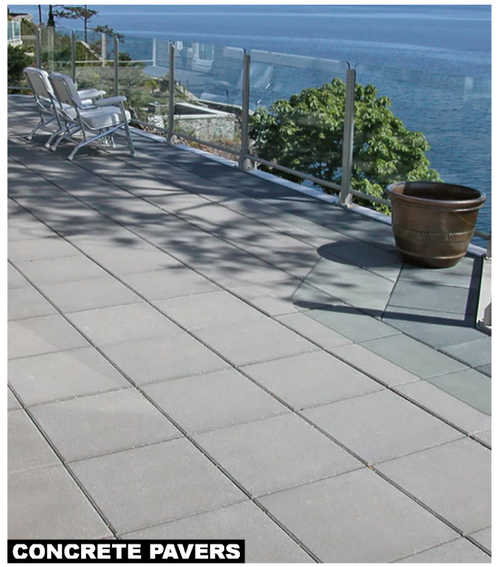


DESIGN RESPONSE - BUILDING MATERIAL, COLOR, AND DETAIL

Terrace and Rooftop Landscape Design Character - Imagery


GREEN ROOF + GRAVEL EDGE


METAL PLANTER


CONCRETE PAVERS

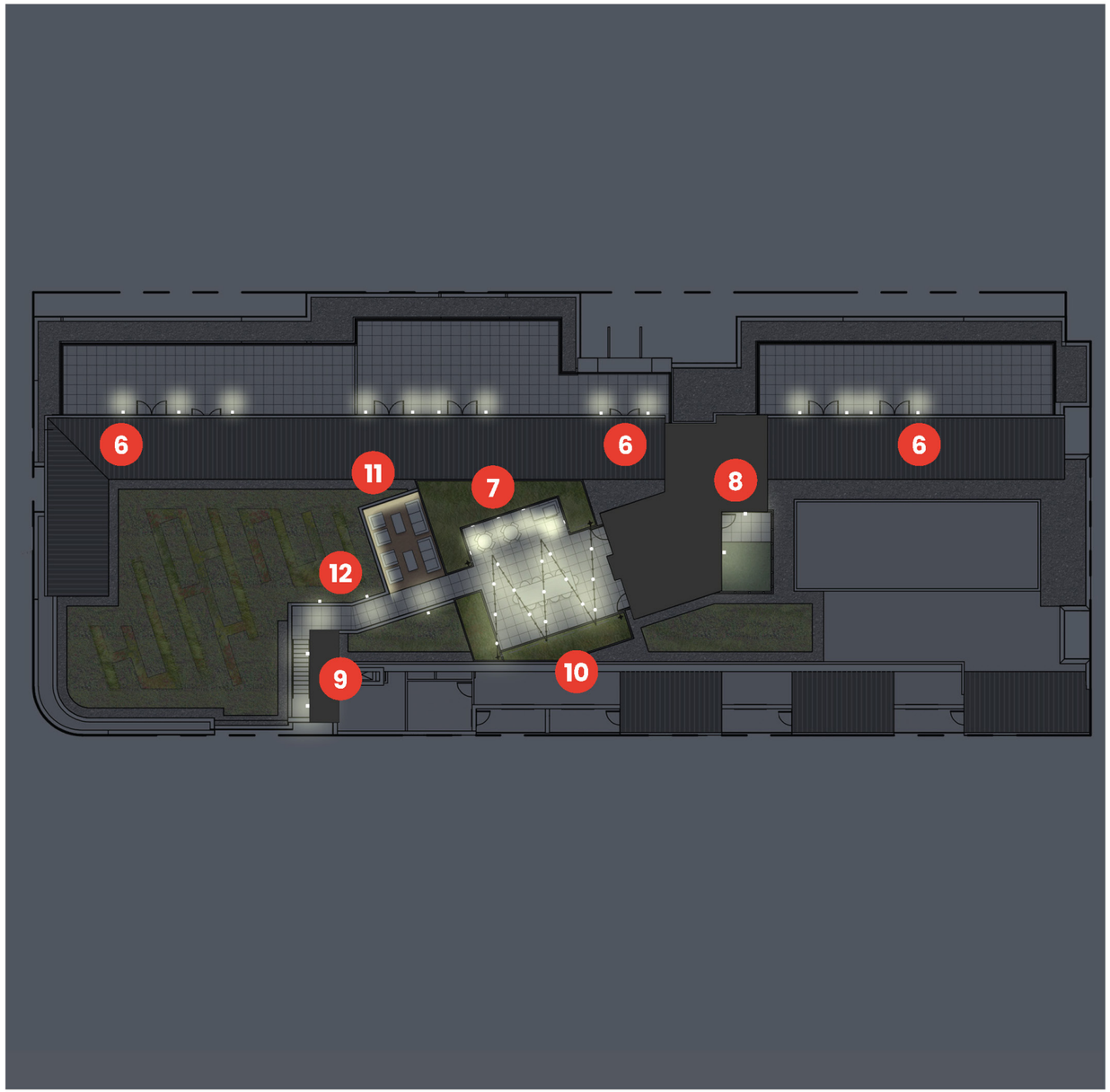

BANQUET TABLE


DINING + LOUNGE FURNITURE


GRILL

DESIGN RESPONSE - BUILDING MATERIAL, COLOR, AND DETAIL

Rooftop Lighting

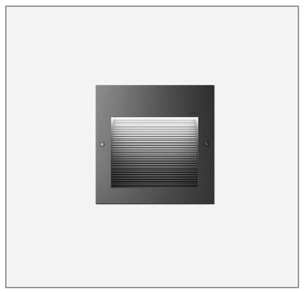


6 Residential Decks

Wall mounted sconces controlled from within each unit bring a softer, subtle quality of light to the residential decks.

7 Steplights

Recessed steplights differentiate the grilling area from the rest of the main patio.



8 Area Lights

The pet run is illuminated with wall mounted area lights.

9 Wall Packs

Simple, low-profile wall packs ensure egress illumination at exit stair.

10 Catenary Lighting

Minimalist cylinder downlights suspended via catenary cables contribute to a warm central gathering space.

11 Toekick Illumination

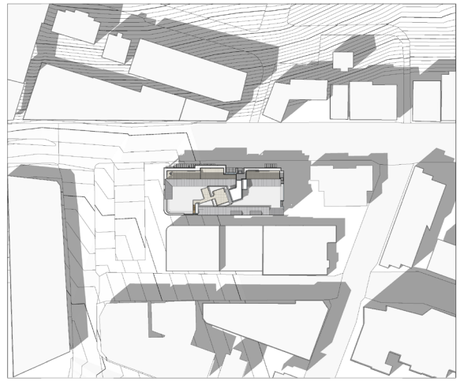
Low-level LEDs mounted in toekick detail make for a quieter, relaxed seating deck.

12 Pathlights

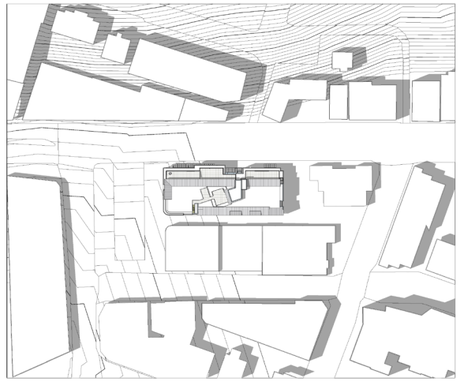
Mid-height pathlights light up the exit pathway while minimizing their own presence.

NEIGHBORHOOD CONTEXT

SHADOW STUDY

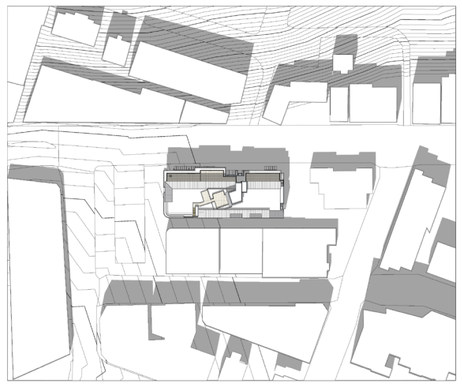


3D View-March 21- 2 pm

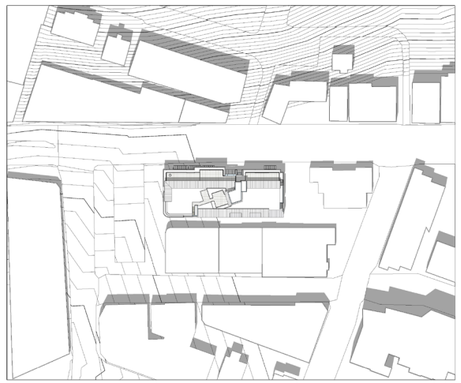


3D View-June 21 - 2 pm

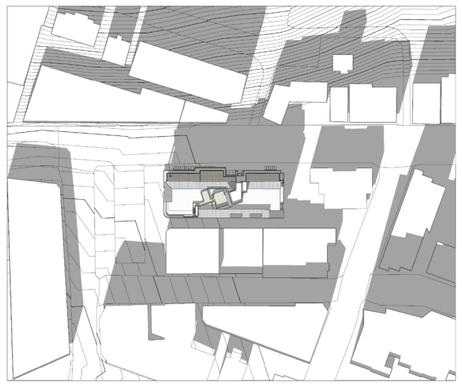
3D View-December 21 - 2 pm



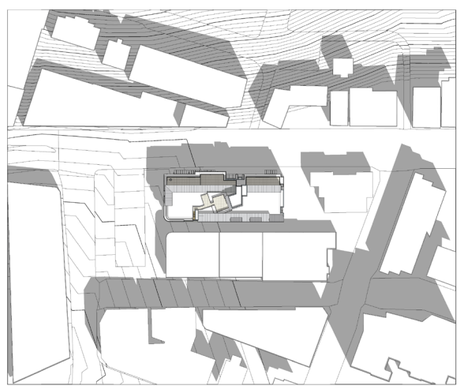
3D View-March 21- 12 noon



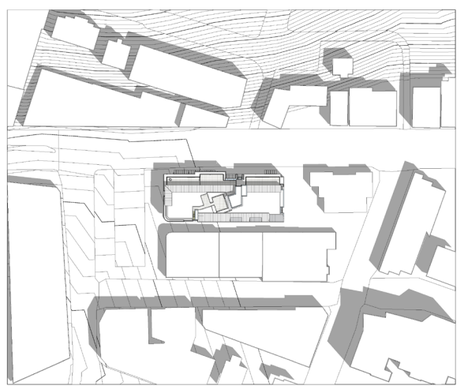
3D View-June 21 - 12 noon



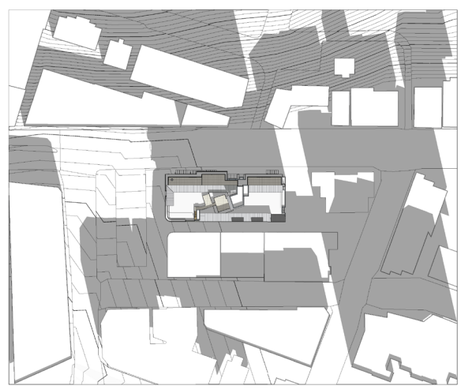
3D View-December 21 - 12 noon



3D View-March 21- 10 AM



3D View-June 21 - 10 am



3D View-December 21 - 10 am


CAFE 177

CITY OF KIRKLAND
Planning and Building Department 123
5th Avenue, Kirkland, WA 98033
425.587.3600 ~ www.kirklandwa.gov

DEVELOPMENT STANDARDS LIST
CENTRAL PEAK MIXED USE, DRV24-00649

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

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.

DEVELOPMENT STANDARDS
DRV24-00649

BUILDING DEPARTMENT

BLDG. DEPT. CONDITIONS Contact Building Division at PH# 425-587-3600

1. A Building Permit is required for this project. Applications must be submitted through MyBuildingPermit.com.
2. Construction code requirements have not been verified under this application. Review of construction codes will be performed under the Building Permit application.

FIRE DEPARTMENT

Fire protection permits are NOT deferred submittals but separate FIR permits.

FIRE DEPARTMENT COMMENTS
Contact: Captain Chappell at 425-587-3655; or jchappell@kirklandwa.gov

ACCESS
The building appears front on two rights of way. Fire department access appears to be met.

FIRE FLOW
Fire flow requirement is based on total square footage of the building and type of construction. No information provided on these items. Based on some assumptions, with allowed IFC reduction, required fire flow for this building appears to be 2000 gpm.
Fire flow on Central Way in this area is approximately 5,000 gpm. Fire flow appears to be adequate based on assumptions. 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. Existing fire hydrant locations appear to be 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. 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. 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. 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. Be aware that the parking structure has more stringent fire extinguisher requirements.

COMMERCIAL COOKING
If any of the tenants are restaurants, a commercial cooking hood and duct extinguishing system is required to be installed. The permit may be applied for electronically at 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-A:K 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 4400, recessed, and tampered). 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. Contact the Fire Prevention Bureau at 425-587-3661 for more information.

EMERGENCY RADIO COVERAGE (Effective 7-1-16)
This is a required fire protection system for this project. The permit may be applied for electronically at MyBuildingPermit.com.

GATES INSTALLED ON ACCESS ROADS
Does not appear to be applicable at this time. Information can be provided if needed.

SMOKE CONTROL
Does not appear to be required for this project.

FIRE SAFETY DURING CONSTRUCTION
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

COURTYARD
Courtyards provide unique Fire Department response challenges. Access to courtyard is required via straight/direct access corridor and/or stairway from exterior to courtyard at a location acceptable to the Fire Code official. If a stairway is used it shall comply with International Fire Code Section 1011 and a corridor shall comply with International Fire Code Section 1020. The access shall have a minimum width of 4 feet (or as directed by the fire code official) and be large enough to carry a 35-foot-long sectional ladder (minimum folded length 20 feet) directly from the exterior to the courtyard without obstructions. The access door shall be marked at the street as “Direct access to courtyard.”

PUBLIC WORKS DEPARTMENT

PUBLIC WORKS CONDITIONS
Permit #: DRV24-00649
Project Name: Central Way Mixed Use
Project Address: 177 Central Way
Date: October 10, 2024

Public Works Staff Contacts

John Burkhalter, Development Engineering Manager
Phone: 425-587-3846 / E-mail: jburkhalter@kirklandwa.gov

Tuan Phan, Development Engineering Supervisor
Phone: 425-587-3843 / E-mail: tphan@kirklandwa.gov

Ryan Schauble, Senior Development Engineer
Phone: 425-587-3842 / E-mail: rschauble@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. Permit Fees, Connection Charges and Impact Fees. Click on the hyperlinks to view the latest fee schedules. Contact Public Works staff if there are general questions about fees. Fees for a specific permit will not be determined until plan review is complete. The applicant is responsible for completing and submitting the Public Works Improvement Evaluation Packet (available in either Excel or PDF) before fees and securities are determined. If the project site is located in a water/sewer service area other than City of Kirkland (i.e., Northshore Utility District or Woodinville Water District), then those utility connection charges will be collected by the respective utility district.

3. Right-of-Way (ROW) Restoration Performance and Maintenance Securities: The Developer must post a performance security to cover all ROW restoration requirements. The security amount will be based on the scope of work in the right-of-way and other risk factors to public infrastructure. The performance security will be released once the project is complete and the permit(s) passed Final Inspections. Prior to Final Inspections, the Developer must also post a Maintenance Security covering all public improvements installed by the project for a period of two (2) years from the permit Final date. The

security amount will be determined by the Public Works Department.

4. 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. 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.

5. 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. 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 licensed engineer's stamp. 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).

6. Prior to issuance of any commercial or multifamily Building Permit, the applicant shall provide an analysis and plan for garbage, recycling and composting storage and pickup. Refer to Policy G-9 in the Public Works Pre-Approved Plans as a guide. The plan must be approved by Waste Management and by Public Works. The applicant shall submit a letter report to summarize the analysis and the plan, supported by such details as container sizing calculations (for each garbage, recycle and composting), storage area sizing calculations, and truck access and turnaround details.

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

Sanitary Sewer Conditions:

1. The existing sanitary sewer main in the right-of-way is adequate to serve the project.

2. Side sewers serving the property shall be PVC gravity sewer pipe per Public Works Pre-Approved Criteria and sized per the Plumbing Code.
3. Any businesses serving food or drink are required to have grease interceptor on the waste line prior to discharge to the City sewer system. The interceptor shall be sized per the Uniform Plumbing Code (minimum).

Water System Conditions:

1. The existing water main in the right-of-way is adequate to serve the project; 16 inch DI.

2. City of Kirkland will set water meters 2" and smaller. Water meters shall be sized per the Uniform Plumbing Code when the Building Permit is submitted. See Pre-Approved Plans for more details.

3. The existing water service shall be abandoned at the main, unless expressly approved otherwise by Public Works Department.

4. See Fire Department conditions for fire flow requirements.

5. In mixed-use projects each use shall have a separate water meter (i.e., the retail use shall have a separate water meter from residential use). If irrigation is required a separate service shall be provided for that use.

Surface Water Conditions:

1. Provide temporary and permanent storm water control in accordance with the 2021 King County Surface Water Design Manual (KCSWDM) and the City of Kirkland Addendum (Policy D-10). Refer to Policies D-2 and D-3 in the Public Works Pre-Approved Plans and Policies Manual for design guidance, or contact Kirkland Surface Water staff at (425) 587-3800 for assistance. Based on the pre-submittal information provided by the applicant, this project should expect a Full Drainage Review. The drainage review level and requirements may change based on the actual development proposal at the time of permit application.

2. Vesting of Surface Water Regulations and Design Manual:
- Only a "Complete Building Permit Application" or "Complete Short Plat / Subdivision Application" will vest a development project to the current surface water design requirements (i.e., current Design Manual). Other Land Use Permits, Zoning Permits, or Design Review Process does not vest a project with regard to surface water requirements. For example: Master Plan, Variance, Use Permits, Design Review Board - does not vest. Complete application means, at a minimum, a complete project description, site plan, and if applicable, SEPA checklist; and shall satisfy Kirkland Municipal Code 20.12.210.
- If a new Design Manual is adopted by the City of Kirkland after a project is vested to the former Design Manual, then the vested project must start construction within 5 years from the date of new Design Manual adoption to remain vested to the former requirements. Start construction means the site work associated with, and directly related to the approved project has begun. For example: grading the project site to final grade or utility installation. Simply clearing the project site does not constitute the start of construction. A performance bond is not equivalent to construction start.

3. Calculating impervious surface area based on lot coverage: This is important for flow control analysis (hydrologic modeling purposes). In accordance with KZC Chapter 115.90 – Calculating Lot Coverage. The regulation update allowed conventional (sand set) pavers to be counted as a "Partially Exempt Material", allowed to received 50 percent exemption for zoning lot coverage for the area they cover, and up to 10 percent of the total lot size. Conventional pavers do not have to meet surface water mitigation specifications (e.g. not designed as LID BMP pervious pavers per Public Works Pre-Approved Plan CK-L-09). As a result, lots are allowed 10 percent more runoff generating surface area, and thus have to provide flow control accordingly. Furthermore, impervious surface areas shall also include frontage and street improvements – streets, sidewalks, trails, etcetera and shall be taken from the layouts of the proposed plans. Building footprint and driveways or building coverage shall be as follows:

- For residential development, the assumed impervious coverage shall be the maximum impervious coverage permitting by the Kirkland Zoning Code (KZC) plus an additional 10%.

- For commercial or multi-family development, the impervious coverage shall either:
o Assume the maximum impervious coverage permitted by the KZC plus an additional 10% OR
o Estimate impervious coverage from layouts of the proposal. If estimated from the layouts of the proposal, the impervious coverage shall include calculations of all impervious surfaces, including eaves. This option may require a Reduced Impervious Surface Limit to be recorded on the property.

4. A drainage report (Technical Information Report or TIR) must be submitted with the Land Use application or permit application. A downstream analysis is required for all projects (except for Basic Drainage Review). For Simplified Drainage Review, use the Simplified TIR Submittal Template available on the City of Kirkland website.

5. This project is in a Level 1 Flow Control Area (Potential Direct Discharge), and is required to comply with core drainage requirements in the KCSWDM.

a) To qualify for direct discharge, the applicant must demonstrate (at a minimum):
- The conveyance system between the project site and Lake Washington will be comprised of manmade conveyance elements and will be within public right-of-way or a public or private drainage easement, AND
- The conveyance system will have adequate capacity per Core Requirement #4, Conveyance System, for the entire contributing drainage area, assuming build-out conditions to current zoning for the equivalent area portion and existing conditions for the remaining area.

b) If a stormwater detention system is required, this project may be designed to Level 1 flow control standards. Existing conditions may be used as the pre-developed condition. Calculations of the existing impervious surface area for modeling shall be in accordance with the formula described in the KCSWDM.

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 existing site 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 (latest version of the software).

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 coverage. The Private Maintenance Agreement will be recorded on all projects that construct a stormwater LID BMP or facility, per Policy D-7.

8. 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.

9. Soil Amendment per Pre-Approved Plan E.12 is required for all landscaped areas.

10. All roof and driveway drainage must be tight-lined to the storm drain system or utilize low impact development techniques on-site.

11. Provide collection and conveyance of right-of-way storm drainage.

12. 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 Central Way and local alleys. Central Way is a Arterial 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. Central Way

- Dedicate sufficient right-of-way (ROW) abutting the property to install half-street improvements; a minimum of 5 feet of the sidewalk must be in a dedicated right-of-way with the remainder in a right-of-way easement.
- Install new Type-A concrete curb and gutter 23.5 ft from the center of the south edge of the double left turn lane allowing for a 10 ft travel lane, 6 ft bike lane and a 7.5 ft parking lane. The curb transitions shall happen outside of the property frontage.
- Install street trees 30 ft on-center in 4 x 6 ft tree wells.
- Install new pedestrian lighting 60 ft on center. The lighting shall be powered from the adjacent intersection

- Install a 12 ft sidewalk; measured from back of curb to face of building.
- Modification to the existing crosswalk will be required to accommodate the 6 ft wide bike lane.
- Remove obsolete driveway cuts, and replace with new frontage improvements.
- Coordinate improvements with planned Kirkland street projects, if any.

B. East/West Alley

- The existing alley right of way is 16 ft in width. Widen the alley to 18 ft by providing a 2 ft Right-of-Way Easement along the project's south property line and paving to the new limit. This additional width will allow for service vehicles to continue to operate in the alley. Current concept looks good and will be evaluated during SEPA review and finalized during engineering design.

C. North/South Unopen Alley

- Open the alley to 20 ft wide by providing a 4 ft wide Right-of-Way Easement along the west property line of the project to include a 25 ft radius at the southwest corner. Current concept looks good and will be evaluated during SEPA review and finalized during engineering design.

2. Access Requirements (KZC Chapter 105.10):

A. The project has the following options for access listed in the order of preference:

- The project should access from the unopened north/south alley.
- The access shall be minimum 20 ft wide meeting alley pavement standards.
- The project shall give a 4 ft right-of-way easement along the west property line to allow for the 20 ft width in the 16 ft wide existing alley right-of-way.
- The applicant shall work with the City to recapture the seven (7) lost public parking stalls with a combination of reconfiguring the existing City parking lot and/or providing free public parking in the projects parking garage.
- An analysis shall be provided to determine if any limitations to access are needed.
- The project may access from Central way directly by a 24 ft wide curb cut if the north/south alley option is determined infeasible.
- An analysis of this driveway operation shall be provided to determine limitations and if the existing crosswalk needs to be moved.
- Other requirements may be necessary pending the outcome of the SEPA analysis of traffic impacts and the parking study.

3. Meet the requirements of the Kirkland Driveway Policy R-4.

4. Meet the requirements of the Kirkland Intersection Sight Distance Policy R.13. All street and driveway intersections shall not have any visual obstructions within the sight distance triangle.

5. 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.

6. Prior to the final of the building or grading permit, pay for the installation of stop and street signs at the new intersections. Public Works will fabricate the signs and provide the developer with the poles and bases for the developer to install.

7. 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.

8. Underground all new and existing on-site utility lines and overhead transmission lines. Underground any new off-site transmission lines.

9. 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. All existing lines are underground at this time.

10. If an existing street light is removed and new street light shall be provided and the project shall provide a plan and analysis for interim street lighting.

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

October 21, 2024

Debra Klein
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Concerning Permit No. DRV24-00649

As a resident of Brezza Condominiums, which are situated one street north of the proposed project and directly east of City Hall, I hope the Design Review Board will reject the Departure Request for a reduction of the upper story setback from 30' to 25' . I also hope the DRB will deny the proposed height in excess of 45'. This is not a genuine "peaked roof" and that 5' allowance to make it 50' plus should not apply.

At 45' height for the proposed new building, all of the units on the 3rd floor of my condo building that now have views of the lake will lose them. Not only the height, but also the fact the new building plans to cover the entire lot. I moved here as a senior 2 ½ years ago. I paid a substantial premium for a view vs non-view unit. I was told the height limit in front of me was 30'. Aha, not true! But many others around Kirkland have this belief.

Turning to page 7 of the Design Review document for DRV24-00649, photo 1, ALLEY LOOKING SOUTH, to the right is the backside of 120 Park Lane Retail/Restaurant. It is basically 2 stories. Make it twice as high & 2 ½ times as long in your mind, and you have a sense of the massiveness of the proposed building. Here's a real photo of the area (inserted and attached) - basically CBD 1-A. To the right of center, old US Bank has the yellow/beige roof. Behind it, the white bldg with a black rail on top, is 120 Park Lane Retail/Restaurant. Double that height and length in your mind to visualize the impact on the neighborhood to the north of Central way.

Thanks for listening. Debra Klein

Tony Leavitt

From: scott kikuta <scott.kikuta@gmail.com>
Sent: Monday, October 21, 2024 8:23 AM
To: Tony Leavitt
Subject: Central Peak Mixed Use DRV24-00649

Hello,

I recently received in the mail a City of Kirkland Planning and Building Department Notice for Central Peak Mixed Use DRV24-00649. I had a chance to review documents on MyBuildingPermit.com and have several concerns about the proposed mixed-use building.

1. The new proposed building is much higher than the existing adjacent one or two-story structures. The design review document indicates an overall height of 55'-4" with the rooftop common room structure and rooftop mechanical units. This building height will create a loss of light and privacy for surrounding businesses and residential neighbors.
2. In addition, the applicant is requesting a deviation/departure request for the setback requirement. The setback requirement is set in place to ensure safety, aesthetics and functionality for the Kirkland community.
3. The building will add densification and add to the already heavy traffic to Moss Bay Kirkland. The neighborhood will endure more cut-through traffic to avoid clogged arteries and see an increase to on-street parking. The proposed development will lessen the charm and beautiful character of Moss Bay Kirkland neighborhood.

I implore the City of Kirkland Planning and Building department to request the applicant to modify the proposed development to lessen the impact on the Moss Bay Kirkland neighborhood. Please request the applicant to submit a more thoughtful design by including the required setback, not approve the rooftop structure/rooftop mechanical units at the 55'-4' height and require the overall height of building to be lowered and more aligned with the one or two-story adjacent building structures.

Please confirm receipt of my written comments as it relates to Central Peak Mixed Use DRV24-00649. Thank you.

Scott Kikuta

Email: scott.kikuta@gmail.com

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Unit B303

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