



CITY OF KIRKLAND  
Planning and Community Development Department  
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**MEMORANDUM**

**Date:** January 8, 2015  
**To:** Kurt Triplett, City Manager  
**From:** Jon Regala, Senior Planner  
Jeremy McMahan, Planning Supervisor  
Eric Shields, AICP, Planning Director  
**File No.:** CAM13-02032  
**Subject:** PARKING REQUIREMENTS FOR MULTI-FAMILY DEVELOPMENTS

**RECOMMENDATION**

The City Council reviews background information on how the City currently regulates parking for multi-family developments. This is in preparation for the February 3, 2015 study session on the proposed amendments to multi-family parking requirements.

**BACKGROUND**

***General***

The majority of the City’s multi-family zones require 1.7 stalls per unit and up to 0.5 stalls per unit for guest parking depending on factors such as the availability of street parking. For the most part, Kirkland’s multi-family parking requirements have not changed for many years and the rationale for the specific requirement is unknown. In early 2000, the North Rose Hill Business Districts (2003) and Totem Lake (2004) were modified so that parking would be reviewed on a case-by-case basis. These changes were made as part of the neighborhood plan update process for the respective business districts. Parking requirements in these areas are intended to be based on parking demand studies provided by the applicant and reviewed by the City. As discussed further below, there are also different parking standards for the Central Business District zones.

The table below summarizes the multi-family parking requirements for the various multi-family zones throughout the City. Attachment 1 contains a zoning map that shows the location of these multi-family areas.

**MULTI-FAMILY PARKING REQUIREMENTS**

| <b>Zone</b>                 | <b>Applicable Zoning Code Section</b>  | <b>Parking</b> | <b>Guest Parking</b> | <b>Total Parking</b> |
|-----------------------------|--|----------------|----------------------|----------------------|
| Waterfront District I & III | WDI***<br>WDIII***                     | 2/unit         | Up to 0.5/unit       | Up to 2.5/unit       |
| Medium Density Residential* | RM/RMA***<br>PLA2***<br>PLA6F<br>PLA6G | 1.7/unit       | Up to 0.5/unit       | Up to 2.2/unit       |

|   |   |   |   |  |
|---|---|---|---|--|
|   | PLA6H<br>PLA6K<br>PLA7C<br>PLA9<br>PLA15B***<br>PLA17   |   |   |  |
|   | PLA3B***  | 2/unit                                  | Up to 0.5/unit                            | Up to 2.5/unit                           |
| High Density Residential**                                      | RM/RMA<br>PLA 5A<br>PLA5D<br>PLA5E<br>PLA6A<br>PLA6D<br>PLA6I<br>PLA6J<br>PLA7A/B   | 1.7/unit                                | Up to 0.5/unit                            | Up to 2.2/unit                           |
| <b>BC, BC1, BC2, &amp; BCX</b><br>Business Commercial           | BC, BC1, BC2***<br>BCX  |   |   |  |
| <b>BN &amp; BNA</b><br>Neighborhood Business                    | BN/BNA  |   |   |  |
| <b>PR &amp; PLA</b><br>Professional Residential & Planned Areas | PR/PRA***<br>PLA5B<br>PLA5C<br>PLA6B<br>PL15A***<br>PLA17A  |   |   |  |
| <b>CBD</b><br>Downtown Kirkland                                 | CBD1A/1B<br>CBD2<br>CBD3<br>CBD4<br>CBD5<br>CBD6<br>CBD7<br>CBD8  | 1/bedroom -<br>Must average<br>1.3/unit | 0.1/bedroom –<br>Minimum<br>2/development | Varies based<br>on number of<br>bedrooms |
|   | CBD 5A  | 1.7/unit                                | Up to 0.5/unit                            | Up to 2.2/unit                           |
| <b>MSC</b><br>Market Street Corridor                            | MSC1/4<br>MSC2<br>MSC3  |   |   |  |
| <b>JBD</b><br>Juanita Business District                         | JBD1<br>JBD2<br>JBD3<br>JBD4<br>JBD5<br>JBD6  | 1.7/unit                                | Up to 0.5/unit                            | Up to 2.2/unit                           |
|   | <b>RHBD</b><br>Rose Hill Business District  |   |   |  |
| <b>NRHBD</b><br>North Rose Hill Business District               | NRH1A<br>NRH1B<br>NRH2 (mixed-use only)<br>NRH3 (mixed-use only)<br>NRH4 (mixed-use only)<br>NRH5 (mixed-use only)<br>NRH6 (mixed-use only) | Demand based                            | Demand based                              | Varies                                   |
|   | NRH2 (stand-alone)<br>NRH3 (stand-alone)  | 1.7/unit                                | Up to 0.5/unit                            | Up to 2.2/unit                           |

|                              |  |              |                 |                 |
|------------------------------|--|--------------|-----------------|-----------------|
|                              | NRH4 (stand-alone)<br>NRH5 (stand-alone)<br>NRH6 (stand-alone) |              |                 |                 |
| <b>TLBD</b>                  |  |              |                 |                 |
| Totem Lake Business District | TL1A – 4C, 6A – 9A   | Demand based | Demand based    | Varies          |
|                              | TL5<br>TL9B<br>TL10B<br>TL10C<br>TL10D<br>TL11                 | 1.7/unit     | Up to 0.5/unit  | Up to 2.2/unit  |
| <b>YBD</b>                   |  |              |                 |                 |
| Yarrow Bay Business District | YBD1   | 1.1/unit     | Up to 0.05/unit | Up to 1.15/unit |
|                              | YBD2/3***  | 1.7/unit     | Up to 0.5/unit  | Up to 2.2/unit  |

\* **Medium density** - The following zones: RM 5.0; RMA 5.0; RM 3.6; RMA 3.6; TL 9B; PLA 2, 3B; PLA 6F, H, K; PLA 7C; PLA 9; PLA 15B; and PLA 17.

\*\* **High density** - The following zones: RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, D, E; PLA 6A, D, I, J; PLA 7A, B; and TL 1B.

\*\*\* **Within HCC Jurisdiction**

### **2010 Code Amendments – CBD Parking**

In 2010, the City Council adopted zoning code amendments (Ordinance 4286) that included reduced parking standards for multi-family development based on information from previously approved parking modifications in the CBD:

*Residential uses must provide a minimum of one (1) parking stall per bedroom or studio unit and an average of at least 1.3 parking stalls per unit for each development. In addition, guest parking shall be provided at a rate of 0.1 stalls per bedroom or studio unit with a minimum of two (2) guest parking stalls provided per development.*

As part of the 2010 project, staff asked the Planning Commission whether additional changes should be made to the City’s multi-family parking requirements in other zoning districts. At that time, there was not enough built and occupied projects in the other business districts to determine if the multi-family parking requirements proposed for Downtown Kirkland should apply to other areas of Kirkland. The City Council agreed with the Planning Commission’s recommendation to defer updating parking requirements in other business districts until such time there is enough data to support a change. Updating multi-family parking requirements for other areas in Kirkland was therefore tabled to a future work program project. The project was eventually made part of the adopted 2013 – 2014 Planning Work Program.

### **Stand-Alone Multi-Family Developments**

Parking for developments consisting of only residential uses is calculated by simply applying the stalls per unit requirement established for the applicable zoning district. The number of guest parking spaces is determined on a case-by-case basis. The City may require up to a maximum of 0.5 stalls/dwelling unit for guest parking depending on the availability of guest parking in and around the subject property. For example, properties that do not have nearby street parking would be required to provide the maximum 0.5 stall/unit guest parking rate on the subject property. The Code does not require these stalls to be set aside or reserved specifically for guests so management of the total parking supply is determined by the owner.

### **Mixed-Use Developments**

Developments that contain a combination of residential units along with office, retail, and/or restaurant uses are considered to be mixed-use developments. Many of Kirkland’s zoning districts allow this type of development with the residential units typically limited to only the upper stories

of the building. Parking for these developments is determined by calculating the number of stalls required for each use then totaling the results. Below is a parking calculation example of a theoretical development consisting of 100 residential units, 10,000 sq. ft. of retail, and 5,000 sq. ft. of restaurant uses:

| Use                      | Parking Requirement                                  | Required Parking |
|--------------------------|--|------------------|
| 100 units                | 1.7 stalls/ unit & 0.5 stalls/unit for guest parking | 220 stalls       |
| 10,000 sq. ft. retail    | 1 stall/300 sq. ft.                                  | 34 stalls        |
| 5,000 sq. ft. restaurant | 1 stall/100 sq. ft.                                  | 50 stalls        |
| <b>TOTAL</b>             |  | 304 stalls       |

### ***Parking Reductions***

An applicant may request to reduce the number of required parking stalls based on the following adjustments currently allowed by the Kirkland Zoning Code (KZC):

**KZC Section 105.34 Covered Bicycle Storage** - If covered and secured bicycle storage is provided on site, a credit towards parking requirements at a ratio of one (1) less parking stall per six (6) bicycle spaces will be granted. The Planning Official may increase credits according to size of development and anticipated pedestrian and bicycle activity and proximity to transit facilities. A maximum reduction of five (5) percent of required parking stalls may be granted. If a reduction of five (5) or more stalls is granted, then changing facilities including showers, lockers shall be required.

**KZC Section 112.20.4.b Affordable Housing Incentives** – The required parking may be reduced to 1.0 space per affordable housing unit. No additional guest parking is required for affordable housing units. If parking is reduced through this provision, the owner of the affordable housing unit must sign a covenant, in a form acceptable to the City Attorney, restricting the occupants of each affordable housing unit to a maximum of one (1) automobile.

**KZC Section 105.45 Location of Parking Areas Shared Facilities** - Two (2) or more uses may share a parking area if the number of parking spaces provided is equal to the greatest number of required spaces for uses operating at the same time. To qualify for shared parking, the applicant must submit for City approval an analysis showing the peak parking times for each use. To insure that a parking area is shared, each property owner must sign a statement in a form acceptable to the City Attorney, stating that his/her property is used for parking by the other property. The applicant must file this statement with the King County Bureau of Elections and Records to run with the properties.

**KZC Section 105.103.3.c Parking Modification** - For a modification to KZC 105.20 and 105.45, a decrease in the required number of spaces may be granted if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study to be sufficient to fully serve the use.

### ***Parking Modifications***

The parking modification process is basically a demand based approach to determining a development's parking supply which is thought to be lower than parking required by code. Such a reduction may be requested by an applicant if it can be shown by a parking study that the proposed number of parking spaces is sufficient to fully serve the use (KZC Section 105.103.3.c). The parking study is required to be prepared by a licensed transportation engineer or other qualified professional and may be based on nationally accepted Transportation Demand Management (TDM) measures. Staff's decision is based on the recommendation of the City traffic engineer's review of the applicant's parking study.

A spreadsheet of multi-family parking modifications approved by the City since 1999 can be found in Attachment 2. An example of an applicant's parking study supporting a parking modification request (KZC 105.103.3.c) is provided in Attachment 3. This parking study is for the 324 Central Way mixed-use development (former White Swan Carwash & Chevron Gas Station site) and was approved by the City on April 17, 2014.

### ***Determining Requirement when Number not Specified***

Where the code does not specify a parking requirement, the following code section applies:

**KZC Section 105.25 Number of Parking Spaces – Not Specified in Use Zones** - If this code does not specify a parking space requirement for a particular use in a particular zone, the Planning Official shall establish a parking requirement on a case-by-case basis. The Planning Official shall base this determination on the actual parking demand on existing uses similar to the proposed use.

Also included in the spreadsheet in Attachment 2 are two projects (Luna Sol and Slater 116) where parking was based on a parking demand study (KZC 105.25). These properties are located in the North Rose Hill Business District. Because the zoning for these properties did not specify a parking requirement but instead deferred to a parking demand study, a parking modification review process was not required.

The average parking requirement for the projects in Attachment 2 is 1.32 stalls/unit which includes visitor parking. The Luna Sol and Slater 116 projects had the lowest parking/unit rate due to the shared parking aspect of the project. The commercial parking stalls, 37 stalls for Luna Sol and 55 stalls for Slater 116, become available to the residential tenants and guests after 5 p.m. and 6 p.m. respectively.

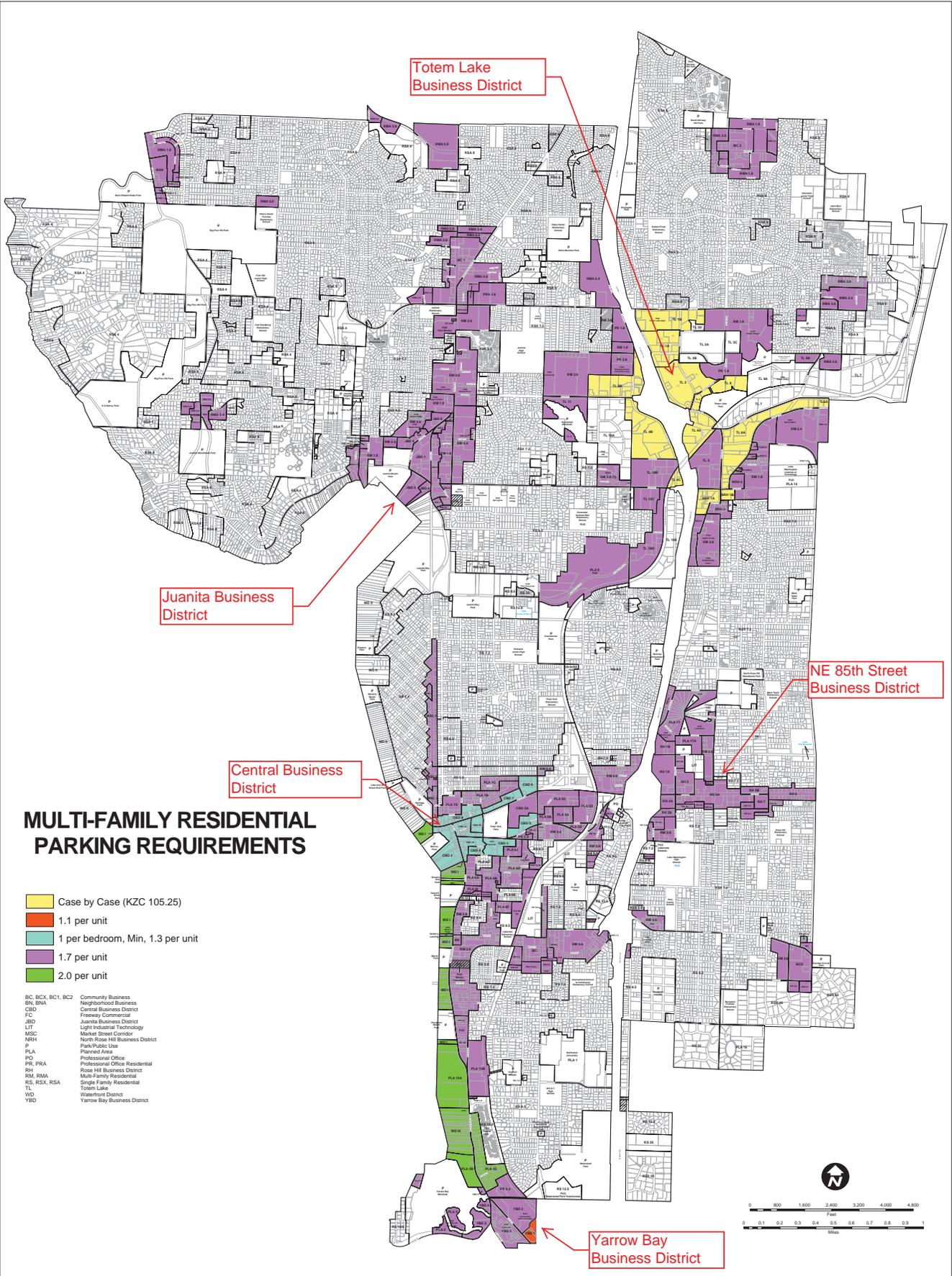
### **STUDY SESSION**

On November 21, 2013, staff began this project to update the City's multi-family parking requirements. The project builds upon creating a parking standard based on parking demand information and is basically a continuation of the 2010 CBD parking project expanded citywide. A key factor for pursuing the project was due to the large amount of parking demand data that became available with the King County Right Size Parking project and the resources to collect more local parking data with Kirkland projects.

At the upcoming study session, currently scheduled for February 3, 2015, staff will provide more detailed information regarding the project to update the City's multi-family parking requirements. Information regarding King County's Right Size Parking project, including methodology, as well as the proposed parking amendments and the rationale for the changes will be summarized. Daniel Rowe with King County METRO and Chris Breiland with Fehr & Peers, who conducted the majority of the parking data analysis, will be at the study session to answer questions.

### **ATTACHMENTS**

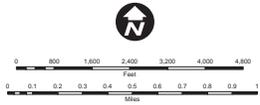
1. Multi-Family Zoning Map
2. Parking Modification Spreadsheet
3. 324 Central Way Parking Study



### MULTI-FAMILY RESIDENTIAL PARKING REQUIREMENTS

- Case by Case (KZC 105.25)
- 1.1 per unit
- 1 per bedroom, Min. 1.3 per unit
- 1.7 per unit
- 2.0 per unit

- BC, BCX, BC1, BC2 Community Business
- BN, BNA Neighborhood Business
- CBD Central Business District
- FC Freeway Commercial
- JBD Juanita Business District
- LIT Light Industrial Technology
- MSC Market Street Corridor
- NRH North-Rose Hill Business District
- P Park/Public Use
- PLA Planned Area
- PO Professional Office
- PR, PRA Professional Office Residential
- RH Rose Hill Business District
- RM, RMA Multi-Family Residential
- RS, RSX, RSA Single Family Residential
- TL Totem Lake
- WD Waterfront District
- YBD Yarrow Bay Business District



**PARKING MODIFICATION (REDUCTION) AND PARKING DEMAND PROJECTS  
SUMMARY SPREADSHEET**  
October 15, 2014

| Project   | Year Complete      | Residential Units | No. of Bedrooms | Required Residential Parking <sup>4</sup> | Retail Square Footage (gfa) | Required Retail Parking (1/350 or 300 s.f. depending on zone) | Restaurant Square Footage | Required Restaurant Parking (1/100 or 125 s.f. depending on zone) | TOTAL Required Parking per Code | Residential Tenant Parking Provided | Residential Tenant Parking Rate: stalls/unit | Guest Parking Provided | Guest Parking Rate (per unit) | Parking Provided TOTAL <sup>1</sup> | Total Parking Rate (per unit) |
|---|--------------------|-------------------|-----------------|---|-----------------------------|---|---------------------------|---|---------------------------------|-------------------------------------|--|------------------------|-------------------------------|-------------------------------------|-------------------------------|
| <b>CENTRAL BUSINESS DISTRICT (Parking Modifications)</b>  |                    |                   |                 |   |                             |   |                           |   |                                 |                                     |  |                        |                               |                                     |                               |
| Tera Apartments <sup>2</sup>  | 1999               | 161               | 209             | 274                                       | 6,925                       | 20  | 0                         | 0   | 294                             | 168                                 | 1.04   | 35.00                  | 0.22                          | 226                                 | 1.26                          |
| Soho Condominiums   | 2001               | 58                | 74              | 99  | 0                           | 0   | 0                         | 0   | 99                              | 79                                  | 1.36   | 12.00                  | 0.21                          | 91                                  | 1.57                          |
| West Water Apartments <sup>2</sup>  | 2002               | 62                | 90              | 106                                       | 11,900                      | 34  | 0                         | 0   | 140                             | 94                                  | 1.52   | 0.00                   | 0.00                          | 122                                 | 1.52                          |
| Kirkland Central Condominiums <sup>2</sup>  | 2006               | 110               | 142             | 187                                       | 9,168                       | 27  | 0                         | 0   | 214                             | 152                                 | 1.38   | 10.00                  | 0.09                          | 179                                 | 1.47                          |
| Boulevard Condominiums <sup>2</sup>   | 2006               | 119               | 149             | 203                                       | 8,869                       | 26  | 0                         | 0   | 229                             | 152                                 | 1.28   | 0.00                   | 0.00                          | 178                                 | 1.28                          |
| 128 State Apartments  | 2007               | 123               | 156             | 210                                       | 0                           | 0   | 0                         | 0   | 210                             | 156                                 | 1.27   | 12.00                  | 0.10                          | 168                                 | 1.37                          |
| Bank of America/Merrill Gardens <sup>2</sup>  | 2010               | 66                | 81              | 113                                       | 12,368                      | 36  | 0                         | 0   | 149                             | 81                                  | 1.23   | 12.00                  | 0.18                          | 136                                 | 1.41                          |
| 324 Central Way <sup>6</sup>  | Under Construction | 73                | 87              | 95  | 5,090                       | 15  | 2,050                     | 17  | 127                             | 81                                  | 1.11   | 9.00                   | 0.12                          | 117                                 | 1.23                          |
| <b>JUANITA BUSINESS DISTRICT (Parking Modification)</b>   |                    |                   |                 |   |                             |   |                           |   |                                 |                                     |  |                        |                               |                                     |                               |
| Juanita Bay Apartments <sup>2</sup>   | 1998               | 16                | 30              | 28  | 9,128                       | 31  | 0                         | 0   | 59                              | 23                                  | 1.44   | 0.00                   | 0.00                          | 50                                  | 1.44                          |
| Ondine  | 2012               | 96                | 102             | 164                                       | 4,139                       | 14  | 0                         | 0   | 178                             | 123                                 | 1.28   | 12.00                  | 0.13                          | 158                                 | 1.41                          |
| <b>NORTH ROSE HILL BUSINESS DISTRICT (Case-by-case parking)</b>   |                    |                   |                 |   |                             |   |                           |   |                                 |                                     |  |                        |                               |                                     |                               |
| Luna Sol <sup>2,5</sup> (37 commercial stalls available to residents and guests after 5 p.m. and on weekends)   | 2010               | 52                | 68              | 52  | 9,888                       | 33  | 0                         | 0   | 85                              | 52                                  | 1.00   | 5.00                   | 0.10                          | 94                                  | 1.10                          |
| Slater 116 <sup>2,5</sup> (55 commercial stalls available to residents and guests after 6 p.m. and on weekends) | 2013               | 108               | 108             | 73  | 8,133                       | 28  | 2,033                     | 21  | 128                             | 73                                  | 0.68   | 5.00                   | 0.05                          | 128                                 | 0.72                          |

**Notes:**

- 1) Totals include guest and commercial parking. Actual # of designated stalls and management of those stalls should be determined through site surveys
- 2) Residential projects with commercial use have shared parking opportunities, particularly for guest parking. Actual utilization/management should be determined through site surveys.
- 3) Actual rate per bedroom may be lower or higher than approved rate due to shared parking opportunities or surplus stalls were provided
- 4) Guest parking not included. See 'Guest Parking Provided' column
- 5) Parking determined case-by-case based on demand study
- 6) Based on current CBD code requirement of 1/bedroom with 1.3 minimum average



## MEMORANDUM

|                 |  |            |          |
|-----------------|--|------------|----------|
| <b>Date:</b>    | March 28, 2014   | <b>TG:</b> | 13079.00 |
| <b>To:</b>      | Thang Nguyen – City of Kirkland<br>Tony Leavitt – City of Kirkland |            |          |
| <b>From:</b>    | Kurt Gahnberg and Stefanie Herzstein – Transpo Group               |            |          |
| <b>cc:</b>      | Ed Segat, 4th & Central LP   |            |          |
| <b>Subject:</b> | 324 Central Way – Parking Modification                             |            |          |

This memorandum supports a request for Parking Modification for the 324 Central Way mixed use project in downtown Kirkland. The proposal includes 73 apartment units, 7,140 square-feet of commercial/retail space, and 118 garage parking spaces accessed from Central Way. A total of nine additional on-street parking spaces are also proposed along the Central Way and 4th Street project frontages.

The complimentary mix of residential and commercial uses provides the ability to share parking. Shared parking analysis for the development is based on using peak parking demand rates consistent with observations of actual parking demands at similar residential projects in downtown Kirkland. The intent and scope of this study, including the selection of the identified parking survey locations, was pre-approved by City of Kirkland Planning and Public Works staff. The parking survey information is integrated into a shared parking analysis that demonstrates that the project, as-proposed, will meet its anticipated peak parking demands, with the requested Parking Modification.

The balance of this memorandum is organized to first summarize the parking code requirements compared. Then parking observations at two residential sites are presented as a basis of the peak parking demand rate for use in the shared parking analysis. Next, the shared parking analysis is presented, which integrates both the time-based complimentary nature of the proposed uses and the peak parking demand rate for the residential use based on the local data. In addition, on-street peak parking demand surrounding the 324 Central Way site was observed to determine the level of current parking utilization in the event that off-site parking occurs.

### City of Kirkland Parking Code Requirements

**Table 1** summarizes the code-required parking supply compared to the proposed development parking.

**Table 1. Comparison of Code and Proposed Parking**

| Land Use              | Proposed Project Size     | Code Required Parking <sup>1</sup> |
|-----------------------|---------------------------|------------------------------------|
| Resident              | 73 units with 87 bedrooms | 95 spaces (resident)               |
| Guest                 |                           | 9 spaces (guest)                   |
| Commercial Retail     | 5,090 square-feet         | 15 spaces                          |
| Commercial Restaurant | 2,050 square-feet         | 16 spaces                          |
| <b>Total</b>          |                           | <b>135 spaces</b>                  |

1. Based on City of Kirkland Municipal Code for Zone CBD-7, which requires 1space per 350 square-feet for retail and office, 1 space per 125 square-feet of restaurant, and 1.3 spaces per unit for residential plus 0.1 spaces per bedroom for guest.

## Parking Observations

Transpo worked closely with Public Works and Planning staff to identify sites that had similar attributes to the proposed project, had largely identifiable parking, and could be accessed for purposes of the survey. The study was completed in March 2014 with data collected after 10:00 p.m. to reflect a time period consistent with peak accumulation of residential parking demand. The locations studied are described in **Table 2**<sup>1</sup>. To assure that all possible demands were captured in the surveys, both on- and off-site parking was observed surrounding each site.

**Table 2. Parking Study Locations**

| Location | Name                 | Address          | Type of Units     | Building Size (Units) | Bedrooms |
|----------|----------------------|------------------|-------------------|-----------------------|----------|
| 1        | Kirkland Central     | 211 Kirkland Ave | Condominiums      | 110                   | 142      |
| 2        | Watermark Apartments | 530 2nd Ave      | Rental Apartments | 60                    | 103      |

## On-site Parking Observations

**Table 3** summarizes the observed peak on-site residential parking demand at each study location. Detailed worksheets documenting the parking study are shown in **Attachment A**.

**Table 3. Observed On-Site Residential Peak Parking Demand Rate**

| Location         | Vehicles/Unit | Vehicles/Bedroom |
|------------------|---------------|------------------|
| Kirkland Central | 0.98          | 0.76             |
| Watermark        | <u>1.23</u>   | <u>0.72</u>      |
| <b>Average</b>   | <b>1.11</b>   | <b>0.74</b>      |

1. Parking demand observed after 10:00 PM, March 2014 (2 survey days).

As shown in **Table 3**, observed on-site peak parking demand was substantially less than the code requirement described in **Table 1**.

## Off-site Parking Observations

In addition to observing parking on each of the survey sites, data was collected for parking usage on block faces surrounding the projects. It was not possible to identify whether all of the off-site parking was attributable to the surveyed properties. If 100 percent of the observed off-site demand was assumed to be associated with these properties, and if that demand was added to the on-site demands, the cumulative results would likely overestimate the actual demands associated with the Kirkland Central and Watermark properties. At the very least, it would reflect a worst case estimate of possible peak demands. **Attachment A** summarizes the off-site observed parking demands.

## Cumulative Considerations

If *100 percent* of the off-site parking observations are added to the on-site demands to determine a cumulative peak residential parking rate, the resulting average based on the two properties surveyed would be 1.27 vehicles per unit and 0.86 vehicles per bedroom. Actual residential peak parking demand may exceed the on-site observations, but would be less than the cumulative peak parking that includes the off-site observations since off-site parking is likely impacted by other local demands.

<sup>1</sup> Peak parking demand can be impacted by the way parking is managed. Both locations surveyed include one-space with the lease or purchase of the unit and have additional spaces available for purchase.

## Shared Parking Analysis

**Table 4** summarizes an illustration of worst case shared parking demand associated with the proposed project. It reflects variation in hour by hour demand associated with each on-site use. The estimates of peak parking demand assume unadjusted Kirkland code demands for the commercial uses and the observed peak parking for residential demands (inclusive of off-site demands) described above. **Attachment B** provides an additional summary of the weekday shared parking demand analysis.

**Table 4. Hourly Shared Parking Demand – Weekday**

| Land Use <sup>3</sup> | Retail               |           | Residential              |          | Reserved Residential |           | Restaurant           |           | Total Hourly Demand |
|-----------------------|----------------------|-----------|--------------------------|----------|----------------------|-----------|----------------------|-----------|---------------------|
| Size                  | 5,090 sf             |           | 73 units                 |          |                      |           | 2,050 sf             |           |                     |
| Rate <sup>1</sup>     | 2.86 / 1,000 sf      |           | 1.27 / unit <sup>3</sup> |          |                      |           | 8.00 / 1,000 sf      |           |                     |
|                       | Hourly Demand        |           |                          |          |                      |           |                      |           |                     |
| Time                  | Percent <sup>2</sup> | Vehicles  | Percent <sup>2</sup>     | Vehicles | Percent <sup>2</sup> | Vehicles  | Percent <sup>2</sup> | Vehicles  |                     |
| 6:00 AM               | -                    | -         | 92%                      | 11       | 100%                 | 81        | -                    | -         | 92                  |
| 7:00 AM               | 5%                   | 1         | 74%                      | 9        | 100%                 | 81        | -                    | -         | 91                  |
| 8:00 AM               | 18%                  | 3         | 64%                      | 7        | 100%                 | 81        | -                    | -         | 91                  |
| 9:00 AM               | 38%                  | 6         | 61%                      | 7        | 100%                 | 81        | 5%                   | 1         | 95                  |
| 10:00 AM              | 68%                  | 10        | 58%                      | 7        | 100%                 | 81        | 7%                   | 1         | 99                  |
| 11:00 AM              | 91%                  | 14        | 55%                      | 6        | 100%                 | 81        | 16%                  | 3         | 104                 |
| 12:00 PM              | 100%                 | 15        | 52%                      | 6        | 100%                 | 81        | 49%                  | 8         | 110                 |
| 1:00 PM               | 97%                  | 15        | 49%                      | 6        | 100%                 | 81        | 39%                  | 6         | 108                 |
| 2:00 PM               | 95%                  | 14        | 46%                      | 5        | 100%                 | 81        | 27%                  | 4         | 104                 |
| 3:00 PM               | 88%                  | 13        | 44%                      | 5        | 100%                 | 81        | 19%                  | 3         | 102                 |
| 4:00 PM               | 78%                  | 12        | 44%                      | 5        | 100%                 | 81        | 22%                  | 4         | 102                 |
| 5:00 PM               | 62%                  | 9         | 59%                      | 7        | 100%                 | 81        | 60%                  | 10        | 107                 |
| 6:00 PM               | 64%                  | 10        | 69%                      | 8        | 100%                 | 81        | 94%                  | 15        | 114                 |
| <b>7:00 PM</b>        | <b>77%</b>           | <b>12</b> | <b>66%</b>               | <b>8</b> | <b>100%</b>          | <b>81</b> | <b>100%</b>          | <b>16</b> | <b>117</b>          |
| 8:00 PM               | 70%                  | 11        | 75%                      | 9        | 100%                 | 81        | 81%                  | 13        | 114                 |
| 9:00 PM               | 42%                  | 6         | 77%                      | 9        | 100%                 | 81        | 84%                  | 13        | 109                 |
| 10:00 PM              | -                    | -         | 92%                      | 11       | 100%                 | 81        | -                    | -         | 92                  |
| 11:00 PM              | -                    | -         | 94%                      | 11       | 100%                 | 81        | -                    | -         | 92                  |
| 12:00 AM              | -                    | -         | 100%                     | 12       | 100%                 | 81        | -                    | -         | 93                  |

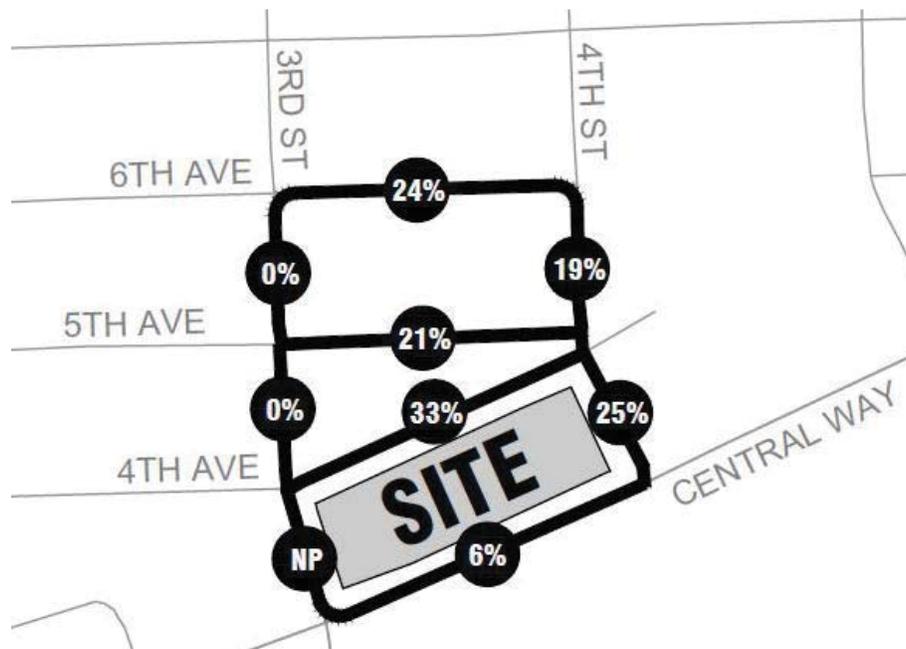
1. Parking rates based on Kirkland requirements for all uses except residential, which is based on parking study.
2. Hourly time of day parking demand percent based on ITE Parking Generation, 4th Edition. Retail assumed land use code 820, Residential assumed land use code 221, and Restaurant assumed land use code 932 (with a bar or lounge) based on ITE Parking Generation, 4th Edition. The apartment land use does not have time-of-day information for the period between 9:00 a.m. and 3:00 p.m.; therefore, straight line interpolation was used to develop this portion of the curve.
3. Worst case peak residential parking rate based on the combination of observed on-site and off-site parking at Kirkland Central and Watermark residential projects. No reduction was made for non-project parking off-site not associated with the projects.

As shown in the table, the anticipated worst case peak parking demand for the site would be 117 spaces, which is less than the available supply of 118 spaces.

## Near Site On-Street Parking

Although, with the proposed modification, the proposal would provide sufficient parking to accommodate all of the project's parking demand on-site, it is possible that some tenants or guests could choose to park on-street. In the event that this behavior occurs, existing on-street parking occupancy data was collected in March 2014 for two-days in the immediate vicinity of the site. **Figure 1** illustrates the percent parking utilization (observed demand divided by effective parking supply), by street, in the immediate vicinity of the site. Detail related to the near site parking is provided in **Attachment C**.

Figure 1. On-Street Average Parking Utilization



Notes: NP = No Parking and X% = percent utilization for the section indicated.

As shown, there is on-street parking available to accommodate additional demand. In addition, the project would increase on-street parking supply by nine spaces including provision of eight spaces along Central Way frontage and one additional space for a total of three spaces along the 4th Street frontage.

## Summary

The shared parking analysis clearly demonstrates that the proposed parking supply of 118 spaces, with 81 spaces reserved and the balance available for sharing between uses will be more than adequate to accommodate probable demands. The analysis assumed a peak residential parking demand that very conservatively assumed *both* on- and off-site observed parking over two survey days at two similar sites, and demonstrates that the proposed on-site parking is adequate to fully contain expected demands. No significant adverse impact to surrounding parking is forecasted based on this analysis. This analysis contains a number of conservative assumptions, that provide security to City decision makers, including:

- The proposed peak parking demand rate for residential was based on surveys of appropriate residential projects, and included 100 percent of observed on-site and off-

site peak parking accumulations. No reduction for parking associated with non-site uses was made and factored in to a reduced parking demand rate.

- The streets immediately surrounding the 324 Central Way project were also surveyed and found to have surplus parking spaces available that could easily accommodate off-site parking, in the event of an unusual parking demand condition.
- The project itself, in addition to the 118 on-site spaces will also create an additional 9 curb spaces along its project frontage which are not relied on in this calculation.

Based on this, it is recommended that a parking modification be granted to this development application to provide 118 parking spaces, operated as proposed, based on the preceding analyses.

**Watermark (60 units and 103 Bedrooms)**

| Location                                     | Side | Supply     | Demand (vehicles) |           |
|--|------|------------|-------------------|-----------|
|  |      |            | 3/18/2014         | 3/19/2014 |
| <b>On-Street Parking</b>                     |      |            |                   |           |
| 6th St between 4th Ave and Kirkland Way      | W    | 0          | 0                 | 0         |
| 6th St between 4th Ave and Kirkland Way      | E    | 0          | 0                 | 0         |
| 2nd Ave between 6th St and Continental Plaza | N    | 5          | 4                 | 4         |
| 2nd Ave between 6th St and Continental Plaza | S    | 0          | 0                 | 0         |
| <b>Total On-Street</b>                       |      | <b>5</b>   | <b>4</b>          | <b>4</b>  |
| <b>Site Parking</b>                          |      |            |                   |           |
| P-garage Secured P1                          |      | 58         | 38                | 30        |
| P-garage Secured P2                          |      | 43         | 31                | 36        |
| Front Door Unsecured                         |      | 8          | 7                 | 5         |
| <b>Total Off-Street</b>                      |      | <b>109</b> | <b>76</b>         | <b>71</b> |
| <b>Total Parking</b>                         |      | <b>114</b> | <b>80</b>         | <b>75</b> |

|  |           |
|--|-----------|
| <b>Two-Day Average Demand (vehicles)</b> |           |
| <i>Off-Street</i>                        | <b>74</b> |
| <i>Off-Street and On-Street</i>          | <b>78</b> |

| Parking Rates                      | per unit | per bedroom |
|------------------------------------|----------|-------------|
| Based on Off-Street Demand         | 1.23     | 0.72        |
| Based on Off- and On-Street Demand | 1.30     | 0.76        |

**Kirkland Central (110 Units and 142 Bedrooms)**

| Location                                      | Side | Supply     | Demand (vehicles) |            |
|---|------|------------|-------------------|------------|
|   |      |            | 3/20/2014         | 3/25/2014  |
| <b>On-Street Parking</b>                      |      |            |                   |            |
| Kirkland Ave between Main St and 3rd St       | N    | 8          | 4                 | 2          |
| Kirkland Ave between Main St and 3rd St       | S    | 7          | 2                 | 0          |
| State St S between Kirkland Ave and 1st Ave S | W    | 5          | 2                 | 0          |
| State St S between Kirkland Ave and 1st Ave S | E    | 1          | 0                 | 2          |
| 1st Ave S between 2nd St S and State St S     | N    | 14         | 11                | 11         |
| 1st Ave S between 2nd St S and State St S     | S    | 4          | 3                 | 2          |
| 2nd St S between 1st Ave S and 2nd Ave S      | W    | 7          | 5                 | 6          |
| 2nd St S between 1st Ave S and 2nd Ave S      | E    | 5          | 0                 | 4          |
| <b>Total On-Street</b>                        |      | <b>51</b>  | <b>27</b>         | <b>27</b>  |
| <b>Site Parking</b>                           |      |            |                   |            |
| Gated Parking Garage 1                        |      | 100        | 50                | 49         |
| Gated Parking Garage 2                        |      | 79         | 48                | 50         |
| Commercial paid parking 0                     |      | 29         | 9                 | 10         |
| <b>Total Off-Street</b>                       |      | <b>208</b> | <b>107</b>        | <b>109</b> |
| <b>Total Parking</b>                          |      | <b>259</b> | <b>134</b>        | <b>136</b> |

|  |            |
|--|------------|
| <b>Two-Day Average Demand (vehicles)</b> |            |
| <i>Off-Street</i>                        | <b>108</b> |
| <i>Off-Street and On-Street</i>          | <b>135</b> |

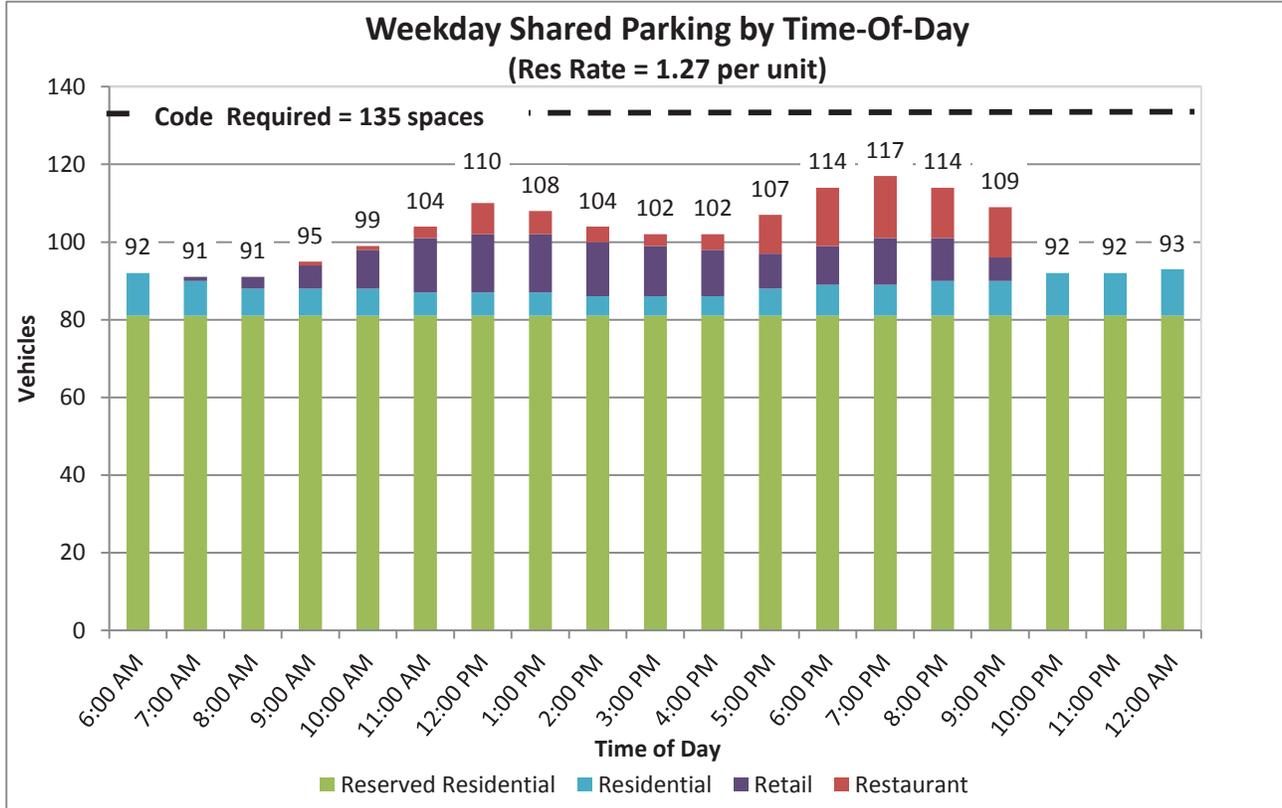
| Parking Rates                      | per unit | per bedroom |
|------------------------------------|----------|-------------|
| Based on Off-Street Demand         | 0.98     | 0.76        |
| Based on Off- and On-Street Demand | 1.23     | 0.95        |

## Weekday Shared Parking Estimate - Residential Rate 1.27 per unit

| Land Use <sup>3</sup><br>Proposed Land Use Size<br>Units<br>Rate <sup>1</sup> | Retail  |   | Residential                                     |   | Reserved Residential                            |   | Restaurant                                      |   | Shared<br>Parking<br>by Hour |
|---|---|---|---|---|---|---|---|---|------------------------------|
|   | hourly parking stall<br>demand (%) <sup>2</sup> | hourly supply<br>utilized (# of stalls) | hourly parking stall<br>demand (%) <sup>2</sup> | hourly supply<br>utilized (# of stalls) | hourly parking stall<br>demand (%) <sup>2</sup> | hourly supply<br>utilized (# of stalls) | hourly parking stall<br>demand (%) <sup>2</sup> | hourly supply<br>utilized (# of stalls) |                              |
|   |   | 5.090                                   |   | 73                                      |   | 73                                      |   | 2.050                                   |                              |
|   |   | /ksf                                    |   | /unit                                   |   | /unit                                   |   | /ksf                                    |                              |
|   |   | 2.86                                    |   | 1.27                                    |   | 1.27                                    |   | 8.00                                    |                              |
| 6:00 AM   | -   | -                                       | 92%   | 11                                      | 100%  | 81                                      | -   | -                                       | 92                           |
| 7:00 AM   | 5%  | 1                                       | 74%   | 9                                       | 100%  | 81                                      | -   | -                                       | 91                           |
| 8:00 AM   | 18%   | 3                                       | 64%   | 7                                       | 100%  | 81                                      | -   | -                                       | 91                           |
| 9:00 AM   | 38%   | 6                                       | 61%   | 7                                       | 100%  | 81                                      | 5%  | 1                                       | 95                           |
| 10:00 AM  | 68%   | 10                                      | 58%   | 7                                       | 100%  | 81                                      | 7%  | 1                                       | 99                           |
| 11:00 AM  | 91%   | 14                                      | 55%   | 6                                       | 100%  | 81                                      | 16%   | 3                                       | 104                          |
| 12:00 PM  | 100%  | 15                                      | 52%   | 6                                       | 100%  | 81                                      | 49%   | 8                                       | 110                          |
| 1:00 PM   | 97%   | 15                                      | 49%   | 6                                       | 100%  | 81                                      | 39%   | 6                                       | 108                          |
| 2:00 PM   | 95%   | 14                                      | 46%   | 5                                       | 100%  | 81                                      | 27%   | 4                                       | 104                          |
| 3:00 PM   | 88%   | 13                                      | 44%   | 5                                       | 100%  | 81                                      | 19%   | 3                                       | 102                          |
| 4:00 PM   | 78%   | 12                                      | 44%   | 5                                       | 100%  | 81                                      | 22%   | 4                                       | 102                          |
| 5:00 PM   | 62%   | 9                                       | 59%   | 7                                       | 100%  | 81                                      | 60%   | 10                                      | 107                          |
| 6:00 PM   | 64%   | 10                                      | 69%   | 8                                       | 100%  | 81                                      | 94%   | 15                                      | 114                          |
| 7:00 PM   | 77%   | 12                                      | 66%   | 8                                       | 100%  | 81                                      | 100%  | 16                                      | 117                          |
| 8:00 PM   | 70%   | 11                                      | 75%   | 9                                       | 100%  | 81                                      | 81%   | 13                                      | 114                          |
| 9:00 PM   | 42%   | 6                                       | 77%   | 9                                       | 100%  | 81                                      | 84%   | 13                                      | 109                          |
| 10:00 PM  | -   | -                                       | 92%   | 11                                      | 100%  | 81                                      | -   | -                                       | 92                           |
| 11:00 PM  | -   | -                                       | 94%   | 11                                      | 100%  | 81                                      | -   | -                                       | 92                           |
| 12:00 AM  | -   | -                                       | 100%  | 12                                      | 100%  | 81                                      | -   | -                                       | 93                           |
| <b>Maximum</b>  |   | <b>15</b>                               |   | <b>12</b>                               |   | <b>81</b>                               |   | <b>16</b>                               | <b>117</b>                   |

**Notes:**

1. Parking rates based on Kirkland requirements for all uses except residential, which is based on parking study.
2. Hourly time of day parking demand percent based on ITE *Parking Generation*, 4th Edition.
3. Retail assumed land use code 820, Residential assumed land use code 221, and Restaurant assumed land use code 932 (with a bar or lounge) based on ITE *Parking Generation*, 4th Edition.



| On-Street Parking Survey Near 324 Central Way |      |            |                   |           |           |                   |
|---|------|------------|-------------------|-----------|-----------|-------------------|
| Location                                      | Side | Supply     | Demand (vehicles) |           |           | Average Occupancy |
|   |      |            | 3/18/2014         | 3/19/2014 | Average   |                   |
| 3rd St between 6th Ave and 5th Ave            | W    | 10         | 0                 | 0         | 0         | 0%                |
| 3rd St between 6th Ave and 5th Ave            | E    | 3          | 0                 | 0         | 0         | 0%                |
| 6th Ave between 3rd St and 4th St             | N    | 13         | 2                 | 2         | 2         | 15%               |
| 6th Ave between 3rd St and 4th St             | S    | 16         | 5                 | 5         | 5         | 31%               |
| 4th St between 6th Ave and 5th Ave            | W    | 8          | 1                 | 1         | 1         | 13%               |
| 4th St between 6th Ave and 5th Ave            | E    | 8          | 2                 | 2         | 2         | 25%               |
| 2nd St between 3rd St and 4th St              |      |            | No Parking        |           |           |                   |
| 2nd St between 3rd St and 4th St              |      |            | No Parking        |           |           |                   |
| 5th Ave between 3rd St and 4th St             | N    | 11         | 3                 | 3         | 3         | 27%               |
| 5th Ave between 3rd St and 4th St             | S    | 18         | 4                 | 2         | 3         | 17%               |
| 3rd St between 5th Ave and 4th Ave            | W    | 1          | 0                 | 0         | 0         | 0%                |
| 3rd St between 5th Ave and 4th Ave            | E    | 4          | 0                 | 0         | 0         | 0%                |
| 4th Ave between 3rd St and 4th St             | N    | 20         | 5                 | 7         | 6         | 30%               |
| 4th Ave between 3rd St and 4th St             | S    | 16         | 6                 | 6         | 6         | 38%               |
| 3rd St between 4th Ave and Central Way        |      |            | No Parking        |           |           |                   |
| 3rd St between 4th Ave and Central Way        |      |            | No Parking        |           |           |                   |
| 4th St between 4th Ave and Central Way        | W    | 4          | 0                 | 1         | 1         | 25%               |
| 4th St between 4th Ave and Central Way        | E    | 4          | 1                 | 1         | 1         | 25%               |
| Central Way between 3rd St and 4th St         | N    | 12         | 0                 | 3         | 2         | 17%               |
| Central Way between 3rd St and 4th St         | S    | 21         | 0                 | 0         | 0         | 0%                |
| <b>Total</b>                                  |      | <b>169</b> | <b>29</b>         | <b>33</b> | <b>32</b> | <b>19%</b>        |