



MEMORANDUM

To: Kirkland Hearing Examiner

From: Jon Regala, Senior Planner
Thang Nguyen, Transportation Engineer
Dawn Nelson, Planning Supervisor

Date: April 25, 2013

Subject: APPEAL OF PARKING MODIFICATION DECISION
FILE NO. TRAN12-01297

I. INTRODUCTION

- A. Appellants: An appeal was filed regarding the City's decision to approve a parking modification with conditions for the 620 7th Avenue office project. One appeal letter was submitted to the City and signed by the following parties (see Enclosure 1):
- Chris Dammann
 - Yu-Ming Dammann
 - Ramola Lewis
 - Lynn Booth
- B. Applicant and Property Owner: Luay Joudeh, with DR Strong and 620 LLC
- C. Action Being Appealed: February 11, 2013 Planning Official decision approving, with conditions, a parking modification request for the 620 Office Building project located at 620 7th Avenue (see Enclosure 2).
- D. Appeal Summary: The appellants argue that the parking data used by staff in approving the parking modification request is both inadequate and unreliable. Therefore, the decision should be reversed.

See Section IV for more information regarding the appeal issues and staff analysis.

II. RULES AND CRITERIA FOR APPEAL AND DECISION

- A. Rules: Kirkland Zoning Code (KZC) Section 105.105 specifies that a parking modification decision made pursuant to KZC Section 105.103.3.c may be appealed using the appeal provisions of Process I found in KZC Sections 145.60 through 145.100.
- B. Criteria for Submission of an Appeal: Under KZC Section 145.60.2, the appeal, in the form of a letter of appeal, must be delivered to the Planning Department within 14 calendar days following the date of the distribution of the Planning Official's decision. It must contain a clear reference to the matter being appealed and a statement of the specific elements of the Planning Official's decision that are being disputed by the person(s) filing the appeal.
- C. Participation in the Appeal: Per KZC 145.70, only those persons entitled to appeal the decision under KZC Section 145.60 may participate in the appeal; provided, that

the applicant may submit a written response to an appeal filed by an appellant, regardless of whether the applicant filed an appeal. These persons may participate in either or both of the following ways:

- By submitting written comments or testimony to the Hearing Examiner prior to the commencement of the hearing.
 - By appearing in person, or through a representative, at the hearing and submitting oral testimony directly to the Hearing Examiner. The Hearing Examiner may reasonably limit the extent of the oral testimony to facilitate the orderly and timely conduct of the hearing.
- D. Hearing Scope and Considerations: KZC Section 145.75 states that the appeal will be an open record appeal hearing. The scope of the appeal is limited to the specific elements of the Planning Official's decision disputed in the letter of appeal, and the Hearing Examiner may only consider comments, testimony and arguments on these specific elements.
- E. Burden of Proof: KZC Section 145.95 states that the person(s) filing the appeal has the responsibility of convincing the Hearing Examiner that the Planning Official made an incorrect decision
- F. Decision on the Appeal: Pursuant to KZC Section 145.105, the Hearing Examiner shall consider all information and material within the scope of the appeal submitted by persons entitled to participate in the appeal. Based on the Hearing Examiner's findings and conclusions, they shall either:
- Affirm the decision being appealed; or
 - Reverse the decision being appealed; or
 - Modify the decision being appealed.

KZC Section 145.105.3 requires that the Hearing Examiner issue a decision within 90 calendar days of the date the letter of appeal was filed. Because the appeal letter was filed on February 28, 2013, the Hearing Examiner must issue a decision by May 29, 2013.

III. BACKGROUND

- A. Site Location: The subject property is located at 620 7th Avenue (see Enclosure 2, Attachment 1).
- B. Zoning: The subject property is zoned Light Industrial Technology (LIT). The LIT use zone chart contains a list of allowed uses and basic development standards (see Enclosure 3).
- C. Applicant's Proposal: The applicant and property owner, Luay Joudeh, received building permit approval (file no. BNR12-00476) on September 21, 2012 for the construction of a new 7,310 sq. ft. office building on the subject property. The office building is currently under construction. The proposal includes locating Mr. Joudeh's business, DR Strong Consulting Engineers, on the third floor of the new office building. The second floor was approved to contain a high-technology use with a limited amount of office space. The first floor contains a parking garage. Based on the proposed uses and approved second story floor plan configuration, a total of 17 parking stalls were required for the project.

Following the building permit approval, the applicant wanted to expand his business to the second floor where a high-technology use was previously approved. If allowed, DR Strong Consulting Engineers would occupy the entire office building. Since a general office use has a higher parking requirement than the previously

approved high-technology floor plan layout, the applicant requested approval of a parking modification pursuant to KZC Section 105.103.3.c to reduce the number of required parking stalls from 25 to 17 to allow the entire building to contain a general office use. The applicant submitted the parking modification request on October 23, 2012.

- D. Parking Modifications: KZC Section 105.103.3.c allows an applicant to reduce the number of required parking stalls as follows:

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. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the proposed use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City traffic engineer. The study shall provide at least two (2) days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City traffic engineer. Approval of a parking reduction shall be solely at the discretion of the City. A decrease in the minimum required number of spaces may be based in whole or part on the provision of nationally accepted TDM (transportation demand management) measures. Data supporting the effectiveness of the TDM measures shall be provided as part of the parking demand and utilization study and approved by the City traffic engineer.

The Planning Official shall not approve or deny a modification to decrease the number of parking spaces without first providing notice of the modification request to the owners and residents of property within 300 feet of the subject property and providing opportunity for comment. The Planning Official shall use mailing labels provided by the applicant, or, at the discretion of the Planning Official, by the City. Said comment period shall not be less than seven (7) calendar days.

All public comments received as part of the parking modification review process can be found in Enclosure 2, Attachment 5. An additional public comment letter was submitted to the City on March 16, 2013 (see Enclosure 4).

IV. APPEAL ISSUES

On February 28, 2013, one timely appeal letter was submitted to the City in regards to the Planning Official's parking modification decision (see Enclosure 1). The appellant's three appeal issues are listed below, followed by a response from Thang Nguyen, City Transportation Engineer.

A. Applicant Parking Study

Appellants: One troubling observation is that the firm that was paid by the applicant for the study concluded that 17 stalls were sufficient for the property – that is the exact amount of stalls the applicant requested. It is highly unlikely that an unbiased and random study would produce the exact number the applicant is seeking to obtain.

Transportation Engineer Response: Staff completed an independent review of the consultant's data for the four office sites. To clarify the approach used in my January 3rd and January 29th memos to the Planning Department, not all study sites were used in my review. In reviewing the characteristics of each site, Site 2 and 4 were excluded from the calculation of average parking demand because Site 2 was

not similar in size (too small) and Site 4 included medical office instead of general office uses.

The consultant calculated the parking demand by averaging the highest peak parking number for each day at all four sites that resulted in an average daily peak parking demand of 1 parking space per 399 square feet. However, the peak demand at each site occurred at different times of the day, from one day to another, and from site to site.

Because of the inconsistency in the peak parking demand as mentioned above, staff averaged the parking demand throughout the day to determine the average daily parking demand. Using the data from Site 1 and 3, the staff determined that the average daily parking demand was 1 stall per 396 square feet (see Enclosure 5). The resulting average parking demand rate is slightly more conservative than the calculated average *peak* parking demand rate using all four sites (1 stall per 399).

Staff also consulted the ITE (Institute of Transportation Engineers) Parking Generation data report and found that the calculated rate from local data is similar to the ITE rate of 1 stall per 405 square feet (see Enclosure 2, Attachment 2). Therefore the local rate is valid. Applying the local parking demand rate to the gross floor area of the project building, staff determined the project would need 19 parking spaces and not 17 as indicated in the consultant parking study. Therefore, the project site was found to be short two parking spaces.

KZC Section 105.103.3.c also allows a decrease in the required number of parking spaces to be based in part on using nationally accepted transportation demand management measures. As mitigation for the shortage of parking on-site, staff recommended approval of the parking modification with the condition that a Transportation Management Program (TMP) is attached to the building regardless of the tenant. The purpose of the TMP is to reduce commute trips; thus reducing the need for parking. The TMP will include subsidies for transit to reduce commute trips thus lessen the need for parking. The TMP will also include a guaranteed ride home for employees. The applicant has agreed to the condition of the TMP.

Enclosure 6 contains the data on TMP sites within the City of Kirkland. As shown, the TMP sites have an average 11% trip reduction. Eleven percent of 19 parking spaces is two parking spaces. On an average typical weekday and with the TMP, staff believes that 17 parking spaces are sufficient for an office use of this size.

There may be times when the development may have a lower or higher parking demand than the typical day. To ensure that on-street parking is available to accommodate those non-typical days where parking demand is high, staff surveyed the site vicinity to determine the existing on-street parking utilization.

The City of Kirkland guideline requires surveying 800 feet (walking distance) from a site to determine on-street parking utilization. Staff has visited the site more than 10 times throughout the days during normal business hours (9 AM to 6 PM) when the proposed site would be in operation. Staff confirmed that, on average, there were at least 18 parking spaces available within walking distance from the proposed site. Enclosure 7 shows the on-street parking vacancy data.

Staff also visited the site during construction (January 23rd) when on-street parking was blocked by construction equipment and vehicles. There were 19 available on-street parking within walking distance of the site on that day.

B. **Study Sites**

Appellants: More to the point of this appeal, the properties selected by Jake Engineering for the parking study are not adequate for comparison. A more relevant

study would select properties that have similar number of employees and number of offices as DR Strong Consulting Engineers, Inc.

Transportation Engineer Response: The City guideline for determining parking demand requires the parking data to be collected by a professional transportation engineer at a site that is similar in size and type of use as the proposed project; and the data must be collected within the normal business hours for two weekdays (Tuesday, Wednesday and/or Thursday). A normal weekday cannot include a day within a holiday week. The parking rate is calculated by averaging the parking data from those two normal weekdays.

Building square footage is typically chosen for office uses as the independent variable used to determine the parking rate because it is a physical, measurable and predictable unit. Independent variables (building size, number of employees, number of seats, students, etc.) in a parking demand study is a physical, measurable, and predictable unit describing the study site or generator that can be used to predict the value of the dependent variable (in this case, parking demand).

Furthermore, by using the building size, it is easier to monitor the site for changes in the future than to monitor employment. It is difficult, if not impossible, to find study sites that have the same size and use and also have the same employment number as the proposed project. Since staff is validating the parking demand for a land use rather than a business, using employment data is not appropriate in this circumstance. As indicated above, data from two sites were not use in the calculation because they did not meet the City's basic criteria (size and type of use). The data from the other two approved sites resulted in a more conservative parking rate.

As verification, staff independently reviewed DR Strong's employment and commute data and found that the parking demand is 19 parking spaces. Currently, DR Strong does not provide any incentive to its employees for using alternative commute modes.

C. **Street Parking**

Appellants: Another wrong assumption made in the approval process is the availability of street parking. Dr. David Bourree who actually lives on 7th Avenue reported that for three consecutive days in a row there was no street parking available. The observations of residents are certainly more accurate than the impression of personnel that occasionally visits the area.

Transportation Engineer Response: It is not clear what Dr. David Bourree's observation of "no street parking available" means because there is no reference to the area of observation and the time of observation. The guidelines for collecting on-street parking utilization data are discussed above in response to the first appeal comment.

V. **STAFF RECOMMENDATION**

Staff recommends that the Hearing Examiner uphold the Planning Official's February 11, 2013 decision to approve with conditions the 620 Office parking modification request.

VI. **ENCLOSURES**

1. Appellant Letter dated February 23, 2013
2. Parking Modification Decision dated February 11, 2013
3. LIT Use Zone Chart
4. Vandenberg & Hansen Letter dated March 10, 2013

5. Average Daily Parking Demand
6. Kirkland TMP Data
7. Available On-Street Parking Data

CC: Thang Nguyen, City Transportation Engineer

Subj: Appeal of # TRAN 12-01297

RECEIVED

02/23/2013

FEB 28 2013

11:00

PLANNING DEPARTMENT

PM

To whom it may concern,

BY *CPG*

We are appealing the decision pertaining to file # TRAN 12-01297 to approve the parking modification request for the building at 620 7th Avenue in Kirkland.

While we respect the conclusions reached by the city staff, we have to point out that the parking study data those conclusions are based on, are not adequate.

One troubling observation is that the firm that was paid by the applicant for the study concluded that 17 stalls were sufficient for the property – that is the exact amount of stalls the applicant requested. It is highly unlikely that an unbiased and random study would produce the exact number the applicant is seeking to obtain.

More to the point of this appeal, the properties selected by Jakes Engineering for the parking study are not adequate for comparison.

A more relevant study would select properties that have a similar number of employees and number of offices as RD Strong Consulting Engineers, Inc.

Another wrong assumption made in the approval process is the availability of street parking. Dr David Bourree who actually lives on 7th avenue reported that for three consecutive days in a row there was no street parking available. The observations of residents are certainly more accurate than the impression of personnel that occasionally visits the area.

As the approval of the parking modification is based on data that is neither adequate nor reliable we request that the decision be reversed.

Sincerely,

Chris Dammann



Yu-Ming Dammann



Ramola Lewis



Lynn Booth





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

SUMMARY OF DECISION - PARKING MODIFICATION

Project Name: 620 Office Building – Parking Modification
File No.: TRAN 12-01297
Applicant: Luay Joudeh
Project Planner: Jon Regala, Senior Planner
Date: February 11, 2013
Decision: Denied
 Approved
 Approved with Conditions

I. CONDITIONS OF APPROVAL

The applicant's request for a parking modification is approved subject to the following conditions.

- A. The application is subject to the applicable requirements contained in the Kirkland Municipal Code, Kirkland Zoning Code (KZC), and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances.
- B. Prior to the final occupancy of the building, the applicant is required to develop and implement a Transportation Management Plan (TMP) to help decrease single-occupancy vehicle commute trips to the subject property. The TMP shall include the following:
 1. The TMP shall be implemented by the property owner and the owner shall coordinate the TMP with King County Metro.
 2. Through coordination with the City and/or its representative, complete a base employee commuting survey within one year after building occupancy permit.
 3. The owner shall make available a monthly subsidy to each employee equal to a half of the cost of an area-wide Flexpass or an equivalent transit pass to those who wish to use public transit.
 4. The owner shall make available a guaranteed ride home for those employees using an alternative commute.
 5. Submit a bi-annual employee commute survey to the City of Kirkland or its agent as currently required for all TMP sites within the City of Kirkland.

6. The owner shall provide and install a Commuter Information Center in a highly visible, accessible area in the building lobby or another location approved by the City.
7. Assign one employee as the Employee Transportation Coordinator (ETC) to manage the TMP. The City and its agent shall communicate requirements through the designated ETC.
8. The TMP shall be recorded with King County as part of the covenants, conditions and restrictions of the project to assure its implementation. The TMP shall run for the duration of the current use of the building, and shall be binding on the heirs, successors and assignees of the parties.

II. GENERAL INFORMATION

- A. Location: 620 7th Avenue (see Attachment 1)
- B. Existing site conditions: The site is currently under construction and will contain a new 3-story 7,310 square foot office building and associated parking. The ground floor of the building will contain a parking garage. A surface parking lot is also proposed adjoining 7th Avenue. The second story was approved to contain a high-technology office use with a set amount of office and light-manufacturing/storage space. The third story was approved to contain a general office use.
- C. Description of the proposal: The applicant, who is also the property owner, will be locating his business, DR Strong Consulting Engineers, on the third floor of the building. The applicant is requesting to expand his business to the second floor where a high-technology use was previously approved. Since a general office use has a higher parking standard than the approved high-technology floor plan, the applicant has requested a parking modification to reduce the number of required parking stalls (25) down to 17 stalls in order to expand onto the second floor.

III. BACKGROUND INFORMATION

Kirkland Zoning Code (KZC) Section 105.103.3.c allows an applicant to request a reduction of the required number of parking stalls based a parking study prepared by a licensed transportation engineer. The scope of the study was approved by the City's Transportation Engineer. Below is a list of items reviewed as part of the parking modification request.

- Parking Study prepared by Jake Traffic Engineering, Inc. dated October 9, 2012 (see Attachment 2)
- Parking Study Supplement by Jake Traffic Engineering, Inc. dated November 16, 2012 (see Attachment 3)
- Parking Modification Review Memo prepared by Thang Nguyen, City Transportation Engineer dated January 3, 2013 (see Attachment 4)
- Public Comments (see Attachment 5)
- Response to Public Comments prepared by Thang Nguyen, City Transportation Engineer, dated January 29, 2013 (see Attachment 6)

IV. PUBLIC COMMENT

KZC Section 105.103.3.c requires that notice of a parking modification request be distributed to owners and residents within 300 feet of the subject property prior to a decision by the Planning Official. Seven public comment email/letters were submitted prior to the public comment deadline of January 18, 2013. Two emails were received

after the public comment deadline. All public comment email/letters can be found in Attachment 5. Below is a general summary of the public comments received.

- Already too much street parking negatively impacting the neighborhood and businesses
- Parking standards should be adhered to and a modification should not be approved.
- Support for the parking modification.
- Concerns regarding parking study methodology.

The public comments were reviewed by the City Transportation Engineer and a response was provided in Attachment 6 to address public concerns/questions.

V. ANALYSIS

The subject property is zoned LIT (Light Industrial Technology). In the LIT zone, general office uses are required to provide 1 parking stall per 300 square feet gross floor area. High-technology uses are required to provide 1 parking stall per 1,000 square feet gross floor area for manufacturing and 1 stall per 300 square feet for any office components. This parking requirement includes any handicap accessible parking required by the Building Code.

The 620 office building project was approved to house a general office use on the entire third floor and a high-technology use comprising of 396 square feet of office use and 3,443 square feet of manufacturing on the second floor. Seventeen parking stalls were required and are being provided with the project. With the applicant's request to expand onto the second floor, twenty five parking stalls would be required for the project. Since the project contains 17 parking stalls, the applicant has requested a reduction of 8 stalls with the expansion of his business.

KZC Section 105.103.3.c allows a decrease in the number of required parking stalls 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.

The City's Transportation Engineer required that the applicant's parking study include parking demand data of similar use and sized office buildings. The following chart summarizes the parking information required by the City and provided by Jake Traffic Engineering, Inc., the applicant's traffic engineer. Attachments 2 and 3 contain the full report.

	512 6 th St. South		620 6 th St. South		720 6 th St. South & 750 6 th St. South		826 6 th St. South & 830 6 th St. South	
Building Size	6,802 sq. ft.		4,397 sq. ft.		7,371 sq. ft.*		7,180 sq. ft.	
TIME	9/11/2012	9/18/2012	9/11/2012	9/18/2012	9/11/2012	9/18/2012	9/11/2012	9/18/2012
10 a.m.	18	16	5	7	23	23	10	10
Noon	16	17	6	6	19	22	15	18
2 p.m.	15	13	6	4	21	25	13	15
4 p.m.	11	14	5	3	17	25	12	15
Highest Parked	18	17	6	7	23	25	15	18
Peak Parking Demand based on sum of average of highest parked for each site and total occupied office space is 1 stall per 399.22 sq. ft. (25,750 sq. ft. divided by 64.5 stalls = 399.22)								
* Reflects occupied space – total building size is 9,828 sq. ft.								

The above data was reviewed by the City's Transportation Engineer who concluded that 19 parking stalls would be required for the proposed office use. As a result, the project would be short two parking spaces given that the subject property contains 17 stalls.

Therefore, a Transportation Management Plan (TMP) is being recommended in order to reduce the peak parking demand for the proposed office use down to 17 stalls. The TMP would be implemented by the property owner and the owner would also coordinate the TMP with King County Metro. The TMP would be required to contain the elements specified by the City Transportation Engineer in Attachment 4.

The City Transportation Engineer had recommended that a visitor parking stall be signed and reserved for visitors. Typically, the City does not get involved in the management of parking for private development. Also, since the parking data reviewed in the parking study does not differentiate between employee and visitor parking but rather parking in total, the same approach should be applied to the subject property. Therefore, parking on the subject property should not have signed visitor parking stalls in order to maximize the use of onsite parking stalls.

The City Transportation Engineer has determined that additional street parking is available for all residents and businesses in the area of the subject property to account for fluctuations in parking demand (see Attachment 6).

VI. CONCLUSION

After reviewing the City Transportation Engineer's recommendation, staff agrees that the data provided supports a reduced parking standard for the applicant's modification request. The Transportation Management Plan as recommended by the City Transportation Engineer should be required in order to further reduce the parking demand on the subject property except for the recommendation that requires a signed visitor parking stall. The parking modification request is approved with the conditions outlined in Section I above.

VII. APPEALS

Appeal to the Hearing Examiner. Section 105.105 of the Zoning Code allows the Planning Official's decision to be appealed by the applicant or any person who submitted written comments or information to the Planning Official using the appeal provisions in KZC Sections 145.60 through 145.100. A party who signed a petition may not appeal unless such party also submitted independent written comments or information.

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

VIII. ATTACHMENTS

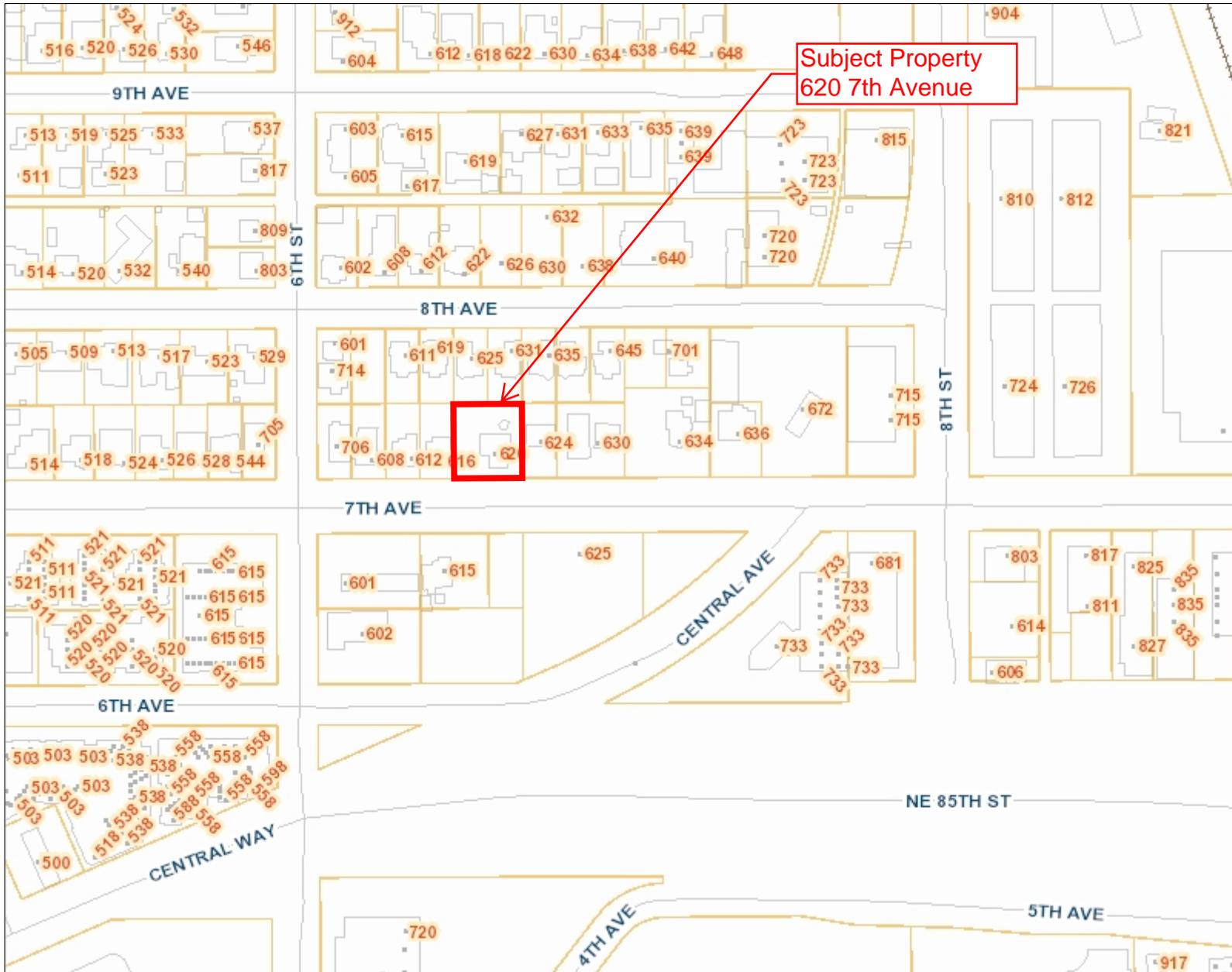
1. Vicinity Map
2. Parking Study prepared by Jake Traffic Engineering, Inc. dated October 9, 2012
3. Parking Study Supplement by Jake Traffic Engineering, Inc. dated November 16, 2012
4. Parking Modification Review Memo prepared by Thang Nguyen, City Transportation Engineer dated January 3, 2013
5. Public Comments
6. Response to Public Comments prepared by Thang Nguyen, City Transportation Engineer, dated January 29, 2013

Cc: Parties of Record



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

ENCLOSURE 2
 APPEAL FILE NO. TRAN12-01297
 PARKING MODIFICATION DECISION



- Legend**
- Address
 - City Limits
 - ⊕ Railroad
 - Streets
 - ▭ Parcels
 - ▭ Buildings
 - Parks
 - Schools

1: 2,594



Notes
 620 7th Avenue

0.1 0 0.04 0.08 Miles

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet
 Produced by the City of Kirkland. © 2013 City of Kirkland, Washington, all rights reserved.

No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

ATTACHMENT 1
 FILE: TRAN12-01297

Kirkland

**620 OFFICE BUILDING
PEAK PARKING DEMAND ANALYSIS**

October 9, 2012

JTE . Jake Traffic Engineering, Inc.

Mark J. Jacobs, PE, PTOE, President

2614 39th Ave SW - Seattle, WA 98116 - 2503

Tel. 206.762.1978 - Cell 206.799.5692

E-mail jaketraffic@comcast.net



Mark J. Jacobs, PE, PTOE

President

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Tel. 206.762.1978 - Cell 206.799.5692

E-mail jaketraffic@comcast.net

October 9, 2012

Luay Joudeh, PE
DR STRONG CONSULTING ENGINEERS, INC
10604 NE 38th PI # 101
Kirkland, WA 98033

Re: 620 Office Building – Kirkland
Peak Parking Demand Analysis

Dear Mr. Joudeh, *Luay*

I have prepared this Peak Parking Demand Analysis for the proposed 620 Office Building development in Kirkland. The project proposes is a 3 story high building providing 2 floors of work space and ground level covered parking. I understand that the space breakdown is as follows:

- 2nd Floor - 3,829 gsf (2,420 sf office, 686.9 sf High Tech and 732.1 sf common space (570.2 sf assigned to Office and 161.9 sf assigned to High Tech based on proportion of 2nd floor space)
- 3rd Floor - 3,471 sf office

Total office space is determined at 6,461.2 sf and High Tech space at 848.8 sf. The proposed project is located at 620 7th Street. Access to the site is proposed off of 7th Street. The proposed project proposes to provide 17 parking stalls. A copy of the site plan is attached to this report.

The City of Kirkland Zoning Code Chapter 105 PARKING AREAS, VEHICLE AND PEDESTRIAN ACCESS, AND RELATED IMPROVEMENTS identifies the number of parking spaces required is the minimum required based on zones. City code identifies that office developments require 1 parking space per 300 sf of office space and 1 stall per 1,000 sf for high tech space. Including the common space the 620 Office Building requires 22 (22.4) parking stalls.

Kirkland Zoning Code Section 105.103 Modifications Subsection 3.c states the following:

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. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the proposed use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City traffic engineer. The study shall provide at least two (2) days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City traffic engineer.

JTE, Inc.

Luay Joudeh, PE
DR STRONG CONSULTING ENGINEERS, INC
October 9, 2012
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Approval of a parking reduction shall be solely at the discretion of the City. A decrease in the minimum required number of spaces may be based in whole or part on the provision of nationally accepted TDM (transportation demand management) measures. Data supporting the effectiveness of the TDM measures shall be provided as part of the parking demand and utilization study and approved by the City traffic engineer.

The Planning Official shall not approve or deny a modification to decrease the number of parking spaces pursuant to subsection (2)(b) of this section without first providing notice of the modification request to the owners and residents of property within 300 feet of the subject property and providing opportunity for comment. The Planning Official shall use mailing labels provided by the applicant, or, at the discretion of the Planning Official, by the City. Said comment period shall not be less than seven (7) calendar days.

This report is prepared to identify the peak parking demand for the proposed project per City requirements. In addition, the Institute of Transportation Engineers (ITE) parking data is discussed.

An aerial of the site obtained from King County IMap is depicted to the right.

The summary, conclusions and recommendations begin on page 3 of this report.



PARKING IMPACT ANALYSIS

Kirkland was contacted to identify the requirements for this Parking Study. The City Traffic Engineer identified that the study provide at least two (2) days of data for morning, afternoon and evening hours. Five office properties, 4 office developments exist off of 6th Street South. The north site is addressed at 512 and the south site at 830 6th Street. A graphic, Figure 1, depicting the study site location and size of each of the study office buildings is attached. The sf for the existing office buildings was obtained from King County IMap.

Parking data was collected for two days, September 11th and the 18th, 2012. The data was collected at 1000, 1200, 1400 and 1800 time periods. The data was collected south to north on the 11th and north to south on the 18th. The attached excel spreadsheet documents the collected parking data for each of the sites. The overall parking supply for the study sites is determined at 1 space per 303 sf.

Site number 3 is noted to have space available for lease, 500 to 2,500 sf per sign. Field observation indicate that ¼ of the building was not occupied. The other study buildings appeared occupied. The overall provided parking at the buildings is 1 stall per 303 sf.

JTE, Inc.

Luay Joudeh, PE
DR STRONG CONSULTING ENGINEERS, INC
October 9, 2012
Page -3-

The highest noted parking demand at each site was determined. Using the peak collected parking demand data and the total sf (adjusted for occupancy) I calculate that the average peak parking demand for study offices to be one stall per 399 sf.

ITE Peak Parking

The Institute of Transportation Engineers (ITE) Parking Generation 4th Edition identifies the average peak parking demand for an urban office building at 2.47 stalls per 1,000 square feet; aka 1 stall per 405 sf.

Summary

The parking data collected showed the average peak parking demand of the study offices off of 6th St. S. at 1 stall per 399 sf. This result is consistent with ITE data of 1 stall per 405 sf for urban office buildings.

Conducting the parking demand using one parking space per 400 sf of office space is appropriate. Thus the calculated parking demand for the 620 Office Building is:

- Office Space: $6,461.2 \text{ sf} / 400 \text{ sf/stall} = 16.05 \text{ stalls}$
 - High Tech: $848.8 \text{ sf} / 1,000 \text{ sf/stall} = 0.85 \text{ stalls}$
- 16.90 stalls total

TRANSIT SERVICE

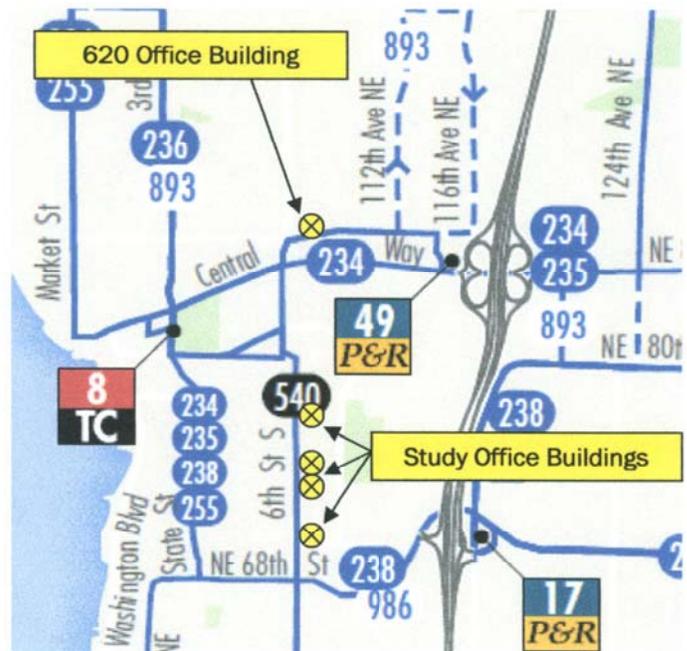
The map to the right is the pertinent section of the Metro Transit System Map depicting transit service in the site vicinity. Further information on these routes can be found on the Metro Transit website. (<http://transit.metrokc.gov/>).

Similar transit service is provided to the 620 Office Building and the Study Office Buildings. The collected parking demand data accounts for transit service.

I recommend that a transit schedule kiosk be provided in the lobby of the building.

SUMMARY AND CONCLUSIONS

This report analyzed the Peak Parking Demand for the proposed 620 Office Building project. The parking requirements are governed by City Code. A peak parking demand study was conducted for 4 existing similar offices off of 6th Street South. The average Peak Parking Demand was calculated to be 1



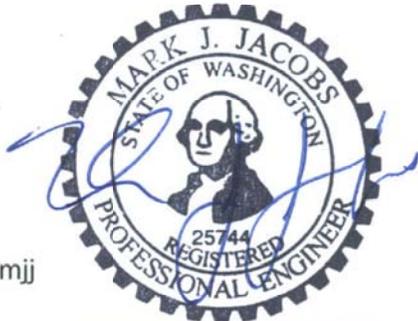
JTE, Inc.

Luay Joudeh, PE
DR STRONG CONSULTING ENGINEERS, INC
October 9, 2012
Page -4-

stall per 399 sf that is consistent with ITE data (one stall per 405 sf) for urban office buildings. One stall per 400 sf is determined to be the appropriate value to use to ascertain the peak parking demand for the 620 Office Building project.

Based on the collected parking demand data the proposed 620 Office Building needs to provide 17 parking stalls. The proposed 620 Office Building project provides 17 parking spaces that are sufficient to accommodate the peak parking demand. The installation of a bus schedule kiosk in the building lobby is recommended.

Please contact me at 206.762.1978 or email me at jaketraffic@comcast.net if you have any questions.



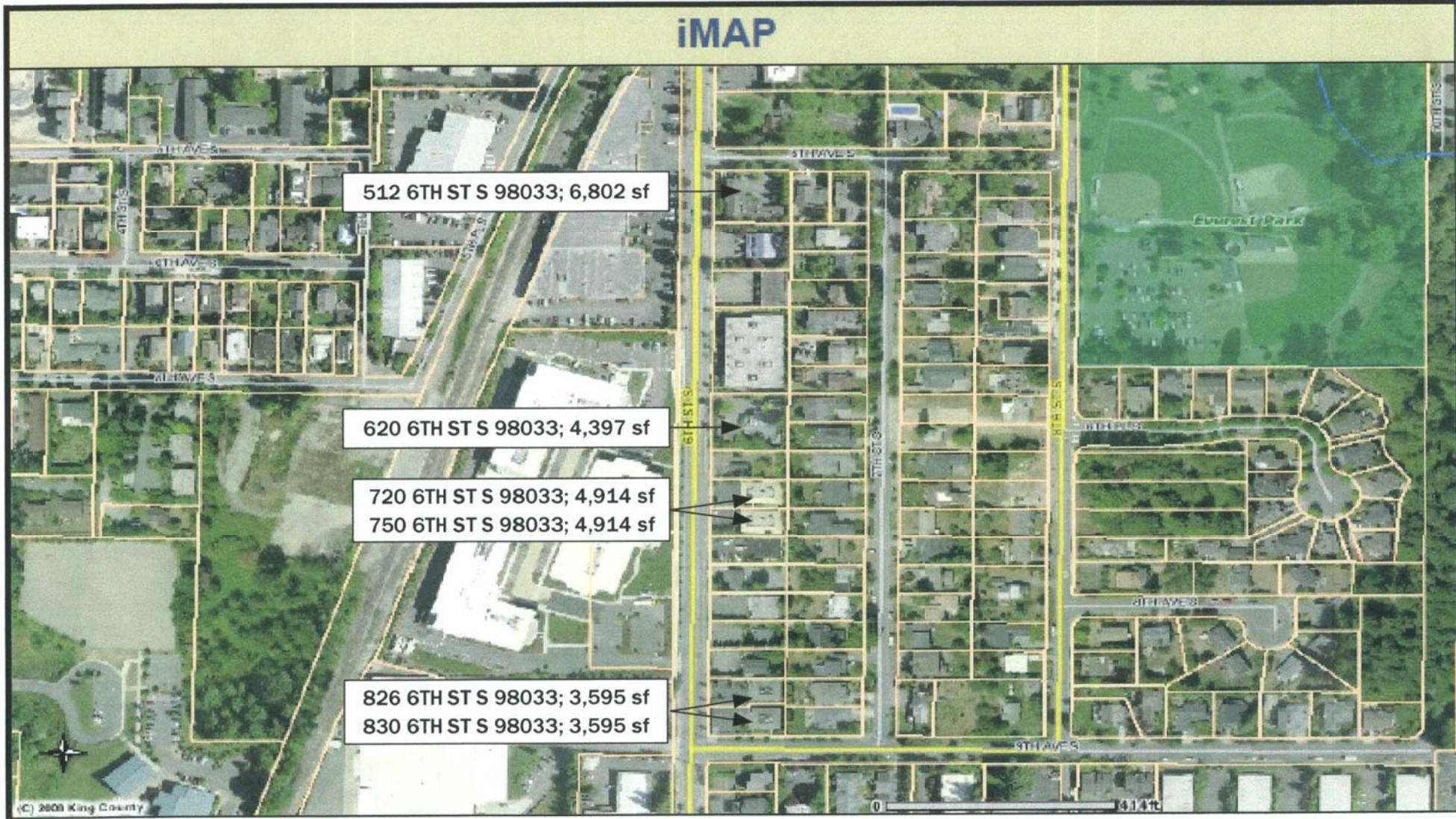
MJJ: mjj

EXPIRES 4/3/2014

Sincerely,

Mark J. Jacobs, PE, PTOE, President
JAKE TRAFFIC ENGINEERING, INC.

10.09.2012



<p>JTE, Inc.</p> <p>FIGURE 1</p> <p>Reprint in Color Only</p>	<p>620 OFFICE BUILDING - KIRKLAND PEAK PARKING DEMAND ANALYSIS</p>
	<p>PARKING STUDY SITES</p>

**ENCLOSURE 2
 APPEAL FILE NO. TRAN12-01297
 PARKING MODIFICATION DECISION**

K

	Site 1		Site 2		Site 3		Site 4		Total
	09.11.2012	09.18.2012	09.11.2012	09.18.2012	09.11.2012	09.18.2012	09.11.2012	09.18.2012	
1000	18	16	5	7	23	23	10	10	
1200	16	17	6	6	19	22	15	18	
1400	15	13	6	4	21	25	13	15	
1600	11	14	5	3	17	25	12	15	
8 Highest Parked	18	17	6	7	23	25	15	18	64.5

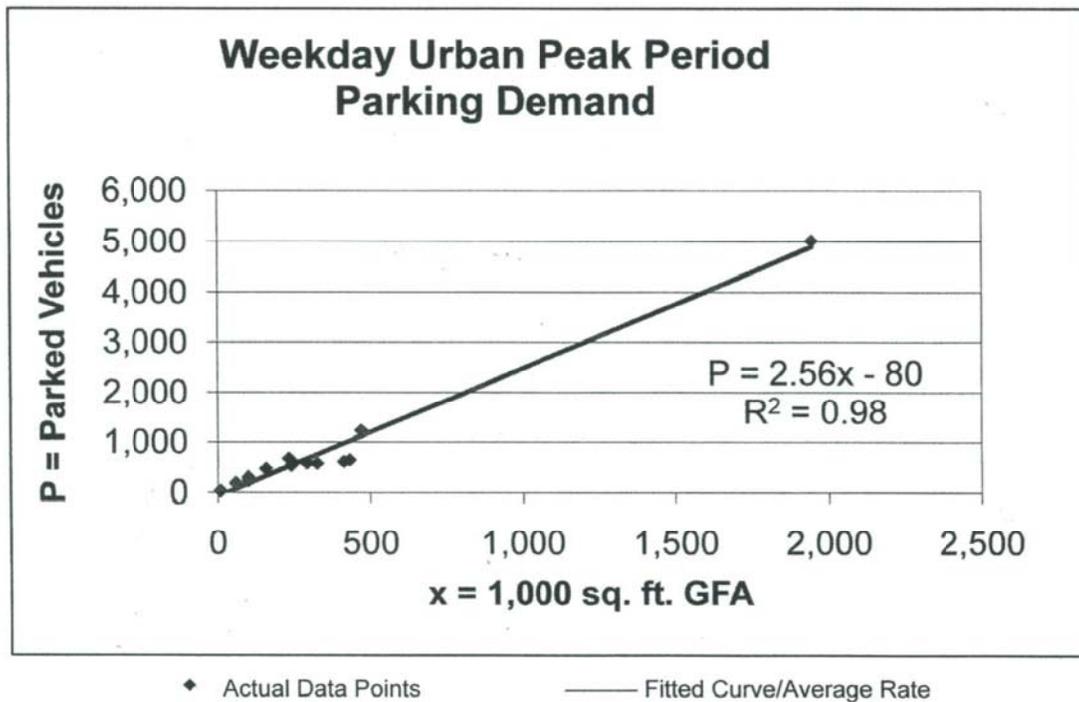
	Site 1	Site 2	Site 3	Site 4		
10					28,207 < not adjusted for occupancy	
11	size sf	6,802	4,397	9,828	7,180	25750 < adjusted for occupancy
12	available parking	21	13	36	23	93
	Noted occupants	Sogola Limited, Inc. Galleon General Corp Crab Kingdom	1 company	Watershed Company Building 75% leased	East Side Therapeutic Resources Myo -rehab Therapy Lincoln Financial Advisors Harper Law PLLC	

Peak Parking Demand per 1,000 sf 399 < K11/K8
 Provided parking per 1,000 sf 303 < K10/K12

Land Use: 701 Office Building

Average Peak Period Parking Demand vs. 1,000 sq. ft. GFA
 On a: Weekday
 Location: Urban

Statistic	Peak Period Demand
Peak Period	9:00 a.m.–5:00 p.m.
Number of Study Sites	14
Average Size of Study Sites	370,000 sq. ft. GFA
Average Peak Period Parking Demand	2.47 vehicles per 1,000 sq. ft. GFA
Standard Deviation	0.62
Coefficient of Variation	25%
Range	1.46–3.43 vehicles per 1,000 sq. ft. GFA
85th Percentile	2.98 vehicles per 1,000 sq. ft. GFA
33rd Percentile	2.24 vehicles per 1,000 sq. ft. GFA



**ENCLOSURE 2
 APPEAL FILE NO. TRAN12-01297
 PARKING MODIFICATION DECISION**

620 Building
 space breakdown
 per Log 10/5/2012

	use								
3rd floor	office	3471	400	8.7	2nd gross	3839			
2nd	office	2420	400	6.1	common	732.1	0.2	0.8	570.2
2nd	HM	686.9	1000	0.7	2nd net	3106.9	0.8	0.2	161.9
common	office			1.4					
common	HM			0.2					
				17.0					

3rd Floor:

Office 3,471 sf

2nd Floor

Office 2,420 + 570.2 = 2,990.2 sf

HM 686.9 + 161.9 = 848.8 sf

**ENCLOSURE 2
APPEAL FILE NO. TRAN12-01297
PARKING MODIFICATION DECISION**



14900 INTERURBAN AVE SOUTH
SUITE 136
TUKWILA, WASHINGTON 98166
(206) 854-5500 | FAX (206) 854-5501
ronhovdearchitects.com



620 OFFICE BUILDING
NEW OFFICE BUILDING
620 - 7TH AVENUE
KIRKLAND, WA 98033
(CITY OF KIRKLAND JURISDICTION)
permit submittal set

NO.	DATE	DESCRIPTION
1	4-15-12	PERMIT SUBMITTAL
2	5-14-12	PLAN REVISION REVIEW
3	5-14-12	PLAN REVISION REVIEW

REVISIONS:

SHEET CONTENTS:
OVERALL SITE PLAN

JOB NO.: 2007
DRAWN BY: US
CHECKED BY: J.B.
DATE: 4-1-12

SHEET NO.:
A0.1

FLAG NOTES

- 1 NOT DA TURNING SPACE FOR AHS 3042
- 2 CONCRETE WALK, SEE PLAN FOR PATH
- 3 ASPHALT CONCRETE DRIVE SURFACE, SEE CIVIL
- 4 EXPRESSED CONCRETE CURB AT PAINTING/LANDSCAPE BORDERS
- 5 FINISHING AREAS, SEE LANDSCAPE PLAN
- 6 EXIST. DISCHARGE POINT TO PUBLIC HWY
- 7 LIMIT. HGT. OF 25 FT. BUILDING LIGHTING
- 8 RETAINING WALL - SEE CIVIL AND CIVIL DRAWINGS

**ZONE: RM5.0
USE: SFR
BLOCK 185
TOWN OF KIRKLAND
VOL. 6, PG. 53**

AVERAGE BUILDING ELEVATION 104.31 FT.
MAX. BUILDING HEIGHT ABOVE A.S.L. 25 FT.
8' TYPICAL WALL, TYPICAL 6" X 6" SPOKE PROPERTY 10.11.02

NOTICE
HOURS OF WORK: 7AM TO 5PM MON-FRI
SAND TO 4PM SAT. NO WORK SUNDAYS &
HOLIDAYS (PER KCC SEC. 115.29)
Enclosures must be approved by
Kirkland Planning Office

CONSENT REQUIRED PRIOR TO FINAL INSP.
LIMITING 2ND FLOOR TO
F-2 OCCUPANCY AND
FLOOR PLAN AS SHOWN ON A1.2
(HETI TECH-OFFICE & MANAGE
SHALL BE RECORDED ON THE PLAN)

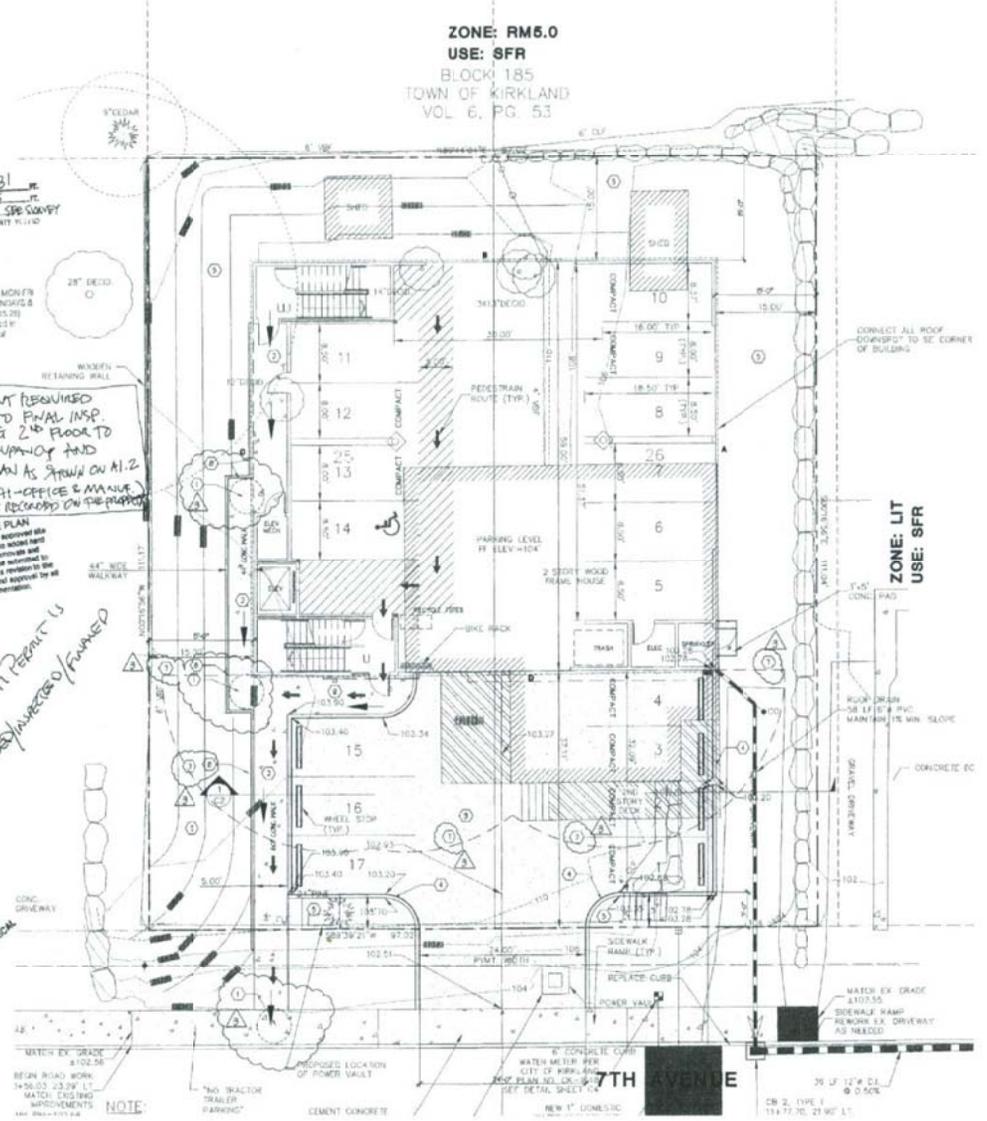
FCD APPROVED SITE PLAN
Any proposed changes to the approved site
plan, such as but not limited to, revised land
surfaces, FLOOD CONTROL, tree removal and
accessory structures, must be submitted to
the Building Department as a revision to the
building permit for review and approval by all
departments prior to construction.

*7th Ave. UNOT
Occurrence with a 7th Permit U
Submitted/Reviewed/Approved/Permitted*

AVERAGE BUILDING ELEVATION CALCULATION



FUNCTIONAL OPENINGS NOT REFERENCED
PER KCC SEC. 115.29



**ZONE: LIT
USE: INDUSTRIAL**



ATTACHMENT 2
FILE TRAN12-01297
Page 10 of 12

**ENCLOSURE 2
APPEAL FILE NO. TRAN12-01297
PARKING MODIFICATION DECISION**

**T H E
RONHOVDE
ARCHITECTS
L L C**

14900 INTERURBAN AVE SOUTH
SUITE 130B
TUCKERLA, WASHINGTON 98166
(206) 894-5500 | FAX (206) 894-5501
ronhovdearchitects.com

[Signature]
JAMES R. HOVDE
DATE OF MODIFICATION

**620 OFFICE BUILDING
NEW OFFICE BUILDING
620 - 7TH AVENUE
KIRKLAND, WA 98033
(CITY OF KIRKLAND JURISDICTION)**
permit submittal set

REVISION
RECEIVED
SEP 06 2012

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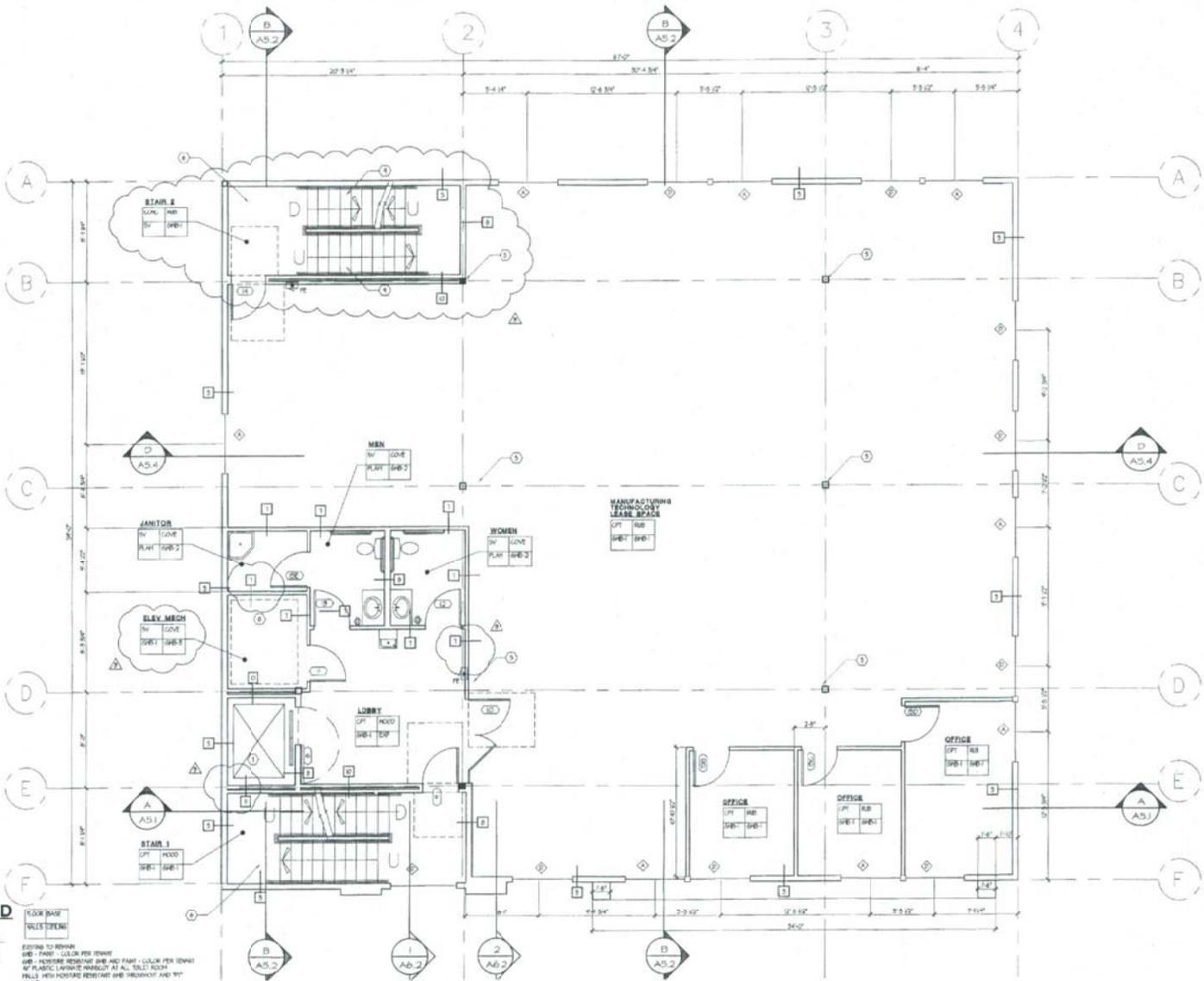
REVISIONS
SHEET CONTENTS:
2ND STORY PLAN
REVIEWED
SEP 17 2012
Page 11 of 12
JOB NO.: 30028 SHEET NO.:
DRAWN BY: JHS
CHECKED BY: JHS
DATE: 4/1/12

FLAG NOTES

- 1 HALL OPENING
- 2 NOT USED
- 3 NOT USED
- 4 NOT USED
- 5 NOT USED
- 6 COLUMN - SEE STRUCTURAL
- 7 STAIRS - SEE VERTICAL CIRCULATION ON SHEET NO. 01
- 8 ELEVATOR - SEE VERTICAL CIRCULATION ON SHEET NO. 01
- 9 ELEVATOR PLACING ROOM - SEE PERMITS FOR ELEVATOR - PROVIDE SEISMIC RESTRAINTS OR AIR CONDITIONING SYSTEM TO PROTECT AGAINST THE OVERWEIGHTING OF ELEVATOR ELECTRICAL EQUIPMENT. VENTILATION SHALL BE OUTDOOR. PANELS OF AIR FLOW SYSTEM SHALL BE CAPABLE OF MAINTAINING 100% RH AND 60° F TO 70° F.
- 10 PRE-HEATED RUBBER STAIR TREADS & RISERS

ROOM FINISH LEGEND

FLOOR	FINISH TO REMAIN	NEW
F	CONCRETE BRUSH FINISH	CONCRETE
L1C-1	CONCRETE BRUSH FINISH	CONCRETE
L1C-2	CONCRETE BRUSH FINISH	CONCRETE
PL	CONCRETE BRUSH FINISH	CONCRETE
VT	WOOD COMPOSITION TILE	WOOD
TL	TILE	TILE
CP	CARPET	CARPET
SP	SPRAYED	SPRAYED
SH	SHAPED	SHAPED
E	EXTERIOR TO REMAIN	EXTERIOR
SB	# RUBBER BASE	RUBBER
GV	# SHEET VINYL LINOLEUM	VINYL
TL	# TILE BASE	TILE
HO	# HOOD BASE	HOOD
NO	NO FINISH	NO FINISH

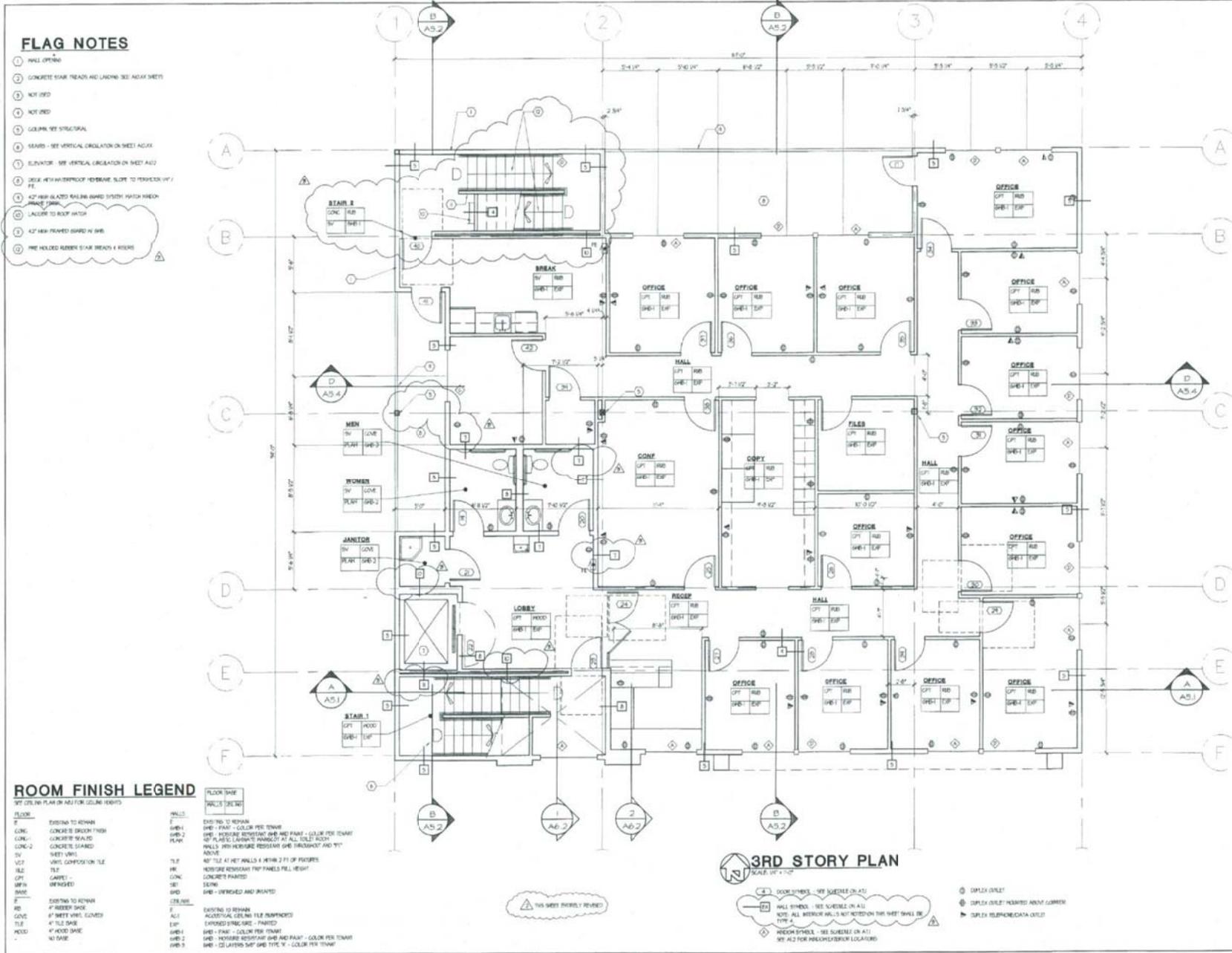


2ND STORY PLAN
SCALE: 1/4" = 1'-0"

- 1 DOOR SYMBOL - SEE SCHEDULE ON A1
- 2 HALL SYMBOL - SEE SCHEDULE ON A1
- 3 WINDOW SYMBOL - SEE SCHEDULE ON A1
- 4 DUPLEX OUTLET
- 5 DUPLEX OUTLET POINTED ABOVE CORNER
- 6 DUPLEX TELEPHONE DATA OUTLET
- 7 THIS SHEET IMPROVED

ATTACHMENT 2
FILE TRAN12-01297

**ENCLOSURE 2
APPEAL FILE NO. TRAN12-01297
PARKING MODIFICATION DECISION**



- FLAG NOTES**
- 1 WALL OPENING
 - 2 CONCRETE STAIR BEAMS AND LANDING SEE AGENT SHEET
 - 3 NOT USED
 - 4 NOT USED
 - 5 COLUMN SET STRUCTURAL
 - 6 STAIRS - SEE VERTICAL CIRCULATION ON SHEET AG-04
 - 7 ELEVATOR - SEE VERTICAL CIRCULATION ON SHEET AG-02
 - 8 DECK WITH WATERPROOF MEMBRANE, SLOPE TO TERRACE/ROOF/FL.
 - 9 4\"/>

ROOM FINISH LEGEND
SEE CEILING PLAN ON A-11 FOR CEILING HEIGHTS

FLOOR	WALLS	CEILING
1	EXISTING TO REMAIN	EXISTING TO REMAIN
2	CONC. S. DRUM FINISH	CONC. S. DRUM FINISH
3	CONC. S. DRUM FINISH	CONC. S. DRUM FINISH
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98	CONC. S. DRUM FINISH	CONC. S. DRUM FINISH
99	CONC. S. DRUM FINISH	CONC. S. DRUM FINISH
100	CONC. S. DRUM FINISH	CONC. S. DRUM FINISH

THE RONHOVE ARCHITECTS L L C
1400 INTERURBAN AVE SOUTH SUITE 1306
TUKWILA, WASHINGTON 98168
(206) 891-2500 1 FAX (206) 891-5501
ronhovdearchitects.com

620 OFFICE BUILDING
NEW OFFICE BUILDING
620 - 7TH AVENUE
KIRKLAND, WA 98033
(CITY OF KIRKLAND JURISDICTION)
permit submittal set

REVISION RECEIVED
SEP 08 2012

NO.	DATE	DESCRIPTION
1	4-10-12	PERMIT SUBMITTAL
2	5-4-12	PLAN REVISION
3	5-23-12	PLAN REVISION
4	8-10-12	PERMIT SUBMITTAL

REVISIONS:

SHEET CONTENTS:
3RD STORY PLAN

REVISION
SEP 17 2012
OFFICE USE ONLY

JOB NO.: 20013
DRAWN BY: JMS
CHECKED BY: JMS
DATE: 4-10-12

SHEET NO.: 12
A

ATTACHMENT 2
FILE TRAN12-01297
Page 12 of 13



Mark J. Jacobs, PE, PTOE

President

2614 39th Ave SW — Seattle, WA 98116 — 2503

Tel. 206.762.1978 - Cell 206.799.5692

E-mail jaketraffic@comcast.net

November 16, 2012

Luay Joudeh, PE
DR STRONG CONSULTING ENGINEERS, INC
10604 NE 38th PI # 101
Kirkland, WA 98033

Re: 620 Office Building – Kirkland
Peak Parking Demand Analysis - Supplement

Dear Mr. Joudeh,

I have prepared this Peak Parking Demand Analysis – Supplement for the proposed 620 Office Building development in Kirkland. This letter supplements my 620 Office Building Peak Parking Demand Analysis dated October 9, 2012 based on my understanding of City feedback and added user specific data you have provided.

Kirkland inquired why a study of your existing office was not conducted. Your existing office is in a large multi-tenant building that is not comparable to the office project you are proposing. The Parking Study conducted was done for comparable offices in Kirkland that indicated a peak parking demand rate of 1 stall per 400 sf as being appropriate. This parking rate is consistent with the Institute of Transportation Engineers (ITE) Parking Generation 4th Edition that identifies the average peak parking demand for an urban office building at 2.47 stalls per 1,000 square feet; aka 1 stall per 405 sf.

The 620 Office Building is to be used by DR Strong Consulting Engineers, Inc. Staffing and operation of DR Strong is as follows, per information you provided me:

- DR Strong has 23 employees.
- Three of these take the bus daily.
- On a typical day 2 employees are on vacation, illness or out at a meeting.
- One employee gets dropped off by his wife. Thus a parking demand of 17 is determined.
- The survey staff is part time; about 30 hours per week
- The Principals telecommute.
- I also understand that DR Strong will start providing an incentive (bus pass subsidy) to take a bus, carpool, bike or walk to work.

I have reviewed the above factors. These factors combined are expected to reduce the peak parking demand to 15 stalls. The project proposal provides 17 stalls that are expected to be sufficient. Further 620 Office Building Peak Parking Demand Analysis identified that comparable offices in Kirkland have a parking demand rate of 1 stall per 400 sf. Using this parking rate I determined 17 parking stalls as being appropriate.

JTE, Inc.

Luay Joudeh, PE
DR STRONG CONSULTING ENGINEERS, INC
November 16, 2012
Page -2-

This Peak Parking Demand Analysis – Supplement incorporated DR Strong specific information that further supports 620 Office Building Peak Parking Demand Analysis that identified that the 17 parking stalls being proposed are sufficient. In addition to the initial recommendation to install a bus schedule kiosk in the building lobby I concur with your plan to provide bus pass subsidy to your employees.

Please contact me at 206.762.1978 or email me at jaketraffic@comcast.net if you have any questions.



MJJ: mjj

EXPIRES 4/3/2014

Sincerely,

Mark J. Jacobs, PE, PTOE, President
JAKE TRAFFIC ENGINEERING, INC.

11.16.2012

CITY OF KIRKLAND
123 FIFTH AVENUE • KIRKLAND, WASHINGTON 98033-6189 • (425) 587-3000

**DEPARTMENT OF PUBLIC WORKS
MEMORANDUM**

To: Jon Regala, Senior Planner

From: Thang Nguyen, Transportation Engineer

Date: January 3, 2012

Subject: 620 7th Street Office/Industrial use Development, Tran12-00268

This memo provides Public Works staff's review of the parking analysis and recommendation for the proposed 620 7th Street Office/Industrial use development.

Project Description

The proposed new building will have three floors with the ground floor being a parking garage. The second floor will have 3,839 square feet of gross floor area and the 3rd floor will have 3,471 square foot of floor area for a total of 7,310 square feet of gross floor area.

The applicant is assuming the second floor would be occupied by a high-tech use without a specific tenant. In addition, the high-tech space is proportionally smaller than the office space which is not typical of a high-tech use. The estimate of parking demand will be calculated with the assumption that the second floor is also an office use, else it will be consider and permitted as a high-tech use and general office use would not be allowed. Thus the building will be categorized as general office.

Parking

City code requires one parking space per 300 square feet of building area for office use. With 7,310 square feet of office use, the minimum parking requirement is 25 spaces. The project has only 17 spaces (8 parking spaces short), thus not meeting the City's requirement.

The applicant has requested a parking modification and provided a parking study for staff review. The City Parking Modification code requires that a parking utilization be completed at existing sites that are similar in characters as the proposed use. Thus, the applicant hired an independent traffic engineering consultant to complete a parking utilization study at four general office buildings that are similar in size and land use within close proximity to the proposed site. This type of parking assessment is consistent with reviews of past small office project such as the proposed use.

Based on the parking demand study, the average parking demand for similar office building is one parking space per 396 square feet of gross floor area. ITE parking demand data indicate an average parking demand of one parking space per 405 square feet. The local data and ITE are significantly similar. Thus it is reasonable to acknowledge that the proposed use would have the same parking demand.

Memorandum to Jon Regala
January 3, 2012
Page 2 of 2

Using the local data the estimated average parking demand for the project is 19 parking spaces (7,310 square feet divided by one space per 396 square feet). The project would be short two spaces.

Recommendation

Public Works staff believes the shortage of two parking stalls is not significant and on-street parking is available within walking distance. To ensure that parking does not significantly impact the neighborhood, staff recommends approving the proposed project with the following conditions to further minimize any adverse impact to the neighborhood:

The applicant shall develop a Transportation Management Plan (TMP) to decrease single-occupancy vehicle (SOV) commute trips by 10% and thus decrease the parking demand by 2 vehicles.

TMP Elements

The following elements of this plan shall be implemented by the owner of the project. The owner or authorized agent shall coordinate with Metro and utilize their services and materials as available:

1. Through coordination with the City and/or its representative, complete a base employee commuting survey within one year after building occupancy permit.
2. The owner will make available a monthly subsidy to each employee equal to a half of the cost of an area-wide Flexpass or an equivalent transit pass who wish to use public transit.
3. The owner will make available guarantee ride home for those employees using alternative commute.
4. Submit a bi-annual employee commute survey to the City of Kirkland or it's agent as currently required for all TMP sites within the City of Kirkland.
5. At a minimum, provide and sign at one parking stall on-site for visitor.
6. The owner will provide and install a Commuter Information Center (CIC) in a highly visible, accessible area in the building lobby or another location approved by the City.
7. Assign one employee as the Employee Transportation Coordinator (ETC) to manage the TMP. The City and its agent shall communicate requirements through the designated ETC.
8. This TMP shall be recorded with King County as part of the covenants, conditions and restrictions of the project to assure its implementation. The TMP shall run for the duration of the current use of the building, and shall be binding on the heirs, successors and assignees of the parties.

If you have any questions, please call me at x3869.

cc: EnerGov filing
John Burkhalter, Senior Development Engineer

JAN 15 2013

Jan 12-13

AM PM
PLANNING DEPARTMENT
BY

To Son Regala

The business (heavens corporation - 630 7th Ave) on the left of my house has lots of employees and trucks. They park on both sides of 7th Ave street. - The business on my right - 620 - 7th Ave asked me if I wanted to turn my front yard into parking space! They would do the grading etc. I told him emphatically NO! In the building of this company they already flooded my basement and could only get him to connect to the street drain (the correct way) is by calling on the city engineer!

So - do I want more parking on 7th Ave - NO!
So - do I want approval parking modification - NO!

I have lived
in this house 624-7th Ave
for 57 years!
Diana Cain

FILE NO: TRAN12-01297

JANUARY 16, 2013

DRIVING WEST ON CENTRAL WAY WE, LIKE MANY OTHERS, TURN NORTH AT THE LIGHT WEST OF #405 AND TAKE 7TH AVE WEST TO 6TH ST. NORTH. WE DO THIS AS GETTING ONTO 6TH STREET FROM 8TH AVE, AND ESPECIALLY FROM 9TH AVE SOUTH TO GET TO THE LANE BETWEEN 8TH AVE AND 9TH AVE IS DIFFICULT BECAUSE OF HEDGES AND FENCES BLOCKING THE VIEW AND 6TH STREET IS VERY BUSY. THIS WILL BE MUCH WORSE WHEN PARK PLACE DEVELOPES AS WE FEEL MANY PEOPLE WILL PARK ON THE STREETS IN OUR AREA AND TAKE THE SHORT WALK TO PARK PLACE RATHER THAN PAY TO PARK OR WHEN PARKING IS NOT AVAILABLE. MANY REIDENTS ON THE SOUTH SIDE OF 8TH AVE PARK ON THE STREET NOW INSTEAD OF IN THEIR STEEP DRIVEWAYS. AS YOU KNOW, DUE TO BUDGET CUTS THE NEIGHBORHOOD TRAFFIC CONTROL PROGRAM WAS DROPPED AND PARKING AND TRAFFIC ISSUES ON RESIDENTIAL STREETS HAVE LOW PRIORITY. THE PARKING STUDY AND TRAFFIC ENGINEER WERE THE APPLICANTS, NOT THE CITY'S. WHY ARE WE TALKING ABOUT PARKING ISSUES NOW AFTER THE BUILDING IS UP? WERE PARKING RULES NOT THE SAME BEFORE CONSTRUCTION STARTED? WE DO NOT WANT TO SEE ANY REDUCTION IN PARKING SPACES FOR THIS BUILDING OR MORE CARS PARKED ON 7TH AVENUE. THE BUILDER AND THE CITY WERE WELL AWARE OF THE PARKING SPACES REQUIRED FOR THIS BUILDING AND WE FEEL THEY SHOULD BE ADHERED TO.

LYNN BOOTH

RAMOLA LEWIS

630 8TH AVE

RECEIVED
JAN 17 2013

AM _____ PM
PLANNING DEPARTMENT
BY _____

*THERE IS ALSO THE CAR WASH
AT 7TH AVE + 6TH ST.*

Jon Regala

From: Jeremy Pemble <Jeremy@JLMPartners.com>
Sent: Wednesday, January 16, 2013 9:37 PM
To: Jon Regala
Subject: 620 7th ave , tran 12-01297

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Regala:

I reside at 608 7th avenue, and am fine with the request for the building at 620 7th ave have only 17 parking stalls.

Also, can you disclose what the plan is for that office building? What business will be there?

Thank you, JP
Jeremy Pemble
SVP, JLM Partners, Inc.
206-381-3600 (o); 206-930-7998 (m)
1001 Fourth Ave, Suite 2100
Seattle, WA 98154
jeremy@jlmpartners.com
@jpemble on Twitter

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>

To: John Regala, Project Planner
City of Kirkland

RECEIVED
JAN 18 2013

From: Dr. Shahram Ghafghazi
701 8th Avenue, Kirkland

____ AM _____ PM
PLANNING DEPARTMENT
BY _____

RE: 620 Office- Parking Modification, File # TRAN12-01297

I am strongly in favor of the above proposal. This looks like a very professional and well done project. I believe it would add character and it is good for the Kirkland economy. I think it will encourage more professional companies to move to this corridor. We need to revamp this area and encourage more development like this. I hope that the city passes this modification.

Regards,
Dr. Shahram Ghafghazi

Jon Regala

From: Patrick Leewens <pat@leewens.com>
Sent: Friday, January 18, 2013 2:25 PM
To: Jon Regala
Subject: Parking Modification 620 7th Ave

John,

The Kirkland zoning code requires 25 parking spaces.

The property owner's own study requires 19 spaces minimum.

My estimate of desired parking for a 7,300 square foot office building is more like one for every 200 square feet, or 36.5 spaces.

There is a chronic shortage of parking in many areas of Kirkland. There are already many complaints from neighbors regarding street parking, especially between 600 and 670 Seventh Ave.

Apparently the 19 spaces had been approved and the building construction commenced. How was it allowed to commence without the required 19 parking spaces?

How many of the buildings in the owner's survey already had reduced parking by a required or a voluntary TMP? Perhaps these buildings in the survey if without a TMP would be using more parking spaces than what resulted in the above project needing only 19 minimum.

I believe the already approved 19 parking spaces are too few. I do not believe it would be desirable to lower it even further. It may be that we will have another 16 or 17 cars parking on the street, if going by the usual office requirements of 200 square feet of office per parking stall, or 6 more cars parking on the street if going by the 300 square feet of office per parking stall.

Please do not approve a further reduction of parking stalls to below the 19 that even the owner's own parking study recommends. It is already 6 cars below what the normal city zoning is.

Thank you,

PATRICK LEEWENS | Owner of 630 Seventh Ave Kirkland WA | pat@leewens.com

Jon Regala

From: molsberryb@aol.com
Sent: Friday, January 18, 2013 12:58 PM
To: Jon Regala
Subject: File No. TRAN12-01297

Dear Mr. Regala,

We are writing in response to the Notice of Parking Modification represented in File No. TRAN12-10297. At this time, we would be opposed to granting a reduction in the number of parking spaces required in the Kirkland Zoning Code (KZC), even though KZC Section 105.103.3.c allows for such a reduction under certain circumstances. We live in the Park Place Condominiums located at 615 6th Street so the proposed building is within a block of us.

Our opposition to this reduction is for the following reasons:

1. One space is to be labeled Visitor Parking. This decreases the actual number of spaces available from the proposed 17 spaces to 16 spaces.
2. We see no provision for a handicapped accessible parking stall. If this is a requirement in the code, then this would further reduce the actual number of spaces available by at least 1 since by definition, any stall labeled as such would only be available to a person with a valid handicap pass.
3. If the reduction is granted, the Transportation Management Program is only recommended, not required. Therefore, any attempt to mitigate the lack of parking spaces is not really enforceable.
4. Comments on the study of other buildings:
 - The buildings which were part of the study to measure demand for parking of similar sized buildings are not located in the area where the new building would be located.
 - It does it appear that the the area in which those buildings are located is similar enough in nature to the proposed area for the new building. The buildings studied are located in an area already heavily populated by office buildings. The location of the proposed building is heavily residential.
 - We also note the study was done in September, which is past the peak time for visitors to the Kirkland area. Parking is at even more of a premium in the spring and summer months.
 - There is no mention that the study buildings have businesses similar to the proposed building. The study reflects only size of building. If the activities are different, this could drive increased parking needs for the new building.

We would appreciate if the Kirkland Planning Department would deny the application for the reduction of parking spaces from 25 required in the KZC. If the Department believes the reduction is warranted based on the study (which may be flawed for the reasons stated in #4), we would ask that the required number of spaces of 19 be enforced as calculated by the study and further, that the TMP be made mandatory.

Thank you for your consideration in this matter.

John and Bonnie Molsberry

Jon Regala

From: chris dammann <chdammann@hotmail.com>
Sent: Friday, January 18, 2013 10:20 AM
To: Jon Regala
Subject: File No. TRAN12-01297
Attachments: parking modification TRAN12-01297.doc

Dear Mr. Regala,

We received the Notice of Parking Modification to the building located at 620 7th Ave (File No. TRAN12-01297). The Notice requested that the nearby residents comment on the reduced number of parking stalls in the building project. We object to the proposed modification to the required number of parking stalls.

The parking modification provision 105.103.3c should not be used as a back-door to seek exemption to comply with the zoning code. This project is located within the LIT Zone in Kirkland. For the LIT Zone, the required parking space for an office building is 1 per 200 or 300 sq. ft under Kirkland Zoning Code 48.15. Since this zoning code has not been changed recently, the applicant of the project must be aware of the required number of parking stalls. Thus, the applicant of the project should have designed and constructed a building with sufficient parking space in compliance with Kirkland Zoning Code. Instead, the applicant chose to ignore the city's code and proceeded to construct an oversized building having insufficient parking space. Only after the building is in full construction, the applicant seeks to use the modification provision as a back-door to seek exemption from Kirkland Zoning Code.

If the city officials allow this project to modify the parking requirement, this would set a negative precedent. As a matter of fact, we heard that one of the owners of a property located on the 8th Ave in the LIT Zone is going to follow the same procedure of this project: build first then seek modification of the zoning code. This not only sets a negative precedent for the city, it also adversely affects the value and the quality of our properties. There are already too many cars parked on 7th and 8th avenues and commercial buildings with insufficient parking space will make the situation worse.

Regards,

Christian and Yu-Ming Dammann

Jon Regala

From: Christy Reichhelm <christyr@microsoft.com>
Sent: Monday, January 21, 2013 1:41 PM
To: Jon Regala
Subject: comments on proposal for parking modification at 620 7th Avenue Kirkland

Follow Up Flag: Follow up
Flag Status: Flagged

Hi there,

I would like to state that I have concerns in regards to the requests to modify the parking for 620 7th Avenue.

First is it normal for a building to be almost complete, and then for the neighbors to get a notice like this?

Given the changes business go through etc... it seems highly infeasible that 1 visitor parking space along with flexpasses will deter street parking. We already face some street parking issues in the summer months.

As the neighborhood changes, and more buildings change, are these types of modifications going to be allowed for all? If so then we will have a definite problem and the mix of residential and light industrial will be negative.

Thank you,
Christy Reichhelm
Home Owner
638 8th Avenue
Kirkland, WA 98033
425-307-1862

Jon Regala

From: David Bourree <drbourree@yahoo.com>
Sent: Wednesday, January 23, 2013 11:32 AM
To: Jon Regala
Subject: 7th ave parking

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Jon,

As a follow up to our phone conversation I wanted to add to the discussion the observation that for the last three mornings there was no street parking available on 7th avenue due to Leewens workers and staff of the animal hospital utilizing the parking. Leewens large trucks take up two or more spots when parked on the street. they do not supply on site parking for any of their employees.

When our practitioners arrive they tend to have to park around the corner or in the parking lot across the street south west of the clinic. That represents four to six vehicles particularly on Tuesday, Thursday and Friday.

I have also observed at least four of Leewens trucks of their employees and their official work trucks parked in the south west parking lot across the street. This parking lot is private and really not usually available.

The pressure on parking is such that patients or clients if they are unable to park in our lot comment that they cannot find any street parking. I anticipate that all business properties along the 7th avenue will continue to get busier as the economy begins to recover and that the City of Kirkland should be pushing for maximum on site parking rather than minimal to accommodate future growth.

Sincerely, Dr. David Bourree

CITY OF KIRKLAND
123 FIFTH AVENUE ● KIRKLAND, WASHINGTON 98033-6189 ● (425) 587-3000

DEPARTMENT OF PUBLIC WORKS
MEMORANDUM

To: Jon Regala, Senior Planner

From: Thang Nguyen, Transportation Engineer

Date: January 29, 2012

Subject: 620 7th Street Office/Industrial use Development, Tran12-00268

This memo provides Public Works staff's response to the public comments on the parking modification for the development of 620 7th Street. This memo only responds to comments related to parking specific to the development. The Planning Department staff will respond to comments related to planning issues.

Prior to recommending approval of the parking modification as documented in my staff memo dated January 3, 2013 to Jon Regala in the Planning Department, I visited the site twice at different times of the day in November 2012 to determine availability of on-street parking. Based on my record there were approximately 19 available on-street parking spaces on 7th Avenue between 6th Street South and 8th Street South. This segment of 7th Avenue is within walking distance to the development.

In response to public comments on the parking modification, I've made four site visits in the morning and afternoon in January to account for on-street parking. Those visits indicate an average of 21 parking spaces on the same section of 7th Avenue during the morning and afternoon on a weekday. The least vacant space occurred in the morning with 16 available on-street parking.

I've also visited the Moss Bay Health Center building three times in two days. There are 15 parking spaces on site. Of the time of my visits, there were three to eleven available parking spaces on site. At the time of my visit when there were three vacant parking spaces on the Moss Bay Health Center site; there were 23 parking spaces available on-street. Based on my site visits, there is excess on-street parking along 7th Avenue within 800 feet of the site. There are additional excess parking along 6th Avenue that area within walking distance from the development site.

As it relates to Leewens Corporation at 630 7th Avenue parking trucks on-street, there are street signs that prohibit truck parking on the street. Truck illegally parking on the street is an issue separate from the review of the development parking modification and a code violation and should be forward to enforcement.

As it relates to Park Place development, the development impacts were reviewed under a separate SEPA review. An EIS was completed for the project and on-site parking proposed by

ENCLOSURE 2
APPEAL FILE NO. TRAN12-01297
PARKING MODIFICATION DECISION

the developer were determine to be sufficient to serve the development. The 620 7th Avenue development did meet parking requirement with its original intended use for the building. The applicant is now asking a parking modification for it to be use entirely as an office building. As per City code, the Planning Department is required to review all parking modifications requested by applicants.

For clarification, Public Works recommends approval of the parking modification on the condition that a REQUIRED Transportation Management Plan (TMP) be established and recorded for the building regardless of ownership. None of the buildings survey within the parking study to establish parking demands have TMPs. The TMP is enforceable by fines.

City requirements for choosing sites to study for a parking modification are: it must be similar in size and use and in a location similar to the proposed development. Staff reviewed the sites and found them to meet those criteria. As it relates to time of study, the City required data to be collected during an average weekday not during holidays or specifically summer peak else we would be requiring more parking than necessary for most days of the year. Unnecessary over supply of parking has its impact on water run-off and is counterproductive to the City's goal of efficient development and commute trip reduction.

As a result of additional site visits, Public Works recommends the approval of the parking modification with the conditions set forth in my January 3, 2012 memo to you.

cc: EnerGov filing
John Burkhalter, Senior Development Engineer

Chapter 48 – LIGHT INDUSTRIAL TECHNOLOGY (LIT) ZONES

48.05 User Guide.

The charts in KZC [48.15](#) contain the basic zoning regulations that apply in the LIT zones of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 48.10

**Section 48.10 – GENERAL REGULATIONS**

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

1. Refer to Chapter [1](#) KZC to determine what other provision of this code may apply to the subject property.
2. If any portion of a structure is adjoining a low density zone, then either:
 - a. The height of that portion of the structure shall not exceed 20 feet above average building elevation; or
 - b. The maximum horizontal facade shall not exceed 50 feet in width.
 See KZC [115.30](#), Distance Between Structures/Adjacency to Institutional Use, for further details.
(Does not apply to Hazardous Waste Treatment and Storage Facilities uses).
3. Except if adjoining a low density zone, structure height may be increased above 35 feet in height through a Process IIA, Chapter [150](#) KZC, if:
 - a. It will not block local or territorial views designated in the Comprehensive Plan;
 - b. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan; and
 - c. The required yard of any portion of the structure may be increased up to a maximum of one foot for each foot that any portion of the structure exceeds 35 feet above average building elevation. The need for additional setback yards will be determined as part of the review of any request to increase structure height.
 (Does not apply to Hazardous Waste Treatment and Storage Facilities and Public Parks uses).
4. If the property is located in the NE 85th Street Subarea, the applicant shall install a through-block pedestrian pathway to connect an east-west pathway designated in the Comprehensive Plan between 124th Avenue NE and 120th Avenue NE pursuant to the through-block pathway standards in KZC [105.19](#) (See Plate 34K).
5. Retail uses are prohibited unless otherwise allowed in the use zone charts.

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

Section 48.15	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)									
				Front	Side	Rear							
.010	Packaging of Prepared Materials Manufacturing See Spec. Regs. 1 and 2.	Within the NE 85th Street Subarea, D.R., Chapter 142 KZC. Otherwise, none.	None	20'	0'	0'	90%	If adjoining a low density zone other than RSX, then 25' above average building elevation (does not apply to institutional uses in low density zones). Otherwise, 35' above average building elevation.	A	C	1 per each 1,000 sq. ft. of gross floor area.	1. The following manufacturing uses are permitted: <ol style="list-style-type: none"> Food, drugs, stone, clay, glass, china, ceramics products, electrical equipment, scientific or photographic equipment, fabricated metal products; Fabricated metal products, but not fabrication of major structural steel forms, heavy metal processes, boiler making, or similar activities; Cold mix process only of soap, detergents, cleaning preparations, perfumes, cosmetics, or other toilet preparations; Packaging of prepared materials; Textile, leather, wood, paper and plastic products from pre-prepared material; and Other compatible uses which may involve manufacturing, processing, assembling, fabrication and handling of products, and research and technological processes. 2. May include, as part of this use, accessory retail sales, office or service utilizing not more than 20 percent of the gross floor area. The landscaping and parking requirements for these accessory uses will be the same as for the primary use.	
.020	A Retail Establishment Providing Storage Services									E	See KZC 105.25.	1. May include accessory living facilities for resident security manager.	
.030	Warehouse Storage Service									C	1 per each 1,000 sq. ft. of gross floor area.	1. May include, as part of this use, accessory retail sales, office or service utilizing no more than 20 percent of the gross floor area. The landscaping and parking requirements for these accessory uses will be the same as for the primary use.	
.040	Wholesale Trade												
.050	Industrial Laundry Facility												
.060	Wholesale Printing or Publishing												

Section 48.15



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS													
Section 48.15	 USE REGULATIONS	Required Review Process	MINIMUMS			MAXIMUMS		Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)									
				Front	Side	Rear							
.070	Wholesale Establishment or Contracting Services in Building Construction, Plumbing, Electrical, Landscaping, or Pest Control	Within the NE 85th Street Subarea, D.R., Chapter 142 KZC. Otherwise, none.	None	20'	0'	0'	80%	If adjoining a low density zone other than RSX, then 25' above average building elevation (does not apply to institutional uses in low density zones). Otherwise, 35' above average building elevation.	B	E	1 per each 1,000 sq. ft. of gross floor area.	1. Outdoor storage for this use must be buffered as established in Chapter 95 KZC for Landscape Category A.	
.075	A Retail Establishment providing rental services												
.080	A Retail Establishment providing banking and related financial services												
.090	High Technology										A		D

(Revised 8/12)

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS													
Section 48.15	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)									
				Front	Side	Rear							
.100	Office Use	Within the NE 85th Street Subarea, D.R., Chapter 142 KZC. Otherwise, none.	None	20'	0'	0'	70%	35' above average building elevation except as specified in Spec. Reg. 2.	C See also Spec. Reg. 1a.	E	If a medical, dental, or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	<ol style="list-style-type: none"> The following regulations apply only to veterinary offices: <ol style="list-style-type: none"> If there are outdoor runs or other outdoor facilities for the animals, then use must comply with Landscape Category A. Outside runs and other outside facilities for the animals must be set back at least 10 feet from each property line and must be surrounded by a fence or wall sufficient to enclose the animals. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations. <ol style="list-style-type: none"> If adjoining a low density zone other than RSX, then 25 feet above average building elevation (does not apply to institutional uses in low density zones); and In the Norkirk Neighborhood, south of 7th Avenue and west of 8th Street, maximum height is 40 feet above average building elevation, with no limit on number of stories. 	
.110	Auction House See Spec. Reg. 1.	Within the NE 85th Street Subarea, D.R., Chapter 142 KZC. Otherwise, none.	None	20'	0'	0'	80%	If adjoining a low density zone other than RSX, then 25' above average building elevation (does not apply to institutional uses in low density zones). Otherwise, 35' above average building elevation.	B	E	1 per each 300 sq. ft. of gross floor area.	<ol style="list-style-type: none"> Livestock auctions are not permitted. Outdoor storage for this use must be buffered as established in Chapter 95 KZC for Landscaping Category A. 	
.120	Kennel			20'	0'	0'						<ol style="list-style-type: none"> Outside runs and other facilities for the animals must be set back at least 10 feet from each property line and must be surrounded by a fence or wall sufficient to enclose the animals. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations. Must provide suitable shelter for the animals. Must maintain a clean, healthful environment for the animals. 	

Section 48.15

**Zone
LIT**

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS														
Section 48.15	USE REGULATIONS	Required Review Process	MINIMUMS			MAXIMUMS		Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)										
				Front	Side	Rear								
.130	Day-Care Center See Spec. Reg. 1.	Within the NE 85th Street Subarea, D.R., Chapter 142 KZC. Otherwise, none.	None	20'	0'	0'	80%	If adjoining a low density zone other than RSX, then 25' above average building elevation (does not apply to institutional uses in low density zones). Otherwise, 35' above average building elevation.	D	B	See KZC 105.25.	<ol style="list-style-type: none"> 1. This use is permitted if accessory to a primary use, and: <ol style="list-style-type: none"> a. It will not exceed 20 percent of the gross floor area of the building; b. The use is integrated into the design of the building. 2. A six-foot-high fence is required along the property lines adjacent to the outside play areas. 3. Hours of operation may be limited to reduce impacts on nearby residential uses. 4. Structured play areas must be set back from all property lines as follows: <ol style="list-style-type: none"> a. Twenty feet if this use can accommodate 50 or more students or children. b. Ten feet if this use can accommodate 13 to 49 students or children. 5. An on-site passenger loading area may be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on any nearby residential uses. 6. May include accessory living facilities for staff persons. 7. The location of parking and passenger loading areas shall be designed to reduce impacts on any nearby residential uses. 		

(Revised 11/12)

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS													
Section 48.15	USE ↓ REGULATIONS ↘	Required Review Process	MINIMUMS			MAXIMUMS		Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)									
				Front	Side	Rear							
.140	Mini-Day-Care See Spec. Reg. 1.	Within the NE 85th Street Subarea, D.R., Chapter 142 KZC. Otherwise, none.	None	20'	0'	0'	80%	If adjoining a low density zone other than RSX, then 25' above average building elevation (does not apply to institutional uses in low density zones). Otherwise, 35' above average building elevation.	D	B	See KZC 105.25.	<ol style="list-style-type: none"> This use is permitted if accessory to a primary use, and: <ol style="list-style-type: none"> It will not exceed 20 percent of the gross floor area of the building; The use is integrated into the design of the building. A six-foot-high fence is required along the property lines adjacent to the outside play areas. To reduce impacts on nearby residential uses, hours of operation of the use may be limited and parking and passenger loading areas relocated. Structured play areas must be set back from all property lines by five feet. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses. May include accessory living facilities for staff persons. 	
.150	Recycling Center	Within the NE 85th Street Subarea, D.R., Chapter 142 KZC.	None	20'	0'	0'	80%	If adjoining a low density zone other than RSX, then 25' above average building elevation (does not apply to institutional uses in low density zones). Otherwise, 35' above average building elevation.	A	C	See KZC 105.25.	<ol style="list-style-type: none"> May deal in metal cans, glass, and paper. Other materials may be recycled if the Planning Director determines that the impacts are no greater than those associated with recycling metal cans, glass, or paper. The individual will have the burden of proof in demonstrating similar impacts. 	
.160	Public Utility	Other- wise, none.							C See Spec. Reg. 1.	B		<ol style="list-style-type: none"> Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses. 	
.170	Government Facility Community Facility	Other- wise, none.											

Section 48.15



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS													
Section 48.15	USE REGULATIONS	Required Review Process	MINIMUMS			MAXIMUMS		Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)									
				Front	Side	Rear							
.180	Hazardous Waste Treatment and Storage Facilities	Within the NE 85th Street Subarea, D.R., Chapter 142 KZC. Otherwise, none.	None	30'	0'	0'	90%	35' above average building elevation. See Spec. Reg. 2.	A	C	1 per each 1,000 sq. ft. of gross floor area.	<ol style="list-style-type: none"> 1. Must comply with the state siting criteria adopted in accordance with RCW 70.105.210. 2. Structure height may be increased above 35 feet in height through a Process IIA, Chapter 150 KZC, if: <ol style="list-style-type: none"> a. It will not block local or territorial views designated in the Comprehensive Plan; and b. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan; and c. The need for an increase in height is directly related to the hazardous waste treatment and/or storage activity; and d. The required yard of any portion of the structure may be increased up to a maximum of one foot for each foot that any portion of the structure exceeds 35 feet above average building elevation. The need for additional setback yards will be determined as part of the review of any request to increase structure height. 	
.190	Vehicle or Boat Repair, Services, Storage, or Washing			20'			80%	If adjoining a low density zone other than RSX, then 25' above average building elevation (does not apply to institutional uses in low density zones). Otherwise, 35' above average building elevation.		E	See KZC 105.25.	<ol style="list-style-type: none"> 1. Outdoor vehicle or boat parking or storage areas must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for additional regulations. 2. Access from drive-through facilities must be approved by the Public Works Department. Drive-through facilities must be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served. 	

(Revised 11/12)

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS													
Section 48.15	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)									
				Front	Side	Rear							
.195	Automobile Sales	Process I, Chapter 145 KZC	None	20'	0'	0'	80%	If adjoining a low density zone other than RSX, then 25' above average building elevation (does not apply to institutional uses in low density zones). Otherwise, 35' above average building elevation.	A	C See Spec. Reg. 7.	See KZC 105.25.	<ol style="list-style-type: none"> 1. This use is permitted only on properties that adjoin 8th Street or 7th Avenue in the Norkirk Neighborhood. 2. Outdoor automobile sales, storage, and display are not permitted. 3. Outdoor sound systems are not permitted. 4. Outdoor balloons, streamers, and inflatable objects are not permitted. 5. Test drives must be accompanied by an employee through the LIT zone and limited to 8th Street, 7th Avenue, and either 6th Street or 114th Avenue NE en route to Central Way/NE 85th Street. 6. Hours of operation are limited to 7:00 a.m. to 8:00 p.m. 7. Cabinet signs are not permitted. 8. This use primarily entails the sale of alternative fuel vehicles such as biodiesel, ethanol, and electric vehicles. 	
.200	Restaurant See Spec. Reg. 1.	Within the NE 85th Street Subarea, D.R., Chapter 142 KZC. Otherwise, none.	None	20'	0'	0'	80%	If adjoining a low density zone other than RSX, then 25' above average building elevation (does not apply to institutional uses in low density zones). Otherwise, 35' above average building elevation.	B	E	1 per each 100 sq. ft. of gross floor area.	<ol style="list-style-type: none"> 1. This use is permitted if accessory to a primary use, and: <ol style="list-style-type: none"> a. It will not exceed 20 percent of the gross floor area of the building; b. The use is integrated into the design of the building; and c. There is no vehicle drive-in or drive-through. 	
.210	Public Park	Development standards will be determined on case-by-case basis. See Chapter 49 KZC for required review process.											
.220	Entertainment, Cultural and/or Recreational Facility	Within the NE 85th Street Subarea, D.R., Chapter 142 KZC. Otherwise, none.	None	20'	0'	0'	80%	If adjoining a low density zone other than RSX, then 25' above average building elevation (does not apply to institutional uses in low density zones). Otherwise, 35' above average building elevation.	B	E	See KZC 105.25.		

3/10/13

Dear City of Kirkland and Mr. Jon Regala,

I'm writing this letter in response to recent conversation I had with our neighbors to the south of us on 8th Avenue. It is my understanding that a group of property owners (Chris Dammann, Yu-Ming Dammann, Ramola Lewis, Lynn Booth and Christy Reichelm) have filed petition appealing File No. TRAN12-01297. I understand why the neighbors on 8th Avenue are very concerned about the development of the property at 620 7th Avenue and the subsequent request to modify the required number of parking spaces. Although our residence is two streets North of the development we are extremely concerned that this project may influence and establish a precedent that will/is substantially impact our quality of life as well as our property values. We strongly support our neighbors and wish to add our voice in their displeasure and request to rescind the variance your office granted.

We purchased our home in 2004 believing our street and the Norkirk neighborhood as a whole were becoming more residential and instead it seems to be transitioning to oversized commercial buildings being dropped into lots suited to a single family house.

The 600/700 block of 9th Avenue (our block) is equally mixed with both commercial and residential properties. In the last 12 to 16 months the parking situation has changed substantially becoming much more congested and dangerous. The increased parking has substantially impacted the sightlines in either direction and has essentially created a single traffic lane. The businesses located at the East end of the block have developed, changed, and grown---we are very happy that the businesses are thriving however, this growth has lead to a marked increase in employees and customers parking in the "residential" half of the neighborhood. The City of Kirkland Public Works - Equipment Maintenance also occupies a large parcel at the East end of the block. Recently, in response to the increased parking pressure, the City of Kirkland made a substantial investment in expanding their surface parking lot.

Our concern is this – there are three commercial properties on 7th Avenue and 8th Avenue that are ideally positioned for future improvement and development, specifically 672 7th Avenue, 701 8th Avenue, and 640 8th Avenue. If the protocol of intentionally violating the approved use and then after the fact "asking for forgiveness" via a variance of code as is the case of 620 7th Avenue as well as the initially unpermitted carriage house right behind us (built by the same construction/development company as 620 7th)--rather than operating within the provisions of the Kirkland building code and the planned land use---becomes the acceptable established way of commercial growth, the residential aspects of this neighborhood will be substantially negatively impacted.

In short, we are concerned about the adverse impact that this project will have on our formerly idyllic neighborhood now and for the future. Unfortunately the key players, although they may be concealed from your view, have demonstrated repeatedly that they have a callous disregard for the City of Kirkland building and planning department. Had we been appropriately notified of this construction project prior to construction, we would have voiced our concerns earlier and much more vehemently.

We are troubled enough about the zoning issues throughout Kirkland that though we own a home and two businesses, we are considering whether it's time to sell and leave Kirkland after more than 20 years----rather than risk the further impacts to our property values and the quiet enjoyment of our home and neighborhood.

Sincerely,

Kris Vandenberg, Kylie Hansen

ENCLOSURE 5
APPEAL FILE NO. TRAN12-01297
AVERAGE DAILY PARKING DEMAND

	Site 1			Site 3		
10am	18	16		23	23	Average
12PM	16	17		19	22	
2PM	15	13		21	25	
4PM	11	14		17	25	
Average	15	15		20	24	
Building Area	6802			9828		
Occupancy	100%			75%		
occupied SF	6802			7371		
	453.47	453.47		368.55	307.13	
Site 1 & 3 Average Parking demand rate						396

		Per local rate	Per ITE rate
2nd floor	3,839		10
3rd floor	3,471		9
total	7,310	19.00	19

Kirkland TMP Commute Data

Property Name	2012 DAR	2010 DAR
Carillon Point	87.4%	90.1%
Central Way Plaza	83.5%	77.1%
Crown Pointe Corporate Center	88.9%	n/a
Emerald Building	86.7%	87.8%
F & A Plaza	88.9%	91.9%
Forbes Lake Corporate Center	88.9%	n/a
Gateway Plaza	93.6%	92.4%
Kirkland 118 Commerce Center	n/a	93.1%
Kirkland 405 Corporate Center	88.7%	89.9%
Kirkland Avenue Office Park	n/a	n/a
Kirkland Way Building	n/a	n/a
Lakeshore Clinic	94.5%	90.6%
Lakeview Office Building	82.0%	98.2%
The Plaza at Yarrow Bay	93.8%	84.7%
Totem Lake Plaza	85.5%	87.5%
Touchstone Office Building	83.0%	95.7%
Waterfront Place at Yarrow Bay	79.7%	87.8%
Yarrow Bay Plaza	87.2%	83.0%
Continental Plaza Building	99.1%	84.1%
Average	88.2%	88.9%
Average Trip Reduction Percentage	11.8%	11.1%

DAR = Drive Alone Rate

Available On-street Parking Spaces

Availabled on-street parking

Date	Time	within 800 feet	
14-Nov	Noon	18	
15-Nov	3PM	21	
23-Jan	3PM	19	(half the on-street parking was closed for construction)
25-Jan	1:30PM	26	
29-Jan	10:30AM	16	
29-Jan	2:15PM	15	
5-Feb	10:00AM	15	
5-Feb	1PM	17	
5-Feb	4PM	20	
7-Feb	9:00AM	18	
7-Feb	1PM	15	
13-Feb	5:30PM	19	
	ave =	18	