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

MEMORANDUM

DATE: October 16, 2014

TO: Planning Commission

FROM: Jon Regala, Senior Planner
Jeremy McMahan, Planning Supervisor

FILE NO.: CAM13-02032

SUBJECT: AMENDMENTS TO MULTI-FAMILY PARKING REQUIREMENTS
CONTINUED DELIBERATIONS

I. RECOMMENDATION

At its October 23, 2014 meeting, we recommend that the Planning Commission continue deliberations on the proposed Kirkland Zoning Code (KZC) amendments to multi-family parking requirements and make a recommendation to the City Council for their consideration.

II. BACKGROUND INFORMATION

The meeting packets provided for the August 28, 2014 public hearing and September 25, 2014 study meeting should be referred to for all background information on the proposed amendments to multi-family parking requirements. Please bring these packets to the upcoming deliberation meeting for your reference. The packets can also be accessed by their respective meeting dates online:

http://www.kirklandwa.gov/depart/planning/Boards_and_Commissions/Planning_Commission.htm

The proposed code amendments have been included as Attachment 1 and 2 for easy reference. See Section II.C below for the requested revisions regarding the proposed transit related parking reduction amendments.

At the previous Planning Commission meeting, the Commissioners requested additional information prior to making a recommendation on the proposed code amendments. Below is the requested information organized by topic.

A. Policy & Goal Support. Historically, the basis for the City's current general multi-family parking requirement is not clear. The goal of this project is to update Kirkland's multi-family parking requirements and bring them in line with actual parking demand. Updating to a demand-based parking requirement would also reduce the need for parking modifications/reduction requests (see Section II.B below).

Another aspect of the project is to provide an option for reducing the required amount of parking for multi-family developments where frequent transit is available, in this case Downtown Kirkland. A parking covenant would be required which among other things would require the property owner to subsidize a number of

transit passes equal to the number of parking stalls being reduced. This is currently being proposed for developments within ½ mile of the Downtown Kirkland Transit Center.

The following Kirkland Comprehensive Plan goals and policies provide support for parking requirements that reflect multi-family parking demand and thereby reducing the need for parking modifications. The goals and policies below also support reducing parking requirements where transit is frequent. Each category is followed by staff comment.

FRAMEWORK GOALS

- **FG-17**: Establish development regulations that are fair and predictable.

Staff Comment: Requiring multi-family parking based on parking demand information will result in fair and predicable regulations and will eliminate the expense and time for applicants to seek individual parking modifications. Requiring too many parking stalls can lead to unnecessary construction and material costs.

LAND USE

- **Goal LU-4**: Protect and enhance the character, quality, and function of existing residential neighborhoods while accommodating the City's growth targets.
- **Policy LU-5.1**: Access
  - Promote non-SOV travel by reducing total parking area where transit service is frequent.
- **Policy LU-5.3**: Maintain and enhance Kirkland's Central Business District (CBD) as a regional Activity Area, reflecting the following principles in development standards and land use plans:
  - Create a compact area to support a transit center and promote pedestrian activity.

Staff Comment: Based on the King County Countywide Planning Policies growth targets, Kirkland is expected to accommodate approximately 7,300 new multi-family housing units by 2035. Bringing the City's parking requirements more in line with actual parking demand supports and promotes compact development, multimodal transportation options, green building policies, environmental stewardship, economic development, and various land/use growth policies all of which contribute to a sustainable and high quality character to residential neighborhoods.

However, having too few parking stalls can lead to spillover parking into residential neighborhoods and puts pressure on the public supply of on-street parking. To address this concern, the proposed code amendments are based on actual parking counts from both the King County RSP project and more localized Kirkland data, then using a conservative approach, reflect a 15% increase and a requirement for visitor parking. Analysis of this information was done by experts in the field of parking and transportation.

Given the City's goals to encourage mixed-used development and promote other modes of transportation, the Planning Commission asked staff to pursue the approach of allowing a parking reduction, limited to the CBD (given that the Downtown Kirkland Transit Center had the most options in terms of destinations served by frequent transit) and to condition such a reduction on the requirement of

a parking covenant to include a transit pass subsidy creating a nexus between reduced car use and transit use.

HOUSING

- **Policy H-2.6**: Streamline the City's development review and approval processes, while ensuring that the integrity of the planning process is not compromised

Staff Comment: Over the years, the City has approved parking modifications for multi-family developments that have allowed an applicant to reduce the number of parking stalls based on parking demand information. Codifying what the practice has been over a number of years of will streamline the development review and approval process. See Section II.B below for additional discussion on parking modifications.

TRANSPORTATION

- **Increasing Travel Options** - Kirkland's vision for transportation promotes the movement of people throughout the City and region by expanding opportunities to use transit, ridesharing, and nonmotorized facilities…Alternate modes of travel reduce energy consumption, air pollution, and noise levels. By encouraging high occupancy vehicles and other modes of travel, the City may be able to save the capital expense of road construction and maintenance and enhance the environment. For these reasons, the City should pursue all possible alternatives to the single-occupant vehicle.

- **Policy T-5.2**: By the year 2022, strive to achieve a mode split of 65 percent single-occupant vehicle (SOV) and 35 percent transit/other mode.

  The mode splits described in this policy are the level of service standard for transit. They represent a long term goal for the City to achieve through providing improved transit accessibility, transportation demand management programs, efficient nonmotorized systems, locating shops and services close to home, and other strategies to get people out of single-occupant vehicles. The standard is expressed in terms of a desired percentage of peak-hour home to work trips by single-occupant vehicles and transit/other mode.

- **Policy T-5.6**: Promote transportation demand management (TDM) strategies to help achieve mode split goals. TDM may include incentives, programs, or regulations to reduce the number of single- occupant vehicle trips.

  Transportation demand management seeks to modify travel behavior and encourage economical alternatives to the single-occupant vehicle. Transportation demand management strategies try to influence behavior in a way that keeps expansion of the transportation system at a minimum. The more successful TDM strategies are, the more successful the City will be at achieving the mode split goals described in Policy T-5.2.

  The following are some TDM strategies: (1) working cooperatively with employers to implement programs that encourage employees not to drive alone; (2) requiring certain new developments to implement programs to reduce single-occupant vehicle use; (3) adjusting parking standards to meet existing demand and reducing them further when transportation options increase; and (4) supporting paid parking or other parking policy measures.

Staff Comment: As previously stated, the approach of allowing a parking reduction, limited to the CBD and to condition such a reduction on the requirement of a parking covenant to include a transit pass subsidy, furthers the City' goals to encourage mixed-

used development, TDM strategies, and promotion of other modes of transportation (requirement of bicycle parking). Reduced car use will also have environmental benefits by helping reduce energy consumption, air pollution, and noise levels. See Section II.D below for a summary of METRO route changes in Kirkland.

B. Parking Modifications. The KZC generally requires a minimum 1.7 parking stalls per multi-family residential unit. The City also requires up to an additional 0.5 parking stalls per unit for guest parking depending on availability of guest parking onsite. These standards may be reduced by an applicant if it can be shown by a parking study that the proposed number of spaces is sufficient to fully serve the use. The parking study is required to be prepared by a licensed transportation engineer or other qualified professional and may be based on nationally accepted Transportation Demand Management (TDM) measures. Staff's decision is based on the recommendation of the City traffic engineer's review of the applicant's parking study.

The Planning Commission asked for information that compares the proposed parking requirements with approved parking modifications. This information has been provided in Attachment 3. Also included in the comparison were two projects in the North Rose Hill Business District for which parking is required to be determined on a case by case basis and consequently the required parking was determined based on parking studies (Luna Sol and Slater 116). The results show that the proposed parking requirements provide a similar or slightly higher supply as compared to what was approved with the parking modifications.

The information supports several of the Commissioner's assumption that the code changes are essentially codifying the results of parking modifications over the years. On average, the proposed parking amendments would require 1.53 stalls/unit including visitor parking. The parking modifications approved by the City have required on average 1.32 stalls/unit including visitor parking. The proposed parking rates would require on average approximately 14% more parking stalls than the approved modifications.

Attachment 4 contains more detailed background information regarding the approved parking modifications. Something interesting to note is the high number of available parking stalls to residential tenants and visitors at mixed-use sites when the commercial portion of the development is closed. As a result, the onsite parking supply should well exceed the minimum parking requirement thereby reducing impacts to overflow street parking.

C. Include Condos with Transit Related Parking Reductions. In regards to the parking reductions related to frequent transit, the proposed amendments were written to accomplish the following:

- Have the owner of the property (other than tenants in the case of condos) provide the subsidy.
- Given the limited number of passes, have a priority system for distributing the passes to those who do not own a car, then 1-car, and so on.
- Have the subsidy available to tenants for the life of the project.
- Keep the subsidy program language general so that there is flexibility in the choice of program used.

As requested, staff has provided an option to include condominium developments as being able to benefit from a parking reduction if located within ½ mile of the

Downtown Kirkland Transit Center and being subject to the proposed parking covenant conditions (includes a transit pass subsidy). The changes can be found in Attachment 5. An important change involves requiring the establishment of a fund from which the money for the transit subsidies can be drawn from to be later managed by the home owner's association. Additional clarifying language was added based on conversations with Daniel Rowe with King County METRO to the first paragraph in Subsection 4.A. An example of a transit pass program for multi-family projects has been provided in Attachment 6 and is currently being offered by King County METRO.

However, concerns remain regarding implementation of the transit subsidy program for condominiums given the change of ownership to multiple owners. Questions include:

- How much money should be put into the account initially? When?
- What if the account runs out of money or is used for other purposes?
- Who is responsible for adding funds to the account?
- Who should manage the account? City or the home owners association?
- How should violations be enforced? Are the condo owners responsible?

Currently, staff does not have an answer to these questions. Therefore, staff recommends deferring including condominiums as part of this subsidy approach until such time that this approach can be studied further.

Staff however recommends keeping the clarifying language in the first paragraph of subsection 4.A as recommended by King County METRO.

D. King County METRO Route Changes. A comprehensive summary of the proposed cuts as related to transit routes in Kirkland is provided in Attachment 7 utilizing the information on King County METRO's website. In April 2014, a number of Kirkland bus route revisions were proposed to go into effect in several phases over the next year. Additional changes to the list were made in July 2014. The first round of changes went into effect recently in September 2014. According to the King County METRO website, the County Council has delayed making a decision on the February 2015 service cuts. The webpage states, "Financial policy issues, as well as the need for any additional bus service cuts, will be determined as part of the Council budget deliberations taking place over the next several weeks."

E. Response to Public Comment. The following background information relates to three topics consistently being raised by public comment.

Existing Parking Problems in Juanita Village and CBD. Kirkland's right-size parking project and the proposed code amendments only apply to multi-family development. Some of the recent public comments expressed concern regarding the lack of parking in Downtown Kirkland and in Juanita Village. Because the on-street parking in both locations are time-limited, it is unlikely that the parking problems are a result of lack of parking for the existing multi-family developments. Some reasons for the current parking problems in both areas could be attributed to lack of parking for employees, the fact that older buildings in Downtown Kirkland do not have associated off-street parking, and inadequate way-finding/signage to available public parking stalls in parking garages.

Flawed Methodology. Questions continue to be raised regarding the methodology used in gathering the data for this project. King County followed methods

established by national academics and experts in the field. The protocol for data collection can be found on the County's website under the 'Deliverables' tab in several documents:

http://metro.kingcounty.gov/up/projects/right-size-parking/

Another concern regarding the data, is that street parking was not included as part of the parking counts. Looking back at the data, staff found that street parking was included in the counts for all developments found in Table 3 of Fehr & Peer's memo dated June 18, 2014 (Attachment 2 of the August 21, 2014 staff memo). This method took a conservative approach of attributing all cars parked on the adjoining block face to the project. See also below the row titled 'Observed Utilization'.

The parking counts for Sites 18-22 was conducted by Public Works in 2006 and were used as the basis for the 2010 CBD parking amendments. Attachment 8 contains the recent parking demand study for Site 23 and 24 conducted earlier this year that reflect their methodology.

The sites for which adjoining street parking was included in the parking demand averaged 1.25 stalls/unit as compared to the other study sites (found in Table 1 and 2 of the same memo) where street parking was not included resulting in an average of 1.36 stalls/unit. Sites identified as outliers were not included in the average calculation.

Tiara de Lago 210 Market St | Waterview 220 1st Street | Brezza 225 4th Ave | Portsmith 108 2nd Ave S | Plaza on State 102 State St | Kirkland Central 211 Kirkland Ave | Watermark 530 2nd Ave

Table 3. Data Collected for Downtown Kirkland Developments Through Other Studies

Input	Estimated	Output	Condo

Right Size Parking: Web Calculator							
	2006 Counts					March 2014 Counts	
Variables	Site 18	Site 19	Site 20	Site 21	Site 22	Site 23	Site 24
Studio Units	0	0	0	0	0	0	0
1 Br Units	0	17	27	45	45	78	17
2 Br Units	13	31	48	108	36	32	43
3+ Br Units	0	0	0	0	0	0	0
Studio Rent	$1,565	$1,043	$1,043	$1,565	$1,043	$1,043	$1,565
1 Br Rent	$1,933	$1,288	$1,288	$1,933	$1,288	$1,288	$1,933
2 Br Rent	$2,466	$1,644	$1,644	$2,466	$1,644	$1,644	$2,466
3+ Br Rent	$3,339	$2,226	$2,226	$3,339	$2,226	$2,226	$3,339
Avg. Sqft per Unit	1,711	1,034	1,324	1,098	1,106	1,012	1,012
Affordable Units	0	0	0	0	0	0	0
Mo. Parking Cost	$0	$0	$0	$0	$0	$0	$0
Population	61,383	62,412	62,412	61,711	62,412	62,120	64,297
Jobs	37,969	38,187	38,187	39,327	38,187	39,379	40,439
Transit Service	1,294	1,293	1,293	1,291	1,293	1,304	1,389
Predicted Utilization	**1.47**	**1.29**	**1.33**	**1.35**	**1.27**	**1.17**	**1.26**
Observed Utilization	**1.92**	**1.31**	**1.27**	**1.17**	**1.24**	**1.23**	**1.30**
Percent Error	**-23%**	**-1%**	**5%**	**15%**	**2%**	**-5%**	**-3%**
Supply Using Model Code*	**1.63**	**1.51**	**1.51**	**1.53**	**1.44**	**1.39**	**1.53**
Supply Using Current Code	**2.10**	**1.75**	**1.74**	**1.81**	**1.54**	**1.39**	**1.82**
Actual Supply	**2.23**	**1.81**	**1.83**	**1.72**	**1.59**	**1.89**	**1.90**

Parking Management. Many of the comment emails state that street parking is hard to find around multi-family developments. Yet, the collected information shows that the properties have parking stalls that are not being used during the peak residential hours. A reason that parking stalls are not being used could be a result of how each property manages parking. Many properties assign parking spaces to individual units and/or charge tenants for parking spaces. As one commenter mentioned, the most efficient use of parking would be to have all parking stalls unassigned. The least efficient would be to assign all spaces. A compromise would be to assign one space to each unit and have the remaining spaces available for tenants and visitors. Another parking management strategy includes pricing parking separately from the cost of housing. However, both the Houghton Community Council and Planning

Commission did not want the City to get into managing parking for multi-family developments.

III. ATTACHMENTS

1. General MF Parking Requirements
2. Changes to KZC 105.20 & 105.103.3.c
3. Parking Modification Comparison
4. Parking Modification Spreadsheet
5. Condos & Transit Subsidy changes
6. ORCA program
7. METRO Route change summary
8. 324 Central Parking Study

As proposed in public hearing packet dated August 21, 2014

TABLE 6. GENERAL MULTI-FAMILY PARKING REQUIREMENTS - PROPOSED CHANGES (stalls per unit unless noted)

Zone	Applicable Zoning Code Section	Current MF Parking Req.	Current MF Visitor Parking Req.	Proposed Required Parking Spaces	Proposed Visitor Parking Requirement
Waterfront District I & III	WDI-30.15.020*** WDIII-30.35.020***	2	Up to 0.5	1.2/studio 1.3/1-bedroom 1.6/2-bedrooms 1.8/3+bedrooms	Additional 10% of total
Medium Density Residential*	RM/RMA-20.10.020*** PLA2-60.17.010*** PLA6F-60.82.020 PLA6G-60.87.130 PLA6H-60.92.020 PLA6K-60.107.020 PLA7C-60.112.020 PLA9-60.132.030 PLA15B-60.177.020*** PLA17-60.187.020	1.7	Up to 0.5		
	PLA3B-60.22.020***	2			
High Density Residential**	RM/RMA-20.10.020 PLA 5A-60.32.020 PLA5D-60.47.020 PLA5E-60.52.020 PLA6A-60.57.020 PLA6D-60.72.020 PLA6I-60.97.020 PLA6J-60.102.020 PLA7A/B-60.112.020	1.7	Up to 0.5		
Commercial & Office Zones					
BC, BC1, BC2, & BCX Business Commercial	BC, BC1, BC2-45.10.110*** BCX-47.10.110	1.7	Up to 0.5	1.2/studio 1.3/1-bedroom 1.6/2-bedrooms 1.8/3+bedrooms	Additional 10% of total
BN & BNA Neighborhood Business	BN/BNA-40.10.100	1.7	Up to 0.5		
PR & PLA Professional Residential & Planned Areas	PR/PRA-25.10.020*** PLA5B-60.37.020 PLA5C-60.42.020 PLA6B-60.62.020 PL15A-60.172.020*** PLA17A-60.192.020	1.7	Up to 0.5		
Business Districts					
CBD Downtown Kirkland	CBD1A/1B-50.12.080 CBD2-50.17.090 CBD3-50.27.070 CBD4- 50.32.080 CBD5-50.35.110 CBD6-50.42.080 CBD7-50.47.120 CBD8-50.52.110	1 per bedroom - Must average 1.3 per unit	0.1 per bedroom – minimum 2 per development	1.2/studio 1.3/1-bedroom 1.6/2-bedrooms 1.8/3+bedrooms	Additional 10% of total
	CBD 5A-50.38.010 Special Regulation 7.a	1.7	Up to 0.5		
MSC Market Street Corridor	MSC1/4-51.10.020 MSC2-51.20.060 MSC3-51.30.070	1.7	Up to 0.5	1.2/studio 1.3/1-bedroom 1.6/2-bedrooms 1.8/3+bedrooms	Additional 10% of total
JBD Juanita Business District	JBD1-52.12.090 JBD2-52.17.090	1.7	Up to 0.5		

	JBD3-52.22.020 JBD4-52.27.070 JBD5-52.32.070 JBD6-52.42.060				
RHBD Rose Hill Business District	RH1A-53.06.080 RH2A/2B/2C-53.24.080 RH3-53.34.120 RH4-53.44.020 RH5A/5B-53.54.090 RH7-53.74.070 RH8-53.84.050	1.7	Up to 0.5		
NRHBD North Rose Hill Business District	N/A	Demand based	Demand based	No Change	No Change
TL - Totem Lake					
TL1A to 8	N/A	Demand based	Demand based	No Change	No Change
TL 5, 9B to 11	TL5-55.39.110 TL9B-55.64.020 TL10B-55.75.010 TL10C-55.81.010 TL10D-55.87.100 TL11-55.99.010	1.7	Up to 0.5	1.2/studio 1.3/1-bedroom 1.6/2-bedrooms 1.8/3+bedrooms	Additional 10% of total
YBD - Yarrow Bay Business District					
YBD 1 (TOD site)	N/A	1.1	0.05	No Change	No Change
YBD 2, 3	YBD2/3-56.20.060***	1.7	Up to 0.5	1.2/studio 1.3/1-bedroom 1.6/2-bedrooms 1.8/3+bedrooms	Additional 10% of total

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

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

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

PROPOSED CODE AMENDMENTS

FILE NO. CAM13-02032

In addition to required parking for medium and high-density residential uses, visitor parking shall be required as follows:

KZC Section 105.20 Number of Parking Spaces – Minimum

1. The number of parking spaces required for a use is the minimum required. The applicant shall provide at least that number of spaces, consistent with the provisions of this chapter. If the required formula for determining the number of parking spaces results in a fraction, the applicant shall provide the number of spaces equal to the next higher whole number.

2. The square footage of pedestrian, transit, and/or bicycle facilities, and/or garages or carports, on the subject property shall not be included in the gross floor area calculation used to determine required number of parking stalls. ~~See also KZC 105.103(3)(c).~~

3. ~~For medium and high-density residential uses, guest parking spaces are required as follows:~~

   A. A minimum 10% of the total number of required parking spaces, calculated prior to any parking reductions, shall be provided for visitor parking and located in a common area accessible by visitors.

   B. A detached or attached dwelling unit with an associated garage containing its required number of parking stalls is excluded from the visitor parking calculation required in subsection A above provided that the dwelling unit also has a driveway that meets the parking stall dimensional standards of this chapter and the driveway can be used to provide visitor parking for that dwelling unit.

   C. Visitor parking stalls shall not be leased or assigned to residents.

   D. Visitor parking stalls shall not be gated and be accessible by visitors between 6:00 a.m. and 11:00 p.m.

4. The number of required parking stalls for a development consisting of for-rent detached, attached, and/or stacked dwelling units may be reduced by 15% if the subject property is located with ½ mile of the Downtown Kirkland Transit Center and the City approves a Parking Covenant for the development. The ½ mile distance shall be determined by taking the shortest walk route from the subject property to the Downtown Kirkland Transit Center as measured along public walkways. The property owner shall submit the Parking Covenant on a form approved by the City for recording with King County. The Parking Covenant shall be binding on all future owners and assignees and include the following requirements:

   A. The owner to provide two-zone bus passes or equivalent alternative transportation mode subsidy in an amount equal to the number of reduced parking stalls. The owner shall provide to the City a plan for review and approval that specifies the distribution of the bus passes or equivalent subsidy. Preference on transit subsidy distribution shall be to driving age residents that do not have cars.

   B. Provide one secured and sheltered bicycle parking space for each unit in the development. The parking reductions allowed in KZC Section 105.34 – Covered Bicycle Storage cannot be used if the parking reduction described in this section is being applied.

   C. Designation of a Transportation Coordinator to manage the Parking Covenant, distribution of the two-zone bus pass or equivalent subsidy, provide commute information to all new residents, and be a point of contact for residents and the City.

D. All required parking within a project shall be under common ownership and management.

E. Prohibition on the conversion of the property to a condominium unless the number of required parking stalls are provided as calculated prior to the transit related reduction allowed by this section.

F. Acknowledgement by the property owner that it shall be a violation of this code to fail to comply with the provisions of the Parking Covenant.

Delete the following KZC Section and move into KZC Section 105.20.1 above.

~~105.30 Number of Parking Spaces - Fractions~~

~~If the required formula for determining the number of parking spaces results in a fraction, the applicant shall provide the number of spaces equal to the next higher whole number.~~

Changes to Parking Modification Text – KZC 105.103.3.c

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.

For multi-family parking modifications, the parking demand rate result shall be increased by 15% to account for the variation in multi-family parking demand and shall be subject to the visitor parking requirements in KZC Section 105.20.3.

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.

PARKING MODIFICATION AND PROPOSED CODE REQUIREMENT COMPARISON TABLE

October 15, 2014

	Tera Apts.	Soho	West Water Apts.	Kirkland Central	Boulevard	128 State Apts.	The 101 Apts.	324 Central Way	Ondine	Luna Sol*	Slater 116*	Juanita Bay Apts.
Address	538 Central Way	511 7th Avenue	221 1st Street	211 Kirkland Avenue	375 Kirkland Avenue	128 State Street	117 Kirkland Avenue	324 Central Way	11702 98th Avenue NE	11415 Slater Avenue NE	12345 NE 116th Street	9720 NE 120th Place
Studio	22	0	8	10	0	9	10	0	40	16	18	0
1-bedroom	92	42	28	68	89	81	42	59	50	20	90	2
2-bedroom	46	16	24	32	30	33	13	14	6	16	0	14
3-bedroom	1	0	2	0	0	0	1	0	0	0	0	0
Total Units	161	58	62	110	119	123	66	73	96	52	108	16
Total Bedrooms	209	74	90	142	149	156	81	87	102	68	108	30
PARKING MODIFICATIONS OR CASE-BY-CASE REVIEW												
Parking Mod. Parking Rate per Unit (includes visitor parking)	1.26	1.57	1.52	1.47	1.28	1.37	1.41	1.23	1.41	1.10	0.72	1.44
+15%	1.45	1.81	1.75	1.69	1.47	1.58	1.62	1.41	1.62	1.27	0.83	1.66
PROPOSED PARKING REQUIREMENT												
Base Parking Supply based on Proposed Code	222	81	88	152	164	169	90	100	123	71	139	25
Parking per Unit	1.38	1.40	1.42	1.38	1.38	1.37	1.36	1.37	1.28	1.37	1.29	1.56
Visitor Supply based on Proposed Code (+10%)	23	9	9	16	17	17	9	10	13	8	14	3
TOTAL Stalls Required	245	90	97	168	181	186	99	110	136	79	153	28
Required Parking per Unit (TOTAL)	1.52	1.55	1.56	1.53	1.52	1.51	1.50	1.51	1.42	1.52	1.42	1.75

* Case-by case parking review (not approved as a parking modification)

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

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

Notes:

1) Totals include guest and commercial parking. Actual # of designated stalls and management of those stalls should be determined through site surveys

2) Residential projects with commercial use have shared parking opportunities, particularly for guest parking. Actual utilization/management should be determined through site surveys.

3) Actual rate per bedroom may be lower or higher than approved rate due to shared parking opportunities or surplus stalls were provided

4) Guest parking not included. See 'Guest Parking Provided' column

5) Parking determined case-by-case based on demand study

6) Based on current CBD code requirement of 1/bedroom with 1.3 minimum average

CHANGES TO PARKING REDUCTIONS RELATED TO FREQUENT TRANSIT
KZC Section 105.20.4

4. The number of required parking stalls for a development consisting of ~~for rent~~ detached, attached, and/or stacked dwelling units may be reduced by 15% if the subject property is located with ½ mile of the Downtown Kirkland Transit Center and the City approves a Parking Covenant for the development. The ½ mile distance shall be determined by taking the shortest walk route from the subject property to the Downtown Kirkland Transit Center as measured along public walkways. The property owner shall submit the Parking Covenant on a form approved by the City for recording with King County. The Parking Covenant shall be binding on all future owners and assignees and include the following requirements:

   A. The owner to provide annual and regional two-zone ~~bus~~ transit passes or equivalent alternative transportation mode subsidy in an amount equal to the number of reduced parking stalls. The owner shall provide to the City a plan for review and approval that specifies the distribution of the bus passes or equivalent subsidy, method for communicating the opportunity to residents, and a method to report on pass distribution to the City. Preference on transit subsidy distribution shall be to driving age residents that do not have cars.

      For condominium developments, the owner prior to establishing the condominium, shall establish and fund an account to meet the requirements of this section which shall be later managed by the Home Owners Association.

   B. Provide one secured and sheltered bicycle parking space for each unit in the development. The parking reductions allowed in KZC Section 105.34 – Covered Bicycle Storage cannot be used if the parking reduction described in this section is being applied.

   C. Designation of a Transportation Coordinator to manage the Parking Covenant, distribution of the two-zone bus pass or equivalent subsidy, provide commute information to all new residents, and be a point of contact for residents and the City.

   ~~D. All required parking within a project shall be under common ownership and management.~~

   ~~E. Prohibition on the conversion of the property to a condominium unless the number of required parking stalls are provided as calculated prior to the transit related reduction allowed by this section.~~

   ~~F~~D. Acknowledgement by the property owner that it shall be a violation of this code to fail to comply with the provisions of the Parking Covenant.

ORCA Multifamily Development Passport Pilot Program

About ORCA Multifamily Development Passport: A comprehensive, annual transportation pass program for multifamily property owners or managers.

Includes full fare on:

- Regular transit services on Community Transit, Everett Transit, Kitsap Transit, Metro Transit, Pierce Transit, and Sound Transit (including Link light rail and Sounder commuter rail), Seattle Streetcar, King County Water Taxi, Kitsap Transit Foot Ferry, and Access Transportation on Kitsap Transit and Metro Transit (eligible riders only)

Benefits to multifamily property owners and managers include ability to:

- Offer residents an annual comprehensive transportation pass program within a single card
- Support lease up and help retain tenants through this attractive amenity
- Build less parking and/or manage existing parking by supporting resident's use of transit
- Secure LEED points and market environmental sustainability elements of property

Benefits to residents include ability to:

- Have daily flexibility in choosing how to get to work, run errands, or visit family and friends
- Receive low cost or fully subsidized transit benefits
- Use a single, easy-to-use pass to access many different modes of transportation

How much does it cost?

Cost varies depending on the location of your multifamily development(s). A first year price is estimated based on the existing transit use in the neighborhood (see below for example first year price estimate). Subsequent years are priced based on actual use of the Passport cards from the previous year. The program requires that a pass be purchased for every residential unit and offered to that unit. The property must cover at least 50% of the per unit cost. Participation by residents is not mandatory. Passport is available to individuals only through their participating property owner or manager.

Example First Year Pricing:

For a 100 unit multifamily building in Shoreline, WA at SR 99 and North 175th Street:

- 20% transit use for residents commuting to work[1] = 20 transit users
- 20 transit users x $1,296[2] = $25,920
- Total cost including 100 ORCA cards and fees = **$27,000 ($270 per residential unit)**
- Value of ORCA Multifamily Passport = $129,600 (assumes 100 peak two-zone retail passes)

To estimate pricing for your property, visit this website to find the existing transit use reported by the U.S. Census: http://census.socialexplorer.com/commute/.

Interested?

Please contact Daniel Rowe for more information (206-477-5788; Daniel.rowe@kingcounty.gov)

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[1] From U.S. Census American Community Survey, Journey To Work by transit, 5 year average (2008-2012)

2 Current price of Metro retail peak two-zone monthly pass is $108 x 12 = $1,296

SUMMARY OF METRO TRANSIT CHANGES (source: King County METRO website)

Route	2014 Route Description	Potential for Major Reduction	April 2014 Proposed Reduction Summary			July 2014 Proposed Reduction		
			Reason for Change	Reduction Action	Phase	Sept.2014 (in effect 9/27/2014)	Feb. 2015**	Sept.2015
234	Kenmore - Kirkland TC - Bellevue	Low	Restructure	Revised	Feb-15	N/A	Removed from list of changes	N/A
235	Kingsgate - Kirkland TC - Bellevue	Low	Restructure	Revised	Feb-15	N/A	Removed from list of changes	N/A
236	Woodinville - Totem Lake - Kirkland	High	Restructure	Revised	Sept. 2014/ Feb. 2015	Approved	N/A	N/A
237	Woodinville - Bellevue	Low	Restructure	Deleted	Feb-15	N/A	Removed from list of changes	N/A
238	Bothell - Totem Lake - Kirkland	High	Restructure	Deleted	Sept. 2014/ Feb. 2015	Approved	N/A	N/A
245	Kirkland - Overlake - Factoria	Low		Unchanged	N/A	N/A	N/A	N/A
248	Avondale - Redmond TC - Kirkland	Low	Low performing	Revised	Sep-15	N/A	N/A	?
249	Overlake - South Kirkland - South Bellevue	Medium	Lowest performing	Revised	Sept. 2014/ Sept. 2015	Approved*	N/A	N/A
252	Kingsgate - Seattle CBD	Low		Unchanged	N/A	N/A	N/A	N/A
255	Brickyard - Kirkland TC - Seattle CBD	Medium	Restructure	Revised	Feb-15	N/A	Removed from list of changes	N/A
257	Brickyard - Seattle CBD	Low		Unchanged	N/A	N/A	N/A	N/A
260	Finn Hill - Seattle CBD	High	Lowest performing	Deleted	Sep-14	Approved	N/A	N/A
265	Overlake - Houghton - First Hill	High	Lowest performing	Deleted	Sep-14	Approved	N/A	N/A
277	Juanita - University District	Low	Lowest performing	Deleted	Sep-15	N/A	N/A	?
311	Duvall - Woodinville - Seattle CBD	Low	Restructure	Revised	Feb-15	N/A	Removed from list of changes	N/A
342	Shoreline - Bellevue TC - Renton	Low	Restructure	Revised	Feb-15	N/A	Removed from list of changes	N/A
244EX	Kenmore - Overlake	Low	Low performing	Deleted	Sep-15	N/A	N/A	?
930DART	Kingsgate - Redmond	Low	Restructure	Deleted	Feb-15	N/A	Recommended	N/A
935DART	Totem Lake - Kenmore	High	Lowest performing	Deleted	Sep-14	Approved	N/A	N/A

* May be deleted with future service change

** Decision delayed

= Frequent Kirkland transit routes

transpoGROUP
WHAT TRANSPORTATION CAN BE.

MEMORANDUM

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

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

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

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

City of Kirkland Parking Code Requirements

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

Table 1. Comparison of Code and Proposed Parking

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

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

Parking Observations

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

Table 2. Parking Study Locations

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

On-site Parking Observations

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

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

Location	Vehicles/Unit	Vehicles/Bedroom
Kirkland Central	0.98	0.76
Watermark	1.23	0.72
Average	**1.11**	**0.74**

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

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

Off-site Parking Observations

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

Cumulative Considerations

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

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

Shared Parking Analysis

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

Table 4. Hourly Shared Parking Demand – Weekday

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

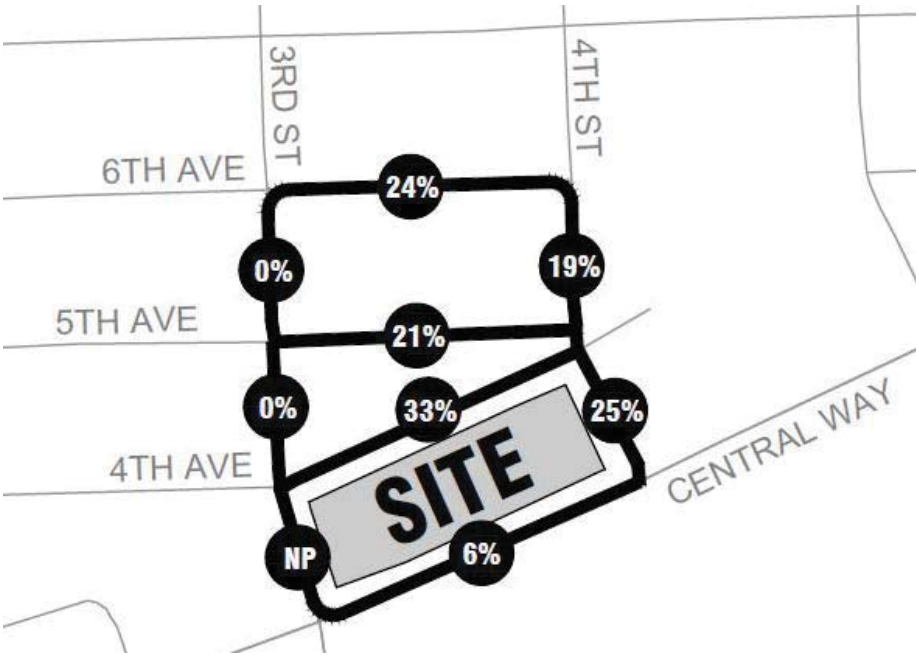
1. Parking rates based on Kirkland requirements for all uses except residential, which is based on parking study.
2. Hourly time of day parking demand percent based on ITE Parking Generation, 4th Edition. Retail assumed land use code 820, Residential assumed land use code 221, and Restaurant assumed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

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

Near Site On-Street Parking

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

Figure 1. **On-Street Average Parking Utilization**



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

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

Summary

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

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

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

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

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

Watermark (60 units and 103 Bedrooms)

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

Two-Day Average Demand (vehicles)	
Off-Street	***74***
Off-Street and On-Street	***78***

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

Kirkland Central (110 Units and 142 Bedrooms)

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

Two-Day Average Demand (vehicles)	
Off-Street	***108***
Off-Street and On-Street	***135***

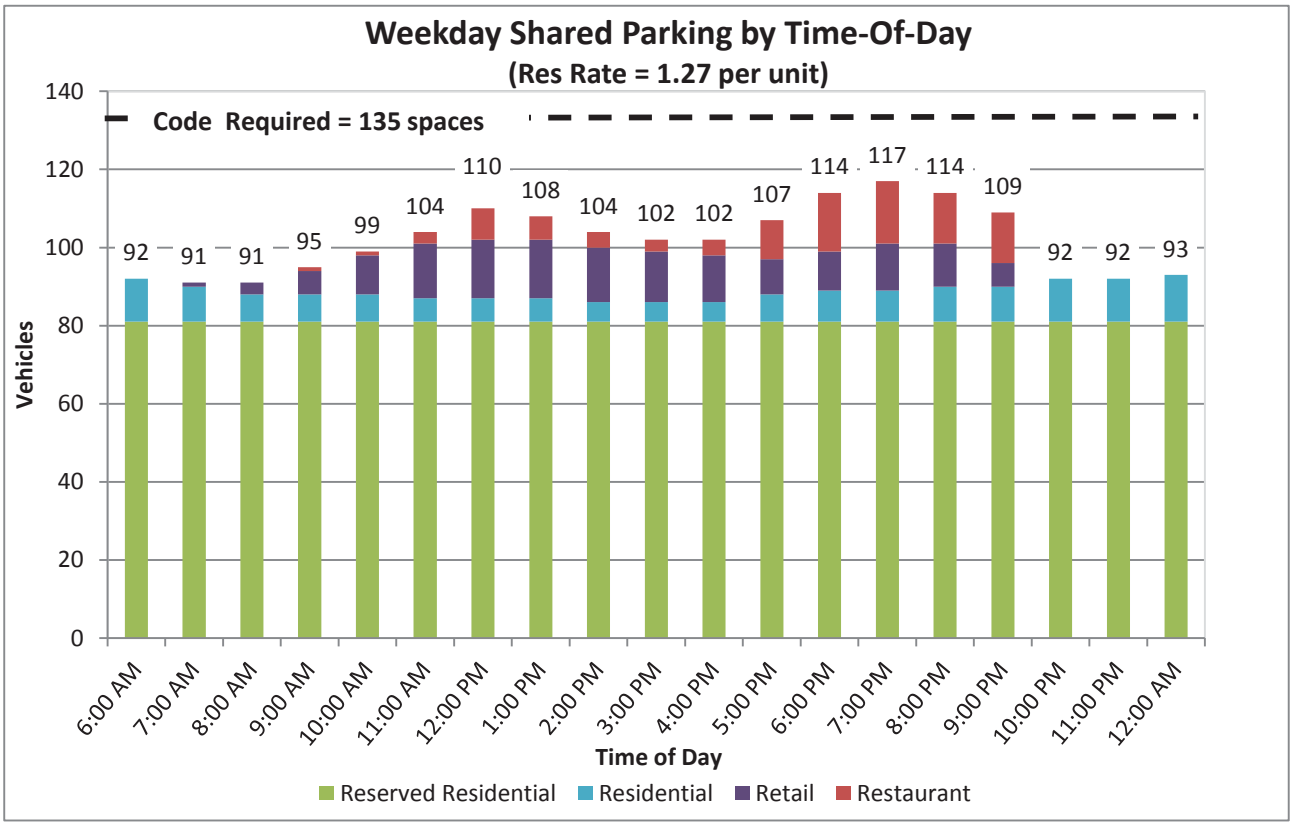
Parking Rates	per unit	per bedroom
Based on Off-Street Demand	0.98	0.76
Based on Off- and On-Street Demand	1.23	0.95

Weekday Shared Parking Estimate - Residential Rate 1.27 per unit

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

Notes:

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


Weekday Shared Parking by Time-Of-Day
(Res Rate = 1.27 per unit)
Code Required = 135 spaces
Vehicles
140
120
100
80
60
40
20
0
92
91
91
95
99
104
110
108
104
102
102
107
114
117
114
109
92
92
93
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
12:00 AM
Time of Day
Reserved Residential
Residential
Retail
Restaurant

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