



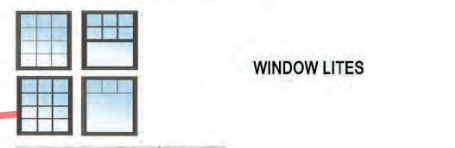
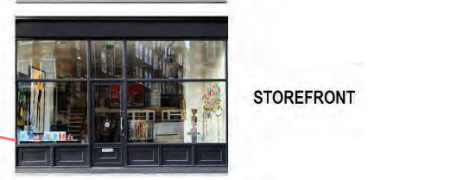
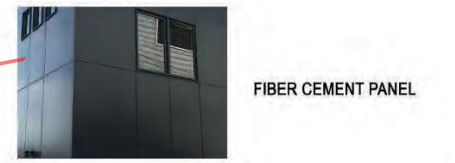
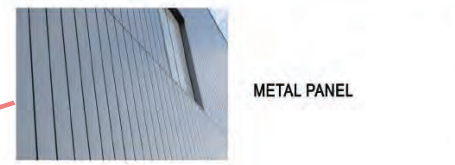
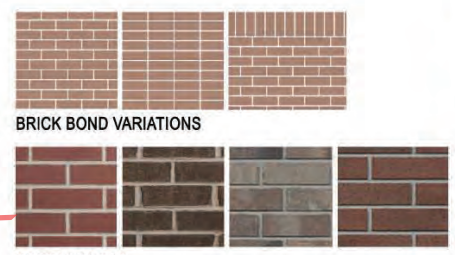
KILBURN
ARCHITECTS LLC

135 Lake Street South, Suite 250
Kirkland, WA 98033

t: 206.682.5211
www.kilburnarchitects.com

MATERIAL OPTIONS

- COMMERCIAL:**
 Architectural Concrete - Base
 Storefront - Doors & Windows
 Brick Color - to be determined
 Brick Bond Type - to be determined
- RESIDENTIAL:**
 Lap Siding - under consideration
 Panel Siding - under consideration
 Metal Siding - under consideration
 Porcelain Pavers - Roof Deck
- PARKING:**
 Pervious Concrete
- OTHER:**
 Street Trees & Landscaping
 Signage
 Lighting - to match Historical character
 Awnings - Metal C-Channel or steel tube
 Gateway - Landscaping / Art / Sculpture



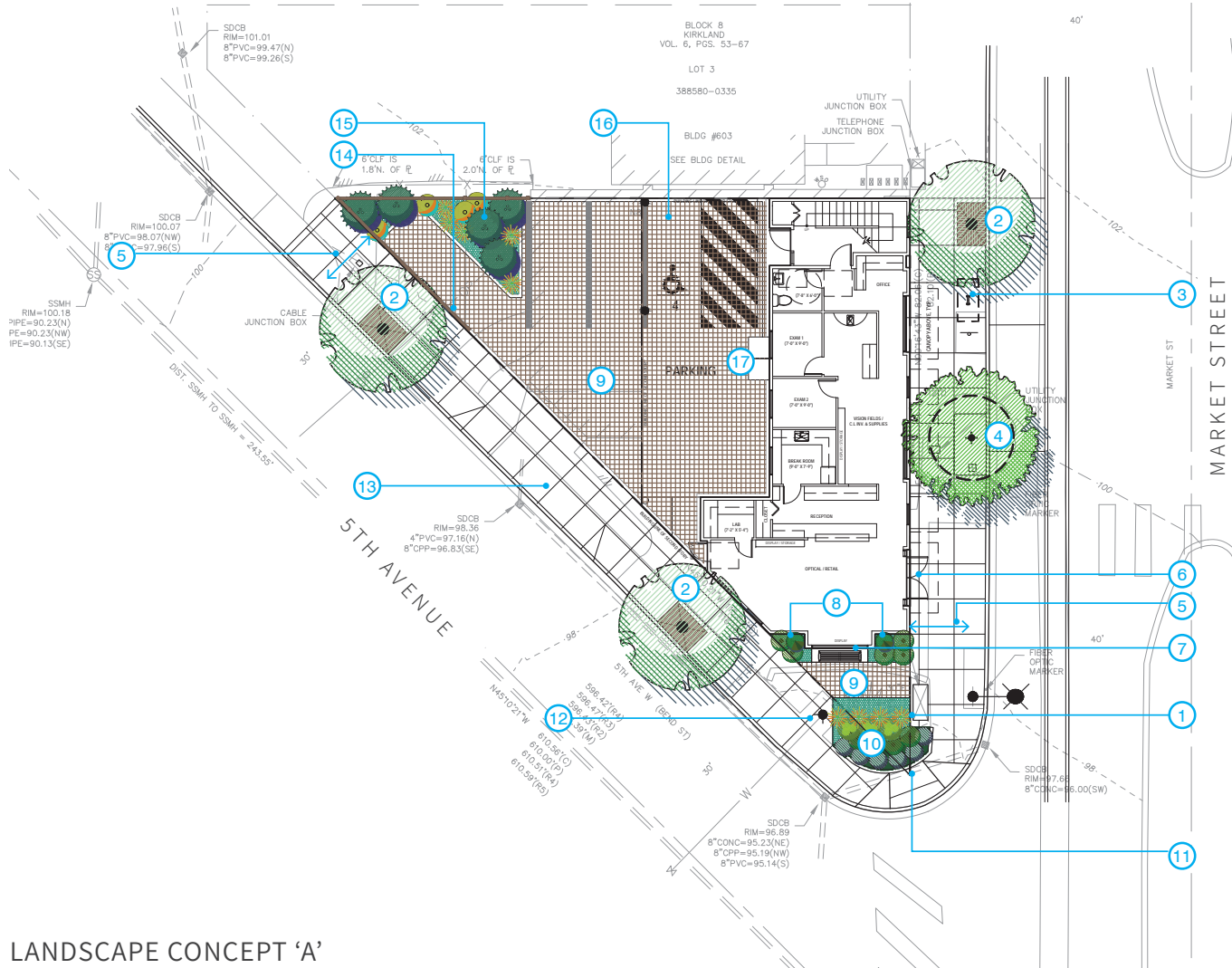
EXAMPLES FROM DOWNTOWN KIRKLAND UNDER CONSIDERATION



CONCEPTUAL DESIGN CONFERENCE 601 Market Street

PROJECT ADDRESS: 601 MARKET STREET, KIRKLAND, WA
 ID: PRE21-00359 DATE: NOVEMBER 12, 2021 PAGE: 18

601 MARKET STREET - LANDSCAPE PLAN



NUMBERED NOTES

- 1 Property Line
- 2 New Street tree in 4x6 grate (Allee Elm)
- 3 Bike Rack
- 4 Existing Birch Tree to remain
- 5 8' Sidewalk, Min.
- 6 Retail Entrance
- 7 Bench
- 8 Vertical Accent Planting
- 9 Permeable Pavers
- 10 Low Accent Planting
- 11 Curb cut and planter
- 12 Existing Hydrant
- 13 Vehicular Entrance
- 14 Screenwall with climbing vines
- 15 Buffer planting
- 16 Accessible Parking (Under Bldg Overhang)
- 17 Garbage + Recycling

LANDSCAPE CONCEPT 'A'

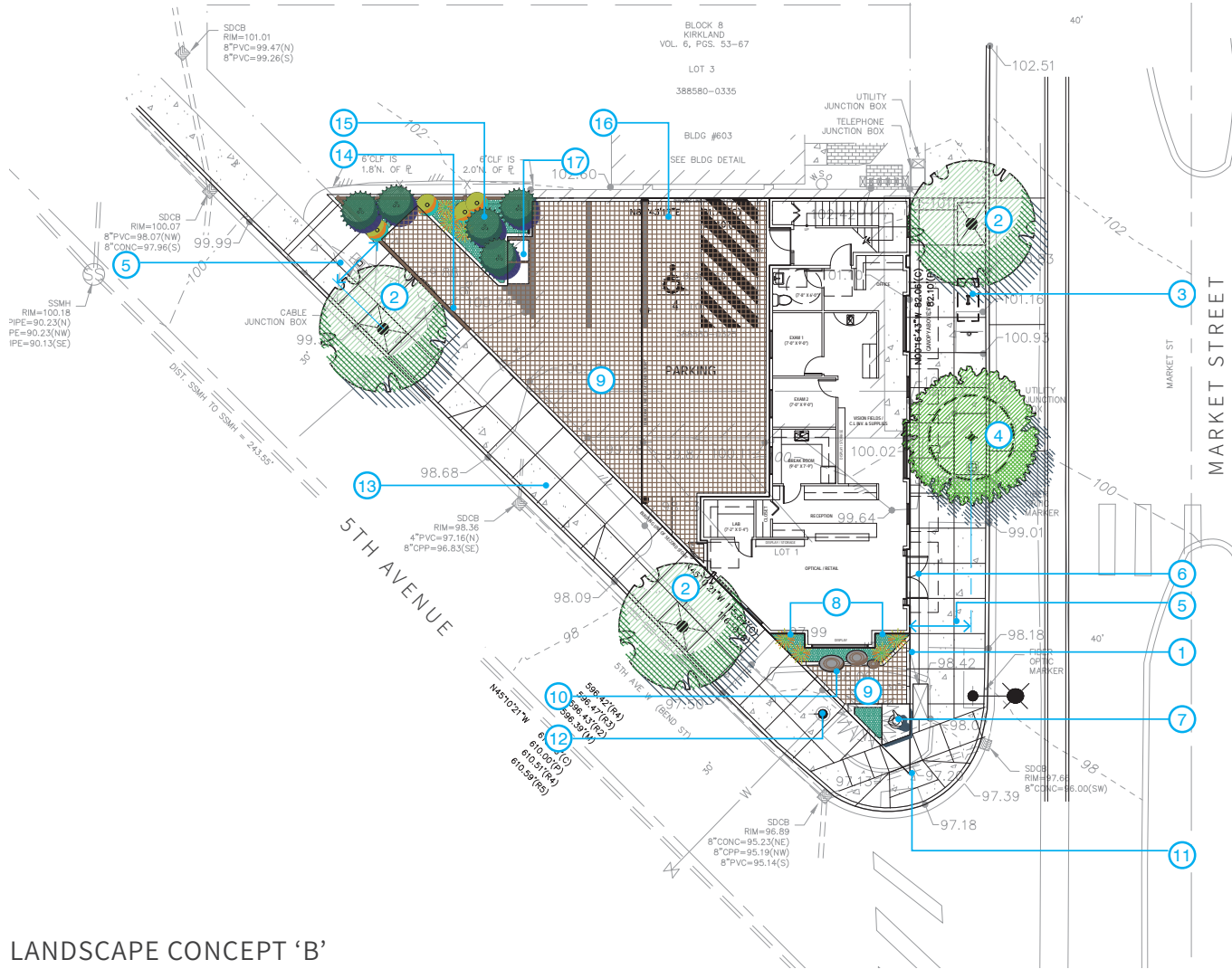
[FEBRUARY 23, 2022]

Scale: 1"=1/16'-0"



communita atelier

601 MARKET STREET - LANDSCAPE PLAN



NUMBERED NOTES

- 1 Property Line
- 2 New Street tree in 4x6 grate (Allee Elm)
- 3 Bike Rack
- 4 Existing Birch Tree to remain
- 5 8' Sidewalk, Min.
- 6 Retail Entrance
- 7 Sculpture
- 8 Vertical Accent Planting
- 9 Permeable Pavers
- 10 Sculptural 'Perch' Seating
- 11 Improved curb cut with 4' landing
- 12 Existing Hydrant
- 13 Vehicular Entrance
- 14 Screenwall with climbing vines
- 15 Buffer planting
- 16 Accessible Parking (Under Bldg Overhang)
- 17 Garbage + Recycling

LANDSCAPE CONCEPT 'B'

[FEBRUARY 23, 2022]

Scale: 1"=1/16'-0"



communita atelier



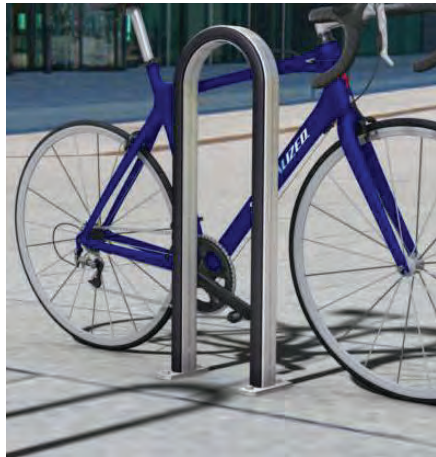
A & B: Permeable Pavers



Seating Concept A: wood bench topper over CIP plinth



Concept A: Vertical Accent Plants



A & B: Westport Bike Rack



Seating Concept B: Sculptural 'Perch' seating



Concept B: Vertical Accent Plants



Focal point Concept B: Sculpture



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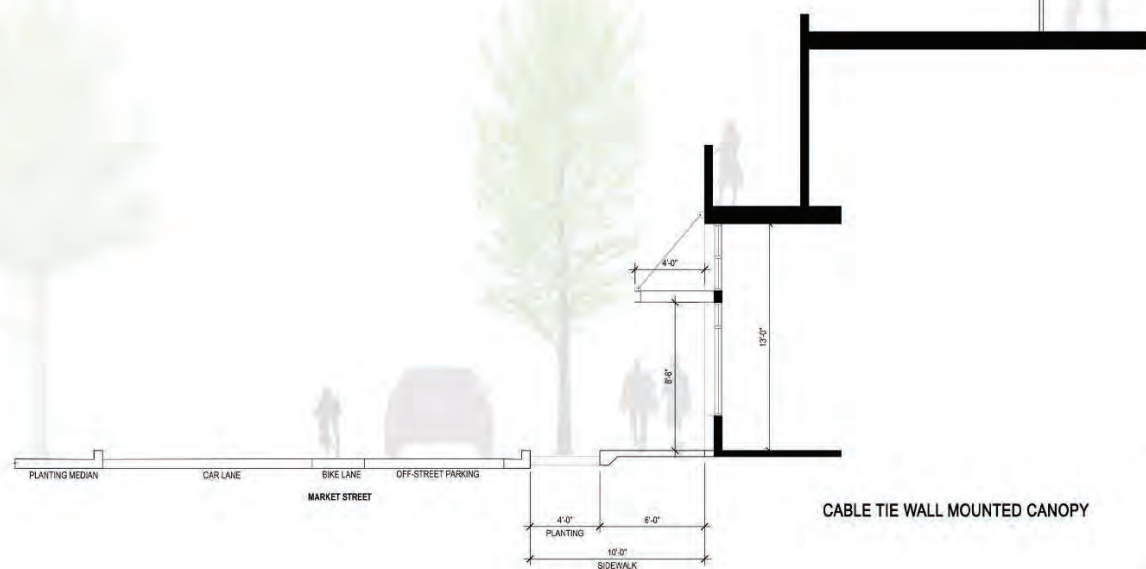
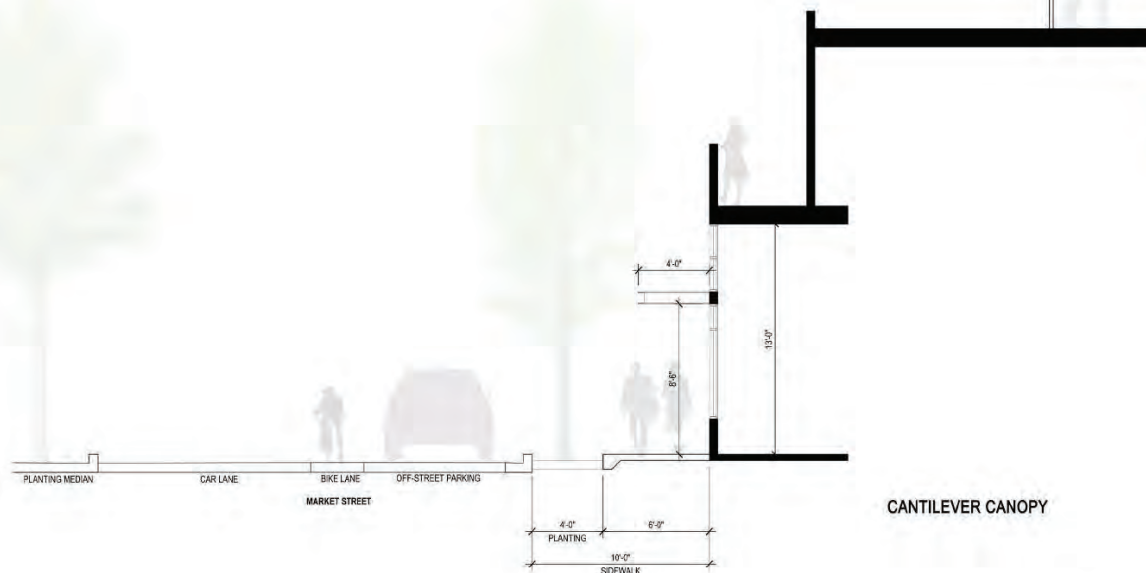
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PEDESTRIAN EXPERIENCE

AWNING:
Cantilever
Bolted

SIDEWALK:
Pedestrian Commercial Frontage
Street Trees
Landscaping
Signage
Lighting



CONCEPTUAL DESIGN CONFERENCE 601 Market Street

PROJECT ADDRESS: 601 MARKET STREET, KIRKLAND, WA
ID: PRE21-00359 DATE: NOVEMBER 12, 2021 PAGE: 22



PEDESTRIAN VIEW 1



PEDESTRIAN VIEW 2



PEDESTRIAN VIEW 3



PEDESTRIAN VIEW 4



PEDESTRIAN VIEW 5



PEDESTRIAN VIEW 6



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PEDESTRIAN EXPERIENCE

AWNING:
Cantilever
Bolted

SIDEWALK:
Pedestrian Commercial Frontage
Street Trees
Landscaping
Signage
Lighting

CONCEPTUAL DESIGN CONFERENCE 601 Market Street

PROJECT ADDRESS: 601 MARKET STREET, KIRKLAND, WA
ID: PRE21-00359 DATE: NOVEMBER 12, 2021 PAGE: 22A



Four Seasons Condominiums



Four Seasons Condominiums



Four Seasons Condominiums



101 John Apartments



101 John Apartments



Skyview Apartments



Taylor Avenue Condominiums



Taylor Avenue Condominiums



Palermo Condominiums

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PREVIOUS PROJECTS

101 JOHN APARTMENTS

Location: Seattle, WA
Neighborhood: Uptown
Project Type: Mixed Use - New Construction
Units: 20
Materials: Brick and Fiber Cement Siding
Date of Completion: 2014

FOUR SEASONS CONDOMINIUMS

Location: Portland, OR
Neighborhood: Goose Hollow
Project Type: Condominium Remediation
Units: 46
Materials: Ceraclad and Metal Siding
Date of Completion: 2010

PALERMO CONDOMINIUMS

Location: Seattle, WA
Neighborhood: Capitol Hill
Project Type: Condominium Remediation
Units: 14
Materials: Stucco and Metal Siding
Date of Completion: 2008

SKYVIEW APARTMENTS

Location: Seattle, WA
Neighborhood: Upper Queen Anne
Project Type: Condominium Remediation
Units: 18
Materials: Fiber Cement and Metal Siding
Date of Completion: 2006

TAYLOR AVENUE CONDOMINIUMS

Location: Seattle, WA
Neighborhood: East Queen Anne
Project Type: Condominium Remediation
Units: 24
Materials: Ceraclad and Fiber Cement Siding
Date of Completion: 2020

CONCEPTUAL DESIGN CONFERENCE 601 Market Street

PROJECT ADDRESS: 601 MARKET STREET, KIRKLAND, WA
ID: PRE21-00359 DATE: NOVEMBER 12, 2021 PAGE: 23

51.25 User Guide – MSC 3 zone.

The charts in KZC [51.30](#) contain the basic zoning regulations that apply in the MSC 3 zone 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 51.28

Zone
MSC 3

Section 51.28 – 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 provisions of this code may apply to the subject property.
2. For structures located within 30 feet of a parcel in a low density zone (or a low density use in PLA 17), KZC [115.136](#) establishes additional limitations on structure size.
3. Some development standards or design regulations may be modified as part of the design review process. See Chapters [92](#) and [142](#) KZC for requirements.
4. The following commercial frontage requirements shall apply to all development that includes dwelling units or assisted living uses:
 - a. The street level floor of all buildings shall be limited to one or more of the following uses: Retail; Restaurant or Tavern; Hotel or Motel; Entertainment, Cultural and/or Recreational Facility; or Office. These uses shall be oriented toward Market Street and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along the street).
The Design Review Board (or Planning and Building Director if not subject to D.R.) may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest. The Design Review Board (or Planning and Building Director if not subject to D.R.) may modify the frontage requirement where the property abuts residential zones in order to create a more effective transition between uses.
 - b. The commercial floor shall be a minimum of 13 feet in height. The height of the structure may exceed the maximum height of structure by three feet for a three-story building with the required 13-foot commercial floor.
 - c. Other uses allowed in this zone and parking shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above. Lobbies for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.
5. Surface parking areas shall not be located between the street and building unless no feasible alternative exists. Parking areas located to the side of the building are allowed provided that the parking area and vehicular access occupies less than 30 percent of the property frontage and design techniques adequately minimize the visibility of the parking.

[link to Section 51.30 table](#)

The Kirkland Zoning Code is current through Ordinance 4781, passed February 1, 2022.

Disclaimer: The City Clerk's Office has the official version of the Kirkland Zoning Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

City Website: <https://www.kirklandwa.gov/> (<https://www.kirklandwa.gov/>)

City Telephone: (425) 587-3000

Code Publishing Company (<https://www.codepublishing.com/>)

eLibrary (<https://www.codebook.com/listing/>)

Section 51.30	<div>USE</div> <div>REGULATIONS</div>	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS											
		Required Review Process	MINIMUMS					MAXIMUMS		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)			Lot Coverage	Height of Structure					
				Front	Side	Rear							
.010	Restaurant or Tavern	D.R., Chapter 142 KZC.	None	0'	0'	0'	80%	30' above average building elevation. See Gen. Reg. 4.b.	C See Spec. Reg. 4.	E	1 per each 100 sq. ft. of gross floor area.	<div>1. This use is limited to 4,000 sq. ft. maximum.</div> <div>2. Drive-in or drive-through facilities are not permitted.</div> <div>3. Prior to issuance of a development permit, documentation must be provided by a qualified acoustical consultant, for approval by the Planning Official, verifying that the expected noise to be emanating from the site adjoining any residentially zoned property complies with the standards set forth in WAC 173-60-040(1) for a Class B source property and a Class A receiving property.</div> <div>4. Any outdoor seating areas are subject to Landscape Category B.</div>	

Section 51.30

Zone
MSC 3

USE ZONE CHART

Section 51.30	<div>USE</div> <div>REGULATIONS</div>	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		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)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.020	Any Retail Establishment other than those specifically listed in this zone, selling goods, or providing services including banking and related financial services	D.R., Chapter 142 KZC.	None	0'	0'	0'	80%	30' above average building elevation. See Gen. Reg. 4.b.	C	E	1 per each 300 sq ft. of gross floor area.	<div>1. Gross floor area for this use may not exceed 4,000 square feet maximum.</div> <div>2. The following uses are not permitted in this zone:<div><div>a. Vehicle service stations.</div><div>b. Automotive service centers.</div><div>c. Uses with drive-in facilities or drive-through facilities.</div><div>d. Retail establishments providing storage services unless accessory to another permitted use.</div><div>e. Retail establishments involving the sale, service or repair of boats, recreational vehicles, heavy equipment and similar vehicles except those existing as of June 15, 2007.</div><div>f. Storage and operation of heavy equipment, except delivery vehicles associated with retail uses.</div><div>g. Storage of parts unless conducted entirely within an enclosed structure.</div></div></div> <div>3. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if:<div><div>a. The assembled or manufactured goods are directly related to and are dependent upon this use, and are available for purchase and removal from the premises.</div><div>b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses.</div></div></div> <div>4. A delicatessen, bakery, or other similar use may include, as part of the use, accessory seating if:<div><div>a. The seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use; and</div><div>b. It can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded.</div></div></div> <div>5. Prior to issuance of a development permit, documentation must be provided by a qualified acoustical consultant, for approval by the Planning Official, verifying that the expected noise to be emanating from the site adjoining any residentially zoned property complies with the standards set forth in WAC 173-60-040(1) for a Class B source property and a Class A receiving property.</div>

Section 51.30	<div>USE</div> <div>REGULATIONS</div>	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		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)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.030	Office Use	D.R., Chapter 142 KZC.	None	0'	0'	0'	80%	30' above average building elevation. See Gen. Reg. 4.b.	C	D	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.	<div>1. The following regulations apply to veterinary offices only:<div><div>a. May only treat small animals on the subject property.</div><div>b. Outside runs and other outside facilities for the animals are not permitted.</div><div>c. Prior to issuance of a development permit, documentation must be provided by a qualified acoustical consultant, for approval by the Planning Official, verifying that the expected noise to be emanating from the site adjoining any residentially zoned property complies with the standards set forth in WAC 173-60-040(1) for a Class B source property and a Class A receiving property.</div></div></div> <div>2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if:<div><div>a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use.</div><div>b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.</div></div></div>

Section 51.30

Zone
MSC 3

USE ZONE CHART

Section 51.30	<div>USE</div> <div>REGULATIONS</div>	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		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)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.040	Hotel or Motel	D.R., Chapter 142 KZC.	None	0'	0'	0'	80%	30' above average building elevation. See Gen. Reg. 4.b.	C	E	1 per each room. See also Spec. Reg. 2.	1. May include ancillary meeting and convention facilities. 2. Excludes parking requirements for ancillary meeting and convention facilities. Additional parking requirement for these ancillary uses shall be determined on a case-by-case basis. 3. Prior to issuance of a development permit, documentation must be provided by a qualified acoustical consultant, for approval by the Planning Official, verifying that the expected noise to be emanating from the site adjoining any residentially zoned property complies with the standards set forth in WAC 173-60-040(1) for a Class B source property and a Class A receiving property.
.050	A Retail Establishment providing entertainment, recreational or cultural activities									1 per every 4 fixed seats.	1. Prior to issuance of a development permit, documentation must be provided by a qualified acoustical consultant, for approval by the Planning Official, verifying that the expected noise to be emanating from the site adjoining any residentially zoned property complies with the standards set forth in WAC 173-60-040(1) for a Class B source property and a Class A receiving property.	
.060	Private Lodge or Club									B		
.070	Stacked Dwelling Unit. See Special Regulation 1.									Same as the regulations for the ground floor use. See Spec. Reg. 1.		

Section 51.30	<div>USE</div> <div>REGULATIONS</div>	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		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)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.080	Church	D.R., Chapter 142 KZC.	None	0'	0'	0'	80%	30' above average building elevation. See Gen. Reg. 4.b.	C	B	1 for every 4 people based on maximum occupancy load of any area of worship. See also Spec. Reg. 2.	1. May include accessory living facilities for staff persons. 2. No parking is required for day-care or school ancillary to this use.
.090	School or Day-Care Center								D		See KZC 105.25.	1. A six-foot-high fence is required only along the property lines adjacent to the outside play areas. 2. Hours of operation may be limited to reduce impacts on nearby residential uses. 3. An on-site passenger loading area must 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 nearby residential uses. 4. May include accessory living facilities for staff persons. 5. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses.
.100	Mini-School or Mini-Day-Care											1. A six-foot-high fence is required along the property lines adjacent to the outside play areas. 2. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 3. 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. 4. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses. 5. May include accessory living facilities for staff persons.
.110	Assisted Living Facility								Same as the regulations for the ground floor use. See Spec. Reg. 3.			

Section 51.30

Zone
MSC 3

USE ZONE CHART

Section 51.30	<div>USE</div> <div>↓</div> <div>REGULATIONS</div> <div>↑</div>	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		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)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.120	Convalescent Center or Nursing Home	D.R., Chapter 142 KZC.	None	0'	0'	0'	80%	30' above average building elevation. See Gen. Reg. 4.b.	C	B	1 for each bed.	1. 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.
.130	Public Utility								A		See KZC 105.25.	
.140	Government Facility Community Facility								C See Spec. Reg. 1			
.150	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										



CITY OF KIRKLAND
Planning and Building Department
123 Fifth Avenue, Kirkland, WA 98033
425.587.3600 - www.kirklandwa.gov

SUMMARY OF DECISION - PARKING MODIFICATION

Date: May 10, 2021

Project Name: 601 Market Street Mixed-Use Building

Project Location: 601 Market Street (see Attachment 1)

File No.: TRAN20-00557

Applicant: Todd Kilburn, Kilburn Architects, LLC

Project Planner: Aoife Blake, Associate Planner

Decision: ☐ Denied
☐ Approved
☒ Approved with Conditions

I. CONDITIONS OF APPROVAL

The applicant's request for a parking modification to reduce the number of required parking stalls from 8 to 4 for a medical office and residential uses and to modify the location of required parking areas 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. As part of the building permit application, the applicant shall submit plans consistent with this approved parking modification.
- C. Prior to issuance of the building permit, the City and the applicant shall finalize the parking covenant, which shall include the following items:
 1. The ground floor use is limited to one tenant only. Any future use shall be limited to a medical use that aligns to the programmatic operations outlined in the Parking Study Memo prepared by Transpo Group dated January 8, 2021, including but not limited to hours of operation, number and frequency of patients served, number and frequency of staff present (see Attachment 3).

2. The owner and occupant of the 2-bed residential unit shall be limited to the owner and occupant of the ground floor use (Eye Contacts and Lens Center).
 3. The approval of the parking modification will not extend to any other future uses within this building.
 4. Customers shall be directed to find parking on the west side of Market Street and not along neighboring residential streets to minimize impact to neighbors.
- D. Prior to final inspection of the building permit by the Planning and Building Department, the applicant shall:
1. Submit to the City a signed and notarized parking covenant (including the recording fee) for recording with King County as part of the covenants, conditions and restrictions of the project to assure its implementation. The parking covenant 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.
- E. Failure to comply with the Conditions of Approval shall result in code enforcement pursuant to KMC 1.12 and/or revocation of occupancy permits pursuant to KMC 21.06.550.

II. GENERAL INFORMATION

- A. Location: 601 Market Street (see Attachment 1)
- B. Existing site conditions: The site is a small triangular lot (approximately 3,370 square feet) with an existing 1,804 square foot commercial building and 4 on-site parking spaces. The commercial space is occupied by the Eye Contacts and Lens Center (1,200 square feet) and Puget Sound Wood Windows Company (604 square feet). On-site and on-street parking is currently utilized by trucks serving the Puget Sound Wood Windows Company.
- C. Description of the proposal: The applicant is proposing to demolish the existing building and construct a new two-story live-work building with a 1,200 square foot medical office on the ground floor, to be occupied by the Eye Contacts and Lens Center, and a 2-bedroom residential unit above, to be occupied by the owner of the Eye Contacts and Lens Center (see Attachment 2). The applicant has requested approval of a parking modification pursuant to Kirkland Zoning Code (KZC) sections 105.103.3.c and 105.103.3.d to reduce the number of required parking stalls from 8 to 4 stalls for the proposed medical office and residential uses, and to modify the location of parking areas respectively.

III. BACKGROUND INFORMATION

KZC Section 105.103.3.c allows an applicant to request a reduction of the required number of parking stalls based on a parking study prepared by a licensed Transportation Engineer. Due to the COVID epidemic, businesses are limited to the number of customers based on the size of the building and social distancing guidelines. Therefore, it was not possible to collect parking data that would represent "normal business" conditions. The applicant's Transportation Engineer used the parking generation rate for Medical Office, within the ITE Parking Generation Manual, 5th Edition to calculate the parking demand for the Eye Contacts and Lens Center. They used the King County Right Size Parking (RSP) calculator to determine parking demand for the residential unit.

Below is a list of reports/memos reviewed as part of the parking modification request.

- Parking Study prepared by Transpo Group dated September 29, 2020, revised January 8, 2020 (see Attachment 3)
- Parking Study Memo prepared by Thang Nguyen, City Transportation Engineer, dated January 27, 2021 (see Attachment 4)

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. The public comment period ran from March 17 to March 29, 2021, during which the City received two public comments (see Attachment 5). A summary of the comments received is provided below, followed by staff analysis.

On-street parking availability: On-street parking on Market Street and in the surrounding area is already in high demand due to the volume of workers, residents, and visitors to the area utilizing existing on-street parking. Several businesses have no on-site parking available for customers, existing parking garages are over capacity, and the local amenities attract lots of visitors to the area.

Staff Response: Market Street is a main thorough-fare in the City which does experience significant volume of traffic, but, from the on-street parking utilization study, the parking along the west side of Market Street within 800 feet from the project site shows less than half of the spaces were utilized during peak times. The site's peak demand will be driven by the business hours of the optometrist's office (typically Monday – Friday 9AM - 6PM), which shouldn't impact parking availability at evenings or weekends when, potentially, most visitors may be traveling to this area to visit parks or attend events downtown.

Given the worst-case scenario parking demand generated by the project is approximately 7 spaces, 4 of which can be accommodated on site, data shows adequate parking spaces will be available on the street. Due to the proposed peak hour demand for the project and the availability of on street parking supply on the Market Street Corridor, there will not be a burden on available supply or existing uses as reported in the study and concluded by staff. The City's Transportation Engineer reviewed this data for accuracy and provided analysis on the data in Attachment 4. The project site is also required to remove two existing driveway entrances (one located on Market Street and one on 5th Ave West) which will improve circulation and safe pedestrian access to the site.

V. ANALYSIS

The subject property is a small triangular lot in the Market Street Corridor (MSC) 3 zone with an existing one-story building, approximately 1,804 square feet and 4 on-site parking stalls. Two businesses currently occupy the building, Puget Sound Wood Windows company (604 square feet) and Eye Contacts and Lens Center (1,200 square feet). The site currently has three driveways; one on Market Street and two on 5th Avenue West. None of which meet Public Works Pre-Approved Plans for driveway standards.

The applicant is proposing to construct a live-work type building with 1,200 square feet of medical office on the ground floor with a 2-bedroom residential unit above. In the MSC 3 zone, a medical office use is required to provide one parking stall per 200 sq. ft. of gross floor area and a 2-bed residential unit is required to provide 1.6 parking stalls. The Kirkland Zoning Code parking standards require the applicant's proposal provides 8 parking stalls.

Given that the parking supply on the subject property is less than what code requires, the applicant has requested a parking modification to reduce the number of required parking stalls for the proposed use from 8 to 4 stalls. 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.

Given the COVID epidemic, businesses are limited to the number of customers based on the size of the building and social distancing guidelines. Therefore, it was not possible to collect parking data that would represent "normal business" conditions. The applicant's Transportation Engineer used the parking generation rate for Medical Office within the ITE Parking Generation Manual, 5th Edition to calculate the parking demand for the Eye

Contacts and Lens Center, the hourly parking demand data from ITE to show the peak parking demand based on shared parking between complementary uses, the King County Right Size Parking (RSP) calculator to determine parking demand for the residential unit, and an on-street parking utilization study within 800 feet of the project site. The City Transportation Engineer agreed to the use of this data except the RSP calculator for the residential unit as the City's adopted parking rates for multi-family residential uses are based on a Kirkland-focused RSP calculation. Therefore, the proposed residential unit is required to meet the City's multi-family parking requirement of 1.6 spaces per unit, which would round up to two spaces, plus one additional space for guests. Per KZC 105.20.3, the guest parking stall is not required to be provided on site as on-street parking is available within 600 feet on the subject property.

The table below summarizes the result of the parking study in relation to the owner occupancy scenario proposed by the applicant. Demand data in relation to a non-owner occupancy scenario was analyzed by the City's Transportation Engineer (see Attachment 4):

Table 1. Project Parking Demand Comparison

	General Medical Office Parking Demand			Optical Medical Office Parking	On-street Parking Available ⁶
Scenario	Code Requirement	ITE Data	Kirkland Data ²		During Peak Demand
Owner Occupied ¹ Office	5	3	5	5 ⁵	
Residential	2	2 ³	1 ⁴	1 ⁴	
Total	7	5	6	6	81

1. Owner occupied means the owner would live in the same building and would not need to drive to the office and needing a parking space
2. Specifically, for an optometrist office, data from Kirkland Vision Parking Modification (Tran18-00272). This scenario represents a typical appointment schedule.
3. n/a- data not available, it is assumed that the residential use must meet the City's code requirement of two spaces.
4. Assuming a vehicle ownership for the resident unit is two vehicles, one vehicle would be for the doctor (accounted for in the office parking) and the other for other household members.
5. This assumes a typical scenario with 3 staff (1 of whom lives on site) and 2 scheduled patients.
6. The study area included block faces on the west side of Market Street within 800 feet of the project site.

As an owner-occupied development (owner of the optical medical office living on-site) the typical parking demand for the site is 6 parking spaces. A worst-case scenario in which a drop-in patient arrives or there is patient overlap, the demand would increase to 7 parking spaces. In the typical scenario, 2 parking spaces will need to be accommodated on-street.

Since the proposed parking supply on-site is less than the code requirement, an on-street parking utilization study was completed to ensure there is sufficient on-street parking supply to accommodate any parking over-flow that may occur. The on-street parking utilization study area included the block faces on the west side of Market Street that are within 800 feet of the project site. Based on the utilization data, there were 81

to 106 available parking spaces within the 10 AM and 7 PM period out of a total of 139 parking spaces. In the worst-case scenario, the demand for the site is projected to be 7 parking stalls, 4 of which will be accommodated on-site. During this time, there were 81 on-street parking spaces available. Therefore, the peak demand from this site on available on-street parking spaces is 3 parking spaces.

KZC 105.40 states that the applicant shall provide the require number of parking spaces either on the lot containing the proposed use which generates the parking requirement or on a lot adjoining the subject property. Pursuant to KZC 105.103.3.d, the location of a parking area may be modified if:

1. The proposed parking area will have no adverse impacts on adjacent properties;
2. It is reasonable to expect that the proposed parking area will be used by the subject use; and
3. A safe pedestrian and/or shuttle connection exists, or will be created, between the subject use and the proposed parking area.

The availability of 81 on-street parking along the west side of Market Street is sufficient to accommodate any over-flow parking demand generated from the proposed development on the site. It is reasonable to expect that customers to the medical office would utilize on-street parking within walking distance from the site for the duration of their appointment, leading to frequent turnover of parking availability. The west side of Market Street is a fully improved right-of-way with safe pedestrian connection to the site. The project is required to remove the driveway on Market Street which will further improve circulation and safe pedestrian connection to the site.

VI. CONCLUSION

After reviewing the study prepared by Transpo Group and City Transportation Engineer's recommendation, staff agrees that the data provided supports a reduction in the number of required parking stalls on-site from 8 to 4 stalls for the proposed medical office and residential uses and to utilize on-street parking to accommodate any over-flow parking. The approval is subject to the conditions listed in section I which limits items such as use, occupancy, hours of operation, and capacity of optical office.

The parking modification request is approved with the conditions outlined in Section I above.

VII. APPEALS 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 to the Planning and Building Department by 5:00 p.m., May 28, 2021, fourteen (14) calendar days following the postmarked date of distribution of the Planning Official's decision.

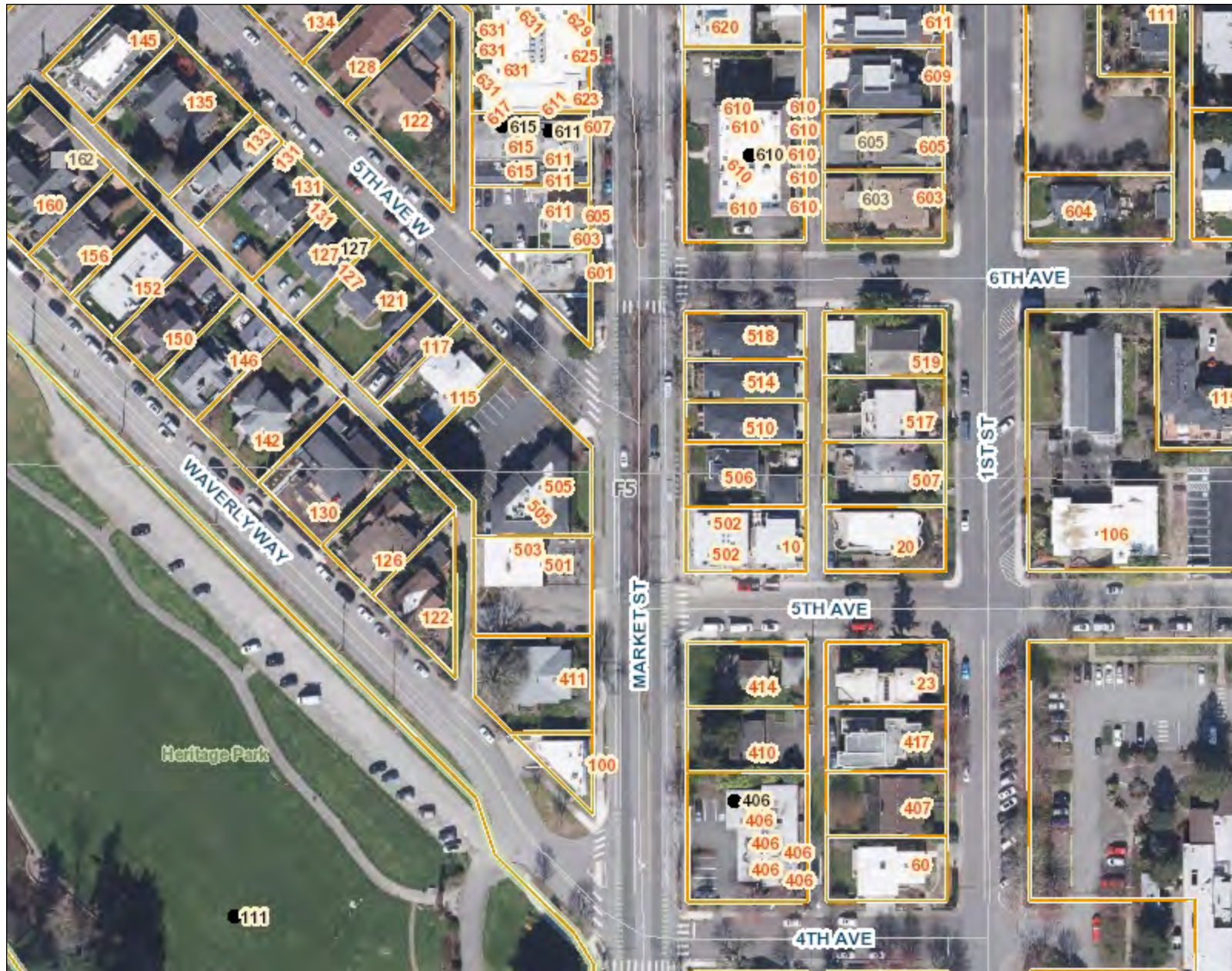
VIII. ATTACHMENTS

1. Vicinity Map
2. Preliminary Site Plan
3. Parking Study prepared by Transpo Group dated September 29, 2020, revised January 2, 2021
4. Parking Study Memo prepared by Thang Nguyen, City Transportation Engineer, dated January 27, 2021
5. Public Comments

Cc: Transportation Engineer
Parties of Record



City of Kirkland GIS



Legend

- Address**
- Other Address
 - Current Address
 - Current ADU
 - ◆ Pending Address
- City Limits**
- Grid
 - QQ Grid
- Corridors**
- Cross Kirkland Corridor
 - Regional Rail Corridor
- Other Features**
- Streets
 - Parcels
 - Lakes
 - Parks
 - Schools
 - Olympic Pipeline Corridor

1: 1,502

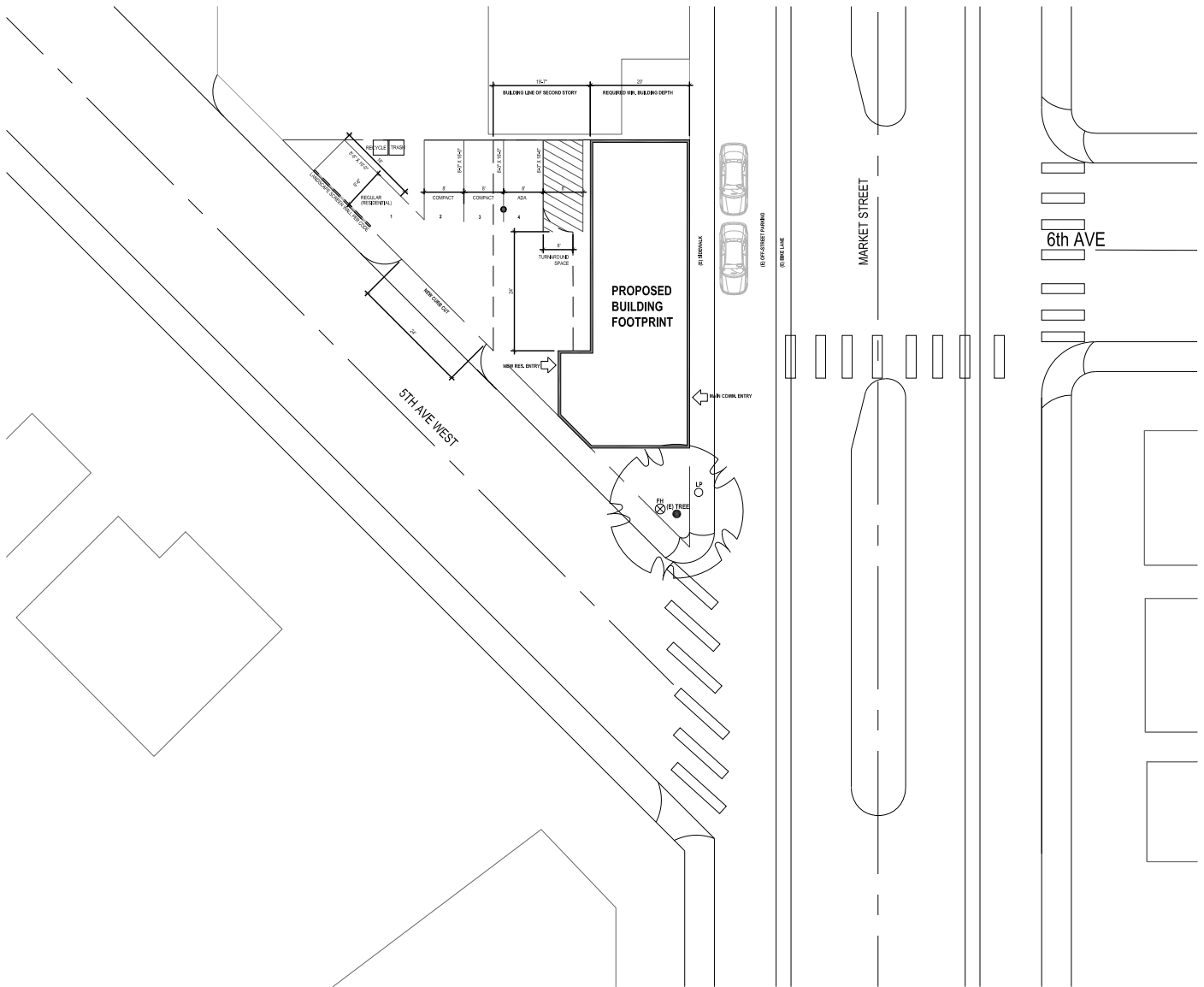


Notes

250.4 0 125.19 250.4 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

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1 SITE PLAN
SCALE: 1" = 20' - 0"

WALL KEY:
 LANDSCAPE SCREEN WALL PER CODE
 NEW WALL

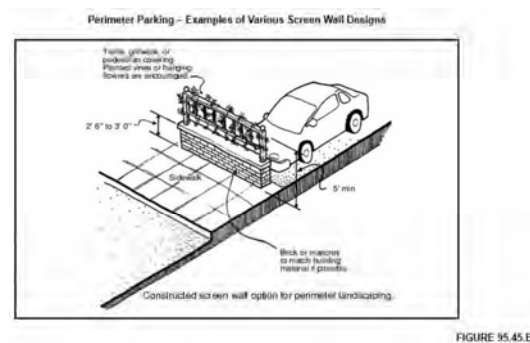


FIGURE 95.45.B

2 SCREEN WALL REQUIREMENT
FOR REFERENCE ONLY

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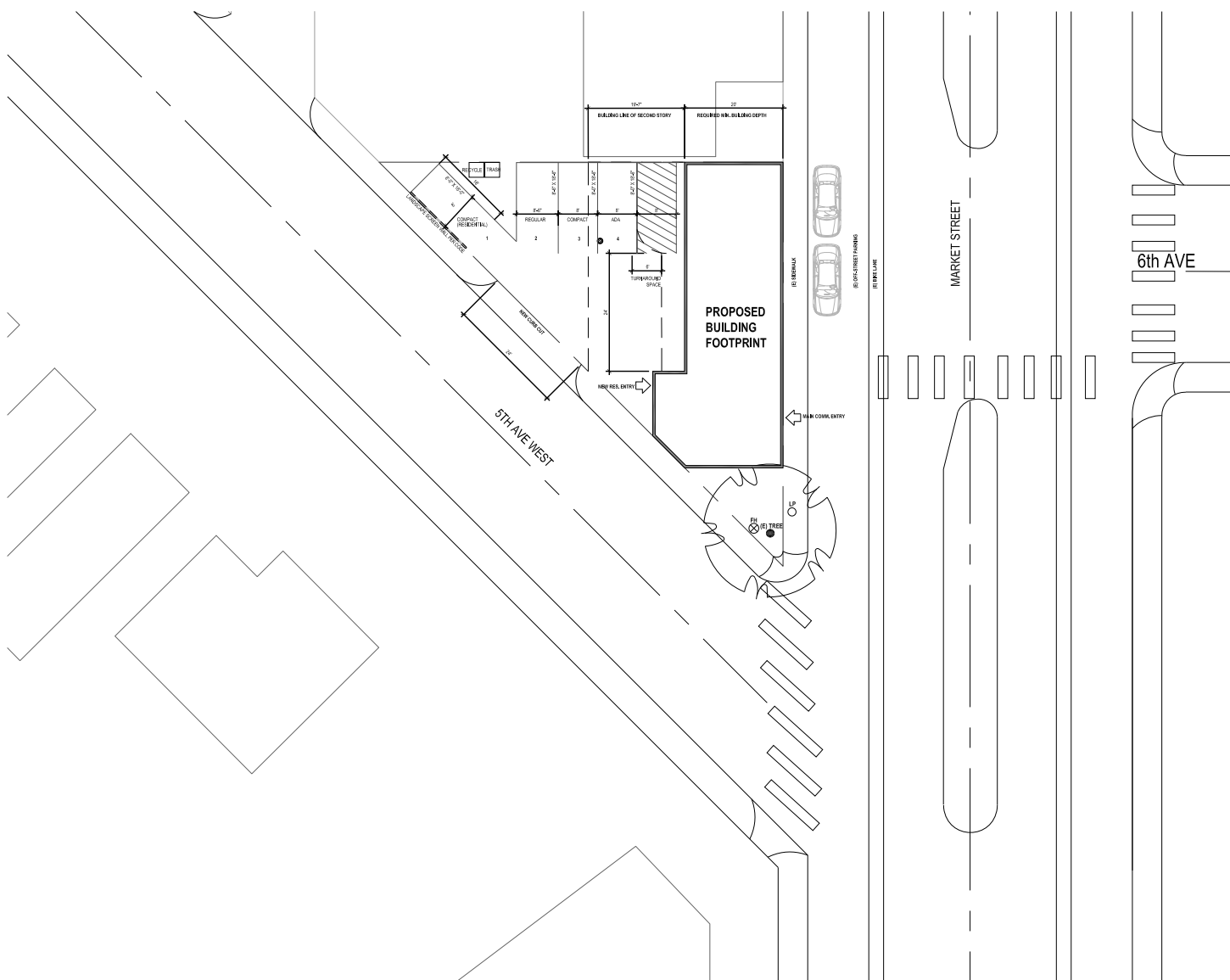


135 Lake Street South
Suite 250
Kirkland, WA 98033
Tel: 206.682.5211
Fax: 206.682.1403

601 Market - New Development

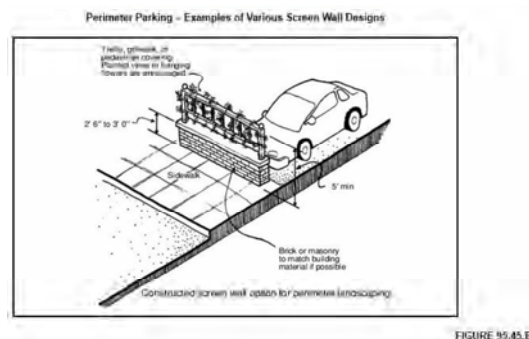
601 Market Street
Kirkland, WA 98033

DETAIL:
04-29-2021



1 SITE PLAN
SCALE: 1" = 20' - 0"

WALL KEY:
 LANDSCAPE SCREEN WALL PER CODE
 NEW WALL



2 SCREEN WALL REQUIREMENT
FOR REFERENCE ONLY

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Suite 250
Kirkland, WA 98033
Tel: 206.682.5211
Fax: 206.682.1403

601 Market - New Development

601 Market Street
Kirkland, WA 98033

DETAIL:
04-29-2021

MEMORANDUM

Date:	January 8, 2021	TG:	1.20224.00
To:	Thang Nguyen – City of Kirkland		
From:	Dan McKinney – Transpo Group Jessica Lambert, PE – Transpo Group		
cc:	H. Todd Kilburn, AIA, NCARB – Kilburn Architects, LLC		
Subject:	601 Market Street – Parking Study		

This memorandum is providing information to support a parking code reduction and a parking location variance request for the proposed mixed-use development project. The proposed development is located along Market Street at 5th Avenue W in Kirkland, WA. In general, the owner of the existing Eye Contacts Lens Center is desiring to rebuild the office use and include a residential unit above for their personal use. In addition, the proposed 2-story building would also consolidate driveways and remove two curb cuts that would improve vehicle and pedestrian circulation, access, and safety. The specific details are described in detail below. The following memo provides a description of the proposed project, associated parking demand, how the parking supply will meet the demand, an on-street parking study, parking location variance request, and summarize the overall benefits of the proposed project.

Project Description

The site is a small triangular lot that is challenging to develop and difficult to efficiently accommodate parking. The site is located at 601 Market Street and currently houses 2 businesses within an 1,804 square foot building and has 5 on-site parking spaces. This include the Eye Contacts and Lens Center as well as a Puget Sound Wood Windows company. The existing building would be demolished and replaced with a new building that would accommodate only the Eye Contacts and Lens Center in the 1,200 square foot ground floor space with a 2-bedroom apartment unit above. The residential unit would be occupied by the owner of the Eye Contacts and Lens Center providing for a live/work environment. The proposed project would provide 5 parking stalls. The site vicinity is shown in Figure 1



Figure 1 Site Vicinity

There are currently three curb cuts accessing the property (one on Market Street and two on 5th Avenue W). With completion of the proposed project the number of curb cuts would be consolidated to one along 5th Avenue W, a net decrease of two curb cuts. Additionally, the consolidation and reduction of two curb cuts which would eliminate conflict points for vehicles and pedestrians and improve safety. A preliminary site plan is shown in Figure 2.

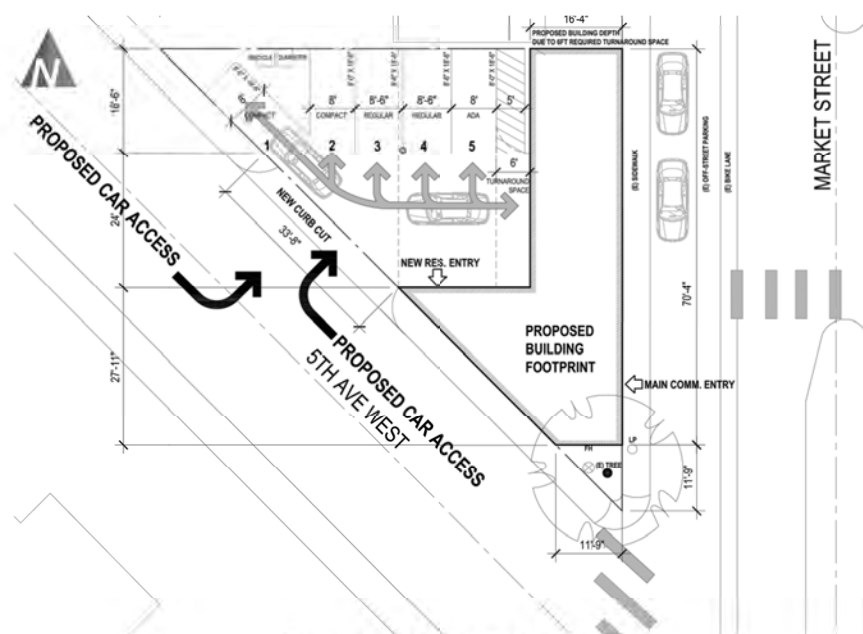


Figure 2 Preliminary Site Plan

Description of Request

The proposed project would be required to provide a minimum number of parking stalls to meet the City of Kirkland Zoning Code (KZC). The proposed project is located within the Market Street Corridor (MSC) zone 3 for which parking requirements are outlined in KZC 51.30.030 and 51.30.070. Table 1 provides a summary of the code required parking rates as well as the number of stalls required for the proposed project.

Table 1. Code Required Parking Stalls

Land Use	Size	Minimum Parking Rate	Minimum Required Parking Stalls
Residential	One 2-Bedroom Unit	1.6 stalls/2-bedroom unit ¹	2 stalls
Medical Dental Office	1,200 square feet	1 stall per 200 gross square feet ²	6 stalls
Total	-	-	8 stalls

1. KZC 51.30.030

2. KZC 51.30.070

As shown in Table 1, the project is required to provide a minimum of eight parking stalls. The request is to allow the proposed project to provide less than the minimum parking required by City of Kirkland code.

Technical Evaluation of Reduction Request

Supply

The project is proposing to provide five parking stalls to be shared between the residential unit and the medical office. Access to on-site parking would be provided via one driveway along 5th Avenue W. As discussed previously, with completion of the proposed project there will be a net reduction of two curb cuts. With removal of these curb cuts up to two additional on-street parking spaces could be made available. Additional on-street parking is available in the area including unrestricted parking on 5th Avenue W and the east side of Market Street.

Demand

A parking demand analysis for the proposed project was conducted to determine the peak parking demand for the project. The peak parking demand for the proposed project was developed utilizing two different methodologies. Under the first methodology the peak parking demand was calculated based on data published in the *Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition* and the King County Right Size Parking Calculator. The other was to calculate the peak parking demand programmatically. As mentioned earlier, the proposed project would include a smaller office space to just house the same optical office that is on site today and the window company would be removed. Programmatic information for the optical office would be the same in the future and was used to calculate parking demand. Future operations are anticipated to be similar as they are today with the exception that the window company would be removed, and one residential unit would be added. The methodology utilized for the residential and medical office uses are described in the following.

Published Data

Residential. The residential parking demand was based on information from the King County Residential Parking Calculator. The KC Multi-Family Residential Parking Calculator is a website program that calculates parking/unit rates for any parcels or areas in the county. The parking rate is a modeled value, which predicts parking rates per residential unit based on the unit mix, monthly parking costs, and projected rent, parking supply, and characteristics of the area. Figure 3 shows the King County Right Size Calculator assumed rent for the unit type. No monthly parking was assumed as the occupant of the unit is also the owner of the medical office. For the proposed project the model identifies a parking rate 1.17 vehicles per unit.

Right Size Parking
King County Multi-Family Residential Parking Calculator V2.0
TOOLS TO BALANCE SUPPLY

Enter a location...

Parking/Unit Ratio (Num)
0.50

1 Parcel Selected
Parking/Unit Ratio: 1.17

Building & Parking Specifications | Location Characteristics | Parking Impacts

The preset values below represent subregional (CBD, Urban and Suburban) average/median values (from field work) for building (with no affordable units) and parking specifications. These represent the default values, as a starting point, for which parking use ratios are estimated. Scroll down to view parking optimization estimates and guidance on unbundled and affordable housing options.

	NUMBER OF UNITS	AVERAGE RENT (\$)	RESIDENTIAL AREA (SQ FT)
STUDIOS:	0	\$0	0
1 BEDROOMS:	0	\$0	0
2 BEDROOMS:	1	\$1,415	2,319
3+ BEDROOMS:	0	\$0	0
TOTAL:	1	\$1,415	2,319

AFFORDABLE UNITS: 0

PARKING

PARKING STALLS: 1

PRICE PER STALL (\$/MO): \$0

✓ Right Sized

UPDATE RESET

Figure 3 King County Right Size Calculator

A rate of 1.17 results in a residential weekday peak parking demand of 1 vehicle. Additionally, the parking demand rate from ITE for low-rise multifamily housing is 1.21 vehicles per dwelling unit. A

rate of 1.21 also results in a rounded peak parking demand of 1 vehicle. This is consistent with the number of vehicles the developer/tenant has and intends to own and doesn't take into account that the owner/operator of the optical office will be living in this unit and share parking.

Commercial. Parking demand for the medical office was based on the *ITE Parking Generation Manual, 5th Edition (2019)*. ITE identified a parking demand rate of 3.23 vehicles per 1,000 square feet. Based on an office size of 1,200 square feet, the peak parking demand is estimated to be 4 vehicles. Additionally, the project is located primarily in a residential neighborhood with bicycle lanes provided along Market Street and sidewalks along most roadways. Based on information provided by the owner, many patients walk to the office due to the location in a residential district. A peak parking demand of 4 should be conservative given the local client base and pedestrian amenities within the neighborhood.

Shared parking

As noted above, the peak parking demand rates reflect both the King County Parking Calculator and ITE rates. For the proposed project, this results in a total parking demand of 5 vehicles for the project when not considering the shared nature of the uses. The different uses peak at different times of day with medical office use peaks midday whereas residential uses peak overnight. Figure 4 show the anticipated hourly parking if shared parking were utilized among all uses.

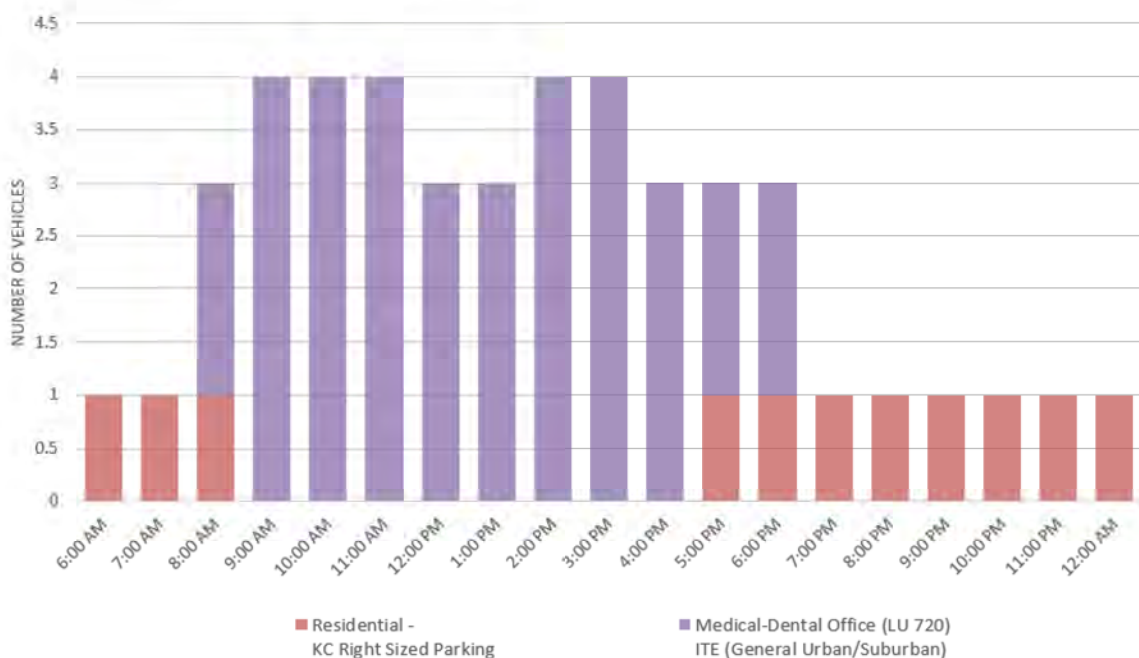


Figure 4 Shared Parking

As shown in Figure 4, the peak hourly parking demand is anticipated to be 4 vehicles in the morning and afternoon and could be accommodated in the supply of 5 stalls. Detailed shared parking calculations are provided in Attachment A.

Programmatically

To determine the peak parking demand of the proposed project programmatically, information about current operations were obtained from the owner/operator. As discussed previously, the proposed project would replace the existing office with a similar facility. As such, future operations are anticipated to be similar to today. The following provides a summary of the operations of the office:

- The office operates with 1 doctor and 2 staff totaling 3 employees.
- Monday, Tuesday, Thursday, Friday open from 9:00 a.m. to 6:00 p.m. with the first appointment at 9:00 a.m. and the last appointment at 4:30 p.m.
- On Wednesdays the first appointment is at 9:00 a.m. and the last appointment is at 6:30 p.m.
- Typically, one person/family arrives every 30 minutes but there may be some overlap between arrivals and departures.¹

Assuming three staff and up to two patients on-site at any one-time results in a peak parking demand of 5 vehicles. Again, the occupant of the apartment unit is also the owner of the medical office; therefore, additional demand would not be associated with the residential unit resulting in a peak parking demand of 5 vehicles.

On-Street Parking Study

As shown above it is anticipated that the proposed supply of 5 stalls could accommodate the peak parking demand; however, as requested by the City, an off-site on-street parking utilization study was conducted to understand the amount of publicly available on-street parking. The on-street parking study was completed to determine the available on-street parking supply and occupancy within 800 feet walking distance of the project site. Based on coordination with the City of Kirkland, on-street parking demand was collected at 10 AM, 1 PM and 7 PM. The study included the area of approximately 8th Avenue W to 3rd Avenue and 2nd Street W to Market Street. Per coordination with the City of Kirkland, only the blocks west of Market Street were included in the study. The on-street parking study was based on parking supply and demand data collected in December 2020. Parking demand data were collected on three consecutive midweek days² and averaged. A map of the on-street parking utilization study area is shown in Figure 5. Parking utilization details for each block and each time period of the survey are provided in Attachment B.

¹ Operations represent post-COVID operations. The number of patients during Covid-19 are 1 per hour.

² Parking demand data collected three consecutive days on December 1st, 2nd, and 3rd.



Figure 5 On-Street Parking Study Area

A summary of parking utilization study is shown in Table 2.