

Table 2. Parking Utilization Study Summary

	Time Period		
	10:00 AM	1:00 PM	7:00 PM
<u>Existing</u>			
On-Street Supply ¹	139	139	139
Average On-Street Occupancy ²	47	58	33
Percent of Parking Occupied in Study Area	34%	42%	24%
Available Parking	92	81	106

1. Based on supply collected December 2020 based on City of Kirkland Policy R-34B.

2. Based on an average of three consecutive days of data collection.

As shown in Table 2, under existing conditions, over 50 percent of on-street parking is unoccupied during each time period resulting in a minimum of 81 available parking spaces and a maximum of 106 parking spaces. Parking supply calculations for each block can be found in Attachment B. As mentioned above, the parking demand for the project site is likely to be accommodated on site. If project related parking were to utilize on-street parking, available on-street parking near the site would be able to accommodate the demand. Additionally, as shown in Figure 5, there are three loading zones in the project vicinity that delivery drivers could utilize.

Parking Location Variance Request

Per the City of Kirkland Department of Public Works Pre-Approved Policy Plan R-4 section 8.d for multi-family and non-residential use, parking shall be located a minimum of 25 feet behind the back of the sidewalk. As described previously, the site is a small triangular lot that is challenging to develop and difficult to efficiently accommodate parking. In order to maximize the number of parking stalls provided on-site stalls are proposed to be provided adjacent to the sidewalk along the northeast side of 5th Avenue W as shown Figure 2. Provision of the parking stalls 25 feet behind the back of the sidewalk would eliminate three of the proposed five parking stalls on-site resulting in an on-site parking supply of two stalls.

In order to minimize potential conflicts, the parking stall closest to the sidewalk has been designated as a residential only stall and would not be used during business hours for the optical office. The next two stalls, as part of the variance request, have a direct sight line of incoming vehicles so inbound and outbound vehicles can avoid each other. Additionally, vehicle turning movements were completed for the other two stalls (the two stalls adjacent to the reserved residential stall) as part of this variance request to verify turning maneuvers and verify sight lines for vehicles exiting those stalls. Compact cars were shown for both stalls as well as a larger vehicle in furthest stall from the street that is part of this request. While the larger vehicle is considered a standard size vehicle for design purposes and is 19 feet long, which would represent a full-size vehicle such as an older Lincoln Town Car. As shown, vehicles exiting the stalls can see vehicles headed northwest or southeast bound on 5th Avenue W. Vehicle turning movements are provided in Attachment C.

Potential conflicts at the driveway the stall closest to 5th Avenue W have been minimized by designating the stall as residential only stall and would not be used during business hours for the optical clinic. The next two stalls within the 25-foot setback that are part of the variance request have a direct sight line of incoming vehicles so inbound and outbound vehicles can avoid each other and vehicle turning maneuvers indicated that vehicles in the two stalls that are part of the variance request could see vehicles moving in either direction along 5th Avenue W. No issues are anticipated with the proximity of the parking stalls to the sidewalk.

Summary and Findings

The proposed project would develop a 1,200 square foot medical-dental office with an accompanying 2-bedroom apartment unit. The existing 1,804 square foot medical-dental office/retail store would be demolished with completion of the proposed project. It is the intention of the project to replace the space with the existing optical office and not include the window company. In addition, the owner/operator of the optical office would be the one living in the residential unit and minimize impacts to parking.

Peak parking demand for the project was calculated using two different approaches, yielding a peak parking demand of 4 to 5 vehicles. With a proposed parking supply of five the demand would be met with parking provided on-site and no off-site impacts are anticipated as a result of the proposed project. A survey of the surrounding on-street parking supply showed that if patients or employees of the optical office chose to park on-street parking demand would be able to be accommodated within 800 feet of the site. The survey indicated there was a minimum of 81 available parking spaces within 800 feet of the site.

In addition, the project would be improving access and circulation by eliminating one curb cuts that currently existing on Market Street, which is the busier frontage. This will remove conflict points for vehicles entering traffic as well as for vehicles interacting with pedestrians. On-street parking is available in the area and an increase in on-street parking could occur with completion of the proposed project given the removal of two curb cuts on Market Street. No off-site parking impacts are anticipated as a result of the proposed project and additional on-street parking provides for added public supply in the area. No issues are anticipated with the proximity of the parking stalls to the sidewalk.

Attachment A: Shared Parking

Attachment A: Shared Parking

TRAN20-00557

601 Market Street Shared Parking

Weekday Shared Parking Demand Estimate

Use Size Parking Rate Rate Source Demand	Residential - KC Right Sized Parking 1 DU 1.17 stalls/unit <i>Right Sized Parking</i> ² 1		Medical-Dental Office (LU 720) ITE (General Urban/Suburban) 1,200 sf 3.23 vehicles/1,000 sf <i>ITE Parking Generation (5th Ed)</i> 4		TOTAL Shared Parking Demand
Time of Day ¹	% Hourly Demand	Hourly Demand	% Hourly Demand	Hourly Demand	
6:00 AM	90%	1	0%	0	1
7:00 AM	77%	1	12%	0	1
8:00 AM	56%	1	43%	2	3
9:00 AM	45%	0	88%	4	4
10:00 AM	40%	0	99%	4	4
11:00 AM	37%	0	100%	4	4
12:00 PM	36%	0	83%	3	3
1:00 PM	36%	0	74%	3	3
2:00 PM	37%	0	94%	4	4
3:00 PM	43%	0	93%	4	4
4:00 PM	45%	0	86%	3	3
5:00 PM	55%	1	54%	2	3
6:00 PM	66%	1	54%	2	3
7:00 PM	73%	1	0%	0	1
8:00 PM	77%	1	0%	0	1
9:00 PM	86%	1	0%	0	1
10:00 PM	92%	1	0%	0	1
11:00 PM	97%	1	0%	0	1
12:00 AM	100%	1	0%	0	1
					4

Note: sf = square-feet, DU = dwelling units

1. Based on the ITE Parking Generation, 5th Edition. Time of day for multifamily low-rise housing (LU 220) and medical-dental office (LU 720). Highlighted in orange are assumed based on anticipated hours of operations.

2. RSP rate of 1.18 assumes the default values of DU cost per month and \$0 parking cost per month with a residential supply of 1 stall.

Attachment B: On-Street Parking Study

Attachment B: On-Street Parking Utilization Study - 10:00 AM Demand

							12/1/2020	12/2/2020	12/3/2020
Block	Description	Distance from Site (ft)		Side	Supply	Average Demand	Demand 1 (Collected 12/1/2020)	Demand 2 (Collected 12/2/2020)	Demand 3 (Collected 12/3/2020)
1	2nd Street W between Market Street and 7th Avenue W	800	800	E	5	3	3	2	3
			800	W	6	0	0	1	0
2	Market Street between 8th Ave/2nd Street W and 7th Avenue	800	800	E	6	4	5	5	3
			800	W	4	2	2	2	1
3	7th Avenue W between 2nd Street W between Market Street	800	800	N	6	2	1	2	3
			800	S	4	3	1	4	5
4	2nd Street W between 7th Avenue W and 5th Avenue W	800	800	E	8	3	3	3	3
			800	W	8	2	2	2	1
5	Market Street between 7th Avenue and 6th Avenue	800	800	E	5	1	1	1	2
			800	W	0	4	5	4	3
6	2nd Street W between 5th Avenue W and Waverly Way	800	800	E	8	2	2	1	3
			800	W	5	2	2	2	2
7	5th Avenue W between 2nd Street W between Market Street	800	800	N	15	7	9	6	7
			800	S	22	11	8	12	12
8	Market Street between 6th Avenue and 5th Avenue	800	800	E	8	0	0	1	0
			800	W	2	0	0	0	0
9	Market Street between 5th Avenue and Waverly Way/4th Avenue	800	800	E	7	0	0	0	0
			800	W	7	0	0	0	0
10	Market Street between Waverly Way/4th Avenue and West Driveway	800	800	E	7	1	0	1	1
			800	W	6	0	0	0	0
	On-Street Parking Supply	Spaces		Average Demand	Demand1	Demand2	Demand 3	Usage	
	Within 800 feet	139	0	47	44	49	49	34%	

Attachment B: On-Street Parking Utilization Study - 1:00 PM Demand

							12/1/2020	12/2/2020	12/3/2020
Block	Description	Distance from Site (ft)		Side	Supply	Average Demand	Demand 1 (Collected 12/1/2020)	Demand 2 (Collected 12/2/2020)	Demand 3 (Collected 12/3/2020)
1	2nd Street W between Market Street and 7th Avenue W	800	800	E	5	4	6	2	4
			800	W	6	1	1	1	
2	Market Street between 8th Ave/2nd Street W and 7th Avenue	800	800	E	6	6	6	5	6
			800	W	4	2	3	2	1
3	7th Avenue W between 2nd Street W between Market Street	800	800	N	6	2	1	2	3
			800	S	4	3	2	4	4
4	2nd Street W between 7th Avenue W and 5th Avenue W	800	800	E	8	4	5	3	3
			800	W	8	2	3	1	1
5	Market Street between 7th Avenue and 6th Avenue	800	800	E	5	5	4	5	5
			800	W	0	5	6	5	3
6	2nd Street W between 5th Avenue W and Waverly Way	800	800	E	8	2	1	2	4
			800	W	5	2	2	1	2
7	5th Avenue W between 2nd Street W between Market Street	800	800	N	15	8	10	7	8
			800	S	22	11	10	13	11
8	Market Street between 6th Avenue and 5th Avenue	800	800	E	8	0	0	0	0
			800	W	2	0	0	0	0
9	Market Street between 5th Avenue and Waverly Way/4th Avenue	800	800	E	7	0	0	0	0
			800	W	7	0	0	0	1
10	Market Street between Waverly Way/4th Avenue and West Driveway	800	800	E	7	1	1	1	1
			800	W	6	0	0	0	1
	On-Street Parking Supply	Spaces		Average Demand	Demand1	Demand2	Demand 3	Usage	
	Within 800 feet	139	0	58	61	54	59	42%	

Attachment B: On-Street Parking Utilization Study - 7:00 PM Demand

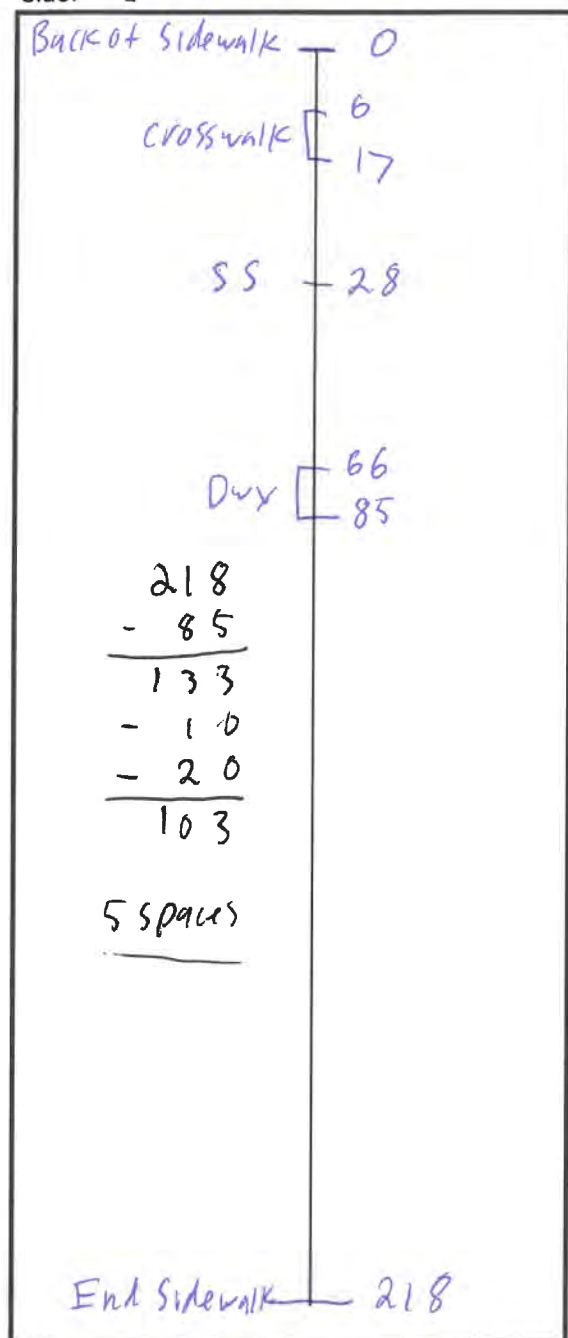
							12/1/2020	12/2/2020	12/3/2020
Block	Description	Distance from Site (ft)		Side	Supply	Average Demand	Demand 1 (Collected 12/1/2020)	Demand 2 (Collected 12/2/2020)	Demand 3 (Collected 12/3/2020)
1	2nd Street W between Market Street and 7th Avenue W	800	800	E	5	2	2	2	2
			800	W	6	0	0	0	0
2	Market Street between 8th Ave/2nd Street W and 7th Avenue	800	800	E	6	3	3	3	3
			800	W	4	1	1	1	1
3	7th Avenue W between 2nd Street W between Market Street	800	800	N	6	1	1	1	1
			800	S	4	2	1	2	2
4	2nd Street W between 7th Avenue W and 5th Avenue W	800	800	E	8	2	1	2	3
			800	W	8	2	2	2	2
5	Market Street between 7th Avenue and 6th Avenue	800	800	E	5	1	3	0	0
			800	W	0	1	1	1	1
6	2nd Street W between 5th Avenue W and Waverly Way	800	800	E	8	2	1	3	1
			800	W	5	2	1	2	2
7	5th Avenue W between 2nd Street W between Market Street	800	800	N	15	6	5	5	8
			800	S	22	9	7	10	10
8	Market Street between 6th Avenue and 5th Avenue	800	800	E	8	0	0	0	0
			800	W	2	0	0	0	0
9	Market Street between 5th Avenue and Waverly Way/4th Avenue	800	800	E	7	0	0	0	0
			800	W	7	0	0	0	0
10	Market Street between Waverly Way/4th Avenue and West Driveway	800	800	E	7	0	0	0	0
			800	W	6	0	0	0	0
	On-Street Parking Supply	Spaces		Average Demand	Demand1	Demand2	Demand 3	Usage	
	Within 800 feet	139	0	33	29	34	36	24%	

Block 1 2nd Street W between Market Street and 7th Avenue W

Curb (C), no sign (NS) = 20'
Stop or yield sign (SS) = 30'
Driveways (DW) = 10' per side

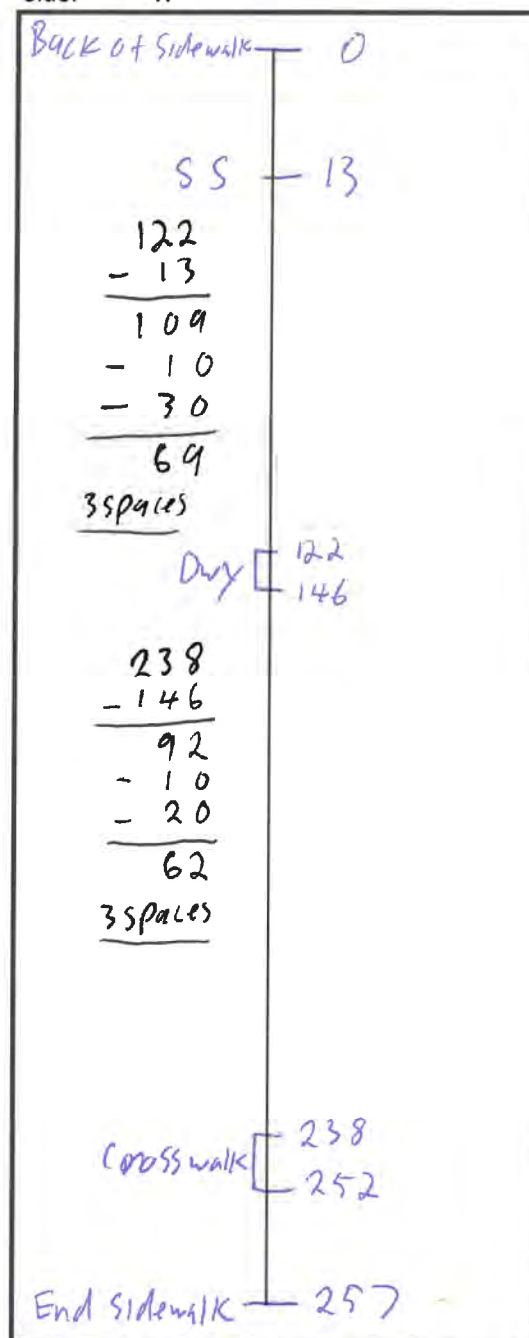
Fire Hydrant (FH) = 15' per side
Parking Sign (S) = 0'
Curb, end of block = 20'

Side: E



5 spaces

Side: W



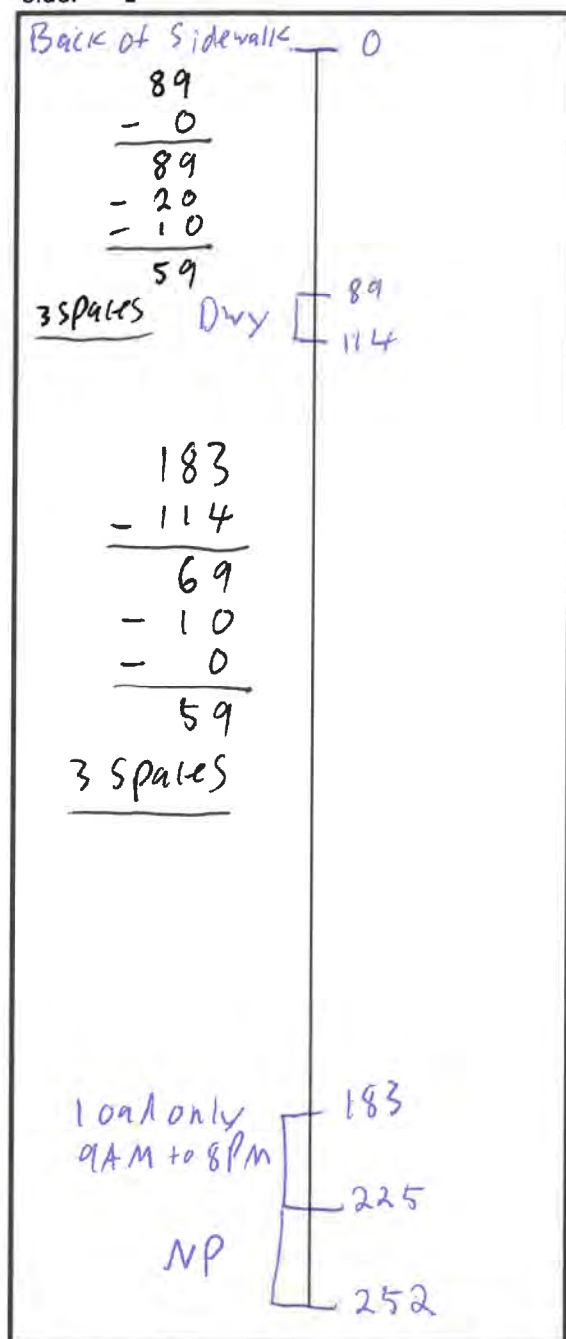
6 spaces

Block 2 Market Street between 8th Ave/2nd Street W and 7th Avenue

Curb (C), no sign (NS) = 20'
Stop or yield sign (SS) = 30'
Driveways (DW) = 10' per side

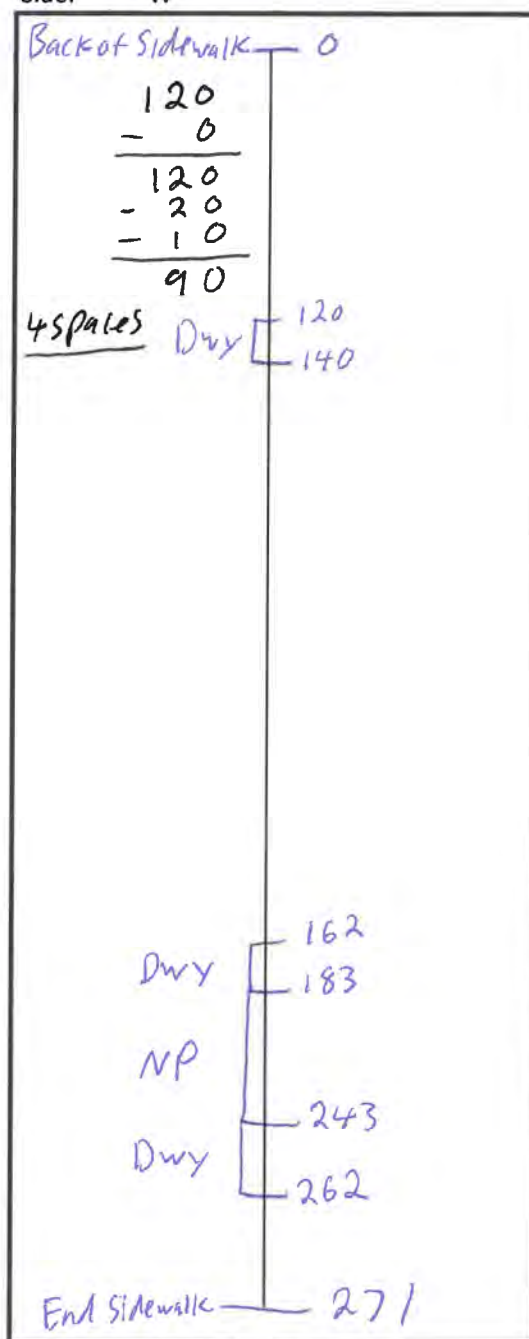
Fire Hydrant (FH) = 15' per side
Parking Sign (S) = 0'
Curb, end of block = 20'

Side: E



6 spaces

Side: W



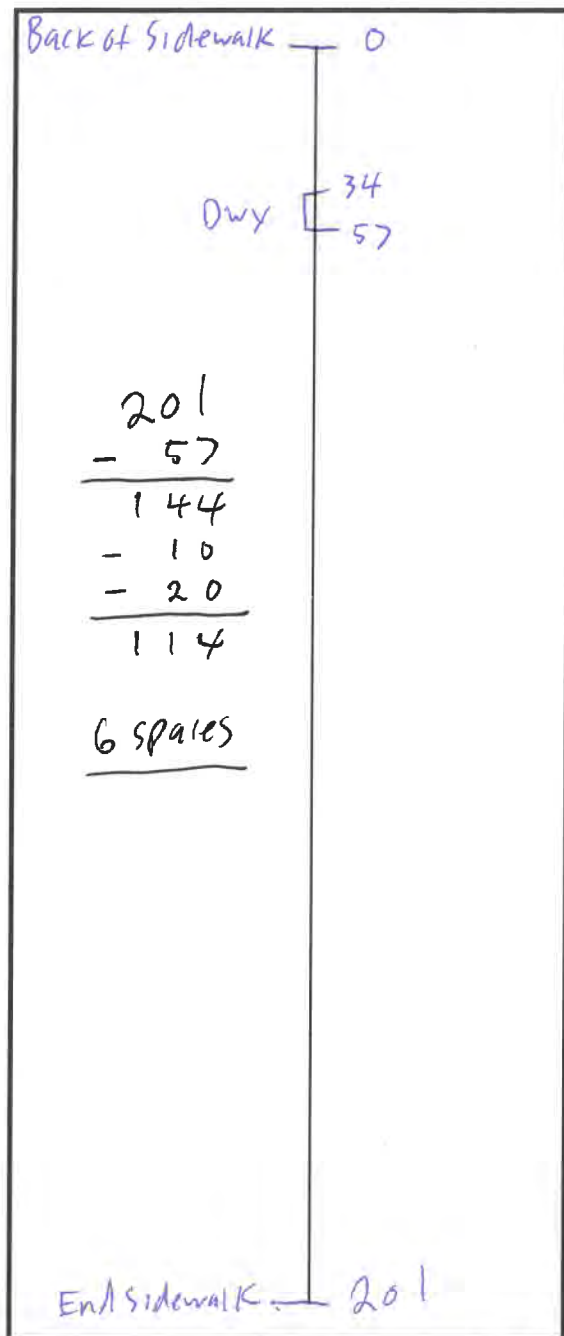
4 spaces

Block 3 7th Avenue W between 2nd Street W between Market Street

Curb (C), no sign (NS) = 20'
Stop or yield sign (SS) = 30'
Driveways (DW) = 10' per side

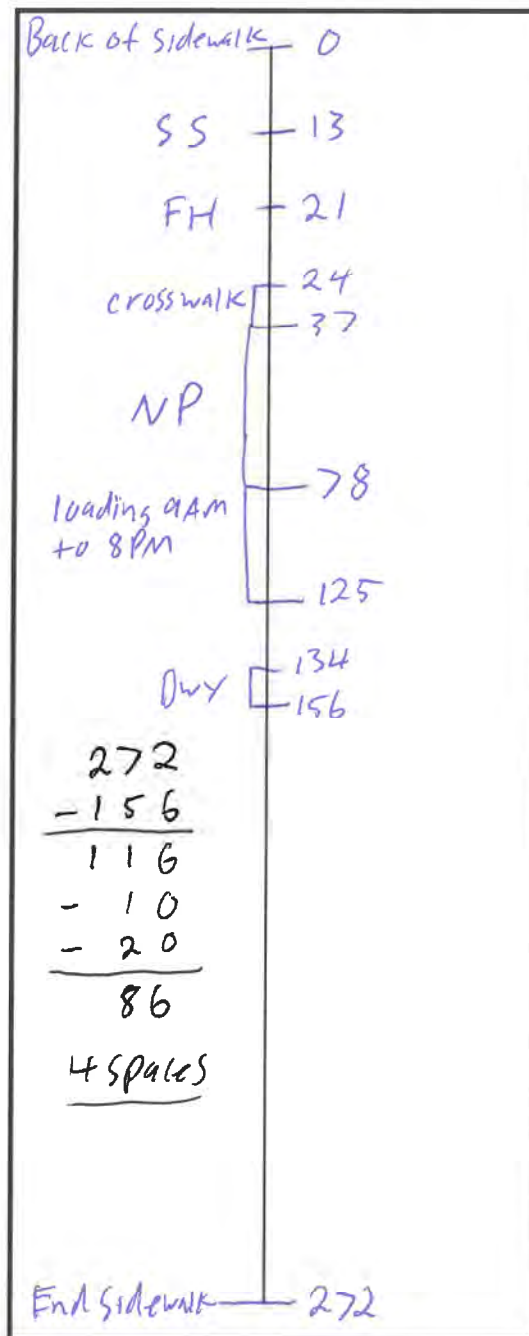
Fire Hydrant (FH) = 15' per side
Parking Sign (S) = 0'
Curb, end of block = 20'

Side: N



6 spaces

Side: S



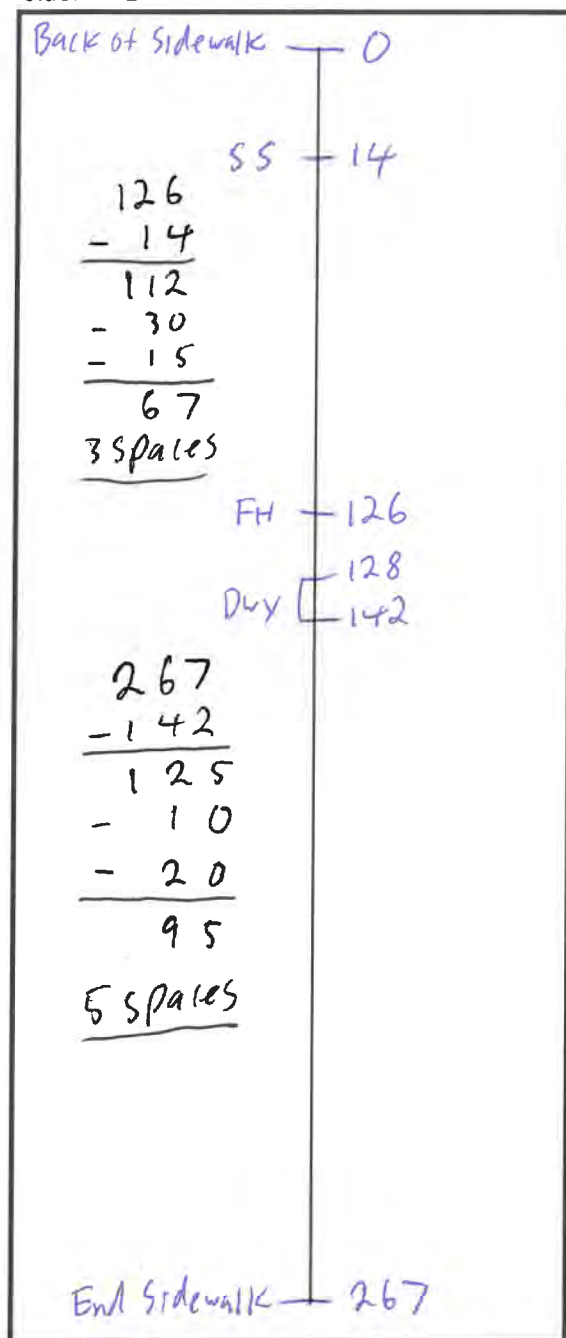
4 spaces

Block 4 2nd Street W between 7th Avenue W and 5th Avenue W

Curb (C), no sign (NS) = 20'
Stop or yield sign (SS) = 30'
Driveways (DW) = 10' per side

Fire Hydrant (FH) = 15' per side
Parking Sign (S) = 0'
Curb, end of block = 20'

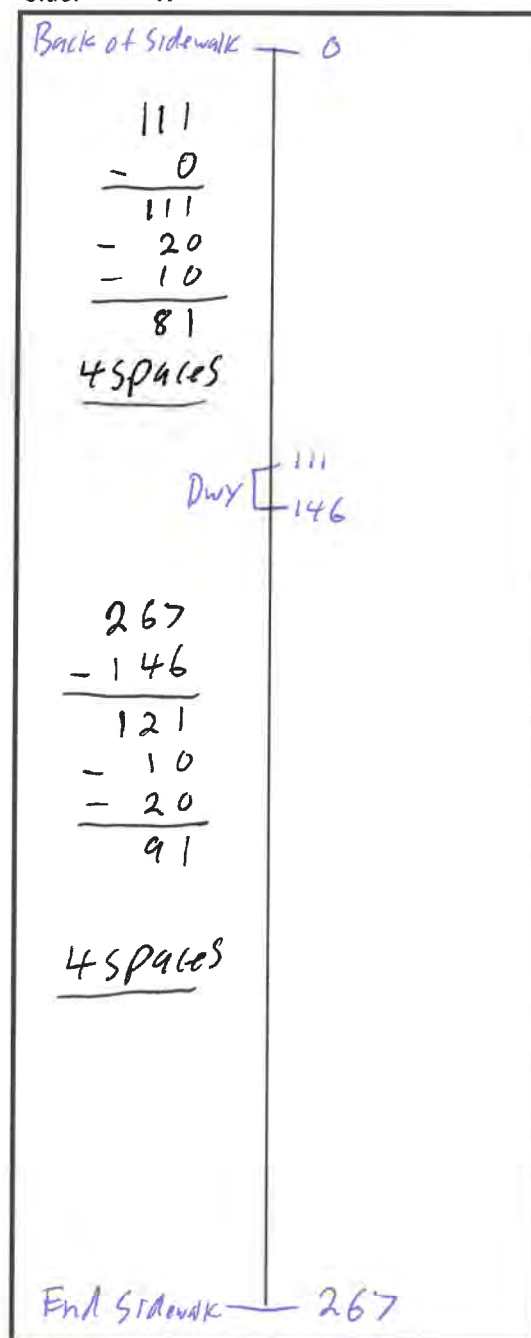
Side: E



8 spaces

transpogroup
WHAT TRANSPORTATION CAN BE.

Side: W



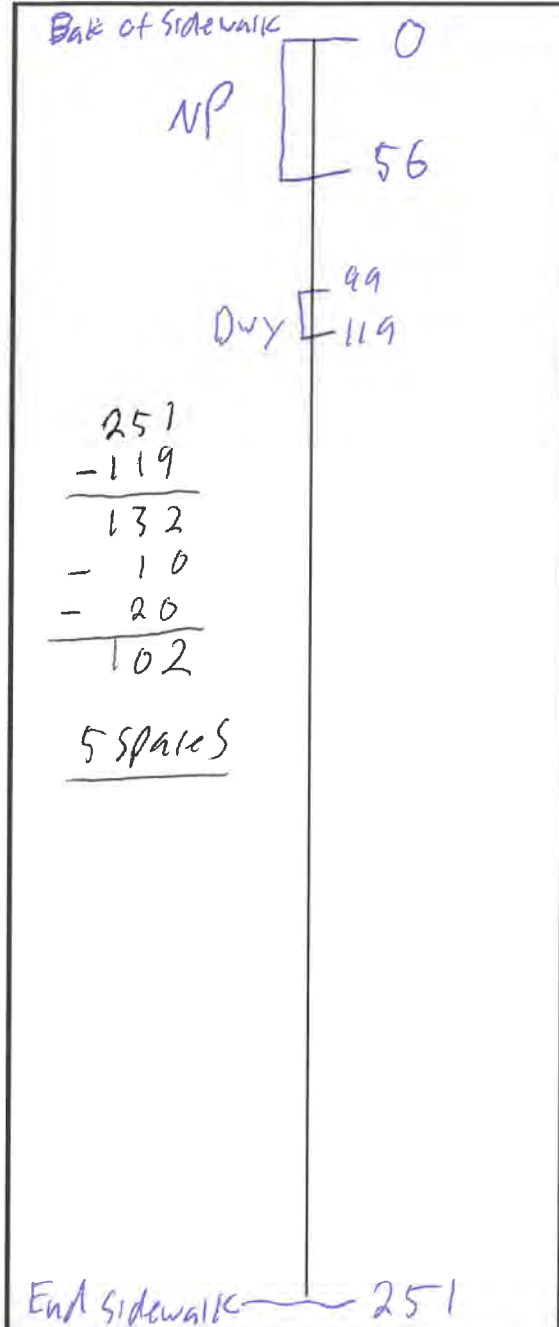
8 spaces

Block 5 Market Street between 7th Avenue and 6th Avenue

Curb (C), no sign (NS) = 20'
Stop or yield sign (SS) = 30'
Driveways (DW) = 10' per side

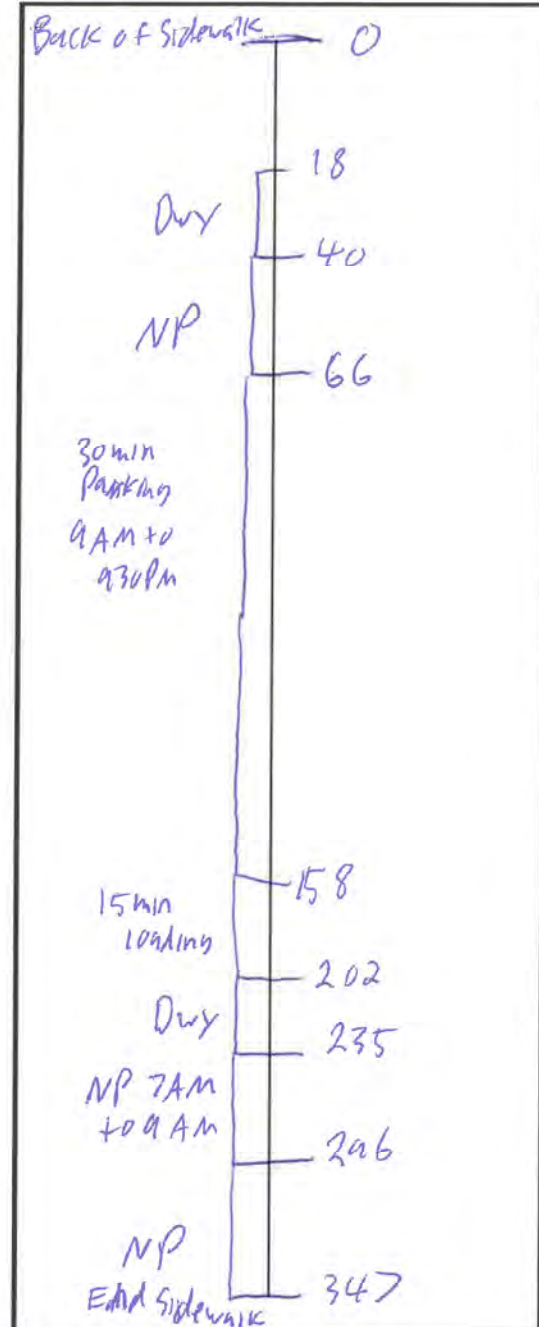
Fire Hydrant (FH) = 15' per side
Parking Sign (S) = 0'
Curb, end of block = 20'

Side: E



5 spaces

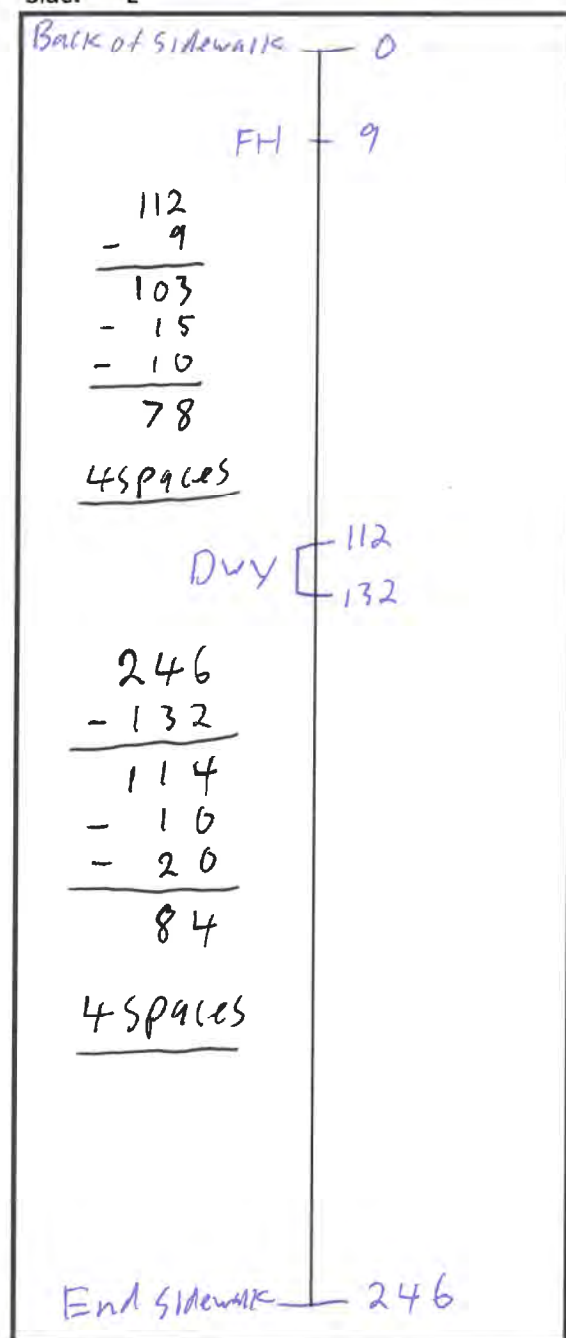
Side: W



0 spaces

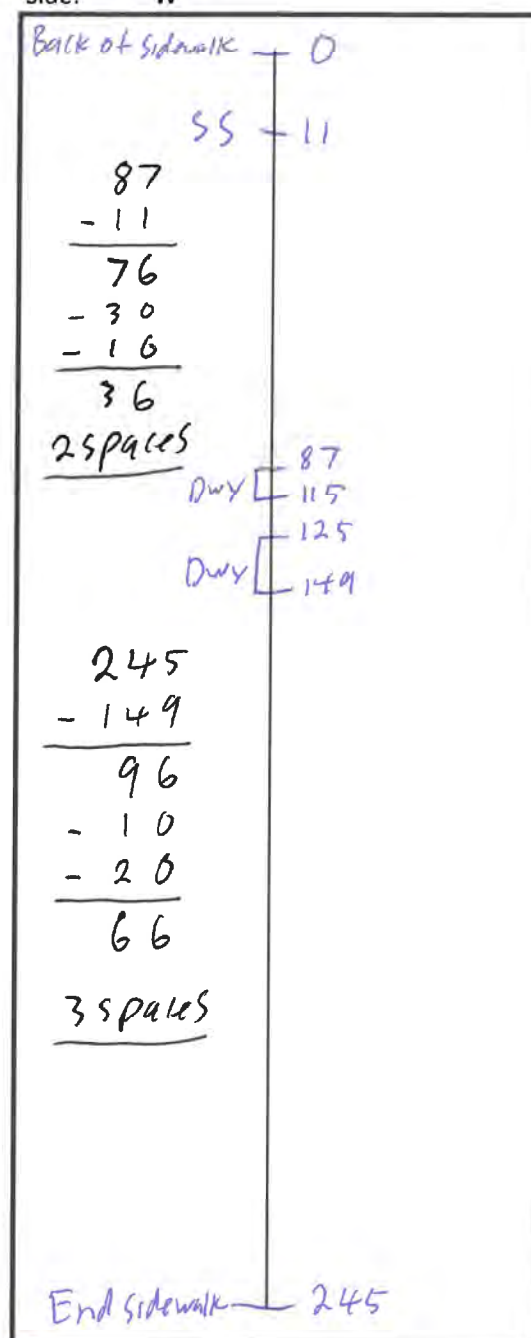
Block 6 2nd Street W between 5th Avenue W and Waverly Way

Curb (C), no sign (NS) = 20'
Stop or yield sign (SS) = 30'
Driveways (DW) = 10' per side
Side: E



8 spaces

Fire Hydrant (FH) = 15' per side
Parking Sign (S) = 0'
Curb, end of block = 20'
Side: W



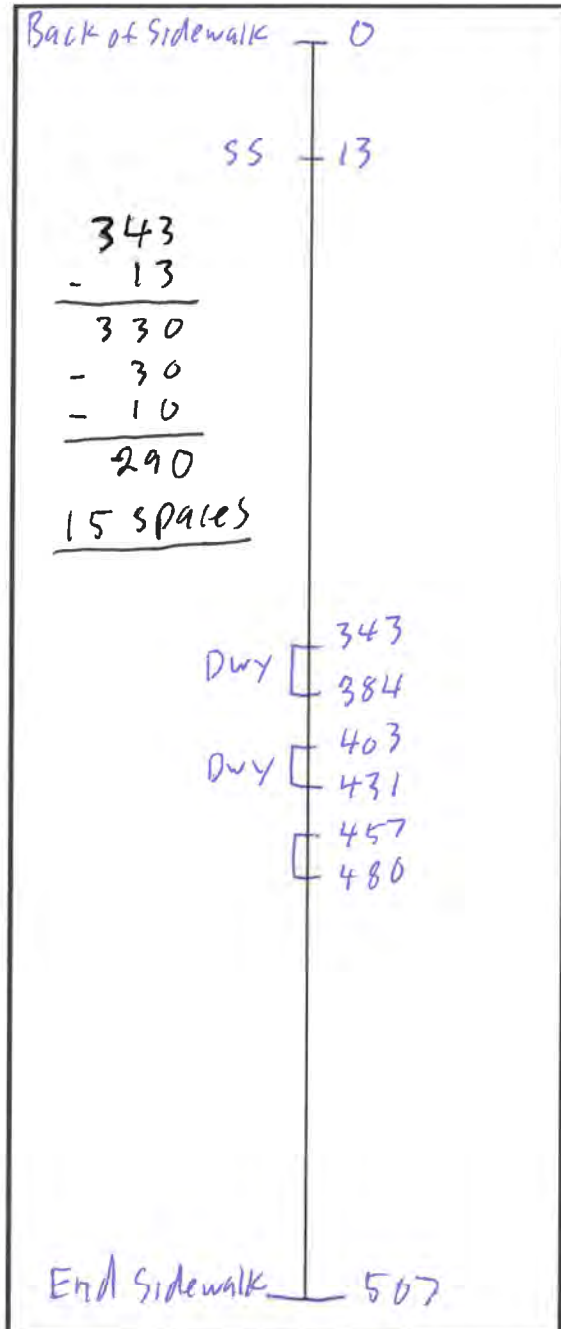
5 spaces

Block 7 5th Avenue W between 2nd Street W between Market Street

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Stop or yield sign (SS) = 30'
Driveways (DW) = 10' per side

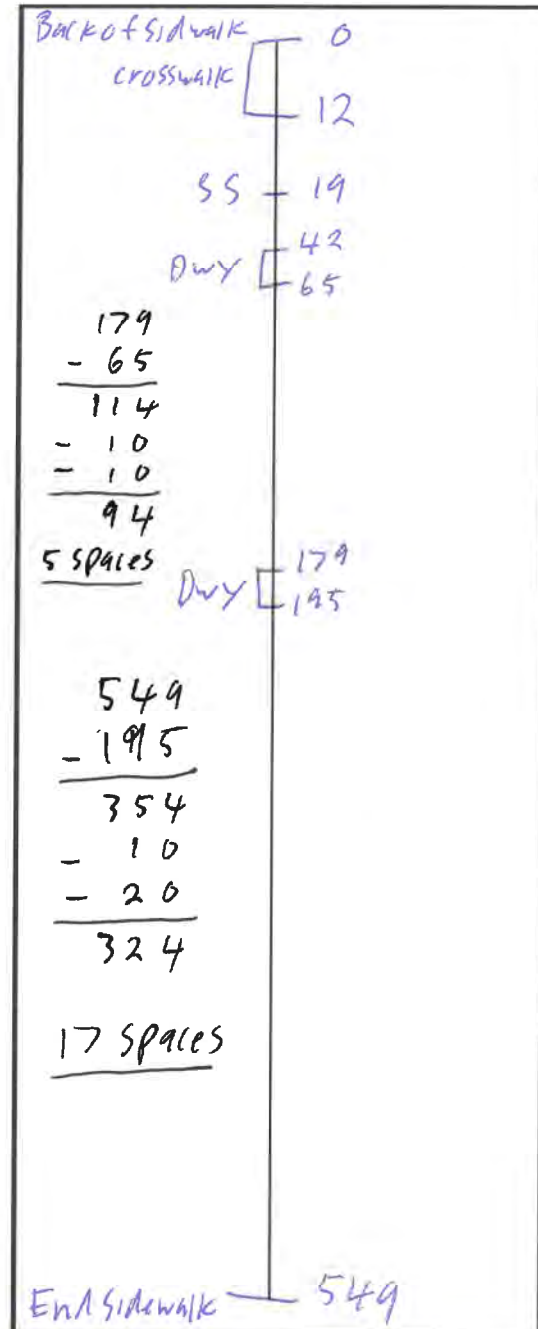
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Parking Sign (S) = 0'
Curb, end of block = 20'

Side: N



15 spaces

Side: S



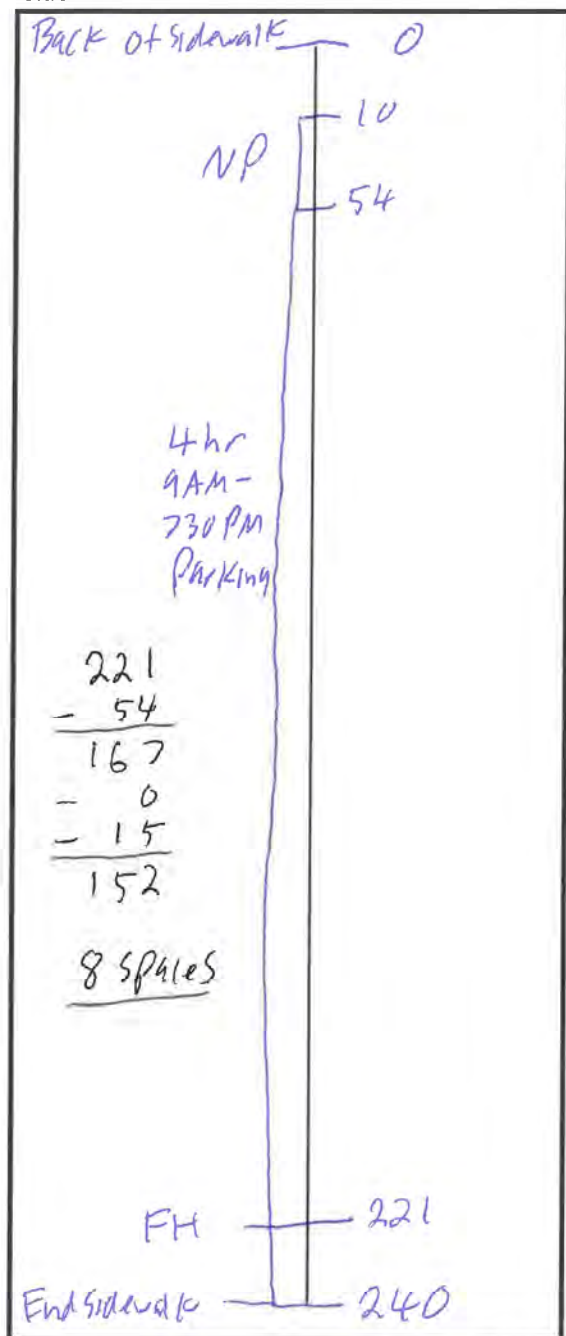
22 spaces

Block 8 Market Street between 6th Avenue and 5th Avenue

Curb (C), no sign (NS) = 20'
Stop or yield sign (SS) = 30'
Driveways (DW) = 10' per side

Fire Hydrant (FH) = 15' per side
Parking Sign (S) = 0'
Curb, end of block = 20'

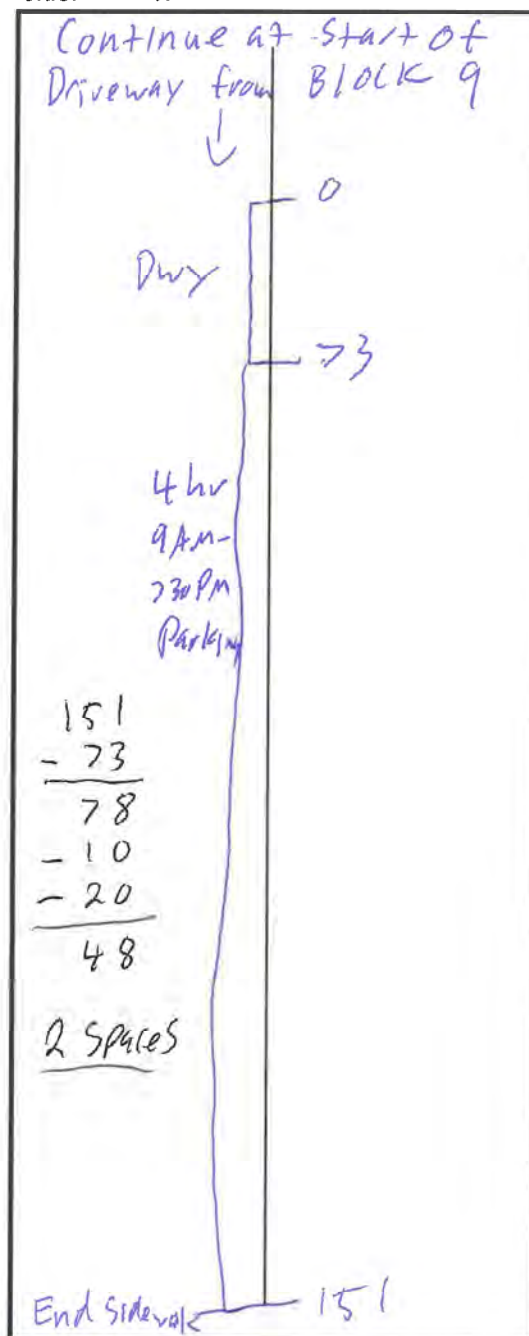
Side: E



8 spaces

transpo group
WHAT TRANSPORTATION CAN BE.

Side: W



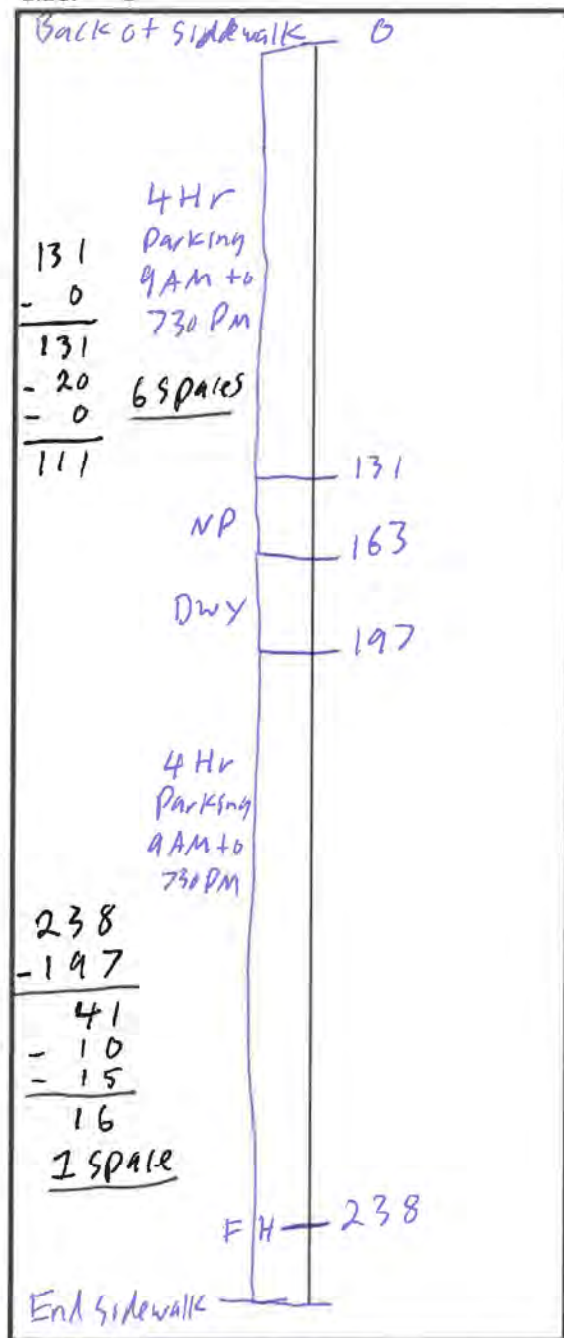
2 spaces

Block 9 Market Street between 5th Avenue and Waverly Way/4th Avenue

Curb (C), no sign (NS) = 20'
Stop or yield sign (SS) = 30'
Driveways (DW) = 10' per side

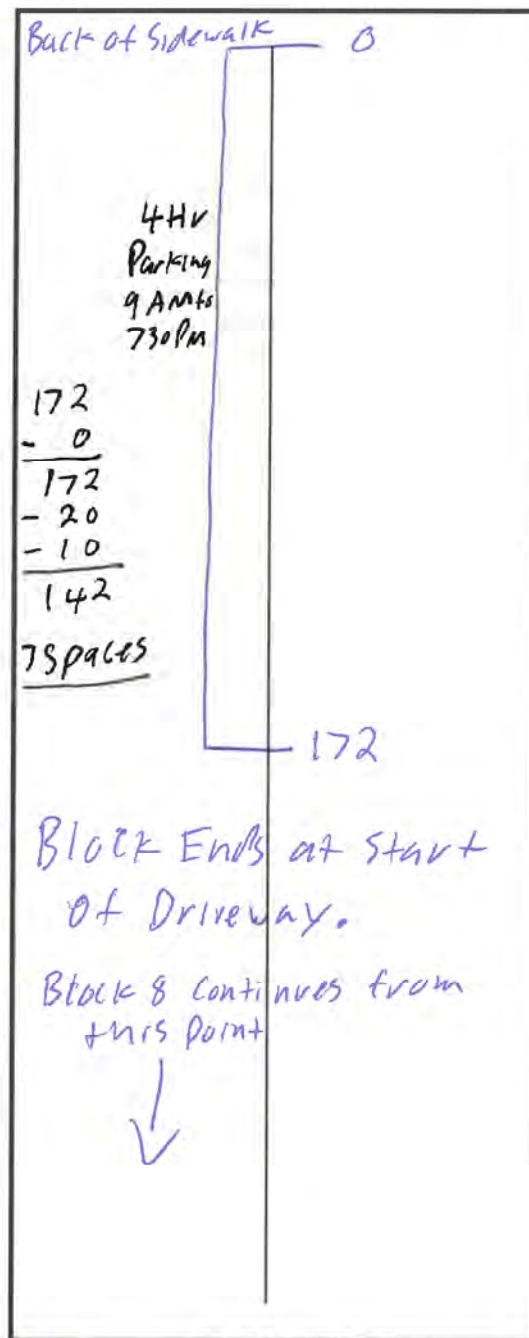
Fire Hydrant (FH) = 15' per side
Parking Sign (S) = 0'
Curb, end of block = 20'

Side: E



7 spaces

Side: W



7 spaces

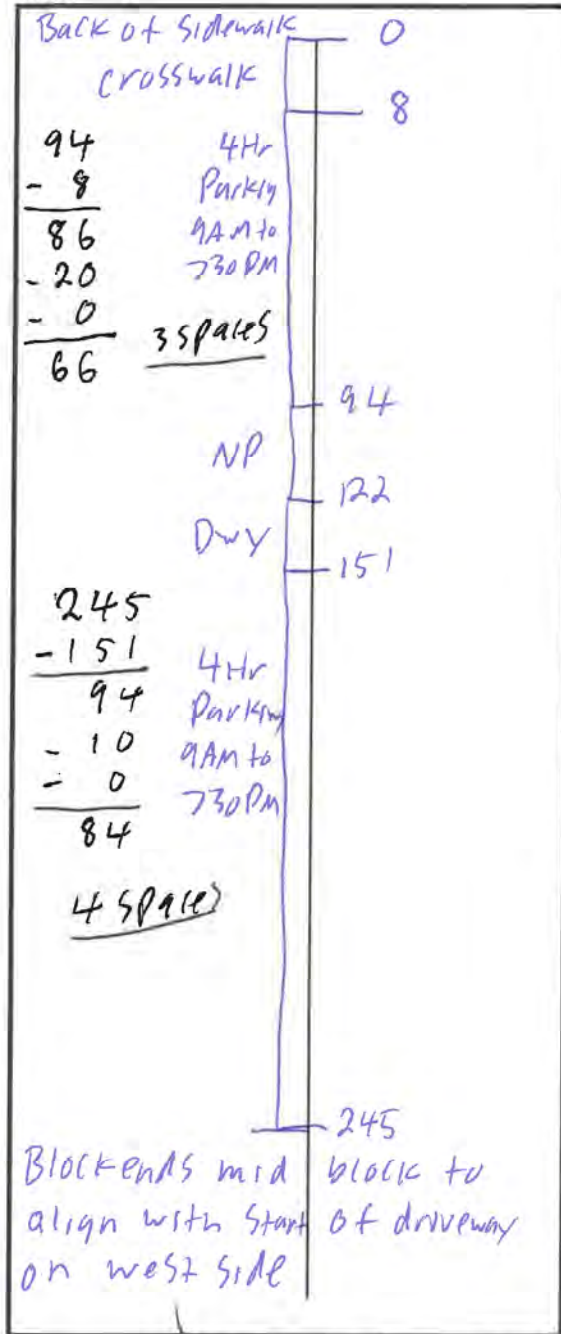
transpogroup
WHAT TRANSPORTATION CAN BE

Block 10 Market Street between Waverly Way/4th Avenue and West Driveway

Curb (C), no sign (NS) = 20'
Stop or yield sign (SS) = 30'
Driveways (DW) = 10' per side

Fire Hydrant (FH) = 15' per side
Parking Sign (S) = 0'
Curb, end of block = 20'

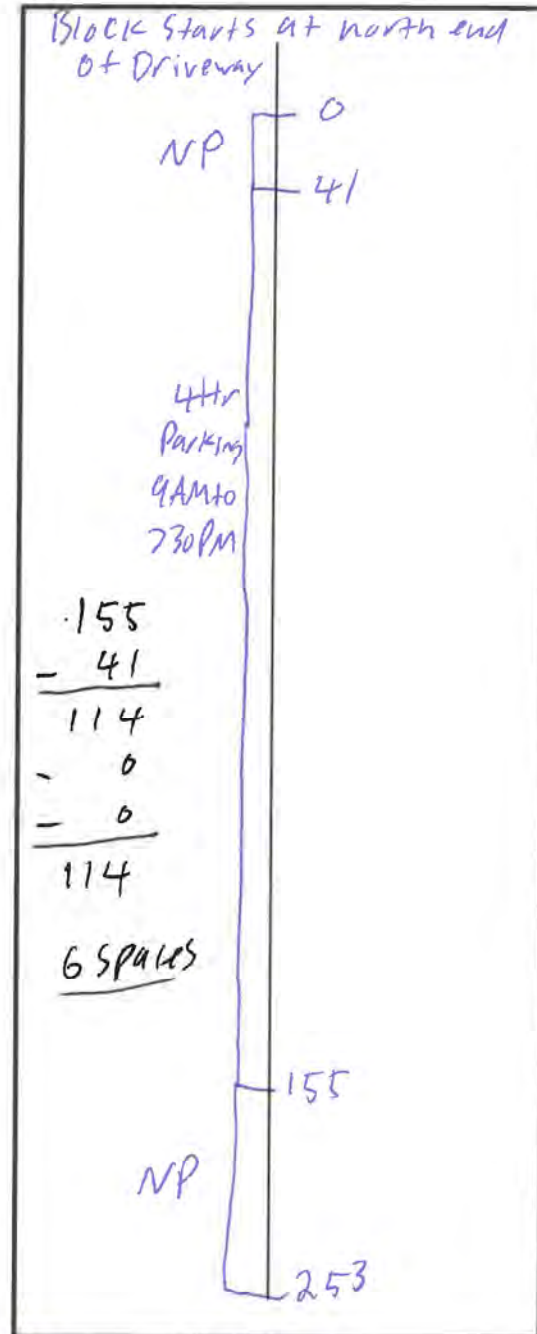
Side: E



7 spaces

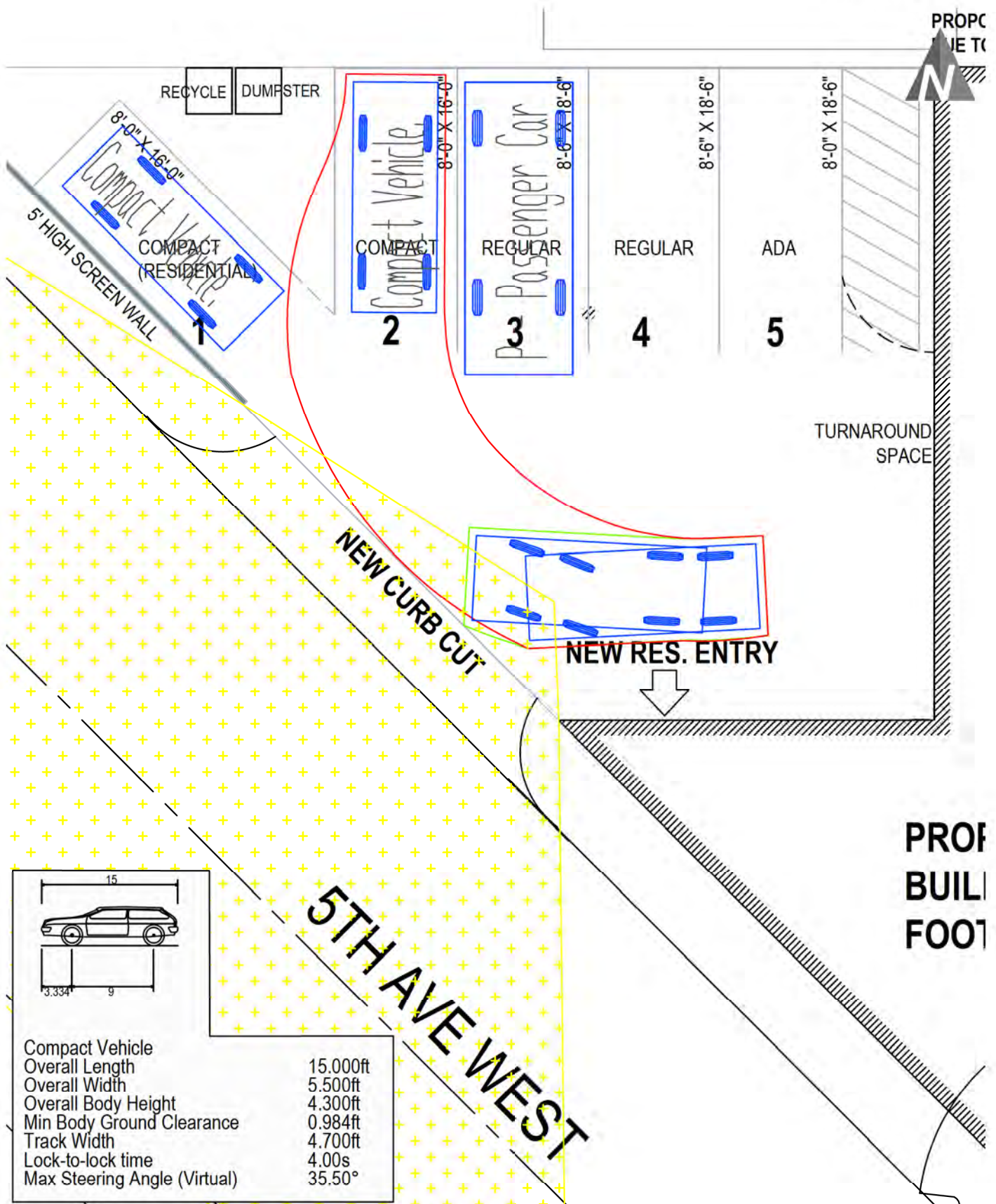
transpo group
WHAT TRANSFORMATION CAN BE

Side: W



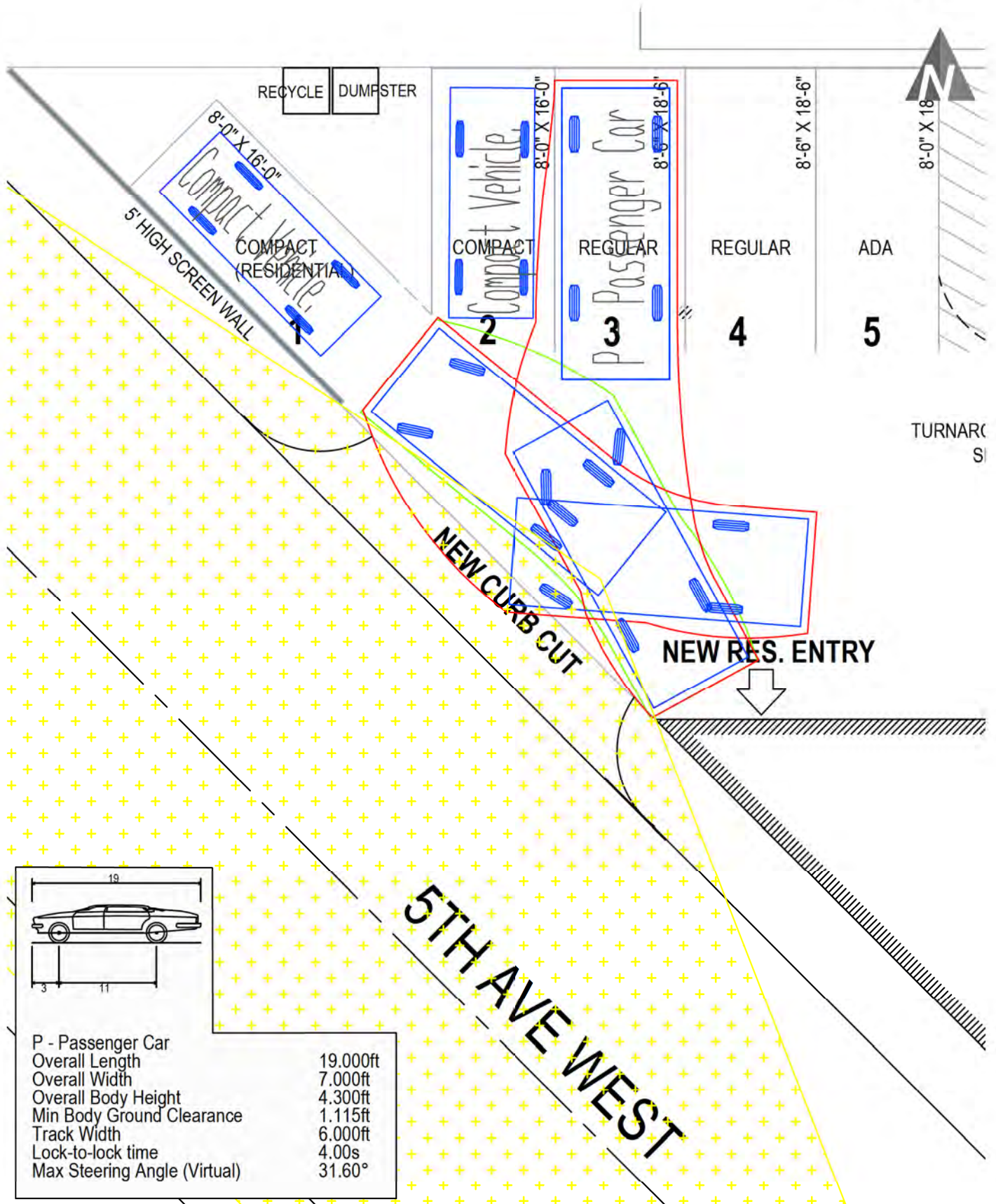
6 spaces

Attachment C: Vehicle Turning Movements



FIGURE

transpogroup 7/



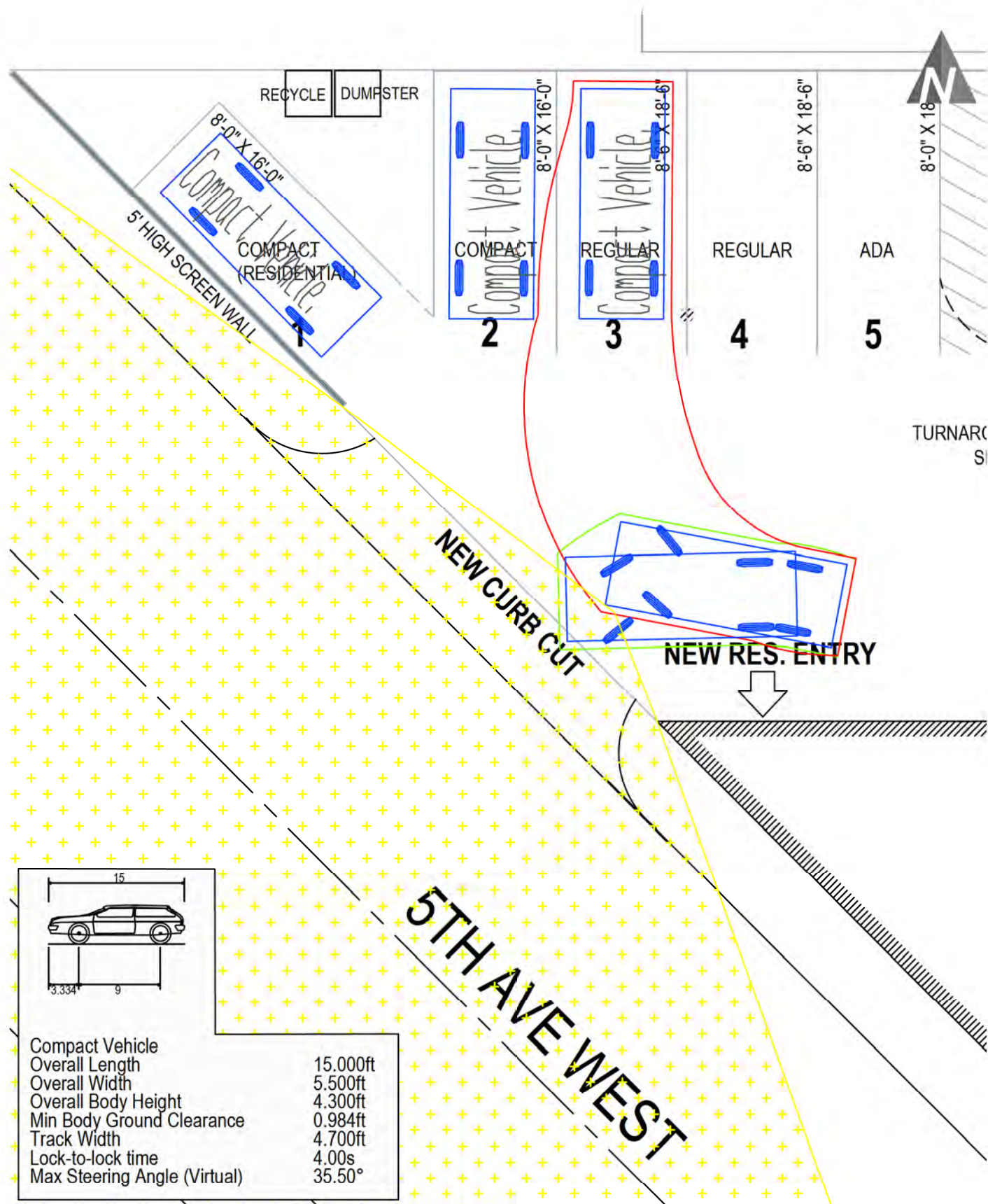
Vehicle Maneuvers - Stall 3 Out

601 Market Street

transpogroup

FIGURE

2



Vehicle Maneuvers - Stall 3 Out (Compact)

FIGURE

3
78

601 Market Street

transpogroup



CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Aoife Blake, Associate Planner

From: Thang Nguyen, Transportation Engineer

Date: April 27, 2021

Subject: 601 Market Street Medical Office Parking Modification Review,
Tran20-00557

This memo summarizes my review of the parking study for the proposed redevelopment of the Eye Contacts and Lens Center commercial building.

Staff Findings

I have reviewed the parking study memorandum dated January 8, 2021 from The Transpo Group. During a typical scheduled appointment, the parking demand is seven spaces. However, on occasion, there may be one additional "drop-in" patient without an appointment. During such occasion the parking demand would be eight spaces. During a typical appointment, the demand of three parking spaces will need to be accommodated on-street. This represents a 43% parking reduction.

As an owner-occupied development (owner of the optical office living upstairs) the typical parking demand is six spaces. In this scenario, the demand of two parking spaces will need to be accommodated on-street. This represents a 33% parking reduction.

Based on the on-street parking utilization data, there are 81 to 106 parking spaces between 10 AM and 7 PM on weekdays. There is ample on-street parking within walking distance (800 feet of the project site) to accommodate the parking overflow during business hours; therefore, the residential neighborhood would not be significantly impacted by the proposed project in the event that the parking demand for the project exceeds the on-site parking supply.

Public Works Recommendation

I do not believe the parking deficit of this development would significantly impact the on-street parking supply within 800 feet of the site on the west side of Market Street. The project's parking demand is less than the on-site supply after 7 PM; therefore, the residents nearby would not be impacted by the development. Public Works recommends approval of the parking modification.

Memorandum to Aoife Blake
April 27, 2021
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Project Description

The project site is located at 601 Market Street. The existing one-story building is approximately 1,804 square feet. Two businesses currently occupy the building, Puget Sound Wood Windows company (604 square feet) and Eye Contacts and Lens Center (1,200 square feet). There are four parking spaces onsite. The site currently has three driveways; one on Market Street and two on 5th Avenue West. None of which meet current standards.

The applicant proposes to redevelop the site to construct a two-story work/live commercial/residential building with four parking spaces. The 1,200 square foot second floor will be a two-bedroom residential unit and the Eye Contacts & Lens Center will occupy the 1,200 square foot commercial ground floor. A new curb cut on 6th Avenue West will provide access to the parking lot in the back of the building. It appears that three of the four parking spaces will not meet the policy R-4 of the public works pre-approved plans driveway requirement (parking cannot be within 25 feet at the driveway, measured from the back of the sidewalk). Therefore, a driveway variance request is required for review.

Code Required Parking

Based on the City of Kirkland's zoning code, the proposed optometrist office would require six parking spaces and the residential unit would require two parking spaces for a total of eight parking spaces. The visitor parking for the residential unit will be accommodated by on-street parking as allowed per the Kirkland Zoning Code (KZC 105.20). The parking supply of four spaces is four spaces short of the parking requirement.

Variance Request

The applicant is requesting a parking modification to occupy the building with four parking spaces.

Applicant's Parking Study Report

Because of the current COVID epidemic, businesses are limited to the number of customers based on the size of the building and social distancing guidelines. Therefore, it is not possible to collect parking data that would represent "normal business" conditions. The applicant's transportation engineer used the parking generation rate for land use 720, Medical Office, within the ITE Parking Generation Manual, 5th Edition to calculate the parking demand for the Eye Contacts and Lens Center. Based on the ITE's parking rate of 3.23 per 1,000 square feet, the Eye Contacts and Lens Center require 4 parking spaces (rounded to the next whole number). The parking study used the King County Right Size Parking (RSP) calculator to determine parking demand for the residential unit. Based on the calculator, the residential unit would generate one parking space (rounded down to the next whole number). Based on the parking study report, the development would have a total demand of five parking spaces.

Memorandum to Aoife Blake
April 27, 2021
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In addition, the parking study also used the hourly parking demand data from ITE to show the peak parking demand based on shared parking between complementary uses. Based on the shared parking analysis, the peak parking demand was determined to be four spaces.

There are two errors in the parking calculations within the report.

1. Parking spaces are always counted as a whole number and the fractional number for the same land use is rounded up to the next whole number and not rounded down as calculated in the parking study report.
2. The second error is the use of the RSP Calculator. The calculator was developed for multi-family use, but the proposed use is only one unit and cannot be considered as multi-family nor would it have the same characteristics of a multi-family use. It will have the same characteristics as a single-family use and would require at least two parking spaces. Furthermore, it has been the City's practice to not allow the use of the RSP calculator to determine parking demand because the adopted parking rates for multi-family uses established in the zoning code were based on a Kirkland-focused RSP calculation. Therefore, the proposed residential unit would have 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 visitors.

Based on the correction for the residential unit, the shared peak demand would be seven parking spaces (3 for the residential unit and 4 for the optical center) if the residential unit was rented out. With shared parking, the visitor space can be accommodated outside of business hours with the commercial parking on-site or use on-street parking, thus reducing the demand to six parking spaces during business hours. Since the owner of the optical center will be living upstairs, he would be walking to work and not need a parking space as a staff; then the cumulative demand would further be reduced to five parking spaces.

On-street Parking Utilization

An inventory of on-street parking spaces and on-street parking utilization data were collected for the block faces on the west side of Market Street that are within 800 feet of the project site. Data were collected for three days between 10 AM and 7 PM. There are 139 parking spaces in the study area. Based on the utilization data, there were 81 to 106 available parking spaces within the 10 AM and 7 PM period. The peak on-street parking utilization time was 1 PM when 42% (58 spaces) of the on-street parking spaces were occupied. During this time, there were 81 on-street parking spaces available.

Staff's Evaluation

There are two land use scenarios to the proposed redevelopment. One scenario is to consider the ground floor a generic medical office so that in the future if the building is sold there would be adequate parking for any medical office use. The other scenario is to approve the ground floor space and condition it specifically for an optometrist office as proposed by the applicant. Future use of the ground floor as a medical office other than an optometrist office would require a parking modification review.

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General Medical Office

As a generic medical office, staff used a parking rate calculated from parking data at other medical offices located in the City of Kirkland to calculate the parking demand for the proposed ground floor. The parking rate data from those studies have the same operating characteristic as the proposed optical center as outlined in the applicant's parking study memorandum dated September 29, 2020 from The Transpo Group. All of them have one doctor and two staff. The average parking demand rate for those studies was calculated to be 3.64 spaces per 1,000 square feet; using this rate, the optical center will need five parking spaces.

Optometrist Office

As an optometrist office, based on my experience as a patient at the Eye Contacts and Lens Center whether visiting it with an appointment or as a drop-in, there are usually two other patients there at the same time. Data from the Kirkland Vision optometrist office with a similar floor area and operation also indicate two patients being served at the same time with an occasional drop-in. For the owner-occupied condition, the peak parking demand for the proposed medical office is five parking spaces (3 patients + 2 staff). For the Non-owner-occupied condition, the peak parking demand for the proposed medical office is six parking spaces (3 patients + 3 staff).

Table 1 summarizes the parking demands based on different sources of data and conditions. The parking demand that is based on "Kirkland data" is based on an analysis of an approved site with characteristics similar to the proposed project. The ITE parking demand rate is more generic as it includes larger building and different types of medical services.

Table 1. Project Parking Demand Comparison

	General Medical Office Parking Demand			Optical Medical Office ⁵ Parking	On-street Parking Available
Scenario	Code Requirement	ITE Data	Kirkland Data²		During Peak Demand
Non-owner Occupied Office	6	4	5	6	
Residential	2	2 ³	2 ³	2	
Total	8	6	7	8	81
Owner Occupied ¹ Office	5	3	5	6 ⁵	
Residential	2	2 ³	1 ⁴	1 ⁴	
Total	7	5	6	7	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

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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 and the other for other household members.
5. Worse-case scenario; this scenario assumes 3 staff, 2 scheduled patient and a drop-in patient.

If we assume that both vehicles utilized by the residential occupants are used for work between 7 A.M. and 6 P.M, then no vehicle would be home during the business hours and the only parking demand for the site would be from the medical office. For a general medical office, this would result a cumulative peak parking demand of five spaces (non-owner-occupied). If the building is owner-occupied, then one vehicle will be at home at all times, but there would be one less parking space required for medical office because one would be walking to the office. Therefore, the cumulative peak parking demand for the office is calculated to be the same (five spaces).

The worst-case scenario would be to assume the hourly parking demand for multi-family for the residential unit, the commercial space would be an optical office, the building would be non-owner occupied. The multi-family hourly parking demand indicates that one vehicle will be at the residence throughout the day during normal business hours. However, since the owner works in the same building, both vehicles would be home during business hours. Thus, generating a demand of seven parking spaces (5 staff/patient + 2 residential) for a typical appointment schedule. With an occasional drop-in patient, the peak demand would increase to eight spaces.

From: Paul LaPonte <paul@qualitysewing.com>
Sent: Friday, March 26, 2021 6:59 PM
To: Aoife Blake
Subject: proposed project at 601 Market St

Follow Up Flag: Follow up
Flag Status: Completed

Dear Mr. Blake

We are writing to share our comments on the application made by Todd Kilburn for a variance for parking requirements for his proposed project at 601 Market Street. We are very familiar with this area, it is 1/2 block from our house. We are strongly opposed to this parking reduction and request that you deny this request for the following reasons:

Parking on 6th St between 1st and Market is often unavailable due to workers who already park there, renters who rent rooms from homeowners in the area and other visitors.

In the Summer months, this problem is aggravated by boaters who many times park their trucks and boat trailers on street, and the many visitors who enjoy Marina park, the Farmer's market and the surrounding areas.

There are already several businesses in the area that offer no off street parking including the Kirkland Arts Center and the businesses at 611, 613 and 615 Market St.. When classes at the Kirkland Arts center are in session, the problem is even greater.

The Elite Plaza Building (across the street from 601 Market) parking garage is often full, causing visitors to park on the street. In addition there are only a couple spaces that accommodate vehicles over 6'6", any others must park on street. In addition delivery vehicles such as UPS and FedEx oftentimes double park to make deliveries at this building which adds to local congestion.

Based on common sense, there is no way to believe that 4 parking spaces for a 2 bedroom dwelling and a 1200 SF office is in any way adequate. Occupants of a two bedroom dwelling will generally have two cars. A 1200 SF office is very likely to have 3 to 4 employees parking daily. The building is already out of parking before a single client or customer arrives. Even the 8 required spaces are probably not sufficient.

Other than serving the financial goals of this developer, the granting of this variance would adversely affect all the local residents and business neighbors. Please do not grant this variance.

Sincerely,

Paul & Christine LaPonte

From: Bob McConnell <bob@bobmcconnell.com>
Sent: Sunday, March 21, 2021 6:00 PM
To: Aoife Blake; todd@kilburnarchitects.com
Subject: 601 Market Parking

Follow Up Flag: Follow up
Flag Status: Completed

I am not opposed, at least not very much opposed to the reduction of parking at 601 Market Street, but there are some issues in the notification.

It is never properly made clear what is changing. After 3 times through, I concluded that the second floor apartment is being added, but why is that not clearly stated? I know the optical shop and doctor are already there, but is this an addition or is it a teardown and rebuild?

Second, there is not plentiful parking on the west side of Market. The spaces between the garage entrance to 631 Market and the corner of Market and 5th Avenue are well used. There may be space usually available on the east side of Market and on 5th Ave, but I haven't paid much attention.

Finally, a more detailed look at Google Maps and street view seems to indicate that the window business at 603 Market has 2 parking places in the rear occupied with something other than vehicles.

So it appears that 603 Market has zero parking places. It also appears that the 2cd story apartment would sensibly be over both businesses and that therefore the parking issue should include parking needs for 603 Market.

So it looks to me that the need for parking for 601 and 603 Market, with a new second story apartment is really probably 11. Also looks like the 4th place is being created out of existing space in the tiny triangle at the corner of Market and 5th.

And after walking around the site again, I find a significant parking problem. There are at least 13 businesses between 631 Market and 603 Market, not including those two addresses. There are 10 parking places behind. So what is the plan? How tall is the new building or addition going to be? It certainly appears that it will need to be 3 stories tall and will look pretty stupid next to the low building adjoining. In fact, it appears that we'll get another 43 ft high box.

Please let me know what the plan is, otherwise I'll have to spread the word around the neighborhood that this is not really a parking issue.

Bob McConnell
bob@bobmcconnell.com

From: Bob McConnell <bob@bobmcconnell.com>
Sent: Wednesday, March 24, 2021 5:35 PM
To: Aoife Blake
Cc: todd@kilburnarchitects.com; Thang Nguyen
Subject: Re: 601 Market Parking

If Puget Sound Wood Windows is moving, I think you could claim that the parking problem is a net zero. The window company parks two trucks on 5th Ave all the time. That is not to mention that there must be at least 2 employees parking their cars on the street.

So I suggest another notice, one that explains clearly that the building is being knocked down and rebuilt. Then you can explain that a variance is needed for the parking spaces, but that the parking situation should actually be no worse.

Bob

Bob McConnell
bob@bobmcconnell.com

Design Guidelines for Pedestrian Oriented Business Districts

In addition to the standard guidelines contained in the Design Guidelines for Pedestrian-Oriented Business Districts, the following list summarizes some of the key guidelines for regulations which apply specifically to the project or project area.

Special Consideration for the Market Street Corridor:

Street Trees: A consistent tree plan should be used to add character to the Corridor. The landscape strip on the east side of Market Street adds interest and provides a more secure pedestrian environment. Additional street trees should be considered on the west side of Market Street in order to provide a similar environment.

Public Improvements and Site Features: A historic style of streetlight should be used to reflect the nature of the 1890's buildings in the historic district at 7th Avenue and Market Street. These lights may also be used along other stretches of the corridor, particularly in the area between the Historic District and the Central Business District.

Parking Lot Landscaping: Screening and landscaping should be required where parking is adjacent to single family residential uses in order to reduce impacts on the adjoining homes.

Signs: Electrical signs are not allowed along the Market Street Corridor. Signs within the historic district should reflect the historic nature of the buildings in the area.