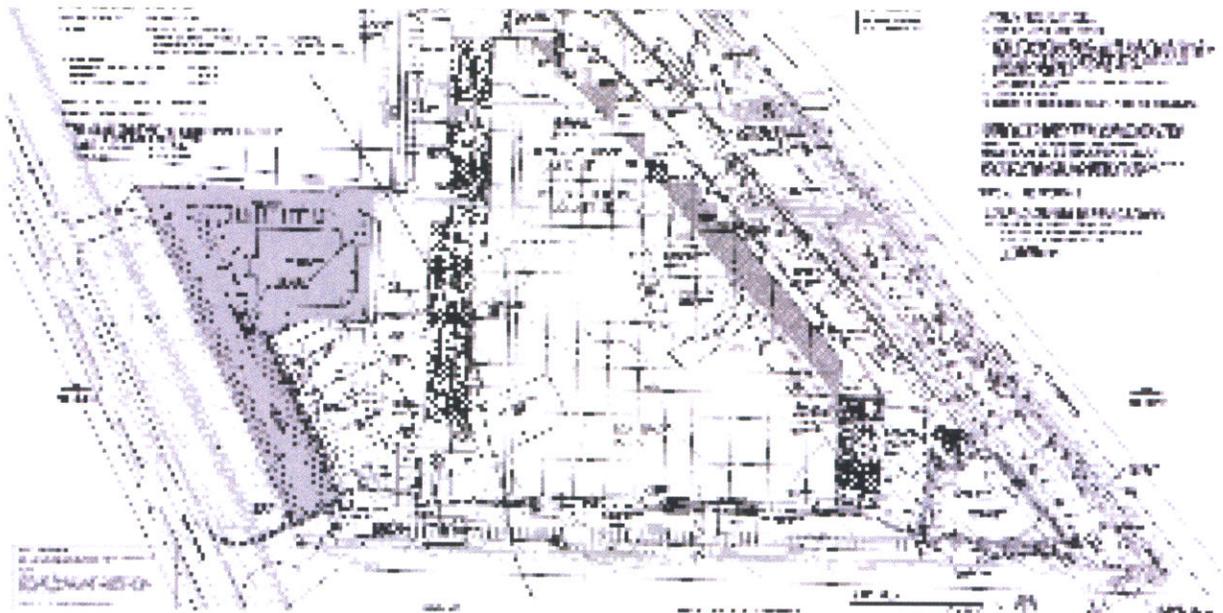


Woodinville

BDA WAREHOUSING BUILDING PARKING DEMAND STUDY

June 14, 2013



JTE . Jake Traffic Engineering, Inc.

Mark J. Jacobs, PE, PTOE, President
2614 39th Ave SW - Seattle, WA 98116 - 2503
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June 14, 2013

Bob Fadden, Associate Architect
LANCE MUELLER & ASSOCIATES
130 Lakeside, Suite 250
Seattle, WA 98122

Re: BDA Warehousing Building - Woodinville
Parking Demand Study

Dear Mr. Fadden,

I am pleased to provide Parking Demand Study for the 204,423 sf BDA Warehousing Building including 2,976 sf of Mezzanine space. The project is located at 15902 Woodinville – Redmond Rd NE in Woodinville. The site is currently developed with 85,125 sf of storage space and has 2 driveways on Woodinville – Redmond Road Northeast. These existing access driveways would be re-constructed to City standards.

National data indicates parking demand at 0.41 and collective local experience with Industrial Facilities and parking demands; the City of Woodinville Municipal Code parking requirements will lead to excessive parking. I have prepared this Parking Demand Study to further confirm observations of existing built facilities.

The attached site plan is for the BDA Warehouse site located on parcel 2 of the BDRE property in Woodinville. The plan shows parking for 178 cars and reserve parking spaces for 30 additional stalls based for the purposed use; ITE Land Use 150 Warehousing. As such it exceeds both the recommended ITE parking ratio for the use and the ratio determined by study based on three similar warehousing facilities located in a major warehousing area in King County. It in fact shows excess parking that could be used in the future for uses other than warehousing and its associated offices as permitted by under the city zoning ordinance.

BDA currently leases 136,000 sf of warehouse space in Bellevue, WA which will be relocated to the purposed facility; see attached letter. The peak parking demand for this facility determined from peak employment data is 32 and extrapolated to the larger facility is 48 stalls. This requirement falls well under the ITE warehousing recommendation and indicates that in fact the amount of parking available for other uses at this facility is in excess of about 130 stalls (178 stalls provided – 48 projected peak parking demand).

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Parking Generation:

Woodinville

Woodinville Municipal Code requires parking at a rate of 1 per 300 square feet of office, plus 0.9 per 1,000 square feet of storage area (reference WMC 21.18.030 Computation of required off-street parking spaces).

The proposed project has a gross floor area of 204,423 sf. I understand that the current construction permit application assumes 3,072 sf. of office with the balance of the space as warehouse which would yield a parking requirement of 191 (10 for office + 181 for warehouse) stalls. Based on the parking demand information available the City Code required parking for the project would be excessive.

Institute of Transportation Engineers

The ITE Parking Generation, 4th Edition is referenced to ascertain the likely parking demand for the 204,423 sf BD Real Estate Distribution Facility. Per the Parking Generation the fitted curve peak parking demand is 0.41 stalls per 1,000 sf minus 1. Thus per ITE data providing 83 parking stalls would be sufficient. *It is important to note the ITE data encompasses the office area that exist in Warehousing Facilities studied and that the ratio of office to warehouse decreases as facilities get larger.*

Other Jurisdictions

Woodinville's warehouse parking ratio is much higher than ratios required by other jurisdictions in Washington. Parking ratios in major warehouse areas such as Auburn and Kent have significantly lower rates for warehouse space. In Auburn, the warehouse parking rate is 1/2,000 of gross area (Code section 18.52.020). Thus for a 204,423 sf. warehousing building at the time of application the number of stalls that would be shown is approximately 102 stalls that is above the ITE average number of 83.

Kent City Code (Section 15.05.040.A) has three different parking ratios for warehousing, warehousing and storage buildings, and speculative warehouse/industrial buildings below and above 100,000 sf in size. When a facility is over 100,000 sf there is no specified number of stalls required for the office as long as its floor area is 5% (10,220 sf.) or less of the building gross floor area, per Director Rule. Thus a 204,423 sf. warehousing building at the time of application with an estimated office area of 5% of the gross floor area the number of stalls that would be approximately 102 stalls which is the 0.5/1000 ratio that is recommended by this study.

Parking Demand Study:

For this study two (2) days of data for morning, afternoon and evening hours for comparably sized warehouse facilities was collected; per National Criteria and my prior parking studies. Three comparably sized warehouse properties were identified. The identified sites are in

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Kent that had 3 comparably sized facilities in proximity to each other; that facilitates data collection. The study sites are noted in the aerial below obtained from King County IMap:



Parking data was collected for two days, May 23, 2013 and May 30th, 2013. The data was collected at 0900 to 1500 time period; hourly. The attached excel spreadsheet documents the collected parking data for each of the sites. The overall parking supply for the study sites is determined at 1 space per 1,050 sf. Further site data information and the collected data are available in the Appendix of this report.

Site number 3 is noted to have lease space available per sign. Field observations indicate that the building was occupied. The Leasing Agent was contacted and he acknowledged the space is currently occupied and is to become available November 2013. The other study buildings appeared fully occupied.

The highest noted parking demand at each site was determined. Using the peak collected parking demand data and the total sf (adjusted for occupancy) I calculate that the average peak parking demand for the study warehouses to be 0.22 stalls/1,000 sf of building area. The peak site day parking for an individual site is 0.35 per 1,000 sf that occurred at Site #1.

The proposed BD Distribution proposes to provide 178 parking stalls; 0.87 stalls per 1,000 sf that is far greater than the highest observed value. The BDA project proposal provides excess site parking.

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Future Parking Demand

I understand that the allowable use permitted in this zone is currently under study by the City. Other uses are being considered such as retail and whole trade mixes that would require a parking ratio of 3/1000 of the designated floor area. In addition, BDA wishes to preserve the option of constructing a second floor office for their use in the expansion area along the river side.

BDA is concerned about parking demands for their potential expansion. Thus I have conducted additional analysis. This analysis also applies to other uses that have a zoning code parking requirement of 3/1000.

The proposed project as currently submitted has 178 parking stall shown, and based on my study has a surplus of 76 parking stalls (102 stalls based on 0.5 stalls/1,000 sf) plus reserve parking stall areas to accommodate 30 more cars. In addition, I understand that the project truck loading areas could be abandoned and converted to parking that could provide an additional 45 parking stalls.

The BDA project proposal provides more parking than are needed. The surplus parking presuming 76 excess stalls available and a parking ratio of 3/1000 BDA could occupy the expansion area and construct about 25,333 sf of business offices on a partial second floor that would view the open space next to the river. They also could activate the 30 reserve stalls west of the loading area and construct an additional 10,000 sf of office for a total of 35,333 sf.

If BDA doesn't grow into the expansion space in the near future they may lease it to some or all of it to uses that will be permitted under the proposed overlay zoning. This would reduce their parking demand by 22 (42,652 x .5/1000) stalls and increase the surplus number of stalls to 98. With activation of the reserve stalls the total number of surplus stall would grow to 128. This additional parking would allow BDA to covert all 42,652 sf of unoccupied space to those uses that require a parking ratio of 3 stalls per 1,000 sf. of floor area (42,652 sf x 3/1,000 sf = 127.96 stalls).

Other Observations:

The 3 buildings surveyed where located in Kent, designed to be multi-tenanted, have loading doors on opposite faces and have parking surplus parking. Each of the buildings is programmed as to receive bulk shipments that are often un-palletized and must be unloaded by hand when staff has available time. This requires a small number of trailers to be parked on site or against while they wait for processing. At the buildings surveyed parked trailers were parked on site waiting processing.

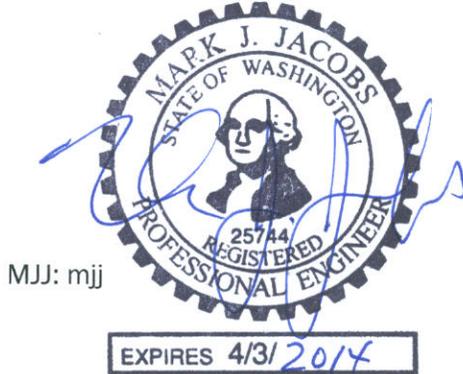
Summary and Conclusions

This report provides additional Parking Demand Data that shows City of Woodinville required code parking would lead to excessive parking. The 204,432 sf BDA warehousing facility proposes to provide 178 parking stalls that based on this study and experience is more stalls

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than is needed to serve the project. With the excess stalls the site would have flexibility for other uses in the future.

No other traffic mitigation should be necessary. Please contact me at 206.762.1978 or email me at jaketraffic@comcast.net if you have any questions.



MJJ: mjj

Sincerely,

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

06.14.2013

APPENDIX

June 6, 2013

Ms. Erin Martindale
City of Woodinville
17301-133rd Avenue NE
Woodinville, WA 98072

RE: Parking needs for our new proposed warehouse/Woodinville Lumber: 15902
Woodinville Redmond RD NE

Dear Erin,

I am writing this letter to give you as much information as possible regarding the estimated number of employees and workers (temporary workforce) that we will have for our new proposed Woodinville Distribution Center. Here are some facts from our operating at our distribution warehouse in Bellevue (we have had for over 5 years):

- We rented a 136K SF warehouse in the old Safeway distribution location.
- In 2012, we had 12 permanent employees working in that location.
- As of June 1, 2013 we have 11 employees.
- This was the highest total of permanent people that we have had employed in that facility over the past 5 years.
- We augment our staff with temporary help.
- The largest amount of temporary personnel we had in a single day (for 3 days) in the warehouse was 18. On average, we will have between 2-3 per day, sku'ing a bit higher in Q4/holiday season and lower in the other quarters.
- We have run a night crew (2nd shift) during 1-2 months for our peak Q4 period, and this is no more than 4 people setting shipments for the following day. This is shifting 1-2 of our permanent staff, with a small team of temps. So this is already included in the total headcount calculation listed above.

I hope this helps demonstrate our projected employee headcount and parking needs. Please contact me if you have any questions.

Sincerely,

BENSUSSEN DEUTSCH & ASSOCIATES

Jay Deutsch
CEO

12
+ 18 temporary
+ 4 night shift overlap

32

Max parking 32 stalls
that correlates to 0.24 stalls/6,000 sq

JTE13097S - Kent
JTE Project # 2012.040
Thursday May 23rd, 2013

Building 1	Anixter Spicers Paper 198 (8-H)
Tenant 1	
Tenant 2	
Stall Count	38
Freight Bays	

Building 2	BarclayDean 157 (8-H)
Tenant	
Stall Count	18
Freight Bays	

Building 3	ADI Door to Door, Inc. Golden Viking Sports
Tenant 1	
Tenant 2	
Tenant 3	
Stall Count	159 (4-H)
Freight Bays	22

Time	Trucks	Trailers	Cars
9:00AM	9	6	57
10:00AM	8	7	57
11:00AM	7	7	57
12:00PM	5	6	52
1:00PM	4	7	45
2:00PM	7	7	50
3:00PM	8	7	54

Time	Trucks	Trailers	Cars
9:00AM	4	5	17
10:00AM	3	5	18
11:00AM	8	5	19
12:00PM	7	5	18
1:00PM	4	5	17
2:00PM	6	5	19
3:00PM	5	5	11

Time	Trucks	Trailers	Cars
9:00AM	4	2	35
10:00AM	3	2	36
11:00AM	2	2	30
12:00PM	1	2	30
1:00PM	4	2	28
2:00PM	5	2	38
3:00PM	4	1	26

JTE13097S - Kent
JTE Project # 2012.040
Wednesday May 29th, 2013

Building 3	
Tenant 1	ADI
Tenant 2	Door to Door, Inc.
Tenant 3	Golden Viking Sports
Stall Count	159 (4-H)
Freight Bays	22

Building 2	
Tenant	BarclayDean
Stall Count	157 (8-H)
Freight Bays	18

Building 1	
Tenant 1	Anixter
Tenant 2	Spicers Paper
Stall Count	198 (8-H)
Freight Bays	38

Time	Trucks	Trailers	Cars
9:00AM	5	1	26
10:00AM	5	1	26
11:00AM	4	1	24
12:00PM	3	1	23
1:00PM	3	2	18
2:00PM	3	1	18
3:00PM	6	1	17

Time	Trucks	Trailers	Cars
9:00AM	2	7	21
10:00AM	2	7	22
11:00AM	5	6	19
12:00PM	6	7	19
1:00PM	4	6	23
2:00PM	9	6	19
3:00PM	9	7	16

Time	Trucks	Trailers	Cars
9:00AM	9	4	56
10:00AM	7	4	58
11:00AM	8	4	63
12:00PM	7	4	67
1:00PM	8	4	70
2:00PM	7	4	63
3:00PM	8	4	53