

November 19, 2020

Project #: 25754

Shane Witham, Interim Director  
City of Keizer Community Development Department  
PO Box 21000  
Keizer, OR 97307

**RE: Keizer Station Chick-fil-A Parking Needs**

Dear Mr. Witham,

Chick-fil-A is seeking approval to construct vehicular parking in excess of the City of Keizer Development Code (KDC) 2.303.06 parking maximums. This request for additional parking is being sought to support the proposed 5,199 square foot restaurant with drive-through.

The proposed restaurant will be located within the previously approved Keizer Station “Jughandle” Portion of Area D. Per KDC Table 2.130.05-4, the restaurant is allowed up to 63 parking spaces based on the maximum code requirement of 1 space per 83 square feet. Additional parking is allowable subject to provision of a parking demand analysis that documents that a greater amount is necessary to serve the needs of those who will use the parking facility; this study is subject to review and approval by the Community Development Director (KDC 2.303.06.C). Based on Chick-fil-A’s parking demand at other comparable locations, the code maximum parking is insufficient to provide the needed parking on-site and minimize the potential for impacting adjacent streets and businesses. Accordingly, this letter provides technical documentation in support of the proposed parking supply for review by the City.

**CITY PARKING SUPPLY REQUIREMENTS**

KDC 2.303.03 documents that eating and drinking establishments are to be allocated a minimum of 1 space per 125 square feet (42 spaces for a 5,199 square foot building). KDC 2.303.03.C allows for an increase in parking spaces up to 50% above code minimum. For the proposed Chick-fil-A, the allowed 50% increase equates to a total potential of 63 parking spaces (which also corresponds to the code allowed maximum) whereas a total of 87 spaces are proposed.

**ALTERNATIVE PARKING SUPPLY DETERMINATION**

We evaluated parking demand information contained in the *Parking Generation Manual* (5<sup>th</sup> Edition, as published by the Institute of Transportation Engineers) in support of the proposed parking. The *Parking Generation Manual, 5<sup>th</sup> Edition* includes average and 85<sup>th</sup> percentile parking rates based on the number of seats and the building size for Fast Food Restaurants with Drive-Through Windows (Land Use Code 934). These rates are provided for an average weekday, a Friday, and a Saturday (Sunday data is also provided but is not relevant because Chick-fil-A does not operate on Sundays). The Friday and Saturday time periods reflect higher demands than a Monday – Thursday for both seats and size, consistent with Chick-fil-As operating experience.

It is common to establish an “effective capacity” associated with on-site parking supply as part of assessing parking impacts. In the case of a retail environment like a restaurant, the effective capacity is often established as “85 percent full” to allow that customers to locate available parking without a high degree of unnecessary “circling the lot”, impacting parking of adjacent businesses, or, in a worst-case, backing on-site traffic onto the public street network.

Table 1 provides the average and 85<sup>th</sup> percentile for the proposed Chick-fil-A based on information contained in the *Parking Generation Manual*.

**Table 1. Estimated Parking Demand**

Metric	Size	Friday		Saturday		Parking Proposed
		Average	85 <sup>th</sup> Percentile	Average	85 <sup>th</sup> Percentile	
Keizer Site Seats	128 seats	56	78	47	87	87
Keizer Site Building Size	5,199 square feet	65	87	48	74	87

As shown in Table 2, both Friday and Saturday 85<sup>th</sup> percentile parking demand is projected to exceed the KDC maximum of 63 spaces per data included in the *Parking Generation Manual*. As shown in Table 1, the proposed 87 spaces on-site aligns with the 85<sup>th</sup> percentile rates recommended at other fast food restaurants with drive through windows around the country.

We further note that the parking supply proposed for the Keizer site reflects minimal shared parking opportunities on-site as well as no available on-street parking supply. Without these additional parking supply opportunities, we further conclude that the proposed parking supply at the Keizer site is reasonable.

## NEXT STEPS

We trust this letter provides adequate documentation to support the proposed parking. Please let us know if you need any additional information as part of your review.

Sincerely,  
KITTELSON & ASSOCIATES, INC.

Chris Brehmer, PE  
Senior Principal Engineer

