



CITY OF KIRKLAND
Planning & Community Development
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Jon Regala, Senior Planner
Jeremy McMahan, Planning Supervisor
Eric Shields, AICP, Planning Director

Date: January 22, 2015

File No.: CAM13-02032

Subject: AMENDMENTS TO MULTI-FAMILY PARKING REQUIREMENTS

RECOMMENDATION

The City Council review the Planning Commission recommended changes to the City's multi-family parking requirements. The changes are summarized as follows:

- Change the base multi-family parking requirement Citywide to the following unit-type based approach:
 - 1.2 stalls/studio unit
 - 1.3 stalls/1-bedroom unit
 - 1.6 stalls/2-bedroom unit
 - 1.8 stalls/3-bedroom unit

These changes would not apply in the YBD 1 zone (Transit Oriented Development site at South Kirkland Park & Ride) and zones in the North Rose Hill Business District and Totem Lake Business District where multi-family parking is currently determined on a case-by-case basis.

- Increase the base minimum parking requirement by 10% and require these stalls be set aside for visitor parking.
- Provide an option to reduce required parking for multi-family developments by 15% if located within ½ mile of the Downtown Kirkland Transit Center with an approved parking covenant (includes a transit subsidy).
- Revise the criteria for multi-family parking modifications to reflect the parking approach with this project.

BACKGROUND DISCUSSION

General

The majority of the City's multi-family zones require 1.7 stalls per unit and up to 0.5 stalls per unit for guest parking depending on the availability of street parking. Additional detail on how the City regulates parking for multi-family developments was provided at the Council's January 20th meeting. For the most part, Kirkland's multi-family parking requirements have not changed for many years and the basis for the current requirements is unclear.

King County Right Size Parking Project

King County, with its Right Size Parking (RSP) project funded by the Federal Highway Administration, completed a very comprehensive survey of multi-family parking utilization. The County's project, which began in January 2011, included a survey of 226 sites throughout the County, totaling over 33,000 housing units, and over 50,000 parking stalls. The data and subsequent statistical analysis were used in creating a powerful web-based interactive tool, the [RSP Calculator](#), to allow a user to estimate parking use based on specific site and development characteristics.

The RSP parking data (Countywide and Kirkland data) were collected at the peak demand hours for multi-family land uses, which falls between 12:00 a.m. and 5:00 a.m. mid-week (Tuesday through Thursday). Parking counts were not conducted during weeks with major holidays. This follows the Institute of Transportation Engineer's (ITE) standards for data collection based on when the highest demand for total parking supply occurs. The general characteristic of residential parking is that all residents are not accounted for until after 10 p.m. Prior to 10 p.m. a percentage of residents are out (e.g. out shopping, working late, eating dinner, visiting friends, etc.). As a result, visitor parking prior to 10 p.m. typically should not exceed the on-site parking supply.

Additional detailed background information on the Right Size Project's objectives, methodology, including site selection criteria, data collection procedures, details on the variable analysis, and strategies for Kirkland code changes can be found in the following documents and/or webpages:

King County METRO - <http://metro.kingcounty.gov/programs-projects/right-size-parking/>
(under the 'Deliverables' tab)

- Model Parking Code and Guide for Municipalities
- Literature Review of Statistical Methods
- Research Methods: Phase I - Site Selection and Field Data Collection
- Research Methods: Phase II Model Development
- Technical Policy Memo
- Technical Research Memo
- Project One-Page Description
- Video Recording of the February 19th Urban Land Institute Lunch: Supply & Demand: A Balanced Approach to Parking
- King County Parking Requirements and Utilization Gap Analysis

King County Right Size Parking Calculator

<http://www.rightsizeparking.org/>

With this large parking data set, Kirkland's goal was to study and update, if needed, multi-family parking requirements to be in line with actual parking demand. This is similar to the 2010 City's code amendment project that updated the CBD parking requirements based on data from approved parking modifications.

Kirkland Data

Because of the general countywide nature of the RSP calculator, additional parking utilization information for multi-family properties in Kirkland was requested for comparison and analysis. Ten Kirkland sites for which parking data had already been gathered with the County's RSP project provided a baseline for identifying additional multi-family sites in Kirkland. Staff identified the need to include additional sites that consisted of condominiums, developments that varied in unit counts, are located outside areas previously surveyed, had poor access to transit, and/or lacked nearby services.

The project team was successful in obtaining owner permission to gather parking utilization data for an additional fifteen multi-family projects in Kirkland that met a combination of these criteria. However, data from only seven sites (including three condominium developments)

were able to be gathered due to coordination issues with property owners and the data collectors.

To further supplement the Kirkland dataset, staff requested that the transportation consulting firm of Fehr & Peers include in its analysis the parking data for several Downtown condominium sites that were collected in 2006 (these data were used as part of the 2010 CBD parking amendments project) as well as data for two Downtown multi-family sites collected for a more recent (March 2014) parking modification request. This increased the total number of Kirkland multi-family sites included in the study to 24.

The parking data analysis was conducted by Fehr & Peers and can be found in Attachment 1. The original ten King County RSP study sites are identified by only the neighborhoods in which they are located (see Attachment 1, Table 1) since King County agreed not to disclose their specific locations when permission was given to collect data for the countywide RSP project.

At the January 20, 2015 City Council meeting, Councilmember Jay Arnold requested information regarding the number of multi-family developments that have been approved in recent years. This information was requested to better understand the trend of approved parking modifications relative to the number of projects for which a parking modification was not requested. Staff will research this topic further and provide the requested information at the February 3, 2015 study session.

Response Regarding Using Data Estimates

Following the Planning Commission recommendation on the proposed amendments, a discrepancy in the data regarding the number of bedroom types for several condominium developments was noted by Ms. Bea Nahon. Nine of the 24 study sites had estimated bedroom count information and several of those estimates were not consistent with the bedroom counts that Ms. Nahon provided from condominium declarations.

For apartment survey sites, the King County Assessor provides a summary of the number of bedrooms per unit. For condos, the same information had to be researched for each individual unit, which would have taken more time than Fehr & Peers had in its contract. Therefore, Fehr & Peers used King County Assessor's data to estimate the number of bedrooms per unit based on a sample of the Assessor's data as compared to similar developments from the original County RSP 2012 survey. This approach was used for sites 16-24 as noted in Tables 2 and 3 in Attachment 1. The estimated bedroom count information was disclosed to the Planning Commission at one of their study sessions and highlighted in the data tables provided to the Commission and HCC. The original RSP 2012 survey data had no estimated data since the property managers supplied all relevant information (See Attachment 1, Table 1). Estimation was only used for the supplemental Kirkland study sites (sites 16-24).

Staff has since obtained the actual counts of bedrooms per unit from King County for the sites in question and conducted a supplemental analysis to see if the results would change by using actual bedroom counts. Our findings are that there is not a substantive difference. In the attached document titled 'Parking Comparison Table' (see Attachment 2), staff has summarized the results of three following data sets:

- 1) Original data,
- 2) The data Ms. Nahon provided, and
- 3) Actual King County Assessor data.

When comparing the parking supply resulting from the proposed parking requirements (see the rows titled 'Supply Using Proposed Code...') against the Observed Utilization, there are some minor differences. For all but one site, Site 18 - Tiara de Lago, the observed parking utilization does not exceed the parking supply when applying the proposed parking requirements. This result is consistent with the analysis by Fehr & Peers in Attachment 1 which was reviewed by the Planning Commission and Houghton Community Council and should not affect the recommendation made by the Planning Commission.

PROPOSED AMENDMENTS

Updated Multi-Family Parking Requirements

The City’s existing multi-family parking requirements do not take into account the bedroom count of units, thus reflecting a general blanket approach to parking. The County’s RSP calculator and draft model code, however, show that a developments parking demand varies depending on each residential unit’s bedroom count. Fehr & Peers’ application of the RSP Calculator in Kirkland resulted in a parking rate based on the number of bedrooms for each unit and calculated as follows:

TABLE 1 - RSP Calculator Rate

| | Unit Type | | | |
|---------------------|-----------|-----------|-----------|-------------|
| | Studio | 1-Bedroom | 2-Bedroom | 3-Bedroom + |
| Parking Rate | 1.0 | 1.1 | 1.4 | 1.5 |

In a separate exercise, the RSP calculator was applied to the project sites to test the model’s predicted parking utilization rate. This predicted parking rate was compared to the actual collected Kirkland parking utilization data (see Attachment 1, Tables 1-3 ‘Predicted Utilization’ and ‘Observed Utilization’ rows). Fehr & Peers found that the RSP Calculator predicted parking utilization fairly accurately to within +/- 15% of the observed parking demand. To account for this margin of error at the high end, Fehr & Peers took a conservative approach by *increasing* the base parking rate by 15% (a buffer) used in determining the rates in Table 1 above (see page 7, Attachment 1). The increased base parking rate was then applied for each unit type and rounded to the nearest tenth resulting in the proposed parking requirements in Table 2 below.

TABLE 2 - Revised Rate based on Kirkland Parking Utilization Data

| | Unit Type | | | |
|--|-----------|-----------|-----------|-------------|
| | Studio | 1-Bedroom | 2-Bedroom | 3-Bedroom + |
| Proposed Parking Rate (including 15% buffer) | 1.2 | 1.3 | 1.6 | 1.8 |

Attachment 1, Table 3 of the Fehr & Peers report, shows that applying the unit-type based approach to CBD developments provides an adequate parking supply to meet the parking demand for all developments, with only Site 18 - Tiara de Lago being the exception.

These parking rates are recommended in all zones where multi-family uses are allowed except for zoning districts where parking is determined on a case-by-case basis (certain zones in the North Rose Hill Business District, Totem Lake Business District, and Yarrow Bay Business District).

Updated Visitor Parking Requirement

As mentioned previously, the general characteristic of residential parking is that all residents are not accounted for until after 10 p.m. Prior to 10 p.m. a percentage of residents are not home. As a result, visitor parking demand prior to 10 p.m. typically should not exceed the on-site parking supply.

To help understand visitor parking concerns, staff sent out a questionnaire to 35 property managers and/or developers that have either participated in the RSP parking counts or have been contacted regarding this project. Staff received 12 completed questionnaires (see Attachment 3). The respondents confirmed that the peak demand for visitor parking is in the early evening hours, during the weekends, and during special events that may occur several

times a year (in the CBD). Generally, for the properties that responded, visitor parking is not a problem in terms of adequate supply with existing parking. Properties that did not reserve parking stalls specifically for residents and visitors did not have a visitor parking problem. An example of this would be the Bridlewood Apartments located at 13210 97th Avenue NE. The property contains 120 units and 189 surface parking stalls. Parking was provided at a rate of 1.58 stalls per unit.

Some noted that problems with adequate visitor parking supply arise when residents or other non-visitors park in stalls reserved for visitors. One property (Luna Sol on Slater Avenue NE in North Rose Hill) which has 37 parking stalls available for visitors when business are closed (evenings and on weekends), has observed visitors parking on the street instead of using the on-site stalls. Some of the property managers that had visitor parking complaints suggested an additional 7 to 10% parking stall increase to help meet visitor parking demand.

For additional background, Shared Parking 2nd Edition Table 2-2 recommends residential visitor parking at a rate of 0.15 stalls per unit (Source: Parking Generation, 3rd ed. (Washington, DC: Institute of Transportation Engineers, 2004). Using this visitor parking rate would result in adding approximately 9% of the required stalls as visitor parking (based on a 1.7 stall/unit base requirement).

The following is the proposed code language to require additional visitor parking stalls.

KZC Section 105.20.3 - In addition to required parking for medium and high-density residential uses, visitor parking shall be required as follows:

- A. A minimum 10% of the total number of required parking spaces, calculated prior to any parking reductions, shall be provided for visitor parking and located in a common area accessible by visitors.*
- B. A detached or attached dwelling unit with an associated garage containing the required number of parking stalls is excluded from the visitor parking calculation required in subsection A above provided that the dwelling unit also has a driveway that meets the parking stall dimensional standards of this chapter and the driveway be used to provide visitor parking for that dwelling unit.*
- C. Visitor parking stalls shall not be leased or assigned to residents.*
- D. Visitor parking stalls shall not be gated and shall be accessible to visitors between 6:00 a.m. and 11:00 p.m.*

To note, the requirement for additional visitor parking is not supported by the collected parking data and is a greater parking requirement than shown with the parking data. The data already included peak parking demand information when establishing the parking rates in Table 2 in the previous section. Adding the above visitor parking requirement reflects a conservative approach (an additional buffer beyond the 15% noted above) to address the apparent need for additional visitor parking and the concern about additional spillover parking.

Parking Reduction in CBD – Close Proximity to Transit

Since the original code amendments contemplated allowing a parking reduction for all multi-family developments that are located near frequent transit routes in Kirkland, the Planning Commission was concerned about the effect of proposed transit cuts and asked for background information on this topic. For purposes of the RSP model, frequent transit is defined as service every 20 minutes or more frequently from approximately 7 a.m. to 6 p.m. during weekdays. Of the METRO bus routes in Kirkland, Routes 235, 245, and 255 are considered as 'frequent transit'.

At the October 23, 2014 Planning Commission deliberation meeting, staff updated the Planning Commission with a comprehensive summary of the proposed transit route revisions/cuts in Kirkland utilizing the information on King County METRO's website (see Attachment 4). To summarize, in April 2014 a number of Kirkland bus route revisions were proposed to go into

effect in several phases over the following year. Additional changes to the list were made in July 2014. The first round of changes went into effect more recently in September 2014.

In October 2014, according to the King County METRO website, the County Council delayed making a decision on the February 2015 service cuts. The webpage stated, "Financial policy issues, as well as the need for any additional bus service cuts, will be determined as part of the Council budget deliberations taking place over the next several weeks." The following month, the County Council adopted the 2015-2016 county budget on November 17, 2014 which ended up maintaining the current level of service for the next two years (see <http://metro.kingcounty.gov/am/future/>).

The RSP Model Code prepared by King County METRO, included an option to reduce multi-family parking requirements by 25% to 50% based on the proximity of frequent transit. However, the analysis of the Kirkland parking dataset by Fehr & Peers did not find a substantial correlation between the close proximity of frequent transit and a reduced demand for parking for multi-family properties.

Fehr & Peers, however, did identify a data-based approach that could be reasonably applied in Kirkland. According to Fehr & Peers, research has shown that most people are willing to walk 1,200 to 2,600 feet to use frequent transit. This translates into a 5 to 15 minute walk. Given this information, it is reasonable to adjust the RSP calculator by increasing the transit score for properties within ½ mile of frequent transit to reflect the availability of nearby transit. The transit scores for such properties were adjusted as if the properties were adjacent to the transit stop. Table 4 of the Fehr & Peers memo (see Attachment 1) took several of the eligible Kirkland sites and applied this methodology. The RSP calculator results show that parking utilization decreases by 15 and 20 percent for the two sites that were analyzed.

Given the City's goals to encourage mixed-used development and promote other modes of transportation, the Planning Commission asked staff to pursue this approach, but limit it to the CBD given that the Downtown Kirkland Transit Center had the most options in terms of destinations served by frequent transit (see Attachment 5) and to condition such a reduction on the requirement of a parking covenant to include a bus pass subsidy. The proposed amendments were written to apply only to apartment developments and accomplish the following:

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

Staff had concerns regarding implementation of the transit subsidy program for condominiums given the change of ownership to multiple owners. Concerns/questions included:

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

Similar concerns were expressed by the public, especially regarding the ability for condo associations to manage such a program and enforce on potential violations. An example of this concern can be found in an email to the City from Ms. Bea Nahon (see page 39, Attachment 8).

The Planning Commission, in its recommendation, decided to include language that would expand the parking reduction option to condominium developments. See the 'Planning Commission Recommendation' section below for details on this change.

Changes to Parking Modification Requirement

KZC Section 105.103.3.c. contains provisions by which an applicant can request to reduce the parking requirement based on a parking demand study.

Given the large amount of data and transportation consultant expertise used to arrive at the proposed parking requirements, staff recommended that future parking modifications for multi-family uses be held to the same standard and methodology used with this project. Therefore, the results of any future parking demand studies would also be required to provide the same 15% buffer and the same visitor parking standards. The proposed code language below consists of entirely new text and would be incorporated into KZC Section 105.103.3.c.

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

Comparison with Nearby Jurisdictions

The following table shows how the proposed changes compare with the general multi-family parking requirements of neighboring jurisdictions.

TABLE 3 – General Multi-Family Parking Comparison

| Jurisdiction | General MF Parking Requirement | MF Visitor Parking Requirement | Parking Reductions Allowed? | General City Comments |
|-----------------|---|--|--|---|
| Kirkland | <i>Proposed:</i> 1.2 stalls/studio 1.3 stalls/one-bedroom 1.6 stalls/two-bedroom 1.8 stalls/three-bedroom | <i>Proposed:</i> Increase base parking requirement by 10% and set aside for visitor parking | <i>Proposed:</i> Yes – but increase parking study result by 15% to reflect methodology with this project. | |
| Bellevue | 1.2 stalls/studio & one-bedroom 1.6 stalls/two-bedroom 1.8 stalls/three-bedroom | No requirement | Yes - Based on parking demand study. | - Code in effect since approx. 1984 - Standard appears adequate - Have received complaints from neighborhoods regarding lack of a visitor parking requirement |
| Redmond | 1.2 stalls/studio 1.5 stalls/one-bedroom 1.8 stalls/two-bedroom 1.8 stalls/three-bedroom | No requirement | Yes - Based on parking demand study and/or approved Transportation Demand Program | - Standard appears adequate - Code in effect since approx. 1986 |
| Bothell | 2 stalls/dwelling unit | 1 stall/ 5 units | Not allowed | - Code in effect since at least 1996 |

HOUGHTON COMMUNITY COUNCIL RECOMMENDATION

The Houghton Community Council concurred with the proposed amendments with the following revisions and/or deletions (see Attachment 6 for the Community Council’s entire recommendation):

- A 1.8 stall/two-bedroom unit parking requirement instead of the recommended 1.6 stall/two-bedroom unit
- A 15% visitor parking requirement instead of the recommended 10%

- Do not support the recommended 15% parking reduction for multi-family projects within ½ mile of the Downtown Kirkland transit center (this area is outside the HCC disapproval jurisdiction).

PLANNING COMMISSION RECOMMENDATION

The Planning Commission recommends approval of the proposed amendments with the one revision summarized below (See Attachment 7 for the Commission's entire recommendation):

- No changes to the proposed:
 - Parking requirements based on bedroom type
 - Visitor parking requirement
 - Parking modification requirement
- Make available the option to reduce the parking requirement when close to frequent transit to condominium developments

In making its recommendation, the Planning Commission asked for information that compares the proposed parking requirements with previously approved parking modifications. Also included in the comparison are two projects in the North Rose Hill Business District for which parking was required to be determined on a case-by-case basis (Luna Sol and Slater 116). The Luna Sol and Slater 116 projects had the lowest residential parking per unit rate because of the shared parking and mixed-use nature of the projects.

The results, shown in Attachment 8, indicate that the proposed parking requirements provide a similar or slightly higher supply as compared to what was approved with the parking modifications. The information supported several of the Commissioners' assumptions that the code changes are essentially codifying the results of parking modifications over the years. On average, the proposed parking amendments would require 1.53 stalls/unit including visitor parking. The parking modifications approved by the City have required on average 1.32 stalls/unit including visitor parking.

To expand on the last bullet point item above, during the Planning Commission's deliberation following the public hearing, one of the Commissioners introduced language that would make the parking reduction option also available to condominium developments, instead of only being available to apartment developments. This change would require a shift of the financial transit pass subsidy responsibility from the developer/owner to the Home Owners Association once it is established.

The Planning Commission acknowledged that this would be an acceptable solution since it would result in an approach that will be similar to apartment developments, given that the financial responsibility of the subsidy would realistically be passed onto the tenants in the form of increased rents. Condominium owners would be also bound in perpetuity, similar to apartments with this approach. The following is the updated code language as recommended by the Planning Commission:

KZC Section 105.20.4 - The number of required parking stalls for a development consisting of detached, attached, and/or stacked dwelling units may be reduced by 15% if the subject property is located within ½ mile of the Downtown Kirkland Transit Center and the City approves a Parking Covenant for the development. The ½ mile distance shall be determined by taking the shortest walk route from the subject property to the Downtown Kirkland Transit Center as measured along public walkways. The property owner shall submit the Parking Covenant on a form approved by the City for recording with King County. The Parking Covenant shall be binding on all future owners and assignees and include the following requirements:

- A. The owner to provide annual and regional two-zone transit passes or equivalent alternative transportation mode subsidy in an amount equal to the number of reduced parking stalls. The owner shall provide to the City a plan for review and*

approval that specifies the distribution of the bus passes or equivalent subsidy, method for communicating the opportunity to residents, and a method to report on pass distribution to the City. Preference on transit subsidy distribution shall be to driving age residents that do not have cars.

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

The requirements of this section shall be stated in the Home Owners Association Covenants, Conditions, and Restriction's and cannot be modified and amended without the written authorization from the City. The statement shall be reviewed and approved by the City prior to issuance of the Certificate of Occupancy for the development.

- B. Provide one secured and sheltered bicycle parking space for each unit in the development. The parking reductions allowed in KZC Section 105.34 – Covered Bicycle Storage cannot be used if the parking reduction described in this section is being applied.*
- C. Designation of a Transportation Coordinator to manage the Parking Covenant, distribution of the two-zone bus pass or equivalent subsidy, provide commute information to all new residents, and be a point of contact for residents and the City.*
- D. Acknowledgement by the property owner that it shall be a violation of this code to fail to comply with the provisions of the Parking Covenant.*

Previous Meetings

Kirkland’s project to update multi-family parking requirements, kicked-off on November 21, 2013 with an afternoon meeting with the City Council Planning & Economic Development Committee followed by a joint study session with the Planning Commission and Houghton Community Council later that evening.

The following table summarizes all of the meetings for the project.

| DATE | MEETING |
|-------------------|---|
| November 21, 2013 | City Council Planning & Economic Development Committee <ul style="list-style-type: none"> • <i>Project Introduction</i> • <i>Feedback:</i> <ul style="list-style-type: none"> ○ <i>Context based approach to parking is good (set base rate then adjust according to various factors such as transit availability and unit type)</i> ○ <i>Additional background information regarding parking data needed</i> |
| November 21, 2013 | PC & HCC joint study session <ul style="list-style-type: none"> • <i>Project Introduction</i> • <i>Feedback:</i> <ul style="list-style-type: none"> ○ <i>Context based approach to parking is good</i> ○ <i>Do not pursue market-based approach where the developer sets minimum parking requirement</i> ○ <i>Additional background information regarding parking data needed</i> |
| May 7, 2014 | Parking pricing and management meeting <ul style="list-style-type: none"> • <i>Discussion on how parking is priced and how managing parking affects parking demand</i> |
| May 14, 2014 | Kirkland Alliance of Neighborhood meeting <ul style="list-style-type: none"> • <i>Project introduction</i> • <i>Questions and answers</i> |

- May 19, 2014 **Moss Bay Neighborhood Association meeting**
- *Project introduction*
 - *Questions and answers*
- May 22, 2014 **PC & HCC joint study session**
- *Explore further parking requirements based on unit types (no. of bedrooms) and proximity to frequent transit*
 - *No support for reducing parking by requiring unbundling parking pricing from housing costs. In general, did not want City involved with managing parking.*
- June 26, 2014 **PC & HCC joint study session**
- *Agreement to calculate parking requirements based on unit type (no. of bedrooms)*
 - *Provide at the public hearing:*
 - *An option for a higher parking requirement for units with 2+ bedrooms*
 - *Information regarding CBD parking rates and how it relates to parking utilization data*
 - *Additional information regarding visitor parking use*
 - *Code language for allowing a parking reduction when in close proximity to frequent transit*
- August 13, 2014 **Kirkland Alliance of Neighborhood meeting**
- *Project update*
 - *Questions and answers*
- August 28, 2014 **PC & HCC public hearing**
- *Conduct public hearing*
 - *Take public testimony*
 - *Keep record open for written public comment until September 25, 2014*
 - *Requested the following for upcoming deliberation:*
 - *Clarification on project goals*
 - *Respond to questions on King County data*
 - *Revised code language that clearly states that visitor parking is being required in addition to the base number of parking spaces*
 - *Clarification that a sunset clause is not associated with Kirkland's project*
 - *Additional analysis for smaller projects and associated parking utilization*
 - *Background information regarding the Public Works project to evaluate parking in Downtown Kirkland and provide options for additional public parking and way-finding*
- September 8, 2014 **Juanita Neighborhood Association meeting**
- *Project update*
 - *Questions and answers*
- September 17, 2014 **Market Neighborhood Association meeting**
- *Project update*
 - *Questions and answers*
- September 22, 2014 **HCC deliberation & recommendation to PC**
- *Deliberations*
 - *Recommendation to PC (see Attachment 6)*
- September 25, 2014 **PC deliberation**
- *Deliberations*
 - *Requested the following for further deliberation:*
 - *Clarification on policy and goal support*
 - *Comparison of previously approved parking modifications with proposed parking requirements*
 - *Code language that would include condominiums as part of the transit related parking reduction option*
 - *Additional King County METRO route change info*
- October 23, 2014 **PC deliberation & recommendation to City Council**
- *Deliberations*
 - *Recommendation to City Council (see Attachment 7)*

The meeting packets for the Planning Commission and Houghton Community Council can be found online at under their respective meeting dates:

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

Audio for the Planning Commission and Houghton Community Council can be also be found online by their respective meeting dates:

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

PUBLIC INPUT

Notice of the public hearing was posted on the City's 'Planning Public Notices' website and distributed via the associated listserv. It was also distributed to the Kirkland Neighborhood E-Bulletin, Kirkland Reporter, Kirkland Alliance of Neighborhoods (KAN), Kirkland Developer's Partnership Forum listserv, Chamber of Commerce, and individuals interested in this project. In addition, a project webpage was created along with an associated email listserv for interested parties.

Throughout the code amendment process, a large number of public comment emails were received by the City. In general, the public comment expressed concern as follows:

- Spillover parking would be increased
- Concern with the collected parking data
- Lack of dependable transit
- Keep in mind the effect of a reduced parking supply and its potential cumulative negative effect
- Need to consider visitor parking
- Not all destinations are served by transit
- Households that use transit for work still need a car for other activities and therefore parking is still needed
- Mixed-use developments have a high parking demand in the early evening hours
- Additional density will happen to meet growth management goals but need to be careful with parking
- Multi-family developments have different family types and dynamics
- Condominiums need to be included in the study
- How parking pricing is managed should not be regulated by the City
- Need to consider changing demographics and diverse population
- Maintain Kirkland as an attractive place to live
- Mixed-use projects should be included in the study
- Need to figure in lack of on-street parking
- Popular businesses/restaurants can take up majority of parking stalls for mixed-use developments
- Having a surplus of parking sometimes can be good

While the majority of comments expressed concern for reducing the City's multi-family parking requirement, there were several citizens that supported the 'right-size' parking approach and provided thoughts on how to improve upon the proposed amendments. Their comments are summarized as follows:

- Having adequate parking is a good goal
- On-street and shared parking should be options for providing parking
- The City's 1.7 stall per multi-family unit makes projects economically unfeasible
- Proposed amendments are still too high - no data to support additional guest parking requirement
- Right sizing parking also requires efficient management of parking
- Be more creative in finding ways to utilize vacant stalls that might be reserved or associated with units
- Proposed requirements are too high for a downtown area
- Desire to reduce carbon footprint and traffic congestion

Public comment was also received after the Planning Commission and Houghton Community Council's deliberation and final recommendation on the proposed changes. All of the public comments have been included in Attachment 9.

In response to citizen concerns that street parking was not included in the analysis, staff looked back at the sites analyzed by Fehr & Peers to see if anything could be gleaned from the existing information (see Tables 1 to 3, Attachment 1). On further review of the data, on-street parking data were collected for seven of the sites. Further, the 24 sites could be placed into three categories related to availability of street parking along with an average observed parking utilization rate determined based on existing information (see Attachment 10). A brief summary is provided below:

1. Sites where adjacent on-street parking is not available (5 sites) – 1.41 stalls/unit average observed utilization
2. Sites where street parking was included in the counts (7 sites) – 1.35 stalls/unit average observed utilization
3. Sites where street parking is available but was not included in counts) (12 sites) – 1.18 stalls/unit average observed utilization

Based on this further analysis of the data, it appears that there is a trend that shows that onsite parking use decreases with the availability of street parking. However, the average parking supply, based the proposed parking requirement, was found to still exceed the worst case scenario: projects with no available on-street parking. The proposed 10% visitor parking requirement still needs to be factored in and would provide additional parking supply. If people do not park onsite it could be a result of the property's parking management system or reflect personal choice for some to park on the street. As proposed, the amended parking requirements would provide adequate onsite parking.

ALL CODE CHANGES

All of the recommended code amendments, in redline format, have been provided in Attachment 11 for reference.

SEPA COMPLIANCE

A Determination of Nonsignificance (DNS) was issued on August 8, 2014. The DNS fulfills the environmental requirements for the proposed changes.

QUESTIONS FOR COUNCIL CONSIDERATION

1. Does the Council need any additional information or analysis?
2. What does Council think of the base multi-family parking requirement unit-type based approach?
 - 1.2 stalls/studio unit
 - 1.3 stalls/1-bedroom unit
 - 1.6 stalls/2-bedroom unit
 - 1.8 stalls/3-bedroom unit
3. Should parking requirements be established in the YBD 1 zone (Transit Oriented Development site at South Kirkland Park & Ride) and zones in the North Rose Hill Business District and Totem Lake Business District where multi-family parking is currently determined on a case-by-case basis?
4. What does Council think of increasing the base minimum parking requirement by 10% and requiring these stalls be set aside for visitor parking?

5. What does Council think of providing an option to reduce required parking for multi-family developments by 15% if located within ½ mile of the Downtown Kirkland Transit Center with an approved parking covenant that includes a transit subsidy?
6. What does Council think of revising the criteria for multi-family parking modifications to reflect the parking approach outlined in the memo?
7. Does the Council want to consider other potential changes to the parking modification process such as the role of on-street parking in the calculations or eliminating the modification process if city-wide standards are adopted?
8. Are there any other policy questions the Council wishes to consider related to multi-family parking requirements?

ATTACHMENTS

1. Fehr & Peers Memorandum dated June 18, 2014
2. Parking Comparison Table
3. Property Manager Questionnaire Results
4. METRO Bus Route Changes Summary
5. METRO Bus Route Map
6. Houghton Community Council Recommendation dated September 25, 2014
7. Planning Commission Recommendation dated December 8, 2014
8. Parking Modification Chart
9. Public Comment
10. Street Parking Comparison Chart
11. All Redlined Code Changes



MEMORANDUM

Date: June 18, 2014
To: Jon Regala, City of Kirkland
From: Chris Breiland, Justin Resnick, and Don Samdahl, Fehr & Peers
Subject: **Right Size Parking Web Calculator Estimates in Kirkland**

SE12-0248

OVERVIEW

The Right Size Parking (RSP) Web Calculator is a tool to assist transportation and land use planners in King County understand how multifamily residential parking utilization varies under different urban contexts, transit service levels, parking pricing schemes, and development programs (number of bedrooms per unit, rents, etc.). The intent of the web calculator is to provide planners with more information than traditional national parking data sources when developing and updating parking codes to reduce the oversupply of multifamily parking in the county. Given that the web calculator was developed using county-wide data, the Kirkland Planning Commission and Houghton Community Council were interested in better understanding how the tool matched observed multifamily parking utilization in Kirkland. In this memo, we compare the results of the web calculator to the observed parking utilization rates collected at 24 multi-family developments around the City of Kirkland over the last several years. Additionally, several observations from Redmond's Overlake area are included in the analysis.

General Findings

Overall, the RSP web calculator is estimating parking utilization accurately for most of the selected sites in Kirkland, with 20 of 24 sites within a 15 percent level of error. We do note, however, a slight tendency for the model to under-predict utilization. **Tables 1** through **3** below display the detailed inputs and output of the RSP Web Calculator compared to the observed parking utilization rates at the buildings. Table 1 presents the results of the original RSP data collection effort. Table 2 presents the new data collected as part of the Kirkland RSP Pilot project, which is collecting additional information specific to Kirkland. Table 3 contains parking utilization observations from multifamily projects in Downtown Kirkland that were collected as part of other transportation studies in the City. Note that since the data in Table 3 was not collected as part of the Right Size Parking Project, much of the input data for the RSP model was estimated based on similar observed data and should be taken into consideration when reviewing the results.



Table 1. Original RSP Web Calculator Kirkland Study Sites Results

| Input | Output | | | | | | | | | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Right Size Parking: Web Calculator | | | | | | | | | | |
| Neighborhood: Bridle Trails Lakeview Totem Lake Totem Lake S. Juanita S. Juanita S. Juanita S. Juanita Moss Bay N. Rose Hill | | | | | | | | | | |
| Variables | Site 1 | Site 2 | Site 3 | Site 4 | Site 5 | Site 6 | Site 7 | Site 8 | Site 9 | Site 10 |
| Studio Units | 0 | 0 | 0 | 47 | 23 | 0 | 87 | 0 | 22 | 12 |
| 1 Br Units | 32 | 106 | 59 | 105 | 92 | 6 | 207 | 217 | 89 | 19 |
| 2 Br Units | 75 | 146 | 112 | 39 | 48 | 9 | 72 | 204 | 43 | 13 |
| 3+ Br Units | 0 | 34 | 27 | 0 | 0 | 0 | 0 | 47 | 0 | 0 |
| Studio Rent | \$0 | \$0 | \$0 | \$815 | \$1,140 | \$0 | \$1,023 | \$0 | \$1,195 | \$1,042 |
| 1 Br Rent | \$1,267 | \$1,845 | \$1,005 | \$900 | \$1,224 | \$1,263 | \$1,473 | \$1,088 | \$1,617 | \$1,203 |
| 2 Br Rent | \$1,591 | \$2,420 | \$1,206 | \$1,020 | \$1,414 | \$1,508 | \$2,095 | \$1,505 | \$2,106 | \$1,573 |
| 3+ Br Rent | \$0 | \$3,400 | \$1,402 | \$0 | \$0 | \$0 | \$0 | \$1,876 | \$0 | \$0 |
| Avg. Sqft per Unit | 845 | 1,011 | 952 | 649 | 649 | 1,165 | 828 | 822 | 838 | 801 |
| Affordable Units | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 4 |
| Mo. Parking Cost | \$0 | \$40 | \$0 | \$0 | \$0 | \$0 | \$83 | \$0 | \$50 | \$50 |
| Population | 63,598 | 58,381 | 66,591 | 39,192 | 71,375 | 71,374 | 70,958 | 68,972 | 64,791 | 66,165 |
| Jobs | 44,800 | 50,524 | 36,766 | 36,209 | 31,488 | 31,963 | 32,132 | 39,340 | 39,946 | 41,514 |
| Transit Service | 1,248 | 1,228 | 1,277 | 1,311 | 1,225 | 1,269 | 1,299 | 1,160 | 1,264 | 1,238 |
| Predicted Utilization | 1.28 | 1.31 | 1.28 | 1.20 | 1.20 | 1.30 | 1.00 | 1.31 | 1.16 | 1.06 |
| Observed Utilization | 1.50 | 1.38 | 1.31 | 1.12 | 1.13 | 1.07 | 0.64 | 1.35 | 0.90 | 1.25 |
| Percent Error | -15% | -5% | -3% | 7% | 6% | 22% | 56% | -3% | 29% | -15% |
| Supply Using Model Code* | 1.53 | 1.53 | 1.55 | 1.34 | 1.38 | 1.50 | 1.35 | 1.49 | 1.38 | 1.58 |
| Supply Using Current Code | 2.20 | 2.50 | 2.20 | 2.20 | 2.20 | 2.20 | 2.20 | 2.20 | 1.45 | 2.20 |
| Actual Supply | 2.10 | 1.52 | 1.50 | 1.32 | 1.50 | 2.80 | 0.90 | 1.89 | 1.22 | 1.81 |

*See Page 7 for Model Code Details

Highland Park
421 Kirkland Ave.

Park Terrace
808 2nd Ave

Houghton Court
6719 106th Ave NE

Affinity
11308 124th Ave NE

Sancerre
12648 NE 144th St

Portsmouth
108 2nd Ave S

Wild Glen
9927 NE 144th Ln

Table 2. New RSP Kirkland Pilot Study Site Results

| Input | Estimated | Output | Condo | | | | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Right Size Parking: Web Calculator | | | | | | | |
| 2014 Counts | | | | | | | |
| Variables | Site 11 | Site 12 | Site 13 | Site 14 | Site 15 | Site 16 | Site 17 |
| Studio Units | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 Br Units | 2 | 4 | 0 | 0 | 54 | 45 | 0 |
| 2 Br Units | 2 | 10 | 24 | 16 | 81 | 108 | 48 |
| 3+ Br Units | 2 | 0 | 0 | 20 | 0 | 0 | 24 |
| Studio Rent | \$1,043 | \$1,043 | \$1,043 | \$1,043 | \$1,043 | \$1,565 | \$1,043 |
| 1 Br Rent | \$1,288 | \$1,288 | \$1,288 | \$1,288 | \$1,288 | \$1,933 | \$1,288 |
| 2 Br Rent | \$1,644 | \$1,644 | \$1,644 | \$1,644 | \$1,644 | \$2,466 | \$1,644 |
| 3+ Br Rent | \$2,226 | \$2,226 | \$2,226 | \$2,226 | \$2,226 | \$3,339 | \$2,226 |
| Avg. Sqft per Unit | 1,012 | 1,002 | 936 | 1,054 | 796 | 1,098 | 1,173 |
| Affordable Units | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mo. Parking Cost | \$0 | \$0 | \$18 | \$0 | \$0 | \$0 | \$0 |
| Population | 63,225 | 66,653 | 66,271 | 64,588 | 61,998 | 61,711 | 70,440 |
| Jobs | 40,373 | 38,836 | 39,207 | 41,587 | 31,079 | 39,327 | 25,701 |
| Transit Service | 1,298 | 1,263 | 1,264 | 1,291 | 1,240 | 1,291 | 1,138 |
| Predicted Utilization | 1.33 | 1.30 | 1.29 | 1.38 | 1.32 | 1.35 | 1.51 |
| Observed Utilization | 0.80 | 1.40 | 1.50 | 1.70 | 1.30 | 1.20 | 1.50 |
| Percent Error | 66% | -7% | -14% | -19% | 1% | 12% | 1% |
| Supply Using Model Code* | 1.58 | 1.53 | 1.63 | 1.73 | 1.50 | 1.53 | 1.69 |
| Supply Using Current Code | 2.20 | 2.20 | 2.20 | 2.20 | 2.20 | 2.20 | 2.50 |
| Actual Supply | 1.50 | 1.64 | 1.75 | 2.08 | 1.56 | 1.72 | 2.31 |

*See Page 7 for Model Code Details



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

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

| Input | Estimated | Output | Condo | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Right Size Parking: Web Calculator | | | | | | | |
| 2006 Counts | | | | | | | |
| Variables | Site 18 | Site 19 | Site 20 | Site 21 | Site 22 | Site 23 | Site 24 |
| Studio Units | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 Br Units | 0 | 17 | 27 | 45 | 45 | 78 | 17 |
| 2 Br Units | 13 | 31 | 48 | 108 | 36 | 32 | 43 |
| 3+ Br Units | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Studio Rent | \$1,565 | \$1,043 | \$1,043 | \$1,565 | \$1,043 | \$1,043 | \$1,565 |
| 1 Br Rent | \$1,933 | \$1,288 | \$1,288 | \$1,933 | \$1,288 | \$1,288 | \$1,933 |
| 2 Br Rent | \$2,466 | \$1,644 | \$1,644 | \$2,466 | \$1,644 | \$1,644 | \$2,466 |
| 3+ Br Rent | \$3,339 | \$2,226 | \$2,226 | \$3,339 | \$2,226 | \$2,226 | \$3,339 |
| Avg. Sqft per Unit | 1,711 | 1,034 | 1,324 | 1,098 | 1,106 | 1,012 | 1,012 |
| Affordable Units | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mo. Parking Cost | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Population | 61,383 | 62,412 | 62,412 | 61,711 | 62,412 | 62,120 | 64,297 |
| Jobs | 37,969 | 38,187 | 38,187 | 39,327 | 38,187 | 39,379 | 40,439 |
| Transit Service | 1,294 | 1,293 | 1,293 | 1,291 | 1,293 | 1,364 | 1,389 |
| Predicted Utilization | 1.47 | 1.29 | 1.33 | 1.35 | 1.27 | 1.17 | 1.26 |
| Observed Utilization | 1.92 | 1.31 | 1.27 | 1.17 | 1.24 | 1.23 | 1.30 |
| Percent Error | -23% | -1% | 5% | 15% | 2% | -5% | -3% |
| Supply Using Model Code* | 1.63 | 1.51 | 1.51 | 1.53 | 1.44 | 1.39 | 1.53 |
| Supply Using Current Code | 2.10 | 1.75 | 1.74 | 1.81 | 1.54 | 1.39 | 1.82 |
| Actual Supply | 2.23 | 1.81 | 1.83 | 1.72 | 1.59 | 1.89 | 1.90 |

*See Page 7 for Model Code Details

Model Inputs and Urban Form

To estimate parking utilization, the web calculator uses the number of units in a building, the number of bedrooms in each unit, the rental price, unit square footage, number of affordable units, monthly cost for parking, which are specific to each building. It also includes three characteristics of the location of the building to approximate urban form and available transportation choices available to residents of each development – population density, job density, and transit service/accessibility. Of the three location characteristic variables, the model is most sensitive to the transit service score, which does not vary substantially across the sample set of multifamily developments. Tables 1 through 3 summarize the range of input variables and Figure 1 shows the approximate locations of the multifamily sites.

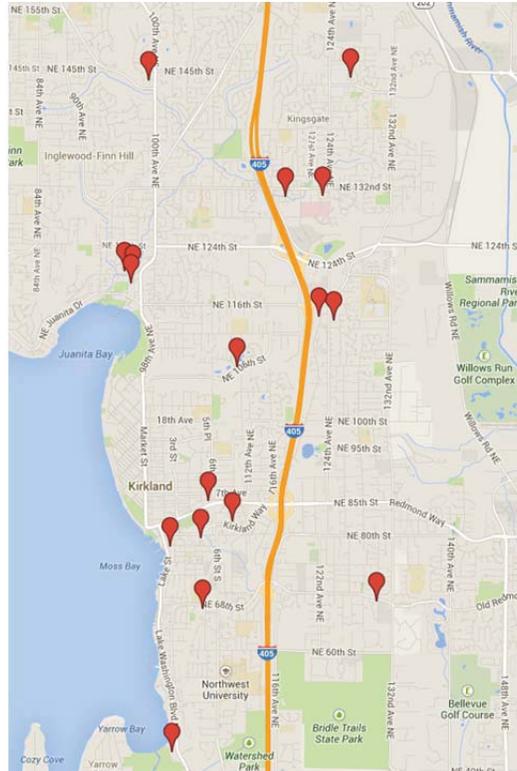


Note that Table 2 has estimated data on rental rates. To facilitate the collection of data for the RSP Pilot Project, the project team elected to not collect rental rate information since this sensitive information can reduce property owner's willingness to participate in the study. This lack of rental data was not considered to be a major issue since rental rates are only marginally related to parking utilization. For example, if the rental price were 50 percent higher at Site 12, the RSP model forecasted parking utilization would increase by 0.04 stalls per unit, or about 3 percent. To fill in this missing data, the average rental rate from the other observed properties was input, with two exceptions as noted below. Additionally, rental rates are not applicable to condominium units. Therefore, rental rates are always estimated for condos. Table 3 has additional estimated data since the earlier studies did not collect information with RSP in mind. The studies did collect information about the number of bedrooms per unit, which was used to estimate the number of one versus two bedroom units in each development.

The lack of variability in transit scores shown in Tables 1 through 3 was surprising given that the surveyed sites are scattered throughout the city in locations like Downtown and Totem Lake and other areas that have less transit. The results of the investigation indicated that there is a fair degree of transit service score variation across the city, ranging from about 1,100 in Finn Hill (which represents an area with very little transit service) to more than 1,600 at the Kirkland Transit Center. However, most arterial corridors where the apartments are located in the City have a score of 1,250-1,300. In looking at Downtown Kirkland, the transit score decreases rapidly to about 1,300 by the time you are 2 blocks from the Transit Center. We also evaluated the 108th Avenue NE corridor, which is where King County Metro Route 255 travels. For the parcels that are immediately adjacent to the bus stops, the transit score is approximately 1,500, but if you travel 200 feet away from the bus stop, the transit score is about 1,250. This change in transit score can have a substantial impact on parking utilization estimates. For example, Site 9, which is in Downtown Kirkland, would have a RSP estimated utilization of 0.9 if it had a transit score of 1,500 as opposed to 1,264, making the estimated value closer to the observed value. This finding indicates that in certain transit rich environments, the web calculator may be overestimating parking utilization. Given that research on pedestrian access to transit indicates that most people are willing to walk 1,200-2,600 feet to reach frequent transit (which translates into a 5-15 minute walk), it is reasonable to manually adjust the RSP web model to more accurately consider the availability of high quality transit service in portions of Kirkland. For example, planners may wish to test a site's sensitivity to the model's range of transit scores within a couple of blocks to develop a more robust estimate of parking demand in locations like Downtown, Totem Lake, South Kirkland, or along frequent transit routes, like 255, 234/235, and 245. A recommended practice to applying a transit score adjustment is suggested at the end of this memo.



Figure 1. Kirkland Study Site Locations



Individual Site Observations

As shown in Tables 1 through 3, four sites have high levels (shaded in gray) of error that are likely due to specific and generally explainable circumstances.

Sites 6 and 11 only have fifteen and six units in total, respectively, and therefore these sites have a small sample size for measuring parking occupancy on a given day. If two additional vehicles had been present on the day of observation at Site 6, then the web calculator estimate would be within ten percent error. Site 7 is another outlier. This building charges \$83 per month for parking, which is much higher than the other sites. Given the availability of street parking in the vicinity, it is possible that the high price of parking is resulting in spillover to the neighboring streets, where parking is free and generally unrestricted. The RSP model substantially under-predicts parking utilization at Site 18 (23 percent error). This site is small and to be conservative, the City included the utilization of three adjacent on-street stalls in the parking utilization total. However, even without these on-street spaces included, the utilization per unit would be about 1.65, which is considerably higher than any other apartment or condo in downtown Kirkland. The RSP model does predict higher than typical utilization for this condo, in part due to the large unit sizes. The average “rent” was also increased since the King County Assessors database indicated that these units are quite expensive (\$500k-\$1,000k). There is a chance that there was an event the day the count was taken, which could have increased the demand, but there are no



other clear explanations for the high demand at this site. Due to the particular characteristics of these four locations, these sites are considered unique outliers that are outside of the range of the model's ability to predict.

The web calculator also overestimates parking utilization at Site 9, which is located in downtown Kirkland and features a number of studio apartments. As described above, the walkable character and good transit accessibility of the location may be dampening the demand for parking for this type of apartment complex. There is anecdotal evidence that younger and older residents who live in smaller units in transit-rich areas tend to have considerably lower car ownership rates than other residents. It is notable that the condominium sites in downtown (largely shown in Table 3) are, for the most part, accurately predicted by the RSP web calculator. Given that most other downtown Kirkland sites are accurately predicted by the RSP web calculator, Site 9 is considered an outlier, but one that is worthy of additional monitoring given the trend to build smaller units in transit-rich areas.

Redmond Overlake Sites

The City of Kirkland obtained similar RSP observations from the City of Redmond, which is undergoing a similar analysis of parking standards throughout the city. Three sites from Overlake were featured in a recent document prepared for the City by the RSP consultant team. The analysis of the site data indicated the following:

- Overlake Village: Observed Utilization = 0.93 per unit
- Overlake Employment (Microsoft Area) = 0.99 per unit
- Overlake Residential: 1.07 per unit

A review of the RSP web calculator estimates for these areas were generally in-line with the observed utilization above. When the RSP team audited the performance of the RSP web calculator for Redmond (similar to what was done with Kirkland), similar results were found. Specifically, the RSP web calculator is generally accurate, with a few outliers both above and below the RSP estimate. Note that the observed utilization rates in Overlake Village and the Overlake Employment area are quite a bit below what was observed in Kirkland. The major difference between the two areas is the very high employment density in Overlake. The area most like Overlake in Kirkland is around the South Kirkland Park and Ride, which has fairly high employment densities (although lower than Overlake) and similar population densities.

Conclusions and Recommendations

The Right Size Parking Web Calculator generally predicts parking utilization around the City of Kirkland accurately, with most sites within +/-15 percent of the observed value. Based on the regional nature of the web model, some discretion may be necessary when applying the model in Kirkland, particularly when taking into consideration some of the subtler variations in urban form, pedestrian character, and transit service throughout Kirkland.



Specifically, the Planning Commission and Houghton Community Council raised questions about the following issues:

- Are the RSP team's recommended parking adjustments by unit type supported by the data?

The unit type adjustments are summarized below along with the method for developing the adjustments.

- Studio: .93 x base
- 1 bed: base
- 2 bed: 1.25 x base
- 3+ bed: 1.39 x base

The adjustments identified above were developed through the following methodology:

1. Calculate the "base" parking utilization by inputting a hypothetical development in Kirkland (based on a citywide average of all RSP web model input data) with only one-bedroom units.
2. Calculate parking utilization for other unit types. As was done with the one-bedroom units, hypothetical developments with only studio, two-bedroom, and three-bedroom units were entered into the RSP web model.
3. Calculate the ratio of non-base to base parking utilization for each unit type. The parking utilization for the hypothetical studio, two-bedroom, and three-bedroom developments was divided by the one-bedroom base case. For example:

Studio Unit Type Adjustment = 93 parking stalls utilized by hypothetical studio development / 100 parking stalls utilized by hypothetical one-bedroom development = 0.93

4. Calculate the final base rate. The result of the RSP web model on the hypothetical one-bedroom development was an estimate of 1.11 parking spaces per unit. To account for the tendency for the RSP web model to slightly under-predict parking utilization in Kirkland, this initial estimate was increased by 15 percent, which rounds to 1.3 parking spaces per unit.

Tables 1-3 show the parking supply that would result from applying the model code above when applying a base one-bedroom rate of 1.3 parking spaces per unit. This base was developed by using the RSP web calculator to estimate the demand for a hypothetical apartment complex with only one-bedroom units using average RSP web



model input data from across the entire city of Kirkland. As shown in Tables 1-3, this model code supply would be greater than the observed utilization in all but one case (Site 18, which is an outlier as described earlier). In many cases, the new supply would be close to the observed utilization and is considerably lower than the supply that would be developed using the current code.

- The RSP model code suggested a 25-50 percent reduction in the base parking minimum requirements if a multifamily development is within ½ mile of frequent transit (defined as service every 20 minutes or more frequently from roughly 7 AM to 6 PM during weekdays). Is this reduction justified by the analysis?

It is important to note that the model code recommendations highlighted above were based on the RSP project team's review of best parking code practices across the country. Specifically, the cities evaluated that chose to make relatively substantial parking minimum reductions along high frequency transit lines tend to do so to support and encourage additional density along transit corridors. It is also important to recognize that the cities tend to reduce *minimum* requirements and not to establish parking maximum requirements. The goal is to facilitate those developers who feel there is a market to develop projects along transit lines with less parking and not to compel developers to provide less parking than they feel is justifiable given the market conditions.

With the above context in mind, the analysis results of the Kirkland data are mixed. Of the 24 observed sites, 8 are located immediately along a frequent transit route and 10 others are generally within a quarter-mile of a frequent transit route. Of these 18 sites, the RSP model generally predicted parking utilization that was close to the observed values, even though the transit scores were generally not indicative of an area that has frequent transit service. As noted above, the RSP web model gives a transit score of about 1,500-1,600 for the area immediately around a bus stop, but the score is about 1,250 (which is the citywide average) for areas more than a few hundred feet from a stop. None of the observed sites were directly adjacent to a frequent transit stop, although the sites along the frequent transit lines were all within a short walk to a stop. As noted earlier, one site close to the Kirkland Transit Center was substantially over-predicted by the RSP web model, but other condos similarly close to the Transit Center were accurately predicted by the RSP web model.

Based on these results, there is no direct evidence that multifamily properties currently along Kirkland's frequent transit routes have parking utilization rates that are substantially lower than the citywide average. Using this fact alone, one could argue that there is no justification to reducing the parking minimums along frequent transit corridors. However, given that most cities choose to reduce parking minimums along transit corridors to reflect greater transportation choices, support other planning goals, and encourage mixed-use development along corridors that have substantial investments in alternative travel modes, the project team feels that some sort of



parking minimum adjustment is reasonable for Kirkland. When applying the transit scores found at the stops along the frequent transit routes, the RSP web model's estimated parking utilization drops by about 20 percent. Therefore, a more data-based approach to reducing parking minimums along frequent transit routes in Kirkland suggests a reduction of base parking minimums of 20 percent within a ½ mile buffer around frequent transit routes. **Table 4** summarizes the results of applying the RSP transit score data for two sites in the RSP dataset. Site 3 is along Route 234/235 on Lake Washington Boulevard. Taking the average transit score of the four transit stops closest to the project indicates a transit score of 1,500. Site 9 is in downtown Kirkland near the Transit Center. The transit score at the Transit Center is 1,600. When these new scores are applied in the RSP web model, the parking utilization decreases by 15 and 20 percent, respectively for the two sites.

Table 4. Transit Adjustments Applied to Sites 3 and 9

| Input | Estimated | Output | Condo | |
|---|-------------|----------------|-------------|----------------|
| Right Size Parking: Web Calculator | | | | |
| Variables | Site 3 | Site 3 Transit | Site 9 | Site 9 Transit |
| Studio Units | 0 | 0 | 22 | 22 |
| 1 Br Units | 106 | 106 | 89 | 89 |
| 2 Br Units | 146 | 146 | 43 | 43 |
| 3+ Br Units | 34 | 34 | 0 | 0 |
| Studio Rent | \$0 | \$0 | \$1,195 | \$1,195 |
| 1 Br Rent | \$1,845 | \$1,845 | \$1,617 | \$1,617 |
| 2 Br Rent | \$2,420 | \$2,420 | \$2,106 | \$2,106 |
| 3+ Br Rent | \$3,400 | \$3,400 | \$0 | \$0 |
| Avg. Sqft per Unit | 1,011 | 1,011 | 838 | 838 |
| Affordable Units | 0 | 0 | 0 | 0 |
| Mo. Parking Cost | \$40 | \$40 | \$50 | \$50 |
| Population | 58,381 | 58,381 | 64,791 | 64,791 |
| Jobs | 50,524 | 50,524 | 39,946 | 39,946 |
| Transit Service | 1,228 | 1,500 | 1,264 | 1,600 |
| Predicted Utilization | 1.31 | 1.13 | 1.16 | 0.94 |
| Observed Utilization | 1.31 | 1.31 | 0.90 | 0.90 |
| Supply Using Model Code* | 1.55 | 1.24 | 1.38 | 1.11 |
| Supply Using Current Code | 2.20 | 2.20 | 1.45 | 1.45 |
| Actual Supply | 1.50 | 1.50 | 1.22 | 1.22 |

*See Page 7 for Model Code Details

As described above, the unit-based approach to developing parking standards come much closer to matching observed utilization than the existing code. In all but one case, the unit-based approach accommodates the observed parking utilization, and in many cases with some additional room to spare. Using the unit-based approach could be a way to better match parking minimum requirements to utilization, but the RSP team would argue that minimum requirements would ideally be set at or *just below* observed utilization. This ensures that developers are not required to build parking stalls that never get used since they can always



build more than the minimum. However, setting parking minimums below observed utilization (even slightly so) may warrant additional on-street parking management by the City to ensure that short-sighted developers who do not price and manage their on-site demand well are not unduly impacting area residents and businesses. Based on the analysis of the data in the tables above (the 20 sites not identified as outliers) the average parking utilization in the city is 1.27 stalls per unit.

The transit adjustment to the parking code suggested in the document is not necessarily supported by the observed data, particularly for condominium units. If the City chooses to elect this option, it may do so using similar logic to other cities that have a similar provision, which is to encourage additional density in transit corridors. This goal generally aligns with Kirkland's goals to encourage transit-supportive development and also matches King County Metro's Transit Service Guidelines. However, given that Kirkland does not appear to have as strong of a relationship between increased transit service and lower parking rates compared to other areas in the region, the City again may need to enact more strict on-street parking management in areas that have a transit service parking reduction.

PARKING COMPARISON BETWEEN FEHR&PEERS, MS. NAHON'S, AND KING COUNTY DATA SETS (updated bedroom counts) - JANUARY 13, 2015

Condo

| Variables | Site 11 - Highland Park | Site 12 - Park Terrace | Site 13 - Houghton Court | Site 14 - Affinity | Site 15 - Sancerre | Site 16 - Portsmouth | Site 17 - Wild Glen | Site 18 - Tiara de Lago | Site 19 - Waterview | Site 20 - Brezza | Site 21 - Portsmouth | Site 22 - Plaza on State | Site 23 - Kirkland Central | Site 24 - Watermark |
|--|-------------------------|------------------------|--------------------------|--------------------|--------------------|----------------------|---------------------|-------------------------|---------------------|------------------|----------------------|--------------------------|----------------------------|---------------------|
| Predicted Utilization (F&P/King County*) | 1.33 | 1.30 | 1.29 | 1.38 | 1.32 | 1.35 | 1.51 | 1.47 | 1.29 | 1.33 | 1.35 | 1.27 | 1.17 | 1.26 |
| <i>Predicted Utilization (Bea info**)</i> | | | | | | 1.34 | 1.53 | | | 1.33 | 1.34 | | | |
| <i>Predicted Utilization (King County***)</i> | | | | 1.38 | | 1.34 | 1.53 | 1.47 | 1.29 | 1.39 | 1.34 | 1.26 | 1.17 | 1.27 |
| Observed Utilization | 0.80 | 1.40 | 1.50 | 1.70 | 1.30 | 1.20 | 1.50 | 1.92 | 1.31 | 1.27 | 1.17 | 1.24 | 1.23 | 1.30 |
| Supply Using Proposed Code (F&P/King County*) | 1.58 | 1.53 | 1.63 | 1.73 | 1.50 | 1.53 | 1.69 | 1.63 | 1.51 | 1.51 | 1.53 | 1.44 | 1.39 | 1.53 |
| <i>Supply Using Proposed Code (Bea info**)</i> | | | | | | 1.51 | 1.73 | | | 1.50 | 1.51 | | | |
| <i>Difference from F&P/King County</i> | | | | | | -0.02 | 0.04 | | | -0.01 | -0.02 | | | |
| <i>Supply Using Proposed Code (King County***)</i> | | | | 1.72 | | 1.51 | 1.73 | 1.63 | 1.51 | 1.59 | 1.51 | 1.42 | 1.29 | 1.55 |
| <i>Difference from F&P/King County</i> | | | | -0.01 | | -0.02 | 0.04 | 0.00 | 0.00 | 0.08 | -0.02 | -0.02 | -0.10 | 0.02 |

* Fehr & Peers estimate based on King County Assessors Data on unit types

** Info provide by Ms. Nahon from Condo declarations

*** Actual unit type King County Data pulled from <http://info.kingcounty.gov/assessor/DataDownload/default.aspx>

**VISITOR PARKING QUESTIONNAIRE RESULTS
 JUNE 17, 2014**

| Name of Development | Bridlewood Apartments | Corbella at Juanita Bay | Luna Sol LLC | Marina Heights | Montebello | Plaza on State | Tiara de Lago | The Watermark | Wild Glen | Juanita Creek | 460 Central | Vision 5 and Tudor Manor |
|---|-------------------------------------|-------------------------------------|--|----------------------------------|--|--|--|--|---|---|---------------------------------|--|
| <i>Address</i> | 13210 97 th Ave NE | 9536 NE 120th ST | 11415 Slater Ave NE | 136 Central Way | 12000 131st LN NE | 102 and 122 State Street | 210 Market ST | 530 2nd Ave | 9934 NE 144th ST | 9720 NE 120th PL | 460 Central Way | Redmond, WA |
| <i>How many parking stalls does this development have?</i> | 189 | 248 | 1-37 commercial space only; 38-94 residential space only. | 48 | 203 open spaces, 140 carports, 118 garages | 16 | 30 | 101 | 162 | 50 total stalls including tandem in parking garage. Stalls shared between residential and commercial space. | 151 | |
| <i>Can you briefly describe how visitor parking is managed for the development?</i> | Visitor parking stalls not reserved | Visitor parking stalls not reserved | Not reserved. Most visitors park along fence south of Luna Sol building. Additional visitor parking is in commercial spaces after hours: 5pm to 8am. | Street parking only for visitors | Visitor parking stalls not reserved | Visitor parking stalls reserved for guests of owners of the condominium. | Visitor parking not reserved. 1st come, 1st served | There are a few parking spaces available in our circular drive. Otherwise, they use street parking. | Visitor parking stalls reserved | Visitor parking stalls not reserved. No after hours access to parking garage except in the unless residents let guest in. | Visitor parking stalls reserved | Managed |
| <i>If visitor parking stalls are reserved, how many are reserved?</i> | N/A | N/A | None | N/A | N/A | 16 | N/A | 5 | 12 | No reserved residential visitor parking stalls in the parking garage. | 4 | Visitor stalls are labeled and monitored but not reserved for any one resident. |
| <i>When do you see the highest demand for visitor parking?</i> | Unknown | Weekends | Street parking along fence is full on weekends. As stated above, the additional parking in commercial space is after 5pm to 8am when the doctors offices are closed. | Holidays and City events | Evenings/weekends | When there are City public events and holidays. Evenings. | Weekends and evenings | Weekends and evenings | Varies. | Weekends/evenings | 4-7pm 7 days a week | Evenings after 6pm. Friday, Saturday evening |
| <i>What types of complaints do you hear in regards to visitor parking stall availability? And How often do you hear these types of complaints?</i> | No complaints | No complaints | No complaints | None | No open spaces. Not very often. | This is a condominium. Most complaints are from owners complaining that other owners do not park in their stall in the garage but instead use the visitor area. Other complaints are when there are public events and non-guests park in the visitor spaces. | Parking in commercial spots and people storing vehicles in visitor spots 4-5x per year | People that park there and leave their cars there for days on end. Not often as we try to monitor guest parking. | Residents parking in visitor stalls when reserved for visitors only. Couple times per month | Minimal but once in a while people complain about visitors not having a place to park. Once every 3 months. | N/A | Historically not an issue. Visitor stalls tend to be under used. We don't hear complaints. |
| <i>If there is a problem with visitor parking availability, approximately how many more parking stalls would you say are needed to meet the visitor parking demand?</i> | N/A | No | No problem. | N/A | N/A | N/A | 3-4 more spots | I would say, because we have some street parking, we are fine. | 10-12 | N/A | N/A - site not constructed | Low visitor demand for smaller residential units. Historically, our residents go out and visit outside of their residential buildings. |

SUMMARY OF METRO TRANSIT CHANGES (source: King County METRO website) -October 16, 2015

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

* May be deleted with future service change

** Decision delayed

 = Frequent Kirkland transit routes

Inglewood Village

Kingsgate

Totem Lake

Totem Lake Transit Center

JBD

NRHBD

Kirkland Transit Center

RHBD

Bridle Trails

CBD

Houghton Park & Ride

YBD

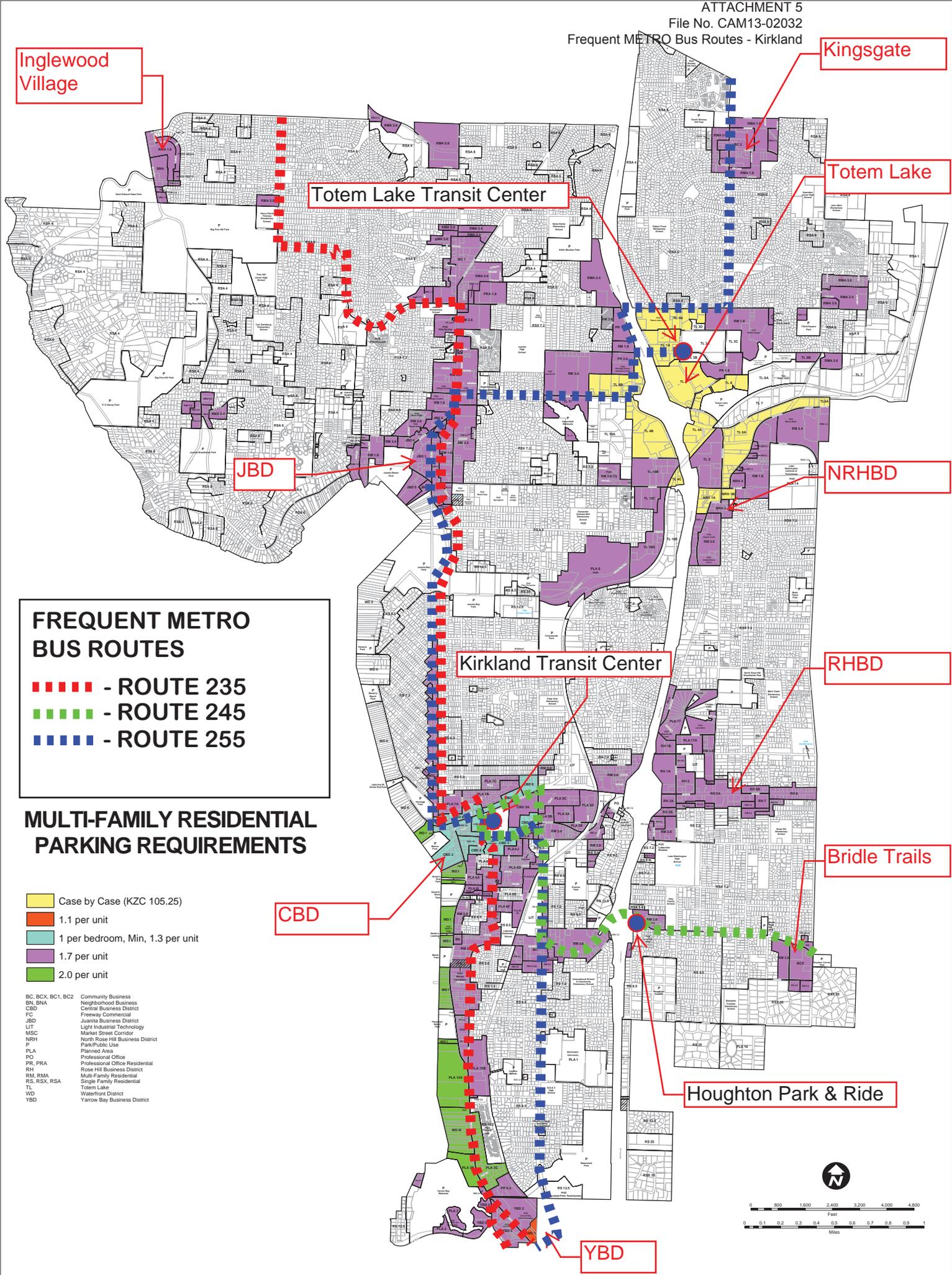
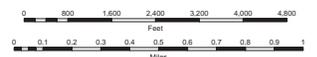
FREQUENT METRO BUS ROUTES

- - ROUTE 235
- - ROUTE 245
- - ROUTE 255

MULTI-FAMILY RESIDENTIAL PARKING REQUIREMENTS

- Case by Case (KZC 105.25)
- 1.1 per unit
- 1 per bedroom, Min, 1.3 per unit
- 1.7 per unit
- 2.0 per unit

- BC, BCX, BC1, BC2 Community Business
- BN, BNA Neighborhood Business
- CBD Central Business District
- FC Freeway Commercial
- JBD Juanita Business District
- LIT Light Industrial Technology
- MSC Market Street Corridor
- NRH North Rose Hill Business District
- P Park/Public Use
- PLA Planned Area
- PO Professional Office
- PR, PRA Professional Office Residential
- RH Rose Hill Business District
- RM, RMA Multi-Family Residential
- RS, RSX, RSA Single Family Residential
- TL Totem Lake
- WD Waterfront District
- YBD Yarrow Bay Business District





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

MEMORANDUM

Date: September 25, 2014
To: Planning Commission
From: Houghton Community Council
Subject: RECOMMENDATION ON AMENDMENTS TO MULTI-FAMILY PARKING REQUIREMENTS - FILE NO. CAM13-02032

RECOMMENDATION

At the September 22, 2014 meeting, the Houghton Community Council (HCC) deliberated on the proposed changes to the City’s multi-family parking requirements. At the conclusion of the deliberations, the HCC agreed on the following recommendations to the Planning Commission:

Parking Requirement

Staff Recommendation: Staff recommended a unit-type based approach where parking is required based on the number of bedrooms within each unit.

Staff Proposed Parking Requirement

| | Unit Type | | | |
|------------------------------|-----------|-----------|-----------|-------------|
| | Studio | 1-Bedroom | 2-Bedroom | 3-Bedroom + |
| Proposed Parking Rate | 1.2 | 1.3 | 1.6 | 1.8 |

HCC Recommendation: The HCC agreed with the unit-type based approach as proposed by staff. However, to address concerns that the 2-bedroom parking rate may not be adequate and that a unit floor plan could potentially be designed to reduce the parking requirement (e.g. room designed without a closet and therefore would not be considered a bedroom), the HCC recommends increasing the 2-bedroom parking rate to 1.8 stalls/2-bedroom unit. This is similar to the City of Redmond multi-family parking requirement for 2-bedroom units.

HCC Recommendation

| | Unit Type | | | |
|------------------------------|-----------|-----------|------------|-------------|
| | Studio | 1-Bedroom | 2-Bedroom | 3-Bedroom + |
| Proposed Parking Rate | 1.2 | 1.3 | 1.8 | 1.8 |

Visitor Parking Requirement

Staff Recommendation: Staff recommended requiring visitor parking in addition to the base number of required parking spaces. The recommended amount of visitor parking would be equal to 10% of the base number of required parking spaces. Units that provide the required parking (base amount and visitor) within an associated garage and adequately sized driveway would not be included in the visitor parking requirement.

HCC Recommendation: The HCC recommends approval of the visitor parking requirement described above except that the visitor parking requirement be increased to 15% as a conservative approach given anecdotal and property manager experience that suggests that

on-site visitor parking supply is often inadequate and to address the bedroom design workaround described in the previous section. It is noted that of the six voting members, two supported the 10% requirement, two supported a 15% requirement, and two supported a 20% requirement. The 15% recommendation represents a compromise amount.

Change to Parking Modification Requirement

Staff Recommendation: For multi-family parking modification (reduction) requests, staff recommended increasing the final parking demand rate determined by the parking study by 15% to account for the data, analysis, and methodology associated with this project.

HCC Recommendation: The HCC recommends approval of this change.

Parking Reduction in the CBD when close to Frequent Transit

Staff Recommendation: Staff recommended a 15% reduction to the base parking requirement for multi-family projects within ½ mile of the Downtown Kirkland Transit Center with an approved parking covenant.

HCC Recommendation: Although this code amendment is not within the HCC disapproval jurisdiction, the HCC decided to provide a recommendation on this topic. The HCC recommends not approving the proposed transit related parking reduction because it is not supported by the research conducted with this project and the potential for spillover parking could adversely affect commerce in the CBD.

SUPPLEMENTAL NOTE

During the deliberations, the concept of including a sunset provision of seven years or less with the proposed amendments was discussed. Three of the six voting Community Council members in attendance felt strongly that a sunset clause should be included with the amendments given the concern that the proposed parking requirement rates could potentially be under predicting multi-family parking demand.



CITY OF KIRKLAND
Planning & Community Development
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MEMORANDUM

Date: December 8, 2014

To: Kirkland City Council

From: Glenn Peterson, Chair
Kirkland Planning Commission

File: CAM13-02032

Subject: PLANNING COMMISSION RECOMMENDATION TO ADOPT AMENDMENTS TO MULTI-FAMILY PARKING REQUIREMENTS

INTRODUCTION

We are pleased to submit, for consideration by the City Council, Kirkland Zoning Code (KZC) amendments to the City's multi-family parking requirements. (see Attachment 9 of the staff memo to Council). The Planning Commission's recommendation was unanimous except where noted below. The proposed changes are based on actual parking utilization data and reflect the work from numerous meetings that included public input, City staff, the Houghton Community Council, and experts in the field of parking analysis. Input from the public was important to the discussion and influenced the need for additional information throughout the process given the complicated nature of residential parking. Attachment 6 contains the HCC's recommendations on the proposed changes.

RECOMMENDATIONS

Multi-Family Parking Requirement

The Planning Commission was very concerned about reducing parking requirements if the result would be an increase of cars parking on the street and potentially creating an on-street parking supply problem for neighborhoods. However, given the large data set that King County collected (226 sites), the data collection methodology established with their Right Size Parking project, and the data from an additional 24 Kirkland sites used for comparison with the County model (the Right Size Parking Calculator), the Planning Commission was confident in the data used. The results of the subsequent analysis provided the basis for the proposed parking code changes and set the stage for a parking requirement reflective of parking demand and residential unit-type (number of bedrooms).

The Planning Commission also reviewed additional information regarding parking modifications/reduction approvals that have been granted for multi-family developments. Under the current regulations, parking modifications can only be approved by the City if it can be shown by a parking study, prepared by a licensed transportation engineer, that the reduced number of parking stalls are sufficient to fully serve the use. The parking modifications approved by the City have required an average of 1.32 stalls/unit and corresponds to the proposed parking requirements.

The analysis by Fehr & Peers (consultant for the project) found that the Right Size Parking calculator predicted parking utilization for the Kirkland sites to be within +/- 15% of the parking utilization observed for the same sites. In refining the parking requirements based on the unit

type (number of bedrooms), the Planning Commission asked that a more conservative approach be applied when formulating the parking requirements given that undersupplying parking was a major concern. In response, the base number, derived by the parking calculator and used in calculating the parking requirements, was increased by 15% to reflect the high end of the parking demand range found with the Kirkland sites. The parking requirements found in Table 1 below reflect this conservative approach.

The Planning Commission acknowledges that, in many cases, adopting the proposed parking rates would codify what has been happening over the years – approving a lower parking requirement reflective of actual parking demand. As a result, the code changes would result parking regulations that are more transparent, create efficiency in the permit review process, and provide certainty with multi-family parking requirements. The Planning Commission therefore recommends updating the parking requirements for multi-family developments to reflect the rates in Table 1 below.

Table 1 - Multi-Family Parking Requirement

| | Unit Type | | | |
|------------------------------|-----------|-----------|-----------|-------------|
| | Studio | 1-Bedroom | 2-Bedroom | 3-Bedroom + |
| Proposed Parking Rate | 1.2 | 1.3 | 1.6 | 1.8 |

The Planning Commission’s recommendation differs from the Houghton Community Council’s (HCC) recommendation in that the HCC recommended 1.8 stalls/2-bedroom unit. The HCC was concerned that the 1.6 stalls/unit requirement may not be adequate for a 2-bedroom unit. They also agreed that the rate increase to 1.8 stalls/unit takes into account the potential for unit floor plans to be modified by converting dens or other similar rooms, for which parking was not originally attributed, into bedrooms. However, the Planning Commission agreed that the parking data do not support the HCC recommended 2-bedroom parking rate and therefore no increase is needed.

Visitor Parking Requirement

The Planning Commission recommends requiring visitor parking in addition to the base number of required parking spaces described in the previous section. The recommended amount of visitor parking would equal 10% of the base number of required parking spaces. The exception would be for multifamily projects where the required parking (base amount and visitor) is provided within the unit’s associated garage and an adequately sized driveway to the garage. These units are treated differently because they function more like a single-family home where four spaces are often available for the residence.

The Planning Commission’s recommendation differs from the HCC’s recommendation in that the HCC recommends a 15% visitor parking requirement. The HCC’s recommendation reflects a more conservative approach given anecdotal and property manager experience that guest parking is often inadequate. Again, the Planning Commission did not find data to support a higher guest parking rate.

Parking Modifications

The Planning Commission recommends that for future multi-family parking modification (reduction) requests, the final parking demand rate as determined by the parking study be increased by 15% to account for and be consistent with the data, analysis, and methodology associated with this project. As a result, applications for multi-family parking modifications should be greatly reduced, and any remaining applications could have more parking than dictated by the old method. The HCC’s recommendation concurs. Irrespective of whether the City makes any regulatory changes, future parking studies will be able to use the data from this project in their analyses.

Parking Reduction in the CBD when close to Frequent Transit

The Planning Commission recommends having an option to reduce the required multi-family parking by 15% if the development is located within ½ mile of the Downtown Kirkland transit center and if, among other things, an annual regional transit pass for each stall reduced is provided to qualified tenants and subsidized by the property owner. Due to challenges in ongoing funding and implementation of the transit pass by property owners, staff recommended that this option only be available to apartment developments.

During the Planning Commission's deliberation following the public hearing, one of the Commissioners introduced language that would make this option also available to condominium developments and shift the financial transit pass subsidy responsibility from the developer/owner to the Home Owners Association once established. The Planning Commission acknowledged that this would be an acceptable solution since it would result in an approach that will be similar to apartment developments, given that the financial responsibility of the subsidy would realistically be passed onto the tenants in the form of increased rents. Condominium owners would be also bound in perpetuity, similar to apartments with this approach.

One Commissioner was against the proposal in general because the parking utilization data did not support a reduced parking demand rate for properties near frequent transit. Another Commissioner was unsure on this topic also given the lack of data support but felt that there was adequate policy support for providing a parking reduction option.

Although not within the HCC disapproval jurisdiction, the HCC decided to provide a recommendation on this topic. The HCC recommended not approving the proposed transit related parking reduction option because the data did not support the change. Their concern was that if spillover residential parking were to occur in and around the CBD, it could have a negative effect on commerce.

However, the Planning Commission agreed that this parking reduction option would essentially require parking at a rate closer to the actual documented demand (without the 15% 'buffer' being applied). Allowing this option would also be consistent with adopted City policies regarding compact development and multi-modal transportation in and around the downtown core.

DECISIONAL CRITERIA

The Planning Commission finds that our recommended amendments are consistent with the decisional criteria found in Kirkland Zoning Code Section 135.25. The criteria were considered during the joint Planning Commission and Houghton Community Council August 28, 2014 public hearing and subsequent deliberation meetings. Staff provided additional Comprehensive Plan policy support in their memorandum to the Planning Commission dated October 16, 2014 to help establish the Commission's position on the proposed amendments.

PUBLIC PARTICIPATION

A summary of all oral and written comments received and considered by the Planning Commission over the course of this code amendment project is included in the staff transmittal memorandum to the City Council. All of the written correspondence has been included in Attachment 8 to the same memorandum.

PARKING MODIFICATION AND PROPOSED CODE REQUIREMENT COMPARISON TABLE
October 15, 2014

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

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



To: Kirkland City Council

From: Kirkland Alliance of Neighborhoods

Re: Opposition to Right Size Parking

January 19, 2015

The Kirkland Alliance of Neighborhoods (KAN) is strongly opposed to the Right Size Parking (RSP) recommendation to reduce the required amount of parking for multi-family housing in the City of Kirkland. We believe that it will worsen parking conditions city-wide, will increase spillover parking, will not reduce housing costs, and does not benefit current or future Kirkland residents. We appreciate the intent of the proposal; however, we foresee more detriments than benefits for Kirkland residents and visitors.

The proposal was presented to us in detail by Jon Regala. This letter summarizes comments gathered from our discussions at two meetings of KAN and from our neighborhoods. Some of us also attended the Planning Commission meetings or listened to them online.

We appreciate the time and work that City staff and the Planning Commission have devoted to this proposal. However, after careful thought, study and discussion, we respectfully disagree with the recommendation that will be before you if this process continues.¹ We encourage you to place this proposal on hold indefinitely, or reject it altogether, rather than consume more of your valuable time.

Overwhelming Public Opposition

KAN reps and their neighborhood boards or associations have studied this issue extensively. An overwhelming majority of what we have seen and heard is opposed to RSP. A copy of the public comment received by Planning is attached for your reference.

KAN is concerned that the Planning Commission did not give appropriate weight to this citizen input. At the October 23, 2014 meeting, one Commission member stated, *"We got overwhelming public comment against this, but that was public comment from people who do live here, not the ones who would be living here and trying to afford the rents or prices to buy these units."*

¹ At your January 20 meeting, staff will present a detailed overview of the current multi-family parking regulations. Following that, your calendar indicates at least two more meetings to review the RSP study, including additional reductions proposed for multi-family housing in the downtown core.

RSP Would Not Lower Housing Costs

However, no evidence has been presented that RSP would lower housing costs for current residents or for those who would want to move to Kirkland in the future.

The **Parking Pricing Analysis** document

(<http://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Parking+pricing+handout.pdf>) discusses how RSP would increase developer profits. When one of King County's consultants was contacted and asked whether housing would be more affordable if RSP was enacted, he said he did not know because they were only asked to look at the benefits to developers.

In fact, for developments that would qualify for the proposed additional 15% reduction in required parking, the cost of the transit subsidy would simply be passed along to tenants or homeowners. At the October 23, 2014 Planning Commission meeting, Commissioner Miller stated: *"If you really truly think that the owner developer of an apartment project isn't building that into the rents you're sorely mistaken because all those costs are built into the rent structure that they have. So the residents ultimately are paying whether you're renting a unit or buying a unit."*

The Study Itself is Flawed with Errors and the Use of Estimates

The RSP proposal is based on a study of 24 multi-family sites in Kirkland. We have learned that the bedroom-to-unit distribution for the properties in the 2014 count were all estimates. We believe that a study recommending a per-bedroom parking formula should be based on actual bedroom-to-unit data.²

There were also errors in the total number of parking stalls for some of the sites; those errors have been acknowledged by the consultant.

In addition, we are concerned that "dens" (similar to bedrooms but without closets) do not count as bedrooms in the study or in the Kirkland Zoning Code. However, dens are frequently used as bedrooms, and occupied by residents who own vehicles.

If RSP is rejected, we hope that the parking study will be rejected as well, and not used as a reference for future proposals. We trust that our City and its Planning Department would not rely on a study that is known to contain estimates and errors.

Impacts to Neighborhoods

Neighborhoods are already seeing the daily impacts of spillover parking from multi-family housing as a result of parking modifications, "unbundled"³ parking, or residents who simply have more vehicles

² The consultant indicates that the use of estimates was due to limitations in their total contract budget. Although the use of estimates was disclosed early in the process, we believe that the Planning Commission relied on the data as though it was based on actual unit distribution. Further, we are reasonably concerned that other estimates may have been used in the process.

³ The practice of "unbundling" allows owners to charge an additional fee for parking. Property owners pass on the costs of parking stalls via these fees and "manage" parking when there is more demand than supply. In order to save money on rent or mortgage, residents often use on-street parking instead of paying for parking spaces, thereby increasing spillover into neighborhoods or on-street spots that could otherwise be used by customers at nearby businesses. RSP would encourage unbundling as a means of supply management and therefore increase spillover.

Kirkland Alliance of Neighborhoods Opposition to Right Size Parking

than allotted spaces. Further, if parking is “unbundled,” and residents are asked to pay for parking, many simply use street parking as a cheaper alternative.

KAN believes that developers should build sufficient parking to ensure no spillover to the streets. We believe that developers, not taxpayers, should supply parking for their residents.

With regard to the transit subsidy provision, an attorney who specializes in condominium associations stated: *“Parking is a sensitive issue for owner associations, a common source of dispute, and owner associations are ill-equipped to manage, administrate, and enforce such requirements. Imagine the City trying to enforce this. Now imagine a small volunteer board of directors trying to enforce this with one difficult owner. Insufficient parking is a problem that plagues most of our urban condominium association clients. The solution that works best is to provide sufficient parking.”*

Effect on Downtown Parking

The Downtown Parking study is looking for ways to increase parking downtown, yet RSP would decrease parking for multi-family developments. We believe these two initiatives are at cross purposes to each other.

If we want to encourage transit use, we need to provide transit parking. Currently the only parking for the downtown transit center is on surrounding neighborhood streets (where there are no time limits). RSP would only increase parking pressure in surrounding neighborhoods.

Further, while the citywide RSP proposal is based upon the data from the consultant, the proposed additional 15% reduction for downtown developments (with transit subsidy) is not. The consultant noted in their report *“The transit adjustment to the parking code suggested in the document is not necessarily supported by the observed data, particularly for condominium units”* and *“Kirkland does not appear to have as strong of a relationship between increased transit service and lower parking rates compared to other areas in the region.”*

Transit Does Not Replace Vehicle Ownership

Parking reductions do not eliminate the need for a vehicle. People rely upon cars for more than commuting. The hope that people will increase use of transit simply because there is reduced parking is unsubstantiated, even if transit service improves.⁴ Not only is there insufficient existing transit, there is also great uncertainty about future transit availability.

Effect on City Revenue and Expense

Sufficient parking is essential for business. If parking is too difficult because residents or transit riders use the on-street parking, people will go elsewhere to shop and businesses (and tax dollars) will relocate.

Sufficient parking is also essential for families when making decisions about where to live. RSP will make multi-family housing less attractive for many families, who will choose instead to live in single-

⁴ The consultant's study states *“Kirkland does not appear to have as strong of a relationship between increased transit service and lower parking rates compared to other areas in the region.”*

Kirkland Alliance of Neighborhoods Opposition to Right Size Parking

family homes⁵ (thereby confounding our density goals) or in other cities (impacting our property tax revenue).

Process Concerns

We do appreciate that the Planning Commission held the public hearing open to allow written comments to be submitted for an additional period. However, once the opportunity for comments was closed, there were items discussed over the course of two meetings that cause us to be concerned about the process itself, including:

- The provision to allow reduced parking for condominium projects with a transit subsidy. The modified language was not in the online packet and instead was provided to the Commissioners at the table that evening. This provision is in conflict with City Planning staff's recommendation. (In addition, condominium legal, accounting, and management professionals have indicated it is problematic in its text and in application.)
- The Planning Commission asked city staff to review the parking modifications that have been approved over the past few years to see how those would align with their RSP recommendations.⁶ This is a complex topic and debatable rationale that we believe must involve public input.

While no rules were broken with respect to the Public Hearing process, we believe that better practices could have led to better outcomes. Further, this means that the City Council will be seeing certain data, theories and proposed code language, upon which no public hearing has been held.

In Conclusion

We urge the City Council to reject the Right Size Parking proposal. If enacted, and projects are built using these formulas, the negative impacts of the parking reductions would be difficult or impossible to reverse.

The cost of underestimating the parking need, and creating spillover parking, far exceeds the costs of overestimating. As we see in the Downtown Parking Study, adding to the City parking supply is expensive.

Thank you for your consideration of these comments.

⁵ Kirkland Zoning Code requires a minimum of two parking spaces per single family detached residence.

⁶ Their rationale was that parking modifications take up City resources and time, so if RSP were enacted, it might streamline processes in the future. They also thought the comparison would comfort the concerned public, as it could reveal that the proposed changes would have comparable impacts to the existing parking modification process. However, the 12 parking modifications that have been approved over the past 15 years are a prime cause of existing spillover parking. Therefore we do not think it makes any sense to adopt RSP just because it aligns with existing parking modifications, as this would only create spillover problems in future developments.

Jon Regala

From: outlook_d6b972515f7a91bf@outlook.com on behalf of Bill Weinberger
<bill@billw.net>
Sent: Monday, November 17, 2014 6:05 AM
To: City Council
Subject: parking reduction proposal

I have read the proposal to amend the parking requirements for multi-family buildings in the City of Kirkland.

I don't like the proposal. I agree that we should promote transit use, especially denser areas like downtown. But I don't think that artificially making a bad situation worse is the way to do it. Many developments already have a shortage of parking, creating a mess on the surrounding streets and making it difficult for visitors to park.

The proposal quotes a study that shows an oversupply of parking spots. That may be factual, but it doesn't mean there is or will be an abundance of parking space in a neighborhood. Even in my townhouse development, where every unit has a two car garage and most homes have only one or two cars, many residents regularly park in guest spots and on the street, crowding out space needed for guests.

The way to promote transit is to promote transit. Let's focus on that.

Thanks for listening,
Bill Weinberger

Jon Regala

From: Eric Shields
Sent: Friday, October 24, 2014 1:46 PM
To: Jon Regala; Jeremy McMahan
Subject: FW: Parking Regulations

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Eric Shields

From: Chuck Pilcher [mailto:chuck@bourlandweb.com]
Sent: Friday, October 24, 2014 1:41 PM
To: City Council
Cc: Planning Commissioners; Maureen Kelly
Subject: Parking Regulations

Maureen Kelly has said this so well that I can only say "Ditto." And she knows as much about this as any simple citizen.

Thanks for all you do.

Chuck Pilcher
Lakeview Neighborhood

This is the email I sent to the Planning Commission and City Council late yesterday afternoon. It was written on the fly but I wanted to get it to the PC before the meeting last night. Did anyone attend? Are minutes from the PC meetings available? I think I made my point and offered up a solution - I feel very strongly about the solution being at the corner of Lake and Central. If you haven't visited U Village, do...the above ground garages on the south end are magnificent. John Pascal acknowledged the email. I plan to dog the council about this (and other issues, time permitting) so will resend it to the council and resend it.

I still think it questionable and inappropriate that the city is allowing Dargey to use the council chambers to introduce his new proposal. Am I wrong? I won't be in town for the presentation. Please take photos of his presentation board? He will probably present on the projector, if so, we need a copy of the renderings and specs.

From: Maureenkelly@outlook.com
To: awalen@kirklandwa.gov; psweet@kirklandwa.gov; jarnold@kirklandwa.gov;
skloba@kirklandwa.gov; tnixon@kirklandwa.gov; dasher@kirklandwa.gov;
dmarchione@kirklandwa.gov
Subject: Parking
Date: Thu, 23 Oct 2014 15:47:26 -0700

I've scanned the Oct 6, 2014 document from Jon Regala and Jeremy McMahan regarding Amendments to Multi-Family Parking Requirements Continued Deliberations. My comments are basic and simple, slanted toward condominium multi-family based on 25 years of personal experience listing/selling Kirkland condominiums in the CBD, Lakeview and Moss Bay zones.

Condominium Parking Space Allotment: Condominium market values would be significantly diminished if the following baseline minimum criteria is not met:

- * 3 bedroom / 2 parking spaces
- * 2 bedroom / 2 parking spaces
- * 1 bedroom / 1 parking space (many 1 bedroom apartments/condos will have two adults)
- * Visitor parking for guests of owners only. Additional public parking must be separate. (Who manages the large Portsmouth visitor parking? Who would manage a mid-size condominium complex parking - the city, the board or the off-site building property manager? Without an on-site manager none are feasible and even with an on-site manager it would be problematic.)

Transit Subsidy. A Transit Subsidy for condominium owners is not fair and, if implemented, should include retail business. A Transit Subsidy for either would be a penalty that would do nothing to attract small businesses and discourage retail. Our "charming" retail shops and restaurants attract people to Kirkland - take that away and we will not sustain a vibrant, thriving environment.

Overflow: *I hope the CBD is never large enough to attract high density business.* The notion of a high percentage of residents riding bikes to work is a pipe dream - we will never be downtown Copenhagen or North Lake Union. Get real about this.

Pay for Parking Space Option. The result would be an opt-out and spill over on downtown streets and non-metered residential streets. This applies to rental units and affordable housing condominiums. Think Capitol Hill.

Where To Park for Retail/Restaurants: All one has to do is visit *University Village*. The recent addition of above retail parking disguised by innovative architecture has solved their parking problem. Note: Customers will not walk two blocks to shop or dine, it is a fact. Another fact is that customers prefer above ground parking - it feels safer and more connected to the town. This concept can work with city owned land at the corner of Central and Lake Street, and will pay for itself over the long term with the increase in business tax revenue. A roof top "park" with views would be a bonus.

Respectfully submitted,

Maureen Kelly

Windermere Real Estate | Kirkland Yarrow Bay

residence 6201 Lake Washington Blvd NE #102

direct 206 465 5550

mkelly@windermere.com

maureenkelly@outlook.com

Jon Regala

From: Eric Shields
Sent: Wednesday, November 12, 2014 3:20 PM
To: Jon Regala; Jeremy McMahan
Subject: FW: Right-sized parking

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Eric Shields

From: dougrough@aol.com [mailto:dougrough@aol.com]
Sent: Wednesday, November 12, 2014 12:42 PM
To: Planning Commissioners
Cc: klightfeldt@comcast.net; patrick.fitzgerald.st2s@statefarm.com; ken.albinger@casne.com; ken.albinger@gmail.com; amanda@theroughs.com
Subject: Right-sized parking

I am co-chair of the Juanita Neighborhoods Association as well as a representative on the Kirkland Alliance of Neighborhoods. Both of these groups have expressed their opposition to the right-sized parking proposal. I wanted to make some personal observations on the proposal that I have not yet put before these groups, and so they are my opinion only (at least for now).

There are six benefits I saw listed in the right-sized parking proposal (officially the Multi-Family Parking Amendments Deliberation Memo

File No. CAM13-02032). I disagree with five of them. They are:

1. It "promotes compact development";

I disagree. One aspect that has not been addressed is the likelihood that there will be more illegal parking, as fewer spaces are available. Thus, there will be increased towing and a need for more parking at tow yards. Also, there will be more tickets, conflicts, fights and arguments over parking spots. Police will be forced to increase patrols. Nearby businesses are likely to lose money as frustrated potential customers take their business elsewhere. Increased towed vehicles, parking tickets, conflicts and frustrated businesses do not "promote compact development," quite the opposite. I have spoken to more than one business owner in Juanita Village, for example, who feels that limited parking near their business has hurt their profitability.

2. "multimodal transportation options";

I disagree. I have an ORCA card and rode the bus to work for 30 years. However, the one time I tried to go to a Mariner's game via bus, I had to leave in the 5th inning to make the last bus back to Kirkland. I could visit very few friends and could do only limited shopping via the bus in Kirkland. Until the bus can totally replace a car, people need to have a car and a parking place for it. Recent bus schedule cuts have made this problem worse.

3. "green building policies";

I disagree. They are not going to plant flowers where the parking spot would have been. There will be increased traffic as cars slowly drive around longer looking for fewer spots. More fuel will be burned as cars circle and park farther away in neighborhoods. Fuel will also be burned as more cars are towed, and as police are called for inevitable increased conflicts.

4. "environmental stewardship";

I disagree. More pollution, conflicts, tickets, and frustration does not promote environmental stewardship.

5. "economic development";

I agree here. More money in the developer's pocket. I don't see who else benefits.
and

6. "sustainable" and "high-quality character to residential neighborhoods"

I disagree. More conflicts, towed cars, tickets and frustrated businesses do not add high-quality character. People in existing nearby neighborhoods are unlikely to claim the extra cars on their streets making it more difficult for them to park

adds "high-quality character" to their neighborhoods. Nor is it sustainable until the transportation system allows a person to do without a car. Downtown Seattle may have a bus system with enough capacity that someone might be able to do without a car, which is required to make this work. Not in Kirkland.

--Doug Rough 425-821-5529 RoughHouse.org -- RetreatsAndReunions.com

Jon Regala

From: Amy Bolen
Sent: Tuesday, November 25, 2014 9:29 AM
To: 'Essie Swanson'
Cc: Jon Regala
Subject: FW: Parking and new apartment development

Follow Up Flag: Follow up
Flag Status: Flagged

Ms. Swanson,

The proposed change to parking regulations is scheduled for review by the City Council at their January 20, 2015 meeting. Your email will be included as part of the informational packet to be provided to the City Council for their review that evening. For more information, please visit the project website at:

http://www.kirklandwa.gov/depart/planning/Code_Updates/Projects/MF_Parking_Amendments.htm

Jon Regala, Senior Planner
City of Kirkland Planning Department
123 5th Avenue
Kirkland, WA 98033
P: 425.587.3255 F: 425.587.3232
E: jregala@kirklandwa.gov I: www.kirklandwa.gov/planning.htm

AMY BOLEN
EXECUTIVE ASSISTANT, CITY MANAGERS OFFICE CITY OF KIRKLAND
123 5TH AVENUE, KIRKLAND, WA 98033
P: 425.587.3007
ABOLEN@KIRKLANDWA.GOV

-----Original Message-----

From: Essie Swanson [<mailto:swansonessie@gmail.com>]
Sent: Monday, November 24, 2014 6:17 PM
To: City Council
Subject: Parking and new apartment development

I am responding to a proposal from a developer who is requesting a decrease in the number of the required parking stalls . If the residents of the newly built apartments can only find parking on the street it will have a negative impact on the neighborhood. In regard to increasing the use of public transit, my impression is that most people who are utilizing the downtown area are residents of the greater Kirkland area. In most cases there is no public transportation from their neighborhood to downtown Kirkland, therefor they will drive to downtown. If the developers are granted their requests and the City is acting in the best interest of it's citizens, then the developer would be required to pay for the cost of increasing or creating, public transit from those neighborhoods to downtown Kirkland. Essie Swanson

Jon Regala

From: Fred Boyce <fred.boyce@frontier.com>
Sent: Monday, November 17, 2014 3:24 PM
To: City Council
Subject: Reduction of Parking Stalls

Do not reduce number of parking stalls. Transit capabilities are far from satisfactory at this time and does not encourage people to use them. I have tried it and went back to driving my car.

Jon Regala

From: Grant Erwin <grant@nwnative.us>
Sent: Sunday, November 16, 2014 2:17 PM
To: City Council
Subject: reducing parking proposal

I worked in the building trades in Seattle during 2003-2008. During that time Seattle adopted radical new less-parking-required building codes. There is no question as to how that has affected life in Seattle. It is now enormously harder to park in many places.

I believe that Seattle's leaders were acting under the belief that if it gets hard enough to park then people will start going without cars entirely.

Only if people completely abandon car ownership or they will need parking even when riding the bus, no matter how much better the bus situation gets. (And have any of you tried parking at any of Kirkland's Park-N-Ride lots lately? Fat chance!)

My point is simple. Kirkland isn't San Francisco or New York. Almost nobody here will go without a car. But the proposed rule changes would certainly make life here a lot worse.

I realize you are under severe pressure to comply with the Growth Management Act, and I further realize that making life miserable for auto drivers is a fashionable new trend among local governments. But please, don't give in to this. Kirkland has barely enough parking as it is!

Grant Erwin
Kirkland Highlands

Jon Regala

From: City Council
Sent: Monday, November 17, 2014 11:26 AM
To: Council
Cc: Kurt Triplett; Marilynne Beard
Subject: FW: HNA: Seeking input on parking reduction proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Council,
I have acknowledged receipt of the email below, and forwarded to staff.

AMY BOLEN

EXECUTIVE ASSISTANT, CITY MANAGERS OFFICE
CITY OF KIRKLAND
123 5TH AVENUE, KIRKLAND, WA 98033
P: 425.587.3007
ABOLEN@KIRKLANDWA.GOV

From: Jeff Lyon [mailto:lyonjeff@hotmail.com]
Sent: Sunday, November 16, 2014 5:23 PM
To: karen@nwnative.us; City Council
Subject: RE: HNA: Seeking input on parking reduction proposal

Hi Karen. Thanks for this opportunity to comment regarding the proposed parking reductions. I am totally opposed to this idea, for the reasons you cited: people are still going to have cars and under this misguided strategy, and they're going to park them out in the surrounding neighborhoods wherever they can. Kirkland needs way more parking than we have today; not less. This is especially true if the City Council is going to keep approving multi-family developments in areas that are already overly congested and short on parking.

In my view the City Council has lost their way over the past few years. They seem to live in a fantasy world where crazy ideas like granting every developer the right to bring more congestion to an already congested city, and punitive approaches like reducing the carrying capacity of our streets with "traffic calming" techniques, and now reducing the amount of parking that developers are required to build in a lame attempt to incent people to use transit... are all somehow supposed to improve the situation for the rest of us.

I've lived in this town for over 30 years now, and I long ago got the feeling that there's no one on the City Council who's thinking about the best interests of the long term residents who are already here. Instead, the focus is always about catering to developers to bring more people and more congestion into Kirkland, while making the rest of us pay for the resulting problems.

This idea of reducing parking spaces is right up there with the never-ending efforts to build a new aquatic center. When did the citizens of Kirkland decide that an aquatic center was a top priority, over, say, creating more free downtown parking, creating more carrying capacity on our crowded streets, providing more police and fire protection, etc.? Is anyone thinking about the percent of Kirkland residents who would actually use another municipal pool, vs. how many of us would benefit from another 100-200 free parking stalls downtown?

I can only assume that it's the developers who are asking to be relieved of their responsibility to build adequate parking for their buyers, in order save money, and to generate more income from the additional housing units that could be built in that same space. And the City Council is just trying to mask their support of the developers with a ridiculous argument about transit incentives.

Bottom line: the Council members don't appear to think much about what's best for the citizens of Kirkland, as much as they think about the projects they want to build, and the developers they want to support.

Simply put, we already have severe traffic and parking problems in Kirkland -- they're getting worse by the day -- and you don't solve those problems by allowing the building of even more multi-unit housing, bringing ever more people and cars into the city, and then taking away parking. At best I would call this "management by wishful thinking", and there's been too much of this in Kirkland over the past few years. This City Council needs to get their head out of the clouds and start focusing on what the real residents of Kirkland need from them in today's real world, in order to solve today's real problems with real solutions.

Thanks again for the opportunity to share my thoughts.

Jeff

Date: Sun, 16 Nov 2014 09:02:06 -0800
From: karen@nwnative.us
To: kirklandhighlands@googlegroups.com
Subject: HNA: Seeking input on parking reduction proposal

The City of Kirkland is considering reducing the number of parking stalls required for multifamily housing (apartments and condos).

Currently 1.3 to 2.0 stalls per unit are required (depending upon the number of bedrooms), plus guest parking. The proposal is to reduce this to 1.2 to 1.8 stalls per unit plus guest parking. (That's a reduction of 10 to 20 stalls for a 100-unit development.) The proposal also includes an additional 15% reduction for developments within a half-mile walk of the Downtown Transit Center if the development offers a transit subsidy.

See <http://www.kirklandwa.gov/Page8852.aspx> for details about the proposal. (Please note that this proposal does not apply to commercial properties such as office, retail, restaurant.)

The goal of these changes is to reduce vehicle use and encourage transit use. However, there are concerns that reducing the number of parking stalls causes overflow parking into neighborhoods (since most people still own cars even if they use buses).

The [Kirkland Alliance of Neighborhoods](#) (KAN) will provide a recommendation to the City Council regarding this proposal, so I need input from our neighborhood. Because the Highlands has limited multifamily development, overflow parking may not affect us directly, but it could affect our ability to park downtown or in other parts of town. **Please send me your input as soon as possible. You can also email comments to citycouncil@kirklandwa.gov.**

Thanks!
Karen

--

You received this message because you are subscribed to the Google Groups "Highlands Neighborhood Association" group.

To unsubscribe from this group and stop receiving emails from it, send an email to kirklandhighlands+unsubscribe@googlegroups.com.

For more options, visit <https://groups.google.com/d/optout>.

Jon Regala

From: Amy Bolen
Sent: Thursday, November 20, 2014 10:39 AM
To: Council
Cc: Kurt Triplett; Marilynne Beard; Jon Regala
Subject: FW: Parking In Residential Buildings

Follow Up Flag: Follow up
Flag Status: Flagged

Council,
Below is staff response to Mr. Jung's recent email. This response has been altered from previous responses, per Kurt's request, to only state there will be "review" on Jan. 20 (no action).
Thank you.

AMY BOLEN

EXECUTIVE ASSISTANT, CITY MANAGERS OFFICE
CITY OF KIRKLAND
123 5TH AVENUE, KIRKLAND, WA 98033
P: 425.587.3007
ABOLEN@KIRKLANDWA.GOV

From: City Council
Sent: Thursday, November 20, 2014 10:36 AM
To: 'Jim Jung'
Subject: RE: Parking In Residential Buildings

Mr. Jung,
Thank you for your email. It has been forwarded to Councilmembers and appropriate City staff for consideration.

The proposed change to parking regulations is scheduled for review by the City Council at their January 20, 2015 meeting. Your email will be included as part of the informational packet to be provided to the City Council for their review that evening. For more information, please visit the project website at:

http://www.kirklandwa.gov/depart/planning/Code_Updates/Projects/MF_Parking_Amendments.htm

Jon Regala, Senior Planner
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AMY BOLEN

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CITY OF KIRKLAND
123 5TH AVENUE, KIRKLAND, WA 98033
P: 425.587.3007
ABOLEN@KIRKLANDWA.GOV

From: Jim Jung [<mailto:jimjungcpa@yahoo.com>]
Sent: Wednesday, November 19, 2014 4:27 PM
To: City Council
Subject: Parking In Residential Buildings

Kirkland City Council,

I am against reducing the required number of parking spaces required for Kirkland residential buildings. My wife and I toured a number of retirement communities last year and noticed that those with limited parking had real parking problems in the surrounding areas.

The cities assumed that retired people would drive less or use public transportation. Wrong. The residents wanted their cars and they kept their cars. So they just parked them on the streets and created parking problem for the surrounding communities. We in the PNW are great at doublespeak. We will reduce the carbon footprint by limiting garage space causing people to burn more gasoline while driving around looking for places to park.

You see the same thing in the Rainier Valley with the Link-Rail. King County limited parking around the Link-Rail stations and even prevented private citizens from offering parking to commuters. However, it didn't work and the city had to back off.

Jim Jung

Jon Regala

From: Eric Shields
Sent: Thursday, October 23, 2014 8:10 AM
To: Jon Regala; Jeremy McMahan
Cc: Paul Stewart
Subject: FW: 1) HCC & Planning Comm INSUFFICIENT Parking Ratios

[Let's discuss.](#)

[Eric Shields](#)

From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, October 23, 2014 7:40 AM
To: Bill Goggins; Betsy Pringle; Rick Whitney; Lora Hein; Elsie Weber; Brian Gawthrop; John Kappler; Houghton Council
Subject: 1) HCC & Planning Comm INSUFFICIENT Parking Ratios

Please review information sent previously to Planning Commission.

Also please note that previously KAN asked Planning Commission to hold for more public comment. I also agreed to get public comments that have been made previously and that should be in front of the Council and the Commission prior to making their decision.

-----Original Message-----

From: Levenson <uwkkg@aol.com>
To: gpeterson <gpeterson@kirklandwa.gov>; jpascal <jpascal@kirklandwa.gov>; callshouse <callshouse@kirklandwa.gov>; Elaliberte <Elaliberte@kirklandwa.gov>; Cbagg <Cbagg@kirklandwa.gov>; Ccullen <Ccullen@kirklandwa.gov>; Mmiller <Mmiller@kirklandwa.gov>; 'Robin Jenkinson' <RJenkinson@kirklandwa.gov>; cao <cao@kirklandwa.gov>; coa <coa@kirklandwa.gov>; 'Kurt Triplett' <KTriplett@kirklandwa.gov>
Cc: uwkkg <uwkkg@aol.com>; neighboringproperties <neighboringproperties@gmail.com>
Sent: Tue, Oct 21, 2014 9:44 am
Subject: Planning Comm Mtg: Parking Ratios

Dear Planning Commissioners:

Thank you for the work you do and the thoughtfulness with which you receive public input.

It is appreciated that you pushed off deliberations of proposed changes to required parking ratios due to input from KAN. We also appreciate hearing back from some commissioners and their anticipation of the results of our public records request. This was to provide you input that has been ongoing from citizens regarding parking. These citizens are anticipating that their prior comments be part of your record for review.

UNFORTUNATELY...

Even though a request for emails on this subject was made in September, we have just received the following notice that the request will not be fulfilled until December 12, 2014. We find this to be unacceptable since we also offered to have the request broken into smaller chunks in order to get at least some of the public emails to you in a more timely manner.

PLEASE PUSH OFF DELIBERATIONS until such time that the public comment on the topic of parking is in front of you.

- 1) We believe you will see that there is great concern about insufficient parking requirements and a high parking rate
- 2) We believe that the planning staff never received instruction by Council to participate as one of two cities in the “pilot project”
- 3) We believe that the parking survey by “ninja staff” was a flawed manner to access parking ratio (and likely was trespass onto private property)
- 4) We believe that true parking survey could be done by noting the number of cars that are forced to park overnight on city streets
- 5) We believe that decreasing parking ratios does not decrease automobile ownership but only decreases street parking for customers and visitors
- 6) We believe that decreasing parking ratios (if done along LWB/Lake St) will create a barrier to later creating a “Boardwalk” as envisioned
- 7) We believe that decreasing parking ratios causes vehicle clutter along our streets. Rather than looking at the neighbor’s house, landscape and trees we end up looking at weather-worn cars parked in front of our houses.

The screenshot shows the City of Kirkland Official Site's Public Records Request Portal. The page has a blue header with navigation tabs for RESIDENTS, BUSINESS, GOV, SERVICES, and DEPARTMENTS. A search bar is located in the top right. On the left, there is a sidebar menu with categories like FINANCE AND ADMINISTRATION, COMMUNITY SERVICES, and PUBLIC RECORDS. The main content area is titled "Public Records Request Portal" and contains a message history entry. The message is dated 10/17/2014 and is from Karen Levenson. The subject is "RE: Public Records Request dated: 9/21/2014; P003226-092314". The message body states: "Dear Karen: We are writing to update you on the status of your public records request. The City of Kirkland requires additional time to: 1. Identify responsive records, and/or 2. Assemble responsive records, and/or 3. Review the responsive records to determine whether any of the information is exempt from disclosure. At this time we believe that records responsive to your request will be available on or before 12/12/2014. We will provide you with a status report on your request on or before that date. Should you have any questions, please feel free to respond to this email or call our Public Records department at 425-587-3990. Sincerely, Kirkland Public Records 123 Fifth Avenue • Kirkland, Washington 98033-6189 • 425-587-3900 • www.kirklandwa.gov".

Again, we recognize that staff could have taken the initiative to provide you with public input by doing a records search of their own (not subject to the public records queue). They did not do that. We respectfully

ask, therefore, that you wait on your deliberations until you have public input on this matter. The public input has already been provided, we are just trying to make sure that you have it.

Thank you,
Karen Levenson
On Behalf Of Numerous Citizens and Citizen Groups

Jon Regala

From: Eric Shields
Sent: Thursday, October 23, 2014 8:13 AM
To: Jon Regala; Jeremy McMahan
Subject: FW: (2) HCC & Planning Commission Insufficient Parking Ratios

[More from Karen.](#)

[Eric Shields](#)

From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, October 23, 2014 8:10 AM
To: Bill Goggins; Betsy Pringle; Rick Whitney; Lora Hein; Elsie Weber; Brian Gawthrop; John Kappler; Houghton Council
Cc: uwkkg@aol.com; neighboringproperties@gmail.com
Subject: (2) HCC & Planning Commission Insufficient Parking Ratios

I'm going to break out the review of INSUFFICIENT Parking Ratios into 3 sections (2) (3) and (4)

- (2) Flawed decision to participate in the "pilot project" and flawed study
- (3) Negative Impacts of insufficient parking ratios
- (4) Withholding of public comments by City

So here's (2)

FLAWED DECISION TO PARTICIPATE IN "PILOT" PROJECT

So the understanding of the neighborhood participants that I represent is that it is City Council that gives direction to staff. This ensures that staff time and our tax dollars are spent on things that the KCC has identified rather than pet project to support the beliefs (or goals) of our planning staff. We have reviewed city council meeting videos from the study sessions to the council meetings themselves (and even the retreat) and we cannot find any instruction or agreement by City Council that would have our staff agreeing to place us in a "test case" with one other city. It is our opinion that planning staff finds accommodating growth in a more shared manner throughout the urban areas is more challenging to them than allowing uber high density in a couple of areas. Reducing the parking ratio allows them to take the easy path towards allowing very high density in any parcel where the number of units is constrained mostly by the need to provide parking. We feel that staff's decision to enter into this "pilot project" was motivated mostly by trying to please developers who would rather build a ultra dense box building than a graceful addition to Kirkland.

FLAWED RESEARCH STUDY

So look to the methods used to determine whether a multi family building had sufficient or too much parking

- 1) There was only a small number of multifamily developments under review
- 2) City claims that they had permission for going onto these properties, but not all of this appears documented (in our review)
- 3) It appears that if the parking lot was full, the lot was not counted (please confirm)
- 4) It appears there was no inquiry to the multifamily unit to investigate the reason for any vacant parking spots
 - ****If your spot(s) were vacant overnight because you were on a trip, it was counted as oversupply. This gives away a parking space because of your vacation
 - ****If your spot(s) were vacant because you work the night shift, it was counted as oversupply. Better not hold a night job or you are no longer entitled to a stall.
 - ****If your unit was vacant because your previous renters moved out with their 2 cars and your next were not moved in yet. SORRY, no spots for your future renters.
 - ****If you were in a relationship and decided to stay overnight at their house.... Hope the lovin' was worth it because you just lost the right to park at your home!!!
 - ****Older couple has "mom" in hospital & "dad" is by her side. They have too much to deal with, they shouldn't worry about maintaining a car at home for the "count"

REALITY

If you look at the city streets around our neighborhoods that are primarily multifamily you will see that they are full of street parkers. If you run the license plates you will see that many of these vehicles belong to residents in the nearby buildings. WHY? Because there is insufficient parking even with current parking ratios. Having served as my Condo HOA President for 9 years I would testify on a stack of bibles that our #1 problem was parking. We had flared tempers and attorney involvement in parking issues. We had owners park on the street because someone arrived home and took their parking spot... then the owner parking on street got a ticket and wanted the HOA to pay for it.

If we had oversupply of parking spaces in our multifamily units we would not have all this residential spillover parking onto city streets... PERIOD. The nighttime "Ninja" parking monitors should have done a survey of the cars parked on city streets rather than trespassing onto private property and making faulty presumptions.

Karen Levenson
On Behalf of Neighboring Properties

Jon Regala

From: Eric Shields
Sent: Thursday, October 23, 2014 8:27 AM
To: Jon Regala; Jeremy McMahan
Subject: FW: (3) HCC & Planning Commission Insufficient Parking Ratios

[More...](#)

[Eric Shields](#)

From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, October 23, 2014 8:26 AM
To: Bill Goggins; Betsy Pringle; Rick Whitney; Lora Hein; Elsie Weber; Brian Gawthrop; John Kappler; Houghton Council
Cc: uwkkg@aol.com; neighboringproperties@gmail.com
Subject: (3) HCC & Planning Commission Insufficient Parking Ratios

So here's the next point for review:

(3) Negative Impacts of insufficient parking ratios

Please compare your experiences in city's where parking along the arterials is not allowed or where parking on neighborhood streets is either discouraged or not allowed. I think you may have had the same experience as many of us have

- 1) It sure looks a lot more appealing to have streets that are not cluttered with cars
- 2) It makes getting into and out of driveways much safer as you are not inching forward to see around the car parked on the street
- 3) It makes biking much safer as there is generally a wider shoulder on which to bike and car doors are not opened into your path
- 4) You can look out of the window of your home and enjoy the view of your neighborhood rather than staring at Joe's weathered vehicle parked in front of your house

Businesses would prefer that street parking is not consumed by residents but might be monitored parking allowing visitors enough time to visit their shops, restaurants or service businesses. If residential cars are consuming the spaces, this allows for less street parking for commerce.

Additionally, let us comment on an area that is within HCC Jurisdiction....

You may, or may not, be aware that for several years there has been movement towards creating a boardwalk along Lake Washington Boulevard. As we understand it, this would remove parking from at least one side of the street to allow some widening of "boardwalk" features. It may even require removing parking from both sides of the street. While Houghton Beach park has some parking, there is still Houghton Beach parking that spills out onto the street (in addition to residential parkers). Marsh Park has only about 7 stalls of parking and depends on street parking as well as that which is filled by residential parkers. David Brink Park has no parking stalls. We ask you to consider the extreme importance of having multifamily units along Lake Washington Blvd/Lake Street with parking ratios that provide really strong parking stall ratios. This is so that we can continue to accommodate as many visitors to our parks (and to our shops/restaurants that they walk to). If we allow building that pushes cars onto the streets surrounding the boulevard, we restrict the number of visitors that are attracted to this area. We also make it harder to eventually consider removing car parking in order to create a "Boardwalk"

Thank you,
Karen Levenson

Jon Regala

From: Eric Shields
Sent: Thursday, October 23, 2014 10:47 AM
To: Jon Regala; Jeremy McMahan
Subject: FW: (4) HCC & Planning Commission Insufficient Parking Ratios

[And one more.](#)

[Eric Shields](#)

From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, October 23, 2014 8:44 AM
To: Bill Goggins; Betsy Pringle; Rick Whitney; Lora Hein; Elsie Weber; Brian Gawthrop; John Kappler; Houghton Council
Subject: (4) HCC & Planning Commission Insufficient Parking Ratios

Here's the final comments

(4) Withholding of public comments by City

So KAN asked for the opportunity to get public comments in front of Planning Commission and HCC and PC agreed to give more time for that. I then submitted a public records request to gather relevant emails/letters that have been submitted by the public.

As you will have seen, my request will not be fulfilled until December 12th yet you are being asked to provide direction to the City Council before then. WHY?

While I wanted to make sure and gather as much of the public input as possible, I described the need for some of the information in a timely manner. I offered to have public records reduce the size of my request and provide installments so as to make my request actionable at an earlier time.... Still I got nothing.

Also, while Public Records Requests must be queued with other requests, there is nothing that keeps the city from doing their own research and providing you with the comments that they've received over the years. This would seem to be the fair and appropriate thing to do. City research doesn't need to wait for a public records request delay. Technology makes it very easy to run a search on all communication that relates to parking. We consider it to be less than honest for the city not to have supplied the public comments from the outset. It should not even require a public records request!!! We believe that city staff is withholding important public comment that you have the right (and duty) to review prior to making any decisions.

We hope that you will either throw out the current consideration for parking ratios. If you do not do that we hope you will postpone your decisions until you have the public comments from the records request. And we hope you will require the city to provide an overnight survey of parked cars on city streets matched with the license plate (which will validate current need of residents to use city streets). We finally urge caution and strongly discourage parking ratio reductions around the area of the potential future "Boardwalk."

Thank you for your thoughts and for firmly addressing these points in tonight's discussion. We look forward to listening to the dialog on this topic.

Best,
Karen Levenson
On Behalf of Neighboring Properties

Jon Regala

From: City Council
Sent: Monday, November 17, 2014 11:26 AM
To: Council
Cc: Kurt Triplett; Marilynne Beard
Subject: FW: Opposition to Right Size Parking proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Council, FYI:

AMY BOLEN

EXECUTIVE ASSISTANT, CITY MANAGERS OFFICE
CITY OF KIRKLAND
123 5TH AVENUE, KIRKLAND, WA 98033
P: 425.587.3007
ABOLEN@KIRKLANDWA.GOV

From: Karen Story [mailto:karen@nwnative.us]
Sent: Monday, November 17, 2014 7:20 AM
To: City Council
Subject: Opposition to Right Size Parking proposal

Dear Council,
I am forwarding this on request of my neighbor, Katie Perez (no postal reply needed).

----- Original Message -----

Subject:Re: HNA: Seeking input on parking reduction proposal
Date:Sun, 16 Nov 2014 18:03:11 +0000
From:Katie Stone Perez <kstone@microsoft.com>
To:karen@nwnative.us <karen@nwnative.us>

As someone who lived in a townhome early in my career i can say that you need to maintain the higher limit [of parking stalls]. It forces lower income people to park cars in more unsafe situations increasing the risk of theft of damage to that audience when they already struggle more financially.

If someone makes the choice to not have a car they can then rent that space putting money back in their pocket and providing a true incentive for them to not own a car and use public transport.

Thanks,
Katie

Jon Regala

From: Duekerk@aol.com
Sent: Sunday, November 02, 2014 10:53 PM
To: Jon Regala
Subject: right size parking

Follow Up Flag: Follow up
Flag Status: Flagged

Jon,

When does Right Size Parking go to the Council? I would like the following second opinion to go with the staff report.

The statement in the Right Size Parking report “both the Houghton Community Council and Planning Commission did not want the City to get into managing parking for multi-family developments”

should not preclude encourage developers of condominiums and managers of apartments to manage parking efficiently.

Correctly, the City should not manage parking in multi-family developments, but the City should only reduce parking requirements if the parking is managed efficiently, privately.

Parking requirements should not be reduced without influencing more efficient utilization of parking spaces. More efficient utilization can be achieved by selling or assigning one space per unit and having the remaining spaces pooled for use by all residents. Developers unwilling to agree to manage parking in this manner would not be given a reduction.

Without influencing how parking is privately managed well, and underutilized spaces will exist and spillover parking will be a growing problem.

Ken Dueker
501 Kirkland Ave #302
Kirkland WA 98033
425-889-4427
duekerk@aol.com

Jon Regala

From: Laurie Hanson <laurie.hanson4@frontier.com>
Sent: Monday, November 17, 2014 9:18 PM
To: City Council
Subject: Regarding the proposed change in parking requirements

I am vehemently opposed to the parking reduction as outlined in the notice below. Kirkland is an urban community where everyone owns cars because they have to commute to work, or simply have options for travel. Also not everyone who visits downtown lives in walking distance. There is not enough parking now for the downtown area so it overflows into residential. And the residential runs up to and through downtown. Many condo owners park on the street now. So residential parking is needed right up to the downtown area. Much of this drive to reduce is championed by developers like those who want to build the Potala (sp) village, cramming 98 units in the space for much less and they don't have the space for the required parking. So they push for reductions. We can't even drive along LW blvd during rush hours now and with all those added living here it will be a parking lot most of the time. How do they figure it will encourage transit use when we have the worst transit system in the nation for a metro area our size? I lived in the DC area for 8 years and their mass transit is a thing of beauty compared to our archaic bus system. People are not going to take the bus to visit the city and shop or go to restaurants. We are not that kind of destination location, like Bellevue. This will hurt business owners and overcrowd the city. Reducing parking spaces does not encourage transit use. Building effective transit does, and we simply do not have that option.

Laurie Hanson
40 year Kirkland Resident

The City of Kirkland is considering reducing the number of parking stalls required for multifamily housing (apartments and condos).

Currently 1.3 to 2.0 stalls per unit are required (depending upon the number of bedrooms), plus guest parking. The proposal is to reduce this to 1.2 to 1.8 stalls per unit plus guest parking. (That's a reduction of 10 to 20 stalls for a 100-unit development.) The proposal also includes an additional 15% reduction for developments within a half-mile walk of the Downtown Transit Center if the development offers a transit subsidy.

See <http://www.kirklandwa.gov/Page8852.aspx> for details about the proposal. (Please note that this proposal does not apply to commercial properties such as office, retail, restaurant.)

The goal of these changes is to reduce vehicle use and encourage transit use. However, there are concerns that reducing the number of parking stalls causes overflow parking into neighborhoods (since most people still own cars even if they use buses).

Jon Regala

From: riversinc@netzero.com
Sent: Sunday, November 16, 2014 8:05 PM
To: City Council
Subject: reduction in parking stall requirements

Reducing the required parking, which already seems on the low side is a bad idea. Taking away parking does not mean people will suddenly starting using buses, instead it does just create a parking crunch. It is already hard at times to park in downtown Kirkland, please don't make it worse.

Lynda Myra / Kirkland Resident

Oct 28, 2014

Dear City Council members,

This was intended to be a short letter but it looks like I didn't meet that goal.

I have already said enough about Right Size Parking policies in general. I am almost positive that you will all agree with the Planning Commissioners and approve the new policies.

We will always have parking problems in the downtown core of the city. Once a development is built there won't be a chance for a do-over. Your guess is as good as mine in what degree street parking will be affected by the lack of free parking for all residents in new multifamily developments. Since the 'right size parking' plan is made up of percentages, future city council members can control some of the street parking issues by disallowing buildings that have an increase in height and density over what is allowed by zoning codes at this time. It is my understanding that 'Right Size Parking' is a pilot program. There doesn't seem to be any provisions for evaluating the success of the program and making adjustments at some future date.

I have one major concern: item #4 KCZ section 105.20. I realize that this provision relates to very few property owners. In summary: a fully subsidized 2 zone transit pass will only be provided to residents in proportion to the amount of reduced parking (15%) that a developer within the ½ mile radius (measured by the shortest distance along public walkways) is allowed. Mixed-use developments are not discussed in any great detail and don't seem to be a part of the same parking formulas as stand-alone multifamily developments.

One of my concerns is how fair the whole idea of providing transit passes is. The policy states that it only applies to 'driving age' residents that don't 'have' a car. Do they have to prove that they do or don't have a driver's license? What if they are in high school but of driving age? Someone might not own a car but have access to one. It doesn't say anything about them actually being the owner of a car. They might park the car that they use on the street if not enough parking spaces are allowed by the property owner. Would they still qualify for a parking pass if they commute by bus since they park on the street instead of the apartment garage? What if a resident is given a pass but later is forced to get a car in order to commute to work. Is their pass taken away? There may be more than 15% of the residents that qualify. Does more than one resident in an apartment get to be considered for a pass? Some people get a transit pass from their employer. Does the additional person in the apartment without a car qualify to receive a pass? It is a confusing regulation. Will there be a lottery for the few passes available? How can they be distributed fairly if everyone that doesn't use a parking space in the garage qualifies? This transit subsidy requirement will not change people's behavior. People who can't afford an Orca pass or a car are not likely to be able to afford any market rate housing within ½ a mile of the transit center.

There are a few other aspects of the policy that I question.

Section B, regarding bicycle parking doesn't really make sense. What does it mean? "Covered bike storage cannot be used if the parking reduction described in this section is being applied"?

Section C, regarding a transportation coordinator within the City of Kirkland (in perpetuity) seems to me to be a waste of time and money on the city's part. We have already seen how budget cuts were needed during a recession for much more important positions. Should the city spend time monitoring the parking situation in various developments in order to enforce the code?

I disagree with the reduction of 15% of the required parking stalls for multifamily developments in the downtown core because it seems unfair to other developers that might be ¼ of a mile or more away from the transit center. Houghton Center doesn't have a transit center but is served by several major bus lines within ½ mile radius. Why shouldn't they get a special exception too? I think it would be better to have a consistent policy that minimizes applying one set of rules to one developer and another set of rules to another based on the location of the current transit center. At some point developers building near park and ride transit centers may also ask for special considerations. For example, the area around the new South Kirkland Park and Ride facility is ripe for redevelopment. We have no idea what the future of public transportation in Kirkland will be. Or where the money will come from to provide an expanded transportation system that will allow more people to commute to work and school. At some point the transit center could outgrow its current location and be moved to somewhere else. An introduction of light rail may result in radical changes to how commuters are transported and the location of needed connections to bus service. Who knows?

My concerns may not be enough for you to consider striking out the 'Changes to parking reductions related to frequent transit KZC Section 105.20.4' from the proposed code amendment package. But I ask that you at least seriously consider dropping the convoluted adjustment formula in regards to the requirement for the developer, and subsequent building owners, to subsidize transit passes in exchange for reduced parking considerations in perpetuity.

There is one last thing I would like to mention. Some of the goals of the Planning Department are well meaning. But I question the thinking behind them:

Policy T-5.6

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

Transportation demand management seeks to modify travel behavior and encourage economical alternatives to the single-occupant vehicle.

Transportation demand management strategies try to influence behavior in a way that keeps expansion of the transportation system at a minimum. The more successful TDM strategies are, the more successful the City will be at achieving the mode split goals described in Policy T-5.2.

The following are some TDM strategies: (1) working cooperatively with employers to implement programs that encourage employees not to drive alone; (2) requiring certain new developments to implement programs to reduce single-occupant vehicle use; (3) adjusting parking standards to meet

existing demand and reducing them further when transportation options increase; and (4) supporting paid parking or other parking policy measures.

What the city wants is for people to change their behavior. It isn't a vehicle that is an SOV. Most cars have at least 4 seat belts. Many drivers transport children (and other family members that are not able to drive) in SOVs because using the bus with children is a big challenge. The fact that there is often only one person in the car is the issue. There is no policy that the city can come up with that will truly influence a life-style change. The city is not in the business of providing public transportation options. Without more options people will be forced to use SOVs. There really aren't economical alternatives to the 'single occupant' vehicle. No matter what type of transportation is being used someone has to pay for it—either the taxpayer or the transit user. If you have 5 people in your family, buying them all transit passes isn't economical.

It is very hard for the city to do anything that will truly modify travel behavior under the current transportation situation. Metro buses are overcrowded and pass up commuters waiting at bus stops because they are overloaded. It doesn't matter that their employer or apartment owner has given them an Orca pass if they can't get on a bus that will get them to work on time. You can promote non-motorized options all you want. It won't mean a big surge in bike ridership. Often people waiting at the bus stop with bicycles are left at the curb because the bike racks on buses are already full. Can you influence Metro to change more buses to include bike racks? Workers at the local hospitals work odd shifts. Can you influence Metro to add more buses in the middle of the night? Can you influence the school district to provide better school bus service to its students? Why would **Transportation demand management strategies try to influence behavior in a way that keeps expansion of the transportation system at a minimum?** It seems to me that we need a better transportation system which necessitates expansion.

How does the City of Kirkland work cooperatively with employers to implement programs that encourage employees not to drive alone? I'd like to see an example of how that has worked in the past on a large scale. Do you have a program to encourage more Boeing employees living in Kirkland to buy a subsidized Orca pass and take the custom Metro bus to Everett? Not everyone living in Kirkland can work in Kirkland. And not everyone working in Kirkland can afford to live on a bus line that comes directly into Kirkland. Do the taxpayers want the City of Kirkland to subsidize an Orca pass for all their employees? Why don't the City Council members and Planning Commissioners take the bus for night meetings at City Hall? Probably for the same reasons that other citizens are unwilling to make a lifestyle change. The people that work for the city should set an example by modifying their travel behavior.

There are so many opportunities out there that Kirkland residents don't think about. Why not require restaurants and shops in Kirkland to provide subsidized Orca passes to all minimum wage workers, legal and illegal? Why doesn't the city require mixed use developments to provide free parking in their garages for low wage workers that carpool? The obvious answer is that no one would want to spend the money to do that. There is a real limitation to how much the City of Kirkland can influence businesses to work on TMD strategies. Businesses exist to make money, not to make life easier for their employees. The problem with reducing parking standards when transportation options increase, is that you don't usually have a way to increase parking standards when things change and transportation options diminish.

TMD strategies to modify behavior are not realistic goals. Modifying behavior has to take in account life style choices and societal issues that the City of Kirkland has absolutely no control over. Some of the strategies that the Planning Department suggests may do more harm than good. Paying for parking is one of those. Most people don't want their friends to have to pay for parking or get a parking pass when they come to a party.

We need to think more out of the box.

The City could work with State government to change the driver's license requirement age limit to 18. That would take more SOVs off the road and free up space in high school parking lots and adjacent roadways. More students would develop a life-long habit of taking public transportation or walking and biking. An additional benefit would be the reduction in auto related fatalities.

We could require new office buildings to include daycare within their facilities. We could encourage employers to implement flextime schedules and telecommuting. These arrangements let employees care for their families' needs in a way that reduces car trips dramatically.

We could encourage neighbors especially those living in multifamily developments to get to know each other better. That is a lifestyle issue. If there are ten people that work at Boeing or Microsoft or Amazon in the same apartment complex, but have never met, than they may be missing an opportunity to carpool. We need to take into account the fact that they may all need to have a place to park their cars at the apartment complex. Carpooling would at least be reducing the amount of cars on the road and the need for parking at their place of business. Often people have days where they can't carpool because they have to travel between sites and go to appointments. This is part of the reason I object to reducing parking requirements in order to change behavior.

What is the goal? Are you trying to keep people from owning cars or just want them to find ways to limit their use? I don't feel that the city is in the position to force Americans to give up car ownership. We really need to think about the fact that one of the main goals of limiting parking in multifamily housing is to give a developer a break so he doesn't have to spend as much money providing for future parking needs. Property in the downtown core will be developed whether or not you let the developer put in less parking than is required in another part of Kirkland.

Sincerely,
Margaret Bull

Jon Regala

From: Eric Shields
Sent: Thursday, October 23, 2014 3:39 PM
To: Jon Regala
Subject: FW: Parking

Importance: High

Eric Shields

From: Maureen Kelly [mailto:maureenkelly@outlook.com]
Sent: Thursday, October 23, 2014 3:35 PM
To: Planning Commissioners
Cc: Jeremy McMahan
Subject: Parking
Importance: High

I've scanned the Oct 6, 2014 document from Jon Regala and Jeremy McMahan regarding Amendments to Multi-Family Parking Requirements Continued Deliberations. My comments are basic and simple, slanted toward condominium multi-family based on 25 years of personal experience listing/selling Kirkland condominiums in the CBD, Lakeview and Moss Bay zones.

Condominium Parking Space Allotment: Condominium market values would be significantly diminished if the following baseline minimum criteria is not met:

- * 3 bedroom / 2 parking spaces
- * 2 bedroom / 2 parking spaces
- * 1 bedroom / 1 parking space (many 1 bedroom apartments/condos will have two adults)
- * Visitor parking for guests of owners only. Additional public parking must be separate. (Who manages the large Portsmouth visitor parking? Who would manage a mid-size condominium complex parking - the city, the board or the off-site building property manager? Without an on-site manager none are feasible and even with an on-site manager it would be problematic.)

Transit Subsidy. A Transit Subsidy for condominium owners is not fair. If implemented, the subsidy should include retail business. A Transit Subsidy for either would be a penalty that will do nothing to attract more small businesses and would discourage retail. "Charming" retail shops and restaurants attract people to Kirkland - take that away and we will not sustain a vibrant, thriving environment.

Overflow: I hope the CBD is never large enough to attract mass high density business. The notion of a high percentage of residents riding bikes to work is a pipe dream - we will never be downtown Copenhagen or North Lake Union. Get real about this.

Pay for Parking Space Option. The result would be an opt-out and spill over on downtown streets and non-metered residential streets. This applies to rental units and affordable housing condominiums. Think Capitol Hill.

Where To Park for Retail/Restaurants: All one has to do is visit University Village. The recent addition of above retail parking disguised by disguised innovative architecture has solved their parking problem. Note: Customers will not walk two blocks to shop or dine, it is a fact. Another fact is that customers prefer above ground to below ground parking. This concept can work with city owned land at the corner of Central and Lake Street, and will pay for itself over the long term with the increase in business tax revenue.

Please pardon typos or incorrect grammar as I'm writing this on the fly.

Respectfully submitted,

Maureen Kelly

Windermere Real Estate | Kirkland Yarrow Bay
direct 206 465 5550
mkelly@windermere.com
maureenkelly@outlook.com

Jon Regala

From: Rodney Rutherford <rodneyr@gmail.com>
Sent: Wednesday, November 12, 2014 10:08 PM
To: Bea Nahon; Jon Regala; Jon.Pascal@transpogroup.com
Subject: bus pass idea for right-size parking

Follow Up Flag: Follow up
Flag Status: Flagged

Perhaps Kirkland could work with King County Metro to extend the bus pass deals currently offered to employers so that multi-family buildings could also take advantage of the program. In Kirkland that would come out to [\\$293 annually per bus pass](#). That'd be even less expensive than buying [Puget Passes valued at \\$0.75 per ride](#), which obviously wouldn't offer much of an incentive for residents to ride.

Jon Regala

From: Jeremy McMahan
Sent: Friday, November 21, 2014 2:48 PM
To: Jon Regala
Subject: FW: Plan for Moss Bay and downtown

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----

From: Virginia DeForest [mailto:ginniedeforest@yahoo.com]
Sent: Thursday, November 20, 2014 9:28 AM
To: Jeremy McMahan
Cc: donw@mossbay.org
Subject: Plan for Moss Bay and downtown

You can't support a thriving downtown retail shops and restaurants etc by reducing the amount of parking required of developers as they need customers from beyond the downtown area. Are you going to provide more public parking? Seems to me development should include underground parking with some of it for public, underground to keep ground level appealing to walking, but provide for downtown users beyond those living downtown.

Ginnie De Forest
945 1st St. So., #101
Ginniedeforest@yahoo.com

Sent from my iPad

Parking Pricing Analysis

Summary Findings

Parking revenue alone rarely covers the true cost of providing parking in multi-family projects within King County. According to interviews with market participants, the reason developers provide parking generally has less to do with generating revenue and more to do with increasing the marketability of the residential units. Although building owners recapture as much of this cost through parking revenue as possible, a portion of the cost of providing parking is typically subsidized through unit rents. Minimum parking requirements that force developers to provide more parking than the market dictates can render projects that would otherwise get built, financially infeasible.

As shown in the analysis below, parking can have a considerable effect on the overall profitability of an apartment project; particularly those with high parking ratios. Given the significant effect that parking can have on project's profitability, from a development perspective, it is worth investigating strategies to reduce parking ratios and increase parking revenues without negatively affecting a project's marketability.

Introduction

The sensitivity analyses in Figures 1 & 2 illustrate the impact of parking revenue, parking ratios, and cost of constructing parking on the financial feasibility of a surface parked, and underground parked apartment project, respectively. The analyses target a 15% profit margin, at which point a project is considered to be financially feasible.

Surface Parking

- Increasing parking ratios decreases residential density in surface parked projects.
- Parking revenue can have a moderate affect on the profit margins of projects' with low parking ratios, and tends to increase in significance as a project's parking ratio increases.

Underground Parking

- Increasing parking ratios does not always decrease the residential density of projects' with underground parking.
- Parking revenue can have a moderate affect on the profit margins of projects' with low parking ratios, and tends to increase in significance as a project's parking ratio increases.
- The cost of constructing parking stalls can have a moderate affect on the profit margins of projects' with low parking ratios, and tends to increase in significance as a project's parking ratio increases.

Figure 1:

Surface Parked Apartment

Project Description*

| | 150 | 120 | 100 |
|-------------------|---------------|-----|-----|
| Residential Units | 150 | 120 | 100 |
| Parking Spaces | 151 | 179 | 198 |
| Parking Ratio | 1.0 | 1.5 | 2.0 |
| Revenue/ Month | Profit Margin | | |
| \$50 | 20% | 18% | 17% |
| \$25 | 18% | 15% | 12% |
| \$0 | 15% | 11% | 7% |

**Avg unit size 800nrsf; Cap rate 5%; 15% target profit margin; 3 story height limit; 2.8 acre site; Avg rent \$156nrsf; Vacancy factor 5%*

Figure 2:

Underground Parked Apartment

Project Description*

| | 150 | 150 | 150 | |
|-------------------|------------|---------------|-----|-----|
| Residential Units | 150 | 150 | 150 | |
| Parking Spaces | 75 | 150 | 225 | |
| Levels of Parking | 1.3 | 2.6 | 3.9 | |
| Parking Ratio | 0.5 | 1.0 | 1.5 | |
| Rev/Month | Cost/Stall | Profit Margin | | |
| \$150 | | 23% | 19% | 15% |
| \$100 | | 21% | 15% | 9% |
| \$50 | | 19% | 11% | 3% |
| | \$20,000 | 24% | 21% | 19% |
| | \$35,000 | 21% | 15% | 9% |
| | \$50,000 | 18% | 9% | 0% |

**Avg unit size 640nrsf; Cap rate 5%; 15% target profit margin; 6 story height limit; 25,000sf site; Avg rent \$2.20nrsf; Vacancy factor 5%*

Jon Regala

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Monday, November 03, 2014 10:06 AM
To: Jon Regala; Eric Shields; Jeremy McMahan
Subject: FW: Would love your feedback on this proposed regulatory change in Kirkland

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Green Category

Jon, Eric and Jeremy,

At this point, I am sending this communication just to the three of you - Before sharing it with the Planning Commission, HCC and/or City Council, I wanted your feedback. This relates to extending the proposed 15% reduction in required parking spaces for condominiums which are in the vicinity of the Transit Center.

As much as I would truly love having fewer cars on the streets and would be delighted to see increases in transit use, I am very concerned about the potential consequences and impacts of the Planning Commission's recommendations with respect to the 15% reduction for multi-family developments within a ½ mile walk of the Transit Center. This part of the proposal is tenuous enough for multi-family rental properties – and while I appreciate the desire to make this provision available to condominiums as well, and with all due respect to the Commission and its deliberations in this area, I believe it is an overreach.

Being connected to the Condominium Association community, I have forwarded the text (as approved by the Planning Commission) out to various professionals in that community who work extensively or exclusively in this area for some feedback. I will continue to keep you informed as I receive comments.

Below is a communication that I received from Brian McLean - and with his permission, I am forwarding this on to you. He is an attorney practicing in Seattle where he works extensively with condo associations <http://leahyps.com/our-people/brian-p-mclean/>. He is also the owner of a blog regarding condominiums and legal issues <http://www.wahoalaw.com/about/>

I've not met Brian however ironically, during my outreach for information, I was referred twice to Brian, once by a CPA who works exclusively with condo associations and then by the WSCAI Executive Director <https://wscai.org/> where Brian is co-chair of their Legislative Action Committee.

Brian has seen the proposed code changes with respect to the 15% reduction and he has provided his comments below. Although his examples refer to smaller developments, the same issues will also apply for larger developments as well.

I will also note that there are some drafting issues with the language as it was approved by the Planning Commission. Although I don't support this particular change, I also believe strongly that should City Council enact the change, it should be administratively feasible (for the City and for the Associations and their managers) and consistent with the Washington Condominium Act. To that end, I hope to send you some proposed amendments to the text for your consideration, not to change the outcome, but to make them workable should the provisions be enacted.

Best regards to all,

Bea

From: Brian P. McLean [<mailto:brianmclean@leahyps.com>]
Sent: 10/31/2014 11:54 AM
To: Bea Nahon
Subject: RE: Would love your feedback on this proposed regulatory change in Kirkland

Hi, Bea,

Thanks for reaching out to me. I like the City of Kirkland and I applaud their efforts to try to balance the policies of encouraging greater use of public transit. I also think urban living is cool!

The proposal being floated decreases the number of parking stalls required by code by one for each alternative transportation subsidy. That subsidy would be a perpetual right, in a condominium development apparently funded initially by the developer then funded and administered in perpetuity by the homeowner association. There are some drafting issues as well. A condominium is created when the declaration of condominium is recorded. I don't think it's recorded until the City issues a certificate of occupancy. The Owners association is created at the same time. So, the developer will never really have a duty to "fund" the account.

I think the concept being floated is impractical for condominium associations as they are currently developed and run. Parking is a sensitive issue for owner associations, a common source of dispute, and owner associations are ill-equipped to manage, administrate, and enforce such requirements. Imagine the City trying to enforce this. Now imagine a small volunteer board of directors trying to enforce this *with one difficult owner*.

Insufficient parking is a problem that plagues most of our urban condominium association clients. The solution that works best is to provide sufficient parking.

Let's look at some examples and see how the proposal works. Developer approaches city and asks for a permit to develop a six-unit condominium. City says, development approved subject to a parking covenant. The recorded parking covenant must be included in the declaration of condominium and shall require the association in perpetuity to (a) fund an account for the sole purpose of meeting the requirement under KZC 105.20.4 that the association provide a transit pass (or equivalent) to one of the occupants, (b) provide adequate notice to the owners of the availability of the one transit pass, and (c) report the distribution of the pass to the City. The parking covenant may not be amended without written authorization from the City. Parking administration and enforcement is handled by a three-person board of directors made up of half of the unit owners.

Scenario One. Developer sells six units with five resident parking stalls and one guest stall, all located in the common area. No stall is assigned to any unit but board has rule-making power. **Result:** in the typical development the six owners will not understand the significance of the parking covenant until they've all purchased units. They will not realize that the development was permitted without sufficient parking provided for all units. No single owner will willingly give up a parking stall, the sixth stall will always be used by one of the occupants, the owners will argue about why they all have to pay the \$600 transportation subsidy for the benefit of one owner, and the owners will not be able to agree which owner should be able to use the annual transportation subsidy.

Scenario Two. Developer sells six units. Five of those units are assigned a parking stall. One unit (unit 6) is sold without a parking stall for \$20,000 less, because it has no parking stall. The *unit 6* owner is entitled, however, to one annual transportation subsidy. **Result:** The sixth stall will always be used by one of the occupants. The owners will get in disputes over the parking subsidy if the *unit 6* owner uses the guest parking spot occasionally for moving furniture, receiving deliveries, etc. The owners will get into an escalated dispute if the *unit 6* owner insists on parking in the guest spot. The Transportation Coordinator, being asked to resolve the issue, will say, this is a civil matter between the owners and the owners need to resolve this under their own covenants.

Other Scenarios. The *unit 6* owner, who rents the unit, keeps the subsidy for her own use and her tenant parks in the guest stall. The association brings a lawsuit and \$25,000 later in legal fees the court finds that the *unit 6* owner doesn't have a parking spot but is entitled to a transportation subsidy. The court will be unable to amend the covenants because City Code won't allow it. The sixth stall will still always be used by one of the occupants. Or the *Unit 6* occupant becomes disabled and can no longer rely on public transportation, making it mandatory under Federal Law that the association reasonably accommodate the *Unit 6* owner by permitting her to park in the guest spot and not enforce the parking covenant.

Just my thoughts.

Brian P. McLean | Attorney at Law



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Jon Regala

From: Dan Ryan <dan.ryan@gmail.com>
Sent: Thursday, September 25, 2014 12:11 AM
To: Planning Commissioners
Cc: Jon Regala
Subject: Right Size Parking

I am, perhaps, arriving rather late to a party that's almost over, but I'd like to offer a few comments on the Right Size Parking effort.

When I first encountered this initiative, I hoped Kirkland would find a way to benefit, and was consequently pleased when the City agreed to participate in the pilot. It's been a constructive effort to bring a data-based approach to parking requirements and, by extension, to development in Kirkland.

But I can't help feeling it's gone off the rails somewhere. I wonder how we have progressed from a factual finding that Kirkland has 40% excess parking in multi-family, to a recommendation that increases or maintains parking requirements for many common configurations (1bds and studios in downtown, or 2+ bedrooms generally).

Mechanically, I understand why it happened. We've laden down the data-driven initial findings with a 15% comfort level to capture every outlier, and then another 10-15% for guest parking. And Houghton is still caviling about the very modestly reduced requirements for downtown. I still wonder whether we shouldn't just adopt the Redmond standards, particularly their downtown standards. They've avoided residential parking 'problems' for 30 years, and Redmond has a fast-developing and successful downtown to show for it.

Some specific comments follow.

GUEST PARKING

There is nothing in the data that supports any additional guest parking requirement. The RSP study correctly recognized that early evening is not the peak parking time even if some residents occasionally make heavier demands at this time. On net, people are going out, not inviting additional people in. So why are we overlaying the overnight parking counts with hearsay assumptions about evening guest usage? Who exactly are the people hosting all of these dinner parties? Don't they ever go out? Don't they ever get invited back by the people for whom they prepare dinner? The whole guest parking discussion seems unmoored from how real (or at least, typical) people live in multifamily.

I realize that guest usage is variable, and it can take a lot of parking to accommodate the highest peaks. My neighbors in a six-unit multi-family development have hosted Independence Day parties and it gets pretty busy. But July 4th happens once a year. Everybody has a vivid story, but those are outliers rather than normal usage. It seems terribly wasteful to require that we build expensive parking around anecdotes of occasional large parties.

At a minimum, we should have been more creative in finding ways to encourage guests to use vacant stalls that might be reserved or associated with other units. We don't need parking for all of the residents AND all of the guests if we can sensibly manage around the reality that many residents are out when most guests are in. I lived in a maybe 200-unit apartment complex in downtown Redmond, and went three years without ever lacking a parking spot at any hour. There was no reserved guest parking other than maybe two spots by the leasing office. Every spot was open for use by every resident or visitor and it averaged out well.

(And yes, overnight was the peak usage time, not the evening hours. Parking use built up gradually during the evening and evening use never approached the overnight levels).

TRANSIT/DOWNTOWN

It was inappropriate for Houghton to comment in any way on the downtown modification for transit. It's simply not their area of expertise or jurisdiction. In any case, you should reject their recommendation on this issue.

First, the proposed general requirements are far too high for a downtown area. Neighboring cities have had much lower downtown requirements for decades. If you prefer not to rely on the transit effects from the RSP study, then why not just rely on similar downtowns for their experiences?

It's helpful, but not essential, that downtown has workable transit service. Denser walkable neighborhoods have lower car demand even when they're not well-served by transit. Households may not go car-free very often, but it's easy in downtown to go 'car-lite'. I live a little outside of downtown. Our cars rarely leave the garage on weekends, even though we don't take transit for most trips (Our jobs are not conveniently reached that way). But there's just a lot within walking distance. If we had workable transit service to our offices as many do, we could get by with one car rather easily.

It's not social engineering to recognize that walkable places need fewer cars.

Most development in downtown has come with very few bedrooms (an obvious outcome of today's parking regulations - demand for higher bed-count residences has gone into single family adjacent to downtown). It would be an absurd outcome to a Right Size Parking program if similar future buildings in the CBD ended up with requirements higher than today given the observed under-utilization of existing parking. But a building with mostly one-bedroom units could well see that.

However, it is a positive that downtown parking rules will no longer be absurdly punitive to higher bed-count units for families with children. We may see some of these now, and that's a step forward.

PARKING STUDIES

I don't recall these having been discussed in your previous meetings, (perhaps I missed it), but there was a recommendation from Houghton on Monday night that estimated parking needs from parking studies be inflated by 15% when reviewing modifications.

This highlights the nonsense of inflating the original RSP numbers in this way, and I guess there's a consistent argument for being consistently wrong. But there's nothing that I've seen in the record to suggest that requirements based on parking studies have ever produced any spillover issues. Technically, there's no logic to support extending the variances from one modelling effort to an entirely different process. You should leave the current data-based practices in place.

PARKING MANAGEMENT

The recommendation is silent on flexibility for reductions associated with better parking management. I concur that the City shouldn't be mandating unbundled pricing. (As an economist, I do find it conceptually interesting that we're so happy to aggressively regulate quantity, and so reluctant to regulate prices. These are not such different exercises as we think).

But I think there's a role for parking management as an option for developers and building managers.

It's not clear to me where a building like Arete would even fit in this recommendation (I assume that you'd continue to permit it as some sort of exception case). There needs to be a middle ground in the code for building configurations that fall between micro-housing and the over-parked "regular" housing. It should be possible to build something bigger than 200-300 sq ft with 0.5 spots, and not immediately leap to 1.2+ and guest parking.

If you adopt the Houghton recommendation to apply the general rules to downtown, the gap in requirements between micro- and "regular" housing will be much larger than today. Logically, this seems backwards.

AFFORDABLE HOUSING

Smarter parking requirements are a boon to the City's affordable housing goals. I've seen the observation elsewhere that we are a small city that can't affect a regional housing market much. That's true as far as it goes, but it's simply not our place to opt out of the regional effort to maintain reasonably priced housing proximate to employment centers. More importantly, it's explicitly not the goal of the City or the region to have all of our lower income workers commuting in from Kent and Everett.

BALANCE OF RISKS/CONSUMER BEHAVIOR

A lot of emphasis has been placed on the risk of spillover parking, and very little on the risks of discouraging development and preventing people from living in Kirkland. This process generally hasn't given enough credit to how consumers react to incentives. Neither has it given enough credit to the incentives for developers to provide more than the minimum parking if the minimum is below market.

Obviously, given today's inflated minimums, nobody builds any more than required. But I find it far-fetched that buyers of \$400K+ condos would leave their cars on the street if the garage doesn't have enough storage. Who pays that kind of money, and then spends years scurrying around limited-time parking zones every night?. It's much more likely that they'll either live elsewhere, or residents with lower parking needs will select into these developments, or developers will build more than the minimum so as to support the prices of their units.

So we shouldn't be so afraid to risk that a development might end up with less parking than some selection of today's residents might want. They'll adjust, or they'll select out.

We see ample evidence of both developers and consumers reacting rationally to current requirements. In downtown, the parking regulations taxed 3+ bedroom units out of existence. The predictable result has been that downtown has been exclusively developed with living units catering to those most willing to pay high prices for units with few bedrooms (retirees and young childless couple and singles). Meanwhile, the streets around downtown have filled up with very expensive single-family homes. State St is dominated by new single-family developments, several within a block or two of the transit center.

Apart from being a historic policy failure, it's evidence that both the supply- and demand-side of the market are highly adaptable. Why do we believe we have to inflate parking standards so far above current average usage? Why not recognize that there is no real risk of under-providing parking because the residents will select developments that meet their needs?

Thank you for your time, and for your service.

Dan Ryan

493 2nd Ave S

Kirkland WA 98033

425.260.9441

Jon Regala

From: Michael Radcliff <mradcliff7@comcast.net>
Sent: Tuesday, September 23, 2014 4:02 PM
To: Jon Regala
Subject: Multi-family structure parking

Follow Up Flag: Follow up
Flag Status: Flagged

Jon: West of Market neighborhood met with Jeremy McMahan last week. He discussed the parking proposals. Please note, every citizen at that meeting is against reducing the parking requirements for multi-family construction. Jeremy referred us to a study to review. Jeremy also stated that the City reviews requirements from time to time.

1: If no request has been made, why change something that has worked for years.

2: In reviewing the study, it appears that when the structure is any distance from the downtown core, parking is more utilized. I note the study actually shows the code required 2.2 parking places using the current code. The 1.7 always discussed is a model. The present proposal of numbers less than that is not wise. Younger people in condos or apartment usually have to commute to work by auto, and normally commute in the different directions. If a couple has 1 stall, but two cars, one will be on the street.

In closing, I have personal experience with condos at NE 92nd St and 124th Ave NE. There is never enough parking in the evenings or weekends. People park on the side street with their 2nd car. Please do not change the current code or we will have cars jamming the streets like San Francisco. Thanks Michael Radcliff



To: Kirkland Planning Commission and Houghton Community Council
From: Kirkland Alliance of Neighborhoods
Re: Right Size Parking - Amendments to Multi-Family Parking, File No. CAM13-02032
Date: September 22, 2014

Thank you for allowing the Public Hearing to remain open to receive additional written comments on this matter.

Jon Regala attended the KAN meeting on August 13 and presented this subject. Present at that meeting were the KAN Representatives and/or Neighborhood Association Chairs representing 9 of the City's 12 Neighborhood Associations. We had an opportunity to hear the information, ask questions and have preliminary discussion of the matter. Following that meeting, various Associations and/or Association Boards reviewed the materials and considered the matter with the objective of informing their residents, discussing the proposed changes, and gathering comments and recommendations to bring back to KAN.

KAN held its next meeting on September 10. That meeting was attended by KAN Representatives and/or Neighborhood Association Chairs representing all 12 of the City's Neighborhood Associations. One representative indicated that their neighborhood did not have parking issues and one recused himself from the discussion.

KAN believes that this is an important issue for Kirkland neighborhoods and accordingly, provides its comments to you for your consideration.

Overall the neighborhood associations were not in favor of a reduction in parking requirements for multi-family developments, even near Transit Centers, primarily because of existing overflow parking into the neighborhoods and the lack of adequate or dependable public transit options.

The positive comments included:

- A desire to reduce our carbon footprint.
- A desire to reduce traffic congestion.
- Consideration of imposing costs on development.
- Other (see Addendum attached).

The concerns included:

- Spillover parking that already exists from multi-family development which would be increased by this proposal. These comments included real-life examples of seeing numerous vehicles parked on the street adjacent to multi-family developments at times which could not be explained otherwise (e.g. guests or nearby employees), at least not for the quantity observed.

- Concerns were noted with the survey which was used as the basis of the proposal. Participants noted that cars parked on-street adjacent to the studied sites should have also been counted and factored into the recommendation.
- In addition, they noted that they could not find where reserved or deeded parking stall occupancy was studied separately from “first come first serve” parking i.e. with reserved or deeded parking, an unoccupied stall is not necessarily available for other occupants and its unoccupied status is likely temporary.
- Accessibility to transit, with the accompanying proposed transit management, was not supported as a justification for even further reduction of the parking requirements. Participants noted the reductions in transit service and that even if residents used transit for commuting, they would still have cars parked at home for use for other purposes. Of note, the Board of the one Neighborhood Association most impacted by the proposed additional 15% reduction, did not support this portion of the proposal.
- Other (see Addendum attached).

It was also noted that developers already have the ability to conduct studies in order to request reductions of the existing parking requirements on a case-by-case basis. Research on right-size parking should also consider the impact where some of these reductions have already been placed in service in nearby developments.

A copy of the notes which were taken on the flip chart is attached for your reference and identified as “Addendum B” from our September 10 meeting. Addendum A is not attached, as it was not related to this topic.

Thank you for your consideration of these comments. A representative of KAN is planning to attend the September 25 meeting of the Planning Commission and can respond to questions, if any.

KAN’s mission statement provides as follows: *The Kirkland Alliance of Neighborhoods (KAN) is a coalition of the City’s Neighborhood Associations. KAN fosters communication and awareness of issues affecting the neighborhoods among the Neighborhood Associations, the City and appropriate entities. KAN is an effective, collegial voice for the neighborhoods and a valued resource for the City.*

Addendum B

Kirkland Alliance of Neighborhoods

Notes from Discussion

Right Size Parking

September 10, 2014

Norkirk

- Limiting parking in MF near transit center makes it difficult for their neighborhood.
- They already get spill over parking from the transit center.

Juanita

- Methodology is flawed – didn't count spill over parking already happening in MF complexes (only counted vacant parking in their garages).
- Does count events/parties and other factors that bump up the need for parking in MF
- Transit in Kirkland is going down – losing two more bus routes. Needs to be factored into the formula.
- Asked the neighborhood at the meeting if they wanted the City to implement the right size parking recommendations – and 100% (24 people) in the audience said no.

South Rose Hill/Bridle Trails

- How was the “average” level of parking in MF counted? What day of the week, what time of the day, etc.
- Could we encourage MF managers to offer parking as an option on the rent/ shows true cost of parking.

Evergreen Hill/Kingsgate

- Haven't had a meeting since June – so hasn't asked her group
- We don't have on street parking in many areas where MF exists today
- Can't decrease the requirement because we don't have adequate parking now.

Central Houghton

- Mostly single family homes
- New trend has retail below and MF above – which makes the issue of parking much more complex with many retail factors that should be considered too
- Even if you use transit – you leave your car at home/in the garage
- Mostly people say don't reduce parking requirements
- Neighborhoods experience parking upstream from the transit centers – how is this counted
- There are multiple reasons for spill over parking in neighborhoods

Market

- Electronic surveys
- City shouldn't be in the business of pricing parking (versus popularity of development)
- Residential streets shouldn't be the parking for transit or MF
- Increase – not decrease – parking requirements
- Juanita Village is a problem. If we reduce requirements it will get worse and we will have more areas like this around town.
- No reductions near transit centers
- Add parking in retail area (waterfront)

- Market asked their neighborhood which of the following options the City should spend money on: 68 Survey Respondents
Ranking from most (5) to least (1) preferred place City should spend \$40 -50 million
 - 3.50 Cross Kirkland Corridor – bike/pedestrian only
 - 3.40 Cross Kirkland Corridor – bike/pedestrian and transit
 - 3.24 Parking facility in the waterfront district
 - 2.86 Aquatic Center
 - 2.00 Other

North Rose Hill

- No opinion at this time
- Not a lot of parking problems in NRH

Lakeview

- No objection to apodments (buy parking or not)
- Problems with the formula – as some use street parking for specific reasons
 - Their garage is being used as storage
 - They have more than 2 cars
 - Business vehicles often park on the street
- Opposed to right size parking

Highlands

- Posted to list serve today so don't have input from neighborhood
- Mostly benefits the developers – not residents
- If the reason is to reduce carbon footprint – Then I am supportive
- Overflow parking is a concern
- Maybe we should sit tight and watch to see what happens to other communities who do this before we decide
- Like the motivation to get people to bike and walk more but perhaps this goes too far

Moss Bay

- Concern about areas near transit, with service unpredictable into the future
- Still have to have a car – so where does it park?
- Survey needs to count cars on the street to fully understand the impacts
- Think hard about this now because if it fails – the building can't be retrofitted to accommodate more parking afterwards
- How did the survey account for reserved spaces – they aren't first come first serve
- What would this do to the price of housing?
- How does this impact merchants?
- There are cars on the street at 2am all around MF complexes so you know people are parking on the streets

Everest (notes provided after meeting as Rep had to leave before discussion)

1. Should the City be reducing the minimum requirements for parking in our multi-family developments? Why or why not?

No, parking is already an issue and you cannot find parking at peak hours downtown. Reducing the minimum requirements would defeat the purpose of supporting our business core. The developers care about making money and once the project is finished they do not care about parking.

2. If the City does reduce the minimum requirements, what do you think the public benefits would be for Kirkland neighborhoods? Your own neighborhood?

- No benefits at all. Our neighborhood already has limited to no parking at all from 8- 6 6 days a week.

3. If the City does reduce the minimum requirements, what are your concerns about impacts to Kirkland neighborhoods? Your own neighborhood?

- More traffic on gridlocked streets, people going elsewhere instead of the Kirkland core. Drive to Bellevue where you can find parking in the core.

4. What are you currently seeing in your own neighborhood vis a vis on-street parking?

- Bus riders and employees park on our streets which results in residents not being able to park. The idea in point #1 is just awful

5. What do you think about the studies in the materials? Are these in line with your own observations, if you have any?

- Not realistic.

6. Should the requirements differ for each neighborhood or apply city-wide? If so, why?

7. Should the requirements be different for garden-style apartments than for multi-story with underground parking?

- No people are not going to park in their gardens.

8. Should the requirements be different for rental properties than for condominium developments?

- No again why should you segregate rentals, garden apts etc.. I do not understand the rationale of this by the city or a developer.

9. This comes from a pilot project from King County. If a change is enacted to Kirkland's requirements for parking, should there be a sunset date and if so, when?

- What does this mean?

10. What about the additional 15% reduction within a one-half mile of the Downtown Transit Center? What benefits do you foresee and what concerns does this raise for you?

- I don't believe the stats and frankly people have to drive to get to the "core" . Metro just does not service enough of the neighborhoods at dinner or on the weekend when Kirkland is jammed.

11. If you would change this proposal, what would you change or recommend instead, and why?

- Provide normal parking for our community not bow to the developers.

Notes compiled primarily by Kari Page with the Everest notes added after the meeting as the Everest KAN rep was unable to stay for this part of the meeting.

Jon Regala

From: Laurie Hanson <laurie.hanson4@frontier.com>
Sent: Saturday, September 13, 2014 9:30 AM
To: Jon Regala
Subject: regarding potential parkin changes

I would like to register my disapproval of the parking changes proposed. I've lived in Kirkland for over 40 years and have watched as we build more and more condensed housing and less parking. It just gets more difficult for patrons to park downtown so they can support the local businesses. We have to make it easier for business owners as they are the lifeblood of Kirkland. Last night to I tried to park in the library parking lot and found exactly 2 spaces at 7:00pm. Force employees to park offsite and increase public parking

Jon Regala

From: Mary Ousley <maousley@frontier.com>
Sent: Thursday, September 11, 2014 4:37 PM
To: Jon Regala
Subject: Concerns regarding lowering parking requirements for multi-family residences

Follow Up Flag: Follow up
Flag Status: Flagged

Greetings, Jon,

I'm concerned about the proposal to lower parking requirements for multi-family residences in all neighborhoods including those near the Kirkland Transit Center. Although Metro is the ideal way to travel to Seattle or other job centers on the Eastside, it is far from convenient for other destinations or at certain times of day and at night. I don't think that one can assume that those living close to the transit center, even if they use the bus to go to work, would not have a car. Nor can one assume that their visitors would arrive via Metro.

Even now, it appears that current parking requirements do not provide enough parking: Several mornings a week, I walk from my condo near Doris Cooper Park to downtown Kirkland and observe that most on-street parking in front of multi-family units on Lake Washington Blvd. is occupied. When I've visited a friend at the Portsmith, there is usually no on-street parking available.

From time to time at my condo complex, we've faced issues with residents having more cars than their allotment of spots. It wouldn't be out of the question for future developers to plan for two parking spots for one bedroom units.

As a long-time Kirkland resident, I know that the lack of parking especially in the downtown area has been a constant concern. Let's not exacerbate this problem by reducing the requirements for parking at proposed multi-family residences.

Regards,
Mary Ousley

Jon Regala

From: DougRough@aol.com
Sent: Tuesday, September 09, 2014 3:05 PM
To: Jon Regala
Cc: ken.albinger@casne.com; patrick.fitzgerald.st2s@statefarm.com;
amanda.rough@live.com
Subject: Notes from JNA meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Jon,
Thank you for taking the time to present on the proposed multi-family parking zoning change. Here are my notes.

At the Juanita Neighborhoods Association's September general meeting at Juanita Elementary Monday night, residents rejected the idea, by a vote of 24 to zero, of changing the zoning for multifamily building if it means lowering the number of required parking spaces. Jon Regala gave a presentation on the methodology used by the City of Kirkland to recommend changes to the parking requirements for multi-family dwellings while Doug Rough, co-chair of the Juanita Neighborhoods Association, spoke briefly about the issues associated with reducing parking requirements, including peak time (festivals, garage sales, etc.) congestion, reduced metro transit routes in Kirkland, and apparent problems with the study methodology.

One of my issues with the methodology, and correct me if I am wrong, is lack of accounting for overages. For example, imagine a bus with 50 seats, 48 filled and two open seats, with 20 people standing, and 32 people left at the last bus stop. I have been on a bus like this, where the standing folks do not see the open two seats in the back. By your methodology, you would say that the demand for this bus was 48, rather than 100 (48+20+32=100). In other words, by only counting the cars in parking spaces at an apartment building, you do not capture the total demand for parking. I realize that you have this "15% adjustment" but I do not think that fully captures the undercount. Similarly, whatever data you used cannot include the loss of two major Kirkland metro routes, 238 and 277, which will happen in October. The effect on parking cannot be known yet and as such was not captured. (I hope the metro folks have not used this methodology to justify their route reductions!)

--Doug Rough 425-821-5529 www.RoughHouse.org -- www.RetreatsAndReunions.com

Jon Regala

From: Eric Shields
Sent: Tuesday, September 09, 2014 2:42 PM
To: Jon Regala
Subject: FW: Proposed Parking decrease for multi-units

Follow Up Flag: Follow up
Flag Status: Flagged

Eric Shields

From: Camille Diclerico [mailto:cbdiclerico@frontier.com]
Sent: Tuesday, September 09, 2014 12:23 AM
To: Planning Commissioners
Cc: Camille
Subject: Proposed Parking decrease for multi-units

Tonight I sat thru a Juanita Neighborhood Association meeting and one presentation was about decreasing the number of parking spaces for multi-unit housing. Not a great idea. You should be increasing it not decreasing it. I heard a lot about number of bedrooms per unit. I'm more interested in number of occupants per unit. It is not uncommon for a one bedroom unit to have two occupants – with 2 cars. How can you possibly squeeze 2 cars into 1.4 spaces? Two bedrooms – 2 – 4 occupants etc. So why would you decrease the amount of parking? It should be increased to a minimum of 2 parking sites for one bedroom units – and then upwards for more bedrooms.

Need I remind you of the fiasco at Juanita Village – a mixed use residential and commercial area? Not enough parking for residents/certainly not enough parking for shoppers & employees/definitely not enough parking for guests of residents...a traffic nightmare created by the city of Kirkland. Residential/commercial mixed use is by far a great way to go – able to walk to services etc...but the parking needs to reflect that. I've pretty much stopped shopping there – never any parking. Sometimes I do walk the 1.25 miles there from my home for the exercise – but certainly can't tote my packages home – so I don't buy.

Instead of being a follower of a flawed study be a leader of the community and actually look at what is going on. Camille DiClerico

Jon Regala

From: Eric Shields
Sent: Friday, August 29, 2014 2:55 PM
To: Jon Regala; Jeremy McMahan
Subject: FW: Please reconsider your linking of multi-family parking and CBD parking
Attachments: Glen Buhlmann.vcf

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

[Eric Shields](#)

From: Glen Buhlmann [mailto:glenbu@exchange.microsoft.com]
Sent: Friday, August 29, 2014 1:39 PM
To: Planning Commissioners; Houghton Council
Cc: Eric Shields; Kurt Triplett; Amy Walen; Penny Sweet
Subject: Please reconsider your linking of multi-family parking and CBD parking

These are separate issues and while they are related they can and should be addressed separately.

Our street network is not safe for people. Not for people in cars and definitely not for people on foot, on bicycle or in wheelchairs. If Kirkland continues to implement a lack of data-backed planning and sets high parking minimums like your groups are proposing then this will not get better. Traffic congestion will get worse. Pedestrian safety will get worse. Bicyclist safety will get worse.

Please don't use anecdotal, and completely disprovable by hard data, comments like Councilmember Brian Gawthrop's comment that people won't take transit or ride bicycles in the winter be used to make your decisions. You have a lot of data available to you that the city has already collected which shows what the public views on these issues are. Ask Eric Shields to dig up all the feedback the city has received in its Park Lane outreach. A vast majority of Kirkland residents (my off the cuff estimate from having seen the data at the public events as it is being collected would be somewhere in the range of 75-80%) want Park Lane closed off to cars permanently. This means removing these 37 or 38 CBD parking spots. You can't argue that the residents of Kirkland are asking for the crazy high parking minimums that you are proposing solely due to CBD parking problems.

If you want to see a recent example of how parking policies impact safety you need look no further than the young woman on a bicycle killed on 2nd Ave in Seattle this morning. Or the teen killed in Kenmore on a bicycle this spring. Or the young woman killed crossing Juanita Drive in Kenmore (killed by a Kirkland driver) this spring as well. Or John Przychodzen killed on Juanita Drive in Kirkland in the summer of 2011. Or Bradley Nakatani killed on NE 124th St in Kirkland in the winter of 2012/2013.

Kirkland has high frequency transit. The CKC is mass transit and needs to be considered as such for this policy as well. You were elected and appointed to represent all of the residents in the city and in Houghton respectively. Nothing I heard last night showed that anyone was representing anyone other than themselves.

Please reconsider your proposal and actually come up with a right-sized parking policy, not a "look at current car use which is induced demand from historical parking policy and set the minimums to be the maximum that those historical

policies created". That is not planning. That is the exact opposite of planning. The CBD parking issues should be treated separately and not be used as justification for making policy decisions that impact all of Kirkland for generations.

Thank you for listening to me,
Glen Buhlmann

South Rose Hill (with kids who attend school in Houghton and previous resident of both Houghton and downtown)



Glen Buhlmann
MICROSOFT
SENIOR SDE
Sharepoint Dev - US

+1 (425) 7056621 X56621
(425) 891-7529 Mobile
glenbu@microsoft.com

Jon Regala

From: Ivars Skuja <ivarsbev@gmail.com>
Sent: Tuesday, September 09, 2014 3:37 PM
To: Jon Regala
Subject: Parking

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Jon,

We have lived in Kirkland for 38 years, and during this time, parking has increasingly gotten to be a real problem here.

We were appalled to learn that the city is considering a reduction in parking requirements for multi-family developments,
and we want to go on record as being opposed to ANY reduction in spaces required.

We feel there should be no changes to current requirements, and if any changes are to be made, MORE spaces should be required not less

Ivars and Beverly Skuja
8861 Juanita Lane
Kirkland

Jon Regala

From: Jon Ericson <ericson.jon@comcast.net>
Sent: Tuesday, September 09, 2014 1:55 PM
To: Jon Regala
Subject: Multit-Unit Parking Capacity

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Regala,

After listening to your presentation at the Juanita Neighborhood Association meeting last night, September 8, 2014, I do not agree with the proposed parking capacity change by the City of Kirkland. Parking capacity should be increased for new development to reflect what is actually happening with resident lifestyle, employment centers and mass transit availability. The parking requirements need to be increased so that new development is sufficiently prepared to accommodate "more than estimated" minimum calculations. It is not right for street parking and neighborhoods to shoulder this burden, in favor of a developer maximizing living units. Kirkland is not inner city living, we are still car bound for enjoyment and commuters to work.

Jon Ericson
11008 100th Ave NE, Kirkland, WA

Jon Regala

From: Duekerk@aol.com
Sent: Sunday, September 07, 2014 1:39 PM
To: Jon Regala
Subject: Right size parking

Follow Up Flag: Follow up
Flag Status: Flagged

Right sizing parking is a commendable objective, But achieving it takes more than adjusting parking ratios. Although the City does not want to get involved with the management of private parking, right sizing parking will require incentivizing efficient management of parking.

The least efficient utilization results from assigning all spaces to apartments. The most efficient utilization is achieved by not assigning spaces to apartments. Residents have a hunting license. A compromise is to assign one space to each apartment and pool the remaining spaces.

The City could administer the pooling of parking by maintaining current parking ratios, but allowing a large reduction for total pooling of parking and a lesser reduction for partial pooling.

Another strategy to right size parking is to incentivize developers and property managers to unbundle the cost of housing and parking. Again, a parking reduction would be granted where developers or property managers agree to price housing and parking separately. This could be done for condo developments and for rental apartments.

As a member of the Parking Advisory Board we investigated this issue and proposed the change from spaces per unit to spaces per bedroom. We also discussed the incentivizing strategies but did not develop them fully.

Ken Dueker
501 Kirkland Ave #302
Kirkland WA 98033
425-889-4427
duekerk@aol.com

Jon Regala

From: Kari Page
Sent: Friday, September 05, 2014 9:00 AM
To: 'msailor@comcast.net'; Caryn Saban
Cc: Jon Regala
Subject: RE: Information about the proposed reduction in parking requirements for multi-family housing -important to read to understand

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Caryn
Can you forward the email from Liz Hunt (below) to the Planning Commission?
See email thread below.
THANKS
Kari

Kari Page

Neighborhood Outreach Coordinator
City of Kirkland
City Manager's Office/Public Works Department
Office: 425-587-3011
Cell: 425-736-6477
Email: kpage@kirklandwa.gov

[Neighborhood E-Bulletins](#) | [Kirkland on Twitter](#) | [Capital Projects](#) | [Neighborhood Services](#)

From: msailor@comcast.net [<mailto:msailor@comcast.net>]
Sent: Friday, September 05, 2014 8:49 AM
To: Kari Page
Subject: Fwd: Information about the proposed reduction in parking requirements for multi-family housing -important to read to understand

Kari,

Do you have email address for planning committee that I can forward Liz's email?

Michelle

Sent from my iPhone please excuse the brevity.

Begin forwarded message:

From: Liz Hunt <liz@starwhite.net>
Date: September 4, 2014 at 3:57:01 PM PDT
To: Michelle Sailor <msailor@comcast.net>
Subject: RE: Information about the proposed reduction in parking requirements for multi-family housing -important to read to understand

Michelle,

Thank you for the information about the proposed reduction in parking requirements for multi-family housing within a ½ mile of downtown Kirkland. Would you please let me know where I should direct my comments, or please forward them for me?

I am concerned that the proposed reductions would significantly strain the already limited parking available in the downtown core and in the surrounding area. Kirkland has some good bus routes, but they are not growing to meet even the current need. Kirkland has some parking lots, but they are already heavily used. Residents of multi-family housing would increase the load on the already busy buses and parking lots. I'm not saying that we should stop multi-family residential development. Rather, we need to ensure that sufficient infrastructure accompanies such development.

On a separate but related note, I was impressed to see the long stream of traffic coming west on 908 at 9:15 am this morning (Thursday). The traffic was backed up from the stop light at 908 and 114th Ave, all the way down to the light at 908/Central Way and 6th St. The majority of the traffic was turning south onto 6th St. I decided to follow it, and a large percentage of it turned into the Google offices. It's great for Kirkland to have the Google offices in our city, providing jobs and tax revenue. But we need to be aware of the impact of new development, both business and residential.

Thank you,

- Liz Hunt
1704 8th St W
Kirkland, WA

From: Michelle Sailor [<mailto:msailor@comcast.net>]

Sent: Tuesday, September 2, 2014 11:13 AM

To: Michelle Sailor

Subject: Information about the proposed reduction in parking requirements for multi-family housing - important to read to understand

Hello all,

Kirkland is looking at reducing the parking requirements for multi-family housing. I have included a couple of documents to help you understand this issue. Thanks to Mark Nelson our KAN rep and KAN for reviewing this proposal further. KAN meets next Wednesday to discuss this proposal further.

- KAN's letter to the Planning Commission requesting that they hold the Public Hearing open to allow time for KAN to offer its comments. That request was granted by the Planning Commission, so the record remains open for written comments (but not for comments from the podium).
- The Planning Commission packet for the public hearing, which outlines the proposal. This is in two files, Part 1 and Part 2.
- An earlier document from King County with their parking pricing analysis

I have copied and pasted the attached letter from Norkirk Neighborhood (east side of Market) as I believe Market shares some of those same concerns. Please let me know your thoughts on this issue so we can document it. We will work to have our own survey to help poll you but your individual comments are extremely helpful for me to get an idea on how best to represent the neighborhood concerns and views. I highlighted what I thought were valid points for those who like to skim 😊

Lastly, I have asked to have a speaker from the city present on this proposal at our next Market Neighborhood meeting on Wednesday, September 24. Important to note that the city will deliberate on this on September 25 so ideally would like for you to comment before this meeting. We have had several Market residents ask to speak with someone about this proposal but they have not been successful so the best way to get your concern or comment noted would be to email City Planning Commission so it becomes part of public document or send to me and I will forward it to them for you.

Best,
Michelle

Michelle M Sailor
Market Neighborhood Chair
www.marketneighborhood.org
<http://www.facebook.com/westofmarket>

As members of the Norkirk Neighborhood we wish to express our concern about the amendments that the planning department is proposing for the following reasons:

A 15 % reduction within ½ mile of the downtown area for Multi –Family buildings will further aggravate the lack of parking currently available in the downtown core. The assumption that one and two bedroom residences will only have one stall and 1 ½ stall respectively, is a flawed assumption. Most homeowners/renters have two cars especially if both are wage earners and need to commute to work.

Secondly how does the planning department intend to hold the developers responsible for ensuring that the owners/renters only have correct numbers of cars for the parking spaces provided? The proposal to have developers pay for public transportation subsidies will not work. Time and time again the residents are left dealing with the implications and the frustrations of inadequate parking spaces. Owners/renters with additional cars will look for alternate locations to park their cars which mean parking on the streets, thus taking up parking spots for business customers and visitors to the area. I have witnessed owners/renters who take public transportation, parking on streets north and south of the downtown core and walking to the bus terminals.

Thirdly utilizing the Seattle standard ratio is an incorrect assumption. The public transportation in downtown Seattle is better especially with the sky train and frequency of buses. In addition most residents in the Seattle downtown are of a different demographic – young, do not own cars and have specifically moved into the area because of good public transportation and the ability to walk to work.

Kirkland has a different demographic base; families with young children and two cars at a minimum.

I do not believe that the city should further incentivize the developers at the expense of the residents.

Kirkland has not provided adequate park and ride facilities in the downtown core to accommodate the needs of residents who would like to take public transportation to work. My recommendation is to incorporate options to accommodate this need in the 2035 plan.

Thank you for your consideration.

Jon Regala

From: Dawn Nelson
Sent: Thursday, September 04, 2014 4:13 PM
To: Jon Regala
Subject: FW: parking

Follow Up Flag: Follow up
Flag Status: Flagged

From: Lorelee L [mailto:medieval.woman@gmail.com]
Sent: Thursday, September 04, 2014 3:38 PM
To: PlanningInfo
Subject: parking

I read that the city is proposing a reduction in the amount of parking required at multi-residence buildings--i.e., the city proposes having apartment buildings supply fewer parking spots. I think this is a bad idea. I often have the experience of visiting friends in apartments and not finding good visitor parking, or not finding street parking nearby. If there are two drivers living in an apartment, they need two parking spots.

I also find that parking in general is becoming a little more of a problem in my own neighborhood, South Rose Hill. Since new construction mandates the addition of sidewalks, all the parking in front of the old house is lost. Instead, people now park next to the sidewalk, which means the cars protrude out into the street. For instance, the new sidewalk on 126th between 73rd and 75th means that visitors must park next to the sidewalk, and this in turn effectively narrows traffic there from a 2 lane to a 1 lane spot. Cars must take turns driving in one direction or the other. I think that if Kirkland requires sidewalks, the sidewalks should be pushed back to allow for street parking which still lets the road be passable.

Please continue to provide for parking, both in apartments and on streets, as the Kirkland planning continues. Narrow streets and full lots make it harder to park and harder to drive.

Sincerely

Lorelee Leavitt
12425 NE 73rd Street, Kirkland
425-739-9746

Jon Regala

From: Pat Wilburn <patrick_wilburn@hotmail.com>
Sent: Friday, August 29, 2014 10:27 AM
To: David Godfrey; Mark Nelson
Cc: Kari Page; Michelle Sailor; Marilynne Beard; Jon Regala
Subject: RE: Kirkland Parking Study

Follow Up Flag: Follow up
Flag Status: Flagged

Hi David -

I wanted to add a couple of other inputs into the early thinking on potential parking changes to the downtown area.

I am including Jon Regala on this mail as well, so that this feedback is seen by the Multi-Family Parking committee as well.

1. It appears the City intends to move ahead with changes to the Multi-Family Parking Requirements to limit the number of spots required for such properties. Can you help us understand what protections will be put in place to ensure this does not create spill over into the neighborhoods surrounding downtown, including Market neighborhood? Do we need "Zone" parking for the surrounding neighborhoods? Do we need time-restrictions for those without zone placards? There are likely many other viable options, but the primary point is that we don't want to "hope" that the surrounding neighborhoods are not impacted. Rather, we want to be planful about the change, and have appropriate protections in place so that the neighborhoods don't become spillover parking lots.

2. As you may have seen, Juanita Village is receiving negative publicity due to parking shortages, causing challenges for employees and the general public. <http://www.kirklandreporter.com/news/273064951.html>. For the Central Business District (CBD), we would be concerned about parking constraints that led employees to park in the surrounding neighborhoods (which don't currently have any time restrictions), in order to be able to come to work and do their jobs.

Thank you,
Pat Wilburn

Mobile: 206-679-2626



Jon Regala

From: Laurie Hanson <laurie.hanson4@frontier.com>
Sent: Saturday, September 13, 2014 9:30 AM
To: Jon Regala
Subject: regarding potential parkin changes

I would like to register my disapproval of the parking changes proposed. I've lived in Kirkland for over 40 years and have watched as we build more and more condensed housing and less parking. It just gets more difficult for patrons to park downtown so they can support the local businesses. We have to make it easier for business owners as they are the lifeblood of Kirkland. Last night to I tried to park in the library parking lot and found exactly 2 spaces at 7:00pm. Force employees to park offsite and increase public parking

Jon Regala

From: Mary Ousley <maousley@frontier.com>
Sent: Thursday, September 11, 2014 4:37 PM
To: Jon Regala
Subject: Concerns regarding lowering parking requirements for multi-family residences

Follow Up Flag: Follow up
Flag Status: Flagged

Greetings, Jon,

I'm concerned about the proposal to lower parking requirements for multi-family residences in all neighborhoods including those near the Kirkland Transit Center. Although Metro is the ideal way to travel to Seattle or other job centers on the Eastside, it is far from convenient for other destinations or at certain times of day and at night. I don't think that one can assume that those living close to the transit center, even if they use the bus to go to work, would not have a car. Nor can one assume that their visitors would arrive via Metro.

Even now, it appears that current parking requirements do not provide enough parking: Several mornings a week, I walk from my condo near Doris Cooper Park to downtown Kirkland and observe that most on-street parking in front of multi-family units on Lake Washington Blvd. is occupied. When I've visited a friend at the Portsmouth, there is usually no on-street parking available.

From time to time at my condo complex, we've faced issues with residents having more cars than their allotment of spots. It wouldn't be out of the question for future developers to plan for two parking spots for one bedroom units.

As a long-time Kirkland resident, I know that the lack of parking especially in the downtown area has been a constant concern. Let's not exacerbate this problem by reducing the requirements for parking at proposed multi-family residences.

Regards,
Mary Ousley

Jon Regala

From: Jon Regala
Sent: Wednesday, August 27, 2014 1:39 PM
Cc: Jon Regala
Subject: FW: right size parking

Dear Planning Commissioners & Houghton Community Council,
Please see the email below regarding the Parking Amendment public hearing tomorrow night.

-Jon

From: Margaret Bull [mailto:wisteriouswoman@gmail.com]
Sent: Tuesday, August 26, 2014 10:12 AM
To: Jon Regala
Subject: right size parking

Dear Planning Department,

I plan on going to the meeting on August 28, 2014. Even so, I wanted to comment on the recommendations that the Planning Department has made regarding 'right size' parking.

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

www.kirklandwa.gov

MEMORANDUM

Date

: August 21, 2014

To:

Planning Commission and Houghton Community Council

From

: Jon Regala, Senior Planner

Jeremy McMahan, Planning Supervisor

Subject

: Amendments to Multi-Family Parking Requirements – Public Hearing

File No. CAM13-02032

I.

RECOMMENDATION

- Conduct a joint public hearing to receive public testimony on the proposed amendments summarized below (see also Section V):

○
Change the multi-family parking requirement Citywide (including the Central Business District) to the following unit based approach: 1.2 stalls/studio, 1.3 stalls/1-bedroom, 1.6 stalls/2-bedroom, and 1.8 stalls/3-bedroom unit. In addition, increase the minimum parking requirement by 10% for visitor parking

The provision for studios and one bedroom apartments might be appropriate. What I question is the 1.8 stalls for 3 bedroom units. I feel that 3+ (some include office or loft space that can be used as a bedroom) bedroom units should be required to have 2 spaces. You can have a lot of people living in a 3 bedroom apartment and the possibility that at least 2 cars will be used (or at least taking up a parking spot) by the residents of those apartments is high especially if one resident is under 21. Also I want to know how many spaces for ADA are required and are there any specifications as to where they should be located. If there is no elevator then they need to be at various locations near stairwells. Many people have ADA parking stickers that aren't actually in wheelchairs. This is especially true now that the population of people over 40 has been increasing.

○
Require that 10% of the total number of required parking spaces be set aside for visitor parking

I agree that more parking should be provided for visitors. I can't guess if a 10% increase is adequate. I assume you had some formula for coming up with that. That is a positive improvement as long as the parking space is a true space and not one that is actually unusable.

○
Allow a 15% reduction to the parking requirement if within ½ mile of the Downtown Kirkland Transit Center with an approved parking covenant

I don't understand this provision. Why are you offering a deal to developers who are building in a more densely populated area where street parking is in high demand? I don't think there is sufficient proof that people that live near a transit center own less cars than people who live 5 or 10 miles from a transit center where a bus line goes past their house. In fact, people who live near a transit center are more likely to have a car that they leave parked at their apartment complex all day long because they commute by bus to work. If housing in downtown becomes more and more expensive due to demand, then there is an increased chance that two occupants in a one or two bedroom apartment will each have a car because they can afford it. Owning or not owning a car is not directly influenced by the availability of transit. On the Eastside we do not have sufficient transit service on the weekends and late at night for people to use the bus in order to participate

in activities such as going to church, shopping at Costco, and going to late night parties with friends. Also, we attract new residents that come from other communities in the Northwest. They are more likely to need a car so that they can visit friends and family in their old neighborhoods.

○

Clarify the criteria for multi-family parking modifications

*Sincerely,
Margaret Bull*

Jon Regala

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Wednesday, August 27, 2014 12:00 PM
To: Planning Commissioners; Houghton Council
Cc: Jon Regala; Jeremy McMahan
Subject: Right Size Parking - Amendments to Multi-Family Parking, File No. CAM13-02032
Attachments: Parking pricing handout.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

I have an unavoidable conflict on the evening of 8/28/14 and at best, will be quite late arriving at the public hearing and may not be able to get there at all. Therefore, I am submitting my comments in advance via e-mail.

I've had the opportunity to attend each of the meetings on this subject. As a 17-year resident of a condominium in Kirkland, as a CPA whose firm serves as the managing agent for several condominium associations in the area, and an active member of my Neighborhood Association, I hope that you will find my comments to be useful and constructive and thank you for your consideration. My comments are in two sections, the first being the general proposal, the second being the portion of the proposal to grant an additional 15% reduction in the area around the Transit Center.

Regarding the general proposal

I would love to see less traffic congestion in our neighborhood and elsewhere in Kirkland. It would be wonderful if more people used public transportation, walked and rode bikes. I am, however, skeptical of whether reducing the number of required parking spaces for multi-family housing to these proposed amounts will achieve that result and am very concerned that instead, it will either cause people to park on the surrounding streets ("park and hide"), or that they will simply choose to live elsewhere (e.g. single family homes or multi-family in another city). Each of those outcomes would be detrimental to the adjacent homeowners, detrimental to achieving our goals for increasing multi-family housing and further, especially in the downtown core or any other areas adjacent to retail zoning, would be detrimental to our merchants. I think that we may be close, I'm still skeptical though of whether or not we are actually "there" yet.

Some of the materials attempt to assure us that since we are not proposing a maximum number of parking stalls, just a minimum, that a developer could certainly opt to create more parking stalls if they believed that was best for their project. When I've mentioned that to others, the reaction is consistent: laughter ensues. I would challenge our Planning Department to cite examples where developers have provided for more residential parking than our current code – I suspect that there could have been a few over several years but likely those are a rarity and the over-supply has been de minimis. The reality of our experience is that the applicants don't supply parking stalls to code, instead they apply for significant modifications, below even what is being proposed now. More on that further on in this letter.

That said, I also appreciate that it's not fair to require an applicant to overspend on a project for a resource that their consumers won't use, i.e. for them to pour concrete and potentially dig another level deeper to meet code when the spaces will go unoccupied. The initial eye opener in this part of the discussion, for me, came early on. I saw the document that was provided to the City of Kirkland by Metro – it's attached and it's also on the City's website at <http://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Parking+pricing+handout.pdf>. This document notes how a reduction in the number of parking stalls will increase the owner's profit. Per se, that's a fair thing to point out. What disturbed me greatly, however, was that there's no consideration given to the cost of housing for the people who would live there. Would the residents also then enjoy a decrease in their cost of housing? I contacted one of the people who was involved in this particular study and asked him – what did they learn about the price of housing, how would a reduction of the number of stalls impact the tenants or unit owners? The answer was – they did not look at that.

Really? Why not? Each and every one of you should be asking that same question. Unless this proposal will bring positive benefits to the residents of Kirkland, both short-term and long-term, then we need to reconsider. Our goals in making this change should not be to increase owner profit – sure, that’s a nice consequence and nothing wrong with it, of course we want owners to have profitability – but shouldn’t we instead be concerned with the cost of housing and how will this help? And shouldn’t we then be alarmed when the answer seems to be that it won’t reduce the cost of housing?

As I look at the parking counts, the information is interesting. For those of you who were at the most recent joint Planning Commission/HCC meeting, you will recall the revelation that took everyone by surprise – that for any property that had 100% of the stalls occupied, those results were omitted entirely from the study. This would obviously distort the results of the study! Worse yet, one of their reasons for excluding these properties was that it meant that resident could be parking (overflow) onto the streets and they had no way to identify exactly how much over 100% the project was parked. This is exactly the point – and part of why your citizens are concerned about overflow parking into residential neighborhoods. As I recall, you were all stunned and you asked for more information including the number and locations of the properties that were omitted from the results. I trust that you will insist on having this information before you deliberate.

My other concern about the parking counts goes to the methodology itself. The observers counted total stalls and total occupied stalls, with some factoring allowed for vacancy. At first blush, this information is very interesting and could lead one to believe that it’s indicative of the trends in utilization. If the property is first-come, first-serve for parking, these counts might give you an indication of supply and utilization. However many properties – especially condominium properties – have reserved or deeded parking stalls that are assigned to specific units. In those properties, the parking stall that is vacant during one week is likely occupied the next. For properties that have reserved parking, the only way to accurately assess utilization is to do a specific, stall by stall, count over a period of time. Keeping in mind that the project that begins as apartments could later become condominium, and that condo purchasers generally insist on having reserved parking (remember, they can buy elsewhere!) and further, that there is no way to create new supply once the project is built without doing significant damage to the property, I believe this to be a fatal flaw to the study.

If you decide to recommend a reduction in the number of required stalls as recommended by staff, I would ask you to consider a different approach to parking modifications other than what the staff have proposed. If we make this significant reduction in the requirements, then it is time for parking modifications to also become a thing of the past. Recently, I submitted a public document request for the parking modification that was granted earlier this year to a mixed use (apartments over retail) development that is just one block from the Downtown Transit Center at 324 Central Way. The reason for my request is that I wanted to see how access to transit impacted the parking study and the evaluation of the request. The results were shocking! First of all, the word “transit” or any equivalent, does not even appear in the study. Second, the consultant for the applicant proposed that the project use the available parking on the surrounding streets to accommodate the project! Fortunately, the City frowned upon using on-street parking as a reason to grant the request however, the applicant was still granted a significant reduction. To be fair, part of the granted reduction was based on the City’s analysis of the use of shared parking with the retail tenants. However, all the same, this property will have 73 units with a total of 87 bedrooms – and has been approved with just 81 residential parking spaces (plus whatever is shareable in the retail area). For the project in its entirety, the code (using 1.3 per unit as is current code for this part of the CBD) would have required 135 spaces (104 residential and 31 commercial) and it will go forward with 118 in total. Time will tell if we got that one right or not and what will happen if and when this property becomes condominiumized remains to be seen. There were public comments submitted by neighbors expressing concern however those comments did not impact the City’s decision.

The proposed additional 15% reduction

This would apply anywhere within a one-half mile walk of the Downtown Transit Center with a transit plan/parking covenant, and essentially would cover the entire CBD. I love the goal but the reality is that this is a very very bad idea. Your own consultant states (Page 10 of Attachment 2 in your packet): “The transit adjustment to the parking code

suggested in the document is not necessarily supported by the observed data, particularly for condos. If the City chooses to elect this option, it may do so using similar logic to other cities that have a similar provision, which is to encourage additional density in transit corridors. This goal generally aligns with Kirkland's goals to encourage transit supportive development and also matches King County Metro's Transit Service Guidelines. However, given that Kirkland does not appear to have as strong of a relationship between increased transit service and lower parking rates compared to other areas in the region, the City again may need to enact more strict on street parking management in areas that have a transit service parking reduction." (emphasis added)

I don't see the City being prepared to dedicate resources to enact more strict on street parking management and in fact, I suspect most citizens would agree that this would not be a good use of taxpayer dollars. As the consultant duly notes, we don't have a demonstrated link between access to transit and lower parking utilization. That point is crucial to note.

Our downtown core is already stressed by overflow parking. Merchants want to be sure that people can find places to park and that includes on-street parking or else it's just one more reason to consider other locations. Anything that overflows onto the streets poses a risk for merchants. If you do wish to move forward with this part of the proposal, a survey of the downtown merchants should be a requisite part of the process.

More important is the recognition that while transit can meet some needs, it won't meet the needs for all transportation for the individual or household. It is not a fait accompli that if someone uses transit to commute to and from work, that therefore that person will not own a car and will not need a parking place for that vehicle during the day. To the contrary, where will that car be during the day? It needs to be parked on-site at home – and therefore needs a parking place on-site. Some might give up a car and some might go from being a two-car household to a one-car household, but to assume that will happen across the board is overly optimistic and ultimately short-sighted. It further makes residing in the downtown Kirkland core less desirable and again, defeats the goal of encouraging multi-family density in the core.

Further, this part of the proposal places a perpetual burden upon the owner of the property, i.e. to provide bus passes or equivalent subsidy. Do we believe that the landlords should – or will – absorb that cost? We know the reality is that the residents will be paying for this as part of their rent, which will be a disincentive for people to live there. There's no free lunch and there's no free bus pass!

The proposed code for this part of the proposal, as drafted, provides that these properties either could not convert to condo (i.e. because at that point, how would the subsidy be provided?) or the owner would have to add spaces to raise to code. How would they do that? Demolish part of their property and retrofit? Rooftop parking perhaps? I say that in jest because the reality is that the owner would either not be able to convert or would find a consultant who would offer up a study supporting a modification.

I love the goals behind this idea. I just don't believe it's supportable in reality and outcome.

Some other thoughts

We hear that younger people drive less and are more open to public transportation, walking and biking. And that may be true, but younger people do grow older and have families. Their needs change as their lives change. Multi-family housing **MUST** be attractive to families of all ages and dimensions in order to be successful.

We also hear that the younger generation is plugged into resources such as Uber and Lyft, etc. FWIW, I am also a user of Uber whenever I travel and as a traveler, it's a very convenient option. However, it's not a solution for residents, it's actually part of the traffic congestion problem. Those Uber vehicles don't get beamed here by Scotty, they are driving around waiting or parked on our streets waiting for the next text message with a possible fare. And cost-wise for most households, the cost of relying on Uber to get around would easily surpass the cost of personal vehicle ownership.

Reliance on transit is a slippery slope. We see, even as we “speak,” significant reductions in service levels increase and decrease over time. We can’t increase the supply of on-site parking for an apartment building if the population needs more vehicles as a matter of necessity because of declines in the frequency and availability of transit.

To close, I’ll simply reiterate my own experience. We moved here nearly 17 years ago and our condo unit included two parking spaces. In fact, every unit in our complex has at least 2 parking spaces and the few owners with just 1 vehicle typically rent out their other space to another owner who needs a 3rd space. We moved here with two teen-age daughters and jobs that required us both to have cars to get to client locations throughout the area. If this condo unit did not have two spaces, we would have been forced to look elsewhere. My point in mentioning this is that my husband and I are not unique in this respect: vehicle transportation – and parking said vehicles at home at various times of the day - is a necessity for many households. Whatever we do in this proposal, we must be sure that it is aligned with the goals of making Kirkland an appealing place to live whether one lives in a single family home or multi-family housing. And more to the point, since encouraging multi-family density is part of this plan, let’s be absolutely sure that multi-family housing represents a viable and compelling option, rather than one that is linked to what would be a certain deal-killer for many households.

Thank you for your consideration and please contact me with any questions.

Bea Nahon
129 Third Ave
Kirkland WA
425-828-4747

Jon Regala

From: Schmidt, Glenda <glenda@schmidtfinancialgroup.com>
Sent: Wednesday, August 27, 2014 4:27 PM
To: Planning Commissioners; Houghton Council
Cc: Jon Regala; Jeremy McMahan
Subject: Right Size Parking - Amendments to Multi-Family Parking, File No. CAM13-02032

Follow Up Flag: Follow up
Flag Status: Flagged

I've moved from Mercer Island to 225 4th Avenue (Brezza Condominiums) in 2004 and relocated my financial services business from Bellevue to 620 Kirkland Way in 2005. As much as possible I try to patronize Kirkland businesses and walk rather than drive my car. I genuinely enjoy living and working in downtown Kirkland. I've had clients relocate from other cities because they see/hear my enthusiasm for Kirkland. My comments/observations are offered as constructive; my desire is that we keep Kirkland vibrant for those who live/work and/or patronize Kirkland today and for those who may live/work and/or patronize Kirkland tomorrow.

Point #1 – Kirkland allows private amendment requests every other year rather than strict adherence to zoning codes and the vision set forth in our comprehensive plan.

Result: Owners/developers and/or consultants are encouraged to push the envelope further and further in terms of taller buildings, increased density, less green space, contorted definitions of what qualifies as retail (e.g. Physical Therapist at street level in Merrill Gardens building with apparel in the windows--ugly; Realty Firm behind wine tasting—worth giving the vintner free footage on Lake Street), insufficient designated parking spaces (shared parking! Bus pass subsidies!—no proof any of this would work in downtown Kirkland), contorted traffic studies (which always seem to show 'no problem'). Property owners think they know what to expect; they may know the zoning code and may have read the comprehensive plan only to see chain link fences one day and unexpected buildings popping up. Too late when the chain link fence goes up! City employees and elected officials surprised at the public outcry—surely property owners could have found the information at the website and/or attended meetings! Yet one wonders: If there's public outcry, is transparency real and/or effective? Are decisions being made that benefit taxpayers at least as much as developers? My observation is PARs are a slippery slope. Seattle doesn't allow them; why should we?

Point #2 – Kirkland continues to allow 'grandfathered parking' based on an agreement dating back to the 1980's between the City and downtown business owners (which resulted in the City owned parking lot at Lake and Central). Kirkland already has a parking shortage in the downtown core.

Result: The Kirkland Transit Center looks better but has it reduced the number of cars? Not in my observation. I see people parking their cars on neighborhood streets and walking to get on buses. I see people trying to find parking spaces in downtown and ending up parking on neighborhood streets then hiking into downtown venues. My clients come to meetings (all ages driving cars; husband and wife driving separately). My millennial clients living in downtown apartments/condos eventually buy a car because they want to go places on weekends or need to get to meetings with professionals on the Eastside or they have a child and end up looking like the rest of us (home on the Eastside with two cars). My observation is communities are diverse; cities have to plan broadly not narrowly based on 'recent trends'. Taxpayers have given notice to Metro; cities can't just say we'll build more density with fewer parking places and expect landlords to manage shared parking arrangements or bus pass subsidies in lieu of car ownership.

Point #3 – Kirkland already has a traffic congestion problem.

Result: Clients are late to meetings because they are stuck in traffic AFTER GETTING OFF 520 AND 405 heading into downtown Kirkland. I have clients who live off Lake Street and they can't get out of their driveways. I walk a lot. I use the pedestrian signals and the yellow flags. My observations: It's difficult for drivers to see a pedestrian in downtown Kirkland crosswalks! When the pods get built this situation will become worse (more pedestrians in

downtown Kirkland crosswalks and maybe more 'park and hide' cars on neighborhood streets—is there a plan to police this? and at added taxpayer cost? Is there a contingency for lawsuits?)

Thank you in advance for considering my comments as part of your decision making responsibility.

GLEND A SCHMIDT, mba
President

glenda@SchmidtFinancialGroup.com

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Kirkland, WA 98033

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August 27, 2014

RE: CAM13-02032, Right Size Parking

Planning Commissioners:

I am writing to follow up my letter dated June 25, 2014, regarding the Right Size parking requirements. As the owner of a small property in the downtown, I am in favor of the changes proposed with one exception regarding the visitor parking requirement.

I have owned a parcel in CBD 4 at 200 2nd Ave S for 30 years. As you can see in the diagram below, the site measures 40' x 95', and is restricted to a height of 35'. A little background:

- Although the zoning code allows single family development, setback requirements specific to single family units prohibit building single family unit on the lot. (Note that single family development would require 2 stalls in total.)
- For mixed or multiunit residential uses, setbacks of 10 feet are required on the side facing 2nd Ave South and 2nd Street South.
- The site dimensions prohibit developing underground parking.
- 3 or 4 two-bedroom units will be the best use of the property.
- A small development is usually not able to manage a transportation management plan and would not be an option for condominium or fee simple development.

As an example, consider a 3 unit building with 2 bedrooms each unit (see diagram below). The proposal would require 5 parking stalls plus 1 visitor stall. I have no concern with providing 6 stalls. A townhome configuration would likely contain 2 covered stalls per unit for a total of 6. However, due to the lot dimensions, the driveways would not be long enough to be counted as visitor parking. (The proposal language supports this approach where there is ample driveway length.) Therefore, a single visitor stall would need to be designated within the footprint of the dwelling, thereby either significantly reducing the size of the remaining units, or necessitating the elimination of an entire unit (see diagram). (A number of scenarios could be presented that further present this point based on the number or units and bedrooms per unit. I illustrated one for expediency.)

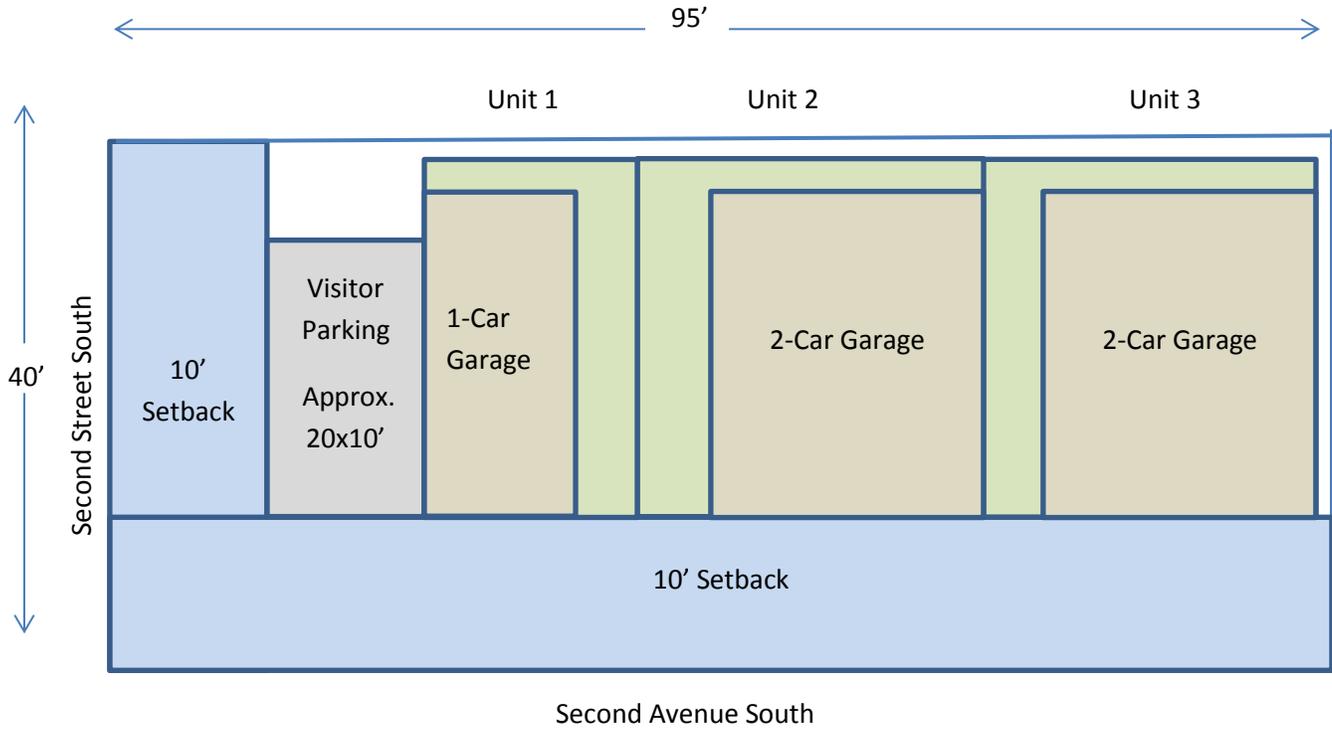
I propose that the commission consider eliminating the requirement for designated visitor parking in the CBD for developments less than 6 units that contain 2 or 3 bedrooms (these developments would be required to have a maximum of one visitor stall per the proposed scheme). At a minimum, an option to eliminate visitor parking should be available to sites that have such limitations as described above.

This change will avoid the allocation of living space to accommodate a single vehicle in a part of the city that is in line with density goals of the downtown.

Thank you for your attention to my concern.

Fred Romano
11617 NE 92nd St., Kirkland 98033

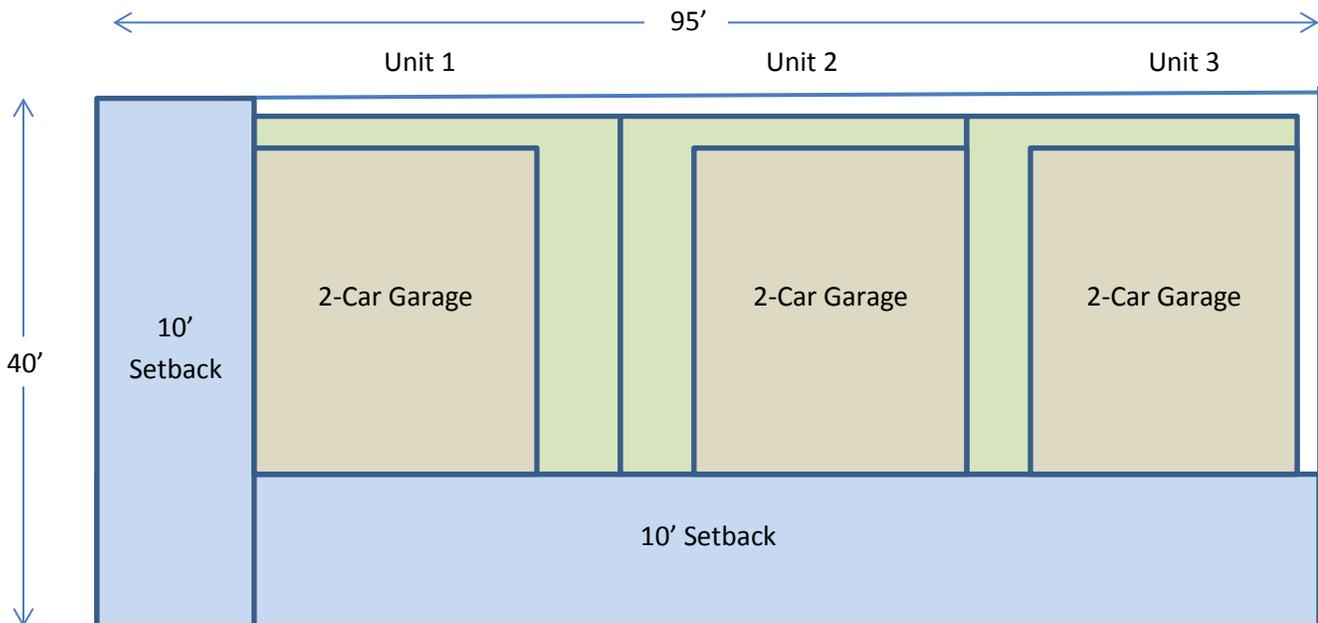
**Visitor Parking Requirement Currently Proposed
For Building Containing Three, 2-bedroom units**



Height limit = 35'

NOT TO SCALE

No Visitor Parking Requirement for Small Lot



Public Comment

August 17, 2014

To: Jon Regala

From: Ramola Lewis & Lynn Booth - Norkirk Neighborhood

Subject: Right Size Parking – Amendments to Multi – Family Parking Requirements

Dear Mr. Regala

As members of the Norkirk Neighborhood we wish to express our concern about the amendments that the planning department is proposing for the following reasons:

A 15 % reduction within ½ mile of the downtown area for Multi –Family buildings will further aggravate the lack of parking currently available in the downtown core. The assumption that one and two bedroom residences will only have one stall and 1 ½ stall respectively, is a flawed assumption. Most homeowners/renters have two cars especially if both are wage earners and need to commute to work.

Secondly how does the planning department intend to hold the developers responsible for ensuring that the owners/renters only have correct numbers of cars for the parking spaces provided? The proposal to have developers pay for public transportation subsidies will not work. Time and time again the residents are left dealing with the implications and the frustrations of inadequate parking spaces. Owners/renters with additional cars will look for alternate locations to park their cars which mean parking on the streets, thus taking up parking spots for business customers and visitors to the area. I have witnessed owners/renters who take public transportation, parking on streets north and south of the downtown core and walking to the bus terminals.

Thirdly utilizing the Seattle standard ratio is an incorrect assumption. The public transportation in downtown Seattle is better especially with the sky train and frequency of buses. In addition most residents in the Seattle downtown are of a different demographic – young, do not own cars and have specifically moved into the area because of good public transportation and the ability to walk to work.

Kirkland has a different demographic base; families with young children and two cars at a minimum.

I do not believe that the city should further incentivize the developers at the expense of the residents.

Kirkland has not provided adequate park and ride facilities in the downtown core to accommodate the needs of residents who would like to take public transportation to work. My recommendation is to incorporate options to accommodate this need in the 2035 plan.

Thank you for your consideration.

Ramola Lewis & Lynn Booth

Jon Regala

From: Kelley Price <kelleyprice@gmail.com>
Sent: Monday, August 11, 2014 11:59 AM
To: Jon Regala
Subject: 2013-2014 Planning Work Program

Follow Up Flag: Follow up
Flag Status: Flagged

Regarding this:

The County's Right Size Parking project found that parking requirements for multi-family developments generally resulted in an oversupply of parking. On average, parking was found to be oversupplied with 1.4 spaces built per dwelling unit but used at only about 1 space per unit.

I do not believe this to be true. Whenever I've lived in or near multi-family housing, I've found that parking is a pain, there are never enough spots for the cars. I mean, what planet does council live on that there's only one car per family? Our family of TWO has TWO cars, and I'd bet every single person on our council has at least that many cars in their family. Instead, do more to ensure there's enough parking being built so that our streets aren't clogged up with parking.

We live in Kirkland, because we don't WANT to deal with the parking and other hassles of car unfriendly Seattle.

Try to remember that.

Kelley Price
12110 NE 66th ST
Kirkland, WA 98033

Jon Regala

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Wednesday, June 04, 2014 11:00 AM
To: Jon Regala
Cc: Bruce Nahon
Subject: Followup to response to guest parking survey for Marina Heights condo

Follow Up Flag: Follow up
Flag Status: Flagged

Jon,

Just to follow up with the data that Bruce provided to you yesterday, coincidentally Marina Heights had its semi-annual Homeowners' meeting last night.

One of the owners commented that he noticed that the parking on 3rd Avenue had become more difficult recently, for guests of the residents (and as a reminder, this property has no visitor parking at all). He noted that he believes that the increase in use of the spaces on 3rd Avenue is because of transit riders who park here and then walk to the transit station. Until that comment, I was not aware that 3rd Avenue had become a "park and hide" location but it's certainly possible.

I've personally noted an increase in the parking usage on 3rd Avenue as well, with many of the users attired in exercise attire. They are likely headed for workout sessions at the Baseline Fitness on Central Way.

Thank you again for your outreach, it's greatly appreciated!

Bea

Bea L. Nahon, CPA, PS

Postal mailing address:

PO Box 3209, Kirkland WA 98083-3209

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Kirkland, WA 98033

(425) 828-4747

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All deliveries, express mail or any items requiring signature should be sent to the Carillon Point address

All standard US mail should be sent to our PO Box.



Please consider the environment before printing this e-mail or attachments.

Jon Regala

From: Linda Christensen <lindac8@icloud.com>
Sent: Friday, May 23, 2014 9:47 AM
To: Jon Regala
Subject: Right size parking

Follow Up Flag: Follow up
Flag Status: Flagged

Hello

I heard about the right size parking study at the Moss Bay association meeting on Monday. It appears that the standard ratio you are working from comes from Seattle where density is greater and transit is better. I do not think the same calculation should apply to Bellevue/Kirkland, at least not yet. I am seeing people living well away from my street continuously parking in front of our building because they do not have enough parking where they live. The streets are full of parked cars almost to the point where maybe we should institute street parking permits like they have on Capital Hill.

I have now made the transition to riding the bus to downtown Seattle because it actually easy. It is not yet so easy on the east side. Think long and hard about reducing parking requirements before other options, rules and infrastructure are in place.

Linda Christensen

From: Mark Taylor [<mailto:mark.s.taylor@hotmail.com>]
Sent: Friday, June 13, 2014 8:32 AM
To: City Council
Subject: Parking requirement for multi-tenant buildings

Kirkland City Council Members:

I understand that a reduction in the required number of parking spaces per housing unit from 1.7 to a lower number is being considered. While I can understand that 1.7 may be unnecessary, lowering the required number to 1.0 seems like overkill. I would recommend a revised requirement of between 1.25 and 1.5 to allow for multi-vehicle families as well as guest parking.

Thank-you,

Mark Taylor
206-979-8740 (mobile)

June 25, 2014

Dear Commissioners:

I am writing about your current discussion regarding Zoning Code Amendment to Multi-Family Parking Requirements, File CAM13-02032.

I am the owner of a 3800 square foot lot (95 by 40 ft.) in CBD-4 at 200 Second Avenue South where I lived for more than 10 years. There are 5 such lots of this size in CBD-4. I believe these are the smallest lots in all of the downtown and represent a unique parking perspective.

Due to the development pattern of the surrounding lots and their location relative to the downtown core, these small lots seem to be most appropriate for smaller multifamily units. I conducted a preliminary architectural study indicating that my site would support up to four, two-bedroom townhome-style units subject to parking requirements. No underground parking is feasible for the site.

The following identifies some unique parking issues associated with the development of smaller multi-family buildings that you might consider.

- The current parking requirement results in smaller developments sharing a larger parking load on a stall per unit basis than larger developments. Current code stipulates that a minimum of two visitor stalls are required regardless of the size of the development, resulting in a larger share on a parking per unit basis by the smaller developments (2.5 stalls per unit for a 2 bedroom four-plex, for example). A shift to parking stalls per unit eliminates this bias.
- Additional visitor requirements for smaller buildings will result in displacing a disproportionate area of the building footprint with the required visitor parking. (Underground parking is not possible on these small lots.) In my case, this will result in one of the four units being eliminated. I doubt this was the intent of the framers of the existing parking requirement. I also do not think this result is in keeping with stated Comprehensive Plan policies regarding growth, density, transportation goals, reduced housing costs, and pedestrian activity, especially in a central business district.
- The current parking scheme rewards units with fewer bedrooms (i.e. 1 bedroom vs. 2, etc.) in terms of parking stall requirements. This too appears to be in conflict with policies of the Comprehensive Plan.
- Current zoning allows single family development in CBD 4 with 2 parking stalls per unit in total. It could be argued in terms of parking demand, that the individual units of a small duplex, triplex or four-plex development are similar to single family units. So why impose a more onerous parking requirement on these uses? I am not however suggesting that 2 parking stalls per unit is appropriate in the CBD zone.

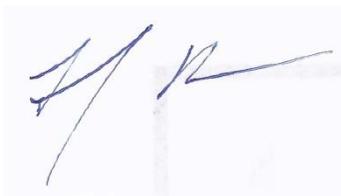
- Few small units if any exist in the City, and the data does not address them. The data presented samples complexes that contain a minimum of 26 stalls.
- The CBD has a unique situation in the city where much of the street parking is not always generated by multifamily units. From my observation when I lived there and at present, the spillover to the neighboring streets is largely due to commercial and retail demand in the downtown.
- Transportation Demand Management is worthwhile for larger developments, but not practical for smaller development. The latter do not have management on the premises or the ability to spread costs across many units. Providing new tenants with information about local alternative transportation choices might be something to consider. I would voluntarily do this as part of my service as a landlord.

In summary, I hope you consider the following during your discussion:

- Shift to a per unit basis parking requirement as presented by Fehr & Peers at most, with no minimum requirement for visitor parking, especially for smaller developments.
- TDM requirement would only be feasible for larger developments that have the space and resources to manage such a program.
- Bicycles and public transit should play into the transportation mix for developments and should be encouraged and rewarded with parking concessions. The ½ mile distance to the transit station in the downtown seems reasonable.
- Consider EV stations on the premises as an option to negate some of the parking requirement and achieve environmental goals.
- Apply street parking management in areas that are affected by overflow on a case-by-case basis.
- Consider the nature of the units, especially those that resemble single family unit size and configuration. Parking requirement should not exceed those for single family for smaller developments that resemble single family development.

I appreciate your attention to my concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Fred Romano', is written over a light blue rectangular background.

Fred Romano

11617 NE 92nd Street
Kirkland, WA 98033

May, 19, 2014

Dear City Officials,

I haven't read all the info about the Right Size parking discussion that will be presented on May 22nd. Even so, here are my main concerns that I want to share with those involved in this discussion. As always, I want to share my own personal experience with parking difficulties.

My friend lives in a condo in the Everest neighborhood. Sometimes during the day less than half the spaces are filled. But many more cars are parked there during the night time. Therefore it is difficult to judge how many spaces are needed because many people might park there in the night that aren't there during the day but others may actually use their allotted spaces more often during the daytime.

What I like about her condo building is that she is assigned 2 spaces right near the entrance to her apartment. She is 80 years old and uses a walker, or a cane. It is a bit difficult to negotiate the 5 steps down to her apartment from the street level but she manages. The building is only three floors and does not provide an elevator. Even if it did, it might be too far for her to walk with her canes. Sometimes when we go out to places like a movie theatre I push her in the wheelchair that she keeps in her van. Much of the time she 'lives' in her van. She sits at the park and reads a book and travels places like the YMCA to get exercise. So even though she might be considered elderly it is essential that she have a car. This is one of the things people often mention during parking discussion—they assume the elderly don't drive cars. People who use walkers and canes have a hard time walking all the way to a bus stop and standing around waiting. Getting to a doctor's appointment is often difficult without transportation you can depend on. Taxi service is expensive and not readily available in certain areas. Many people are afraid to use public transportation. Driving their own car feels safer even if it is only for an occasional trip around town.

My friend benefits by having a second parking space near the entrance to her apartment. I use the space when I pick her up and put her walker into my car. The extra space is also used by her cleaning lady, her grandson, and other relatives when they are visiting or doing jobs for her. It helps that some of the

spaces are empty in the parking lot because it makes it easier to turn around after I pick her up. I know this might not be the case if she had underground parking. Many garages don't have enough 'back-up space' and my car has a poor turn radius.

One of the things people don't understand about the elderly is that people that use 'handicap' parking signs aren't always in a wheelchair. When you aren't in a wheel chair, no matter what your age, but have bad knees or hips or an injury or may lose your balance easily you may be using a walker or canes or crutches. Many people don't have handicap parking tags. For those that do, it is a problem when the handicap parking is far from where you want to go or the elevator is in an inconvenient location. For example, we often go to a restaurant in Juanita Village. The handicap space is near the Starbucks not next to the restaurant we are going to. Since there is only one handicap space along that stretch of driveway it is often taken by someone else—and not always by someone with a handicap tag. But Juanita Village often does not have enough parking during the lunch hour so I have to stop and let her out in front of the restaurant while I drive around finding a place to park. Making more handicap spots doesn't always solve all of the problems that I've mentioned so there has to be other accommodations. Anyone who goes to Costco at a busy time knows that there are more people with handicap stickers than there are handicap designated spaces. Cars are queued up waiting for those spaces.

The reason I'm making this point is that as the baby boom generation ages **convenient** parking needs to be available. This may mean that an excess of parking spaces is the only way to make this possible. What is even more important is to have more full size parking spaces as well. People who use walkers and canes and those that drive larger vehicles that can accommodate a wheelchair find that the only available spaces are often compact size and too small to provide enough room for the car door to open up adequately. For example, try parking in the Merrill Gardens ground floor public parking next to the concrete divider and see what it is like trying to get out of your car, especially when there is another car next to you.

There are some other things that bother me about many of the development plans in Kirkland that include 'shared' parking in order to accommodate a mixed use of a building. One of the suggestions that I have heard mentioned is charging separately for parking in order to make the apartments more affordable. Many people don't want to pay for a parking spot in the garage of their building. Also, there are often not enough designated spaces for every employee of a company, store or restaurant in that building. The question is: Where are they going to park? Even when people take the bus they often own a car that they leave parked somewhere near their residence or other location. As Kirkland becomes more congested then there is a good possibility that street parking will become more scarce. Frequently, I find that waiting zones are not designed in front of buildings to allow for people to be dropped off or picked up. If a building only has limited underground parking this can cause a great deal of inconvenience to those that ride share. Many garages require you to go through a gate. One of the things I've noticed is that when tenants of a building change, the parking situation can be radically altered. For example, the parking lot for Trader Joe's in Redmond is much busier than it was when Parker Paint was in that location. Another example is the parking lot at the MRM property at Park Place. The lot is not big enough to accommodate all the employees—there are twice as many employees as spaces so many of them park on the street. Some employees may in fact shuttle from another Microsoft location but they are still parking their cars someplace other than their residences. I have noticed that in areas where there is public parking on the street employees of companies in downtown Kirkland take spaces only during the day and residents of apartments, condos, and houses use them at night. This works now, but will it work in the future?

Young people often don't need cars when they are single but definitely need them once they have children. Anyone who has had to cart a child to daycare or afterschool activities knows this. There may be enough street parking with undesignated time limits now for the employees of 2 story buildings but what happens when those buildings are 5 stories. I was at Juanita Village on a sunny weekday evening. All the parking in the Village was taken, and at the park and at the two lots near the ball field and on the surrounding streets. I looked for a parking garage and only saw one marked for residence. That makes me wonder if the employees of all those businesses in the Village have designated parking spaces in that garage. Several of the new store fronts are still vacant. The garage parking spaces can't really be 'shared' spaces since many of those businesses are

open quite late when residents would also want them. I feel that the city didn't require the developer to provide enough parking for the various uses that the buildings were intended for.

The problem of where people will park when a new development goes in should be considered very carefully before deciding on a standard now. In some cases it will have to be on a very individual basis. For example, there are very few streets near Bridle Trails Shopping Center where people can park. Street parking along 132nd Ave NE is on the opposite side of the street requiring people to walk across traffic to get to the shopping Center. There is neighborhood parking on 130th Ave NE but some of that is on the other side of NE 70th Place requiring pedestrians to cross a busy street. I know this isn't the safest intersection when the traffic is busy because my husband, who is a very careful driver, actually hit a pedestrian at night that was crossing the NE 70th Place carrying groceries. Fortunately she wasn't hurt badly. Another example is the Houghton Shopping Center. There is no parking allowed on 108th Ave NE and very little allowed on 6th Street. Parking is not available on NE 68th Street. As more business develop along 6th Street competition for the on-street parking spaces will increase. That means that the nearest available parking for Houghton shopping area is on a residential street-- 106th Ave NE. At what point will that street be overwhelmed by the need for employee parking? When parking for new developments is calculated by spaces per unit it ignores the fact that people often have relatives visiting or live-in boyfriends, etc. When I have a party I want my friends to be able to park close by. As it is, the people that live along 108th Ave NE have to ask their friends to park on my street--NE 62nd Street or whatever other cross street is near their residence. I don't mind that they park there but know it is a big hassle for their guests. I'm just mentioning this because it affects how we think about our residential community. I don't want the parking here to be like it is on Capitol Hill or in the U District. Property owners to the east and west of Houghton Shopping Center want to build high density housing. I hope you realistically think about how this will impact the available street parking situation. I would like to live in a diverse community and I realize that apartment complexes need to be part of the mix in meeting a variety of residential needs in any neighborhood. Whether or not a developer puts in adequate parking per bedroom may determine how well an apartment complex blends into a single family residential neighborhood. One of the best ways to reduce the need for cars and thus parking spaces is to require that dense housing developments in neighborhood centers with access to public

transportation be limited to studio apartments or those with only one bedroom. Younger workers and seniors are more likely to forego car ownership than those who have children living with them.

I believe it is important for a developer in Kirkland that is planning a mixed-use project to include an adequate amount of short term surface parking for retail use in addition to a garage. The development should not be dependent on street parking for employee and retail use. Arterials in Kirkland often do not allow parking and as the density increases this may be even more common in order to relieve traffic congestion.

Right-size parking is an interesting idea but does it really work over the long term? I remember when Bellevue Regional Library was built. They purposely made the parking garage small in an effort to get more people to come to the library using alternative transportation. At the time there was a good bus route that I could take to get there. I didn't use it though because I had two small children and tended to check out 15 books at a time. Eventually the routes in and out of Bellevue Transit Center changed so the bus from Houghton to the Library was less direct. Not only would I have had to use extra time to ride the bus but I would also have had to transfer. Even when my kids were at school this was a daunting task. At a regional library like Bellevue and Redmond many people bring children for special programs. Very few of them come by bus. So the idea of building smaller parking lots or garages in order to force people to use alternative transit isn't a smart idea.

Sincerely,

Margaret Bull
6225 108th Place NE
Kirkland WA

Additional comments by Margaret Bull

Policy H-2.7: Create flexible site and development standards which balance the goals of reduced housing development costs with other community goals

...

This is impossible. Who will oversee that there is a balance? We have already seen changes over the years as Planning Commission and Design Review board members come and go. Developers will always want to reduce housing development costs but who will be able to figure out what the community goals are and stick by them through the years? City council is all powerful. You may get new city council members that want to rewrite the community goals so they can support increased development as we head toward 2035. When something is flexible than it can't really be thought of as a standard.

Encourage pedestrian travel to and within the commercial area by providing:

♣

...

Structured and underground parking to reduce walking distances and provide overhead weather protection; and promote non-SOV travel by reducing total parking area where transit service is frequent.

●

How can you promote non-SOV travel by reducing total parking area where transit service is frequent.

1. You can never predict where transit service will be frequent. For example the routes along 108th NE have changed over the years. The 234 used to go down 108th Ave NE and I could take it into Bellevue. Now I have to transfer so it is less convenient.
2. You are discouraging SOV travel by reducing total parking area whether there is frequent transit service or not.

Dear Planning Commission members,

“Too many parking stalls leads to impacts on the environment, increased housing and construction costs, adds to traffic congestion, the potential for reduced open space, and undermines other modes of transportation.”

How does it add to traffic congestion? If you have a place to park your car all day while you take the bus that is a good thing. Many people take the bus because their place of business charges for parking or has very little available. Owning a car doesn't mean you drive it every day and therefore add to congestion.

Too many parking stalls don't necessarily have the potential for reduced open space because if parking costs less to build then the developer can build a bigger building which therefore reduces open space. This is especially true if you consider the sky as open space. The taller the building the less sky you see. The sunlight to surrounding areas may be blocked. It might make a difference if you required bigger setbacks in front of a building and at the sides of a building but you will never do that because every plan I've seen developers want their buildings right up to the sidewalk. It is too expensive for developers to provide open space and the city doesn't have the budget to care for the open space it has now.

There is no proof that over supply of parking undermines other modes of transportation. Transportation is dependent on the political system. Look at how Tim Eyman's initiative gutted funding for transportation several years ago. We can all dream about a wonderful transportation system that is available to the citizens of Kirkland but it won't happen without long term funding. The people that need transportation the most are people under 18 and people that are not allowed to drive for a variety of other reasons. Bus routes are planned to cover the most frequent routes used by commuters and at the times of day that benefit commuters. This means that anyone transporting someone under 18 or anyone with a physical, mental, or medical reason that limits their ability to drive needs to have a vehicle. Our tax system at the moment is dependent on gas taxes as well as license tab fees. What is going to happen if people don't own and drive cars?

Margaret Bull

Jon Regala

From: Eric Shields
Sent: Tuesday, May 06, 2014 8:18 AM
To: Jon Regala; Jeremy McMahan
Subject: FW: Sadly Another Issue - City "Trespass" to gather parking data????

Eric Shields

From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Monday, May 05, 2014 5:23 PM
To: Chuck Pilcher; Kurt Triplett; Eric Shields; Amy Walen; Penny Sweet; Doreen Marchione; Shelley Kloba; Toby Nixon; Dave Asher; Jay Arnold
Cc: Tom Grimm; Jack & Diane Rogers; Atis Freimanis; Dione Godfrey; Shawn Greene; Maureen Kelly; Robin Herberger; Peter W. Powell; Charles & Laura Loomis; Chuck Pilcher; Alan Meier; neighboringproperties@gmail.com; Karen
Subject: Sadly Another Issue - City "Trespass" to gather parking data????

I have been biting my tongue since I heard the description of how Kirkland was gathering the data on how parking spaces in multifamily buildings were being used.

There seemed to be a chuckle amongst either city council or planning commission as my recollection is that the "counts" of parking spaces used were done under cover of darkness. Sounds like TRESPASS to me!! Also it does not seem to have real facts gathered. No one asked the questions about why a certain number of parking spaces might be vacant. Were there deaths of certain residents, currently a few older residents who don't have driving licenses (but will soon be resold to young couple with two jobs and two needed cars. Did any condominium development receive a survey to ask 1) what their level of parking ws currently and whether it is sufficient? I know for my condo we are just one parking space shy of two spaces per unit and the shared parking spaces are ALWAYS a problem!!!

As I live in a research world bound by scientific studies, this is not a scientific study and should not be used for decision-making. I also object to any data IF IT WAS gathered without the city getting permission to enter the properties to gather the data... and to any development providing less than 2 parking spaces per unit and have seen first hand with 9 years as HOA President how less than 2 is a BIG problem.

Karen Levenson

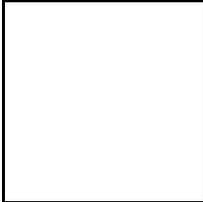
On May 5, 2014, at 12:15 PM, Chuck Pilcher <chuck@bourlandweb.com> wrote:

Guess we'll get less parking in Kirkland as we get more multi-family development. Dargey will probably ask for less parking if he has to redesign when the City wins their appeal of his vesting.

Chuck Pilcher
chuck@bourlandweb.com
206-915-8593

Begin forwarded message:

From: "City of Kirkland" <kirkland@service.govdelivery.com>
Subject: Developers Partnership Forum Update
Date: May 5, 2014 at 9:24:51 AM PDT
To: chuck@bourlandweb.com
Reply-To: kirkland@service.govdelivery.com



You are subscribed to the Kirkland Developers Partnership Forum for the City of Kirkland.

AMENDMENTS TO MULTI-FAMILY PARKING REQUIREMENTS

As part of the adopted 2013-2014 Planning Work Program, the City is in the process of considering [Zoning Code amendments to multi-family parking requirements](#).

As a project resource, King County METRO has completed one of the most comprehensive surveys of multi-family parking utilization. The data includes a survey of 228 multi-family sites throughout King County. This study, funded by a grant from the Federal Highway Administration, is part of a project called Right Size Parking. This project included resources for cities to implement pilot projects to put the data to practical use. Kirkland was one of four King County cities selected to participate.

The County's Right Size Parking project found that parking requirements for multi-family developments generally resulted in an oversupply of parking. On average, parking was found to be oversupplied with 1.4 spaces built per dwelling unit but used at only about 1 space per unit.

If you would like to be kept informed via email of upcoming public meetings and meeting packet information, please sign up for the Multi-Family Parking Code Amendment project [listserv](#).

Questions? Contact Jon Regala, Kirkland Planning Dept. at jregala@kirklandwa.gov or (425) 587-3255.

Kirkland Developers Partnership Forum

For more information contact:

Rob Jammerman - Development Engineering Mgr

City of Kirkland Public Works

Phone: (425) 587-3800

email: RJammerman@kirklandwa.gov

http://www.kirklandwa.gov/depart/Public_Works.htm

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This email was sent to chuck@bourlandweb.com using GovDelivery, on behalf of the City of Kirkland · 123 Fifth Avenue · Kirkland, WA 98033 · 425-587-3000

▪

Jon Regala

From: Levenson <uwkkg@aol.com>
Sent: Tuesday, June 24, 2014 9:12 AM
To: Jon Regala
Cc: uwkkg@aol.com; neighboringproperties@gmail.com
Subject: PLEASE FORWARD TO KPC & HCC ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Hi Jon:

Can you forward my comments to the participants (KPC & HCC) with a copy to me so that I can be assured that they received this in a timely manner?

Thanks, Karen Levenson

=====

COMMENTS REGARDING MULTIFAMILY PARKING STUDY

Let me start by thanking the Planning Commission and the Houghton Community Council for giving rational thought to parking. While it may be attractive to lower parking ratios so that there is less cost to developers, we need to look at what is (or is not) working so that we develop the city of Kirkland that we want to have.

- 1) **I propose to you that there is only one way to know if sufficient parking is provided. If there are not multifamily residential cars on our streets then we have provided enough on-site parking.** Being fortunate enough to have my other residence in California, I have the benefit of knowing what it is to live in an area that provides sufficient on-site parking. There is occasionally a visitor car or two in our 150 unit neighborhood, but other than that, the streets are free of cars. It allows for widening of streets (just imagine if we could widen Lake St / Lake Washington Blvd) because we didn't need to provide street parking for residents. This is not currently happening. My own condominium usually houses at least one car on the street each day and we have 17 parking spaces for 9 units!!!
- 2) **I propose to you that the city's study was unlawful, unscientific and the results were not "vetted."** Apparently the city did a clandestine survey of parking utilization in select multifamily units in Kirkland. I requested city records and there do not appear to be any permissions applied for (or received) so it appears that the activity was actually a trespass onto citizen properties. The city did not provide any answer to my request for the specific multifamily projects surveyed which makes confirming their findings impossible thus worthless. The survey was also not scientific and did not look at any variables. The findings were not explored with residents of the apartments or condos. If several residents were out of town with their cars at Seatac, the parking supply would appear over supplied if the spot they use is vacant. That doesn't mean they won't need the spot later when they arrive home. Several multifamily units have numerous owners or renters that travel during the week and return on the weekend when they need their space.
- 3) **I propose to you that those who do not live in multifamily apartments or condos are poor evaluators of the dynamics of parking supply.**
- 4) **I propose to you that a recent survey of parking done by Kirkland Views showed nearly 75%-80% respondents stating that we have INSUFFICIENT parking supply for multifamily.**
- 5) **I propose that Kirkland citizens were never queried as to whether they wanted our city to participate as one of two test "guinea pigs" for parking reduction.**

I hope that you will listen to the voices of those who live in multifamily units and that you will look at our streets filled with cars from residential multifamily projects and realize that just because some study is performed doesn't make it true. You need to look beyond the study results and have the insight on what someone may be hoping to "prove" and evaluate whether the data they use and their assumptions are supported in real life. I

propose that this is a study intending to lower the cost of construction for developers. I hope to hear the Planning Commission and Houghton Community Council evaluating the comments and real life experiences of those in multifamily units in Kirkland, the voices expressed in the KV survey and very simply the observance of multifamily residential cars parked on our streets.

It seems pretty straight forward that this should not be supported. Eric Shields should report back to the "Test Committee" that his city has decided not to be the test case and sees this as a bad idea.

I would love to see us providing sufficient parking that Lake St / Lake Washington Blvd can become the "Boardwalk" that has been envisioned. That will require removing some parking from this street. This cannot be done if we decrease parking ratios in this area since the developments here already spill onto the street. We simply cannot have it both ways.

P.S. Lake St / LWB is not the only area facing this issue, it is merely the one I'm most familiar with and it has been discussed as a "Boardwalk" with need to reduce on-street parking.

Karen Levenson

From: Jon Regala [mailto:JRegala@kirklandwa.gov]
Sent: Tuesday, June 24, 2014 7:57 AM
Subject: Amendments to Multi-Family Parking - June 26th Study Session

You are currently on the Multi-Family Parking - Code Amendment Project email list for City of Kirkland. The project webpage has been updated to include the agenda and meeting packet for the June 26th study session and is [now available](#) (near bottom of the page).

Jon Regala, Senior Planner
City of Kirkland Planning Department
123 5th Avenue
Kirkland, WA 98033
P: 425.587.3255 **F:** 425.587.3232
E: jregala@kirklandwa.gov **I:** www.kirklandwa.gov/planning.htm

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Jon Regala

From: Jon Regala
Sent: Wednesday, June 25, 2014 2:10 PM
Cc: Paul Stewart; Jon Regala; 'Levenson'; Glenn Peterson (glenn.peterson@comcast.net)
Subject: RE: PLS FORWARD ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Dear Planning Commissioners and Houghton Community Council,
Please see the email chain below. Additional comment for the study session tomorrow night. Thanks!
-Jon

Cc: Karen Levenson

From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Wednesday, June 25, 2014 11:19 AM
To: uwkkg@aol.com; Glenn Peterson
Cc: Paul Stewart; Jon Regala
Subject: RE: PLS FORWARD ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Sorry, one more thing... Please forward my prior comments and these ones along even if you need to cut and paste for reasons of not creating a commission meeting outside of the public domain.

We might consider certain areas such as along Lake St S / LWB for higher parking ratios than other areas. I say that not to be overprotective of the area where I live, but from a practical manner.

Two things...

- 1) We want folks from out of the area to come park on the street and enjoy our beaches then go to our shops and restaurants. If there is residential parking that is not accommodated on site, each residential car parked on the street is one fewer spaces available for money spending visitors to our commercial businesses in the area
- 2) If we really do want to eventually create a "Boardwalk" on Lake St S / LWB we have to be forward thinking. We cannot create situations that will have residential cars on the street and then 5 years from now scratch our heads and try to figure out how to correct the overflow that we created. We need to proactively make sure properties have sufficient on-site parking to accommodate all their owners, renters and commercial patrons. The parking ingress and egress must also be sufficiently easy so that residents don't choose to park on the street instead of fighting the traffic to get out of their parking structure.

Two more cents from me... almost at a nickel.

Karen Levenson

-----Original Message-----

From: uwkkg <uwkkg@aol.com>

To: GPeterson <GPeterson@kirklandwa.gov>

Cc: PStewart <PStewart@kirklandwa.gov>; JRegala <JRegala@kirklandwa.gov>

Sent: Wed, Jun 25, 2014 11:07 am

Subject: RE: PLS FORWARD ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Thank you for such a thoughtful response.

I hope that those who don't have first hand experience will listen to the experiences of those on the commission who do have experience with condos/apartments. It is reassuring to know that we have some condo-dwellers/condo-owners on the commission. Hopefully maybe we have some on the HCC as well.

As far as the "trespass" and as far as the data. I did a public records request for the data. I'll have to go back and check the results of the PRR but I believe it provided nothing. No properties identified for the research and I asked for anything documenting permission to go onto/into property/garages. There was also nothing. Not even someone's notes of who they spoke to and who provided permission. Basically, there would then be no way to validate the results. I work in the very scientifically driven field of medicine. You always need a second study to verify findings. You need to work at randomizing where you get your samples so that you get representative samples. No one has shared which condos/apartments were evaluated ... which seems so odd that I need to go back and double check the public records request. Jon Regalia, if you have information about the properties evaluated that somehow didn't get picked up by the PRR that would be helpful info to those of us who are looking at the survey with distrust.

I also appreciate being "heard." Whether the commission agrees with my input and those of others who provided opinion to the city directly or responded to Kirkland Views survey, at least having our voices heard counts for a lot.

A few more comments from my experience. In our condo the "shared" spaces create more car/motorcycle purchases than if we had two pre-assigned parking spaces. For someone who doesn't have "shared" spaces in their condo/apartment, this may sound counter intuitive..... Let me explain.

We are a condo of 9 units.

A) If we each have two parking spaces, then each property owner knows they will have a place for their two vehicles or they might choose to leave one open for a guest. If they don't routinely need their space they can rent to other owners or simply give others permission to use it. Still the maximum number of stalls used by any unit is two.

B) But here's what happens when we each have one owned parking space and the other 8 are first come / first served. On a number of occasions we have had individual condo owners decide they want to purchase a third car, a convertible or a motorcycle. They park two in the "shared" "first come-first served" spaces. Then people who have two cars arrive to the condo and all the spaces are taken, so they park on the street. It is nearly impossible to enforce the rule that any unit may only use two parking spaces at one time. That takes knowledge of whose guest car belongs to whom, etc. This gets even more confusing when there are renters that move in with new cars and who may take advantage of (break) the rules and try to park 3 cars.

Summary: From my experience, I think we provide sufficient parking but don't create an abuse-able situation if we have two parking spaces per unit and no guest parking. If you have two cars and want a visiting friend to be able to use your space you can choose to park your own car on the street for the length of their visit, but it doesn't have folks purchasing 3rd vehicles that they think would be fun for the few outrageously gorgeous sunny days!!!

My two cents ... please forward to the others.

Karen Levenson

-----Original Message-----

From: Glenn Peterson <GPeterson@kirklandwa.gov>

To: uwkkg <uwkkg@aol.com>

Cc: Paul Stewart <PStewart@kirklandwa.gov>; Jon Regala <JRegala@kirklandwa.gov>

Sent: Wed, Jun 25, 2014 10:46 am

Subject: RE: PLS FORWARD ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Karen-

I did get the email before, so I'd guess all others did as well.

I want to point out a few things. These are not official Planning Commission opinions, just mine.

First, there are people on the Planning Commission who live in condos. I am one, and I know of others. In fact, not only do I live in a small condo building, I am also an owner in another, larger development. Both are proximate to downtown and face parking issues at times. Before I joined the Planning Commission, I spent six years on the Kirkland Parking Advisory Board, and another Commissioner spent sometime on the PAB as well. So I think we have reasonable awareness of the challenges and public concerns about parking.

My larger development was one of the buildings studied. The president of that association told me that permission was granted to enter and do it, and Jon Regala assures me that others were done with permission as well, there was no trespassing. If an open lot could be observed from a public street or sidewalk, perhaps they didn't go as far as to ask.

Again, these are not Kirkland Planning Commission positions, just mine. I re-emphasize because I am currently the chair, but that does not entitle me to take a position for the Commission. It does entitle me assure you that your voice is being heard and that we won't take the results of the study as gospel and pass them on to City Council without careful consideration. I'd be surprised if we agree 100% with the results.

Glenn Peterson

From: uwkkg@aol.com [uwkkg@aol.com]

Sent: Tuesday, June 24, 2014 9:55 PM

To: Glenn Peterson; Jon Pascal; C Ray Allshouse; Eric Laliberte; Cbagg@kirkandwa.gov; Colleen Cullen; Mike Miller; Bill Goggins; Betsy Pringle; Rick Whitney; Lora Hein; Elsie Weber; Brian Gawthrop; John Kappler

Cc: uwkkg@aol.com; neighboringproperties@gmail.com

Subject: PLS FORWARD ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Hopefully you got this, however the "to" line appeared blank so I thought I'd better take time to send to individual email addresses.

Thanks for considering,
Karen Levenson

-----Original Message-----

From: Jon Regala JRegala@kirklandwa.gov

To:

Cc: 'Levenson' <uwkkg@aol.com>; Jon Regala <JRegala@kirklandwa.gov>

Sent: Tue, Jun 24, 2014 9:35 am

Subject: FW: PLEASE FORWARD TO KPC & HCC ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Dear Planning Commission and Houghton Community Council,

Below is additional public comment for your consideration at this Thursday's joint study session.

Thanks.

-Jon

Cc: Karen Levenson

From: Levenson [<mailto:uwkkg@aol.com>]

Sent: Tuesday, June 24, 2014 9:12 AM

To: Jon Regala

Cc: uwkkg@aol.com; neighboringproperties@gmail.com

Subject: PLEASE FORWARD TO KPC & HCC ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Hi Jon:

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Thanks, Karen Levenson

=====

COMMENTS REGARDING MULTIFAMILY PARKING STUDY

Let me start by thanking the Planning Commission and the Houghton Community Council for giving rational thought to parking. While it may be attractive to lower parking ratios so that there is less cost to developers, we need to look at what is (or is not) working so that we develop the city of Kirkland that we want to have.

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- 3) I propose to you that those who do not live in multifamily apartments or condos are poor evaluators of the dynamics of parking supply.
- 4) I propose to you that a recent survey of parking done by Kirkland Views showed nearly 75%-80% respondents stating that we have INSUFFICIENT parking supply for multifamily.
- 5) I propose that Kirkland citizens were never queried as to whether they wanted our city to participate as one of two test “guinea pigs” for parking reduction.

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It seems pretty straight forward that this should not be supported. Eric Shields should report back to the “Test Committee” that his city has decided not to be the test case and sees this as a bad idea.

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P.S. Lake St / LWB is not the only area facing this issue, it is merely the one I'm most familiar with and it has been discussed as a “Boardwalk” with need to reduce on-street parking.

Karen Levenson

From: Jon Regala [<mailto:JRegala@kirklandwa.gov>]
Sent: Tuesday, June 24, 2014 7:57 AM
Subject: Amendments to Multi-Family Parking - June 26th Study Session

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Jon Regala, Senior Planner
City of Kirkland Planning Department
123 5th Avenue
Kirkland, WA 98033
P: 425.587.3255 **F:** 425.587.3232
E: jregala@kirklandwa.gov **I:** www.kirklandwa.gov/planning.htm

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Jon Regala

From: Levenson <uwkkg@aol.com>
Sent: Thursday, June 26, 2014 9:45 AM
To: Glenn Peterson; Jon Pascal; C Ray Allshouse; Eric Laliberte; Carter Bagg; Colleen Cullen; Mike Miller; Bill Goggins; Betsy Pringle; Rick Whitney; Lora Hein; Elsie Weber; Brian Gawthrop; John Kappler; 'Cc: uwkkg'; 'neighboringproperties'
Cc: Jon Regala; uwkkg@aol.com; neighboringproperties@gmail.com
Subject: For Tonight's Meeting: Parking Review of a 172 person survey, City Parking Count Issues, BN Zone clarification, Other impacts to Parking Supply
Attachments: For KPC and HCC Parking Study conducted by Kirkland Views.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Commissioners

The importance of your deliberations cannot be overstated. The impact of parking supply is HUGE. For this reason, I've continued to think of things that I hope you will consider. I also just received some of the information from Jon Regala and find some cautions in what I've received (e.g. classification of BN as comm/office). I apologize in advance for one last email on the matter. Please consider these points.

I'm going to take a moment and use some specific examples. They are not meant to be "Karen" focused, or myopic. They are meant to provide real life examples that I hope you will extrapolate to other areas and other multifamily developments where they might apply.

1) Parking Study

The attached parking study that was done this month, 172 citizens participated and 73% said (1) we need more parking downtown. 62% said (9) that the required number of spaces for residents and guests in MULTIFAMILY RESIDENTIAL developments in Kirkland is INADEQUATE.

2) City of Kirkland parking count

Jon Regala has just sent me the results of Kirkland's parking count. I do not see any inquiry of the condominiums/apartments that would attempt to see if the "oversupply" is somehow not representative. Condos and apartments may have different "parking personalities" that need to be understood. Many in my condominium chose this type of housing because we are fairly transient with our work out of state and want a small place where maintenance is done for us. 3 of 9 units travel on business during the week. Another unit is for sale and doesn't have anyone living there currently. If you were to do a "parking count" during the week you would see that we have 8 of 17 spaces vacant. That is nearly half. If you did your survey on the day that one of the older ladies went to the hospital, her family's cars were gone too. That count could have shown as many as 10/17 spaces vacant. And that is if no one from the condo is vacationing with their cars. When the weekend comes we are all home and needing our spaces. Then we have 17/17 spaces filled and at least a couple on the street due to visiting guests.

3) BN Zoned – Potala Example

I provide this as a current example, but what I'm trying to show is not parcel specific. Please use it generally as it applies to other Neighborhood Business properties, other commercial properties that allow residential in the zoning, or other properties along Lake St/LWB.

First of all, the chart that I saw listed BN properties as commercial/office. We need to keep in mind that there are likely other developers that will try and do the same thing that we are experiencing with Potala. A commercial property that

was supposed to be primarily used to provide local goods and services has had the commercial use reduced so that it is now less than 1/5 of the ground floor and there are 4 floors of residential. It has become mainly a multifamily residential property so it should not be considered separately as a “commercial/office” property.

Second, I stated earlier that properties along Lake St/LWB should probably provide more on-site parking because Kirkland has a vision of eventually removing parking from some of the boulevard in order to create a Boardwalk on this street.

Also stated earlier, lakefront streets should probably provide more on-site parking because we want to avoid having residential cars on the streets that we want for visitors to Kirkland who then walk the lakefront and spend money in our cafes, our restaurants our shops.

- 4) PARKING ISSUES THAT CAUSE CITIZENS TO USE STREET PARKING RATHER THAN ON-SITE PARKING
 - a. Tandem Parking – It becomes too difficult to constantly juggle two cars that share one elongated parking stall. A study out of Dublin California demonstrates that their attempted use of this parking strategy failed miserably.
 - b. Columns within the parking stall widths – One only needs to rub their car on the parking column once, experience a \$2,000 scrape on the side of their car or lose a side mirror before they decide they would rather park on the street where they can do so without harming their car. As an example, I drive approximately 180 miles a day for work. I park in numerous hospital parking garages and am an experienced parker. The one garage where they have allowed columns into the width of stalls was my personal downfall. When I got hung up on the parking column 1 parking attendant raced over with a special on-site hoist which he used to elevate my wheels and then two other attendants pushed my car away from the column. They said that it happens a number of times a day. I looked and all the columns have black streaks from folks having the same experience. I now park on the street. Additionally, it is unclear how many of our multifamily apartments/condos/mixed-use would have 3 parking attendants and a hoist available.
 - c. Ingress and Egress difficulty – This is something experienced along Lake St S – LWB. In certain areas of the boulevard it has become very difficult to get into or out of ones driveway during peak traffic hours. Drivers used to politely yield but that seems to have vanished as the slowness of the Kirkland Creep has gotten worse. Now residents that know they cannot be late to work, or just don't want the unsafe ingress/egress into traffic are choosing to park on the street facing the direction they intend to go. This becomes easier than exiting one's own driveway.

Thanks again for your thoughts and consideration around how much parking is appropriate. I side with the 62% of responses that we do not have sufficient parking for our multifamily and mixed use developments. I did, however, share thoughts earlier on a flat 2 spaces per unit with no additional guest spaces. Sometimes this would bring a reduction from 1.7 + .5 guest = 2.2 spaces. In our condominium unit a flat 2 spaces per unit would have prevented several 3rd car purchases done due to “shared” spaces being hard to police.

My best to you all.

Karen Levenson

Kirkland Views Downtown Kirkla...

Survey Results

Question 01 Regarding the number of parking spaces in downtown Kirkland, the following represents my view Answers **171** 99% Skips **1** 1%

| | 0% | 36.5% | 73% | COUNT | PERCENT |
|--|----|-------|-----|------------|------------|
| We need more parking. Customers choose to shop/dine elsewhere because Kirkland lacks ample, easy parking | | | | 124 | 73% |
| We have the right amount of parking. No changes necessary | | | | 38 | 22% |
| None of the above | | | | 7 | 4% |
| We have too much parking. We need to reduce the number of spaces available | | | | 2 | 1% |

Question 02 Parking Availability: Managed parking is utilized in downtown Kirkland. Which options would you support? (choose multiple) Answers **170** 99% Skips **2** 1%

| | 0% | 13.5% | 27% | COUNT | PERCENT |
|---|----|-------|-----|------------|------------|
| Increase parking availability by adding supply | | | | 109 | 26% |
| Easy to use, easy to understand parking rules | | | | 102 | 24% |
| User friendly parking meters | | | | 62 | 15% |
| Increase parking utilization with technology directing drivers to open spaces | | | | 56 | 13% |
| Less frequent parking enforcement | | | | 29 | 7% |
| Install parking meters on streets. Eliminate free parking in downtown. | | | | 22 | 5% |
| More frequent parking enforcement during summer months | | | | 20 | 5% |
| More frequent parking enforcement during weekends and evenings | | | | 19 | 5% |

Question 03 Residential Parking: Overflow parking into nearby residential streets should be addressed by (choose multiple) Answers **163** 95% Skips **9** 5%

| | 0% | 23.5% | 47% | COUNT | PERCENT |
|---|----|-------|-----|-----------|------------|
| Building more parking capacity in downtown | | | | 99 | 46% |
| Adding 2 hour or 4 hour parking limits to residential streets | | | | 50 | 23% |

| | 0% | 34.5% | 69% | COUNT | PERCENT |
|------------------|----|-------|-----|-------|---------|
| Less than 5% | | | | 111 | 69% |
| 5% to 25% | | | | 48 | 30% |
| Greater than 50% | | | | 3 | 2% |
| 25% to 50% | | | | 0 | 0% |

Question 07

What percentage of downtown shoppers/diners do you think use public transportation IN 20 YEARS?

Answers **162** 94%
 Skips **10** 6%

| | 0% | 26.5% | 53% | COUNT | PERCENT |
|------------------|----|-------|-----|-------|---------|
| 5% to 25% | | | | 85 | 52% |
| Less than 5% | | | | 47 | 29% |
| 25% to 50% | | | | 26 | 16% |
| Greater than 50% | | | | 4 | 2% |

Question 08

When visiting downtown Kirkland do you mostly

Answers **165** 96%
 Skips **7** 4%

| | 0% | 34% | 68% | COUNT | PERCENT |
|---------------------------|----|-----|-----|-------|---------|
| Drive a car | | | | 111 | 67% |
| Walk | | | | 48 | 29% |
| Bike or boat | | | | 4 | 2% |
| Use public transportation | | | | 2 | 1% |

Question 09

The required number of spaces for residents (and guests) in multi-family developments is

Answers **129** 75%
 Skips **43** 25%

| | 0% | 31.5% | 63% | COUNT | PERCENT |
|---|----|-------|-----|-------|---------|
| Inadequate for the number of cars residents and guest have | | | | 80 | 62% |
| Optimal. No change is necessary. | | | | 41 | 32% |
| Too generous and Kirkland should restrict the required number of spaces | | | | 8 | 6% |

| | | |
|---|----|-----|
| Adding zoned parking for residents only | 40 | 19% |
| Managed parking plans for property owners | 25 | 12% |

Question 04 Residential Parking: Rank the following choices. Move your most preferred option to the top of the list and your least preferred to the bottom.

Answers **172** Skips **0**
 100% 0%

| RANK | CHOICE | WEIGHTED RANK |
|------|---|---------------|
| 1 | Allow on-street public parking on Waverly Way | 2.71 |
| 2 | Increase supply of parking downtown to reduce overflow into residential streets | 2.92 |
| 3 | Allow on-street public parking on Lake Avenue West | 3.08 |
| 4 | Make no changes to parking on residential streets | 3.78 |
| 5 | Initiate 2 hour or 4 hour parking limits on residential streets | 3.89 |
| 6 | Initiate zoned parking for residents only on residential streets | 4.49 |

Question 05 Attitudes toward parking: Regarding downtown parking, Kirkland should

Answers **164** Skips **8**
 95% 5%

| | COUNT | PERCENT |
|---|-------|---------|
| Welcome drivers. Ease parking for customers and thus improve Kirkland's image | 127 | 77% |
| None of the above. | 24 | 15% |
| Discourage drivers. Promote transit only, limit parking and thus improve Kirkland's image | 13 | 8% |

Question 06 What percentage of downtown shoppers/diners do you think use public transportation TODAY?

Answers **162** Skips **10**

Jon Regala

From: Eric Shields
Sent: Tuesday, May 20, 2014 2:00 PM
To: Jon Regala; Jeremy McMahan
Subject: FW: Kirkland Right-Size Parking initiative - please forward

Follow Up Flag: Follow up
Flag Status: Flagged

Please prepare a response.

Eric Shields

From: Amy Bolen
Sent: Tuesday, May 20, 2014 1:56 PM
To: Eric Shields
Subject: FW: Kirkland Right-Size Parking initiative - please forward

Eric, could you please respond, and copy me? Thank you!
Amy B.

From: ROBBROWN1@aol.com [<mailto:ROBBROWN1@aol.com>]
Sent: Monday, May 19, 2014 11:09 PM
To: City Council; Jeremy McMahan; Jon Regala; Kurt Triplett
Subject: Kirkland Right-Size Parking initiative - please forward

To: All Kirkland Council Members
Kirkland City Manager
Kirkland Planning Staff
Kirkland Planning Commission

After reading much of the input and documentation regarding the "Right-size Parking" initiative, it becomes very obvious that this is greatly to the benefit of the developers, and particularly costly to the community.

Having attended prior meetings regarding multi-family parking through the years, as well as last week's developer meeting as the only "citizen" attendee, there are important aspects that cannot be ignored:

- 1) Any reduced parking will force more cars onto the streets. One bedroom units with multiple residents are particularly stressful to street parking already. This would make it worse by forcing more vehicles from two bedroom units onto the streets.
- 2) Many parts of Kirkland (Downtown, Juanita Village, Totem Lake) already have a street parking problem.
- 3) Competing for limited street parking will require more parking restrictions one way or another; more two hour parking, more requests for "permit parking" (refer to my previous comments about restricted parking on Lake Avenue West), more enforcement expenses for the city!
- 4) Interesting that the presentation features an analysis of how to increase margins on multi-family....is that the issue? When developers build buildings they charge rent / costs commensurate with the expenses involved. A unit with 2 spaces will sell / rent for more than a unit with one space. The second space would not be simply a cost to the developer. The cost will be paid by the purchaser, not the seller.

5) If a purchaser with two cars, one car and a motorcycle, one car and frequent visitors, chooses to live in a unit with only one parking space, guess who pays for that, the community!

If you have not yet, please read the linked article below . . . a column from the Seattle Times this Sunday regarding the difference between Seattle (always having to ask for more taxes) and Bellevue (which "has not raised taxes in years").....the difference is development fees. Rather than reduce requirements on developers, we need to be charging full fare so that any development pays it's way in the community now and for the future. That way the new users (renters / owners) will pay their share for the impact they bring to the community.

Reducing parking requirements for developers will increase costs to the city!

http://seattletimes.com/html/localnews/2023636175_westneat18xml.html

Does anyone on this council really believe that the new Potala development and the new McLeod development will not add to an already overwhelmed Lake Street? And yet neither property is paying for new traffic signals, new lanes, new timing software, additional traffic enforcement, etc. Those two properties will bring somewhere around 400-500 new cars to Lake S and yet they have not been deemed to be a problem worth solving before the fact.

We are not asking enough of developers in Kirkland.....who pays for that, the residents of Kirkland through additional levies and taxes. The developers seem to have the stronger voice as they continue to push through fewer requirements rather than more, and continue to receive exceptions to those rules that do exist.

The market (demand) should pay the costs, not the city.

Rob Brown
108 2nd Ave S #105
Kirkland 98033
206-226-5078

Jon Regala

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Wednesday, June 04, 2014 11:00 AM
To: Jon Regala
Cc: Bruce Nahon
Subject: Followup to response to guest parking survey for Marina Heights condo

Follow Up Flag: Follow up
Flag Status: Flagged

Jon,

Just to follow up with the data that Bruce provided to you yesterday, coincidentally Marina Heights had its semi-annual Homeowners' meeting last night.

One of the owners commented that he noticed that the parking on 3rd Avenue had become more difficult recently, for guests of the residents (and as a reminder, this property has no visitor parking at all). He noted that he believes that the increase in use of the spaces on 3rd Avenue is because of transit riders who park here and then walk to the transit station. Until that comment, I was not aware that 3rd Avenue had become a "park and hide" location but it's certainly possible.

I've personally noted an increase in the parking usage on 3rd Avenue as well, with many of the users attired in exercise attire. They are likely headed for workout sessions at the Baseline Fitness on Central Way.

Thank you again for your outreach, it's greatly appreciated!

Bea

Bea L. Nahon, CPA, PS

Postal mailing address:

PO Box 3209, Kirkland WA 98083-3209

Our Executive suite address is:

5400 Carillon Point

Kirkland, WA 98033

(425) 828-4747

(425) 696-0032 my direct fax

(425) 696-4109 office fax

All deliveries, express mail or any items requiring signature should be sent to the Carillon Point address

All standard US mail should be sent to our PO Box.



Please consider the environment before printing this e-mail or attachments.

Jon Regala

From: Linda Christensen <lindac8@icloud.com>
Sent: Friday, May 23, 2014 9:47 AM
To: Jon Regala
Subject: Right size parking

Follow Up Flag: Follow up
Flag Status: Flagged

Hello

I heard about the right size parking study at the Moss Bay association meeting on Monday. It appears that the standard ratio you are working from comes from Seattle where density is greater and transit is better. I do not think the same calculation should apply to Bellevue/Kirkland, at least not yet. I am seeing people living well away from my street continuously parking in front of our building because they do not have enough parking where they live. The streets are full of parked cars almost to the point where maybe we should institute street parking permits like they have on Capital Hill.

I have now made the transition to riding the bus to downtown Seattle because it actually easy. It is not yet so easy on the east side. Think long and hard about reducing parking requirements before other options, rules and infrastructure are in place.

Linda Christensen

From: Mark Taylor [<mailto:mark.s.taylor@hotmail.com>]
Sent: Friday, June 13, 2014 8:32 AM
To: City Council
Subject: Parking requirement for multi-tenant buildings

Kirkland City Council Members:

I understand that a reduction in the required number of parking spaces per housing unit from 1.7 to a lower number is being considered. While I can understand that 1.7 may be unnecessary, lowering the required number to 1.0 seems like overkill. I would recommend a revised requirement of between 1.25 and 1.5 to allow for multi-vehicle families as well as guest parking.

Thank-you,

Mark Taylor
206-979-8740 (mobile)

STREET PARKING COMPARISON CHART

27-Jan-15

| Site | Observed Utilization* | Supply Using Proposed Code* | Proposed Parking Supply minus Observed Parking Utilization* |
|--|-----------------------|-----------------------------|---|
| No Street Parking Available | | | |
| Site 2 (Villagio) | 1.38 | 1.53 | 0.15 |
| Site 4 (Totem Lake Apts.) | 1.12 | 1.34 | 0.22 |
| Site 8 (Forbes Creek Apts.) | 1.35 | 1.49 | 0.14 |
| Site 14 - Affinity Condos | 1.70 | 1.72 | 0.02 |
| Site 17 - Wild Glen Condos | 1.50 | 1.73 | 0.23 |
| Average | 1.41 | 1.56 | 0.15 |
| Street Parking Included in Counts** | | | |
| Site 18 - Tiara de Lago Condos (2006) | 1.92 | 1.63 | -0.29 |
| Site 19 - Wateview Condos (2006) | 1.31 | 1.51 | 0.20 |
| Site 20 - Brezza Condos (2006) | 1.27 | 1.59 | 0.32 |
| Site 21 - Portsmouth Condos (2006) | 1.17 | 1.51 | 0.34 |
| Site 22 - Plaza on State Condos (2006) | 1.24 | 1.42 | 0.18 |
| Site 23 - Kirkland Central Condos (2014) | 1.23 | 1.29 | 0.06 |
| Site 24 - Watermark Apts. (2014) | 1.30 | 1.55 | 0.25 |
| Average | 1.35 | 1.50 | 0.15 |
| Available Street Parking (but not included in counts) | | | |
| Site 1 (Bridle Trails Apts.) | 1.50 | 1.53 | 0.03 |
| Site 3 (Evergreen Heights Apts.) | 1.31 | 1.55 | 0.24 |
| Site 5 (Corbella Apts.) | 1.13 | 1.38 | 0.25 |
| Site 6 (Juanita Bay Apts.) | 1.07 | 1.50 | 0.43 |
| Site 7 (Avalon Apts.) | 0.64 | 1.35 | 0.71 |
| Site 9 (Tera Apts.) | 0.90 | 1.38 | 0.48 |
| Site 10 (Luna Sol Apts.) | 1.25 | 1.58 | 0.33 |
| Site 11 - Highland Park Apts. | 0.80 | 1.58 | 0.78 |
| Site 12 - Park Terrace Apts. | 1.40 | 1.53 | 0.13 |
| Site 13 - Houghton Court Apts. | 1.50 | 1.63 | 0.13 |
| Site 15 - Sancerre Apts. | 1.30 | 1.50 | 0.20 |
| Site 16 - Portsmouth Condos (2014) | 1.20 | 1.53 | 0.33 |
| Average | 1.17 | 1.50 | 0.34 |

* In stalls/unit based on actual King County Assessor data where applicable

** Street parking adjoining the subject property

PROPOSED CHANGES TO MULTI-FAMILY PARKING REQUIREMENTS USE ZONE CHARTS

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

| Zone | Applicable Zoning Code Section | Current MF Parking Req. | Proposed Required Parking Spaces | |
|---|--|--|--|--|
| Waterfront District I & III | WDI-30.15.020*** WDIII-30.35.020*** | 2 per unit | 1.2 per studio 1.3 per 1-bedroom 1.6 per 2-bedrooms 1.8 per 3+bedrooms See KZC 105.20 for visitor parking requirements | |
| Medium Density Residential* | RM/RMA-20.10.020*** PLA2-60.17.010*** PLA6F-60.82.020 PLA6G-60.87.130 PLA6H-60.92.020 PLA6K-60.107.020 PLA7C-60.112.020 PLA9-60.132.030 PLA15B-60.177.020*** PLA17-60.187.020 | 1.7 per unit | | |
| | PLA3B-60.22.020*** | 2 per unit | | |
| High Density Residential** | RM/RMA-20.10.020 PLA 5A-60.32.020 PLA5D-60.47.020 PLA5E-60.52.020 PLA6A-60.57.020 PLA6D-60.72.020 PLA6I-60.97.020 PLA6J-60.102.020 PLA7A/B-60.112.020 | 1.7 per unit | | |
| | BC, BC1, BC2, & BCX Business Commercial | BC, BC1, BC2-45.10.110*** BCX-47.10.110 | | 1.7 per unit |
| | BN & BNA Neighborhood Business | BN/BNA-40.10.100 | | 1.7 per unit |
| | PR & PLA Professional Residential & Planned Areas | PR/PRA-25.10.020*** PLA5B-60.37.020 PLA5C-60.42.020 PLA6B-60.62.020 PL15A-60.172.020*** PLA17A-60.192.020 | | 1.7 per unit |
| | CBD Downtown Kirkland | CBD1A/1B-50.12.080 CBD2-50.17.090 CBD8-50.52.110 | | (See revised CBD use zone charts and/or updated KZC 50.60 for changes) |
| | | CBD3-50.27.070 CBD4- 50.32.080 CBD5-50.35.110 CBD 5A-50.38.010 CBD6-50.42.080 CBD7-50.47.120 | | |
| | | | | |
| | | | | |
| | | | | |
| MSC Market Street Corridor | MSC1/4-51.10.020 MSC2-51.20.060 MSC3-51.30.070 | 1.7 per unit | | |
| JBD Juanita Business District | JBD1-52.12.090 JBD2-52.17.090 JBD3-52.22.020 JBD4-52.27.070 JBD5-52.32.070 | 1.7 per unit | | |

| | | | |
|---|---|--------------|--|
| | JBD6-52.42.060 | | |
| RHBD Rose Hill Business District | RH1A-53.06.080 RH2A/2B/2C-53.24.080 RH3-53.34.120 RH4-53.44.020 RH5A/5B-53.54.090 RH7-53.74.070 RH8-53.84.050 | 1.7 per unit | |
| NRHBD North Rose Hill Business District | NRH2-54.18.010 NRH3-54.24.010 NRH4-54.30.110 NRH5-54.36.010 NRH6-54.42.010 | 1.7 per unit | |
| TL 5, 9B to 11 | TL5-55.39.110 TL9B-55.64.020 TL10B-55.75.010 TL10C-55.81.010 TL10D-55.87.100 TL11-55.99.010 | 1.7 per unit | |
| YBD 2, 3 | YBD2/3-56.20.060*** | 1.7 per unit | |

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

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

*** **Within HCC Jurisdiction**

Section 50.12



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

| Section 50.12 | USE ↓ 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 | Hotel or Motel | D.R., Chapter 142 KZC | None | 0' | 0' | 0' | 100% | CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way. | D | E | One for each room. See Spec. Reg. 2 and KZC 50.60. | 1. The following uses are not permitted in this zone: <ol style="list-style-type: none"> Vehicle service stations. Vehicle and/or boat sale, repair, service or rental. Drive-in facilities and drive-through facilities. 2. The parking requirement for hotel or motel use does not include parking requirements for ancillary meetings and convention facilities. Additional parking requirements for ancillary uses shall be determined on a case-by-case basis. | |
| .040 | Entertainment, Cultural and/or Recreational Facility | | | | | | | | | | See KZC 50.60 and 105.25. | | |
| .060 | Private Club or Lodge | | | | | | | | | | B | | See KZC 50.60 and 105.25. |
| .070 | Office Use | | | | | | | | | | D | | One per each 350 sq. ft. of gross floor area. See KZC 50.60. |
| .080 | Stacked or Attached Dwelling Units | | | | | | | | | | A | | 1.7 per unit. See KZC 50.60. |

| DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS | | | | | | | | | | | | |
|---|------------------------------------|---|----------|------------------------------|------|----------|--------------|--|-----------------------------|---------------------------------------|---|---------------------|
| Section 50.17 | USE ↓ 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 | | | | | | |
| .090 | Stacked or Attached Dwelling Units | D.R., Chapter 142 KZC. Also see Chapter 83 KZC. | None | 0' | 0' | 0' | 100% | 28' above the abutting right-of-way measured at the midpoint of the frontage of the subject property on each right-of-way. | D | A | <p>1.7 per unit. See KZC 50.60.</p> <ol style="list-style-type: none"> The following provisions, which supersede any conflicting provisions of this chapter, apply only if the subject property is within 200 feet of or includes a portion of Lake Washington: <ol style="list-style-type: none"> Chapter 83 KZC contains regulations regarding shoreline setbacks and public pedestrian walkways. No structure, other than moorage structures, may be waterward of the ordinary high water mark. For regulations regarding moorages, see the moorage listings in this zone and Chapter 83 KZC. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension. | |
| .095 | Residential Suites | | | | | | | | | See Spec. Reg. 3. | <ol style="list-style-type: none"> The following provisions, which supersede any conflicting provisions of this chapter, apply only if the subject property is within 200 feet of or includes a portion of Lake Washington: <ol style="list-style-type: none"> Chapter 83 KZC contains regulations regarding shoreline setbacks and public pedestrian walkways. No structure, other than moorage structures, may be waterward of the ordinary high water mark. For regulations regarding moorages, see the moorage listings in this zone and Chapter 83 KZC. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension. For parking managed pursuant to Special Regulation 4, parking shall be provided at a rate of 0.5 per living unit plus one per on-site employee. Otherwise parking shall be provided at a rate of one per living unit plus one per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60. <p style="text-align: center;">REGULATIONS CONTINUED ON NEXT PAGE</p> | |

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

| Section 50.27 | USE ↓ 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 | | | | | | |
| .070 | Stacked or Attached Dwelling Units See Spec. Reg. 1. | D.R., Chapter 142 KZC. | None | 20' See Spec. Reg. 2. | 0' | 0' | 80% | 41' above average building elevation. | D | A | See Spec. Reg. 3. | <ol style="list-style-type: none"> 1. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension. This special regulation shall not apply along portions of State Street and Second Avenue South not designated as pedestrian-oriented streets. 2. Ground floor porches and similar entry features may encroach into the required front yard, provided the total horizontal dimensions of such elements may not exceed 25 percent of the length of the facade of the structure. 3. This use must provide a minimum of one parking stall per bedroom or studio unit and an average of at least 1.3 parking stalls per unit for each development. In addition, guest parking shall be provided at a rate of 0.1 stalls per bedroom or studio unit with a minimum of two guest parking stalls provided per development. |
| .075 | Residential Suites | | | | | | | | | | See Spec. Reg. 3. | <ol style="list-style-type: none"> 1. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension. This special regulation shall not apply along portions of State Street and Second Avenue South not designated as pedestrian-oriented streets. 2. Ground floor porches and similar entry features may encroach into the required front yard, provided the total horizontal dimensions of such elements may not exceed 25 percent of the length of the facade of the structure. 3. For parking managed pursuant to Special Regulation 4, parking shall be provided at a rate of 0.5 per living unit plus one per on-site employee. Otherwise parking shall be provided at a rate of one per living unit plus one per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60. |

1.2 per studio
1.3 per 1-bedroom
1.6 per 2-bedroom
1.8 per 3+bedroom
See KZC 105.20 for visitor parking requirements

REGULATIONS CONTINUED ON NEXT PAGE

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

| Section 50.32 |  USE  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 | Stacked or Attached Dwelling Units | D.R., Chapter 142 KZC. | None | 10' | 0' | 0' | 100% | 54' above average building elevation or existing grade. | D See Spec. Reg. 1. | A | See Spec. Reg. 2. 1. Landscape Category C is required if subject property is adjacent to Planned Area 6C. 2. This use must provide a minimum of one parking stall per bedroom or studio unit and an average of at least 1.3 parking stalls per unit for each development. In addition, guest parking shall be provided at a rate of 0.1 stalls per bedroom or studio unit with a minimum of two guest parking stalls provided per development. | |
| .085 | Residential Suites | | | | | | | 1.2 per studio 1.3 per 1-bedroom 1.6 per 2-bedrooms 1.8 per 3+bedrooms See KZC 105.20 for visitor parking requirements | | | See Spec. Reg. 2. 1. Landscape Category C is required if subject property is adjacent to Planned Area 6C. 2. For parking managed pursuant to Special Regulation 3, parking shall be provided at a rate of 0.5 per living unit plus one per on-site employee. Otherwise parking shall be provided at a rate of one per living unit plus one per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60. 3. The required parking shall be 0.5 per living unit where the parking is managed as follows and the property owner agrees to the following in a form approved by the City and recorded with King County: a. Rentals shall be managed such that the total demand for parking does not exceed the available supply of required private parking. If the demand for parking equals or exceeds the supply of required private parking, the property owner shall either restrict occupancy of living units or restrict leasing to only tenants who do not have cars. b. The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording with King County. At a minimum, the TMP shall include the following requirements: 1) Charge for on-site parking, unbundled from the rent, for tenants who have cars. 2) Bus pass or equivalent alternative transportation mode subsidies for tenants who don't have cars. 3) Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off site to avoid parking charges. 4) Adequate secured and sheltered bicycle parking to meet anticipated demand. 5) Designation of a Transportation Coordinator to manage the TMP, provide commute information to all new tenants, and be a point of contact for the City. | |

REGULATIONS CONTINUED ON NEXT PAGE

| DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS | | | | | | | | | | | | |
|---|--|---|----------|------------------------------|------|----------|--------------|---------------------------------------|-----------------------------|---------------------------------------|--|--|
| Section 50.35 | USE ↓ 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 | | | | | | |
| .100 | Assisted Living Facility See Spec. Reg. 4. | D.R., Chapter 142 KZC. | None | 20' | 0' | 0' | 80% | 67' above average building elevation. | D See Spec. Reg. 3. | A | 1.7 per independent unit. 1 per assisted living unit. | <ol style="list-style-type: none"> A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. A nursing home use may be permitted as part of an assisted living facility use in order to provide a continuum of care for residents. If a nursing home use is included, the following parking standard shall apply to the nursing home portion of the facility: <ol style="list-style-type: none"> One parking stall shall be provided for each bed. Landscape Category C is required if subject property is adjacent to 6th Street or Kirkland Avenue. This use only allowed: <ol style="list-style-type: none"> On properties with frontage on Second Avenue. Within 170 feet of Peter Kirk Park provided that the gross floor area of this use does not exceed 12.5% of the total gross floor area for the subject property. |
| .110 | Stacked or Attached Dwelling Units | | | | | | | | D See Spec. Reg. 1. | See Spec. Reg. 3. | <ol style="list-style-type: none"> Landscape Category C is required if the subject property to adjacent to 6th Street or Kirkland Avenue. This use only allowed: <ol style="list-style-type: none"> On properties with frontage on Second Avenue. Within 170 feet of Peter Kirk Park provided that the gross floor area of this use does not exceed 12.5% of the total gross floor area for the subject property. This use must provide a minimum of one parking stall per bedroom or studio unit and an average of at least 1.3 parking stalls per unit for each development. In addition, guest parking shall be provided at a rate of 0.1 stalls per bedroom or studio unit with a minimum of two guest parking stalls provided per development. | |
| .120 | Public Utility, Government Facility, or Community Facility | | | | | | | | | B | See KZC 105.25. | <ol style="list-style-type: none"> Landscape Category C is required if the subject property is adjacent to 6th Street or Kirkland Avenue. 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 nearby uses. Site design must include installation of pedestrian linkages consistent with the major pedestrian routes in the Downtown Plan chapter of the Comprehensive Plan, between public sidewalks and building entrances, and between walkways on the subject property and existing or planned walkways on abutting properties. |
| .130 | Public Park | Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process. | | | | | | | | | | |

1.2 per studio
1.3 per 1-bedroom
1.6 per 2-bedrooms
1.8 per 3+bedrooms
See KZC 105.20 for visitor parking requirements

Section 50.38

Zone
 CBD-5A

USE ZONE CHART

1.2 stalls per studio,
 1.3 stalls per 1-bedroom,
 1.6 stalls per 2-bedrooms,
 1.8 stalls per 3+bedrooms,

| DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS | | | | | | | | | | | | |
|---|---|-------------------------|----------|------------------------------|------|----------|--------------|---------------------------------|-----------------------------|--|--|---------------------|
| Section 50.38 | USE ↓ 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 | Mixed Use Development Containing Office, Retail and Restaurant Uses (continued) | | | | | | | | | REGULATIONS CONTINUED FROM PREVIOUS PAGE 7. The following establishes the number of parking spaces required: a. Residential uses must provide 1.7 parking spaces for each dwelling unit and one parking space for each assisted living unit b. Restaurants and taverns must provide one parking space for each 125 square feet of gross floor area. c. All other uses must provide one parking space for each 350 square feet of gross floor area. A mix of uses with different peak parking times makes a project eligible for applying a shared parking methodology to parking calculations. Further parking reductions may be appropriate through a transportation management plan (TMP) and parking management measures. The development may propose and the Planning Official may permit a reduction in the required number of parking spaces based on a demand and utilization study prepared by a licensed transportation engineer. The study shall include an analysis of shared parking demonstrating that the proposed parking supply is adequate to meet the peak parking demand of all uses operating at the same time. A TMP and parking management measures shall be incorporated into the analysis. An analysis of the effectiveness of the TMP and parking management measures shall be provided for City review. The City's transportation engineer shall approve the scope and methodology of the study as well as the effectiveness of the TMP and parking management measures. | | |

See KZC 105.20 for visitor parking requirements.

Section 50.00

Zone
 CBD-0

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

| Section 50.00 | USE ↓ 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 | Stacked, or Attached Dwelling Units See Spec. Reg. 1. | D.R., Chapter 102 ZC. | None | 20' 10' 10' | 0% | 5' above average building elevation. See also Spec. Reg. 3. | D See Spec. Reg. 0 | A | See Spec. Reg. 1 | <ol style="list-style-type: none"> Along Central Way, this use is only permitted above the ground floor. For any portion of a structure on the subject property within 10 feet of Seventh Avenue or Fifth Street north of Sixth Avenue that does not exceed 30 feet in height above average building elevation, the minimum required side yards are five feet but two side yards must equal at least 15 feet. No portion of a structure on the subject property within 10 feet of Seventh Avenue may exceed 25 feet above the elevation of Seventh Avenue as measured from the midpoint of the frontage of the subject property on Seventh Avenue. No portion of a structure on the subject property within 10 feet of Fifth Street north of Sixth Avenue may exceed 30 feet above the elevation of Fifth Street, as measured at the midpoint of the frontage of the subject property on Fifth Street. <ul style="list-style-type: none"> Landscape Category C is required if the subject property is located adjacent to the RS 5.0, or Planned Areas 7B or 7C zones. Ground floor porches and similar entry features may encroach into the required front yard, provided the total horizontal dimensions of such elements may not exceed 25 percent of the length of the facade of the structure. <ul style="list-style-type: none"> Along Seventh Avenue, buildings shall be designed with predominantly sloped roof forms. Within 10 feet of Seventh Avenue, the maximum length of any facade is 50 feet and a minimum 50 percent of this area shall be open space. <ul style="list-style-type: none"> This use must provide a minimum of one parking stall per bedroom or studio unit and an average of at least 1.3 parking stalls per unit for each development. In addition, guest parking shall be provided at a rate of 0.1 stalls per bedroom or studio unit with a minimum of two guest parking stalls provided per development. | | |

1.2 per studio
 1.3 per 1-bedroom
 1.6 per 2-bedrooms
 1.8 per 3+bedrooms
 See KZC 105.20 for visitor parking requirements

Section 50.00

Zone
 CBD-7

USE ZONE CHART

| DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS | | | | | | | | | | | | |
|---|---|-------------------------|----------|------------------------------|------|----------|--------------|--------------------------------------|-----------------------------|---------------------------------------|--|--|
| Section 50.00 | USE ↓ 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 | | | | | | |
| .110 | Assisted Living Facility See Spec. Reg. 3. | D.R., Chapter 12 ZC. | None | 20' | 0' | 0' | 0% | 1' above average building elevation. | D | A | 1.7 per independent unit. 1 per assisted living unit. | 1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. 2. A nursing home use may be permitted as part of an assisted living facility use in order to provide a continuum of care for residents. If a nursing home use is included, the following parking standard shall apply to the nursing home portion of the facility: a. One parking stall shall be provided for each bed. 3. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension. |
| .100 | Stacked or Attached Dwelling Units See Spec. Reg. 1. | | | | | | | | | | See Spec. Reg. 2. | 1. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension. This special regulation shall not apply on Fourth Avenue. 2. This use must provide a minimum of one parking stall per bedroom or studio unit and an average of at least 1.3 parking stalls per unit for each development. In addition, guest parking shall be provided at a rate of 0.1 stalls per bedroom or studio unit with a minimum of two guest parking stalls provided per development. |

1.2 per studio
 1.3 per 1-bedroom
 1.6 per 2-bedrooms
 1.8 per 3+bedrooms
 See KZC 105.20 for visitor parking requirements

50.60 Special Parking Provisions in the CBD 1A, 1B, 2, and 8 Zones

1. General

The provisions of this section govern parking for uses in the CBD 1A, 1B, 2, and 8 Zones. To the extent that these provisions conflict with the provisions of Chapter 105 KZC, the provisions of this section prevail. Where no conflict exists, the provisions of Chapter 105 KZC apply to parking for uses in the CBD 1A, 1B, 2, and 8 Zones.

2. To the extent that subsections (3) and (4) of this section require that uses in the CBD 1A, 1B, 2, and 8 Zones provide parking, the following establishes the number of spaces required:

a. Residential uses must provide a minimum of 1.2 stalls per studio, 1.3 stalls per 1-bedroom, 1.6 stalls per 2-bedroom, and 1.8 stalls per 3+ bedroom unit. ~~one (1) parking stall per bedroom or studio unit and an average of at least 1.3 parking stalls per unit for each development. In addition, guest parking shall be provided at a rate of 0.1 stalls per bedroom or studio unit with a minimum of two (2) guest parking stalls provided per development. One (1) parking space is required for each assisted living unit. See KZC 105.20 for visitor parking requirements.~~

b. Restaurants and taverns must provide one (1) parking space for each 125 square feet of gross floor area, except as provided in subsection (3)(a) of this section.

c. All other uses must provide one (1) parking space for each 350 square feet of gross floor area.

3. Certain Floor Area Exempt from Parking Requirements

The following paragraphs establish several situations under which properties within the CBD 1A, 1B, 2, and 8 Zones are exempt in whole or in part from providing parking spaces...

PROPOSED AMENDMENTS TO KIRKLAND ZONING CODE CHAPTER 105

Changes to KZC Section 105.20

KZC Section 105.20 Number of Parking Spaces - Minimum

1. The number of parking spaces required for a use is the minimum required. The applicant shall provide at least that number of spaces, consistent with the provisions of this chapter. If the required formula for determining the number of parking spaces results in a fraction, the applicant shall provide the number of spaces equal to the next higher whole number.
2. The square footage of pedestrian, transit, and/or bicycle facilities, and/or garages or carports, on the subject property shall not be included in the gross floor area calculation used to determine required number of parking stalls. ~~See also KZC 105.103(3)(c).~~
3. In addition to required parking for medium and high-density residential uses, visitor parking shall be required as follows:
 - A. A minimum 10% of the total number of required parking spaces, calculated prior to any parking reductions, shall be provided for visitor parking and located in a common area accessible by visitors.
 - B. A detached or attached dwelling unit with an associated garage containing the required number of parking stalls is excluded from the visitor parking calculation required in subsection A above provided that the dwelling unit also has a driveway that meets the parking stall dimensional standards of this chapter and the driveway can be used to provide visitor parking for that dwelling unit.
 - C. Visitor parking stalls shall not be leased or assigned to residents.
 - D. Visitor parking stalls shall not be gated and shall be accessible to visitors between 6:00 a.m. and 11:00 p.m.

~~For residential uses, the City may require guest parking spaces in excess of the required parking spaces, up to a maximum additional 0.5 stall per dwelling unit, if there is inadequate guest parking on the subject property.~~

4. The number of required parking stalls for a development consisting of detached, attached, and/or stacked dwelling units may be reduced by 15% if the subject property is located with ½ mile of the Downtown Kirkland Transit Center and the City approves a Parking Covenant for the development. The ½ mile distance shall be determined by taking the shortest walk route from the subject property to the Downtown Kirkland Transit Center as measured along public walkways. The property owner shall submit the Parking Covenant on a form approved by the City for recording with King County. The Parking Covenant shall be binding on all future owners and assignees and include the following requirements:
 - A. The owner to provide annual and regional two-zone transit passes or equivalent alternative transportation mode subsidy in an amount equal to the number of reduced parking stalls. The owner shall provide to the City a plan for review and approval that specifies the distribution of the bus passes or equivalent subsidy, method for communicating the opportunity to residents, and a method to report on pass distribution to the City. Preference on transit subsidy distribution shall be to driving age residents that do not have cars.

For condominium developments, the owner and/or developer prior to establishing the condominium, shall establish and initially fund an account to meet the

requirements of this section which shall be later funded and managed by the Home Owners Association.

The requirements of this section shall be stated in the Home Owners Association Covenants, Conditions, and Restriction's and cannot be modified and amended without the written authorization from the City. The statement shall be reviewed and approved by the City prior to issuance of the Certificate of Occupancy for the development.

- B. Provide one secured and sheltered bicycle parking space for each unit in the development. The parking reductions allowed in KZC Section 105.34 – Covered Bicycle Storage cannot be used if the parking reduction described in this section is being applied.
- C. Designation of a Transportation Coordinator to manage the Parking Covenant, distribution of the two-zone bus pass or equivalent subsidy, provide commute information to all new residents, and be a point of contact for residents and the City.
- D. Acknowledgement by the property owner that it shall be a violation of this code to fail to comply with the provisions of the Parking Covenant.

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

~~KZC Section 105.30 Number of Parking Spaces – Fractions~~

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

Changes to Parking Modification Text – KZC Section 105.103.3.c

For a modification to KZC 105.20 and 105.45, a decrease in the required number of spaces may be granted if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study to be sufficient to fully serve the use. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the proposed use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City traffic engineer. The study shall provide at least two (2) days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City traffic engineer. Approval of a parking reduction shall be solely at the discretion of the City. A decrease in the minimum required number of spaces may be based in whole or part on the provision of nationally accepted TDM (transportation demand management) measures. Data supporting the effectiveness of the TDM measures shall be provided as part of the parking demand and utilization study and approved by the City traffic engineer.

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

The Planning Official shall not approve or deny a modification to decrease the number of parking spaces without first providing notice of the modification request to the owners and residents of property within 300 feet of the subject property and providing opportunity for comment. The Planning Official shall use mailing labels provided by the applicant, or, at the discretion of the Planning Official, by the City. Said comment period shall not be less than seven (7) calendar days.