



CITY OF KIRKLAND
Planning & Building Department
123 Fifth Avenue, Kirkland, WA 98033
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MEMORANDUM

To: Kurt Triplett, City Manager

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

Date: July 10, 2015

File No.: CAM13-02032

Subject: AMENDMENTS TO MULTI-FAMILY PARKING REQUIREMENTS

RECOMMENDATION

Staff recommends that the City Council review the following background information and adopt the attached Ordinance that updates parking requirements for new multi-family development in Kirkland.

BACKGROUND DISCUSSION

Public Hearing

The public hearing for the project was held on August 28, 2014 (Staff Memo: [Part 1](#) and [Part 2](#)). Following several deliberation meetings, the Planning Commission recommended approval of the proposed amendments summarized as follows (See Attachment 1 for the Commission's recommendation):

- Change the base multi-family parking requirement Citywide to the following unit-size based approach:
 - 1.2 stalls/studio unit
 - 1.3 stalls/1 bedroom unit
 - 1.6 stalls/2 bedroom unit
 - 1.8 stalls/3 or more 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 (base rate increased by 15% and an additional 10% required for visitor parking).

The Houghton Community Council concurred with the proposed amendments with the following revisions and/or deletions (see Attachment 2 for the Community Council's 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).

Council Meetings

At the January 20, 2015 Council meeting, staff provided the Council with background information on how the City currently regulates multi-family parking. At the February 3, 2015 and July 7, 2015 Council study sessions, the City Council reviewed and discussed the Planning Commission recommended changes to the City's multi-family parking requirements.

The [February 3rd](#) study session focused primarily on the data and methodology used in arriving at the recommended changes. Chris Breiland, transportation consultant with Fehr & Peers, presented and answered questions regarding the parking data and methodology. The [July 7th](#) study session focused on policy questions regarding the proposed changes. Below is a summary of the Council's discussion on the changes and is supplemented with a staff response where applicable.

Unit Type Approach to 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. However, the County's Right Size Parking (RSP) model showed that there is a correlation between the number of bedrooms in a unit and parking demand associated with that unit. The proposed requirement reflects this unit type based approach. The Council agreed with the recommended unit type based approach and associated parking requirement for the following reasons:

- It is a more accurate way to determine multi-family parking requirements given the results of the parking data. The data were based on an analysis of a large number of sites (226) used in creating the RSP model and the subsequent validation of the RSP model with Kirkland sites.
- The 15% added to the base parking rate derived by the RSP calculator reflects the high end of the parking demand range and addressed concerns about the potential for under supplying parking. Including this buffer would also address concern that dens or other similar rooms for which parking was not originally attributed could be converted into bedrooms.
- Adoption of these new parking requirements along with the proposed change to the parking modification criteria discussed later in the memo would reduce the number of parking modifications. On average, the proposed parking amendments would require 1.54 stalls/unit (including visitor parking) for those projects that have received approval of a parking modification (see Attachment 3). These same sites averaged 1.40 stalls/unit (including visitor parking) with the approved parking modifications. Adding the proposed buffers to the parking modification results would result in a higher parking rate and make parking modifications less likely.

In response to public comment received prior to the last Council meeting, staff can confirm that there is the potential for the proposed code to require more parking than the existing code since the parking calculation is dependent on the number of bedrooms within each unit. This is particularly true in the CBD in cases where a project has a higher percentage of studio or one bedroom units. This outcome is due to the 1.2 or 1.3 stall/unit requirement for a studio or one-

bedroom unit (currently 1 stall/bedroom is required). It is also because of the 15% buffer that was added to the base RSP calculator parking rate and the additional 10% guest parking requirement. Below is an example that compares the various parking requirements for a number of Downtown Kirkland projects. Note that the Kirkland Central and 324 Central Way mixed-use (White Swan Car Wash site) projects resulted in a slightly higher parking requirement with the application of the proposed changes.

CBD Parking (includes visitor parking)

Development	Current Code (stalls/unit)	Proposed Code (converted to stalls/unit)	RSP Calculator	Observed Utilization
Waterview	1.81	1.66	1.29	1.31
Brezza	1.83	1.75	1.39	1.27
Portsmith	1.90	1.66	1.34	1.17
Plaza on State	1.59	1.56	1.26	1.24
Tiara De Lago	2.23	1.79	1.47	1.92
Kirkland Central	1.43	1.53	1.17	1.23
Watermark	2.02	1.71	1.27	1.30
324 Central	1.42	1.51	Not analyzed by Fehr & Peers	Under construction
<i>Average (not including 324 Central)</i>	1.83	1.67	1.31	1.38

The Council agreed that the recommended parking standard should replace existing multi-family parking requirements citywide. In the Totem Lake Business District where parking is determined on a case-by-case basis, the Council asked that staff provide an option for an applicant to use the recommended parking standard in-lieu of a parking demand analysis. The Council thought that this approach was appropriate given that this area is different from Downtown (a designated Urban Center). Staff understood that the Council also thought this change should apply to the North Rose Hill Business District given that it is adjacent to the Totem Lake Urban Center. This is reflected in the following code amendment to KZC 105.20:

KZC 105.25 Number of Parking Spaces – Not Specified in Use Zones

If this code does not specify a parking space requirement for a particular use in a particular zone, the Planning Official shall establish a parking requirement on a case-by-case basis. The Planning Official shall base this determination on the actual parking demand on existing uses similar to the proposed use.

In the TL and NRH zoning districts, where parking for detached, attached, or stacked dwelling units is required pursuant to this code section, an applicant may use the parking standards of 1.2 stalls per studio unit, 1.3 stalls per 1 bedroom unit, 1.6 stalls per 2 bedroom unit, and 1.8 stalls per 3 or more bedroom unit and guest parking standards in KZC 105.20.3, in-lieu of providing parking demand information.

The Council did not think changes were necessary to the YBD 1 zone given that it has been recently developed (TOD at South Kirkland Park & Ride).

Visitor Parking

The Council agreed that, in addition to the base parking requirement, an additional 10% of the required parking should be provided and set aside for guest parking. The Council also agreed that for smaller developments that would require less than one guest stall, the applicant should not be required to round up and provide the one guest stall as long as there will be on-street parking located adjacent to the subject property frontage. Language was also added that excludes units from the guest parking calculation if the units could meet the required parking within their respective garage and adequately sized driveway. The following code language addresses the Council's direction:

Guest Parking - For medium and high-density residential uses, guest parking spaces in addition to the minimum required parking shall be required as follows:

- A. A minimum 10% of the total number of required parking spaces shall be provided for guest parking and located in a common area accessible by guests. If the calculated number of guest parking spaces results in a fraction, the applicant shall provide the number of spaces equal to the next higher whole number. However, no guest parking stall shall be required if the result of the calculation is a fraction less than one and on-street parking will be immediately adjacent to the subject property frontage.
- B. Individual residential dwelling units with driveways meeting the minimum parking stall dimensional standards of this chapter and serving associated garages containing only the required parking stalls for the individual units shall be excluded from the guest parking calculation required in subsection A above since the driveways can be used to provide guest parking for the associated dwelling units.
- C. Guest parking stalls located in a common area shall not be leased or assigned to residents.
- D. Guest parking stalls shall not be gated and shall be accessible to guests between 6:00 a.m. and 11:00 p.m.

Transit Related Parking Reductions

Although the Council agreed that the intent of allowing a parking reduction when in close proximity is a great objective, concern was expressed regarding the lack frequent transit options in Kirkland. This is further echoed with the RSP results which found that parking demand did not decrease for sites near frequent transit lines, even near the Downtown Kirkland transit center. The Council suggested other opportunities for parking reductions should be explored through project specific master plans, development agreements, and/or Transportation Demand Management (TDM) strategies. As a result, the Planning Commission code language regarding this topic was not included in the ordinance for adoption.

Parking Modifications

The City's parking modification process is basically a demand based approach to determining a development's parking supply which is thought to be lower than parking required by code. This reduction may be requested by an applicant if it can be shown by a parking study that the proposed number of parking spaces is sufficient to fully serve the use. The parking study is required to be prepared by a licensed transportation engineer or other qualified professional and may be based on nationally accepted Transportation Demand Management (TDM) measures. Staff's decision on the parking modification request is based on the recommendation of the City traffic engineer's following review of the applicant's parking study and consideration of any public comment submitted during a 7-day public comment period.

The Council agreed that having a parking modification process available is good practice and allows flexibility with our code. However, Council noted that parking modifications should be available for rare instances and not be the norm. The following are three options for Council

consideration that would amend KZC Section 105.103.3.c. The Council should identify which option to include in the ordinance.

Option 1 - Require that the results of a parking modification/demand study be increased by 15% and also be subject to the visitor parking requirements (an additional 10%). Since the RSP model is essentially built from a very large and data rich parking demand study (226 sites) and validated with 24 Kirkland sites, staff anticipates that the majority of parking demand studies done on a project-by-project basis will yield similar results when compared to the RSP model. Therefore, if the same buffers are applied to parking studies submitted with a parking modification request, the number of approved parking reductions should be minimal. The proposed code language would be inserted within KZC 105.103.3.c:

For multi-family parking modifications, the parking demand rate result shall be increased by 15% and the resultant total shall then 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.

Staff applied this methodology to developments for which parking modifications were previously approved by the City (see Attachment 3). Only two of the ten sites (Tera Apartments and 324 Central Way), would have received approval of a parking modification. The other sites would have utilized the proposed parking code requirements.

Option 2 - Should the Council desire, an additional disincentive could be adopted to require that approval of a parking modification occur through a Process I or Process IIA zoning permit. The application materials would remain the same, however the decision maker and fees would differ. A Process I permit is decided upon by the Planning Director and the application fee would be: \$4,253 + \$496/new residential unit + \$0.30/sq. ft. new non-residential GFA. A Process IIA permit is decided upon by the Hearing Examiner following a public hearing and the application fee would be: \$11,086 + \$425/new residential unit + \$0.42/new non-residential GFA. The following amendments to KZC 105.103.3.c would need to be adopted depending on the process:

Option 2A:

The City will use Process I, described in Chapter 145 KZC, to review and decide upon an application for a parking modification request pursuant to this section.

~~*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.*~~

Option 2B:

The City will use Process IIA, described in Chapter 150 KZC, to review and decide upon an application for a parking modification request pursuant to this section.

~~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.~~

Shared Parking

The Council expressed concern regarding mixed use sites and the potential parking supply issues if residential parking demand encroaches into the commercial parking supply. Staff has proposed the following code language which would update our current shared parking language. The changes include clarifying what is needed with a parking demand study, requiring a covenant, and making it clear that the conditions of approval are enforceable.

Two (2) or more uses may share a parking area if the number of parking spaces provided is equal to the greatest number of required spaces for uses operating at the same time. The City may approve the shared parking if a peak demand study demonstrates that the shared facilities are sufficient to fully serve the uses during the peak parking period for the uses. The study shall be prepared by a licensed transportation engineer or other qualified professional and the scope of the study shall be approved by the City traffic engineer. To insure that a parking area is shared, each the property owner(s) must sign a statement covenant in a form acceptable to the City Attorney, committing to the shared use of parking facilities and the conditions under which the City approved the shared parking. stating that his/her property is used for parking by the other property. The covenant shall include language regarding the following:

1. A guarantee among the property owner(s) for access to and use of the shared parking facilities; and
2. Acknowledgement that it is a violation of this code to deviate from the conditions under which the City approved the use of shared parking.

The applicant must file this statement with the King County Bureau of Elections and Records to run with the property(ies).

ATTACHMENTS

1. Planning Commission Recommendation
2. Houghton Community Council Recommendation
3. Parking Modification Chart
4. Ordinance with Attachment A



CITY OF KIRKLAND
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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.



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

PARKING MODIFICATIONS

	Tera Apts.	Soho	West Water Apts.	Kirkland Central	Boulevard	128 State Apts.	The 101 Apts.	324 Central Way	Ondine	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	9720 NE 120th Place
Studio	22	0	8	10	0	9	10	0	40	0
1-bedroom	92	42	28	68	89	81	42	59	50	2
2-bedroom	46	16	24	32	30	33	13	14	6	14
3-bedroom	1	0	2	0	0	0	1	0	0	0
Total Units	161	58	62	110	119	123	66	73	96	16
Total Bedrooms	209	74	90	142	149	156	81	87	102	30

PARKING MODIFICATIONS

Parking Mod. Parking Rate per Unit	1.04	1.36	1.52	1.38	1.28	1.27	1.23	1.11	1.28	1.44
Visitor parking*	0.22	0.21	0	0.09	0	0.1	0.18	0.12	0.13	0
TOTAL	1.26	1.57	1.52	1.47	1.28	1.37	1.41	1.23	1.41	1.44

PARKING MODIFICATIONS WITH BASE RATE INCREASED BY 15% AND 10% VISITOR PARKING ADDED

+15% to base rate	1.20	1.56	1.75	1.59	1.47	1.46	1.41	1.28	1.47	1.66
+10% for visitor parking	0.12	0.16	0.17	0.16	0.15	0.15	0.14	0.13	0.15	0.17
TOTAL	1.32	1.72	1.92	1.75	1.62	1.61	1.56	1.40	1.62	1.82

PROPOSED PARKING REQUIREMENT

Base Parking Supply based on Proposed Code	222	81	88	152	164	169	90	100	123	25
Parking per Unit	1.38	1.40	1.42	1.38	1.38	1.37	1.36	1.37	1.28	1.56
Visitor Supply based on Proposed Code (+10%)	23	9	9	16	17	17	9	10	13	3
TOTAL Stalls Required	245	90	97	168	181	186	99	110	136	28
Required Parking per Unit (TOTAL)	1.52	1.55	1.56	1.53	1.52	1.51	1.50	1.51	1.42	1.75

* Residential projects with commercial use have shared parking opportunities, particularly for guest parking. Actual utilization/management should be determined through site surveys.

ORDINANCE O-4487

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO ZONING, PLANNING, AND LAND USE AND AMENDING THE FOLLOWING CHAPTERS OF THE KIRKLAND ZONING CODE RELATING TO MULTI-FAMILY PARKING REQUIREMENTS: 20, 25, 30, 35, 50, 51, 52, 53, 54, 55, 56, 105 AND APPROVING A SUMMARY ORDINANCE FOR PUBLICATION, FILE NO. CAM13-02032

1 WHEREAS, the City Council has received a recommendation
2 from the Kirkland Planning Commission to amend certain sections of the
3 Kirkland Zoning Code, as set forth in the report and recommendation of
4 the Planning Commission dated December 8, 2014, and bearing Kirkland
5 Department of Planning and Community Development File No. CAM130-
6 02032; and
7

8 WHEREAS, prior to making the recommendation, the Kirkland
9 Planning Commission and Houghton Community Council, following
10 notice as required by RCW 36.70A.035, on August 28, 2014, held a joint
11 public hearing on the amendment proposals and considered the
12 comments received at the hearing; and
13

14 WHEREAS, pursuant to the State Environmental Policy Act
15 (SEPA), there has accompanied the legislative proposal and
16 recommendation through the entire consideration process, a
17 determination of nonsignificance, including supporting environmental
18 documents, issued by the responsible official pursuant to WAC 197-11-
19 340; and
20

21 WHEREAS, in regular public meeting the City Council considered
22 the environmental documents received from the responsible official,
23 together with the report and recommendation of the Planning
24 Commission; and
25

26 NOW, THEREFORE, BE IT ORDAINED by the City Council of the
27 City of Kirkland as follows:
28

29 Section 1. Chapters 20, 25, 30, 35, 50, 51, 52, 53, 54, 55, 56,
30 and 105 of the Kirkland Zoning Code are amended as set forth in
31 Attachment A attached to this ordinance and incorporated by reference.
32

33 Section 2. If any section, subsection, sentence, clause, phrase,
34 part or portion of this ordinance, including those parts adopted by
35 reference, is for any reason held to be invalid or unconstitutional by any
36 court of competent jurisdiction, such decision shall not affect the validity
37 of the remaining portions of this ordinance.
38

39 Section 3. To the extent the subject matter of this ordinance is
40 subject to the disapproval jurisdiction of the Houghton Community
41 Council, this ordinance shall become effective within the Houghton
42 Community Municipal Corporation only upon approval of the Houghton
43 Community Council or the failure of said Community Council to

44 disapprove this ordinance within 60 days of the date of the passage of
45 this ordinance.

46
47 Section 4. Except as provided in Section 3, this ordinance shall
48 be in full force and effect five days from and after its passage by the
49 Kirkland City Council and publication, pursuant to Section 1.08.017
50 Kirkland Municipal Code, in the summary form attached to the original
51 of this ordinance and by this reference approved by the City Council, as
52 required by law.

53
54 Section 5. A complete copy of this ordinance shall be certified
55 by the City Clerk, who shall then forward the certified copy to the King
56 County Department of Assessments.

57
58 Passed by majority vote of the Kirkland City Council in open
59 meeting this ____ day of _____, 2015.

60
61 Signed in authentication thereof this ____ day of
62 _____, 2015.

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney

CHANGES TO CHAPTER 20 – MEDIUM DENSITY RESIDENTIAL ZONES

Development Standards Table – Medium Density Residential Zones
(RM 5.0; RMA 5.0; RM 3.6; RMA 3.6; WD I; WD III; PLA 2; PLA 3B; PLA 6F, PLA 6H, PLA 6K; PLA 7C;
PLA 9; PLA 15B; PLA 17)

(Refer to KZC [20.20](#), Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC [20.30](#), Density/Dimensions Table)

Use		Landscape Category (Chapter 95 KZC)	Sign Category (Chapter 100 KZC)	Required Parking Spaces (Chapter 105 KZC)
20.40.060	Detached, Attached or Stacked Dwelling Units	D RM, RMA: D ^{9.11} PLA 6F, PLA 6K, PLA 7C: D ¹² PLA 6H: D ^{12.13} PLA 9: E PLA 17: D ¹⁰	A	<p>1.7 per unit. 1.2 per studio unit 1.3 per 1 bedroom unit 1.6 per 2 bedroom unit 1.8 per 3 or more bedroom unit</p> <p>See KZC 105.20 for visitor parking requirements</p> <p>For PLA17, see Development Standards Special Regulation 3</p> <p>WD I, WD III, PLA 3B: 2.0 per unit. PLA9: Attached dwelling units, 1.7 per unit. Detached dwelling units, 2.0 per unit, PLA 17: 1.7 per unit.³</p>

CHANGES TO CHAPTER 25 – HIGH DENSITY RESIDENTIAL ZONES

Development Standards Table – High Density Residential Zones (RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, PLA 5D, PLA 5E; PLA 6A, PLA 6D, PLA 6I, PLA 6J; PLA 7A, PLA 7B)

(Refer to KZC 25.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 25.30, Density/Dimensions Table)

Use		Landscape Category (Chapter 95 KZC)	Sign Category (Chapter 100 KZC)	Required Parking Spaces (Chapter 105 KZC)
25.40.050	Detached, Attached, or Stacked Dwelling Units	D RM, RMA: D ^{5, 6} PLA 7A, 7B: D ⁵	A	1.7 per unit. 1.2 per studio unit 1.3 per 1 bedroom unit 1.6 per 2 bedroom unit 1.8 per 3 or more bedroom unit See KZC 105.20 for visitor parking requirements

CHANGES TO CHAPTER 30 – OFFICE ZONES

Development Standards Table – Office Zones

(PO; PR 8.5; PR 5.0; PR 3.6; PR 2.4; PRA 2.4; PR 1.8; PRA 1.8; PLA 5B, PLA 5C; PLA 6B; PLA 15A; PLA 17A)

(Refer to KZC 30.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 30.30, Density/Dimensions Table)

Use		Landscape Category (Chapter 95 KZC)	Sign Category (Chapter 100 KZC)	Required Parking Spaces (Chapter 105 KZC)
30.40.060	Detached, Attached or Stacked Dwelling Units	D PLA 17A: D¹	A	<p>1.7 per unit. 1.2 per studio unit 1.3 per 1 bedroom unit 1.6 per 2 bedroom unit 1.8 per 3 or more bedroom unit</p> <p><u>See KZC 105.20 for visitor parking requirements</u></p> <p><u>For PLA17A, see Development Standards Special Regulation 2</u></p> <p>PLA 15A: 2.0 per unit. PLA 17A: 1.7 per unit.²</p>

CHANGES TO CHAPTER 35 – COMMERCIAL ZONES

Development Standards Table – [Commercial Zones](#) (BN, BNA, BC, BC 1, BC 2, BCX)

(Refer to KZC [35.20](#), Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC [35.30](#), Density/Dimensions Table)

Use		Landscape Category (Chapter 95 KZC)	Sign Category (Chapter 100 KZC)	Required Parking Spaces (Chapter 105 KZC)
35.40.020	Attached or <u>Stacked</u> <u>Dwelling Units</u>	1	A	1.7 per unit <u>1.2 per studio unit</u> <u>1.3 per 1 bedroom unit</u> <u>1.6 per 2 bedroom unit</u> <u>1.8 per 3 or more bedroom unit</u> <u>See KZC 105.20 for visitor parking requirements</u>

CHANGES TO 50.60

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 unit, 1.3 stalls per 1 bedroom unit, 1.6 stalls per 2 bedroom unit, and 1.8 stalls per 3 or more 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...

**CHANGES TO MULTI-FAMILY PARKING REQUIREMENTS
USE ZONE CHARTS – BUSINESS DISTRICTS
KZC CHAPTERS 51 TO 56**

Zone	Applicable Zoning Code Section	Current MF Parking Req.	Revised Parking Standard
MSC Market Street Corridor	MSC1, 4-51.10.020 MSC2-51.20.060 MSC3-51.30.070	<u>1.7 per unit</u>	
JBD Juanita Business District	JBD1-52.12.090 JBD2-52.17.090 JBD3-52.22.020 JBD4-52.27.070 JBD5-52.32.070 JBD6-52.42.060	<u>1.7 per unit</u>	
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	<u>1.7 per unit</u>	<u>1.2 per studio unit</u> <u>1.3 per 1 bedroom unit</u> <u>1.6 per 2 bedroom unit</u> <u>1.8 per 3 or more bedroom unit</u> <u>See KZC 105.20 for visitor parking requirements</u>
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	<u>1.7 per unit</u>	
TLBD	TL5-55.39.110 TL9B-55.64.020 TL10B-55.75.010 TL10C-55.81.010 TL10D-55.87.100 TL11-55.99.010	<u>1.7 per unit</u>	
YBD YBD 2, 3	YBD2, 3-56.20.060	<u>1.7 per unit</u>	<u>1.2 per studio unit</u> <u>1.3 per 1 bedroom unit</u> <u>1.6 per 2 bedroom unit</u> <u>1.8 per 3 or more bedroom unit</u> <u>See KZC 105.20 for visitor parking requirements</u>

105.20 Number of Parking Spaces — Minimum

1. Minimum Spaces - 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 number of parking spaces results in a fraction, the applicant shall provide the number of spaces equal to the next higher whole number.
2. Exclusions - 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. Guest Parking - For medium and high-density residential uses, ~~the City may require~~ guest parking spaces ~~in excess of the required parking spaces in addition to the minimum required parking shall be~~ are required as follows: ~~up to a maximum additional 0.5 stall per dwelling unit, if there is inadequate guest parking on the subject property.~~
 - A. A minimum 10% of the total number of required parking spaces shall be provided for guest parking and located in a common area accessible by guests. If the calculated number of guest parking spaces results in a fraction, the applicant shall provide the number of spaces equal to the next higher whole number. However, no guest parking stall shall be required if the result of the calculation is a fraction less than one and on-street parking will be immediately adjacent to the subject property frontage.
 - B. Individual residential dwelling units with driveways meeting the minimum parking stall dimensional standards of this chapter and serving associated garages containing only the required parking stalls for the individual units shall be excluded from the guest parking calculation required in subsection A above since the driveways can be used to provide guest parking for the associated dwelling units.
 - C. Guest parking stalls located in a common area shall not be leased or assigned to residents.
 - D. Guest parking stalls shall not be gated and shall be accessible to guests between 6:00 a.m. and 11:00 p.m.

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.~~

KZC 105.25 Number of Parking Spaces – Not Specified in Use Zones

If this code does not specify a parking space requirement for a particular use in a particular zone, the Planning Official shall establish a parking requirement on a case-by-case basis. The Planning Official shall base this determination on the actual parking demand on existing uses similar to the proposed use.

In the TL and NRH zoning districts, where parking for detached, attached, or stacked dwelling units is required pursuant to this code section, an applicant may use the parking standards of 1.2 stalls per studio unit, 1.3 stalls per 1 bedroom unit, 1.6 stalls per 2 bedroom unit, and 1.8 stalls per 3 or more bedroom unit and guest parking standards in KZC 105.20.3, in-lieu of providing parking demand information.

Changes to 105.45 Location of Parking Areas – Shared Facilities

Two (2) or more uses may share a parking area if the number of parking spaces provided is equal to the greatest number of required spaces for uses operating at the same time. The City may approve the shared parking if a peak demand study demonstrates that the shared facilities are sufficient to fully serve the uses during the peak parking period for the uses. The study shall be prepared by a licensed transportation engineer or other qualified professional and the scope of the study shall be approved by the City traffic engineer. To ensure that a parking area is shared, ~~each~~ the property owner(s) must sign a statement covenant in a form acceptable to the City Attorney, committing to the shared use of parking facilities and the conditions under which the City approved the shared parking. ~~stating that his/her property is used for parking by the other property.~~ The covenant shall include language regarding the following:

1. A guarantee among the property owner(s) for access to and use of the shared parking facilities; and
2. Acknowledgement that it is a violation of this code to deviate from the conditions under which the City approved the use of shared parking.

The applicant must file this statement with the King County Bureau of Elections and Records to run with the property(ies).

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.

[Insert Option selected by Council here]

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.

Section 50.12

USE ZONE CHART

Zone
CBD-1A,
1B

Section 50.12		USE REGULATIONS		DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS									
				MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
Required Review Process	Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure							
		Front	Side	Rear									
.030	Hotel or Motel	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: a. Vehicle service stations. b. Vehicle and/or boat sale, repair, service or rental. c. 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.		
	Entertainment, Cultural and/or Recreational Facility												
.060	Private Club or Lodge							B	See KZC 50.60 and 105.25.	1. Ancillary assembly and manufacture of goods on premises may be permitted as part of an office use if: a. The ancillary assembled or manufactured goods are subordinate to and dependent on this office use; and b. The outward appearance and impacts of this office use with ancillary assembly and manufacturing activities must be no different from other office uses.			
.070	Office Use							D	One per each 350 sq. ft. of gross floor area. See KZC 50.60.	1. Ancillary assembly and manufacture of goods on premises may be permitted as part of an office use if: a. The ancillary assembled or manufactured goods are subordinate to and dependent on this office use; and b. The outward appearance and impacts of this office use with ancillary assembly and manufacturing activities must be no different from other office uses.			
.080	Stacked or Attached Dwelling Units							A	4-7 per unit. See KZC 50.60.	2. The following regulations apply to veterinary offices only: a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the D.R. and building permit applications. d. A veterinary office is not permitted if the subject property contains dwelling units.			

Section 50.17

Zone CBD-2

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

Section 50.17	USE REGULATIONS	Required Review Process	MINIMUMS			MAXIMUMS		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	Landscaping Category (See Ch. 95)			
			Front	Side	Rear					
.090	Stacked or Attached Dwelling Units	D.R., Chapter 142 KZC. Also see Chapter 83 KZC.	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.	A	4-7 per unit See KZC 50.60.	<p>1. 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:</p> <p>a. Chapter 83 KZC contains regulations regarding shoreline setbacks and public pedestrian walkways.</p> <p>b. 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.</p> <p>2. 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.</p>
.095	Residential Suites								See Spec. Reg. 3.	<p>1. 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:</p> <p>a. Chapter 83 KZC contains regulations regarding shoreline setbacks and public pedestrian walkways.</p> <p>b. 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.</p> <p>2. 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.</p> <p>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.</p>

REGULATIONS CONTINUED ON NEXT PAGE

Section 50.27

Zone
CBD-3

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS												
Section 50.27	USE ↑	REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS			Special Regulations (See also General Regulations)		
				Lot Size	REQUIRED YARDS (See Ch. 115)		Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)		Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)
				Front	Side	Rear						
.070	Stacked or Attached Dwelling Units See Spec. Reg. 1.		D.R., Chapter 142 KZC.	20' See Spec. Reg. 2.	0'	0'	80%	41' above average building elevation.	D	A	See Spec. Reg. 3.	<p>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.</p> <p>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.</p> <p>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.</p>
.075	Residential Suites							<p>1.2 per studio unit 1.3 per 1 bedroom unit 1.6 per 2 bedroom unit 1.8 per 3 or more bedroom unit See KZC 105.20 for visitor parking requirements</p>			See Spec. Reg. 3.	<p>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.</p> <p>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.</p> <p>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.</p>

REGULATIONS CONTINUED ON NEXT PAGE

Section 50.32

Zone
CBD-4

USE ZONE CHART

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)	Height of Structure	Lot Coverage					
.080	Stacked or Attached Dwelling Units	D.R., Chapter 142 KZC.	None	10' Front 0' Side 0' Rear	100%	54' above average building elevation or existing grade.	D See Spec. Reg. 1.	A	See Spec. Reg. 2.	<p>1. Landscape Category C is required if subject property is adjacent to Planned Area 6C.</p> <p>2. This use must provide a minimum of one parking stall per bedroom or studio unit and an average of at least 1.2 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.</p>	
.085	Residential Suites								See Spec. Reg. 2.	<p>1. Landscape Category C is required if subject property is adjacent to Planned Area 6C.</p> <p>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.</p> <p>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:</p> <p>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.</p> <p>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:</p> <ol style="list-style-type: none"> 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. 	

1.2 per studio unit
1.3 per 1 bedroom unit
1.6 per 2 bedroom unit
1.8 per 3 or more bedroom unit
See KZC 105.20 for visitor parking requirements

Section 50.35

Zone
CBD-5

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

Section 50.35	USE REGULATIONS	MINIMUMS		MAXIMUMS		Landscaping 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.	<p>1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility.</p> <p>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:</p> <p>3. Landscape Category C is required if subject property is adjacent to 6th Street or Kirkland Avenue.</p> <p>4. This use only allowed:</p> <p>a. On properties with frontage on Second Avenue.</p> <p>b. 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.</p>
.110	Stacked or Attached Dwelling Units					D See Spec. Reg. 1.			<p>See Spec. Reg. 3.</p> <p>1. Landscape Category C is required if the subject property is adjacent to 6th Street or Kirkland Avenue.</p> <p>2. This use only allowed:</p> <p>a. On properties with frontage on Second Avenue.</p> <p>b. 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.</p> <p>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.</p>			
.120	Public Utility, Government Facility, or Community Facility						B	See KZC 105.25.	<p>1. 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.</p> <p>2. 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.</p>			
.130	Public Park							See KZC for required				

1.2 per studio unit
1.3 per 1 bedroom unit
1.6 per 2 bedroom unit
1.8 per 3 or more bedroom unit
See KZC 105.20 for visitor parking requirements

Section 50.38

Zone
CBD-5A

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS											
Section 50.38	USE ↑	REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS			Special Regulations (See also General Regulations)	
				Lot Size	REQUIRED YARDS (See Ch. 115)		Height of Structure	Landscaping Category (See Ch. 95)	Sign Category (See Ch. 100)		Required Parking Spaces (See Ch. 105)
				Front	Side	Rear					
.010	Mixed Use Development Containing Office, Retail and Restaurant Uses (continued)										<p>REGULATIONS CONTINUED FROM PREVIOUS PAGE</p> <p>7. The following establishes the number of parking spaces required:</p> <p>a. Residential uses must provide 1.7 parking spaces for each dwelling unit and one parking space for each assisted living unit.</p> <p>b. Restaurants and taverns must provide one parking space for each 125 square feet of gross floor area.</p> <p>c. All other uses must provide one parking space for each 350 square feet of gross floor area.</p> <p>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.</p>

1.2 per studio unit
1.3 per 1 bedroom unit
1.6 per 2 bedroom unit
1.8 per 3 or more bedroom unit.
See KZC 105.20 for visitor parking requirements

Section 50.00

Zone
CBD-

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

Section 50.00	Stacked, or Attached Dwelling Units See Spec. Reg. 1.	Required Review Process D.R., Chapter 112 ZC.	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)		Height of Structure				
				Front	Side					
.080	None	20' 10' 10'	10' 10'	5' above average building elevation. See also Spec. Reg. 3.	D See Spec. Reg. 1.	A	See Spec. Reg. 1.	<ol style="list-style-type: none"> Along Central Ave, this use is only permitted above the ground floor. For any portion of a structure on the subject property within 0 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 0 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 0 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. 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. Along Seventh Avenue, buildings shall be designed with predominantly sloped roof forms. Within 0 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. 		

1.2 per studio unit
 1.3 per 1 bedroom unit
 1.6 per 2 bedroom unit
 1.8 per 3 or more bedroom unit
 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		Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)		Height of Structure	Landscape Category (See Ch. 95)			Sign Category (See Ch. 100)
				Front	Side					
.110	Assisted Living Facility See Spec. Reg. 3.	D.R., Chapter 112 ZC.	None	20	0	0	0	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.	
.10	Stacked or Attached Dwelling Units See Spec. Reg. 1.							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 1.2 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 unit
1.3 per 1 bedroom unit
1.6 per 2 bedroom unit
1.8 per 3 or more bedroom unit
See KZC 105.20 for visitor parking requirements

PUBLICATION SUMMARY
OF ORDINANCE O-4487

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO ZONING, PLANNING, AND LAND USE AND AMENDING THE FOLLOWING CHAPTERS OF THE KIRKLAND ZONING CODE RELATING TO MULTI-FAMILY PARKING REQUIREMENTS: 20, 25, 30, 35, 50, 51, 52, 53, 54, 55, 56, AND 105, FILE NO. CAM13-02032

SECTION 1. Amends multi-family parking requirements in Chapters 20, 25, 30, 35, 50, 51, 52, 53, 54, 55, 56, and 105 of the Kirkland Zoning Code.

SECTION 2. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

SECTION 3. Establishes that this ordinance, to the extent it is subject to disapproval jurisdiction, will be effective within the disapproval jurisdiction of the Houghton Community Council Municipal Corporation upon approval by the Houghton Community Council or the failure of said Community Council to disapprove this ordinance within 60 days of the date of the passage of this ordinance.

SECTION 4. Authorizes the publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as 5 days after publication of summary.

SECTION 5. Directs the City Clerk to certify and forward a complete certified copy of this ordinance to the King County Department of Assessments.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the ____ day of ____, 2015.

I certify that the foregoing is a summary of Ordinance O-4487 approved by the Kirkland City Council for summary publication.

City Clerk