Council Meeting: 10/16/2012
Agenda: New Business
Item #: 11. a.

CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587-3225
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jeremy McMahan, Planning Supervisor
Eric Shields, AICP, Director

Date: October 5, 2012

Subject: Planning Commission Recommendation to adopt amendments to the Kirkland Zoning Code, Residential Suites, File No. ZON12-00002 (File #4)

RECOMMENDATION

Adopt the enclosed Ordinance consistent with the recommendation of the Planning Commission (Enclosure A).

BACKGROUND DISCUSSION

KZC 135.15 (Initiation of Proposals) provides that an amendment to the Zoning Code may be initiated by the City or requested by the public through the comprehensive planning process. The proposed amendments were initiated by the City Council.

The Planning Commission considered the proposed amendments to the Kirkland Zoning Code as part of the 2012 miscellaneous code amendments at its public hearing on June 14th 2012. In its recommendation to the City Council, the Planning Commission requested additional time to get the word out and to thoughtfully address potential impacts before making a recommendation. The City Council referred the amendments back to the Commission as recommended. The Commission has solicited additional community involvement, reviewed additional materials, and revised the regulations accordingly. Following their public hearing on October 4, 2012, the Commission now unanimously recommends adoption of the Residential Suites amendments.

As reflected in their recommendation, by a 4-3 vote the Commission decided to not include a green building requirement for this new use. Staff had recommended the following special regulation:

> *Development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 star certified, LEED Gold certified, or Living Building Challenge certified.*

If the Council decides that green building standards should be required, it may direct that the above regulation be included for the Residential Suites use in each of the zones where the use is permitted.

SEPA Compliance

The City issued a SEPA Addendum for the proposed amendments on March 14, 2012.

Enclosures:

A. Planning Commission Recommendation and Attachments

cc: ZON12-00002 (File #4)
Planning Commission

CITY OF KIRKLAND
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT
123 FIFTH AVENUE, KIRKLAND, WA 98033 425.587.3225
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MEMORANDUM

Date: October 5, 2012

To: Kirkland City Council

From: Mike Miller, Chair, Kirkland Planning Commission

Subject: Planning Commission Recommendation to adopt amendments to the Kirkland Zoning Code for Residential Suites, File No. ZON12-00002 (File #4)

INTRODUCTION

We are pleased to submit the recommended amendments to the Kirkland Zoning Code for consideration by the City Council. The Planning Commission recommendation to adopt the Residential Suites code is unanimous.

BACKGROUND

KZC 135.15 (Initiation of Proposals) provides that an amendment to the Zoning Code may be initiated by the City or requested by the public through the comprehensive planning process. The proposed amendments were initiated by the City Council.

The Planning Commission considered the proposed amendments to the Kirkland Zoning Code as part of the 2012 miscellaneous code amendments at its public hearing on June 14th 2012. In our recommendation to the City Council, we expressed enthusiasm about the potential that this use holds to help diversify Kirkland's housing stock and provide a market based solution to affordable housing choices. However, we requested additional time to get the word out and to thoughtfully address potential impacts before making a recommendation in early October. The City Council referred the amendments back to the Commission for additional study and community outreach as recommended.

The proposed draft regulations also include a minor edit to the affected use zone charts to correct an erroneous reference to State statutes for schools. This error is being corrected throughout the code as charts are amended.

PROPOSED KZC AMENDMENTS

The proposed regulations for Residential Suites are included in the attached ordinance. The basic concept falls somewhere between a hotel and a typical multifamily use. Individual rooms are rented with limited amenities in each room and additional amenities are shared between

rooms. The individual units are very small and the trip generation and parking demand is typically much lower than conventional multi-family developments. The individual units do not fit the definition of a dwelling unit because of the shared facilities and do not fit the definition of a hotel because the units are not intended for transient use.

The components of the draft regulations are outlined and evaluated below:

Location: Attachment 1 includes a map of the affected zones and proximity to transit centers. Due to the limited amenities for this use and the potential lower parking requirement, the proposed use is limited to zones within a ¼ mile walk distance of a transit center and with availability of nearby shops and services to reduce dependence on automobiles. In addition, the use is limited to zones that do not have residential density limits. As a result, only CBD 1, 2, 3, 4, 7, and 8 and TL 1A, TL 1B, and TL 2 are included at this time as the zones that meet the identified locational criteria. The Commission discussed that if the use is successful in these zones, the City may wish to consider expanding the use to other areas with similar attributes in the future.

Definition: The draft definition of Residential Suites includes parameters for the use and clarification of what is not included in the use. The key distinction is that the units are not "dwelling units" as defined in the Code because they do not have all of the independent living facilities (living, sleeping, cooking, and sanitation) that are included in a dwelling unit. A Residential Suites living unit would most commonly exclude the cooking facilities in the room and provide shared cooking facilities between a group of rooms. The exclusion of other uses in the definition is important to avoid confusion with other allowed or restricted uses that are subject to different regulations.

Size limits were selected based on a review of how other jurisdictions regulate similar uses and building code requirements. On the low end, 120 square feet corresponds to an IBC requirement for dwelling units to provide one room with at least 120 square feet. On the high end, 350 square feet seems to be the threshold where units are becoming large enough to accommodate cooking facilities (at which point they would be regulated as studio dwelling units rather than Residential Suites living units). It should also be noted that the City can't legally limit occupancy of the units to one person but the smaller units sizes lend themselves to individual occupancies and resultant lower parking demand.

General Provisions: Proposed regulations for the use are generally the same as existing regulations for residential development in the zone. The exception is regulations for parking in the CBD zones.

Development Review Process: All of the zones under consideration require Design Review Board review for new development and have existing design guidelines in place. Because the development will have the same exterior character as any other residential development, no new design provisions are necessary to accommodate the use.

Parking: For the TL zones, the existing Code does not have specific parking requirements. Rather, the amount of parking is to be determined on a case-by-case basis pursuant to KZC 105.25. The draft regulations for Residential Suites in TL zones would maintain the 105.25

determination. For the CBD zones, the draft code requires .5 stalls per living unit (plus employee parking) if the parking is managed or 1 stall per living unit (plus employee parking) if not. For the .5 rate, parking management is required and must include the following:

- The property owner is required to tie rentals to the availability of parking. If all available parking is taken, then units would either not be rented or only rented to tenants who do not have cars. The intent is to incentivize the developer to aggressively manage parking supply and demand. The developer who is not interested in aggressively managing the parking can opt out by providing more parking.
- A recorded Transportation Management Plan, recorded on the property to run with the land, including the following components:
    - Parking costs are unbundled from the rent
    - Subsidies for alternate transportation (could include bus pass, bike purchase incentives, or Zip Car incentive, etc.)
    - Mandatory reporting starting at 90% occupancy and continuing every two years thereafter
    - Civil penalties for failure to comply

The Commission directed staff to discuss the parking requirements for the proposed use with the City Parking Advisory Board (PAB). Planning staff reviewed the proposal with the PAB on September 6, 2012. The PAB discussed the parking and parking management in detail. Robert Pantley and a transportation engineer from TSI were there to provide background data. The PAB did not forward a formal recommendation to the Commission due to lack of a quorum at that point in their meeting. However, the four members in attendance agreed with the proposed rate of .5 stalls per unit provided the parking is actively managed.

The proposed parking rate is the same as the City of Redmond's, but adds the parking management requirements.

The Commission is comfortable that this performance based parking requirement will ensure that parking supply is adequate to meet the parking demand. In addition, we have reviewed a variety of information that supports the concept that there is a market for housing product with less parking supply than is traditional. The following information was considered by the Commission:

- September, 2012 article from The Economist (Attachment 2) explaining trends in driving and car ownership, particularly in the younger households that this housing type may appeal to.
- September, 2012 CNN article (Attachment 3) evaluating why more young American's may be choosing to not own cars.
- July, 2007 article from California's Local Government Commission (Attachment 4) about San Diego's SRO provisions and workforce housing.
- February, 2012 Redmond Traffic Study (Attachment 5) showing a projects PM peak hour vehicle trip rate that is 82% lower than ITE's peak hour trip rate for apartments. The study documents more pedestrian trips than vehicle trips during the PM peak.
- August, 2012 analysis of census data by TSI Engineers (Attachment 6) comparing Redmond and Kirkland relative to household size, vehicle ownership, walkability, and

transit availability. The comparison allows Kirkland to draw conclusions about the data gathered from Redmond projects. The report also provides comparative data from San Diego indicating transportation choices for residents of various housing types, including SRO's.

- August, 2012 travel survey by TSI Engineers (Attachment 7) of residents in two Redmond SRO projects showing transportation choices of residents (only 35% drove to work compared 76% Redmond average) and the vehicle trip rate compared to typical multifamily. The survey responses support the notion that residents who choose to live in this housing type are also choosing to alter their transportation choices.

Green Building: The Commission does not recommend specific green building requirements in the Code. Staff had recommended that the draft code includes aggressive green building requirements to reduce the overall environmental footprint of the development. However, by a 4-3 vote, the Commission concluded that green building requirements for this use (and not for other uses in these zones) had no compelling policy justification and could create an obstacle to providing this more affordable housing choice. The Commission felt that residential suites are an inherently sustainable development type by their compact nature and parking requirements.

Option for Affordable Housing: The TL 1A and TL 1B zones currently have affordable housing requirements for large residential developments and the recommendations for Residential Suites use would follow these provisions in these two zones. The other zones under consideration do not have affordable housing requirements in place for various reasons. The Commission considered whether to recommend mandating affordable housing of residential suites in TL 1A and TL 1B, but decided to recommend against such a regulation. As a practical matter, because of the size of the units, there is little doubt that well over 10% of the units would meet the threshold for affordability as defined in the Code. Because of the "built-in" affordability, it is also likely that at least 10% of the units would be occupied by households meeting the income threshold (50% of King County median). Subjecting the use to the City's affordability requirements would add unnecessary administrative work for both the property manager and City staff.

CRITERIA FOR AMENDING THE ZONING CODE

KZC Section 135.25 outlines the following criteria for amending the text of the Zoning Code. The Planning Commission findings are addressed below:

1. The proposed amendment is consistent with the applicable provisions of the Comprehensive Plan; and

   The proposed amendments are consistent with the Comprehensive Plan. Framework Goal 3 is to "Maintain vibrant and stable residential neighborhoods and mixed-use development, with housing for diverse income groups, age groups, and lifestyles". The Plan notes that "Kirkland has experienced rising housing costs, making it increasingly difficult to provide low- and moderate-cost housing. To meet the needs of Kirkland's changing population, we must encourage creative approaches to providing suitable housing by establishing varied and flexible development standards and initiating programs which maintain or create housing to meet specific needs. Mixed use and

transit-oriented neighborhood retail are encouraged and integrated with our neighborhoods".

The proposed Residential Suites use creates an opportunity for the private sector to build market rate housing that is affordable to a segment of the Kirkland community that is not now well served and that is close the shops, services, and transportation choices of Kirkland's mixed use centers. Consistent with Comprehensive Plan goals for these mixed use areas, density helps support the local shops and services and the shops and services help support residents needs to reduce the need to drive elsewhere to meet daily needs.

2. The proposed amendment bears a substantial relation to public health, safety, or welfare; and

   The recommended amendments bear a substantial relation to public health, safety, and welfare. The amendments provide for orderly development residential uses within areas intended to accommodate an increasing population and employment concentration. Neighborhood compatibility is retained because the external impacts are not likely to differ from other residential development in the subject zones.

3. The proposed amendment is in the best interest of the residents of Kirkland; and

   As noted in the Land Use Element of the Comprehensive Plan:

   > *The fundamental goal of the Land Use Element is to maintain a balanced and complete community by retaining the community's character and quality of life, while accommodating growth and minimizing traffic congestion and service delivery costs (pg. VI-3).*

   The recommended amendments are in the best interest of the community and result in long-term benefits. Amendments continue to focus residential growth in areas that have been planned appropriately with the capacity to meet the demands. The use provides another housing choice to accommodate the housing needs of a variety of Kirkland residents, particularly those who do not need a larger home, choose not to own a car and don't want to pay for parking, work in Kirkland but may be forced to commute from outside of Kirkland due to housing costs, or Kirkland's young adults who are just starting out.

4. When applicable, the proposed amendment is consistent with the Shoreline Management Act and the City's adopted shoreline master program.

   The amendments do not amend any provisions of the City's Shoreline Master Program.

MATERIAL TO BE CONSIDERED

KZC Section 160.60 notes that the City may not consider a specific proposal site plan or project in deciding whether or not a proposal should be approved through this process. Although a

potential development site under the proposed regulations was discussed in correspondence to the Commission, the Commission has focused on the citywide nature of the proposed amendments and not considered any specific project in recommending the proposed amendments.

PUBLIC PARTICIPATION

The Planning Commission conducted an initial public hearing on proposed amendments in June as part of the miscellaneous code amendments. At that time, we did not feel that there had been adequate public outreach on the amendments and factored that into our recommendations to not adopt at that time. We directed staff to expand the outreach for the subsequent Planning Commission process. Pursuant to KZC 160.40, notice of the hearing was published in the official City newspaper, posted on office notice boards, and posted on the City website. In addition, the following expanded outreach efforts have been completed by staff:

- Created a project webpage for the process at http://www.kirklandwa.gov/depart/Planning/Code_Updates/SRO.htm
- Emailed notice to all Neighborhood Associations, Kirkland Alliance of Neighborhoods, and the Chamber of Commerce/Kirkland Downtown Association
- Sent supplemental email notice with additional information sent to Moss Bay, Evergreen Hills (Kingsgate), Market, and Norkirk Neighborhood Associations
- Contacted the Kirkland Reporter and were interviewed about the project and hearing
- News release about the amendments and hearing were issued on September 20, 2012. News releases are distributed to:
    - Local media outlets (Reporter, Kirklandviews, Kirkland Patch, Seattle Times, Daily Journal of Commerce…)
    - City News Release and Neighborhood News listservs (±2,000 recipients)
- Included article in the 3rd Quarter, 2012 City Update Newsletter

Attachment 8 provides copies of all public comment. A video submitted at the hearing by Vanessa Pantley illustrating the attributes of tenants at projects in Redmond may be viewed at http://www.youtube.com/watch?v=dPX45bcUA80.

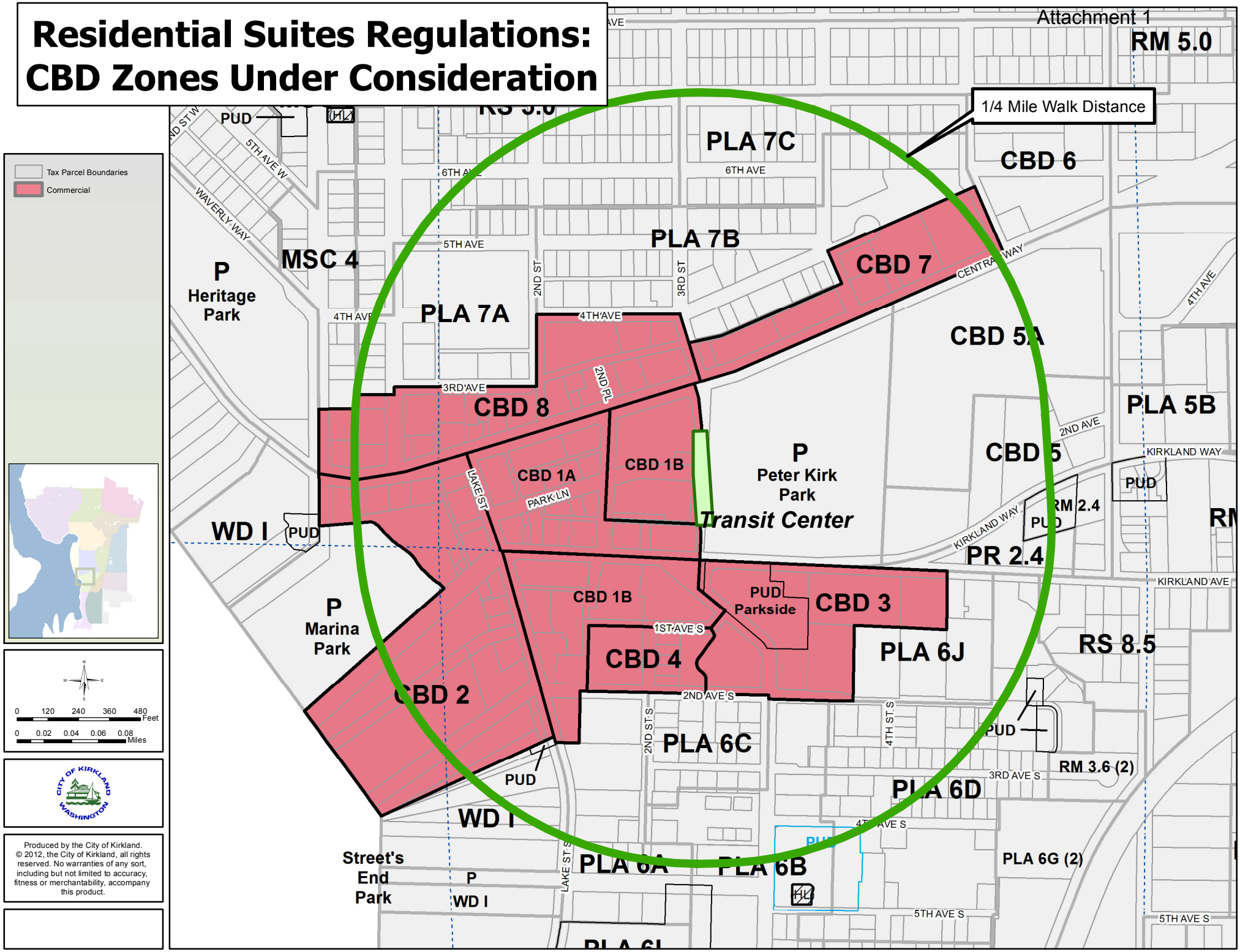
Attachments:

1. Map of Affected Zones
2. Article from The Economist
3. Article from CNN
4. Article from Local Government Commission
5. TSI Redmond Traffic Study
6. TSI Review of Census Data
7. TSI Redmond Transportation Surveys
8. Correspondence

Cc: ZON12-00002 (File #4)
Planning Commission

Residential Suites Regulations: CBD Zones Under Consideration

Attachment 1



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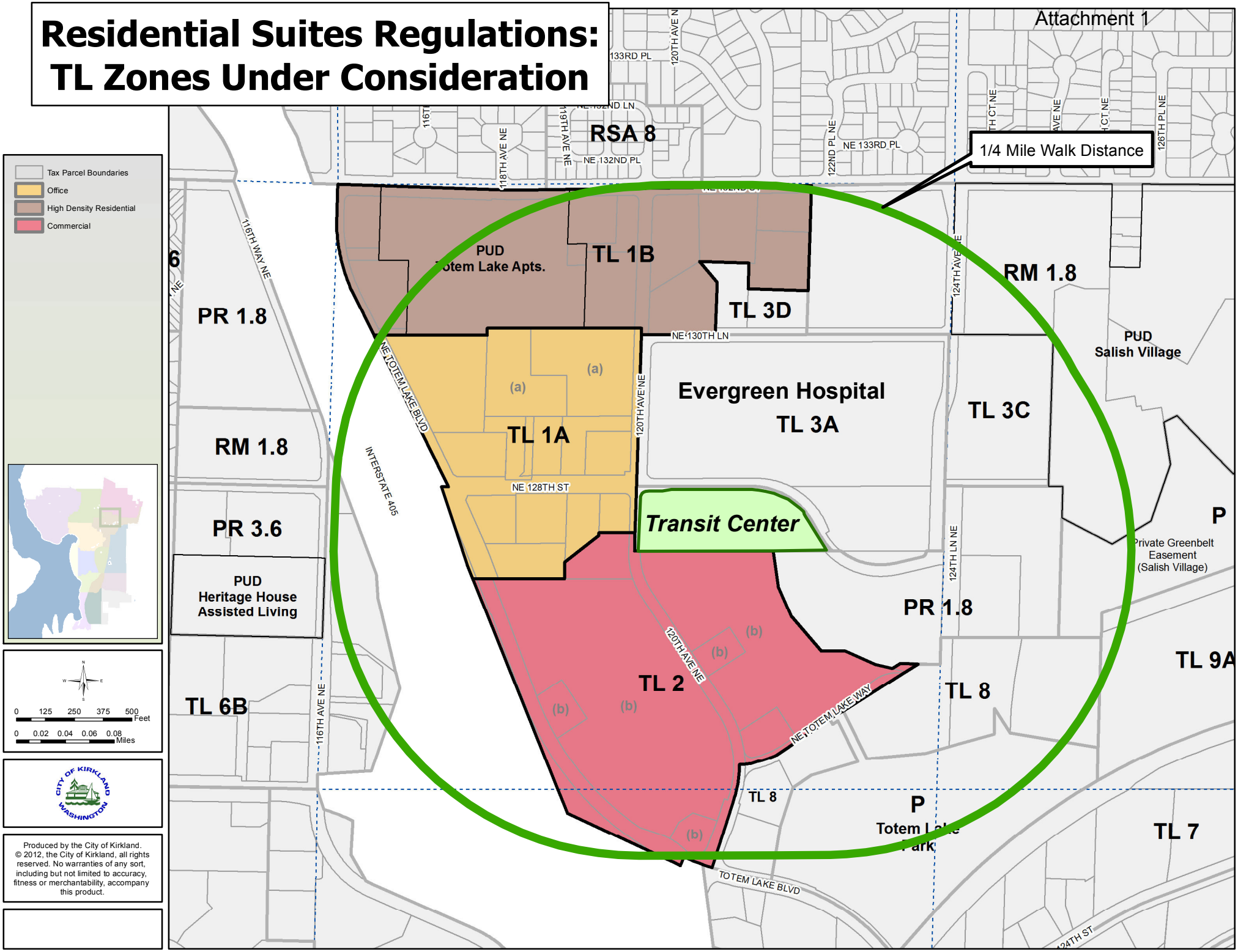
Residential Suites Regulations: TL Zones Under Consideration

Attachment 1



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Attachment 2

The Economist

The future of driving

Seeing the back of the car

In the rich world, people seem to be driving less than they used to

Sep 22nd 2012 | from the print edition

Corbis

"I'LL love and protect this car until death do us part," says Toad, a 17-year-old loser whose life is briefly transformed by a "super fine" 1958 Chevy Impala in "American Graffiti". The film follows him, his friends and their vehicles through a late summer night in early 1960s California: cruising the main drag, racing on the back streets and necking in back seats of machines which embody not just speed, prosperity and freedom but also adulthood, status and sex.

The movie was set in an age when owning wheels was a norm deeply desired and newly achievable. Since then car ownership has grown apace. There are now more than 1 billion cars in the world, and the

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number is likely to roughly double by 2020. They are cheaper, faster, safer and more comfortable than ever before.

Cars are integral to modern life. They account for 70% of all journeys not made on foot in the OECD, which includes most developed countries. In the European Union more than 12m people work in manufacturing and services related to cars and other vehicles, around 6% of the total employed population; the equivalent figure for America is 4.5% of private-sector employment, or 8m jobs. They dominate household economies too: aside from rent or mortgage payments, transport costs are the single biggest weekly outlay, and most of those costs normally come from cars.

Nearly 60m new cars were added to the world's stock in 2011. People in Asia, Latin America and Africa are buying cars pretty much as fast as they can afford to, and as more can afford to, more will buy.

Til her daddy takes her T-Bird away

But in the rich world the car's previously inexorable rise is stalling. A growing body of academics cite the possibility that both car ownership and vehicle-kilometres driven may be reaching saturation in developed countries—or even be on the wane, a notion known as "peak car".

Recession and high fuel prices have markedly cut distances driven in many countries since 2008, including America, Britain, France and Sweden. But more profound and longer-run changes underlie recent trends. Most forecasts still predict that when the recovery comes, people will drive as much and in the same way as they ever have. But that may not be true.

As a general trend, car ownership and kilometres travelled have been increasing throughout the rich world since the 1950s. Short-term factors like the 1970s oil-price shock caused temporary dips, but vehicle use soon recovered.

The current fall in car use has doubtless been exacerbated by recession. But it seems to have started before the crisis. A March 2012 study for the Australian government—which has been at the forefront of international efforts to tease out peak-car issues—suggested that 20 countries in the rich world show a "saturating trend" to vehicle-kilometres travelled. After decades when each individual was on average

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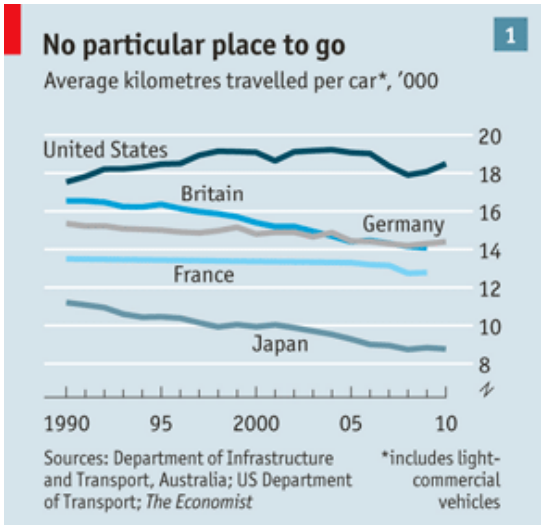
travelling farther every year, growth per person has slowed distinctly, and in many cases stopped altogether.



There are different measures of saturation: total distance driven, distance per driver and total trips made. The statistics are striking on each of these counts even in America, still the most car-mad country in the world. There, total vehicle-kilometres travelled began to plateau in 2004 and fall from 2007; measured per person, growth flatlined sooner, after 2000, and dropped after 2004 before recovering somewhat (see chart). The number of trips has fallen, mostly because of a decline in commuting and shopping (of the non-virtual variety).

Britain, another nation that measures such things obsessively, has a similar arc. Kilometres travelled per person were stable or falling through most of the 2000s. Total traffic has not increased for a decade, despite a growing population. For the past 15 years Britons have been making fewer journeys; they now go out in cars only slightly more often than in the 1970s. Pre-recession declines in per-person travel were also recorded in France, Spain, Italy, Australia, New Zealand and Belgium.

Drive me to the junkyard in my Cadillac

Saturation of car ownership over time is one explanation. The current cohort of retirees—Toad from "American Graffiti", having faked his death in Vietnam, is now 67—is the first in which most people drove. So more retired people drive now than ever before. In Britain 79% of people in their 60s hold licences, which is higher than the figure for the driving-age population as a whole; in America more than 90% of people aged 60-64 can drive, a larger share than for any other cohort. New generations of drivers will replace old ones rather than add to the total number.

Then there is a second trend. All over the rich world, young people are getting their licences later than they used to—in

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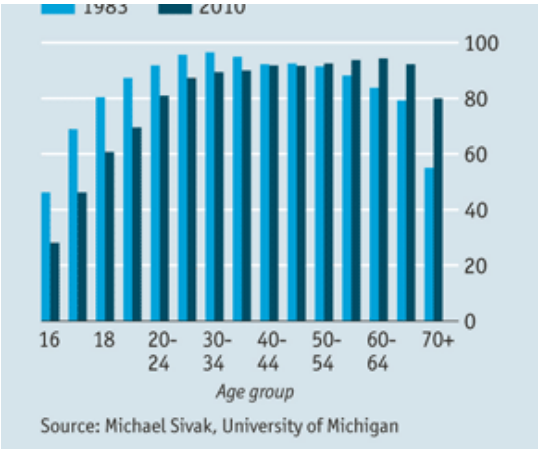

America (see chart) and also in Britain, Canada, France, Norway, South Korea and Sweden. Even in Germany, car-culture-vulture of Europe, the share of young households without cars increased from 20% to 28% between 1998 and 2008. Unsurprisingly, this goes along with driving less. American youngsters with jobs drive less far and less often than before the recession. 16- to 34-year-olds in American households with incomes over $70,000 increased their public-transport use by 100% from 2001 to 2009, according to the Frontier Group, a think-tank.

Cost is one factor: fuel prices have risen for all; insurance premiums for the young have soared. Youth unemployment has not helped. But there is also the influence of a new kid on the block: the internet. A University of Michigan survey of 15 countries found that in areas where a lot of young people use the internet, fewer than normal have driving licences. A global survey of teen attitudes by TNS, a consultancy, found that young people increasingly view cars as appliances not aspirations, and say that social media give them the access to their world that would once have been associated with cars. KCR, a research firm, has found that in America far more 18- to 34-year-olds than any other age group say socialising online is a substitute for some car trips.

Young people move around more and settle down later; they would rather travel to far-off lands than cruise the strip downtown. Fleura Bardhi of Northeastern University in Boston interviewed users of car-sharing schemes, much more popular among the young than their elders, and likened the youngsters' attitudes to cars to their attitude to dating: "People get to try out different cars, different lifestyles, different identities." By contrast owning a car, they said, felt like being tied down—like a marriage.

In Arthur Miller's 1949 play "Death of a Salesman", Happy's dream was a simple one: "My own apartment, a car, and plenty of women." Subsequent generations of young men and, perhaps to a lesser extent, young women agreed. But things seem to be changing. The buzz, status

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and implicit sexuality of car ownership has been taken up, even displaced, by other products and lifestyles, and not just among the young. Tom Worsley, formerly of Britain's Department for Transport, says that, even for oldies, "It has become a bit passé to polish your car on a Sunday morning."

Another technological change means that the car not polished on Sunday may not have been to the shops on Saturday, either. A sixth of Britain's retail spending now takes place online, according to IMRG, a consultancy, and around a twentieth of America's, according to the Department of Commerce; everywhere the trend is rising. In Britain trips to the shops have been the category of car use that has dropped off most steeply since 1995.

Shut down strangers and hot-rod angels

Older people retaining their licences may swell the ranks of drivers for a while yet, but eventually young people postponing the use or purchase of cars could reduce them. The total number of people with cars may thus drop. And more people owning cars—rather than longer journeys—has been the prime driver of traffic growth in the past. If ownership stabilises or declines, traffic may do so too.

Even without changing absolute numbers, however, age can still play a role in patterns of use. Though more older people drive than used to, per person they also tend to drive less. And so, if people keep getting their licences later, may everyone else. The later people pass their test, the less far they drive even once they can, according to Gordon Stokes of Oxford University. He says people in Britain who learn in their late 20s drive 30% less than those who learn a decade earlier.

Geography matters too. In most rich countries car use has been stable or increasing in rural areas, where driving still offers freedom and convenience. It is in cities, especially their centres, that car ownership and use is declining. And city living is on the rise: the OECD, a rich-country think-tank, expects that by 2050, 86% of the rich world's population will live in urban areas, up from 77% in 2010.

In America the share of metropolitan residents without a car has grown since the mid-1990s: 13% of people in cities of more than 3m people have no car while only 6% in rural areas live without one. In London car

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ownership has been falling since 1990, with a plateau from 1995 to 2005; the percentage of households without cars has been growing since 1992. In other British cities the proportion of carless households has been growing since 2005. Car use has fallen in many European cities.

There are various reasons for this. Public mass-transit systems are, in the main, faster and more reliable than they used to be, with increased capacity in many cities. This partly reflects increased investment, particularly in rail. For the past 15 years road and rail investment has been about 1% of GDP for OECD countries, but rail's share of that has increased from 15% to 23%, says the International Transport Forum.

More recently, private alternatives to car ownership, notably car clubs, have been spreading across North America and northern Europe. By some estimates one rental car can take the place of 15 owned vehicles. Zipcar, which is the biggest international car-share scheme, has 700,000 members and over 9,000 vehicles. Buzzcar, a French company set up by the Zipcar founder, has 605,000 members sharing 9,000 cars.

Where to from here?

Perhaps most basic, though, is that in terms of urban living the car has become a victim of its own success. In 1994 the physicist Cesare Marchetti argued that people budget an average travel time of around one hour getting to work; they are unwilling to spend more. For decades cars allowed this budget to go farther. But as suburbs grow and congestion increases most cities eventually hit a "sprawl wall" of too-long commutes beyond which they will not spread far. After that, it appears, a significant number of people start to move back towards the city centre. In America, where over 50% of the population lives in suburbs, more than half the nation's 51 largest cities are seeing more growth in the core than outside it, according to William Frey at the Brookings Institution.

If car use has peaked, what are the implications? One is that vehicle-

Attachment 2

makers, which are already having a tough time, will not easily find new markets in the rich world. In America available cars already outnumber licensed drivers. “We are looking at replacement rather than growth in these countries,” says Yves van der Straaten of the OICA, an international trade body of car manufacturers.

Some niche and luxury brands are thriving and are likely to keep doing so. But manufacturers know that the developing world is the future—sales in China overtook those in America between 2010 and 2011 and rose by 2.6%; those in Indonesia, a younger market, jumped by 17%.

A more radical response from carmakers could be to say that if buyers are less interested in driving, then cars will require less driving from them. Driverless cars—robot-guided vehicles that leave their occupants free to text, work or sleep—could go on sale within the next decade, and might meet the mood of the moment. They could be safer and a lot less hassle. Flocking together through clever algorithms, they could cut congestion dramatically. They might further strain the already weakening link between driving and identity and the sense of driving as an expression of self and skill. But they could still be a highly profitable innovation.

Take the highway that’s the best

Even if they are not faced by an invasion of robo-taxis, governments may find that changes in driving habits force them to rethink infrastructure. Most forecasting models that governments employ assume that driving will continue to increase indefinitely. Urban planning, in particular, has for half a century focused on cars.

America built 64,000 kilometres (40,000 miles) of interstate highway to get the country moving after the second world war; since 1980 it has built more than 35,000 new lane-kilometres a year. If policymakers are confident that car use is waning they can focus on improving lives and infrastructure in areas already blighted by traffic rather than catering for future growth. That is already happening in London, where cars pay to enter the centre and ever more space is dedicated to buses and cycles. At Canary Wharf, a business district in east London, 100,000 jobs are supported by only 3,000 parking spaces.

By improving alternatives to driving, city authorities can try to lock in

Attachment 2

the benefits of declining car use. Cars take up more space per person than any other form of transport—one lane of a freeway can transport 2,500 people per hour by car, versus 5,000 in a bus and 50,000 in a train, reckon Peter Newman and Rob Salter of Curtin University in Australia.

Other assumptions may also need revising. Governments throughout the rich world rely on tax from fuel; across the EU, transport fuel taxes account for 1.4% of GDP, and the figure is a good bit higher in some countries. Revenues are already falling because of efficient cars. They could plummet further if car use keeps dropping.

Cities that bank on parking fees, fines and road tolls may have to find other ways to balance the books. Plans for attracting private investment in roads may need reconsidering. In March 2012 David Cameron, Britain's prime minister, called for private investment in the road network to increase capacity. Such schemes may be viable—but not if based on a payment model that assumes ever-increasing use.

Environmentalists, though, should be cheering all the way to the scrapyard. The International Energy Agency in 2009 projected an average annual increase in global transport-energy demand of 1.6% between 2007 and 2030, though this represents a slowing from earlier growth. Past improvements in vehicle efficiency in America have often been negated by increases in the power and weight of cars, leaving fuel economy constant. Road transport accounts for around 23% of polluting carbon emissions in the OECD; an absolute decline in driving could help change that.

The possibility of reaching "peak car" is most evident in the rich world. But emerging-world cities may reach a similar state earlier in their development, reckons David Metz of University College London.

Where the streets have no name

Non-OECD countries have higher levels of vehicle ownership now than OECD countries did at similar income levels. This is because their transport infrastructure has developed faster than it did in richer countries, cars are cheaper in real terms and urbanisation is happening faster.

Since car use is growing so fast—and urban planning lags behind—cities

Attachment 2

in poorer countries could hit the “sprawl wall” sooner than those in the rich world did, reckons Mr Newman. Space is already at a premium in dense centres such as Jakarta, where the number of cars is growing ten times faster than the roads available for them to roll on.

Some municipalities in the developing world are already planning for less car use, notably by deploying urban rail systems. The Shanghai metro, mostly built since 2000, ferries 8m people a day and covers 80% of the city. Eighteen Indian cities and several Middle Eastern ones are designing urban rail networks.

Roads are far from empty. In many countries traffic levels have continued rising because population growth has compensated for declining distances driven per person. On many roads peak-time congestion will be a problem demography cannot defuse.

But after 50 years of car culture, culture may finally be changing the car. Gone is the nostalgia of “American Graffiti”. “Cosmopolis”, released in 2012, also features a cocky young man deeply involved with his car; but it is a near stationary limousine that constrains and isolates him far more than it enhances his possibilities. “I’m looking for more,” he protests during his endless journey across Manhattan. The world’s once and future car-owners are increasingly inclined to agree.

No new roads for Mr Toad

from the print edition | Briefing

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Young Americans ditch the car

By Steve Hargreaves @CNNMoney September 17, 2012: 10:34 AM ET

PHOTO: THINKSTOCK

NEW YORK (CNNMoney) -- America's young people just aren't buying cars like they used to.
The share of new cars purchased by those aged 18-34 dropped 30% in the last five years, according to the car shopping web site Edmunds.com.

Some say the economy is mostly to blame -- that the young aren't buying because they've been particularly **hard hit by the recession**. But others say the trend could be part of larger social shifts.
One reason is demographic: The re-urbanization of America is giving more people access to public transportation. The advent of Zipcar (**ZIP**) and other car-on-demand businesses are eliminating the need

to own and insure an expensive vehicle that often isn't driven much. But mostly it's the explosion of social media. Car ownership just may not be as socially important as it used to be.

"What we used to do in cars, young people are now doing online," said one analyst at a recent oil conference.

The ability to meet and interact with people on the Internet is largely replacing the need to hop in a car and cruise down the strip.

Couple that with more recent restrictions on driving -- later ages for licenses, limits on how many people can be in the car, restrictions on cell phone use -- and the Internet may be surpassing the automobile in the category that gave cars so much appeal: freedom.

"When I got into a vehicle, it represented me going to meet my friends," said Craig Giffi, automotive practice leader at the consultancy Deloitte. "For them, it cuts them off from their friends."

This is particularly true for the youngest, most digitally-connected members of **Generation Y**. Forty-six percent of 18-24 year-olds would choose Internet access over owning a car, according to a recent Deloitte study.

Related: America's best-loved cars

It's a trend the car companies are noticing as well.

"With this generation, what owning a car means is completely different from previous generations," said Annalisa Bluhm, a spokeswoman for General Motors. "It was a right of passage. Now the right of passage is a cell phone."

With the Baby Boomers, Bluhm said three-quarters had obtained early life's five big rites of passage by the time they were 30 -- buying a car, graduating from college, getting married, buying a house and having kids. Now less than 40% of the under-30 crowd has all these things.

What's more, 30% of Baby Boomers considered themselves "car enthusiasts," said Bluhm, buying showcase vehicles like the Camaro, Corvette or Jeep. Less than 15% of Gen-Yers say the same, and they're flocking to more practical models.

"They have a number of things that validate them," Bluhm said. "The car is not their first purchase."

The real question for carmakers is whether young people will return to the showroom when the economy recovers. Many say they will.

"This is purely a matter of economics," said Michelle Krebs, an analyst at Edmunds.com.

Krebs said the drop in sales share by young people is misleading, as

more of them are buying used cars or simply living at home longer and using their parents' vehicles. When the economy improves, they will be back en masse.
"We don't all live in urban areas and can get by without a car," she said.

Gen-Y'ers: Delaying adulthood

Analysts at Ford (**F**, **Fortune 500**) seem to think so too.
Young people may defer buying cars until the economy improves or they may live out their 20s in urban areas, but at some point they will have families, move to the suburbs and need vehicles, said Erich Merkle, Ford's U.S. sales analyst.
"They might be able to hold off for a period of time," said Merkle. "But Ford takes the long-term view -- They are going to be around for a long time and they are going to purchase many, many new cars."
But as Deloitte's Giffi said, the longer these young people go without cars, the easier time they have adjusting to life without one. ■

First Published: September 17, 2012: 9:12 AM ET
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Livable Places **Update**

Emerging Trends in Community Planning and Design

July 2007 www.lgc.org

The Affordable Housing Crisis – What's a City or County To Do? About two and a half years ago, a Public Policy Institute of California poll found that affordable housing was at the top of Californians' list of concerns, just below the problem of traffic congestion.

A follow up report by Housing California and PolicyLink estimated that the state backlog of affordable housing production was over 651,000 units and the state needed to build 52,000 units of affordable housing annually to keep up with the growth of California households earning less than $41,000 a year.

To make matters worse, lower-priced housing is often located far from job centers — leading to worse traffic congestion, more air pollution, and higher transportation costs for those who can least afford it.

With the current construction slowdown, now may be a good time to evaluate what local governments can do to address affordable housing before the construction boom begins again.

***Encourage SROs*:** SROs (Single Room Occupancy Units) offer a small, one-room affordable housing option for low-income residents. The City of San Diego has demonstrated that this type of affordable housing can be built by the private sector without city subsidies, simply by changing local zoning codes.

In the mid 1980s, San Diego officials realized their downtown was gentrifying and low-income people were being forced to leave. Seventy two percent of the city's SRO units had been lost to developers who were rapidly demolishing grungy old hotel buildings in order to erect tourist hotels, condos, and upscale shops. In response, the City adopted an SRO ordinance in 1985 that demanded that every SRO unit a developer converted or demolished must be replaced, one-for-one, elsewhere in San Diego. Developers were offered the option of contributing an in-lieu fee to the city's affordable housing fund or building SRO units.

To encourage developers to keep the money and build the units, the City Council in 1987 adopted a package of 27 changes to the zoning and building codes. The new zoning allowed SRO housing anywhere in the downtown, and by classifying it as commercial use like a hotel, SRO units were relieved from school fees.

Because most SRO residents don't have cars, parking requirements were removed. A garbage disposal and microwave oven replaced a full kitchen. Toilets could be installed without installing a full bathroom – showers or a complete bathroom could be provided down the hall and shared by others.

The response to these zoning changes was an SRO building boom of almost 3,000 new SRO units to the city, few of them publicly subsidized. The best of them became exemplars of walkable, mixed-use urban design.

In the late nineties, with Central San Diego becoming increasingly affluent, the redevelopment agency pushed for regulatory changes to discourage further SRO production.

Today in downtown San Diego, SRO buildings blend into San Diego's historic architecture and don't stand out as different. They sit across from multimillion-dollar condos and many have uses on the ground floor that cater to upscale customers. Reportedly, low and high-income residents coexist without any problems.

500 West — A renovated hotel in downtown San Diego. Units are mixed SROs and market rate.

San Diego's SROs are inhabited by working people, students, disabled people, seniors, and others and provide a valuable housing option for service employees and others who need or want to live downtown. Most rents generally run between $400 and $700 a month.

Get Help from the Developer: Developers John Anderson and Tom DiGiovanni have become very popular leaders in Northern California by demonstrating how to build more affordable housing without creating blocks and blocks of identically-priced, cookie-cutter units. Their neighborhoods feature a mixture of housing types, costs, colors and sizes.

The largest houses in Doe Mill (their initial development, built in Chico, CA) are 1,860 sq. ft., making them smaller and less expensive than the typical U.S. house. Lots are also smaller than usual, 3,500 to 4,000 sq. ft.

Anderson employs a technique he refers to as "mass customization" by creating "Chevy" or "Cadillac" options in the interior of the home. He builds with standard lumber dimensions and lays out floor plans in two-foot increments to standardize as much as possible. Interiors are carefully laid out with open layouts that can

be customized later. This technique makes affordable and expensive units indistinguishable from one another.

Accessory units are optional for buyers. They rent for $600 to $700 a month, creating a supply of inexpensive apartments. That income pays the cost of the extra unit and an additional $200 to $300, which can be applied to the mortgage on the main house.

In Doe Mill there are several clusters of courtyard housing tucked into the neighborhood. These units cost $50,000 less than the least expensive street fronting houses in the project. The courtyard bungalows are small, starting at 960 square feet, and have no garage, just a parking space or carport. This design achieves a density of 17 units/acre and the reduced land costs reduce the sales price of the home.

Implement an Inclusionary Housing Ordinance: Many cities and counties throughout the nation now require builders to make a specified percentage of the homes they build in a new development affordable to lower income families. In California last year there were an estimated 170 such programs in existence.

The California Coalition for Rural Housing (CCRH) recently launched a free, searchable database of more than 130 inclusionary housing programs. The database provides summaries of the characteristics for each policy. Users may search for these summaries by jurisdiction name or by more than 30 other variables. Each summary provides a link to the jurisdiction's full policy. To access the database, visit www.calruralhousing.org.

House the Workforce: One of the most desirable and costly places to live in the country, the City of Santa Barbara, has a particularly difficult challenge housing the many service workers in the area.

The Santa Barbara Housing Authority has been tackling the challenge of keeping workers off the road by providing affordable housing in town. One of their more recently built housing complexes is in downtown Santa Barbara where property values are extraordinarily high. Studio and one-bedroom units are available exclusively to people who work in the downtown area with an income below about $36,000 per year for one person and $62,000 per year for two. Priority is given to those who do not own a car. Below market fixed monthly rents range from $481 to $851.

With 56 units per acre, the project promotes high-density housing, but the design fits beautifully into the historic architecture of downtown Santa Barbara.

Reduce Other Living Expenses to Make Rents More Affordable: The traditional definition of housing affordability is probably too restrictive. Today the average U.S. household spends 19 percent of its budget on transportation. This high figure would indicate that the impact of transportation should be considered when cities look at affordable housing.

The City of Los Angeles connected transportation and affordability when they assisted the development of a ten-acre site adjacent to a new light-rail stop by expediting the permitting process, providing a zoning change, and relaxing parking regulations. The development offers lower cost housing and the possibility of discarding the family car. Residents have a seven-minute ride to jobs in downtown Los Angeles via transit.

When is such a Subsidy Worth the Cost to the Community?: The Brookings Institution has prepared a document that helps communities define affordability as related to transportation costs by considering walkable access to schools, shopping, recreation and public transportation. *The Affordability Index: A New Tool for Measuring the True Affordability of a Housing Choice* is available on the Brookings web page.

Reduced utility bills can contribute significantly to the affordability of a housing unit. John Shirey, Executive Director of the California Redevelopment Association, recently advised LGC members to add funds to housing in redevelopment areas to make them energy-efficient. Taking such action can save up to $50 a month on utility bills, he reports.

For some low-income residents, a community garden included in a housing complex offers a welcome option for reducing food costs by allowing residents to grow some of their own vegetables.

In Washington, the City of Seattle's Department of Neighborhood's Patch Programs, in cooperation with the nonprofit P-Patch Trust, provides organic community garden space for residents of 70 Seattle neighborhoods. These programs serve more than 6,000 urban gardeners on 23 acres of land with an emphasis on low-income and immigrant populations and youth.

Approach the State for Assistance: California's voters have passed bonds to assist with housing affordability, notably Proposition 46 and last November's Proposition 1C and there is still some money remaining. To explore this option, visit the Housing and Community Development Department's web page at www.hcd.ca.gov. Note that guidelines for the expenditure of a portion of the Prop. 1C money are still being pondered by the legislature.

Livable Places Update *is published monthly and is a project of the Local Government Commission's Center for Livable Communities. For subscription information call us at ☎ (916) 448-1198. If you have news from your area to include in future issues, please send it to: LPU, 1303 J Street, Suite 250, Sacramento, CA 95814.*

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February 23, 2012

Kurt Seemann, P.E.
Senior Engineer
City of Redmond Public Works Transportation
15670 NE 85th Street
Redmond, WA 98073

Subject: Vision 5 Redmond – Level 1 Traffic Study

Dear Mr. Seemann,

This traffic study is for Vision 5, a residential development located at NE 85th Street and 163rd Avenue NE in Redmond, Washington. This letter-report includes the following: a development description, PM peak hour trip generation and travel assignment forecast and our conclusions.

Development Description

A vicinity map and a site plan are attached for reference. Vision 5 is located on a vacant site to the north of NE 85th Street and west of 163rd Avenue NE. The site is proposed with 96 residential mini-suites. The average suite size is 200 square feet. Each suite includes its own bathroom and is supported by common kitchen and deck facilities.

Vision 5 is a similar concept to Tudor Manor. Both developments are managed by the applicant. Tudor Manor is located at 16552 NE 84th Court and is marketed as a sustainable residential living development. The site includes 61 mini-suites, with an average suite size of 200 square feet. Tudor Manor is currently at full occupancy.

The size and character of Tudor Manor's living spaces attracts a mix of tenants ranging from students, out-of-area business persons (both locally employed and with recurring business in the area), intermediate-term residents, and medical patient families. The mix of tenants of Vision 5 is expected to be similar.

The applicant indicates that the majority Tudor Manor tenants do not own a vehicle and most use public transit, bike and walk to/from their destinations. Tudor Manor's non-vehicle tenants are provided with a transit pass credit of $25 per month to support their transit needs. A similar amenity will be available to future Vision 5 tenants.

Trip Generation

Vision 5 is atypical of other general apartment uses. A PM peak hour trip generation study was conducted for Tudor Manor to develop a trip rate to forecast trip generation for Vision.

Trip Generation Study

Observations of inbound and outbound PM peak hour vehicular movements at Tudor Manor were conducted on Friday, February 17, Tuesday, February 21, and Wednesday, February 22, 2012. The observations are summarized in Table 1. For study purposes the Friday data was excluded from the average results, because Friday is not generally considered as a weekday for trip generation purposes.

Table 1: 2012 Tudor Manor Vehicle Trip Generation Observations

Start	Friday Feb-17			Tuesday Feb-21			Wednesday Feb-22			Weekday Average		
Time	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
4:00 PM	0	1	1	2	0	2	1	0	1	2	0	2
4:15 PM	0	0	0	0	1	1	1	0	1	1	1	1
4:30 PM	0	0	0	0	0	0	1	0	1	1	0	1
4:45 PM	0	0	0	0	1	1	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	1	0	1	1	0	1
5:15 PM	1	0	1	1	0	1	2	1	3	2	1	2
5:30 PM	2	0	2	2	1	3	0	1	1	1	1	2
5:45 PM	0	0	0	0	0	0	1	2	3	1	1	2
Peak Hour	3	0	3	3	2	5	4	4	8	4	3	7

Table 1 shows Tudor Manor generating 7 PM peak hour vehicle trips, which is equivalent to a PM peak hour trip rate of 0.11 trips per mini-suite (7 PM trips / 61 mini-suites), split 57% in and 43% out. Using this information, Vision 5 is forecast to generate 11 PM peak hour trips (0.11 trip rate X 96 mini-suites).

Table 2 summarizes the pedestrian trip observations at Tudor Manor, also collected on February 17, 21, and 22. Friday data was excluded from the average results similar to Table 1.

Table 2: 2012 Tudor Manor Pedestrian Trip Generation Observations

Start Time	Fri. Feb-17	Tue. Feb-21	Wed. Feb-22	Wkday. Avg.
4:00 PM	0	8	6	7
4:15 PM	3	2	2	2
4:30 PM	0	4	0	2
4:45 PM	0	1	0	1
5:00 PM	0	1	3	2
5:15 PM	0	3	8	6
5:30 PM	0	3	0	2
5:45 PM	0	1	0	1
Peak Hour	3	15	11	12

Table 2 shows Tudor Manor generating 12 PM peak hour pedestrian trips, which is equivalent to a PM peak hour pedestrian trip rate of 0.20 pedestrian trips per mini-suite (12 PM trips / 61 mini-suites).

Using this information, Vision 5 is forecast to generate 19 PM peak hour pedestrian trips (0.20 pedestrian trip rate X 96 mini-suites).

The small amount of vehicle and pedestrian trips observed appears to be a result of tenant mix, varying tenant schedules and commuting modes and patterns. A similar tenant mix, tenant schedule and commute modes and patterns is expected at Vision 5.

ITE Trip Generation

The ITE land use that best describes Vision 5 is LU-220, "Apartment". For this description, the ITE 'dwelling unit' variable is replaced by 'mini-suites'. The ITE apartment trip rate is 0.62 trips/dwelling unit. Using this rate, Vision 5 would generate 60 PM peak hour trips (0.62 trip rate X 96 dwelling units).

In comparison, the observed Tudor Manor PM peak hour vehicle trip rate is 82% lower than the ITE PM peak hour trip rate for an apartment land use ({[ITE rate] –[observed rate]} / [ITE rate]). This marked difference is due to the noticeably smaller 200 square foot mini-suites compared to more typical 600-1,000 square foot apartment units. The associated reduced person occupancy per mini-suite and tenant mix does not reflect typical apartment building demographics. Since Vision 5 will operate similar to Tudor Manor, it is our opinion that the vehicle trip rate derived from the trip generation study is a reasonably accurate forecast of traffic generated by the proposed development.

A peak hour project-generated trip assignment is attached. The PM peak hour trips were assigned based on local traffic volume data found on the City's website. Within the study the stop-sign controlled intersection of NE 85th Streets/ 163rd Avenue NE is impacted by 11 vehicle trips and the signalized intersection of NE 85th Streets/ 164th Avenue NE is impacted by 9 vehicle trips.

Conclusion

Vision 5 is forecast to generate 11 vehicle trips and 19 pedestrian trips during the PM peak hour. Accordingly, Vision 5 is not anticipated to create a significant adverse traffic impact within Redmond.

We trust the information presented in this letter-report will satisfy the City of Redmond's Level 1 Traffic Study requirement. If you have any questions or comments please contact TSI at your earliest convenience.

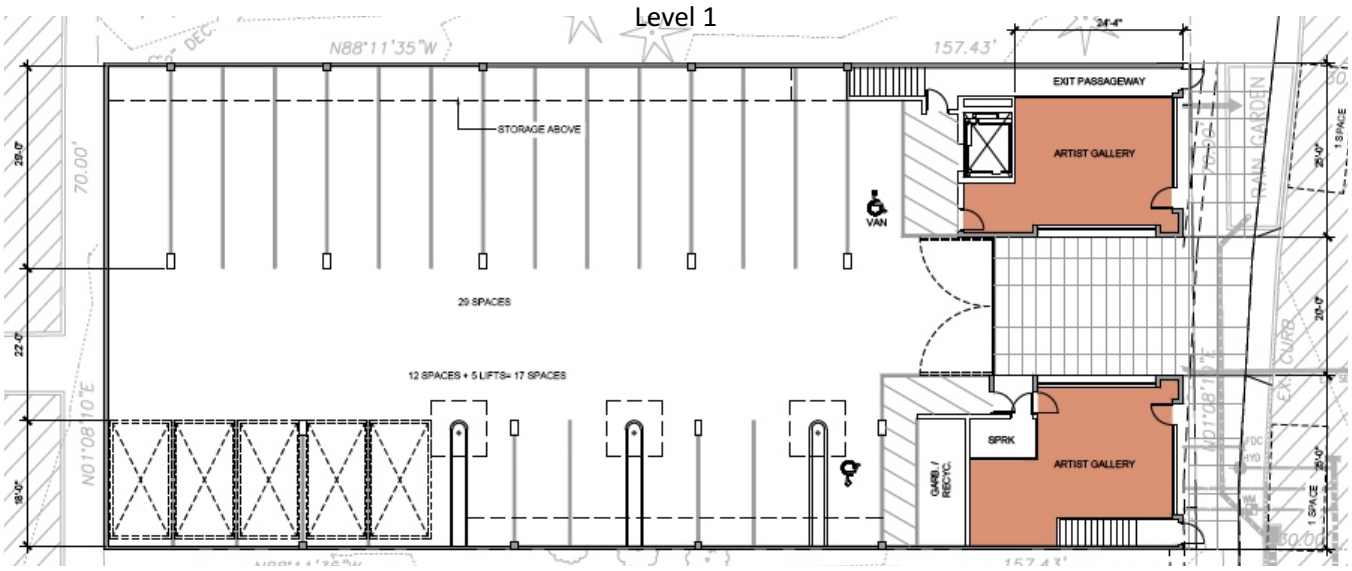
Sincerely,
Transportation Solutions, Inc.

Jeffrey P. K. Hee, P.E.
Project Engineer

166th Ave NE
Tudor Manor
165th Ave NE
NE 85th Street
164th Ave NE
163rd Ave NE
Vision 5
N

Attachment 5

Level 1



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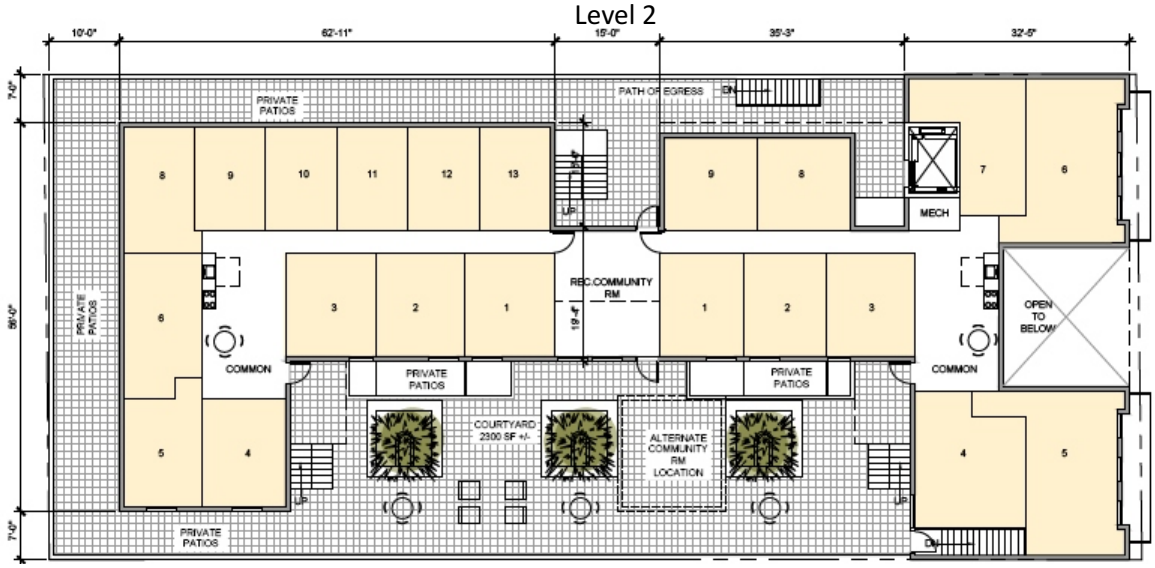

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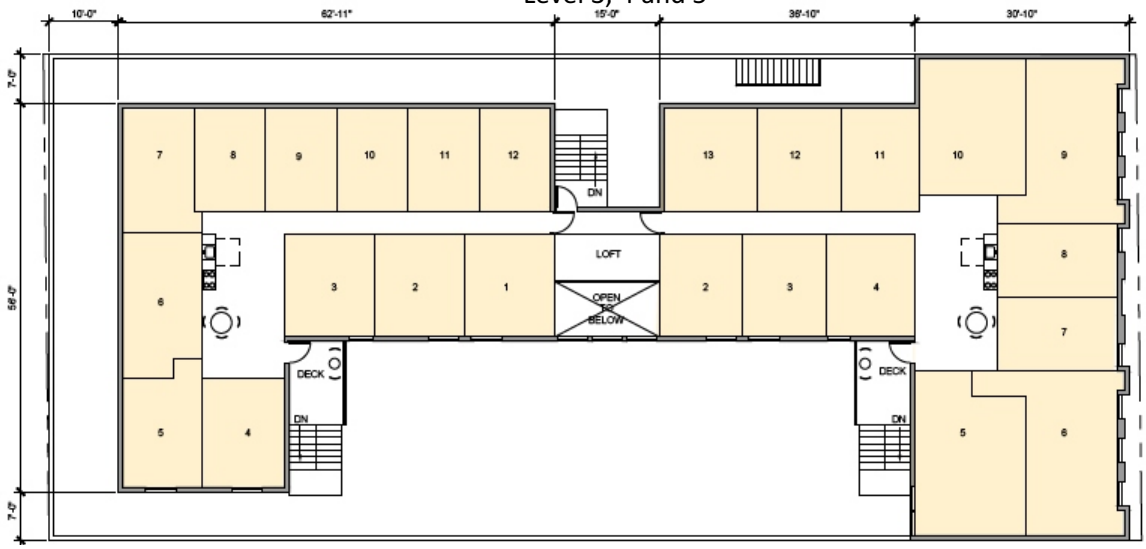

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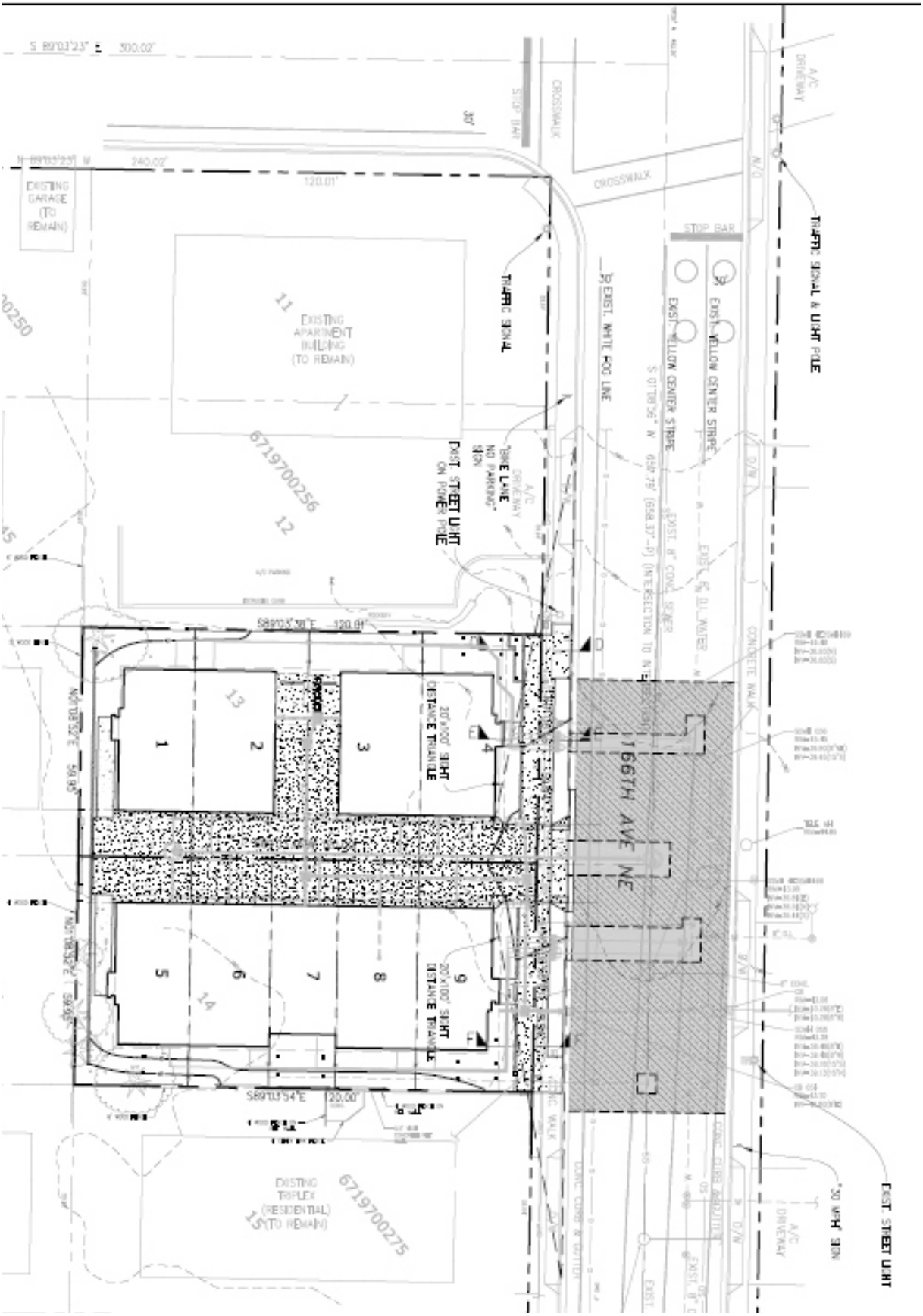
Attachment 2: Vision 5 Site Plan

Vision 5
Traffic Study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S 89°03'36" E 120.01'
S 89°03'54" E 20.00'
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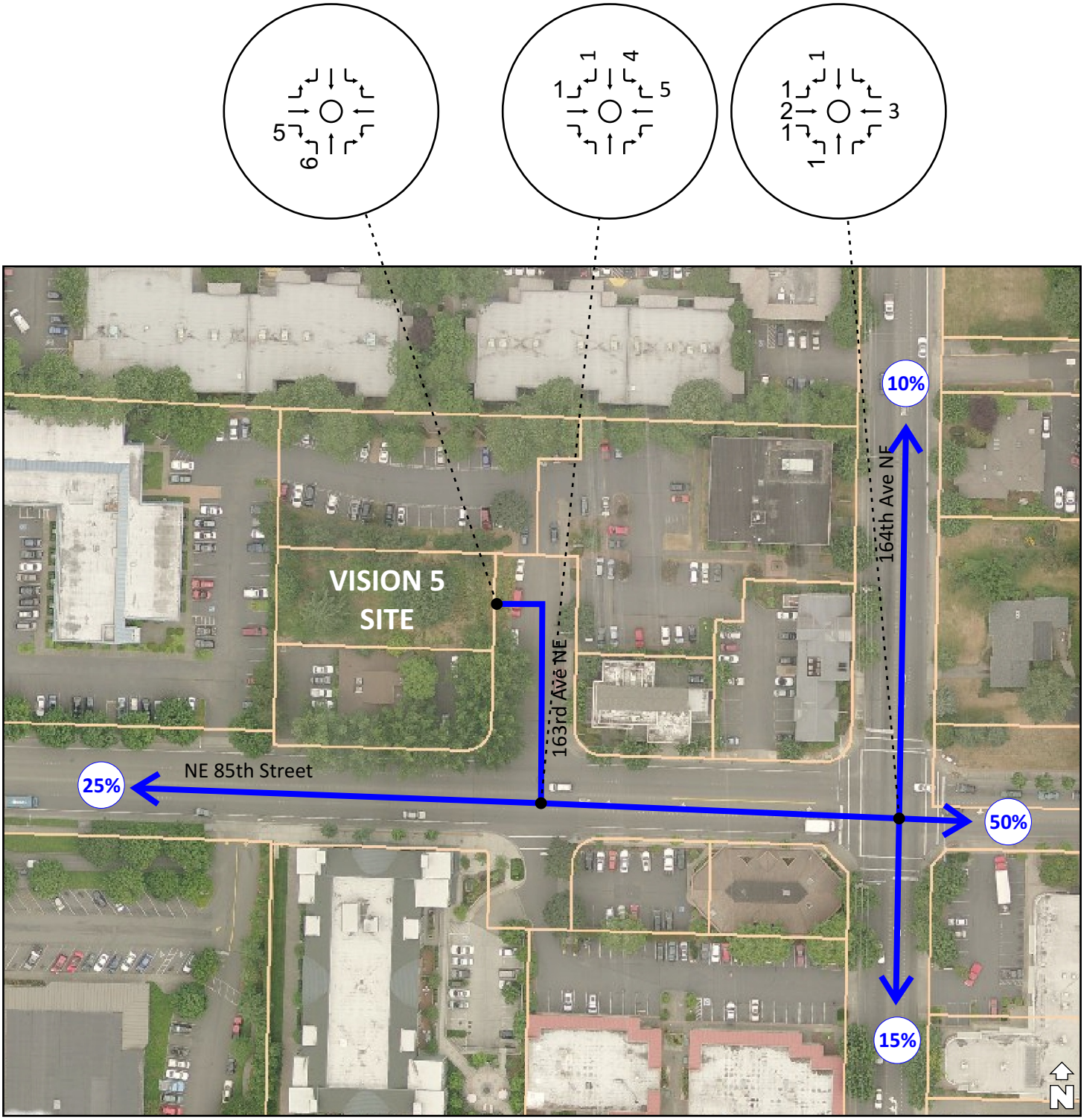
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August 31, 2012

Joan McBride, Mayor, and Kirkland City Council
Mike Miller, Chair, and Kirkland Planning Commission
City of Kirkland
123 5th Avenue, Kirkland, WA 98033

Subject: Residential Suites (SRO) Kirkland Zoning Code Amendments
File No. ZON12-00002
SRO Parking Demand Census Statistical Comparison

Dear Mayor McBride, Kirkland City Council, Mr. Miller and Kirkland Planning Commission,

This letter has been prepared on behalf of Natural and Built Environments. Its purpose is to compare the characteristics of the proposed Kirkland Single Room Occupant (SRO) project to existing SRO (or mini-suite) developments in Redmond, Washington. Two existing SRO projects are located in Redmond, Tudor Manor located at 16552 NE 84th Court (61 units and 34 parking stalls), and Portula'ca located 8055 165th Lane NE (7 units and 3 parking stalls). All three projects are considered to provide affordable housing relative to adjacent traditional rental units. This letter also provides support for a proposed Zoning Code addition of 0.5 parking stalls per SRO. The following summarizes information collected as part of the US Census as it relates to household occupancy and vehicle ownership characteristics for Redmond and Kirkland, and vehicle availability trends associated with affordable housing.

While the 2010 Census provides the most up to date information available, only limited information has been released at this time. The 2000 Census, although older, provides much more detailed information housing, and transportation choices. Table 1 compares the available 2010 data with data from 2000 to show that the changes that have occurred during the past decade have been minimal, and that the more detailed 2000 Census data remains valid.

Table 1 – 2010 Citywide Occupancy Data; Renter Occupied Households

City	2000	2010
% Single Occupant Households		
Redmond	30.1%	29.6%
Kirkland	35.8%	36.0%
Average Household Size – Rental Units		
Redmond	2.08	2.18
Kirkland	1.84	1.94

As shown in Table 1, minimal changes have occurred in the proportion of single occupant households and average household size for rental units between 2000 and 2010. Therefore, it is reasonable to assume that the more detailed information available from the 2000 Census remains valid.

Table 2 compares the proportion of single occupant rental households verses total single occupant households (owner occupied and renter occupied), and average household size for rental occupied households in Redmond and Kirkland.

Table 2 – 2000 Citywide Occupancy Data; Renter Occupied Households

City	% Single Occupant HH	Average HH Size
Redmond	38.0%	2.08
Kirkland	44.0%	1.84

As shown in Table 2, Kirkland currently has a higher proportion of single occupant rental households and smaller average household site than Redmond. Table 3 shows how these characteristics change for the specific location of the proposed SRO project in downtown Kirkland relative to the Citywide data shown in Table 2. This is relevant since the proposed changes to the zoning code would only allow SRO projects to be located within walking distance of the Kirkland Transit Center and the Kingsgate Park and Ride.

Table 3 – 2000 Downtown Occupancy Data; Renter Occupied Households

City	% Single Occupant HH	Average HH Size
Redmond	35.3%	2.09
Kirkland	47.6%	1.63

As shown in Table 3, the proportion of single occupant households in downtown Kirkland is higher than the citywide proportion, while average household size is lower. Relative to downtown Redmond, Kirkland has a higher proportion of single occupant households and lower average household size. This information was then combined with information from the PSRC Journey to Work which is based on 2000 census data related to vehicle ownership, as shown in Table 4.

Table 4 – 2010 Downtown Vehicle Ownership; Renter Occupied Households

City	Average HH Size	Average Vehicle Ownership/Unit
Redmond	2.09	1.5
Kirkland	1.63	1.5

Table 4 shows that vehicle ownership for traditional rental units is the same for downtown Kirkland as it is in downtown Redmond. Therefore, it is reasonable to assume that vehicle ownership associated with the proposed SRO project in downtown Kirkland would be consistent with the existing SRO sites in Redmond, and that the proposed 0.5 parking stalls/suite ratio approved in the City of Redmond is appropriate for the City of Kirkland.

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This is further confirmed by similar walk- and transit-scores for the proposed downtown Kirkland project site and the existing Redmond projects. Combined with similar Transportation Management Plan measures to promote transit and non-motorized travel modes, vehicle ownership characteristics of the projects are anticipated to be consistent between the proposed Kirkland and existing Redmond SRO projects.

Table 5 – Walk and Transit Scores

City	Walk Score	Transit-Score
Redmond	94	52
Kirkland	86	52

In addition to the local information presented above, the City of San Diego conducted an extensive survey of parking characteristics associated with affordable housing, including SRO projects. The analysis included 875 surveys from 21 sites. The surveys showed that vehicle availability for SRO projects is less than 0.4 vehicles per units. This supports the provision of 0.5 parking stalls per SRO unit in the Zoning Code. A copy of the survey results is included as an attachment to this letter.

We trust this analysis provides you with an understanding of the similarities between the proposed mini-suites project located in Kirkland with the existing Redmond projects, and the data to support the provision of on-site parking at a rate of 0.5 stalls per SRO.

Sincerely,
Transportation Solutions, Inc.

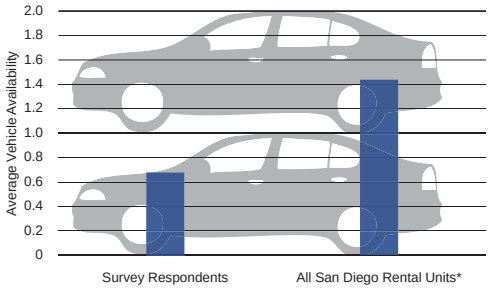
James Webb, PE, PTOE
Attachment

Results From Affordable Housing Resident Survey

Average Household Vehicle Availability

On average, residents of affordable housing do not require as much parking as is typically required for rental housing in San Diego, which may justify the use of different parking requirements.

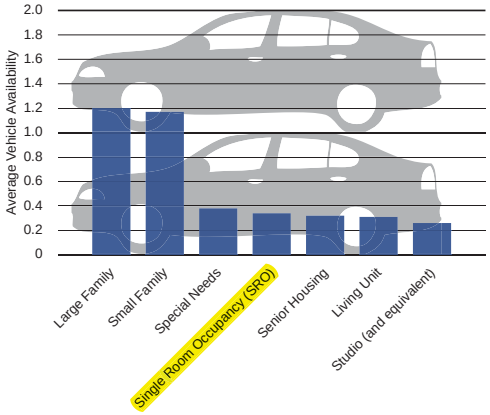
The results of the study show that the average level of household vehicle availability among survey respondents is almost half the average level for all rental housing units in San Diego.*



* Source: *2005-2009 U.S. Census American Community Survey*

Average Vehicle Availability by Housing Type

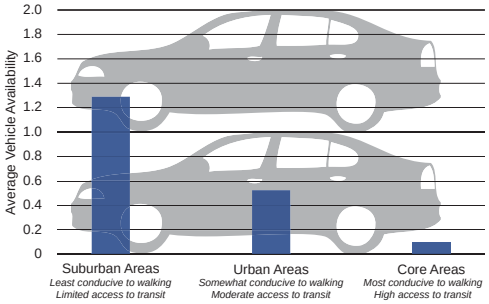
Large family and small family affordable housing have significantly higher average vehicle availability than all other housing types.



Average Vehicle Availability by Land Use and Transportation Context

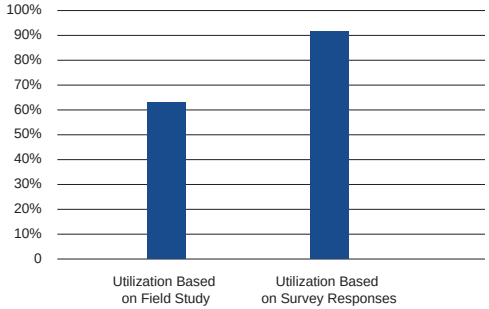
Neighborhood characteristics may influence vehicle ownership levels in affordable housing developments because people may not need cars if they can take transit or walk to destinations. The survey results showed that household vehicle availability is higher in areas that are less conducive to walking and have more limited access to transit.

As defined by a combined measure of the land use and transportation context, suburban areas have the highest mean vehicle availability and core areas have the lowest, with urban areas falling in the middle.



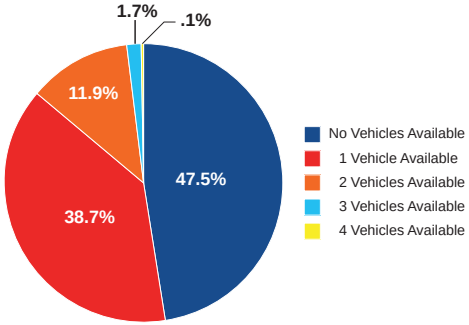
Parking Utilization

Overall, most of the affordable housing developments surveyed have unused parking. On-site parking utilization data indicated parking was less utilized than the household survey responses indicated. This is likely because data were collected at one point in time and the survey was based on the residents' aggregate experience. Overall, this indicates parking is oversupplied.



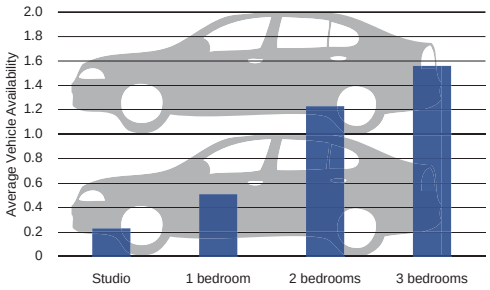
Distribution of Residents' Household Vehicle Availability

Almost half the households surveyed had no vehicle and 38.7% had only one vehicle. Only 13.7% of households had more than one vehicle.



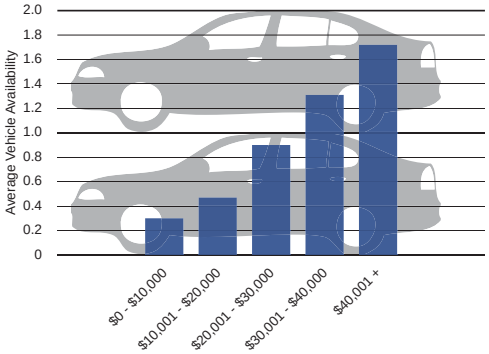
Average Vehicle Availability by Unit Size

Larger housing units, measured by number of bedrooms, are likely to have more residents, more drivers, and higher average vehicle availability.



Average Vehicle Availability by Household Income Range

Vehicle availability is higher in households with greater annual income.



Other Results

- Average vehicle availability decreases in affordable housing developments with a higher percentage of residents over the age of 65. However, this is not considered individually significant because a senior housing development is likely to have a lower number of bedrooms AND more residents over 65 years of age.

Policy Considerations

- The interrelationship of factors affecting parking demand at affordable housing is important when making decisions (e.g., housing type, unit size, location, and walkability).
- Priority should be given to distinct, measurable factors that are typically evaluated in the project development review process (e.g., unit size or location).

Attachment 6

TSI
Transportation Solutions, Inc.
8250 - 165th Avenue NE
Suite 100
Redmond, WA 98052-6628
T 425-883-4134
F 425-867-0898
www.tsinw.com

August 27, 2012

Robert Pantley
Natural & Built Environments
5740 127th Avenue NE
Kirkland, WA 98033

Subject: Vision 5 Redmond –Travel Survey

Dear Mr. Pantley,

Thank you for asking TSI to conduct a travel survey for Vision 5. The survey forms the basis for adjusting traffic impact fees and park impact fees to more accurately reflect the travel characteristics of mini-suite residents in Redmond. This letter-report briefly reviews the proposed Vision 5 mini-suite residential project, reviews the City's Traffic Impact Fee schedule, summarizes the travel survey methodology and survey findings, and documents our conclusions.

Vision 5 Mini-Suite Description

Vision 5 is located in Downtown Redmond, at 8550 163rd Avenue NE. The site is proposed with 96 residential mini-suites. The average suite size is 200 square feet. Each suite includes its own bathroom and is supported by common kitchen and deck facilities.

A Level 1 Traffic Study was prepared for the project on February 23, 2012. The traffic study concluded that Vision 5 would generate 11 vehicle trips (0.11 trips per mini-suite) and 19 pedestrian trips (0.20 trips per mini-suite) during the PM peak hour. Traffic impacts from Vision 5 were forecast using data collected at the Tudor Manor mini-suite development in Redmond. It was concluded that the project created no significant adverse impacts to the local street network.

Redmond Traffic Impact Fee Schedule

Redmond Municipal Code (RMC) Chapter 3.10 Impact Fees includes the current Transportation Impact Fee Schedule. Based on the current fee schedule the "multiple-family" fee is $4,245.58 per dwelling unit and the current "Cost per Person Mile of Travel (PMT)" is $2,488.09 per PMT per unit.

The following definitions are from the RMC:

> (1) "Dwelling unit" means a single unit providing complete, independent living facilities for not more than one family and permitted roomers and boarders, including permanent provisions for living, sleeping, eating, cooking and sanitation. A mobile home, manufactured home, modular home, apartment, condominium, townhouse, single-family attached or detached house, or accessory dwelling unit is considered to be a dwelling unit

(2) "Multi-family dwelling unit" means a dwelling unit within a building which accommodates two or more families in individual, primary dwelling units. The term includes those dwelling units commonly known as flats, apartments, and condominiums

The PMT is a standard used to measure "mobility units", which are the mode-neutral "trip" measure defined by Redmond's Multimodal Plan-Based Transportation Concurrency system. The mobility unit and PMT trip basis is the PM peak hour, between 4 and 6 PM. The City's Concurrency System uses a 2.2 mile average trip length for both Single and Multiple Family land use.

Travel Survey

The description and trip characteristics of residential mini-suites are not consistent with Redmond standard definitions. The findings of the survey data confirm this. An example travel survey form is attached. We understand that you reviewed the survey with Robert Odle, Redmond Planning Director.

The travel survey form included three sections: questions 1-9 represent the "Travel (Mode) Survey" which was used to define the PMT rate applicable to the mini-suite land use; questions 10-13 represent the "Park Use Survey" which was used to forecast park use for mini-suite users and may be applied to Redmond's Park Use Fee Schedule; and question 14 documented how resident travel patterns and travel modes changed since they have moved to a mini-suite relative to their prior living situation.

Travel surveys were distributed to mini-suite residents of Tudor Manor and Portula'ca. Tudor Manor is located at 16552 NE 84th Court and Portula'ca is located off 165th Lane NE downtown Redmond.

Travel Mode Survey

Mini-suite residents of Tudor Manor and Portula'ca completed the survey for a two-week period between July 8 and August 28, 2012. Table 1 summarizes the "Travel Mode Survey". The data summary was restricted to weekday (Tuesday-Thursday) PM peak hour travel.

Table 1: Travel Mode Survey Data Summary

Travel Mode	% of Total	PM Peak Hour Trips Per Day	Average Travel Distance (mi.)
Car	35%	3.3	2.43
Carpool	14%	1.3	1.30
Walk	35%	3.3	0.92
Bus	11%	1.0	4.23 [1]
Bike	5%	0.5	2.00
	Weighted Average:		1.91

1. Based on designated transit routes

Redmond uses a 2.2 mile trip length factor for Multiple Family land uses. Table 1 shows that the trip length factor for mini-suites is 1.91 miles. This is 13% less than the City's trip length factor for Multiple Family land uses.

The City's Transportation Impact fee base rate is $2,488.09 per PMT per unit. Table 2 summarizes the traffic impact fee estimate for Vision 5 based on the mini-suite data.

Table 2: Vision 5 Traffic Impact Fee Estimate

Land Use		New Vehicle Trip Rate	Person Trip Conversion	Person Trips Per Unit	Trip Length (miles)	Mobility Rate	Proposed Units	Fee per PMT per Unit [1]
COR	Multiple-Family	0.56	1.24	0.69	2.2	1.54	96	$ 367,839.23
TSI	**Vision 5 (Mini-Suite)**	**0.11**	**1.00**	**0.11**	**1.91**	**0.21**	**96**	**$ 50,159.89**

1. $ 2,488.09 Cost per Person Mile of Travel (PMT)

Based on the vehicle travel characteristics of residential mini-suites, the traffic impact fee for Vision 5 is estimated at $50,160. This fee estimate is based on:

1. New Vehicle Trip Rate of **0.11**, refer to February 23, 2012 trip generation study;
2. Person Trip Conversion of **1.00**, based on mini-suite household size of 1.0;
3. Trip Length of **1.91** miles, based on the survey data (Table 1)
4. Vision 5's 96 proposed mini-suite units; and
5. Trip Fee of $2,488.09 per PMT per unit, per the City's impact fee schedule.

Also attached is a summary of the comments (survey question 14) and additional traffic information.

The Journey-to-Work Census 2000 (published by PSRC) data for the area surrounding Tudor Manor, Portula'ca and Vision 5 indicates that 76% of the working population drove alone. Conversely only 35% of the mini-suite tenants drove to work. Single occupant vehicle travel has the most impact on the road network. Motorized vehicles require road maintenance and improvements that may include new traffic signals, new lanes, or new roadways. Carpooling and transit allow more persons to occupy a single vehicle together. Bicycles tend to take up less roadway space due to bike lanes being narrower than vehicle travel lanes. Pedestrians do not typically use the roadway and travel on sidewalks, off-road trails and paths or road shoulder space, in the instances where off road routes are not present. The survey results show that mini-suite residents have a minor impact on the local road network compared to the single-occupant vehicle impacts documented in the 2000 census.

We note that travel distance for bus users, were measured based on designated transit routes. A transit route(s) to a certain area is generally longer than travel via car or carpool. Public transit routes generally follow major City streets while cars and carpools tend to take the shortest route from their origin to destination, and often use the highway system. If we did not adjust the bus travel for designated transit routes, then the travel distance for bus users would be approximately half of what is document in Table 1 and the trip length factor for a mini-suite land use would be less.

Lastly, Vision 5 like Tudor Manor has a Walk Score of 94 and a Transit Score of 52. Portula'ca has a Walk Score of 95 and a Transit Score of 52. These scores are conducive to mini-suite residents not relying on car or carpool travel to/from work to home.

Park Use Survey

In addition to surveying person miles traveled and travel modes, Figure 1 summarizes the park use in terms of trips to/from a City park and the average time spent at a City park.

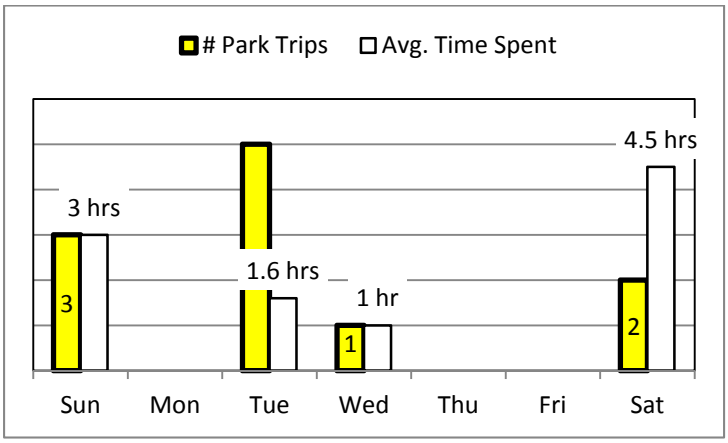


Figure 1: Park Use – Summary of Responses

The park use data concluded that mini-suite residents utilized Redmond parks at a rate of 0.02 park trips mini-suite per day (11 total trips over two weeks per 30 mini-suites). Mini-suite park use is very negligible. The average time spent at a City park is about 2 hours. Residents noted that they frequent Marymoor, Anderson and Nike Parks.

Conclusions

Based on the travel mode survey data from existing mini-suite residents we conclude that the average person miles traveled for a mini-suite resident is 1.91 miles per mini-suite. This is combined with a household size of 1.0 persons per mini-suite results in a traffic impact fee for the proposed 96 mini-suite Vision 5 development is $50,160.

The travel mode survey data concluded that the mini-suite residents use cars at a rate much lower (35%) than single-occupant vehicle use in Redmond (76%). Redmond's Traffic Impact Fee formula is based on a "new vehicle trip rate" that does not include trips generated by carpooling, bicycling or walking. The carpool, bike and walk trips along with single-occupancy vehicle trips are incorporated into the "average trip length factor". The "average trip length factor" is weighted for the various travel modes. A drawback to this method is that we recognize that transit trips are generally longer than car trips and that an increase in transit ridership increases the trip length factor. Under these arguments, it is our opinion that the Traffic Impacts Fee of mini-suites may be less than what was calculated above per the City's Fee schedule.

The park use survey data indicated that mini-suite residents use City parks at a rate of 0.02 park trips per week. Each park visit lasted approximately 2 hours, on average. Mini-suite resident park use is negligible, thus park use fees may also be considered negligible for the proposed development. Vision 5's 96 mini-suite units are forecast to generate 2 total park trips.

Lastly and in addition to the Travel Mode and Park Use survey conclusions, the survey data also shows that mini-suite residents have changed their travel patterns and modes of travel since moving to a mini-suite compared to their previous commute and living situation. The survey found that mini-suite residents were spending more time traveling within the City limits than commuting from outside of Redmond.

I trust that these findings meet your needs and the needs of the City of Redmond. If you have any questions or comments please contact me at your earliest convenience.

Thank you,
Transportation Solutions, Inc.

Jeffrey P. K. Hee, P.E.
Project Engineer

Question 14. Summary

We also note that the survey data found that resident travel patterns and travel modes changed since moving to a mini-suite. Comments from residents indicated that prior to moving to a mini-suite, they used to commute, many via car, to/from outside of Redmond. Now mini-suite residents walk, bike and use transit for their everyday activities and many do not own a car. Other residents utilize carpools to/from work or social activities. The change in travel patterns suggests mini-suite residents are spending more time in Redmond than before. Resident comments in support of this are below:

> "I used to commute from either Edmonds or Anacortes to Redmond. Now I walk to ThinkSpace and occasionally drive to Microsoft".
>
> "I work in Redmond for about a week and a half a month. I commute in from Portland and was staying hotels. Now I can leave things here [Tudor Manor] and travel light. I start work from 6:30-7 PM and use Rapid Ride".
>
> "I used to drive to work, and now it's easy to use the bus system and easy to commute with friends since I'm in the center of Redmond".
>
> "Used to travel from a motel in Kirkland and Seattle every day; now I walk to ThinkSpace".
>
> "Used to commute via car; now I walk and do not own a car".
>
> "Moved from Salt Lake, UT and drove. Now I primarily walk between DigiPen, IOT and QFC".
>
> "Used to commute via ferry and bus from Bremerton to work, now I walk and do not own a car".

Other survey comments noted that residents gravitated toward these mini-suite locations, due to their proximity to transit and other travel mode opportunities (trails, walking routes and bike-ways), and that they offer tenants an affordable and short-term housing. Some of the resident comments are below:

> "Since I've never gotten a drivers license due to my preference for public transportation, I was having a difficult time finding a place close enough to public transportation until I found Tudor Manor. I use the B line every day and love it".
>
> "General contractor who needed convenient short team housing".

Resident Travel and Park Use Survey – General Instructions

This survey will provide the City of Redmond information to reassess future traffic impact and park impact fees to make housing like yours more affordable and available. This survey will be conducted over a two week period (one survey sheet for each week). Please take the time to fill out this survey to the best of your ability.

There are three parts to this survey: Travel Survey; Park Use Survey' and Commuting habit(s) prior to living Tudor Manor.

Questions 1-9 represent the Travel Survey. Responses to Questions 1-9 are based on your weekday travel to and from Tudor Manor.

Question 3, "Did you travel to/from Tudor Manor today?" is specific to whether you made a trip to/from Tudor Manor within the morning (AM) peak and/or afternoon (PM) peak commute periods, which are defined between **7 and 9 AM** and **4 and 6 PM**. If you DID NOT travel within either time period, please mark "No" or "N/A" in the box and continue to Question 14.

Questions 10-13 represent the Park Use Survey that gathers information of your park and recreational facility use during a full 7-day week, including weekends. Please respond to these questions regardless of whether you traveled to/from a park or recreational facility during the peak commute period(s) or not.

Question 14 asks you what has changed in your commute before you lived at Tudor Manor verse your current commute situation.

A Sample Survey is attached.

If you have any questions please call Garrett Randall at

Travel Survey

SAMPLE

		1. Date	2. Were you at Tudor Manor today? (Yes/No) If "No" continue to Question 14.	3. Did you travel to/from Tudor Manor today? (Yes/ No) If "No" continue to Question 14.	4. When did you leave or arrive? (Time)	5. Is this the start or end of your trip?	6. Where was your ultimate start or end of your trip? (address or cross streets)	7. How did you travel? (Walk, Bus, Bike, Drive/motorcycle, Carpool, Other)	8. Did you make a stop between your ultimate destination and Tudor Manor? (Yes/No) If "No" continue to Question 11.	9. Where was your intermediate destination? (address or cross streets)
MON	7-9 AM	7/2	Yes	Yes	7:12 AM	Start	Digi Pen 9931 Willows Rd	Bike	Yes	QFC NE 90th & 160th
	4-6 PM			NA						
TUE	7-9 AM	7/3	Yes	Yes	7:08 AM	Start	Digi Pen	Bike	No	
	4-6 PM			Yes	5:58 PM	End	Digi Pen	Bike	Yes	Redmond Library NE 85th & 160th
WED	7-9 AM	7/4	Yes	Yes	7:10 AM	Start	Digi Pen	Carpool	No	
	4-6 PM			NA						
THU	7-9 AM	7/5	Yes	NA						
	4-6 PM			Yes	4:01 PM 5:16 PM	End Start	Digi Pen Anacortes	Bike Carpool	No Yes	Kirkland Costco
FRI	7-9 AM	7/6	No							
	4-6 PM									

	10. Date	11. Did you go to a Park or Recreation facility today? (Yes/No) If "No" continue to Question 14.	12. Which Park or Recreational Facility?	13. How long did you stay? (hours)
SUNDAY	7-1	Yes	Anderson Park	2
MONDAY	7-2	NO		
TUESDAY	7-3	NO		
WEDNESDAY	7-4	Yes	Marymoor	3
THUSDAY	7-5	NO		
FRIDAY	7-6	NO		
SATURDAY	7-7	NO		

14. What was you commute like before moving to Tudor Manor? (for example: I used to commute by car between Everett and my job Redmond. Now I walk from Tudor Manor to my Job and do not own a car)

I used to drive from Everett to Redmond. Now I do not have a car and bike, walk or carpool to and from work.

Attachment 7

#1 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Jul	No							
	4-6 PM									
TUE	7-9 AM	17-Jul	No							
	4-6 PM									
WED	7-9 AM	18-Jul	No							
	4-6 PM									
THU	7-9 AM	19-Jul	No							
	4-6 PM									
FRI	7-9 AM	20-Jul	No							
	4-6 PM									

	10	11	12	13
SUNDAY	15-Jul	No		
MONDAY	16-Jul	No		
TUESDAY	17-Jul	No		
WEDNESDAY	18-Jul	No		
THUSDAY	19-Jul	No		
FRIDAY	20-Jul	No		
SATURDAY	21-Jul	No		

14 Work Remotely

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	No							
	4-6 PM									
TUE	7-9 AM	24-Jul	No							
	4-6 PM									
WED	7-9 AM	25-Jul	No							
	4-6 PM									
THU	7-9 AM	26-Jul	No							
	4-6 PM									
FRI	7-9 AM	27-Jul	No							
	4-6 PM									

	10	11	12	13
SUNDAY	22-Jul	No		
MONDAY	23-Jul	No		
TUESDAY	24-Jul	No		
WEDNESDAY	25-Jul	No		
THUSDAY	26-Jul	No		
FRIDAY	27-Jul	No		
SATURDAY	28-Jul	No		

#2 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	17-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	18-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	19-Jul	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	20-Jul	Yes	No						
	4-6 PM			No						

	10	11	12	13
SUNDAY	15-Jul	No		
MONDAY	16-Jul	No		
TUESDAY	17-Jul	No		
WEDNESDAY	18-Jul	No		
THUSDAY	19-Jul	No		
FRIDAY	20-Jul	No		
SATURDAY	21-Jul	No		

14 Lived in VT

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	24-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	25-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	26-Jul	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	27-Jul	Yes	No						
	4-6 PM			No						

	10	11	12	13
SUNDAY	22-Jul	No		
MONDAY	23-Jul	No		
TUESDAY	24-Jul	No		
WEDNESDAY	25-Jul	No		
THUSDAY	26-Jul	No		
FRIDAY	27-Jul	No		
SATURDAY	28-Jul	No		

Attachment 7

#3 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Jul	Yes	No						
	4-6 PM			Yes	0.729167	End	11411 Willows Rd	Car	No	
TUE	7-9 AM	17-Jul	Yes	No						
	4-6 PM			Yes	0.732639	End	11411 Willows Rd	Car	No	
WED	7-9 AM	18-Jul	Yes	No						
	4-6 PM			Yes	0.75	End	11411 Willows Rd	Car	No	
THU	7-9 AM	19-Jul	Yes	No						
	4-6 PM			Yes	0.739583	End	11411 Willows Rd	Car	No	
FRI	7-9 AM	20-Jul	Yes	Yes	0.295139	Start	11411 Willows Rd	Car	No	
	4-6 PM			No						

	10	11	12	13
SUNDAY	15-Jul	No		
MONDAY	16-Jul	No		
TUESDAY	17-Jul	No		
WEDNESDAY	18-Jul	No		
THUSDAY	19-Jul	No		
FRIDAY	20-Jul	No		
SATURDAY	21-Jul	No		

14 Lived in VT

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	Yes	Yes	0.3125	Start	11411 Willows Rd	Car	No	
	4-6 PM			No						
TUE	7-9 AM	24-Jul	Yes	No						
	4-6 PM			Yes	0.75	End	11411 Willows Rd	Car	No	
WED	7-9 AM	25-Jul	Yes	No						
	4-6 PM			Yes	0.736111	End	11411 Willows Rd	Car	No	
THU	7-9 AM	26-Jul	Yes	No						
	4-6 PM			Yes	0.736111	End	11411 Willows Rd	Car	No	
FRI	7-9 AM	27-Jul	Yes	Yes	0.295139	Start	11411 Willows Rd	Car	No	
	4-6 PM			No						

	10	11	12	13
SUNDAY	22-Jul	No		
MONDAY	23-Jul	No		
TUESDAY	24-Jul	No		
WEDNESDAY	25-Jul	No		
THUSDAY	26-Jul	No		
FRIDAY	27-Jul	No		
SATURDAY	28-Jul	No		

#4 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Jul	No							
	4-6 PM									
TUE	7-9 AM	17-Jul	Yes	No						
	4-6 PM			Yes	0.708333	Start	Trader Joe's	Walk	No	
WED	7-9 AM	18-Jul	Yes	Yes	0.354167	Start	Bellevue Transit Center	Bus	Yes	ond Transit C
	4-6 PM			No						
THU	7-9 AM	19-Jul	Yes	No						
	4-6 PM			Yes	0.666667	Start	Defensive Driving School	Walk	No	
FRI	7-9 AM	20-Jul	No							
	4-6 PM									

	10	11	12	13
SUNDAY	15-Jul	No		
MONDAY	16-Jul	No		
TUESDAY	17-Jul	No		
WEDNESDAY	18-Jul	No		
THUSDAY	19-Jul	No		
FRIDAY	20-Jul	No		
SATURDAY	21-Jul	No		

14 Bus

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	No							
	4-6 PM									
TUE	7-9 AM	24-Jul	No							
	4-6 PM									
WED	7-9 AM	25-Jul	No							
	4-6 PM									
THU	7-9 AM	26-Jul	No							
	4-6 PM									
FRI	7-9 AM	27-Jul	No							
	4-6 PM									

	10	11	12	13
SUNDAY	22-Jul	No		
MONDAY	23-Jul	No		
TUESDAY	24-Jul	No		
WEDNESDAY	25-Jul	No		
THUSDAY	26-Jul	No		
FRIDAY	27-Jul	No		
SATURDAY	28-Jul	No		

Attachment 7

#5	Tudor									
		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Jul	No							
	4-6 PM									
TUE	7-9 AM	17-Jul	Yes	Yes						
	4-6 PM			Yes						
WED	7-9 AM	18-Jul	Yes	No	0.6875	End	Thinkspace	Walk	No	
	4-6 PM			No						
THU	7-9 AM	19-Jul	Yes	Yes	0.354167	Start	Microsoft Campus	Car	No	
	4-6 PM			Yes	0.6875	End	Thinkspace	Walk	No	
FRI	7-9 AM	20-Jul	No							
	4-6 PM									

	10	11	12		13
SUNDAY	15-Jul	No			
MONDAY	16-Jul	No			
TUESDAY	17-Jul	No			
WEDNESDAY	18-Jul	No			
THUSDAY	19-Jul	No			
FRIDAY	20-Jul	No			
SATURDAY	21-Jul	No			

14 Commute from Edmonds or Anacortes. Now walk to Thinkspace and occasionally drive to Microsoft

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	No							
	4-6 PM									
TUE	7-9 AM	24-Jul	Yes	No						
	4-6 PM			Yes	0.694444	Start	Gold's Gym	Car	No	
WED	7-9 AM	25-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	26-Jul	Yes	No						
	4-6 PM			Yes	0.690972	Start	Gold's Gym	Car	No	
FRI	7-9 AM	27-Jul	Yes	Yes	0.347222	Start	Microsoft Campus	Car	No	
	4-6 PM			No						

	10	11	12		13
SUNDAY	22-Jul	No			
MONDAY	23-Jul	No			
TUESDAY	24-Jul	No			
WEDNESDAY	25-Jul	No			
THUSDAY	26-Jul	No			
FRIDAY	27-Jul	No			
SATURDAY	28-Jul	No			

#6	Tudor									
		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Jul	Yes	Yes	0.364583	Start	Microsoft NE 32nd Pl + 148th Ave	Bus	No	
	4-6 PM			No						
TUE	7-9 AM	17-Jul	Yes	Yes	0.364583	Start	Microsoft NE 32nd Pl + 148th Ave	Bus	No	
	4-6 PM			No						
WED	7-9 AM	18-Jul	Yes	Yes	0.364583	Start	Microsoft NE 32nd Pl + 148th Ave	Bus	No	
	4-6 PM			No						
THU	7-9 AM	19-Jul	Yes	Yes	0.364583	Start	Microsoft NE 32nd Pl + 148th Ave	Bus	No	
	4-6 PM			No						
FRI	7-9 AM	20-Jul	Yes	Yes	0.364583	Start	Microsoft NE 32nd Pl + 148th Ave	Bus	No	
	4-6 PM			No						

	10	11	12		13
SUNDAY	15-Jul	No			
MONDAY	16-Jul	No			
TUESDAY	17-Jul	No			
WEDNESDAY	18-Jul	No			
THUSDAY	19-Jul	No			
FRIDAY	20-Jul	No			
SATURDAY	21-Jul	No			

14 Lived out of state and commuted by car

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	Yes	Yes	0.364583	Start	Microsoft NE 32nd Pl + 148th Ave	Bus	No	
	4-6 PM			No						
TUE	7-9 AM	24-Jul	Yes	Yes	0.364583	Start	Microsoft NE 32nd Pl + 148th Ave	Bus	No	
	4-6 PM			No						
WED	7-9 AM	25-Jul	Yes	Yes	0.364583	Start	Microsoft NE 32nd Pl + 148th Ave	Bus	No	
	4-6 PM			No						
THU	7-9 AM	26-Jul	Yes	Yes	0.364583	Start	Microsoft NE 32nd Pl + 148th Ave	Bike	No	
	4-6 PM			No						
FRI	7-9 AM	27-Jul	Yes	Yes	0.364583	Start	Microsoft NE 32nd Pl + 148th Ave	Bus	No	
	4-6 PM			No						

	10	11	12		13
SUNDAY	22-Jul				
MONDAY	23-Jul				
TUESDAY	24-Jul				
WEDNESDAY	25-Jul				
THUSDAY	26-Jul				
FRIDAY	27-Jul				
SATURDAY	28-Jul				

Attachment 7

#7 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	9-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	10-Jul	Yes	No						
	4-6 PM			Yes	0.708333	End	DigiPen	Bike	No	
WED	7-9 AM	11-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	12-Jul	Yes	No						
	4-6 PM			Yes	0.708333	End	DigiPen	Bike	No	
FRI	7-9 AM	13-Jul	Yes	No						
	4-6 PM			Yes	0.743056	End	DigiPen	Bike	No	

	10	11	12	13
SUNDAY	8-Jul	No		
MONDAY	9-Jul	No		
TUESDAY	10-Jul	No		
WEDNESDAY	11-Jul	No		
THUSDAY	12-Jul	No		
FRIDAY	13-Jul	No		
SATURDAY	14-Jul	No		

14 Lived out of country

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	17-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	18-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	19-Jul	Yes	No						
	4-6 PM			Yes	0.75	End	DigiPen	Bike	Yes	QFC
FRI	7-9 AM	20-Jul	Yes	No						
	4-6 PM			No						

	10	11	12	13
SUNDAY	15-Jul			
MONDAY	16-Jul			
TUESDAY	17-Jul			
WEDNESDAY	18-Jul			
THUSDAY	19-Jul			
FRIDAY	20-Jul			
SATURDAY	21-Jul			

#8 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Jul	Yes	Yes	0.291667	Start	NE 46th Street	Bus	No	
	4-6 PM			Yes	0.666667	End	NE 46th Street	Bus	No	
TUE	7-9 AM	17-Jul	Yes	Yes	0.291667	Start	NE 46th Street	Bus	No	
	4-6 PM			Yes	0.666667	End	NE 46th Street	Bus	No	
WED	7-9 AM	18-Jul	Yes	Yes	0.291667	Start	NE 46th Street	Bus	No	
	4-6 PM			Yes	0.666667	End	NE 46th Street	Bus	No	
THU	7-9 AM	19-Jul	Yes	Yes	0.291667	Start	NE 46th Street	Bus	No	
	4-6 PM			Yes	0.666667	End	NE 46th Street	Bus	No	
FRI	7-9 AM	20-Jul	Yes	Yes	0.291667	Start	NE 46th Street	Bus	No	
	4-6 PM			No						

	10	11	12	13
SUNDAY	15-Jul	Yes	arymoor Park	1
MONDAY	16-Jul	No		
TUESDAY	17-Jul	Yes	nderson Park	0.5
WEDNESDAY	18-Jul	No		
THUSDAY	19-Jul	No		
FRIDAY	20-Jul	No		
SATURDAY	21-Jul	No	nd West Wetlands	2

14 Tudor Manor convenient for transit, no drivers license

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul								
	4-6 PM									
TUE	7-9 AM	24-Jul								
	4-6 PM									
WED	7-9 AM	25-Jul								
	4-6 PM									
THU	7-9 AM	26-Jul								
	4-6 PM									
FRI	7-9 AM	27-Jul								
	4-6 PM									

	10	11	12	13
SUNDAY	22-Jul			
MONDAY	23-Jul			
TUESDAY	24-Jul			
WEDNESDAY	25-Jul			
THUSDAY	26-Jul			
FRIDAY	27-Jul			
SATURDAY	28-Jul			

Attachment 7

#9	Tudor									
		1	2	3	4	5	6	7	8	9
MON	7-9 AM	9-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	10-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	11-Jul	Yes	No						
	4-6 PM			Yes	0.729167	Start	QFC	Walk	No	
THU	7-9 AM	12-Jul	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	13-Jul	Yes	No						
	4-6 PM			No						

	10	11	12		13
SUNDAY	8-Jul	No			
MONDAY	9-Jul	No			
TUESDAY	10-Jul	No			
WEDNESDAY	11-Jul	No			
THUSDAY	12-Jul	No			
FRIDAY	13-Jul	No			
SATURDAY	14-Jul				

14 Walk and cycle everywhere

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	17-Jul	Yes	No						
	4-6 PM			Yes	0.729167	Start	QFC	Walk	No	
WED	7-9 AM	18-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	19-Jul	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	20-Jul	Yes	No						
	4-6 PM			No						

	10	11	12		13
SUNDAY	15-Jul	No			
MONDAY	16-Jul	No			
TUESDAY	17-Jul	No			
WEDNESDAY	18-Jul	No			
THUSDAY	19-Jul	No			
FRIDAY	20-Jul	No			
SATURDAY	21-Jul	No			

#10	Tudor									
		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	7-Aug	Yes	No						
	4-6 PM			No						
WED	7-9 AM	8-Aug	Yes	No						
	4-6 PM			No						
THU	7-9 AM	9-Aug	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	10-Aug	Yes	No						
	4-6 PM			No						

	10	11	12		13
SUNDAY	5-Aug	No			
MONDAY	6-Aug	No			
TUESDAY	7-Aug	No			
WEDNESDAY	8-Aug	No			
THUSDAY	9-Aug	No			
FRIDAY	10-Aug	No			
SATURDAY	11-Aug	No			

14 I own a car and store in garage; take bus to DigiPen

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	13-Aug	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	14-Aug	Yes	No						
	4-6 PM			No						
WED	7-9 AM	15-Aug	Yes	No						
	4-6 PM			No						
THU	7-9 AM	16-Aug	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	17-Aug	Yes	No						
	4-6 PM			No						

	10	11	12	13	13
SUNDAY	12-Aug	No			
MONDAY	13-Aug	No			
TUESDAY	14-Aug	No			
WEDNESDAY	15-Aug	No			
THUSDAY	16-Aug	No			
FRIDAY	17-Aug	No			
SATURDAY	18-Aug	No			

Attachment 7

#11	Tudor									
		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug	Yes	No						
	4-6 PM			Yes	0.6875	Start	Trader Joe's	Walk	No	
TUE	7-9 AM	7-Aug	Yes	No						
	4-6 PM			No						
WED	7-9 AM	8-Aug	Yes	No						
	4-6 PM			No						
THU	7-9 AM	9-Aug	Yes	No						
	4-6 PM			Yes	0.708333	Start	Trader Joe's	Walk	No	
FRI	7-9 AM	10-Aug	Yes	No						
	4-6 PM			Yes	0.75	Start	Trader Joe's	Walk	No	

	10	11	12		13
SUNDAY	5-Aug	No			
MONDAY	6-Aug	No			
TUESDAY	7-Aug	No			
WEDNESDAY	8-Aug	No			
THUSDAY	9-Aug	No			
FRIDAY	10-Aug	No			
SATURDAY	11-Aug	No			

14 Used to catch bus from Seattle to job in Redmond; now catch bus and do not own a car.

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	13-Aug	Yes	No						
	4-6 PM			Yes	0.6875	Start	Trader Joe's	Walk	No	
TUE	7-9 AM	14-Aug	Yes	No						
	4-6 PM			No						
WED	7-9 AM	15-Aug	Yes	No						
	4-6 PM			No						
THU	7-9 AM	16-Aug	Yes	No						
	4-6 PM			Yes	0.708333	Start	Trader Joe's	Walk	No	
FRI	7-9 AM	17-Aug	Yes	No						
	4-6 PM			No						

	10	11	12	13	13
SUNDAY	12-Aug	No			
MONDAY	13-Aug	No			
TUESDAY	14-Aug	No			
WEDNESDAY	15-Aug	No			
THUSDAY	16-Aug	No			
FRIDAY	17-Aug	No			
SATURDAY	18-Aug	No			

#12	Tudor									
		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Jul	No							
	4-6 PM									
TUE	7-9 AM	17-Jul	No							
	4-6 PM									
WED	7-9 AM	18-Jul	No							
	4-6 PM									
THU	7-9 AM	19-Jul	No							
	4-6 PM									
FRI	7-9 AM	20-Jul	No							
	4-6 PM									

	10	11	12		13
SUNDAY	15-Jul	No			
MONDAY	16-Jul	No			
TUESDAY	17-Jul	No			
WEDNESDAY	18-Jul	No			
THUSDAY	19-Jul	No			
FRIDAY	20-Jul	No			
SATURDAY	21-Jul	No			

14 I work in Redmond for about a week and a half a month. I commute in from Portland and was staying in hotels. Now I can le

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	24-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	25-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	26-Jul	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	27-Jul	Yes	No						
	4-6 PM			No						

	10	11	12		13
SUNDAY	22-Jul				
MONDAY	23-Jul				
TUESDAY	24-Jul				
WEDNESDAY	25-Jul				
THUSDAY	26-Jul				
FRIDAY	27-Jul				
SATURDAY	28-Jul				

Attachment 7

#13 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Aug	Yes	Yes	0.34375	Start	1 Microsoft Way	Car	No	
	4-6 PM			No						
TUE	7-9 AM	17-Aug	Yes	Yes	0.34375	Start	1 Microsoft Way	Car	No	
	4-6 PM			No						
WED	7-9 AM	18-Aug	No	No						
	4-6 PM			No						
THU	7-9 AM	19-Aug	No	No						
	4-6 PM			No						
FRI	7-9 AM	20-Aug	No	No						
	4-6 PM			No						

	10	11	12		13
SUNDAY	15-Aug	No			
MONDAY	16-Aug	No			
TUESDAY	17-Aug	No			
WEDNESDAY	18-Aug	No			
THUSDAY	19-Aug	No			
FRIDAY	20-Aug	No			
SATURDAY	21-Aug	No			

14 Used to live in Washington DC

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Aug	Yes	Yes	0.333333	Start	1 Microsoft Way	Car	No	
	4-6 PM			No						
TUE	7-9 AM	24-Aug	Yes	Yes	0.333333	Start	1 Microsoft Way	Car	No	
	4-6 PM			No						
WED	7-9 AM	25-Aug	Yes	Yes	0.333333	Start	1 Microsoft Way	Car	No	
	4-6 PM			No						
THU	7-9 AM	26-Aug	Yes	Yes	0.333333	Start	1 Microsoft Way	Car	No	
	4-6 PM			No						
FRI	7-9 AM	27-Aug	Yes	Yes	0.333333	Start	1 Microsoft Way	Car	No	
	4-6 PM			No						

	10	11	12		13
SUNDAY	22-Aug	No			
MONDAY	23-Aug	No			
TUESDAY	24-Aug	No			
WEDNESDAY	25-Aug	No			
THUSDAY	26-Aug	No			
FRIDAY	27-Aug	No			
SATURDAY	28-Aug	No			

#14 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	24-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	25-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	26-Jul	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	27-Jul	Yes	No						
	4-6 PM			No						

	10	11	12		13
SUNDAY	22-Jul	No			
MONDAY	23-Jul	No			
TUESDAY	24-Jul	No			
WEDNESDAY	25-Jul	Yes	arymoor Park		1
THUSDAY	26-Jul	No			
FRIDAY	27-Jul	No			
SATURDAY	28-Jul	No			

14 Work from home

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	30-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	31-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	1-Aug	Yes	No						
	4-6 PM			No						
THU	7-9 AM	2-Aug	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	3-Aug	Yes	No						
	4-6 PM			No						

	10	11	12		13
SUNDAY	29-Jul	No			
MONDAY	30-Jul	No			
TUESDAY	31-Jul	No			
WEDNESDAY	1-Aug	No			
THUSDAY	2-Aug	No			
FRIDAY	3-Aug	No			
SATURDAY	4-Aug	No			

Attachment 7

#15 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	24-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	25-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	26-Jul	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	27-Jul	Yes	No						
	4-6 PM			No						

	10	11	12		13
SUNDAY	22-Jul	No			
MONDAY	23-Jul	No			
TUESDAY	24-Jul	No			
WEDNESDAY	25-Jul	No			
THUSDAY	26-Jul	No			
FRIDAY	27-Jul	No			
SATURDAY	28-Jul	Yes	Marymoor		4

14 Interning at Microsoft; commute outside of peak periods

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	30-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	31-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	1-Aug	Yes	No						
	4-6 PM			No						
THU	7-9 AM	2-Aug	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	3-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Microsoft	Car	No	

	10	11	12	13	13
SUNDAY	29-Jul	No			
MONDAY	30-Jul	No			
TUESDAY	31-Jul	No			
WEDNESDAY	1-Aug	No			
THUSDAY	2-Aug	No			
FRIDAY	3-Aug	No			
SATURDAY	4-Aug	No			

#16 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	30-Jul	Yes	No						
	4-6 PM			Yes	0.708333	Start	8867 161st (QFC)	Walk	No	
TUE	7-9 AM	31-Jul	Yes	Yes	0.354167	Start	575 Bellevue Square	Bus	Yes	QFC (161st)
	4-6 PM			No						
WED	7-9 AM	1-Aug	Yes	No						
	4-6 PM			Yes	0.666667	Start	Chinatown	Carpool	No	
THU	7-9 AM	2-Aug	Yes	No						
	4-6 PM			Yes	0.729167	Start	U of Washington	Bus	No	
FRI	7-9 AM	3-Aug	No							
	4-6 PM									

	10	11	12	13	13
SUNDAY	29-Jul	No			
MONDAY	30-Jul	No			
TUESDAY	31-Jul	Yes	Nike Park	1.5	1.5
WEDNESDAY	1-Aug	No			
THUSDAY	2-Aug	No			
FRIDAY	3-Aug	No			
SATURDAY	4-Aug	No			

14 Used to drive to work, and now it's easy to use the bus system and easy to commute with friends since I'm the center of Redr

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug	No							
	4-6 PM									
TUE	7-9 AM	7-Aug	Yes	Yes	0.333333	End	Cle Elum	Carpool	No	
	4-6 PM			No						
WED	7-9 AM	8-Aug	Yes	Yes	0.3125	Start	Seattle	Carpool	No	
	4-6 PM			Yes	0.708333	End	Seattle	Carpool	No	
THU	7-9 AM	9-Aug	Yes	Yes	0.375	Start	Bellevue Place	Bus	Yes	QFC (161st)
	4-6 PM			No						
FRI	7-9 AM	10-Aug	Yes	No						
	4-6 PM			No						

	10	11	12		13
SUNDAY	5-Aug	No			
MONDAY	6-Aug	No			
TUESDAY	7-Aug	No			
WEDNESDAY	8-Aug	No			
THUSDAY	9-Aug	No			
FRIDAY	10-Aug	No			
SATURDAY	11-Aug	No			

Attachment 7

#17 Portula'ca

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	30-Jul	Yes	Yes	0.354167	Start	Advanta Bellevue (8055 165th)	Bus	No	
	4-6 PM			No						
TUE	7-9 AM	31-Jul	Yes	Yes	0.354167	Start	Advanta Bellevue (8055 165th)	Bus	No	
	4-6 PM			No						
WED	7-9 AM	1-Aug	Yes	Yes	0.354167	Start	Advanta Bellevue (8055 165th)	Bus	No	
	4-6 PM			No						
THU	7-9 AM	2-Aug	Yes	Yes	0.354167	Start	Advanta Bellevue (8055 165th)	Bus	No	
	4-6 PM			No						
FRI	7-9 AM	3-Aug	Yes	Yes	0.354167	Start	Advanta Bellevue (8055 165th)	Bus	No	
	4-6 PM			No						

	10	11	12	13	13
SUNDAY	29-Jul	No			
MONDAY	30-Jul	No			
TUESDAY	31-Jul	No			
WEDNESDAY	1-Aug	No			
THUSDAY	2-Aug	No			
FRIDAY	3-Aug	No			
SATURDAY	4-Aug	No			

14 Bus from Willows Road

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug	Yes	Yes	0.354167	Start	Advanta Bellevue (8055 165th)	Bus	No	
	4-6 PM			No						
TUE	7-9 AM	7-Aug	Yes	Yes	0.354167	Start	Advanta Bellevue (8055 165th)	Bus	No	
	4-6 PM			No						
WED	7-9 AM	8-Aug	Yes	Yes	0.354167	Start	Advanta Bellevue (8055 165th)	Bus	No	
	4-6 PM			Yes	0.75	End	Advanta Bellevue (8055 165th)	Bus	No	
THU	7-9 AM	9-Aug	Yes	Yes	0.354167	Start	Advanta Bellevue (8055 165th)	Bus	No	
	4-6 PM			No	0.729167	End	Advanta Bellevue (8055 165th)	Bus	No	
FRI	7-9 AM	10-Aug	Yes	Yes	0.354167	Start	Advanta Bellevue (8055 165th)	Bus	No	
	4-6 PM			No						

	10	11	12	13
SUNDAY	5-Aug	No		
MONDAY	6-Aug	No		
TUESDAY	7-Aug	No		
WEDNESDAY	8-Aug	No		
THUSDAY	9-Aug	No		
FRIDAY	10-Aug	No		
SATURDAY	11-Aug	No		

#18 Portula'ca

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug								
	4-6 PM									
TUE	7-9 AM	7-Aug								
	4-6 PM									
WED	7-9 AM	8-Aug								
	4-6 PM									
THU	7-9 AM	9-Aug								
	4-6 PM									
FRI	7-9 AM	10-Aug								
	4-6 PM									

	10	11	12	13
SUNDAY	5-Aug			
MONDAY	6-Aug			
TUESDAY	7-Aug			
WEDNESDAY	8-Aug			
THUSDAY	9-Aug			
FRIDAY	10-Aug			
SATURDAY	11-Aug			

14

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	13-Aug								
	4-6 PM									
TUE	7-9 AM	14-Aug								
	4-6 PM									
WED	7-9 AM	15-Aug								
	4-6 PM									
THU	7-9 AM	16-Aug								
	4-6 PM									
FRI	7-9 AM	17-Aug								
	4-6 PM									

	10	11	12	13
SUNDAY	12-Aug			
MONDAY	13-Aug			
TUESDAY	14-Aug			
WEDNESDAY	15-Aug			
THUSDAY	16-Aug			
FRIDAY	17-Aug			
SATURDAY	18-Aug			

Non-Decipherable

Attachment 7

#19 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	30-Jul	Yes	Yes	0.333333	Start	Think Space	Walk	No	
	4-6 PM			Yes	0.75	End	Think Space	Walk	No	
TUE	7-9 AM	31-Jul	Yes	Yes	0.333333	Start	Think Space	Walk	No	
	4-6 PM			Yes	0.75	End	Think Space	Walk	No	
WED	7-9 AM	1-Aug	Yes	Yes	0.333333	Start	Think Space	Walk	No	
	4-6 PM			Yes	0.75	End	Think Space	Walk	No	
THU	7-9 AM	2-Aug	Yes	Yes	0.333333	Start	Think Space	Walk	No	
	4-6 PM			Yes	0.75	End	Think Space	Walk	No	
FRI	7-9 AM	3-Aug	Yes	Yes	0.333333	Start	Think Space	Walk	No	
	4-6 PM			Yes	0.75	End	Think Space	Walk	No	

	10	11	12		13
SUNDAY	29-Jul	No			
MONDAY	30-Jul	No			
TUESDAY	31-Jul	No			
WEDNESDAY	1-Aug	No			
THUSDAY	2-Aug	No			
FRIDAY	3-Aug	No			
SATURDAY	4-Aug	No			

14 Used to travel from a motel in Kirkland and Seattle every day; now I walk to Thinkspace

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug	Yes	Yes	0.333333	Start	Think Space	Walk	No	
	4-6 PM			Yes	0.75	End	Think Space	Walk	No	
TUE	7-9 AM	7-Aug	Yes	Yes	0.333333	Start	Think Space	Walk	No	
	4-6 PM			Yes	0.75	End	Think Space	Walk	No	
WED	7-9 AM	8-Aug	Yes	Yes	0.333333	Start	Think Space	Walk	No	
	4-6 PM			Yes	0.75	End	Think Space	Walk	No	
THU	7-9 AM	9-Aug	Yes	Yes	0.333333	Start	Think Space	Walk	No	
	4-6 PM			Yes	0.75	End	Think Space	Walk	No	
FRI	7-9 AM	10-Aug	Yes	Yes	0.333333	Start	Think Space	Walk	No	
	4-6 PM			Yes	0.75	End	Think Space	Walk	No	

	10	11	12		13
SUNDAY	5-Aug	No			
MONDAY	6-Aug	No			
TUESDAY	7-Aug	No			
WEDNESDAY	8-Aug	No			
THUSDAY	9-Aug	No			
FRIDAY	10-Aug	No			
SATURDAY	11-Aug	No			

#20 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug	Yes	No						
	4-6 PM			Yes	0.75	End	9931 Willows	Walk	No	
TUE	7-9 AM	7-Aug	Yes	No						
	4-6 PM			Yes	0.75	End	9931 Willows	Walk	No	
WED	7-9 AM	8-Aug	Yes	No						
	4-6 PM			Yes	0.75	End	9931 Willows	Walk	No	
THU	7-9 AM	2-Aug	Yes	No						
	4-6 PM			Yes	0.75	End	9931 Willows	Walk	No	
FRI	7-9 AM	3-Aug	Yes	No						
	4-6 PM			Yes	0.75	End	9931 Willows	Walk	No	

	10	11	12		13
SUNDAY	5-Aug	No			
MONDAY	6-Aug	No			
TUESDAY	7-Aug	No			
WEDNESDAY	8-Aug	No			
THUSDAY	2-Aug	No			
FRIDAY	3-Aug	No			
SATURDAY	4-Aug	Yes	Nike Park		3

14 Used to commute via car; now I walk and do not own a car.

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	13-Aug	Yes	No						
	4-6 PM			Yes	0.75	End	9931 Willows	Walk	No	
TUE	7-9 AM	14-Aug	Yes	No						
	4-6 PM			Yes	0.75	End	9931 Willows	Walk	No	
WED	7-9 AM	15-Aug	Yes	No						
	4-6 PM			Yes	0.75	End	9931 Willows	Walk	No	
THU	7-9 AM	9-Aug	Yes	No						
	4-6 PM			Yes	0.75	End	9931 Willows	Walk	No	
FRI	7-9 AM	10-Aug	Yes	No						
	4-6 PM			Yes	0.75	End	9931 Willows	Walk	No	

	10	11	12		13
SUNDAY	12-Aug	No			
MONDAY	13-Aug	No			
TUESDAY	14-Aug	No			
WEDNESDAY	15-Aug	No			
THUSDAY	9-Aug	No			
FRIDAY	10-Aug	No			
SATURDAY	11-Aug	No			

Attachment 7

#21 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	24-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	25-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	26-Jul	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	27-Jul	Yes	No						
	4-6 PM			No						

	10	11	12	13
SUNDAY	22-Jul	Yes	arymoor Park	4
MONDAY	23-Jul	No		
TUESDAY	24-Jul	No		
WEDNESDAY	25-Jul	No		
THUSDAY	26-Jul	No		
FRIDAY	27-Jul	No		
SATURDAY	28-Jul	No		

14 All travel is done by bus or bike, do not own car

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	30-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	31-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	1-Aug	Yes	No						
	4-6 PM			No						
THU	7-9 AM	2-Aug	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	3-Aug	Yes	No						
	4-6 PM			No						

	10	11	12	13
SUNDAY	29-Jul	Yes	arymoor Park	4
MONDAY	30-Jul	No		
TUESDAY	31-Jul	No		
WEDNESDAY	1-Aug	No		
THUSDAY	2-Aug	No		
FRIDAY	3-Aug	No		
SATURDAY	4-Aug	No		

14 All travel is done by bus or bike, do not own car

#22 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	24-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	25-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	26-Jul	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	27-Jul	Yes	No						
	4-6 PM			No						

	10	11	12	13
SUNDAY	22-Jul	No		
MONDAY	23-Jul	No		
TUESDAY	24-Jul	No		
WEDNESDAY	25-Jul	No		
THUSDAY	26-Jul	No		
FRIDAY	27-Jul	No		
SATURDAY	28-Jul	No		

14

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	30-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	31-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	1-Aug	Yes	No						
	4-6 PM			No						
THU	7-9 AM	2-Aug	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	3-Aug	Yes	No						
	4-6 PM			No						

	10	11	12	13
SUNDAY	29-Jul	No		
MONDAY	30-Jul	No		
TUESDAY	31-Jul	No		
WEDNESDAY	1-Aug	No		
THUSDAY	2-Aug	No		
FRIDAY	3-Aug	No		
SATURDAY	4-Aug	No		

Attachment 7

Non-Decipherable

#23 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul								
	4-6 PM									
TUE	7-9 AM	24-Jul								
	4-6 PM									
WED	7-9 AM	25-Jul								
	4-6 PM									
THU	7-9 AM	26-Jul								
	4-6 PM									
FRI	7-9 AM	27-Jul								
	4-6 PM									

	10	11	12	13
SUNDAY	22-Jul			
MONDAY	23-Jul			
TUESDAY	24-Jul			
WEDNESDAY	25-Jul			
THUSDAY	26-Jul			
FRIDAY	27-Jul			
SATURDAY	28-Jul			

14

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	30-Jul								
	4-6 PM									
TUE	7-9 AM	31-Jul								
	4-6 PM									
WED	7-9 AM	1-Aug								
	4-6 PM									
THU	7-9 AM	2-Aug								
	4-6 PM									
FRI	7-9 AM	3-Aug								
	4-6 PM									

	10	11	12	13
SUNDAY	29-Jul			
MONDAY	30-Jul			
TUESDAY	31-Jul			
WEDNESDAY	1-Aug			
THUSDAY	2-Aug			
FRIDAY	3-Aug			
SATURDAY	4-Aug			

#24 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Lynnwood	Car	Yes	QFC
TUE	7-9 AM	7-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Lynnwood	Car	Yes	7-11 (183rd)
WED	7-9 AM	8-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Lynnwood	Car	Yes	7-11 (183rd)
THU	7-9 AM	9-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Lynnwood	Car	Yes	7-11 (183rd)
FRI	7-9 AM	10-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Lynnwood	Car	Yes	7-11 (183rd)

	10	11	12	13
SUNDAY	5-Aug	No		
MONDAY	6-Aug	No		
TUESDAY	7-Aug	No		
WEDNESDAY	8-Aug	No		
THUSDAY	9-Aug	No		
FRIDAY	10-Aug	No		
SATURDAY	11-Aug	No		

14 General contractor who needed convenient short term housing

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	13-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Tacoma	Car	Yes	7-11 (183rd)
TUE	7-9 AM	14-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Lynnwood	Car	Yes	7-11 (183rd)
WED	7-9 AM	15-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Lynnwood	Car	Yes	7-11 (183rd)
THU	7-9 AM	16-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Lynnwood	Car	Yes	7-11 (183rd)
FRI	7-9 AM	17-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Lynnwood	Car	Yes	7-11 (183rd)

	10	11	12	13
SUNDAY	12-Aug	No		
MONDAY	13-Aug	No		
TUESDAY	14-Aug	No		
WEDNESDAY	15-Aug	No		
THUSDAY	16-Aug	No		
FRIDAY	17-Aug	No		
SATURDAY	18-Aug	No		

Attachment 7

#25 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug	Yes	No						
	4-6 PM			Yes	0.736111	Start	140th Microsoft Campus	Carpool	No	
TUE	7-9 AM	7-Aug	Yes	No						
	4-6 PM			Yes	0.736111	Start	140th Microsoft Campus	Carpool	No	
WED	7-9 AM	8-Aug	Yes	No						
	4-6 PM			Yes	0.736111	Start	140th Microsoft Campus	Carpool	No	
THU	7-9 AM	9-Aug	Yes	No						
	4-6 PM			Yes	0.736111	Start	140th Microsoft Campus	Carpool	No	
FRI	7-9 AM	10-Aug	Yes	No						
	4-6 PM			Yes	0.736111	Start	140th Microsoft Campus	Carpool	No	

	10	11	12	13	13
SUNDAY	5-Aug	No			
MONDAY	6-Aug	No			
TUESDAY	7-Aug	No			
WEDNESDAY	8-Aug	No			
THUSDAY	9-Aug	No			
FRIDAY	10-Aug	No			
SATURDAY	11-Aug	No			

14 I do not have a drivers license

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	13-Aug	Yes	No						
	4-6 PM			Yes	0.736111	Start	140th Microsoft Campus	Carpool	No	
TUE	7-9 AM	14-Aug	Yes	No						
	4-6 PM			Yes	0.736111	Start	140th Microsoft Campus	Carpool	No	
WED	7-9 AM	15-Aug	Yes	No						
	4-6 PM			Yes	0.736111	Start	140th Microsoft Campus	Carpool	No	
THU	7-9 AM	16-Aug	Yes	No						
	4-6 PM			Yes	0.736111	Start	140th Microsoft Campus	Carpool	No	
FRI	7-9 AM	17-Aug	Yes	No						
	4-6 PM			Yes	0.736111	Start	140th Microsoft Campus	Carpool	No	

	10	11	12	13
SUNDAY	12-Aug	No		
MONDAY	13-Aug	No		
TUESDAY	14-Aug	No		
WEDNESDAY	15-Aug	No		
THUSDAY	16-Aug	No		
FRIDAY	17-Aug	No		
SATURDAY	18-Aug	No		

#26 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	9-Jul	Yes	Yes	0.3125	Start	h Street Bel	Bus	No	
	4-6 PM			No						
TUE	7-9 AM	10-Jul	Yes	Yes	0.3125	Start	h Street Bel	Bus	No	
	4-6 PM			No						
WED	7-9 AM	11-Jul	Yes	Yes	0.3125	Start	h Street Bel	Bus	No	
	4-6 PM			No						
THU	7-9 AM	12-Jul	Yes	Yes	0.3125	Start	h Street Bel	Bus	No	
	4-6 PM			No						
FRI	7-9 AM	13-Jul	Yes	Yes	0.3125	Start	h Street Bel	Bus	No	
	4-6 PM			No						

	10	11	12	13	
SUNDAY	8-Jul	No			
MONDAY	9-Jul	No			
TUESDAY	10-Jul	No			
WEDNESDAY	11-Jul	No			
THUSDAY	12-Jul	No			
FRIDAY	13-Jul	No			
SATURDAY	14-Jul	No			

14 Moved to Redmond from California

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	27-Jul	Yes	Yes	0.3125	Start	h Street Bel	Bus	No	
	4-6 PM			No						
TUE	7-9 AM	28-Jul	Yes	Yes	0.3125	Start	h Street Bel	Bus	No	
	4-6 PM			No						
WED	7-9 AM	29-Jul	Yes	Yes	0.3125	Start	h Street Bel	Bus	No	
	4-6 PM			No						
THU	7-9 AM	30-Jul	Yes	Yes	0.3125	Start	h Street Bel	Bus	No	
	4-6 PM			No						
FRI	7-9 AM	31-Jul	Yes	Yes	0.3125	Start	h Street Bel	Bus	No	
	4-6 PM			No						

	10	11	12	13	
SUNDAY	15-Jul	No			
MONDAY	16-Jul	No			
TUESDAY	17-Jul	No			
WEDNESDAY	18-Jul	No			
THUSDAY	19-Jul	No			
FRIDAY	20-Jul	No			
SATURDAY	21-Jul	No			

Attachment 7

#27 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug	No							
	4-6 PM									
TUE	7-9 AM	7-Aug	No							
	4-6 PM									
WED	7-9 AM	8-Aug	No							
	4-6 PM									
THU	7-9 AM	9-Aug	No							
	4-6 PM									
FRI	7-9 AM	10-Aug	No							
	4-6 PM									

	10	11	12	13	
SUNDAY	5-Aug	No			
MONDAY	6-Aug	No			
TUESDAY	7-Aug	No			
WEDNESDAY	8-Aug	No			
THUSDAY	9-Aug	No			
FRIDAY	10-Aug	No			
SATURDAY	11-Aug	No			

14 Moved from Salt Lake City, UT and drove. Now I primarily walk between DigiPen, IOT, and QFC

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	13-Aug	No							
	4-6 PM									
TUE	7-9 AM	14-Aug	No							
	4-6 PM									
WED	7-9 AM	15-Aug	No							
	4-6 PM									
THU	7-9 AM	16-Aug	No							
	4-6 PM									
FRI	7-9 AM	17-Aug	No							
	4-6 PM									

	10	11	12	13	
SUNDAY	12-Aug	No			
MONDAY	13-Aug	No			
TUESDAY	14-Aug	No			
WEDNESDAY	15-Aug	No			
THUSDAY	16-Aug	No			
FRIDAY	17-Aug	No			
SATURDAY	18-Aug	No			

#28 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	13-Aug								
	4-6 PM									
TUE	7-9 AM	14-Aug								
	4-6 PM									
WED	7-9 AM	15-Aug								
	4-6 PM									
THU	7-9 AM	16-Aug								
	4-6 PM									
FRI	7-9 AM	17-Aug								
	4-6 PM									

	10	11	12	13	
SUNDAY	12-Aug				
MONDAY	13-Aug				
TUESDAY	14-Aug				
WEDNESDAY	15-Aug				
THUSDAY	16-Aug				
FRIDAY	17-Aug				
SATURDAY	18-Aug				

14

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	20-Aug								
	4-6 PM									
TUE	7-9 AM	21-Aug								
	4-6 PM									
WED	7-9 AM	22-Aug								
	4-6 PM									
THU	7-9 AM	23-Aug								
	4-6 PM									
FRI	7-9 AM	24-Aug								
	4-6 PM									

	10	11	12	13	
SUNDAY	19-Aug				
MONDAY	20-Aug				
TUESDAY	21-Aug				
WEDNESDAY	22-Aug				
THUSDAY	23-Aug				
FRIDAY	24-Aug				
SATURDAY	25-Aug				

Non-Decipherable

Attachment 7

#29 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug	Yes	Yes	0.333333	Start	Kirkland Mariot Courtyard	Car	No	
	4-6 PM			Yes	0.6875	End	Kirkland Mariot Courtyard	Car	No	
TUE	7-9 AM	7-Aug	Yes	Yes	0.333333	Start	Kirkland Mariot Courtyard	Car	No	
	4-6 PM			Yes	0.6875	End	Kirkland Mariot Courtyard	Car	No	
WED	7-9 AM	8-Aug	Yes	Yes	0.333333	Start	Kirkland Mariot Courtyard	Car	No	
	4-6 PM			Yes	0.6875	End	Kirkland Mariot Courtyard	Car	No	
THU	7-9 AM	9-Aug	Yes	Yes	0.333333	Start	Kirkland Mariot Courtyard	Car	No	
	4-6 PM			Yes	0.6875	End	Kirkland Mariot Courtyard	Car	No	
FRI	7-9 AM	10-Aug	Yes	Yes	0.333333	Start	Kirkland Mariot Courtyard	Car	No	
	4-6 PM			Yes	0.6875	End	Kirkland Mariot Courtyard	Car	No	

	10	11	12	13
SUNDAY	5-Aug	No		
MONDAY	6-Aug	No		
TUESDAY	7-Aug	Yes	nderson Park	2
WEDNESDAY	8-Aug	No		
THUSDAY	9-Aug	No		
FRIDAY	10-Aug	No		
SATURDAY	11-Aug	No		

14

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	13-Aug	Yes	Yes	0.333333	Start	Kirkland Mariot Courtyard	Car	No	
	4-6 PM			Yes	0.6875	End	Kirkland Mariot Courtyard	Car	No	
TUE	7-9 AM	14-Aug	Yes	Yes	0.333333	Start	Kirkland Mariot Courtyard	Car	No	
	4-6 PM			Yes	0.6875	End	Kirkland Mariot Courtyard	Car	No	
WED	7-9 AM	15-Aug	Yes	Yes	0.333333	Start	Kirkland Mariot Courtyard	Car	No	
	4-6 PM			Yes	0.6875	End	Kirkland Mariot Courtyard	Car	No	
THU	7-9 AM	16-Aug	Yes	Yes	0.333333	Start	Kirkland Mariot Courtyard	Car	No	
	4-6 PM			Yes	0.6875	End	Kirkland Mariot Courtyard	Car	No	
FRI	7-9 AM	17-Aug	Yes	Yes	0.333333	Start	Kirkland Mariot Courtyard	Car	No	
	4-6 PM			Yes	0.6875	End	Kirkland Mariot Courtyard	Car	Yes	Gas

	10	11	12	13
SUNDAY	12-Aug	No		
MONDAY	13-Aug	No		
TUESDAY	14-Aug	Yes	nderson Park	3
WEDNESDAY	15-Aug	No		
THUSDAY	16-Aug	No		
FRIDAY	17-Aug	No		
SATURDAY	18-Aug	No		

#30 Partula'ca

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	Yes	Yes	0.364583	Start	Redmond Way	Walk	No	
	4-6 PM			Yes	0.729167	End	Redmond Way	Walk	No	
TUE	7-9 AM	24-Jul	Yes	No						
	4-6 PM			Yes	0.6875	End	Marymoor Park	Walk	No	
WED	7-9 AM	25-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	26-Jul	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	27-Jul	Yes	Yes	0.364583	Start	Redmond Way	Walk	No	
	4-6 PM			Yes	0.729167	End	Redmond Way	Walk	No	

	10	11	12	13
SUNDAY	22-Jul	No		
MONDAY	23-Jul	No		
TUESDAY	24-Jul	Yes	arymoor Park	1
WEDNESDAY	25-Jul	No		
THUSDAY	26-Jul	No		
FRIDAY	27-Jul	No		
SATURDAY	28-Jul	No		

14 Used to commute via ferry and bus from Bremerton to work, now I walk and do not own a car.

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	30-Jul								
	4-6 PM									
TUE	7-9 AM	31-Jul								
	4-6 PM									
WED	7-9 AM	1-Aug								
	4-6 PM									
THU	7-9 AM	2-Aug								
	4-6 PM									
FRI	7-9 AM	3-Aug								
	4-6 PM									

	10	11	12	13
SUNDAY	29-Jul			
MONDAY	30-Jul			
TUESDAY	31-Jul			
WEDNESDAY	1-Aug			
THUSDAY	2-Aug			
FRIDAY	3-Aug			
SATURDAY	4-Aug			

Attachment 7

October 3rd, 2012

Dear Planning Commission members,

The residential suite idea is a good one. I think as a city with a diverse population the concept needs to be explored in more depth. Let us just suppose that one car space per unit has to be provided and no exceptions will be allowed. What would the conversation be about in that case? As a community it is an important to explore what the housing needs are in Kirkland and how we can meet them. From my own personal experience I have a great deal to say on this topic.

There have always been residential suite/boarding houses in large cities. The Panama Hotel in the International District had a long history as such. This was my brother's 'home' on several of his visits to Seattle many years ago when he wasn't in Asia teaching English. It was commonly used by men that worked the fishing boats going to Alaska. They often had long stays in Seattle when it wasn't fishing season. It was also used by immigrants that worked in the International District or other men such as my brother that traveled for a living. Because it was designed as a hotel it did not have any kitchen facilities in the rooms but had shared cooking facilities. These facilities were inadequate for the amount of men living there. This meant that residents used their meager means to eat out or in my brother's case, dumpster dived. The bathrooms were also shared. This was advantageous because it meant that the hotel staff was responsible for cleaning them. The fact that the rooms were cleaned by the staff once a week was also good because they were then alert to misuse of the facilities and could check for vermin. They had to take measures to remove fleas, cockroaches and rats.

Another time my brother was receiving public assistance and was housed in a bachelor apartment in a building near Pioneer Square for people with a variety of disabilities. The apartment was small but had a kitchenette and full bathroom. I didn't see any shared living areas but I suppose there might have been. The entrance hall itself provided no welcoming area. He didn't have proper furniture and left the place a pigsty when he decided to move out and go overseas. Because he left suddenly, he asked me to take care of his belongings and clean up the apartment. I point this out because I do not think shared kitchen facilities in a residential suite situation works unless there is staff on site responsible for keeping it clean and in good repair. People who are temporarily living in a community don't always care about the condition that they leave their apartment in or how they treat joint living areas.

There were some serious negatives with each of these facilities which were exacerbated by the nature of the type of clientele on a modest income that is attracted to residential hotels. Past experiences make me wonder how the city can actually regulate this type of development and produce the desired housing situation. It seems that success hangs on the actual developer and the eventual property management company. The Planning Department can make suggestions about parking, storage, room size, and shared amenities, but do they really have the ability to enforce them? Will the end result be totally different from what is currently being envisioned by the city? Is this type of

project financially feasible…if not, what kind of concessions is the city willing to make to make it so?

Many of my concerns deal with the actual process of deciding who will be lucky enough to rent one of the rooms in the proposed development. Will there be a screening process when admitting residents or can anyone apply ---will you have to prove your income? Will a client be allowed to pay cash? If I can shell out my rent money in greenbacks, is it anyone's business where I got them from? I don't have to declare my income if I rent a hotel room and I feel it would be discriminatory if I had to. Many people don't have a credit/debit card, especially students that are away from home for the first time, so checking their credit rating would show no results. Does that mean that they will be turned away?

The real danger of fire in a hotel/dorm-like setting needs to be carefully considered. If the smoke alarm goes off and sprinklers go on, everyone's belongings are ruined even when the fire is immediately contained. In a hotel or dorm, staff has access to rooms even when residents are not present. This is important for having control over health and safety standards. Is it prudent to only allow a microwave and mini-fridge in the units for meal preparation? I believe it is. What if the resident wants to put in their own hot-plate, rice cooker, heat lamp, toaster over? There are good reasons that many colleges don't allow these appliances in dorm rooms. For one thing, they draw extra energy and for another they may be a fire hazard when left unattended for long periods. If these rooms are rented by business people that are only in town one week out of every month, then the apartment would be left unattended for long periods of time. Will energy-use regulations and fire codes be similar to those that govern hotel businesses? Obviously, there can't be just one model for cities who are interested in developing housing that is a cross-over between an apartment building and a hotel/dorm situation. Before the Planning Commission changes any regulations, I think they should do more research. We have one example of what a developer wants to build in Kirkland when we look at what has been done in Redmond, but perhaps someone else will have a different plan in the future and the regulations won't fit that situation.

Having a large shared kitchen allows residents to have the opportunity to fix meals rather than being forced to eat out at restaurants. If the idea of providing this type of housing in Kirkland is to help people with limited means to find affordable housing in core areas, than the importance of saving money on meals is extremely important. I feel strongly that for heath and safety reasons the food areas should be monitored and cleaned regularly by staff. Everyone that I know who lived in communal living situations during their college years have major complaints about their housemates cooking and cleaning habits. In addition to a kitchen, having a common lounge area is essential since this will be a longer-term residential hotel and there will not be adequate space in the bedrooms for entertaining. Will part of the code include regulations that allow for adequate common area floor space? I find the code difficult to read and wasn't clear what is regulated and what is not.

One of the problems that I have noticed with small apartments and dorms is the lack of storage. If the people that live in these residential suites are carrying around all they own in their car (like I had to as a young woman), then a storage locker in the building should be provided for each resident. (I am assuming that each room is single occupancy.) Both when I was a college student, as well as when I was a young working gal, I had things from my past life, or things I needed for my future life, that I hauled around with me. In the housing situations where I shared a room with someone else or had a small room to myself it was essential that I had a place to store all my belongings. In addition, I needed a decent sized closet in my room to store all my day to day things. If you are living in a hotel sized room but have no maid service than you need space to store your extra sheets, towels, and cleaning supplies. This is one of the major downsides of living in a residential hotel that isn't really a hotel. It seems to me that if you are letting the developer off the hook by providing fewer parking spaces than you should have regulations requiring a certain amount of storage in the building for each residential unit instead.

The other thing I am not clear on is whether or not residential suites will be rented by the month or will the resident need to sign a 6 -12 month lease? I don't think they should have to sign a long term lease. That should be part of the limitation of allowing this type of development. One of the Japanese students that I helped in Seattle lived in an apartment on Capitol Hill where the other residents were noisy and obnoxious and she felt threatened. The situation was so intolerable that she wanted to move out before her lease was up but as a college student she could not afford the fees involved with breaking the lease a month early. The set-up with shared living and kitchen facilities in the mini-suite model is definitely one that might cause enough friction that a resident would want to turn in their notice. I can also see other reasons where month to month rental agreements would be necessary for the type of clientele this residence would be designed for: the family member under treatment at the hospital dies, the job the commuter works at part of the month ends suddenly, or the college student is denied a loan for the next quarter.

The main conversation seems to revolve around parking in the letters that I have read from the previous meetings. One of the best ways to limit parking would be to provide a single twin-sized bed in each of these small furnished apartments. It is a bit hard to have a lover staying over if you don't have a double bed. One of the reasons apartments need extra parking is because residents have visitors and relatives staying with them. The other need for parking stems from the fact that people who need this type of arrangement often have another place of residence far away that they still need to drive to occasionally: those residents commuting every weekend, college students visiting a parent's home, or a person staying near a hospital part time while a relative is under treatment.

I have to say that I object to the whole idea of screening people in order to determine whether or not they drive a car before allowing them to rent an apartment. I am an extremely honest person but I can see how certain situations might cause me to 'fudge' on the truth of my driving habits or car ownership. There are many good reasons a person might sneak around and park their car a couple streets away or take up someone

else's parking space in the garage rather than be booted out of the apartment: A college student could be given grandma's old car so she can drive home to Eastern Washington every couple of weeks, a commuter might have to start driving back and forth to Everett on the weekends in order to catch the ferry, or a person new to the area might decide that she likes the Overlake Church community and wants to get involved there, or a mother's child may be transferred from Evergreen to Children's Hospital and she needs a car to get there at night and on the weekends to visit. How many people on the planning Commission actually take a bus to church on Sundays or give someone else a ride? Service is extremely poor on the weekends and there is no indication that it will improve anytime soon. We do not know how adequate public transportation will be in the future especially since it is so dependent on people's willingness to be taxed. The fact that people can take the bus to work during the weekdays and may be encouraged to do so with the availability of a subsidized bus pass means that their car will be left on the street during the day exacerbating parking problems in the neighborhoods and for local businesses.

Despite all my reservations I fully support the idea of residential hotel apartments. It would solve a housing need for many individuals. I am concerned that this situation has not been evaluated adequately in order to determine what the correct regulations should be.
I have pointed out several problems that I see with this type of plan and hope that the Planning Commission will take them into consideration.

Sincerely,

Margaret Bull
6225 108th Place NE
Kirkland WA 98033

From: Duekerk@aol.com
To: Jeremy McMahan
Subject: Residential Suites
Date: Wednesday, September 12, 2012 5:12:36 PM

Jeremy

Please add the following in the record for the proposed reduction of parking requirements for residential suites.

=====

The amount of spillover parking from the parking require of 0.5 spaces per residential suite should be minimal, if it is well managed by a responsible developer/manager. However, what happens if the development is sold to a poor manager who does not follow the transportation management plan resulting in a greater demand of parking? Resident cars will spillover to the street.

On the other hand, if the manager controls demand for the 0.5 spaces per residential suite by setting a high price for resident parking, it will drive some residents onto the street for free parking and the reduced required spaces will be underutilized.

Both under and over management of parking results in spillover parking. These are unintended consequences of the inexact science of parking requirements and avoidance behavior. This is compounded by the difficulty in detecting and enforcing spillover parking.

Nevertheless, I support the proposed change. But it needs to be monitored.

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

From: Roberta Krause
To: Jeremy McMahan
Subject: Residential Suites
Date: Tuesday, October 02, 2012 8:54:48 AM

I can't attend the Oct. 4 meeting because of an important HO meeting here at our condo. As a homeowner in the downtown area, though, I'd like to express my concern about the "cocoon" suites proposed by the developer of the Crab Cracker property. I think the potential impact on Kirkland is severe, and urge proceeding with exceeding caution . . . if at all. Roberta Krause, 703 4th Ave., #101, Kirkland 98033

From:	Karen
To:	Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; Byron Katsuyama; C Ray Allshouse; Glenn Peterson; Jeremy McMahan; Kurt Triplett; Robin Jenkinson
Subject:	SRO Public Hearing
Date:	Wednesday, October 03, 2012 5:54:14 PM
Attachments:	Res Suites PC 10042012 Web 4.pdf

Hi all:
Although myself and several others are not able to be there in person due to the energies currently directed towards appropriate development of the Potala site, I submit a few comments to you as backed up by some of the pages in your current packet.

I urge you to consider the comments below. Our city cannot afford to circumvent the codified processes and then go through lengthy citizen challenge which is the likely end result if the SRO moves forward during 2012... Please review the reasons for this discord.

1) Kirkland is not able to process a 2012 citizen request for zoning or comp plan amendment in the same year. Citizen amendments that are now "ripe" for this years amendments were due in Dec 2010. Please note that the first communication from Mr. Pantley was:

A. Making a request to have a change made to allow him to build something that he wanted to build (therefore a private amendment request and not a city initiated change).

B. The request was made in the spring of 2012. If it were accompanied by the required amendment request paperwork, these requests would be timely to start their review in 2013 and the 2010 and 2012 deadlines and schedule are actually in both the zoning code and the comp plan. Any other timeline is therefore unlawful under current Kirkland policies and WILL be appealed.

C. You will see that Mr Pantley states that the timing is important because the Crab Cracker property has been announced as being under contract. This is farther evidence that this request is PROJECT SPECIFIC.

D. You will also see that Mr. Pantley goes so far as to attach the plans for his project - It is therefore not a genuine argument to state that this is not a project specific request - especially because it had never been considered before he brought his project forward.

E. Highlighted is one of the emails in opposition that I found rather compelling and represents the neighbors who are concerned with this project.

F. Please also reference the zone use chart for CBD 7 vs. CBD 2 (etc). You will see that CBD 7 where Crab Cracker property exists has a mandatory 1 parking stall per bedroom. It does not allow for a request for reduced parking. By contrast CBD 2 and others identify that the parking may be adjusted by application, study and review.

If you change the parking that action is in direct conflict with the zoning code in the city of Kirkland.

If you change other aspects of zoning or create new zoning during 2012 you are doing so in direct conflict with both the Comp Plan an the Zoning Code which spell out the application dates, progress dates and all matters relating to proper process.

Thank you for reviewing the pages attached and highlighted.

Sincerely,
Karen Levenson
6620 Lake Washington Blvd NE, Kirkland, WA 98033

21-1

21-2

From: Uwkkg@aol.com
To: Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; Byron Katsuyama; C Ray Allshouse; Glenn Peterson; Eric Shields; Jeremy McMahan; Kurt Triplett; Robin Jenkinson
Cc: uwkkg@aol.com; neighboringproperties@gmail.com
Subject: SRO Letter for Tonights Planning Commission Mtg
Date: Thursday, August 23, 2012 10:01:36 AM
Attachments: 2012330_City_Council_letter_on_SRO_recognition.doc
Parking in CBD_Fee in Lieu.pdf

Good Morning Planning Commissioners (and cc: City Council Members & Staff):

I am writing on behalf of numerous citizens regarding the SRO, the concerns are about both circumventing established rules and process and about the project itself including 1) Residential Definition changes, 2) Parking Requirement Changes, and 3) Parking Stall configuration changes.

First some background:
As you likely know, a group of Kirkland Citizens has banded together due to perceived, or real abuses, where city plans, policies and ordinances are not followed. You may have heard of STOP and you may believe that it is just about the Potala project. Actually, the Potala project brought to light many issues with things being sped through and not handled in accordance with established rules and processes. These rules are supposed to govern decision making in order to provide predictability to all and in turn to protect public and private interests. Meaningful notice is but one of the issues of fairness that brought this group together. Another is that all have to play by the same rules. **STOP** stands for **S**upport **T**he **O**rdinances and [Comp] **P**lan.

As far as Mr. Pantley's proposal, I am submitting comments that many of our group and others have posted online. I would type these all separately, but I prefer to submit them as the 41 comments that have come forward since the public heard about Mr. Pantley's proposal. You will see they cover a variety of topics from "cozy" decision making and fast track, to bypassing the parking advisory committee, to changing the rules on the fly.

A major concern is how these 3 zoning amendments just sort of came in at the last minute and were not properly applied for by the cut off time. That is not consistent with Kirkland's rules and policies. There was not time to notice the neighbors, have parking advisory committee comment or have any study session. The rules of how citizen initiated proposals for zoning changes are made is clearly spelled out in our policies and plans. One of the council members asked me if this was just for Comp Plan changes or for zoning change requests. You will see clearly that the form talks about citizen initiated zoning change requests.
http://www.kirklandwa.gov/Assets/Citizen+Initiated+Amendment+Requests+Application+2012.pdf
Our zoning code also discusses this, so the irregular fast track raised a ton of eyebrows from those of us who have been harmed by this type of non-traditional procedure. The fast track raised even more eyebrows when neighbors saw the suggestion to study SROs "morph" into a City Council "direction" on adopting the SROs. Most recently the city council agreed to receive input from the Planning Commission "sometime in October" ... but a week later it arrived to the Planning Commission with a due date of October 2nd "because Mr Pantley is working on a deal and needs to know by then." The Planning commission spent 25 minutes just trying to figure out how to have special meetings to get this done in time. When do we ever put city resources towards the development idea of one person? How come the hundreds of people wait 4 years for their non-conformance restrictions to better reflect the fact that density is the only non-conformance and a correction that will let them rebuild with different footprint if they'd like? You can perhaps see where some of the anger and frustration exists.

I am submitting the comments below on behalf of myself, my family, my HOA and various neighbors including those affiliated with STOP. While some have not signed their own names for fear of retaliation, they are being submitted for them through me and through STOP. I will also include a copy of the Comprehensive Plan and how it was recently changed to allow one parking stall per unit rather than 1.7 in downtown but it requires that developers still contribute to the parking supply if they want to put less than one per unit on their property, they may do so elsewhere through fee-in-lieu or by working with other developers to put downtown parking elsewhere. A reduction beyond this, or smaller and reconfigured spaces would be preferential treatment. If we choose to amend the parking Comp Plan and Zoning Codes that process should be methodical as it was for the parking reduction that just occurred two years ago. We don't "wing" these things, we are thoughtful and methodical and fair.

Dimensions of Parking Stalls & Parking lot layout
http://kirklandcode.ecitygov.net/KirklandZC_html/kzc180.html#180

Sincerely, Karen Levenson, 6620 LWB, Kirkland (Letter to editor & 41 public comments thru 8/23 below)

Dear Editor:

In Kirkland there is a process for NOTICING the public of proposed zoning changes, soliciting (and hopefully considering) their input and then moving to a City Council meeting wherein a decision is made by officials we elect to represent us.

Tomorrow night (with an early start at 6pm), a proposal arrives for a very unique type of Uber-high density residential. There has been no public outreach and no NOTICE of surrounding properties or the city at large. The proposal, if passed, will create brand new very unique residential zoning never allowed in Kirkland. For this reason, it has citywide impact. It is called SRO or Single Residency Occupancy and is the newest form of Ultra-high density residential. The uniqueness is that for the first time your “unit” will not have its own kitchen (etc) spaces. It will allow up to 8 bedroom type units to share kitchen and similar facilities much like many of us may have done during college years. The most I ever remember sharing was between 4 adults and these were folks that we’d carefully consider for being compatible “roommates” vs SRO which would usually assign someone new to unknown “roomies.”

If you go online and research SROs or Single Resident Occupancy you will likely find, as I did, generally they are in big very urban

located on this street. The use of public transportation as an alternative for people who work or shop in the Downtown should be encouraged. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the core area.

The number of vehicular curb cuts in the Downtown area should be limited. Both traffic flow in the streets and pedestrian flow on the sidewalks are disrupted where driveways occur. In the core frame in particular, the placement of driveways should not encourage vehicles moving to and from commercial areas to travel through residential districts.

Parking

The core area is a pedestrian-oriented district, and the maintenance and enhancement of this quality should be a high priority. Nevertheless, it should be recognized that pedestrians most often arrive in the core via an automobile which must be parked within easy walking distance of shops and services. To this end, as discussed elsewhere in this chapter, private projects which include a substantial amount of surplus parking stalls in their projects should be encouraged to locate these parking stalls in the core frame.

The Downtown area contains a variety of parking opportunities. Four public parking lots exist in the Downtown area: at the west side of Peter Kirk Park, the street-end of Market Street at Marina Park, in Lakeshore Plaza, and at the intersection of Central Way and Lake Street. These lots are shown on the Downtown Master Plan (Figure MB-4).

Public parking to be a permitted use on private properties north and south of the core area.

Other sites that would be appropriate for public parking include the north and south slope of the Downtown as shown in Figure MB-4. Public parking in these areas would help to serve core-area businesses, while not detracting from the dense pattern of development critical to the pedestrian environment there.

More intensive development of existing parking areas should be considered as a way to provide more close-in public parking. Certain sites, such as the Market Street-End lot and the Peter Kirk lot, would adapt well to structured parking due to the topography in the immediate vicinity of these lots. Structuring parking below Lakeshore Plaza could make more efficient use of the available space and result in a dramatic increase in the number of stalls available.

The fee-in-lieu of parking alternative allows developers in the core area to contribute to a fund instead of providing required parking on site. The City's authority to spend the monies in this fund should be expanded to include the use of the funds on private property in conjunction with parking facilities being provided by private developers.

Another option for off-site parking should be considered which would allow developers to provide the parking required for their projects elsewhere in the core area or core frame. This alternative should include the construction of parking stalls in conjunction with another developer, if it can be shown that the alternative parking location will be clearly available to the public and is easily accessible to the core area.

The City's parking management and enforcement program should be maintained. The program should be evaluated periodically to assess its effectiveness, with revisions made when necessary.

From:	Uwkkg@aol.com
To:	Uwkkg@aol.com; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; Byron Katsuyama; C Ray Allshouse; Glenn Peterson; Eric Shields; Jeremy McMahan; Kurt Triplett; Robin Jenkinson
Cc:	neighboringproperties@gmail.com
Subject:	SRO moving forward correctly
Date:	Thursday, August 23, 2012 10:28:34 AM

Hi all:
Moving a proposal forward in a manner that is not according to "Hoyle" will likely gain negative attention to the project, appeals, legal involvement etc which is not helpful for anyone.

It might be best for Mr Pantley to submit the 3 citizen requests for zoning amendments 1) housing, 2) farther parking reduction, and 3) unique parking stalls. The deadline for the submission is not that far away (December) and then at the beginning of 2013 the approved process for review of proposals is laid out.

While I recognize that Mr Pantley is in a hurry due to an opportunity, this would be the same for any of us. Particularly developers often face the risk of development. We cannot make his urgency become the urgency of the city that bipasses all the other concerns that have been waiting in queue to have their items discussed or decided. Mr Pantley is not the only citizen who has an urgent development opportunity in front of him.

The SRO might be a mighty fine idea - we will never know true public sentiment if this becomes a continued battle over favoritism.

Karen Levenson
6620 Lake Washington Blvd NE, Kirkland

33-1

From:	uwkkg@aol.com
To:	Uwkkg@aol.com; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; Byron Katsuyama; C Ray Allshouse; Glenn Peterson; Eric Shields; Jeremy McMahan; Kurt Triplett; Robin Jenkinson
Cc:	neighboringproperties@gmail.com
Subject:	More SRO from angry neighbors who have been waiting for their rezone
Date:	Thursday, August 23, 2012 5:00:45 PM
Attachments:	Send to Planning Commissioners re SRO.pdf

Hi all:
Sorry for the late delivery of this email, however it was just forwarded over with request for comments.

I have to say that I am taken by Mr Pantley's enthusiasm and his "take it now" or it will be gone approach. While I think he would be wonderful as an evangelical minister, or fabulous in high pressure sales, I am concerned that his enthusiasm could have planning commissioners excited into a frenzy and forgetting that we really do have rules and process.

As numerous angry neighbors have waited, and waited, and waited for their opportunity to rezone they were told there was no option but to wait. Now publically we see someone who is saying... just let me do this. I don't need no stinkin process.

I hope you will be fair to all citizens. If you are going to design a speedier process, then design it first and take those who have been waiting first. NO CUTS!!!

The political connections make pushing Mr Pantley's proposal ahead of others look really bad. He may have a wonderful idea (or maybe not). To be sure, he needs to follow the same rules as the rest of us.

His attachment (which was in the packet but didn't have his name on it)... well it is quite concerning. We have annotated with our comments.

Thanks for considering that each citizen of Kirkland is equally important. those of us who have wanted additions with additional affordable units should not have been waiting our turn just to have someone "more powerful" take cuts.

Karen Levenson

March 30, 2012

Kirkland City Council
City of Kirkland
123 5th Ave N.E.
Kirkland, WA. 98033

Re: Planning Commission work plan and Art Community Parking

Dear City Council,

May of you are aware that we would like to bring an affordable live, work, display and sell Art Community to our downtown.

After working with Jeremy McMahan, who was very helpful, it has become clear that the parking code does not anticipate our mini-suites and Single Resident Occupants "SRO's". In our Redmond community, half of our residents do not own a car, by example.

We request that you consider putting SRO mini-suite recognition into your parking code so that we can move forward with our Art Community application process. Time is of the essence.

Separately, you may also want to consider a review by the Planning Commission of some of your downtown parking standards because we believe you did not intend the results from a sustainable perspective. At this time, a four bedroom condominium or apartment is required to have five parking spaces, three more than a four bedroom single family home.

Plans of our Redmond Art Community are available for those who have not seen the concept. If we can be of assistance in answering any questions, please feel free to call or email. Thank you for your consideration.

Warm Regards,

Robert Pantley
Natural & Built Environments
Its Manager and CEO
Certified LEED Platinum
2011 Hammer Award, Built Green Builder of the Year
robert@pantley.com
naturalandbuilt.com
USAsustain.com
mobile: 206-795-3545

150-1

150-2

From: Jeremy McMahan
To: Planning Commissioners
Subject: FW: Mini suite FAQ"s and parking examples under current and proposed codes
Date: Thursday, July 12, 2012 11:21:29 AM
Attachments: 201207.012_art community, mini-suite FAQ.docx
KIRKLAND__2012_0712_email.pdf

Planning Commissioner's – forwarding on request. This information came in after the July 5th deadline set by the Commission after the hearing.

Jeremy McMahan
Planning Supervisor
City of Kirkland
jmcmahan@kirklandwa.gov
425.587.3229

From: Robert Pantley [mailto:robert@pantley.com]
Sent: Thursday, July 12, 2012 8:38 AM
To: Eric Shields; Jeremy McMahan
Subject: Mini suite FAQ's and parking examples under current and proposed codes

Hi Jeremy and Eric,

Here are some thoughts to consider for this evening. Under the current code, we have done an analysis of what would have to be parked to meet the standards on our example site (which is a real location). This shows a bit of retail and then parking behind just like the new apartments being built in Juanita currently-photo to follow in case your emails don't like the size. The other choice of our proposed parking including tandems provides for all underground parking and a 100% people place at street level.

Your thoughts? The Crab Cracker site has been officially announced as under contract.

Warm Regards,

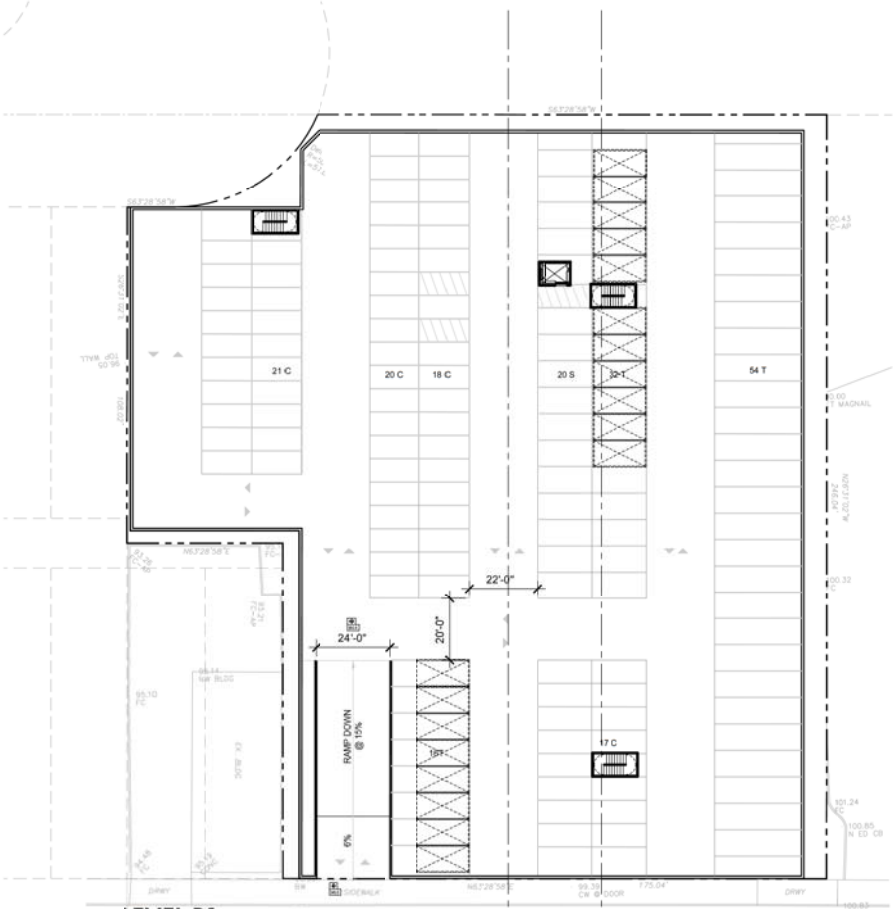
Warm Regards,

Robert Pantley

Its Manager and CEO
Certified LEED Platinum
2011 Hammer Award, Built Green Builder of the Year
robert@pantley.com
naturalandbuilt.com
USAsustain.com
mobile: 206-795-3545

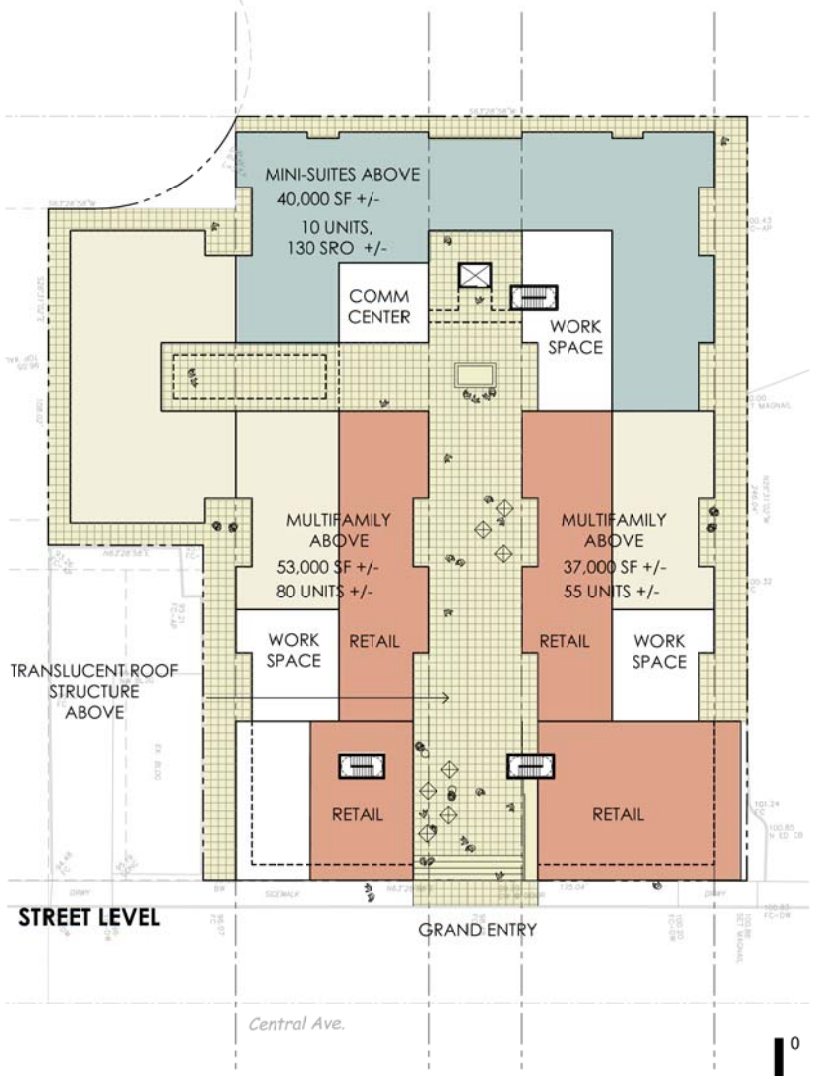
Attachment 10

Janette
architecture
planning
design
5215 Ballard Ave NW
Suite 4
Seattle, WA
janettearpd.com
206 .919. 2624



LEVEL P1

44,700 GSF +/-
20 STANDARD SPACES
76 COMPACT SPACES
19 VERTICAL TANDEMS
=38 SPACES
27 TANDEMS = 54 SPACES
188 SPACES TOTAL +/-
234 SF / STALL



STREET LEVEL

OPTION 1

0
40

450 CENTRAL WAY

SITE ANALYSIS
KIRKLAND, WA
JULY 11, 2012

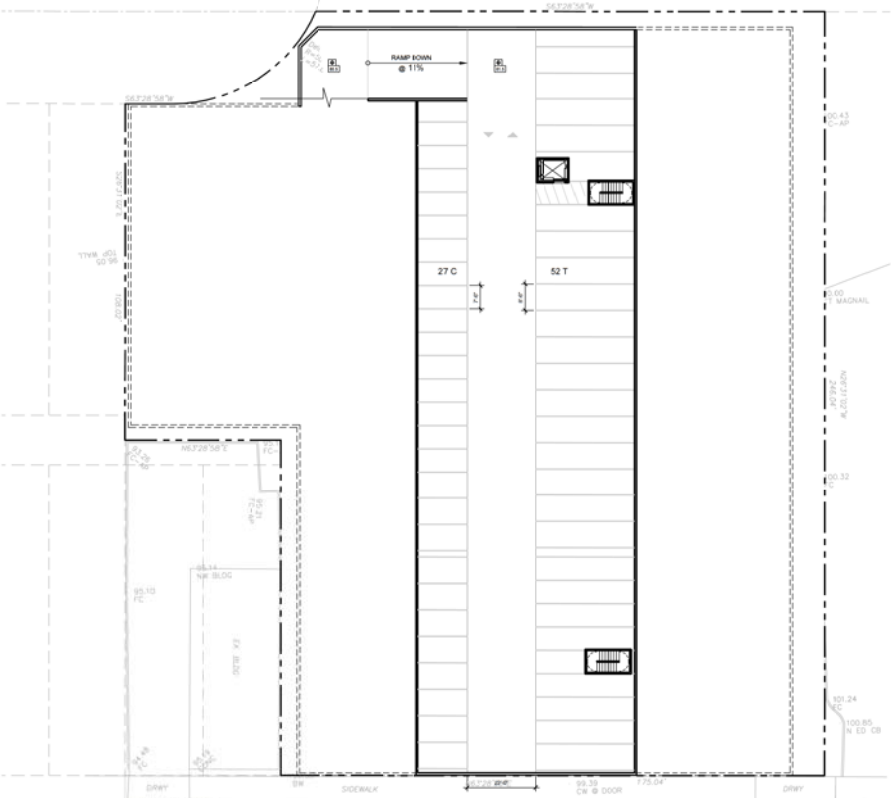
DRAFT

1

Attachment 10

Janette
architecture
planning
design

5215 Ballard Ave NW
Suite 4
Seattle, WA
janettearpd.com
206 .919. 2624



LEVEL P2

16,700 GSF +/-
27 COMPACT SPACES
26 TANDEMS = 52 SPACES
79 SPACES TOTAL +/-
211 SF / STALL

LEVEL P1

44,700 GSF +/-
33 STANDARD SPACES
56 COMPACT SPACES
20 TANDEMS = 40 SPACES
109 SPACES LEVEL ONE
79 SPACES LEVEL TWO
188 SPACES TOTAL
326 SF / STALL

OPTION 2

450 CENTRAL WAY

SITE ANALYSIS
KIRKLAND, WA
JULY 11, 2012

DRAFT

Attachment 10

Janette
architecture
planning
design

5215 Ballard Ave NW
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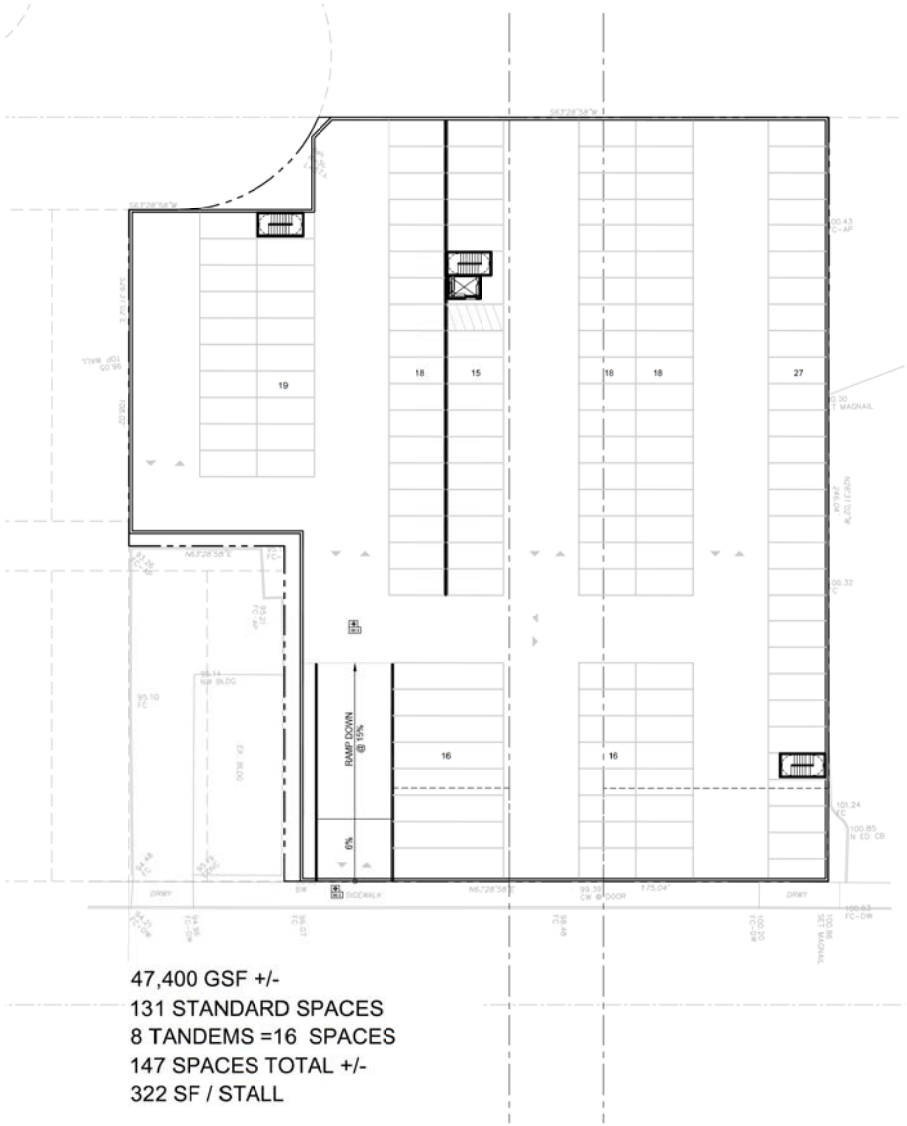
janettearpd.com
206 .919. 2624



47,400 GSF +/-
131 STANDARD SPACES
8 TANDEMS =16 SPACES
147 SPACES TOTAL +/-
322 SF / STALL

OPTION 3
CURRENT CODE

450 CENTRAL WAY

SITE ANALYSIS
KIRKLAND, WA
JULY 11, 2012

DRAFT

From: jack wherry
To: Jeremy McMahan
Cc: jackwherry@frontier.com
Subject: Residentian Suites KZC Amendments
Date: Thursday, September 06, 2012 3:32:02 PM

Jeremy,

I am sorry that I did not get a chance to hear the presentation today, I am sure that many of my questions were answered. Here are my thoughts.

1 What is causing a demand for this type of housing? Who are the people who will be using this housing?
2. Totem Lake seems to be far from being developed into a neighborhood that could sustain this type of housing and it seems to me that the density and subsequent facilities are far into the future. There are some new apartments going up in this area will there be a need for this, in addition it does not appear to be a very walkable area in its current form.
3. The DBD my be possible, but does the city really want to move in this direction at this time on top of the Potala controversy.
4. What I like about this type of development is that it would seem to help the downtown retail, restaurants etc. with year around business, which I feel is the ultimate goal if we are to have a vibrant downtown. BUT will this type of development feed the type of business we are seeking in the downtown. If not then we just create a another problem. I don't see the downtown developing into a low end eating and entertainment center.
5. I am sure there is a case for affordable housing in Kirkland for employees, students and longer term temporary stays, but I am not convinced that the ground work has been prepared for this type of development to go forward now.

So here is my conclusion:
Totem Lake is not ready for this development and it doesn't help develop the downtown in a manner that the citizens of Kirkland envision.
So there is no need to hurry to develop amendments to allow Residential suites at this particular time. I think we need to take a breather from Potala and make sure this is the right thing for Kirkland.

Thanks for giving me the opportunity to comment on this subject.

Notes

21-1 2012330_City_Council_letter_on_SRO_recognition.doc (File Attachment)

21-2 Parking in CBD Fee in Lieu.pdf (File Attachment)

33-1 Send to Planning Commissioners re SRO.pdf (File Attachment)

150-1 201207,012_art community, mini-suite FAQ.docx (File Attachment)

150-2 KIRKLAND_ 2012_0712_email.pdf (File Attachment)

From: Eric Shields
To: Jeremy McMahan
Subject: FW: # 2 For Tonight HCC&KPC - SRO - Please forward this email
Date: Thursday, June 14, 2012 4:33:57 PM

FYI

Eric Shields

From: Uwkkg@aol.com [mailto:Uwkkg@aol.com]
Sent: Thursday, June 14, 2012 2:51 PM
To: C Ray Allshouse; Jay Arnold; Andrew Held; Byron Katsuyama; Glenn Peterson; Mike Miller; Jon Pascal; Houghton Council; Janet Jonson; Kurt Triplett
Cc: uwkkg@aol.com; neighboringproperties@gmail.com
Subject: # 2 For Tonight HCC&KPC - SRO - Please forward this email

Hello again Commissioners and Community Council Members:

My next comments are with respect to the SRO "Single Resident Occupancy" as proposed by Mr Pantley. This, by the way, is a HCC issue. While it is currently not proposed for HCC areas, we all know that sooner or later someone steps forward and says that Houghton shouldn't have special privileges . The code allows SROs within 1/4 mile of Transit Center and Houghton is about to get a Transit Center. HCC, therefore, must have a voice in this discussion.

I would like to comment on the following items

1) Zoning Codes that spontaneously appear due to "developer need" rather than as Comprehensive Planning. This is flat out irresponsible. It is not "planning" it is knee-jerk capitulating to developers.

2) **Huge changes** in how Kirkland defines residential unit (not having self contained kitchen and other amenities and a huge increase in number of unrelated persons) **should not be processed through as a <u>Moderate Amendment</u>**. This is Huge change in definition of residential unit and likely to be controversial. Minor or moderate code amendments are generally done for things that are non-controversial or will have minor controversy.

SPECIFIC ISSUES:
A) The City Council seemed to ask to have the extra .5 FTE assigned this SRO for further study, yet it seems to be moving forward without that farther study. The concept of 8 residents sharing a kitchen and a building that provides severely reduced parking needs ample time for research - That has not happened. There has been a lack of public outreach on this item (usually this is a sign of something covert or likely not well received).

B) Mr Pantley's experience seems limited to just one or two of these SROs and not over a long period of time. We also have not seen what happens when the owner/management team sells their property. The new owners often do not have the same philosophy as the initial builder/manager.

C) I do not believe that fewer parking spaces and "strict parking management strategies" are effective at reducing America's love affair with cars. In my condo we've had numerous unit owners/renters who start out with one car and the bus. Then they get into a personal-love relationship with someone and that person moves in...with car.... We've had ason come home from serving in the military and move in with Mom.... with car.... And, we have had a grandson loose his job and move in with Grandma... with car. All use their cars to get to jobs that are not on the bus line. All were unexpected additions to our parking lot. In addition to these cars we do allow our unit owners and renters to have guests come by... Not unusual behavior, I'm sure you'll agree.....All these extra cars are parked along the closest nearby neighborhood street.

While the car parking issue is likely relevant in many areas, it will be particularly problematic in Downtown Kirkland CBD. The guests or extra residents will be competing with parking spaces that shoppers and restaurant goers would like.

D) The city council seemed to be asking for a "Pilot" project yet the code as written does not provide for just one "Pilot." It seems to allow as many of these as folks want to build as long as they are within 1/4 mile of transit center. ... So that would allow dozens of these.... and how do we define transit center? Will someone argue for one of these if they are within 1/4 mile of a street served by several bus lines? Wow... we could be the epicenter of SROs!!!

I'll attach the text of my letter to the Editor below. It will hopefully cover some points that I may have missed.

Thanks for taking the time to consider my thoughts as above and those in the Letter to Editor.

Best, Karen Levenson **IS PANTLEY THE NEXT POTALA?**

Why does planning staff, in Kirkland, have conversations with developers and then accommodate them by disregarding the Comprehensive Plan and/or modifying city policies? Why does Kirkland ignore the rules on our books in order to allow developers to move forward? Why doesn't the city reach out to citizens and bring them into the conversation when modifications are requested? Instead citizens only find out about city capitulation after it has happened. No wonder we have continuous public uproar, and with Potala, the legal action.

Why, if we supposedly want to provide for a range of housing in Kirkland, are all the current projects for tiny micro spaces and extreme reduction in city required parking… (e.g. Potala, TOD and now Pantley)???

Doesn't the Growth Management Act require a Comprehensive Planning process wherein citizen participation is actively solicited and the result is something that ensures "coordinated" and "planned" growth across the city? So why does Kirkland act on spontaneous eruptions of "developer need" and allow piecemeal modifications that are incompatible?

The Pantley development proposal is a far cry from anything that is currently allowed by code in the City of Kirkland. Eric Shields, at a recent Planning Commission meeting, stated that there are fundamentally two issues with current code. One being that the city's definition of dwelling unit does not allow for communal like development wherein up to 8 individual bedrooms share a kitchen facility and the definition of "family" as allowed in a dwelling unit greatly surpasses the city's current restriction allowing no more than 5 unrelated occupants.

The other modification that seems determined to move forward is the blessing for greatly reduced parking requirement – only requiring one space per every two units. Where??? At the recent Planning Commission meeting the request was for downtown Kirkland!!! Hello??? With reduced parking??? Mr Pantley claims that they screen tenants and somehow end up with folks that don't have cars. So if that is true, what happens if the resident changes jobs and can no longer get there by bus? Perhaps fall in love and marry someone who has a car? Or even have guests come by? Where are those cars parked?? What if Mr Pantley sells the apartment/condo project to someone else who doesn't screen residents meticulously? We all have seen how overflow parking ends up in our neighborhoods, in front of our house. We don't need more of this. The downtown merchants will also suffer when residents/guests use precious downtown parking stalls.

Those of us who actually live in multifamily have experienced that one car per bedroom is never enough parking. Somehow, those on our commissions and council who live in single family homes think they know better. They've stated that half a space per unit is more than adequate. They've obviously not been HOA president wherein parking issues are a monthly event and annually the attorney gets brought in to arbitrate differences. And this is where one parking space per bedroom is provided and where transit is only a block away!!!

My biggest concern is around PROCESS. This is especially true when established process is circumvented. Things are done in conflict with the city Comprehensive Plan and policies, and in a way that covertly speeds things through. Where is the transparency? This is causing us so much city time and money when we have to sort through our legal defense of such actions.

When the City Council heard Mr Pantley's proposal, they heard that there were code inconsistencies with parking but did not hear about the fact that we have no zone use charts to allow this communal type of housing!!! The second set of code problems was not brought to their attention.

The Council members made comments that they were intrigued by the idea, would like to study this type of housing as part of the work plan, were in favor of looking at the Redmond example and would consider a carefully placed "pilot project." On tape, at 00:49:26 during the 4/3/12 Council Study session, Eric Shields suggested that he might be able to bring this forward in the current set of code amendments. Then on 4/26/12 @ 3:41:00 Mr Shields tells Planning Commission that "The INSTRUCTION from the [City] Council was 'to put it in these code amendments.'" The emphasis on immediately moving this forward, without farther study, and without being limited to a carefully chosen pilot site was not my understanding of Council direction. Perhaps a review of the meeting tape would be helpful.

Why do changes like those proposed by Mr Pantley get considered without going through the process of Private Amendment Request? All other developments asking for modifications seem to wait for this PAR review. Why are Pantley or Potala something different? Is this fair to other developers?

Why is the public as a whole not brought in to consider making a major change in the definition of residential units (to include small, communal units)?

Why are residents not included in the deliberation of dramatic reduction in required parking (size and number of stalls)?

Why does the Notice of the Planning Commission meeting not list this as an item? It is not until you sift through dozens of pages that you come across a discussion of SRO (Single Resident Occupancy)? ? … And likely you've never heard a thing about this before.

VERY IMPORTANT TO NOTE: The code amendment, if it goes through is not for a "pilot" or "test" project as the City Council indicated. It adds a new zoning category and would allow for this in numerous areas. It would not be "a test case."

Come on City of Kirkland… Be fair to us as citizens. Respect the Comprehensive Plan that we worked hard on for years. If changes are needed they should be considered only after broad outreach to the citizens and good dialog and thorough study. Sadly, as I began participating more in city planning, I've felt that the Kirkland way is "catch me if you can." Even if you do catch me, you may not have caught me within the 60 day timeframe required for an appeal, or you may not have been involved earlier and aren't therefore a recognized "party of record." This is really a disrespectful and inappropriate way to treat the citizens who pay their taxes and employ you. Something needs to change.

Karen Levenson (Other public replies are below)

Showing 5 comments

Larry Kilbride:

Very well put.. It sems to be more and more (all about the money) If it can be presented by the builders ,who by the way know ALL the Council Members,know when ALL the meetings are and simply put it on their schedules-- then changes can be made WITHOUT public input..
Makes you wonder WHO pays the Council ??

MKelly:
This is, and has long been, a pattern in Kirkland as far back as I started taking notice as a new realtor some 23 years ago. A respected Kirkland realtor colleague of mine recently told me that he stopped going to Council meetings because "everything is predetermined in private meetings" before public hearings and Council vote. That appearing before Council is a waste of time and energy, essentially a dog and pony show for the benefit of legal documentation. This is a very frustrating and helpless feeling that the "process" inflicts upon it's own citizens. It kills the spirit.

I was surprised (not shocked) of hearing that former Councilman Pantley's proposal already had support. The "process" has long been very muddy, heavily weighted in developers favor with little regard for the concerns of citizens, neigbhorhoods or the permanent impact some of these decisions will have on the future of Kirkland. There is a right way and a wrong way to achieve the goal of high density in appropriate areas. It starts with a transparent process.

Very well written letter Karen. Your quote sums it up. "Sadly, as I began participating more in city planning, I've felt that the Kirkland way is "catch me if you can." Even if you do catch me, you may not have caught me within the 60 day timeframe required for an appeal, or you may not have been involved earlier and aren't therefore a recognized "party of record."

Recall.4.from.KCC:
The comment I like most is that something has to change. Either at the upcoming election or before. There are 4 changes needed.

Recall.4.from.KCC:
Who has already expressed interest in running?... And when??

Chuck Pilcher:
I wonder if Mr. Pantley saw how well the end-run around the Comp Plan seems to be working for the Potala developer and simply saw an opportunity. I don't even like saying this, but It sure appears that our City's plans and processes have lost the respect of Kirkland's leaders

From: uwkkg@aol.com
To: uwkkg@aol.com; Eric Shields
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Toby Nixon; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: TYPE-Os Corrected: Recollection of SRO @ Work Plan meeting
Date: Friday, August 10, 2012 7:26:34 AM

I am resending yesterday's email with corrections to type-os. I apologize for typing quickly and not checking for auto-corrects or other issues before I pressed send and ran out the door with my son. I don't intend to be disrespectful of your time or have improper and unintended words. Here's a proofed version.

I have added a bit more context to yesterday's email and I would also like to remind you that many of the council members said that perhaps there should be a "pilot" or "test" case. I believe Mr. Asher suggested that we would need to figure out what "bounds" would be placed on this."

======= Rewritten letter of 8/9/12====

Yep. good recollection, Eric.

I reviewed the meeting and see where the misunderstandings may lie.

Keep in mind, this meeting was a bit unusual as it was supposed to be the meeting where the planning commission updated you on the BN zones. I flew into town because of that being scheduled....Then due to legal twist or turn that got changed. There were probably 15-20 red shirts at your study session.

Here's ...I think... Where the difference of opinion has its roots.

It appears that a letter had been received from Mr Pantley in March regarding a request for new parking zoning for SROs. At this early stage, it appeared that a parking issue was the only thing about SRO that was not provided in current zoning. That was all that was presented to the City Council.

As you listen to the tapes you hear council members saying things like "I hope we can take a look at the Redmond experience, I am intrigued by this idea," and some suggesting that perhaps if folks want to propose projects with less parking they will provide public parking for downtown in exchange. All of this was about there just being a parking difference with code and no one had yet realized there was a residential use zoning snag. Even the parking discussion was minimal. There was no discussion or study of "how much" parking reduction could be tolerated. More importantly, the comments left the "red shirts" believing this was being forwarded to planning commission with time for study sessions and thorough review.

At the end of that meeting the tape reflects things becoming rushed.

Andy Held was trying to deliver some thoughts, Joan McBride was trying to get the Council to adjourn for Executive Session and Eric stated that perhaps he could get this into the current zoning code amendments. He quickly commented on head nods.

As stated previously, it seemed clear to the audience that study was needed and felt that was what the council members were asking for. Especially because this discussion was also about where to assign a .5 FTE for the end of 2012 and early 2013.

Fast forward a few weeks and the SRO arrives at the Planning commission. Eric and Jeremy comment that as they reviewed this farther it will take a zoning change as to the residential use. This additional code change has not yet been before the city council and it is believed that council was not yet in the loop on the additional inconsistency. The red shirts did not believe that the Council had given instruction "to implement" the SRO. But that seemed to be the force with which this was delivered to the planning commission.

At that PC meeting there is a presentation but...
as some planning commissioners mentioned at the recent meeting...they still have not had a single opportunity to ask questions of the experts.

The bottom line, here, is that the letter came in and folks tried to act on it quickly. In the haste there were more discrepencies with current code than originally
expected. Some may see Eric's commitment to put this into the current code amendment process as a belief that there was still time to study this. Tape of planning commission meeting seems to indicate that they feel it arrived so late that there was no time to study or ask questions.

The City Council never knew until the last few days that there was a residential use change in code that would be required so that was certainly never forwarded to the planning commission from them.

With wreckless speed this SRO has moved forward. The red shirts wonder why. KZC spells out clearly how code amendments are handled when citizens ask for changes that will allow for their projects. We have a specific form that outlines the deadlines and the timeframe that is established in KZC. Using the established process would have likely kept things methodical in their review. Ask anyone who has requested a zoning code change. It usually takes awhile no matter how laudable their plans may be. There are Lakeview neighbors who have waited 4 years to remove a restriction on their ability to rebuild their units to current density which is non-conforming. Their intended development goals are as laudable as Mr. Pantleys. Why does he get a process that moves forward in 5 months when the Lakeview neighbors have been working through the process - through proper channels - for over 4 years. Doesn't this seem inequitable?

We may be eager to encourage development but it is very important that we do so in a way that is respectful to the processes that are in place to protect every land owner. Established land owners need to know that they will be informed if a property in their neighborhood is being considered for brand new residential zoning or a unique "pilot" program for less required parking.

Citizens that go through the difficult process of asking for zoning changes need to know that the process is the same for everyone.

I am not opposed to growth and I confess that I do not know the nuances of the Crab Cracker area of town. Perhaps that community will be perfectly fine with these proposed changes. Perhaps we will get some

really good examples of successful projects that are several years old and can be used to calm the discomforts of many (residential use & parking examples). Perhaps, as one council member stated, this is a good opportunity to allow something different where in developments might provide less on-site parking but in exchange would provide the additional parking in public parking spaces.

Karen Levenson

-----Original Message-----
From: uwkkg <uwkkg@aol.com>
To: EShields <EShields@kirklandwa.gov>
Cc: JMcBride <JMcBride@kirklandwa.gov>; DMarchione <DMarchione@kirklandwa.gov>; PSweet <PSweet@kirklandwa.gov>; AWalen <AWalen@kirklandwa.gov>; TNixon <TNixon@kirklandwa.gov>; BSternoff <BSternoff@kirklandwa.gov>; DAsher <DAsher@kirklandwa.gov>; KTriplett <KTriplett@kirklandwa.gov>; MBeard <MBeard@kirklandwa.gov>; RJenkinson <RJenkinson@kirklandwa.gov>; JMcMahan <JMcMahan@kirklandwa.gov>; MMiller <MMiller@kirklandwa.gov>; JPascal <JPascal@kirklandwa.gov>; JArnold <JArnold@kirklandwa.gov>; AHeld <AHeld@kirklandwa.gov>; CAllshouse <CAllshouse@kirklandwa.gov>; GPeterson <GPeterson@kirklandwa.gov>; BKatsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>; uwkkg <uwkkg@aol.com>
Sent: Thu, Aug 9, 2012 7:21 pm
Subject: RE: Recollection of SRO @ Work Plan meeting

Yep. good recollection, Eric. I reviewed the meeting and see where I believe the misunderstanding lie. kee
In mind that this meeting was a bit unusual as it was supposed to be the meeting where the planning commission updated you on the BN zones and I flew into town because of that being scheduled. then due to legal twist or run that got changed. there were probably 15-20 red shirts at you study session.

Here's ...I think.. Where the difference of opinion has its roots. it appears that a letter had been received from Mr Pantleynregarding what he would like to do and at this early stage it appeared that there was only a parking issue. as you listen to the tapes you hear council members saying things like "I hope we can take a look at the Redmond experience, I am intrigued by this idea," and some suggesting that perhaps if folks want to propose projects with less parking they will provide public parking for downtown in exchange.m To the audience all of this was about there just being a parking difference with code and not a residential use difference. More importantly the comments left the "red shorts believing this was being forwarded along with time for study sessions etc.

At the end of that meeting the tape reflects things becoming rushed. Andy Held was trying to deliver some thoughts, Joan McBride was trying to assist the CPU cil in adjournment to study session and Eric stated that perhaps he could get this into the current zoning code amendments.
He quickly commented on head nods and the red shirts anticipated this meant getting to the code amendment process in time for some study of the matter as that is what they though council members were asking for.

Fast forward a few weeks and the SRo articles at Planning commission with Eric and Jeremy stating that as they reviewed this farther it will take a zoning change as to the residential use. this additional concept

has not yet been before the city council. there is a presentation but as some planning commissioners mentioned at the recent meeting...they still have not had a single opportunity to ask questions of the experts.

Bottom line is that the letter came in and folks tried to act on it quickly. In the haste ere was more that was not covered by code than expected. some may. Jew Eric's commitment to put this into the current code amendment process as a belief that there was still time to study this. reports from the planning commission seem to indicate that they feel it arrived so late that there was no to e to study or ask questions. the red shirts wonder why code amendments that are supposed to,follow a process get accepted in this manner and rushed through where it is confusing to all of us.

Karen Levenson
-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 10:00 am
Subject: RE: Recollection of SRO @ Work Plan meeting

Karen,

My recollection is that this happened at a meeting in which the Council was reviewing the Planning Work Program in April.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 9:47 AM
To: Eric Shields
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Toby Nixon; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: Re: Recollection of SRO @ Work Plan meeting

There are also different impressions of the work plan meeting wherein SRO was listed as one of the optional items that the .5 FTE person could be assigned to study and prepare for review during the time between now and the next CP update. I was in town and I seem to recall hearing council members saying they were intrigued by the idea. Some I think said they wanted to study it, etc. I'll have to review the tape to be sure but I was shocked when I heard staff tell the planning

commission that the city council had directed that the SRO be added to the current zoning code amendments. This would seem highly irregular, I think, for our electeds to ask that something be added to a packet of amendments that has already had its study sessions and is at the public hearing stage.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 9:41 am
Subject: RE: City council Decisions @ Mtg Last Night

Karen,

There are apparently different perspectives on the significance of this amendment. But the review process is as follows: The Council directed that the amendment be added to the 2012 group of code amendments, most of which were adopted last Tuesday. The Planning Commission held a hearing and reviewed the SRO amendment and expressed unanimous support, but was concerned that the public did not have enough time to be informed and comment, so they recommended that the Council hold off on adoption pending a couple of months for additional process. The Council agreed and held back consideration of the SRO amendments until October. I will be discussing the additional review process with the Commission this evening. To meet the schedule, the additional public hearing will have to occur at one of the Commission's September meetings. I'll know more after this evening. I'll let you know tomorrow.

Regards,
Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 9:15 AM
To: Eric Shields; Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Eric:
Thank you for the clarification. Very helpful.
The question then becomes is this a minor or moderate change and

appropriate for the annual amendment process or whether it is more significant than that. I recall the planning commissioners all seemed to state both their frustration that this came in on the night of the 6/14 hearing as a new addition with Jeremy even having to go through the definition for the first time. Most or all also seemed to state that they didn't feel these changes were minor or moderate. I'll have to listen back to the tape and see if it was the parking change or the new zoning definition for residential. They may not have separated them out in their comments. I'll likely not get to checking until this weekend but if someone else has the time the comments begin on the 6/14 tape at 2:27.

From a public perspective, I know there were comments submitted stating that these were not considered minor or moderate by residents. I also know that residents are currently very very angry with how many changes have been made through this annual process that doesn't notify them. I believe that citizens en mass are going to be very reluctant to see things go through a legislative approval rather than the private amendment application process. I'm sure that if other things get corrected to some relative level of community satisfaction then the hundreds of involved citizens will go back to their usual hibernation but that is not at all where we are now. The list of unhappy folks has now grown to about 800 if Chuck, our numbers person has the count correct. At the public hearing there were new people that we've never heard of who came to speak.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>; Toby Nixon <TNixon@kirklandwa.gov>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 8:41 am
Subject: RE: City council Decisions @ Mtg Last Night

All,

I'd like to clarify. Although multifamily residential is allowed in the Central Business District and Totem Lake, the Zoning Code limits the number of unrelated people in a single dwelling unit to five. A dwelling unit is defined as having complete facilities for sleeping, bathing and cooking. Residential Suites often involve more than five rooms sharing a kitchen (although many have partial kitchen facilities in each room). Consequently, we are proposing to add a new "Residential Suites" use to certain zones. However, they are really a variation on multi-family uses. Each of the zones in which Residential Suites are proposed also allow hotels and Residential Suites are kind of a cross between traditional multifamily and hotels.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 6:52 AM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Again:
Yes I will submit my comments through the public process and am sending them to all of you on your Kirklandwa.gov website so that they are public record.

Yes, I did miss the part of the meeting with the approval of new parking enforcement. For some reason I couldn't get the first part to come up on my wireless ipad. When I got to a fixed location I was able to pull up the meeting by wifi. I hope the new attempt at parking enforcement works. I know that shopowners will really appreciate it.

There is part of the discussion of the SRO that you may have missed. It is from the June 14th planning commission meeting. I realize that SRO suggestion arrived so suddenly that none of us has had much time to get up to speed. If you'll check the KPC tape for the June 14th meeting you'll see that both Eric Shields and Jeremy McMahan comment on the fact that at first blush they thought there was just an issue with parking which would need a zoning change. They then comment that when they looked at this farther they realized that we don't have any zoning that would allow this type of residential use. The two of them go through the explanation of why the SRO doesn't fit with anything that we have currently and will need new zoning to allow it.

So the issues are two:
1) Parking
2) New type of residential use zone

These were placed as either a minor or moderate change and as soon as the public heard about them they quickly responded that they did not consider them to be the "uncontroversial" items that get passed without going through the proper process. If you listen farther to the tape of 6/14/12 (starting at 2:27) you'll hear that all of the planning commissioners comment on the inappropriate suddenness of the SRO being added to the zoning changes at the last minute. You will also hear that most, if not all of them felt that these were not "minor uncontroversial changes."

As to my activities, my biggest issue is process. I've always felt that rules are to be followed for a really good reason and keep things fair for everyone. There are many others in Kirkland who have become hyper-sensitive about making sure rules are followed. Mostly that is because things were done without proper notice and with legislative changes that did things as egregious as changing residential property into commercial property without notice as a "minor and uncontroversial change." A Shoreline designation was similarly changed and when the neighbors asked to see the NOTICE they received something that talked about changes to bulkheads, piers, docks and salmonoids but no mention

of UR-1 residential properties changing to Urban Mixed. We have hundreds of really ticked off citizens who have decided they must watch everything and that legislative change process has been abused.

You mentioned "assuming the SRO fits with the neighborhood." This is another area where we have 800 signatures where folks are calling foul that the city can.... and has within its power.... to make sure that a project fits within its neighborhood. Rather than making sure to protect the neighborhoods with something that fits, the city is showing that it is afraid to enforce its codes and policies. We even have zoning that states that if later ordinances or policies are voted in then the most restrictive applies. Instead the city keeps kicking the can down the road and the citizens have to keep fighting to stop incompatible development. I think this is the wrong time to be reassuring the citizens that the city will make sure development is done only in areas where it was planned and where it fits. It is my belief that the cities lack of a backbone regarding a costco sized building in a single family neighborhood has hurt the citizen trust in our staff and in our electeds immeasurably. Even the EIS is extremely flawed and you'll soon see that a chart showing 38 residential densities has 15 errors. I believe this work was given to the consultants by staff. It claims a density of one building at 177/acre whereas properly calculated the density is only 40/acre and it was built over water in 1968 which would no longer be allowed. I provide this example because the incorrect number of 177 is being used to state that a building at 118/acre is within the "range" of what is built in the area. So this is the sloppiness with which our citizens feel our properties are being subjected. 118 may be within the range of 10-177 as stated incorrectly. All the correct calculations show a range of 2-40 with only 3 old buildings being greater than 24. Hopefully you can see why the citizens do not currently have the faith or trust in our city planners (who we believe provided the incorrect calculations) or our electeds who need to insist on accurate and careful examination.

Best,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 12:17 am
Subject: RE: City council Decisions @ Mtg Last Night

Thanks, Karen.

Just to be clear, this conversation should be conducted through the formal open public process, on the record, through the Planning

Commission. I hope you'll submit all of your thoughts to them as comments. I shouldn't be considered the "broker" for this conversation; I'm just sharing my thoughts with you, and it is the Commission that is the "broker", although I think it would be great for you to have the opportunity to meet with Mr. Pantley directly and tour his development in Redmond if you haven't already done so.

My understanding is that no change in zoning has been requested for the current SRO proposal. CBD zoning already permits mixed-use multi-family housing; no zoning change is needed to accommodate the unit size (there's no minimum unit size or maximum density) with compact kitchenettes in the units and access to shared larger kitchens. The only issue that really needs to be decided, as I understand it, is how many parking spaces are required per unit and what conditions will be attached to the proposed reduction. We do need to have the discussion about whether the reduction proposal is realistic, and that's where the discussion of how much parking demand there really is in SROs comes in, but ultimately the question to be decided is limited to the amount of parking required and not the broader question of whether residential suites should be permitted in the CBD and TL zones -- they already are.

It would be great if you could send along links to whatever information you've found about negative experiences with SROs elsewhere. I hope you're not comparing what is proposed in Kirkland with dumpy, old, dilapidated buildings in Chinatown in San Francisco, or SROs in New York City that have become ghettos for people with AIDS, or SROs in Chicago where most of the residents are mentally ill or disabled, or other buildings located in run-down and crime-ridden sections of central cities. These places are not Kirkland, not in a high-tech suburb of any kind. Most of these places have rent control that discourages owners from properly maintaining their buildings, amongst many other problems. And we're not talking about building bedroom-only units, with people sharing bathrooms and no cooking permitted; the SRO units proposed here would each have a private bathroom, a refrigerator, and a microwave. Just searching for "SRO" on the web and assuming that everything bad one reads about SROs elsewhere would necessarily apply here is, in my opinion, a mistake.

My understanding is that the SRO parking policy -- including eviction for possessing a vehicle and not renting a space for it in the SRO parking lot or some other parking facility -- would be in the lease agreement for each unit. I am not aware of any law that would make such a lease term illegal, especially it if is required by a city code. I just reviewed RCW 59.18 and found no prohibition of such terms. On the contrary, RCW 59.18.140 seems to specifically allow for them and require compliance so long as proper notice is given:

59.18.140
Reasonable obligations or restrictions — Tenant's duty to conform.
The tenant shall conform to all reasonable obligations or restrictions, whether denominated by the landlord as rules, rental agreement, rent, or otherwise, concerning the use, occupation, and maintenance of his or her dwelling unit, appurtenances thereto, and the property of which the dwelling unit is a part if such obligations and restrictions are not in violation of any of the terms of this chapter and are not otherwise contrary to law, and if such obligations and restrictions are brought to the attention of the tenant at the time of his or her initial occupancy of the dwelling unit and thus become part of the rental agreement. Except for termination of tenancy, after thirty days written notice to each affected tenant, a new rule of tenancy including a

change in the amount of rent may become effective upon completion of the term of the rental agreement or sooner upon mutual consent.

RCW 59.18.230 lists specific things that are not permitted to be in a rental agreement. As far as I can tell, nothing listed in that section would prohibit a lease term requiring tenant vehicles to be parked in a rented space on the premises or some other legal off-street parking (such as at a storage lot if the car is infrequently used, as is done by many people with their boats) and providing for eviction for failing to do so.

I do not understand why having a guest stay overnight and park their car on a side street or some other public space where overnight parking is permitted should result in eviction. Guests park on the street when visiting residents inall of our neighborhoods, including overnight guests for multiple days. Few of us have enough space in our driveways or garages for all of our guests to park on our own property. I don't understand why we should insist that an SRO be able to accommodate all conceivable guest parking needs on site when no other residential property in the city is expected to do that.

Finally, in case you missed it, Tuesday night the city council adopted new parking regulations for the Marina and Lake & Central lots that ban parking by business owners and employees and use the video system on the parking enforcement vehicle to identify frequent repeat parkers in these lots. Parking enforcement will issue an initial warning, determine whether the frequent parkers are owners or employees of downtown businesses, and follow up with citations if owners or employees are found to be parking in these lots (as well as citing overtime parking in time-limited lots and on-street). This is a better system than what had originally been proposed (all day pay parking for everyone).

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland,
Washingtontnixon@kirkland wa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 6:56 PM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Toby:

Thanks for brokering this discussion between us and with Mr. Pantley.

For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just

out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

If the wonderful description of diverse housing ends up as you describe I am more than 100% for it.... That is with the caveat that proper process has been followed with application for change in zoning, etc which would be required of any citizen who wants new zoning that will allow them to build something different than what is currently allowed.

In contrast to the wonderful description, my google research seems to indicate that the SROs don't turn out as you've described. For this reason I will need to understand more before I know what my objections might be... Also I am open to reading research that will impress me and make me "happy" with the proposal..... Mr Pantley, do you have access to some examples of SROs with many years of track record that show the positive housing as Mr. Nixon describes. I'd love to read it and I heard other planning commissioners state that they need this kind of info. Likely city council members will want it too.

Also, the parking management program is something that is very hard to believe. This is not due to lack of experience with parking. It is because I have extensive experiences with parking being incredibly hard, if not impossible to monitor and enforce even if someone is hired to do this. I seem to recall that this was also a major discussion item for the city regarding lack of enforcement of downtown parking. Wasn't that just within the last few months? Perhaps you all recall the specifics. Was that due to lack of funding for enforcement or just the fact that folks generally outwit any system you put in place. I recall frustrated citizens bringing in pictures or video of business owners that routinely park where they shouldn't downtown. They have learned how to work around the restrictions. Did we fix this parking enforcement issue? If not, does Mr Pantley have the magic that will help Kirkland not only enforce its current problem but also have enough enforcement left over to watch over the residents in his development so that we don't lose more downtown parking for customers and so that local side streets aren't the recipient of his residential cars?

Another piece of information I'll need (and likely others will too)... Is it really legal to kick someone out of their dwelling if they purchase a car? I'm having a hard time believing that you can legally do that. I imagine that if they store it on city streets (etc) the project owner might have no legal grounds to kick them out. So I need to understand the legal basis upon which this unique parking management system is anchored. I would also benefit from understanding how a resident would be kicked out if they enter a love relationship and that person stays overnight and leaves their car on a local side street. Again, I am open to learning how this would all work legally. I might even learn something that will help with the 6 years of parking nightmares that I've worked on with management companies and attorneys for our condo. There is a book called "The Pursuit of Parking" and it specifically addresses the problems with parking when developers build with too few parking spaces.

I don't bring up these "what ifs" to be obstructive. I bring them up because of personal experiences managing parking (and all common spaces) for our Condominium Association. Parking is the most difficult, and nearly impossible to enforce as the comments about the city's experience with shopowners parking downtown also seemed to

highlight.

I welcome information that shows high quality, safe spaces where young people, the elderly and others who choose to live with less have been seen to frequent these SROs. I hope that I the research that I've found is outweighed by what Mr Pantley might share with us.

I also welcome information on parking management strategies and any that have been successful over a number of years, including the legal basis for kicking out those who park on city streets, etc.

Finally, I look forward to hearing that perhaps Kirkland has solved its downtown parking problem and is ready and able to provide the enforcement of Mr Pantley's development as you suggest.

Best to all,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Wed, Aug 8, 2012 11:37 am
Subject: RE: City council Decisions @ Mtg Last Night

Hi, Karen.

As you note, I completely support having a robust public conversation about the Residential Suite (SRO) proposal. I do hope that the discussion can be on the merits of the proposal itself, and not clouded by allusions to Potala Village or accusations that the city council or staff is in the pocket of developers and wants their ideas to be implemented through a short-cut process. Let me share with you my thinking on SROs.

My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to

people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail, restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses. They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of $50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than

they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ Sincerely, Karen Levenson ========= (please pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if

passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

From:	Uwkkg@aol.com
To:	Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; Byron Katsuyama; C Ray Allshouse; Glenn Peterson; Eric Shields; Jeremy McMahan; Kurt Triplett; Robin Jenkinson
Cc:	uwkkg@aol.com; neighboringproperties@gmail.com
Subject:	SRO Letter for Tonights Planning Commission Mtg
Date:	Thursday, August 23, 2012 10:01:36 AM
Attachments:	2012330_City_Council_letter_on_SRO_recognition.doc Parking in CBD Fee in Lieu.pdf

Good Morning Planning Commissioners (and cc: City Council Members & Staff):

I am writing on behalf of numerous citizens regarding the SRO, the concerns are about both circumventing established rules and process and about the project itself including 1) Residential Definition changes, 2) Parking Requirement Changes, and 3) Parking Stall configuration changes.

First some background:
As you likely know, a group of Kirkland Citizens has banded together due to perceived, or real abuses, where city plans, policies and ordinances are not followed. You may have heard of STOP and you may believe that it is just about the Potala project. Actually, the Potala project brought to light many issues with things being sped through and not handled in accordance with established rules and processes. These rules are supposed to govern decision making in order to provide predictability to all and in turn to protect public and private interests. Meaningful notice is but one of the issues of fairness that brought this group together. Another is that all have to play by the same rules. **STOP** stands for **S**upport **T**he **O**rdinances and [Comp] **P**lan.

As far as Mr. Pantley's proposal, I am submitting comments that many of our group and others have posted online. I would type these all separately, but I prefer to submit them as the 41 comments that have come forward since the public heard about Mr. Pantley's proposal. You will see they cover a variety of topics from "cozy" decision making and fast track, to bypassing the parking advisory committee, to changing the rules on the fly.

A major concern is how these 3 zoning amendments just sort of came in at the last minute and were not properly applied for by the cut off time. That is not consistent with Kirkland's rules and policies. There was not time to notice the neighbors, have parking advisory committee comment or have any study session. The rules of how citizen initiated proposals for zoning changes are made is clearly spelled out in our policies and plans. One of the council members asked me if this was just for Comp Plan changes or for zoning change requests. You will see clearly that the form talks about citizen initiated zoning change requests.
http://www.kirklandwa.gov/Assets/Citizen+Initiated+Amendment+Requests+Application+2012.pdf
Our zoning code also discusses this, so the irregular fast track raised a ton of eyebrows from those of us who have been harmed by this type of non-traditional procedure. The fast track raised even more eyebrows when neighbors saw the suggestion to study SROs "morph" into a City Council "direction" on adopting the SROs. Most recently the city council agreed to receive input from the Planning Commission "sometime in October" ... but a week later it arrived to the Planning Commission with a due date of October 2nd "because Mr Pantley is working on a deal and needs to know by then." The Planning commission spent 25 minutes just trying to figure out how to have special meetings to get this done in time. When do we ever put city resources towards the development idea of one person? How come the hundreds of people wait 4 years for their non-conformance restrictions to better reflect the fact that density is the only non-conformance and a correction that will let them rebuild with different footprint if they'd like? You can perhaps see where some of the anger and frustration exists.

I am submitting the comments below on behalf of myself, my family, my HOA and various neighbors including those affiliated with STOP. While some have not signed their own names for fear of retaliation, they are being submitted for them through me and through STOP. I will also include a copy of the Comprehensive Plan and how it was recently changed to allow one parking stall per unit rather than 1.7 in downtown but it requires that developers still contribute to the parking supply if they want to put less than one per unit on their property, they may do so elsewhere through fee-in-lieu or by working with other developers to put downtown parking elsewhere. A reduction beyond this, or smaller and reconfigured spaces would be preferential treatment. If we choose to amend the parking Comp Plan and Zoning Codes that process should be methodical as it was for the parking reduction that just occurred two years ago. We don't "wing" these things, we are thoughtful and methodical and fair.

Dimensions of Parking Stalls & Parking lot layout
http://kirklandcode.ecitygov.net/KirklandZC_html/kzc180.html#180

Sincerely, Karen Levenson, 6620 LWB, Kirkland (Letter to editor & 41 public comments thru 8/23 below)

Dear Editor:

In Kirkland there is a process for NOTICING the public of proposed zoning changes, soliciting (and hopefully considering) their input and then moving to a City Council meeting wherein a decision is made by officials we elect to represent us.

Tomorrow night (with an early start at 6pm), a proposal arrives for a very unique type of Uber-high density residential. There has been no public outreach and no NOTICE of surrounding properties or the city at large. The proposal, if passed, will create brand new very unique residential zoning never allowed in Kirkland. For this reason, it has citywide impact. It is called SRO or Single Residency Occupancy and is the newest form of Ultra-high density residential. The uniqueness is that for the first time your “unit” will not have its own kitchen (etc) spaces. It will allow up to 8 bedroom type units to share kitchen and similar facilities much like many of us may have done during college years. The most I ever remember sharing was between 4 adults and these were folks that we’d carefully consider for being compatible “roommates” vs SRO which would usually assign someone new to unknown “roomies.”

If you go online and research SROs or Single Resident Occupancy you will likely find, as I did, generally they are in big very urban

cities and often are quite problematic with many undesirable characteristics. Some Kirkland Council Members have suggested trying one of these as an experiment. I'd suggest for several reasons that downtown is not a good area for such "experiments" and that even experiments have substantial homework done in advance.

Mr Pantley excitedly touts that he has experience. His new Redmond SRO seems to be the extent. It seems pretty small scale and that "experience" may be tucking just about one year under the belt. As one planning commissioner noted, the Redmond development is also in a less hilly, more bicycle friendly area than the CBD properties proposed for Kirkland.

The additional part of the zoning amendment change is a vastly reduced parking requirement. Did you notice this is proposed for DOWNTOWN Kirkland? Did anyone listen to a stitch of the very sharp debate on parking and parking problems that already are occurring in our CBD? Has anyone been listening to the complaints of those from nearby Moss Bay and the difficulties with spillover parking there? Are we willing to trust a "new fangled" unproven, parking management system placed right in the middle of where we already have a parking problem? Traffic/Parking experts have cited that this parking management idea may not be successful.

I heard the Council Members, at an earlier meeting, say that they were interested in "STUDYING" the concept of SROs both in parking and in new definition of residential units. I look forward to actually seeing them study this. Let's hash out the pros and the cons. Let's look at the experience of other cities. Let's provide broad public NOTICE and get public input – as is appropriate and required.

Moreover, let's follow our processes and the requirements that do not allow for a fast-track, unstudied change to move forward. Kirkland Zoning Code establishes that where zoning changes are likely to be studied within two years, a citizen requested amendment is not appropriate to be handled separately. We are about to embark on Citywide Comprehensive Plan study in 2013. It would seem appropriate to have citizen outreach and input gathered at that time rather than having this very unique SRO sneak in at the end of the 2012 Zoning Amendment cycle. Even the Planning Commissioners all commented on the abrupt and sudden addition. Are we as a city providing preferential treatment to some developers while others go through the process and wait?

Karen Levenson
====

41 COMMENTS

====

Karen Levenson • 17 days ago
BY CONTRAST A 4 YEAR PROCESS ...through the correct channels!!

By contrast to the spontaneous introduction of two zoning changes to allow the development by one citizen, the "Non-conforming Density Amendments have spent 4 years in a process originating with citizens and then through the Lakeview Neighborhood Planning Process, then through Houghton Community Council and then on to the Planning Commission for the full term of ZON11-0002.

Let's hope that the council can adopt all the suggestions of the Lakeview neighbors including one that seems to have slipped back and is very unhelpful if not also adopted as a change.

The issue is regarding repair and remodeling of properties that became non-conforming IN DENSITY as of the 1977 downzone. The downzone was only due to traffic ingress and egress problems and had nothing to do with the size of buildings or where they were placed on their lots.

Removal of restrictions on how much can be spent to repair or replace structures as long as the density is not increased is helpful since many folks were unable to properly update or repair their buildings otherwise.

The other request of the neighbors is to remove size constraints. The issue was number of units not what their size was or where the property was placed on a lot. These properties by zoning code may be built to 60% lot coverage but almost all are only built at 20-30% lot coverage. If the restriction stays where exterior walls must be in the same location then we are therefore requiring that a building never get any larger or be moved to another location on the property. We therefore create an artificial lot coverage restriction of 20%. The only other area where we limit walls staying at the same place is when they might encroach upon the shorelines or streams etc. Why in the world would these size restrictions be maintained for properties identified as non-conforming only as to density.

I ask the council members to look at their own properties. Does someone tell you that you cannot push out a wall and increase your kitchen or bedroom by 10%? 20%? Whatever code will otherwise allow?
Please provide fair treatment to residents where only the density became non-conforming.

===

Residents For Equal Treatment • 17 days ago

http://www.kirklandwa.gov/Assets/Citizen+Initiated+Amendment+Requests+Application+2012.pdf
Above is a link to the form that Mr. Pantley would be required to fill out to request these changes. It lays out the schedule through which things are processed in a methodical way with appropriate public input. It has deadlines and fees due for the request.

Hopefully someone can check and see when (or if) he completed the forms for his request and the date funds were received.

From there the process will be reviewed for its consistency with the Process laid out by the zoning code in Kirkland.

=====

Karen Levenson • 17 days ago

Good suggestion, so I took the steps required to get access to public record that will show the date he applied and paid the fees. The form states that applications come in on even years for consideration during the next year.

This would mean that Mr Pantley would either be applying this year 2012 for a full, methodical review in 2013 or he already applied in 2010.

That's the way I read our policies.

Hopefully as this is being discussed at tomorrow nights meeting - well the records should be readily available for anyone who needs to inspect them to provide public input during the 3 minute public comment time. I'll provide information through this blog as soon as I receive it.

Again, thanks for the suggestion re: Checking status of his application.

Stay tuned...

=====

Intowines • 17 days ago

High density housing sounds like an Agenda 21 inspired activity that needs to be stopped!

=====

Kirkland's Princess • 16 days ago

"Let them eat cake" is the traditional translation to English of the French phrase "Qu'ils mangent de la brioche", supposedly spoken by "a great princess" upon learning that the peasants had no bread. Since brioche was enriched with butter and eggs, as opposed to ordinary bread, the quote supposedly would reflect the princess's obliviousness to the condition of the people.

Yes it appears we have council members who "love density" and consider that providing tiny little spaces for people is the solution to affordable housing. "I love density" is uttered by those who likely do not live in density or know how difficult it can be to live in tight spaces with others.

If you want to provide affordable housing, do so where you can provide spaces that are an appropriate size for reasonable living. Don't sit on the sidelines oblivious to the conditions that you are creating with overcrowding. If you truly love density then show that by actually living in these tiny spaces you seem to adore.

=====

BorninthePAA • 16 days ago

Let's name the SRO's accurately. They are "shared kitchen" apartments, or "communal" apartments.

They had these in the town where I went to college. The thing is, they are only a small amount less expensive to rent than normal studio apartments. I remember visiting two of them, and one shared living arrangement above a store. They were the worst!

A much higher quality of living can be achieved by renting a cheaper, more feature-rich, 2 bedroom apartment, and having a roommate.

=====

Jeanne Large • 16 days ago

Let's work together to be sure our city continues to allow a wide variety of housing alternatives. Some of us may need a large place to live; some of us may need a small place. Some may want to be independent; some may want to share. Let's be open to all.

=====

Residents For Equal Treatment • 16 days ago

Good idea re: working together but that means notifying folks that things are being considered and not sneaking them through without following the process and the timeline.

Additionally I would ask how many tiny units we've approved vs how many mid range homes. I seem to have heard of 500+ "affordable" units and rarely do I hear anything about mid-range or larger homes.

A wide variety of housing alternatives has only ever been used in the same sentence with affordable units in any materials I've read.

Let's be fair to all, provide proper process for all, and supply a FULL range of housing - Large and Small, Independent and Shared. Let's do this through a process where we do as you say. Let's work together and not leave the public out of the discussions by

avoiding the Amendment Change Request form, due dates and schedule of hearings

=====

Residents For Equal Treatment • 16 days ago

Here's a link to the 6/14 public hearing. Standard practice is that by the time there is a public hearing an issue has been worked on by the Planning Commission for a very long time. Listen starting at 2:27 and you'll see that at the public hearing the commission is just delivered information on SRO for the very first time. This is baby steps, from the beginning where they even have to be given the definition.

http://kirkland.granicus.com/MediaPlayer.php?view_id=12&clip_id=2451

Listen on and you will hear the reaction of the Planning Commissioners to this item being dumped upon them so late in the process and how they all agree that it should be DECOUPLED from the Zoning Code Amendments and it should not move forward at this time.

Eric Shields seems to state that the City Council asked that SRO moves forward at this time. If you listen to the tape, however, the City Council states they are interested in studying SRO and interested in assigning the left over .5 FTE to do that study over the next period of time prior to the 2013 Comprehensive Plan. That is far from asking for it to immediately move forward!!!

Come on. Be fair to the citizens. Transfer the information from City Council to Planning Commission and back with more accuracy than this!!

=====

Patty Tucker • 16 days ago

Has a spot for this been decided on and where is it proposed to happen?

=====

SRO Downtown Parking Disaster • 16 days ago

The word is that the developer is already in some sort of talks with someone at or near the Crab Cracker property. Three concerns here are whether we will again have a developer who believes he is going to be allowed to do something which is not currently allowed in our plans and codes. Second issue, isn't this exactly where we have our biggest parking problems already. Lastly, and probably the biggest issue, is whether folks that are known to city council members, staff and others get the opportunity to have their projects proceed without going through the established process that everyone else has to go through. This would deny those that are less known to have the protection that is built into the process. Process should be "blind" to who is proposing new zoning. The Planning Commission first heard about SRO at the public hearing - had never heard about the request before that. They are all recommending that this be slowed down and that the appearance of having something shoved down our throats, particularly a pet project from the "in crowd" could poison this even if it turns out to be a good idea.

More examples of SROs that don't end up being waste dumps after a number of years would be helpful as I have had a hard time finding even one or two.

More examples of Parking Management that works after the first year would also be helpful. Planning commission noted signs at the Redmond project that state there is a $1000 fine for parking infractions but state law only allows $100 per month for apartment/condo parking fines - and that is if you catch them. Usually it is hard to catch parking violators especially if it is visiting relatives and friends.

This all spells disaster to me. The issues are both the living arrangement and the parking. Furthermore these are being snuck through as minor/moderate policy changes and they are actually very significant.

=====

More Beer Less Employment • 16 days ago

Cool location! Close in to all my favorite watering holes and hopefully I can stumble home without risking a dui.

=====

kirkland resident • 15 days ago

word is that pantley has purchased the crab cracker property for his SRO development

=====

Karen Levenson • 16 days ago

No answer provided on date of Mr. Pantley's requests that the city consider the zoning change for definition of housing or reduced parking with a management plan.

- Actually, in spite of being sent to planning staff and city clerk there has not been any information back. Not even an estimate of when it was received.

Hopefully one of tonight's City Council Members will ask about process and when the application for these zoning changes to allow his development was received.

===== The premise of this article seems to be 'build it, but Not In My Backyard'. I agree that this is a bad idea. There is actually a large group of people opposing these type of 'apodments' in Seattle where they already exist because they encourage unchecked density and squalor not unlike the low-income urban housing projects of the 1980's. So it would seem that the 'experiment' has been completed, and the council should only vote no. As for the whingeing about putting it downtown... well too bad. The COK Council has already dumped it's new jail, it's low income housing, the food bank, the tent city, the plans for big box stores, and all the other crime-attracting stuff on the North end. It's time that you downtowners finally enjoy some of the fruits of your liberal social justice In Your OWN Back Yards for a change.

=====

SRO Downtown Parking Disaster • 16 days ago

So here's just a few of the questions that need answering.
1. If we eventually approve this "experiment" shouldn't we limit the size of the first one? This way if we make a mistake it is not a mammoth size mistake.

2. How does the developer intend to ensure that those who move in don't own cars? Even DMV ownership records can be unreliable if renter is using the car of a family member or friend. There would certainly be ways to game the system.

3. What if the renter of the SRO moves in as a single person but ends up in a relationship with someone who owns a car and needs to park it on-site?

4. What if the bus route used by a renter gets changed and now the renter must get to work by car? Or a change of jobs happens and new location is not served by transit?

5. What if the management company for the SRO falls on hard times and can no longer afford costly 24/7 oversight and parking management? Or what if the developer sells to another and that person is not as vigilant about parking management?

6. What about a hoarder who moves in and begins to store his/her non-kitchen items in the shared kitchen areas? Who is responsible for oversight and enforcement of the rules of the shared spaces?

7. If restricted to just one occupant per "unit" who monitors that? And isn't that a bit too much like big brother?

8. Most of these things can be subject to those who would figure out a way to park as many cars as they need somewhere nearby (likely find a downtown parking space or park on a neighborhood street a couple blocks away). Folks are also going to figure out a way to have guests come by (and park) or have someone move in with them.

9. If the SRO is going to ask for reduced parking requirement on-site why not require them to provide a downtown parking structure for public parking in order to approve their SRO. That way if there is overflow parking (which there will be) the city has provided a solution to its current overcrowded parking. The failure of a parking management system (which is bound to happen) will then be buffered a bit.

=====

RosesWA • 15 days ago

9 thoughtful considerations clearly spelled out... and maybe some folks think these SRO apodments will be filled with local kids getting out of their parent's basements... but that is way too optimistic that humans released from parental oversight will be perfect neighbors. Imagine if a college fraternity wanted to move in next door... at least a frat house has a "parent" and college admin oversight.

=====

Neighborhood Advocate • 14 days ago

I feel more sadness than anger about this path. Fighting to save Kirkland from itself is exhausting and feels incredibly futile.

=====

NORKIRK BEWARE • 12 days ago

Norkirk Neighborhood Impacted? Do they know? The SRO which is being proposed as very high density and has asked to have the usual parking requirement changed so that they are required to provide only minimal parking does not seem to then provide other parking nearby which is typically required. The other option as stated is fee-in-lieu. Instead this project seems to be fast tracked and will likely take up CBD street parking and will likely park their cars in Norkirk.

Have these neighbors been told about the proposal?

=====

Residents For Equal Treatment • 12 days ago

Parking Advisory Commission - thoughts on SRO?

Karen, while you are at it, will you check and see when, or if, the planning department had the parking advisory committee review the SRO that seems to have backdoor approval already and will provide for much less parking than is currently allowed with development.

Don't we have policies that state that you can pay parking-in-lieu or provide parking elsewhere in the downtown if your building doesn't need it?

Why does this developer get off with not providing his share?

=====

Stop Preferential Treatment • 12 days ago• parent

- –
-
  - Flag as inappropriate

Listen to the Planning Commission tape. They are going to have their study session and a public hearing on the same day. Some comment they they have already heard from the public. Many comments are made about whether these changes will be in time for Mr Pantley's purchase or contract for the Crab Cracker property.

It seems clear that this is once again a planning department promise to a developer that they can build what they want even if it is not allowed in currentt zoning.

The SRO proposal for new residential definition and greatly reduced parking was not submitted during the prior amendment cycle so it now has a due date of December 2012 for review process that starts in 2013. Any earlier than that is unequal treatment.

=====

Another Potala? • 12 days ago

Yep. Promise it. Change zoning out of the public eye and it moves forward. That may have worked in the past and was certainly involved with Potala. I had hoped that we learned something. Neighbors are no longer going to accept these backroom arrangements that don't follow the rules

=====

LOOKIE HERE • 12 days ago

With these contributions, remember it only takes 4 council members to vote and change zoning. Could this have anything to do with the fact that others are still waiting 4 years for their requested zoning change and SRO flys through in 3 months without traditional process?

ASHER DAVID Campaign Fund $250
PANTLEY ROBERT, PANTERRA CORP

ASHER DAVID S Campaign Fund $200
PANTLEY ELIZABETH, AUTHOR

SWEET PENNY C Campaign Fund $250
PANTLEY ROBERT DEVELOPER

SPRINGER LAWRENCE S Campaign Fund $200
(Penny Sweet's Husband), PANTLEY ROBERT

NIXON TOBY L Campaign Fund $200
PANTLEY ROBERT, SUSTAINABLE COMMUNITIES

MARCHIONE JOHN F Campaign Fund $500 (Doreen's son)
PANTLEY ROBERT
SELF SUSTAINABILITY DEVELOPMENT

=====

Recall 4 KCC • 12 days ago

We will be voting for new council members within a year. This is awful if council members don't require their contributor to go through the same process as others who request change in zoning so they can build "their vision." Doreen and Penny are up for re-election. It will be important to consider whether this is what is happening. I know several folks who have gone through the lengthy amendment process, so why shouldn't this developer?

=====

Residents For Equal Treatment • 12 days ago

What about Amy Walen and Joan McBride? Aren't they also up for re-election?

=====

Recall 4 KCC • 12 days ago There's not a lot of support tto re-elect that II know of. Leading the Potala ... anything for developers even if it is bad development.

Good point.

=====

Neighborhood Advocate • 10 days ago

Kirkland has long had a reputation for "backroom arrangements"

=====

Residents For Equal Treatment • 6 days ago

Any answer on Public Records request for Mr Pantley's two zoning change applications that neeeded to be filed? Were they supplied?

=====

Karen Levenson • 6 days ago

Thanks for the reminder. It had slipped my radar. Requests are supposed to be answered within 5 days... at least an approximate on how long it will take to locate the document (which in this case shouldn't take but a few minutes).

I just sent a reminder to the City Clerk and hope to have an answer soon since it has already been 11 days.

I also submitted a new request so that we can answer your other question about the Parking Advisory Committee.

=====

Residents For Equal Treatment • 6 days ago

Also, when did the Parking Advisory Board review this?

Neighbor research found other cities require much more parking than Mr. Pantley is proposing. Some, like San Diego, on major transit routes, seem to have had trouble with reduced parking. SD example seems that they are changing course and requiring more. Even the failed parking percentage doesn't seem as low as what is being proposed in Kirkland. Let's see what kind of examples Kirkland has studied.

=====

Moss Babe • 6 days ago

Does Parking Advisory ever review proposed developments and parking requirements?

=====

Residents For Equal Treatment • 5 days ago

Yes they have been the body that has studied and decided on parking reductions in downtown. In the link provided you will see that they spent years investigating and came to the conclusion that mixed use, near transit residential in downtown could have a reduction down to 1 parking space per bedroom instead of 1.7 and .15 guest stalls.

http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Pay+Park/Archive/PAB+Parking+Requirements+Under+Zoning.pdf

http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Pay+Park/Archive/PAB+Parking+Requirements+Version+2.pdf

http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Pay+Park/Archive/Parking+Requirements+Version+3.pdf

http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Transportation/July+8+Agenda.pdf

Bank of America request and study recommends one stall per bedroom and .15 guest stalls per BDRM

http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Pay+Park/Archive/Parking+Requirements+Version+3.pdf
You'll also see an example of how developer's request a review of lowered parking requirement.

Also, don't forget that often fee-in-lieu is charged so that a developer who doesn't want to provide as much on-site parking will contribute financially to the ability of the city to provide public parking else-where downtown (which is needed).

=====

Thomas Jefferson • 5 days ago

The Importance of Adhering to Rules for protection against abuse of power.

A MANUAL OF PARLIAMENTARY PRACTICE for use in legislative governmental decisions.

The ablest among the Speakers of the House of Commons, used to say that nothing tended more to throw power into the hands of administration and those who acted with the majority of the House of Commons,than a neglect of, or departure from, the rules of proceeding. These forms, as instituted by our ancestors, operated as a check and control on the actions of the majority; and that they were in many instances, a shelter and protection to the minority, against the attempts of power.'

=====

Thomas Jefferson • 5 days ago

Court Case: City Council Member "censured" for voting in favor of a development for a long time personal friend.

Does this Nevada case apply here in Kirkland? The court looked to the history of recusal in the US and to Thomas Jefferson "Where the private interests of a member are concerned in a bill or question, he is to withdraw... His voice is disallowed."

The importance of avoiding conflicts of interest, or even PERCEIVED conflicts of interest cannot be overstated. If a council member has any interest in the decision, any friends involved, they need to disclose it and recuse themselves.

=====

Does not seem fair • 5 days ago

Do those who throw their support behind City Council members during campaign season stand to gain financially when Council makes decisions? You decide.

Let's look at the Pantley unique new housing and reduced parking scenario. If he is allowed to build at reduced requirement for spaces without paying fee in lieu, what is his savings?

Each parking stall costs approximately $20,000 either in construction and maintenance, or if paid as fee-in lieu by a developer who prefers not to provide as much on site parking.

The rumored site for this proposal is the Crab Cracker property. It is in the zone known as CBD 7.

KZC 50.47 is the Zone Use Chart for CBD 7 and it describes the parking that is REQUIRED for each use in this area of the city.

Stacked or attached dwelling units:
An average of 1.3 stalls per unit in the development, with at least 1 per bedroom or studio unit. (Mr. Pantley proposes that his project should be allowed a 62% reduction in parking stalls as well as smaller, less expensive parking stalls)

Hotel or Motel, or Assisted Living:
One for each hotel room or motel room (one per bed in Assisted Living)
(Mr. Pantley proposes that he be allowed 50% fewer parking stalls than would currently be allowed for this use... Plus smaller, less expensive stalls)

Fee-in-lieu parking $20,000 per parking stall (in 2006 dollars). This is an option available to Mr Pantley. If he does not want to provide the required number of parking stalls that are of standard size, then his option is paying this fee in lieu for each stall not supplied on site.

If the City Council members allow less parking without collecting fee-in-lieu, they are essentially padding the pockets of a political supporter of theirs and shifting the financial burden onto all the other Kirkland taxpayers.

This is not fair, equitable treatment. It is an extreme example of favoritism.

=====

LOOKIE HERE • 2 days ago

http://sweetforkirkland.org/supporters.html Robert Pantley active campaign supporter of Penny Sweet

http://www.kirklandreporter.com/news/65879457.html Robert Pantley active campaign supporter of Doreen Marchione

=====

Karen Levenson • today

Heard back from the city.

No - The Parking Advisory Board has not reviewed this proposal.

No - The application for citizen initiated zoning change has not been submitted. I was given a copy of a letter presented to the city council but it didn't seem to have specifics of the parking reduction amount requested and it also did not request the modification to what is allowed in residential housing.

Also, I could be wrong, but I believe I heard Mr Pantley request a new type of smaller or unique parking stalls so this actually would be a third request (one neighbor shared with me that this is governed under KZC 180 Plates.

March 30, 2012

Kirkland City Council
City of Kirkland
123 5th Ave N.E.
Kirkland, WA. 98033

Re: Planning Commission work plan and Art Community Parking

Dear City Council,

May of you are aware that we would like to bring an affordable live, work, display and sell Art Community to our downtown.

After working with Jeremy McMahan, who was very helpful, it has become clear that the parking code does not anticipate our mini-suites and Single Resident Occupants "SRO's". In our Redmond community, half of our residents do not own a car, by example.

We request that you consider putting SRO mini-suite recognition into your parking code so that we can move forward with our Art Community application process. Time is of the essence.

Separately, you may also want to consider a review by the Planning Commission of some of your downtown parking standards because we believe you did not intend the results from a sustainable perspective. At this time, a four bedroom condominium or apartment is required to have five parking spaces, three more than a four bedroom single family home.

Plans of our Redmond Art Community are available for those who have not seen the concept. If we can be of assistance in answering any questions, please feel free to call or email. Thank you for your consideration.

Warm Regards,

Robert Pantley
Natural & Built Environments
Its Manager and CEO
Certified LEED Platinum
2011 Hammer Award, Built Green Builder of the Year
robert@pantley.com
naturalandbuilt.com
USAsustain.com
mobile: 206-795-3545

located on this street. The use of public transportation as an alternative for people who work or shop in the Downtown should be encouraged. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the core area.

The number of vehicular curb cuts in the Downtown area should be limited. Both traffic flow in the streets and pedestrian flow on the sidewalks are disrupted where driveways occur. In the core frame in particular, the placement of driveways should not encourage vehicles moving to and from commercial areas to travel through residential districts.

Parking

The core area is a pedestrian-oriented district, and the maintenance and enhancement of this quality should be a high priority. Nevertheless, it should be recognized that pedestrians most often arrive in the core via an automobile which must be parked within easy walking distance of shops and services. To this end, as discussed elsewhere in this chapter, private projects which include a substantial amount of surplus parking stalls in their projects should be encouraged to locate these parking stalls in the core frame.

The Downtown area contains a variety of parking opportunities. Four public parking lots exist in the Downtown area: at the west side of Peter Kirk Park, the street-end of Market Street at Marina Park, in Lakeshore Plaza, and at the intersection of Central Way and Lake Street. These lots are shown on the Downtown Master Plan (Figure MB-4).

Public parking to be a permitted use on private properties north and south of the core area.

Other sites that would be appropriate for public parking include the north and south slope of the Downtown as shown in Figure MB-4. Public parking in these areas would help to serve core-area businesses, while not detracting from the dense pattern of development critical to the pedestrian environment there.

More intensive development of existing parking areas should be considered as a way to provide more close-in public parking. Certain sites, such as the Market Street-End lot and the Peter Kirk lot, would adapt well to structured parking due to the topography in the immediate vicinity of these lots. Structuring parking below Lakeshore Plaza could make more efficient use of the available space and result in a dramatic increase in the number of stalls available.

The fee-in-lieu of parking alternative allows developers in the core area to contribute to a fund instead of providing required parking on site. The City's authority to spend the monies in this fund should be expanded to include the use of the funds on private property in conjunction with parking facilities being provided by private developers.

Another option for off-site parking should be considered which would allow developers to provide the parking required for their projects elsewhere in the core area or core frame. This alternative should include the construction of parking stalls in conjunction with another developer, if it can be shown that the alternative parking location will be clearly available to the public and is easily accessible to the core area.

The City's parking management and enforcement program should be maintained. The program should be evaluated periodically to assess its effectiveness, with revisions made when necessary.

From: Uwkkg@aol.com
To: Uwkkg@aol.com; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; Byron Katsuyama; C Ray Allshouse; Glenn Peterson; Eric Shields; Jeremy McMahan; Kurt Triplett; Robin Jenkinson
Cc: neighboringproperties@gmail.com
Subject: SRO moving forward correctly
Date: Thursday, August 23, 2012 10:28:34 AM

Hi all:
Moving a proposal forward in a manner that is not according to "Hoyle" will likely gain negative attention to the project, appeals, legal involvement etc which is not helpful for anyone.

It might be best for Mr Pantley to submit the 3 citizen requests for zoning amendments 1) housing, 2) farther parking reduction, and 3) unique parking stalls. The deadline for the submission is not that far away (December) and then at the beginning of 2013 the approved process for review of proposals is laid out.

While I recognize that Mr Pantley is in a hurry due to an opportunity, this would be the same for any of us. Particularly developers often face the risk of development. We cannot make his urgency become the urgency of the city that bipasses all the other concerns that have been waiting in queue to have their items discussed or decided. Mr Pantley is not the only citizen who has an urgent development opportunity in front of him.

The SRO might be a mighty fine idea - we will never know true public sentiment if this becomes a continued battle over favoritism.

Karen Levenson
6620 Lake Washington Blvd NE, Kirkland

From:	uwkkg@aol.com
To:	Uwkkg@aol.com; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; Byron Katsuyama; C Ray Allshouse; Glenn Peterson; Eric Shields; Jeremy McMahan; Kurt Triplett; Robin Jenkinson
Cc:	neighboringproperties@gmail.com
Subject:	More SRO from angry neighbors who have been waiting for their rezone
Date:	Thursday, August 23, 2012 5:00:45 PM
Attachments:	Send to Planning Commissioners re SRO.pdf

Hi all:
Sorry for the late delivery of this email, however it was just forwarded over with request for comments.

I have to say that I am taken by Mr Pantley's enthusiasm and his "take it now" or it will be gone approach. While I think he would be wonderful as an evangelical minister, or fabulous in high pressure sales, I am concerned that his enthusiasm could have planning commissioners excited into a frenzy and forgetting that we really do have rules and process.

As numerous angry neighbors have waited, and waited, and waited for their opportunity to rezone they were told there was no option but to wait. Now publically we see someone who is saying... just let me do this. I don't need no stinkin process.

I hope you will be fair to all citizens. If you are going to design a speedier process, then design it first and take those who have been waiting first. NO CUTS!!!

The political connections make pushing Mr Pantley's proposal ahead of others look really bad. He may have a wonderful idea (or maybe not). To be sure, he needs to follow the same rules as the rest of us.

His attachment (which was in the packet but didn't have his name on it)... well it is quite concerning. We have annotated with our comments.

Thanks for considering that each citizen of Kirkland is equally important. those of us who have wanted additions with additional affordable units should not have been waiting our turn just to have someone "more powerful" take cuts.

Karen Levenson

Question #1 Mr Pantley's Tudor Manor is 61 units which might be much differently received in Kirkland that an unlimited density that might go as high as 143. Can we limit the overall size of these if they go forward. The citizens have an 800 signature petition stating that they do not want mega buildings with horrific density.

SRO – FAQ's:

- Sure, this might work in the downtown. What about Totem Lake?
  - Walkscore downtown Kirkland = 86
  - Totem Lake = 74 (Denny's Pet World address). Retail,etc w/i ½ mi walking distance (10 minute walk):
    - **Grocery:** Trader Joe's
    - **Restaurants:** Sakura Teriyaki, Pizza Hut, Café Veloce, Taco Del Mar, Thumra Thai, Hunan Wok, Izumi, Ken Zaburo, Libby's Lattes, Denise's Café, Yuppie Tavern, Pho Mignon, Denny's
    - **Retail:** Trading Post, Hallmark, Guitar Center, Famous Footwear, Ross, Vortex Music & Movies, Rite Aid, GNC, Big 5 Sporting Goods, Yours…xo me, Family Christian Book Store, Warren Jewelers, Lakewood Jewelers, ClinicWear, US Post Office, Yuppie Pawn Shop, Sleep Country USA, Totem Lake Chevron, Totem Lake Cinemas, Office Max, Of Cedar and Salmon, O'Reilly Auto Parts, CarToys, Discount Tire, Radio Shack, AutoZone, Stone and Stream Hardscape Design
    - **Medical/Dental:** Evergreen Hospital, Colonial Optical, Evergreen Optical, Kirkland Family Eyecare, Evergreen Cardiovascular Health, Virginia Mason, Evergreen Orthopedic Physical, Gary Dry, MD Plastic Surgeon, Cascade Cancer Center, Knee Foot Ankle Center, Remington Plastic Surgery, Evergreen Senior Health Specialists, Evergreen Sleep Disorders Center, Evergreen Radia Imaging Center, Washington Institute of Sports Medicine, Kirkland Dental, Northwest Chiropractic Center, Evergreen Urology, Primavita Family Medicine, Lakeshore Clinic,
    - **Banks, Insurance, Hotels:** Wells Fargo, Key Bank, Chase Bank, Bank of America, Union Bank, US Bank, Vern Fonk Insurance, Carlton Inn, Comfort Inn,
    - **Gym:** LA Fitness (coming soon)
    - **Less than 1 mile away (20 minute walk):** many, many more walkable destinations
  - Key to mini-suites is transit access (1/4 mile is 4 City Blocks)
    - 0.15 mi – 235
    - 0.15 mi – 236
    - 0.15 mi – 238
    - 0.15 mi – 277
    - 0.17 mi – 935
    - 0.23 mi - 255
  - Totem Lake cannot redevelop without residential first. Then commercial follows.
  - Lake Washington Institute of Technology begging for housing. Examples:
    - Commutes to her 4 hour, M-F baking class from Lake Stevens versus a short walk or bus ride if mini-suite options existed in Totem Lake. She would stay and spend her money locally as well plus one less person on the freeways. More examples of mini-suite benefits for Kirkland, LWIT and its students:

- Commutes from Skagit County for the Welding Program
- Commutes from south of Puyallup for the Machining Program
- Commutes from Ballard for the Welding Program

The developer may claim that it is a minor change but citizens have been very vocal that they feel it is major change and should go through regular review process that ALL OTHER wonderful ideas also have to go through

- Is this a minor or major change?
  - The SRO change to the code is a minor one. It has already been proven in Redmond and Seattle to have a softer footprint, and transit studies have been done to show the lessened impact to parking and fewer miles driven when long distance commuters live locally where they work and go to school-everyone wins.

Are we getting hyped? Or being allowed time to think rationally. Sounds like this is high pressure car

Every month you delay is every month that affordability is zoned out of Kirkland.

- Our initial effort consists of only a few hundred mini-suites for our city of approximately 84,000 people. A few communities consisting of as many as 300 to 400 mini-suites is equivalent to housing people of less than ½ of 1% of the residents in Kirkland.

"A few hundred" ... Yikes just as the community is fearing...

- At the time these are complete, the City can review the results to see "how we doing?"
- When Redmond went through this process, the only change was to reduce the proposed parking at a new site to make room for more bicycle parking by 5%. Parking that will be provided at that project will be only 44% to the number of mini-suites, which still may be over parked - 42 stalls for 96 mini-suites, plus 1,000 sf of retail. The City of Redmond made this change because they have seen the hard results of the success in their city.

A POTALA COPYCAT

- Soon the City of Redmond will be successfully provide more affordable housing choices for its citizens. Where shall Kirkland be in this consideration?

Kirkland should begin to review and consider this and get public input. Previous deadline for citizen suggested proposals was CLOSED months ago, but the next due date is December. Review process begins in Jan 2013 per the Kirkland Zoning Code

- Will there be enough parking?
  - The Transit Management Plan (TMP) enacted for the project will have limitations to the number of vehicles on site. If the parking fills up, we will not lease to car users, and we verify whether residents own vehicles including having each resident clearly sign lease documents stating if they have a car or not.
  - We are motivated to be sure the residents have no car because we are contributing to their bus pass and we want to be sure they are complying. We have had not one known incidence in the past year at Tudor Manor or Portula'ca of a resident misstating their ownership and use of a car in the downtown. We even have had neighbors who we have become friends with helping us to be sure.
  - At Portula'ca, our first community of seven mini-suites, no users have a vehicle. At Tudor Manor, we were able to convert extra parking to bicycle storage space. Today our current use is under 46% and could easily rent to more non car users and drop it under 40%.
  - A majority of our users fall into the 80% or less of the median income for the city, while working or going to school full time, so a car is less appealing for its high costs.

Previously the Parking Advisory Committee took two years and determined our new parking requirements for CBD. They acknowledged that some developments might not need all the parking but they should be required to contribute to a pool of funds to supply downtown parking. To allow any developer to build without this obligation is favoritism and won't help the city achieve the level of public parking that is needed. Developers always want "out" of parking because of its expense. We've already reduced downtown parking requirement from 1.7 to 1 space per unit. Even skilled nursing homes (often non-drivers) require 1 stall per bed as do hotels (1 per room)

Don't think you can legally require no car ownership.

- How is it possible to need only 1 parking stall for 2 mini suites?
  - This is because over half of our users of the mini-suites do not own a car. Many do not want the restrictions of the cost of a car, and others prefer to walk or bike as their main mode of transportation.
  - In Seattle, only 1 in 6 mini-suite residents have a car.
  - One recent article tells us that only 1 in 4 Gen Y'ers even have a driver's license. Without a license, they do not own or drive a car.
  - Why would you want to create a waste of concrete and asphalt to build parking stalls for users that don't own cars AND
  - Take away people space in our Downtown and Totem Lake which is the resulting action.

Also people's lives change and tomorrow may need a car

Also SRO ownership can change for the

Wow... more hype (or koolaid) no one wants to build a waste of concrete. The fact is that there are areas in Downtown that need more parking and the required "in-lieu" that is charged to developers will help us get more parking where it is needed

- What will you do with the extra parking stalls?
  - The macro change over time as our economy struggles and the cost of gas stays high and goes higher, we have seen a reduction of car ownership especially with this resident type in our downtowns.
  - We do not want extra parking stalls to sit vacant and unused, so when we demonstrate that 50% parking is too much we want to provide for easy administrative approval to change the uses including but not limited to:
    - More bike parking
    - Allowing parking to the general public-we believe parking should be more of a community resource and dispersing parking throughout our Downtown, Totem Lake and other commercial areas helps significantly provide for resource to our retail and service businesses.
    - Installation of a sound or music room
    - Add additional retail and common people art work spaces.

- Who are the users?
  - Many of the users go to school full time (at Digipen), while in Kirkland the majority are likely to go to LWIT, UW Bothell, and Cascadia – all three schools have direct buses. Our residents also work in retail, at coffee shops, in schools. We have some who live in the mini-suites on an occasional basis only to be local for business, to include a Boeing Executive whose main home is in the Midwest and comes to the Eastside for one week a month. We have another resident who drives in from Anacortes for a 2-4 day work week, then returns home for the weekends. Grandparents stayed while their grandchild was in a year-long program at one of the local hospitals and a Kirkland retired firefighter. Others including teachers, non-profit personnel and service industry employees have relocated permanently close to their work and cut out their commutes from places like Bainbridge Island and Mukilteo, once they found affordable housing in the City.

So these are the "success stories" be forthright enough to share the less cheery stories

Even high end condos with onsite management have some "horror" stories - if you don't have stories to share it begs the question whether we are hearing the whole story.

- The typical length of residency is one year and longer. Currently the stays are longer than a typical apartment, which we believe, in part is because of the severe lack of choice on the Eastside.

- How can rush hour peak pm vehicle trips be so low?
  - Over half our users do not own a car.
  - The other half that does have a car, many do not use their car for their commute, but rather for weekend trips or other irregular reasons.
  - Rush hour pedestrians are almost double vehicles, which shows the activity is there, but there simply is a lower car use. Why drive your car 3 blocks to go to the grocery store when you can get superior exercise and enjoy the downtown as well?

One planning director pointed out that bicycle use in Redmond would likely be greater due to Kirkland being more hilly than the Redmond

- How do we know these are well-built units?
  - The minimum requirement should be Built Green V or LEED Gold.
  - We build LEED Platinum Plus, which we means we seek to built 20% above the LEED Platinum threshold. Many people who have built LEED Silver and Gold are truly impressed with this standard.
  - Mini-suites simply will be the best most sustainable buildings built in Kirkland.
  - When a mini-suite community is incorporated into a retail and apartment community then the entire community will be built to these highest standards.

This is hogwash!! Every condo managment company requires background checks so this is not a reflection of bias - it is the way business is done for rentals.

- How are residents accepted?
  - We require credit and criminal background checks as part of the application process. If the City attorney believes it is a good policy, we would support this as a requirement for the mini-suites. However, we find this would be a reflection of a bias that needs to be overcome because mini-suite residents are top notch people, hard working and great citizens.
  - Please note that mini-suites are simply small apartments.

- What about guest parking?
  - Additional parking for guests is not necessary for mini-suites, as people don't tend to visit since the apartments are so small. Instead, they meet for coffee, dinner, or at single family homes, where there are yards, and space to socialize.
  - For larger communities, it is part of the TMP to work to provide one or more Zip Cars on site for residents as well as the public. Once alternate options are available to the single car user, more residents are willing to give up their cars when they know there is one to use when desired.

My daughter lives in a mini suite. Half of her "suite mates" have boyfriends or girlfriends stay over. They come over and park their cars.

- What is the result of not taking action?
  - Kirkland loses the opportunity for an affordable live/work artist community.

This is MEGA hype. Taking time to investigate this rationally does not mean that Kirkland loses this opportunity. Again are we making planning decisions or being sold something that is "on sale, just for today, and someone was just here who plans to come back and buy it!!!"

- More people drive and bus into work into the city. Streets and parking continue to become more congested.

- What are the benefits of bringing mini-suites/ art community to Kirkland?
  - If you bring artists to your downtown to live, then the art community thrives.
  - With mini-suites, car commuters have their own parking space on site instead of in the general downtown area. This reduces the current existing parking pressure and the congestion of neighborhood streets.
  - We do manage our parking and control the user profile to car users being less than 50%.
  - These have to be rentals because condo's cannot financed so the idea that one owner would sell to someone else go from non car user to a car user simply is not valid for mini-suites.
  - Moving your employees to live locally has a net reduction of traffic. This is the same for your students.
  - Once employees become residents, they spend their money locally. One recent article showed that those who live downtown tend to spend twice the retail dollars than those living in the single family in the same City-no surprise.
  - There is a dynamic benefit of bringing affordability to our downtown. It is immeasurable. The same applies to an artist community. Are we ready to take this step to make our City more affordable and sustainable with all of the benefits?

So earlier you said these are for students, now they are for artists...

How do we regulate what folks do with their time?

How about (as one poster suggested) perhaps they are for those who want a shortcut to the local watering holes?

We support the planning department code as written, with these additional clarifications:

1. Two years after the first building permit is issued for mini-suites or completion of 3-400 mini-suites whichever comes first, we propose that there is a provision that the code will be reviewed by the Planning Commission and City Council to confirm the goals and objectives are being met.

2. A TMP is required of each project:
   a. Mini-suites will be limited to only non-car users if the available mini-suite parking is fully occupied-which has never occurred at Tudor Manor but the provision stands and is a recorded document against the property.
   b. A signed part of each resident's lease identifies non-car users and provides for a bus pass credit.
   c. There will be an incentive to not have a car - $25 bus pass credit per month.
   d. If a non car user gets a car, they will be required by lease to either have a parking stall on site or move to a location that has parking provided for. At Tudor Manor we have not found a single resident purchase a car while living at Tudor Manor but many, many bicycles have been purchased. We have more bicycles on site at Tudor Manor than vehicles. Kirkland has many biking events and users and Mini-suites will help replace car users in the downtown-Kirkland Seven Hills Bike Ride event is an example of Kirkland bicyclists being active and able to ride our topography.
   e. The rent will be "unbundled" for car users. An additional fee will be added for parking.

The majority of the City Council seemed to only favor one small "pilot" project to begin...

Just changing zoning in a bunch of zones seems pretty drastic

Unbundled parking has been shown to lead to parking on the street so that renter does not have to pay to park

So this is confusing... at an earlier meeting you stated that there are not lenders for SROs at all. You stated that you had financed the Redmond project. So do they finance these (as you say here) or do they not (as you said

f. This TMP limitation of parking stalls has been understood by multiple local lenders or they would not finance these properties. Specifically, the lenders in this most difficult financing climate, will not lend if they did not have the statistics AND experience supporting the parking ratios of one parking stall per two mini-suites.
g. Sufficient bike parking will be provided, and to the extent the car stalls are not required, after 90 days with at least 95% occupancy: city may allow stalls to be converted to bike and/or public parking. After 1 year: stalls may be converted to retail, music/sound room, dance area, public meeting spaces, or other similar activities.
h. Mini-suites will not be condominiums.
i. Each mini-suite community is under a single ownership.

Has there been enough process in this code change?

This is the third meeting. It is not how long it takes to make changes, but how thoughtful and reflective the process is conducted and to what extend does this create a positive result. Timely action helps people's lives in a positive and timely manner. There is no justice in delay. A great community is nimble to new thoughts and new ideas. With the two year and unit number review provision, it assures that the results will be measured quickly. We expect Kirkland to find the same results as Redmond and that is to encourage more of these high quality, affordable sustainable communities that fill an immediate and pressing need. Thank you for your consideration.

A very large group of citizens is stating that there has not been enough process ... and the process that has happened is an insult to the policies and procedures set by Kirkland. All citizens must follow these same procedures to make change. This is no matter how laudable their change may be.

If we need a more nimble system that allows for speedier review then creating this new system happens first, then all can be reviewed with the new, more nimble process.

We don't change the process for just one person. We don't rush things through. There have been many eyebrows raised and many folks feeling that this is pure favoritism and not due process which is the same for all.

From: Uwkkg@aol.com
To: uwkkg@aol.com; eshields@kirlandwa.gov; Jeremy McMahan; Kurt Triplett; Robin Jenkinson; Ray Steiger; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; Byron Katsuyama; C Ray Allshouse; Glenn Peterson
Cc: neighboringproperties@gmail.com; robert@pantley.com
Subject: Additional SRO Feedback: Concerns & Thank Yous from last night
Date: Friday, August 24, 2012 11:02:27 AM

I'm sending again since I incorrectly typed Eric's email and I felt Mr. Pantley should have a copy too since he can help make sure and get the word out.

Also... as a "heads up" ... The neighbor team spent much of yesterday, much of last night and is currently spending much of today trying to get as much responsive review of the Potala EIS to you by end of business today. There are so many flaws that it has been a real time drain in order to make today's 5pm deadline.

You will get a very large amount of material over a series of many emails. If you would please read the first one and then the others are there for your use as you see fit. Basically we want everyone to be able to be on the same "page" if they choose to be. We also find that transparency is better if we at least provide the information and allow you to "pick and choose."

Best,
Karen Levenson
6620 Lake Washington Blvd NE, Kirkland

In a message dated 8/24/2012 10:34:12 A.M. Pacific Daylight Time, uwkkg@aol.com writes:

> Good Morning Eric and Commissioners:
>
> I have some questions about ideas from last night and then some general comments and some Thank Yous!!
>
> First for Eric - True ability to enforce parking issues will be important to the public acceptance of the SRO reduced parking. You seemed to have a solution but then I got lost trying to follow it when you began to talk about how it would be collected through a lien if people didn't pay and eventually when they are going to lose their house they pay. How does this work with rentals? Or did you mean to state that the developer/owner of the property gets assessed if their are parking violators and then if unpaid the lien would go against the developer/owners property. Some kind of clarification on what you were trying to say would be helpful.
>
> Also for Eric - You also stated that the parking and fines would be enforced through zoning that allows a fine of up to $100 per day. Can you let us know where to find this information or are you talking about new code? If new, are you sure you can charge $100 per day? At least for condos, apartments and townhomes they've put in state laws that top out the fines at $100 per MONTH or $1000 a year. One of our condo frustrations is that parking in our area goes for about $125-$175 per month, so a "parking cheat" even if we catch them and fine them every month gets a bargin on the cost of their parking. Enforcing parking is extremely resource intensive and if you don't enforce it you loose the right to enforce it in the future.
>
> Now a few comments.
>
> 1) While I respect folks that are willing to contribute their time to

public service as council members, planning commissioners, etc ... well help me get passed the issue that because of his service, or his connections, his proposal gets pushed ahead of Moss Bay / Lakeview neighbors applying for zoning changes over the years (since 1977). Many have been restricted from many of the activities they would like to do (which have included the desire to increase density on individual parcels or add affordable units). Our neighbors have had laudable ideas and hoped the city would be "nimble." More recently we started the process to try and get the punitive "non-conforming" density provisions to allow folks to rebuild to the same density without restrictions on whether they go bigger or go smaller and where on their property they place the same density. The constraints on having to keep your walls in the same area is something that we believe was a mistake from when non-conforming properties near shorelines or critical environmental areas just got "cut and pasted" as the non-conformance for our properties. If anything should be a minor or uncontroversial change, it would appear that allowing folks to keep the density that they have (instead of losing density with a remodel) would be a no brainer. I guess that I just want some kind of explanation that I can share with others to help them "stand down" on this. Please explain why Mr. Pantley's "great idea" and contribution to density downtown is a higher priority than allowing Moss Bay / Lakeview neighbors to rebuild density in our area. I have to say it feels really convoluted and creates some anger towards electeds who have received support from Mr. Pantley.

Finally a THANK YOU.
Thank you to each of you for really diving in and trying to explore the parking issue. The doubling up of rooms doesn't seem to make sense as you still end up with as many inhabitants and potential cars, but it is appreciated that you would do some exploring of the topic in greater detail.

Yes, thank you to those who asked for more data. Although some projects have (supposedly) been approved for reduced parking with just one parking study, this is 50% or greater reduction of the parking requirement for CBD that was just reduced already from 1.7 to 1.0. The TMP is also a very unique concept so needs to have more than one study provided by the proponent. If possible the data should also span more than one year and hopefully more like 5-10 years since many developers are "out" by year 6 and it could be instructive to see how well (or poorly) these things transition between owners.

Another THANK YOU.
Eric et al, your commitment to public outreach cannot be over emphasized. My experience has been that when people are notified ..... well they usually don't even show up but then have no one to blame but themselves. When folks aren't notified... well they buy red shirts and attend meetings for years ;-)

In your notifications please let the Norkirk neighborhood association know and all the likely streets where folks might park their cars.
This is likely greater than the 100-300 foot radius. My experience in other communities is that when there are specific groups that might be impacted that radius is enlarged to be fair to all. CBD residents and business owners should be notified so that they have the opportunity to consider whether this positive or negative in their view. They may

feel very positively about this many new residents nearby or they may have concerns regarding either the type of units or the parking spillover since not everyone gets up and moves their car from city streets at 8am. Also, in addition to the Kirkland Reporter, this should probably be noticed in the Seattle Times since it is still the official newspaper of our city. Connecting with Kirkland Patch and Kirkland Views and the Kirkland Weblog as Mr Peterson suggested are also essential.

And one more THANK YOU for taking this to the Parking Advisory Board and not only soliciting their input but leaving it open for their recommendation as suggested.

While I continue to be perturbed, and know many of the red shirts are flat out furious that the Pantley proposals were not handled through the correct channels (and were handled in advance of our zoning changes), good public outreach - even if the public does not show up - will at least "fix" some of the problem that has galvanized so many Kirkland citizens.

Thank you,
(PS... Eric... again if you could provide better explanation of para 1 & 2 so we can understand what you intended to say)
Karen Levenson
6620 Lake Washington Blvd NE, Kirkland WA

From:	Uwkkg@aol.com
To:	Eric Shields; Jeremy McMahan; Kurt Triplett; Robin Jenkinson; Ray Steiger; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; Byron Katsuyama; C Ray Allshouse; Glenn Peterson
Cc:	neighboringproperties@gmail.com; uwkkg@aol.com; robert@pantley.com
Subject:	Additional SRO Feedback: Concerns & Thank Yous from last night
Date:	Friday, August 24, 2012 11:27:31 AM

Hi all:
Resending as I incorrectly typed Eric's email address and also thought I should include Mr Pantley.

As you may have seen by now, the "Red Shirts" have been really pressed for time coming up against this afternoon's 5pm deadline to respond to the Potala EIS which has hundreds of wildly incorrect statements, incorrect calculations and leaves off several important plans, policies, codes and legal restrictions. You will have gotten (or will soon get) the first of an onslaught of emails as the citizens race to get all their concerns documented by this afternoon. I ask that you read at least the first email or Prelude. Then the others can be reviewed if you choose... or not. We just want everyone to have the ability to know the issues to the extent they have time, energy and desire to know all the knitty gritty.

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From: uwkkg@aol.com
To: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; bsternoff@kirkandwa.gov; Toby Nixon; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Byron Katsuyama; Glenn Peterson
Cc: uwkkg@aol.com; neighboringproperties@gmail.com
Subject: ZON12-0002 Last minute add of SRO without study/notice/outreach
Date: Monday, August 06, 2012 3:46:22 PM

Good afternoon Madame Mayor, Deputy Mayor, Council Members:

LAST MINUTE SRO ADDITION TO ZON12-0002, No study/outreach

Mr. Pantley has requested consideration of two zoning changes associated with SROs. He is a very evangelical speaker and very engaging so it would be easy to move forward without discriminating thought. For this reason I am bringing the following to you as "balance" so that enthusiasm doesn't cloud careful deliberations. His enthusiasm should also not take the place of appropriate timing or NOTICE with public outreach. Finally, I have also attached at the bottom a link to the recent letter to editor.

Mr Pantley is making a request for two zoning changes to allow his SROs:
1) A brand new use zone that would allow for certain shared facilities (kitchen etc) between a number of small enhanced bedroom/bathrooms with each bed/bath being considered a unit.
2) A vastly reduced parking requirement

While City Council is eager to review this, and approved it for study during the current study session, it was surprising to numerous citizens and to the planning commission that it arrived suddenly, at the end of this years zoning code cycle without any time for public outreach or real study. I believe that every planning commissioner commented on it feeling inappropriately delivered at the last minute and there was strong, and I believe unanimous agreement that it would be recommended to not proceed with this amendment at this time.

A large group of citizens has tremendous concern over the preferred treatment that seems to have been given while other developers have waited for years to have their proposed zoning amendments considered.

Additionally there needs to be substantial time for outreach and study of this item. Citizen research has discovered that Mr Pantley's other project is fairly small in quantity of units and only 1 year old. That is hardly a track record. Researching other SROs (by a variety of different names) in most communities, they seem to end up as low end housing for those about to be forced out on the street or by those who are just making their way back from the street. The problems that arise are numerous with shared spaces.

Finally, at the Planning Commission Meeting, Jon Pascal (who works for Transpo and has some experience with traffic and parking) expressed concern that the proposed type of parking management strategy was perhaps unlikely to be truly successful. Others chimed in on this. Furthermore, changes happen that could create less success in subsequent years. Some unit owners may change jobs and require a car where they didn't have one previously. They might have friends or a life parter who come over to visit or move in (with car). The developer could sell and the new owner may not be as vigilant in this "parking managment strategy.

Let me address parking and shared spaces as I've experienced them as HOA President.

Parking is the #1 biggest problem in our condo and talking with other condo presidents with <2 spaces per unit, it is their biggest issue as well. When folks move in we always have them sign their understanding of the parking rules. Within a few months to year there has consistently been a problem. This is the most costly thing and most lacking in compliance of all rules of the associations. My condo has needed attorney assistance on parking issues nearly twice a year with only 9 units. Usually it has been new renters who swear by the fact that they only are one person with one car.

Shared spaces are the second biggest problem in our condo as each adult has a different impression of cleanliness and responsibility towards others. This is the second most costly (often requiring attorneys) of our condo and of those where I've checked with other Presidents. Furthermore, my daughter lived in a beautiful new SRO in Davis, California where she attends Univ of California. The stories that have come from those new buildings after just one year are staggering. Controversy is rampant and she is looking forward to moving out in September even though it will be to a very old and tired apartment.

PROCESS ISSUES:
I would like to ask you to make sure that the public as a whole is notified about these zoning changes. Because one of them creates a whole new type of dwelling, the impact is citywide and should receive input from the whole city. This will require extensive outreach and multiple public comment/hearing sessions.

The parking issue has also been of citywide significance particularly in the CBD zones. Any reduced parking should be scrutinized with all citizens being notified, especially those in CBD and the neighboring neighborhoods (Market Street & Moss Bay) since spill over parking will impact them.

The other process issue is a determination of when the amendment is "ripe" for consideration. It arrived too late on the scene to be included in time for any study before this year's zoning amendments. So this would mean it would be "ripe" for consideration with the 2013 amendments, or are these only done every two years? Also, consideration should be given to KZC 140.20c as it states that zoning amendments will only be considered if the neighborhood is not anticipated for review within the next two years. Since we will be embarking on a new citywide Comprehensive Plan within that time, I'd perhaps argue that this is something that is best suited for that process since 1) It has citywide implications and 2) The public as a whole will be reviewing growth targets and where densities ought to be placed with respect to the natural and as built environment.
KZC 140.20c. All of the following:

From me and from many citizens, thank you for carefully considering the
timing of the SRO zoning amendment. Thank you, in advance, for requiring time for extensive study of both this very unique and very dramatic change in definition of residential units and very unique and unproven parking management strategy.

Karen Levenson

6620 Lake Washington Blvd NE
Kirkland, WA 98033

From: uwkkg@aol.com
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night
Date: Wednesday, August 08, 2012 6:56:51 PM

Hi Toby:

Thanks for brokering this discussion between us and with Mr. Pantley.

For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

If the wonderful description of diverse housing ends up as you describe I am more than 100% for it.... That is with the caveat that proper process has been followed with application for change in zoning, etc which would be required of any citizen who wants new zoning that will allow them to build something different than what is currently allowed.

In contrast to the wonderful description, my google research seems to indicate that the SROs don't turn out as you've described. For this reason I will need to understand more before I know what my objections might be... Also I am open to reading research that will impress me and make me "happy" with the proposal..... Mr Pantley, do you have access to some examples of SROs with many years of track record that show the positive housing as Mr. Nixon describes. I'd love to read it and I heard other planning commissioners state that they need this kind of info. Likely city council members will want it too.

Also, the parking management program is something that is very hard to believe. This is not due to lack of experience with parking. It is because I have extensive experiences with parking being incredibly hard, if not impossible to monitor and enforce even if someone is hired to do this. I seem to recall that this was also a major discussion item for the city regarding lack of enforcement of downtown parking. Wasn't that just within the last few months? Perhaps you all recall the specifics. Was that due to lack of funding for enforcement or just the fact that folks generally outwit any system you put in place. I recall frustrated citizens bringing in pictures or video of business owners that routinely park where they shouldn't downtown. They have learned how to work around the restrictions. Did we fix this parking enforcement issue? If not, does Mr Pantley have the magic that will help Kirkland not only enforce its current problem but also have enough enforcement left over to watch over the residents in his development so that we don't lose more downtown parking for customers and so that local side streets aren't the recipient of his residential cars?

Another piece of information I'll need (and likely others will too)... Is it really legal to kick someone out of their dwelling if they purchase a car? I'm having a hard time believing that you can legally do that. I imagine that if they store it on city streets (etc) the project owner might have no legal grounds to kick them out. So I need to understand the legal basis upon which this unique parking management

system is anchored. I would also benefit from understanding how a resident would be kicked out if they enter a love relationship and that person stays overnight and leaves their car on a local side street. Again, I am open to learning how this would all work legally. I might even learn something that will help with the 6 years of parking nightmares that I've worked on with management companies and attorneys for our condo. There is a book called "The Pursuit of Parking" and it specifically addresses the problems with parking when developers build with too few parking spaces.

I don't bring up these "what ifs" to be obstructive. I bring them up because of personal experiences managing parking (and all common spaces) for our Condominium Association. Parking is the most difficult, and nearly impossible to enforce as the comments about the city's experience with shopowners parking downtown also seemed to highlight.

I welcome information that shows high quality, safe spaces where young people, the elderly and others who choose to live with less have been seen to frequent these SROs. I hope that I the research that I've found is outweighed by what Mr Pantley might share with us.

I also welcome information on parking management strategies and any that have been successful over a number of years, including the legal basis for kicking out those who park on city streets, etc.

Finally, I look forward to hearing that perhaps Kirkland has solved its downtown parking problem and is ready and able to provide the enforcement of Mr Pantley's development as you suggest.

Best to all,
Karen Levenson

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To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Wed, Aug 8, 2012 11:37 am
Subject: RE: City council Decisions @ Mtg Last Night

Hi, Karen.

As you note, I completely support having a robust public conversation about the Residential Suite (SRO) proposal. I do hope that the discussion can be on the merits of the proposal itself, and not clouded by allusions to Potala Village or accusations that the city council or

staff is in the pocket of developers and wants their ideas to be implemented through a short-cut process. Let me share with you my thinking on SROs.

My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail, restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses.

They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of $50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ
Sincerely,
Karen Levenson
========= (please pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

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Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night
Date: Wednesday, August 08, 2012 10:20:11 AM

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Cc: uwkkg@aol.com; neighboringproperties@gmail.com
Subject: City council Decisions @ Mtg Last Night
Date: Wednesday, August 08, 2012 10:00:13 AM

Hi all:
Thank you for two things from last night
1) Taking time to consider not restricting the size of building or where it is placed for those properties that became non-conforming as to density.

2) Taking time to outreach to the community about the SRO as it relates to both the uniquely new living arrangement as well as the reduction in required parking.

Below is what I posted online today so that folks are kept abreast.
Please insist that the staff provide broad outreach as suggested.
Please realize that these annual amendments have often been used to change things that really require NOTICE. For example, two of the properties involved in Potala were changed as legislative "minor uncontroversial changes" so their next door neighbors were never informed. We need to change our focus on what qualifies as "minor uncontroversial" ... as you have seen, the public did not consider the SRO to be minor or uncontroversial or something that should avoid public participation... Who decides that something is minor/uncontroversial?

Thanks again,
Karen Levenson (Blog Post is below)

From: uwkkg@aol.com
To: uwkkg@aol.com; Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night
Date: Wednesday, August 08, 2012 8:07:40 PM

One clarification...
I do not for one minute intend to imply that I have any more "say" over what happens in Kirkland than any other citizen. I do know that my thoughts are shared by dozens, if not hundreds of others. For this reason I have shared my thoughts with you.

It is my belief that policies and process are in place for two reasons. The first is to make sure that sufficient time is always allowed to provide time for appropriate study and appropriate opportunities for all opinions to be heard if people choose to participate.

The second reason that I believe process is important is to make sure that decisions that impact all citizens are not subject to approval or disapproval by any one person. Even staff is given the criteria that have been agreed to by broad citizen input and the guidance of years of electeds. Even if one person is evaluating a proposal it is to be done without respect for their individual opinion but based on careful application of the process.

My two cents. Insight into my strongly held beliefs.

Karen Levenson

-----Original Message-----
From: uwkkg <uwkkg@aol.com>
To: TNixon <TNixon@kirklandwa.gov>
Cc: JMcBride <JMcBride@kirklandwa.gov>; DMarchione <DMarchione@kirklandwa.gov>; PSweet <PSweet@kirklandwa.gov>; AWalen <AWalen@kirklandwa.gov>; BSternoff <BSternoff@kirklandwa.gov>; DAsher <DAsher@kirklandwa.gov>; KTriplett <KTriplett@kirklandwa.gov>; RJenkinson <RJenkinson@kirklandwa.gov>; EShields <EShields@kirklandwa.gov>; JMcMahan <JMcMahan@kirklandwa.gov>; MMiller <MMiller@kirklandwa.gov>; JPascal <JPascal@kirklandwa.gov>; JArnold <JArnold@kirklandwa.gov>; AHeld <AHeld@kirklandwa.gov>; CAllshouse <CAllshouse@kirklandwa.gov>; GPeterson <GPeterson@kirklandwa.gov>; BKatsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>; uwkkg <uwkkg@aol.com>
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Subject: RE: City council Decisions @ Mtg Last Night

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My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail, restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses. They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of $50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects

their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland,
Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ
Sincerely,
Karen Levenson
========= (please pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

From: uwkkg@aol.com
To: Eric Shields
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Toby Nixon; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: Recollection of SRO @ Work Plan meeting
Date: Thursday, August 09, 2012 7:22:12 PM

Yep. good recollection, Eric. I reviewed the meeting and see where I believe the misunderstanding lie. kee
In mind that this meeting was a bit unusual as it was supposed to be the meeting where the planning commission updated you on the BN zones and I flew into town because of that being scheduled. then due to legal twist or run that got changed. there were probably 15-20 red shirts at you study session.

Here's ...I think.. Where the difference of opinion has its roots. it appears that a letter had been received from Mr Pantleynregarding what he would like to do and at this early stage it appeared that there was only a parking issue. as you listen to the tapes you hear council members saying things like "I hope we can take a look at the Redmond experience, I am intrigued by this idea," and some suggesting that perhaps if folks want to propose projects with less parking they will provide public parking for downtown in exchange.m To the audience all of this was about there just being a parking difference with code and not a residential use difference. More importantly the comments left the "red shorts believing this was being forwarded along with time for study sessions etc.

At the end of that meeting the tape reflects things becoming rushed. Andy Held was trying to deliver some thoughts, Joan McBride was trying to assist the CPU cil in adjournment to study session and Eric stated that perhaps he could get this into the current zoning code amendments.
He quickly commented on head nods and the red shirts anticipated this meant getting to the code amendment process in time for some study of the matter as that is what they though council members were asking for.

Fast forward a few weeks and the SRo articles at Planning commission with Eric and Jeremy stating that as they reviewed this farther it will take a zoning change as to the residential use. this additional concept has not yet been before the city council. there is a presentation but as some planning commissioners mentioned at the recent meeting...they still have not had a single opportunity to ask questions of the experts.

Bottom line is that the letter came in and folks tried to act on it quickly. In the haste ere was more that was not covered by code than expected. some may. Jew Eric's commitment to put this into the current code amendment process as a belief that there was still time to study this. reports from the planning commission seem to indicate that they feel it arrived so late that there was no to e to study or ask questions. the red shirts wonder why code amendments that are supposed to,follow a process get accepted in this manner and rushed through where it is confusing to all of us.

Karen Levenson
-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>

Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 10:00 am
Subject: RE: Recollection of SRO @ Work Plan meeting

Karen,

My recollection is that this happened at a meeting in which the Council was reviewing the Planning Work Program in April.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 9:47 AM
To: Eric Shields
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Toby Nixon; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: Re: Recollection of SRO @ Work Plan meeting

There are also different impressions of the work plan meeting wherein SRO was listed as one of the optional items that the .5 FTE person could be assigned to study and prepare for review during the time between now and the next CP update. I was in town and I seem to recall hearing council members saying they were intrigued by the idea. Some I think said they wanted to study it, etc. I'll have to review the tape to be sure but I was shocked when I heard staff tell the planning commission that the city council had directed that the SRO be added to the current zoning code amendments. This would seem highly irregular, I think, for our electeds to ask that something be added to a packet of amendments that has already had its study sessions and is at the public hearing stage.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>;

Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 9:41 am
Subject: RE: City council Decisions @ Mtg Last Night

Karen,

There are apparently different perspectives on the significance of this amendment. But the review process is as follows: The Council directed that the amendment be added to the 2012 group of code amendments, most of which were adopted last Tuesday. The Planning Commission held a hearing and reviewed the SRO amendment and expressed unanimous support, but was concerned that the public did not have enough time to be informed and comment, so they recommended that the Council hold off on adoption pending a couple of months for additional process. The Council agreed and held back consideration of the SRO amendments until October. I will be discussing the additional review process with the Commission this evening. To meet the schedule, the additional public hearing will have to occur at one of the Commission's September meetings. I'll know more after this evening. I'll let you know tomorrow.

Regards,
Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 9:15 AM
To: Eric Shields; Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Eric:
Thank you for the clarification. Very helpful.
The question then becomes is this a minor or moderate change and appropriate for the annual amendment process or whether it is more significant than that. I recall the planning commissioners all seemed to state both their frustration that this came in on the night of the 6/14 hearing as a new addition with Jeremy even having to go through the definition for the first time. Most or all also seemed to state that they didn't feel these changes were minor or moderate. I'll have to listen back to the tape and see if it was the parking change or the new zoning definition for residential. They may not have separated them out in their comments. I'll likely not get to checking until this weekend but if someone else has the time the comments begin on the 6/14 tape at 2:27.

From a public perspective, I know there were comments submitted stating that these were not considered minor or moderate by residents. I also know that residents are currently very very angry with how many changes have been made through this annual process that doesn't notify them. I believe that citizens en mass are going to be very reluctant to see things go through a legislative approval rather than the private

amendment application process. I'm sure that if other things get corrected to some relative level of community satisfaction then the hundreds of involved citizens will go back to their usual hibernation but that is not at all where we are now. The list of unhappy folks has now grown to about 800 if Chuck, our numbers person has the count correct. At the public hearing there were new people that we've never heard of who came to speak.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>; Toby Nixon <TNixon@kirklandwa.gov>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 8:41 am
Subject: RE: City council Decisions @ Mtg Last Night

All,

I'd like to clarify. Although multifamily residential is allowed in the Central Business District and Totem Lake, the Zoning Code limits the number of unrelated people in a single dwelling unit to five. A dwelling unit is defined as having complete facilities for sleeping, bathing and cooking. Residential Suites often involve more than five rooms sharing a kitchen (although many have partial kitchen facilities in each room). Consequently, we are proposing to add a new "Residential Suites" use to certain zones. However, they are really a variation on multi-family uses. Each of the zones in which Residential Suites are proposed also allow hotels and Residential Suites are kind of a cross between traditional multifamily and hotels.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 6:52 AM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Again:
Yes I will submit my comments through the public process and am sending them to all of you on your Kirklandwa.gov website so that they are public record.

Yes, I did miss the part of the meeting with the approval of new parking enforcement. For some reason I couldn't get the first part to come up on my wireless ipad. When I got to a fixed location I was able to pull up the meeting by wifi. I hope the new attempt at parking enforcement works. I know that shopowners will really appreciate it.

There is part of the discussion of the SRO that you may have missed. It is from the June 14th planning commission meeting. I realize that SRO suggestion arrived so suddenly that none of us has had much time to get up to speed. If you'll check the KPC tape for the June 14th meeting you'll see that both Eric Shields and Jeremy McMahan comment on the fact that at first blush they thought there was just an issue with parking which would need a zoning change. They then comment that when they looked at this farther they realized that we don't have any zoning that would allow this type of residential use. The two of them go through the explanation of why the SRO doesn't fit with anything that we have currently and will need new zoning to allow it.

So the issues are two:
1) Parking
2) New type of residential use zone

These were placed as either a minor or moderate change and as soon as the public heard about them they quickly responded that they did not consider them to be the "uncontroversial" items that get passed without going through the proper process. If you listen farther to the tape of 6/14/12 (starting at 2:27) you'll hear that all of the planning commissioners comment on the inappropriate suddenness of the SRO being added to the zoning changes at the last minute. You will also hear that most, if not all of them felt that these were not "minor uncontroversial changes."

As to my activities, my biggest issue is process. I've always felt that rules are to be followed for a really good reason and keep things fair for everyone. There are many others in Kirkland who have become hyper-sensitive about making sure rules are followed. Mostly that is because things were done without proper notice and with legislative changes that did things as egregious as changing residential property into commercial property without notice as a "minor and uncontroversial change." A Shoreline designation was similarly changed and when the neighbors asked to see the NOTICE they received something that talked about changes to bulkheads, piers, docks and salmonoids but no mention of UR-1 residential properties changing to Urban Mixed. We have hundreds of really ticked off citizens who have decided they must watch everything and that legislative change process has been abused.

You mentioned "assuming the SRO fits with the neighborhood." This is another area where we have 800 signatures where folks are calling foul that the city can.... and has within its power.... to make sure that a project fits within its neighborhood. Rather than making sure to protect the neighborhoods with something that fits, the city is showing that it is afraid to enforce its codes and policies. We even have zoning that states that if later ordinances or policies are voted in then the most restrictive applies. Instead the city keeps kicking the can down the road and the citizens have to keep fighting to stop incompatible development. I think this is the wrong time to be reassuring the citizens that the city will make sure development is done only in areas where it was planned and where it fits. It is my belief that the cities lack of a backbone regarding a costco sized building in a single family neighborhood has hurt the citizen trust in

our staff and in our electeds immeasurably. Even the EIS is extremely flawed and you'll soon see that a chart showing 38 residential densities has 15 errors. I believe this work was given to the consultants by staff. It claims a density of one building at 177/acre whereas properly calculated the density is only 40/acre and it was built over water in 1968 which would no longer be allowed. I provide this example because the incorrect number of 177 is being used to state that a building at 118/acre is within the "range" of what is built in the area. So this is the sloppiness with which our citizens feel our properties are being subjected. 118 may be within the range of 10-177 as stated incorrectly. All the correct calculations show a range of 2-40 with only 3 old buildings being greater than 24. Hopefully you can see why the citizens do not currently have the faith or trust in our city planners (who we believe provided the incorrect calculations) or our electeds who need to insist on accurate and careful examination.

Best,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 12:17 am
Subject: RE: City council Decisions @ Mtg Last Night

Thanks, Karen.

Just to be clear, this conversation should be conducted through the formal open public process, on the record, through the Planning Commission. I hope you'll submit all of your thoughts to them as comments. I shouldn't be considered the "broker" for this conversation; I'm just sharing my thoughts with you, and it is the Commission that is the "broker", although I think it would be great for you to have the opportunity to meet with Mr. Pantley directly and tour his development in Redmond if you haven't already done so.

My understanding is that no change in zoning has been requested for the current SRO proposal. CBD zoning already permits mixed-use multi-family housing; no zoning change is needed to accommodate the unit size (there's no minimum unit size or maximum density) with compact kitchenettes in the units and access to shared larger kitchens. The only issue that really needs to be decided, as I understand it, is how many parking spaces are required per unit and what conditions will be attached to the proposed reduction. We do need to have the discussion about whether the reduction proposal is realistic, and that's where the discussion of how much parking demand there really is in SROs comes in, but ultimately the question to be decided is limited to the amount of

parking required and not the broader question of whether residential suites should be permitted in the CBD and TL zones -- they already are.

It would be great if you could send along links to whatever information you've found about negative experiences with SROs elsewhere. I hope you're not comparing what is proposed in Kirkland with dumpy, old, dilapidated buildings in Chinatown in San Francisco, or SROs in New York City that have become ghettos for people with AIDS, or SROs in Chicago where most of the residents are mentally ill or disabled, or other buildings located in run-down and crime-ridden sections of central cities. These places are not Kirkland, not in a high-tech suburb of any kind. Most of these places have rent control that discourages owners from properly maintaining their buildings, amongst many other problems. And we're not talking about building bedroom-only units, with people sharing bathrooms and no cooking permitted; the SRO units proposed here would each have a private bathroom, a refrigerator, and a microwave. Just searching for "SRO" on the web and assuming that everything bad one reads about SROs elsewhere would necessarily apply here is, in my opinion, a mistake.

My understanding is that the SRO parking policy -- including eviction for possessing a vehicle and not renting a space for it in the SRO parking lot or some other parking facility -- would be in the lease agreement for each unit. I am not aware of any law that would make such a lease term illegal, especially it if is required by a city code. I just reviewed RCW 59.18 and found no prohibition of such terms. On the contrary, RCW 59.18.140 seems to specifically allow for them and require compliance so long as proper notice is given:

59.18.140
Reasonable obligations or restrictions — Tenant's duty to conform.
The tenant shall conform to all reasonable obligations or restrictions, whether denominated by the landlord as rules, rental agreement, rent, or otherwise, concerning the use, occupation, and maintenance of his or her dwelling unit, appurtenances thereto, and the property of which the dwelling unit is a part if such obligations and restrictions are not in violation of any of the terms of this chapter and are not otherwise contrary to law, and if such obligations and restrictions are brought to the attention of the tenant at the time of his or her initial occupancy of the dwelling unit and thus become part of the rental agreement. Except for termination of tenancy, after thirty days written notice to each affected tenant, a new rule of tenancy including a change in the amount of rent may become effective upon completion of the term of the rental agreement or sooner upon mutual consent.

RCW 59.18.230 lists specific things that are not permitted to be in a rental agreement. As far as I can tell, nothing listed in that section would prohibit a lease term requiring tenant vehicles to be parked in a rented space on the premises or some other legal off-street parking (such as at a storage lot if the car is infrequently used, as is done by many people with their boats) and providing for eviction for failing to do so.

I do not understand why having a guest stay overnight and park their car on a side street or some other public space where overnight parking is permitted should result in eviction. Guests park on the street when visiting residents inall of our neighborhoods, including overnight guests for multiple days. Few of us have enough space in our driveways or garages for all of our guests to park on our own property. I don't understand why we should insist that an SRO be able to accommodate

all conceivable guest parking needs on site when no other residential property in the city is expected to do that.

Finally, in case you missed it, Tuesday night the city council adopted new parking regulations for the Marina and Lake & Central lots that ban parking by business owners and employees and use the video system on the parking enforcement vehicle to identify frequent repeat parkers in these lots. Parking enforcement will issue an initial warning, determine whether the frequent parkers are owners or employees of downtown businesses, and follow up with citations if owners or employees are found to be parking in these lots (as well as citing overtime parking in time-limited lots and on-street). This is a better system than what had originally been proposed (all day pay parking for everyone).

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 6:56 PM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Toby:

Thanks for brokering this discussion between us and with Mr. Pantley.

For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

If the wonderful description of diverse housing ends up as you describe I am more than 100% for it.... That is with the caveat that proper process has been followed with application for change in zoning, etc which would be required of any citizen who wants new zoning that will allow them to build something different than what is currently allowed.

In contrast to the wonderful description, my google research seems to indicate that the SROs don't turn out as you've described. For this reason I will need to understand more before I know what my objections might be... Also I am open to reading research that will impress me and make me "happy" with the proposal..... Mr Pantley, do you have access to some examples of SROs with many years of track record that show the positive housing as Mr. Nixon describes. I'd love to read it and I

heard other planning commissioners state that they need this kind of info. Likely city council members will want it too.

Also, the parking management program is something that is very hard to believe. This is not due to lack of experience with parking. It is because I have extensive experiences with parking being incredibly hard, if not impossible to monitor and enforce even if someone is hired to do this. I seem to recall that this was also a major discussion item for the city regarding lack of enforcement of downtown parking. Wasn't that just within the last few months? Perhaps you all recall the specifics. Was that due to lack of funding for enforcement or just the fact that folks generally outwit any system you put in place. I recall frustrated citizens bringing in pictures or video of business owners that routinely park where they shouldn't downtown. They have learned how to work around the restrictions. Did we fix this parking enforcement issue? If not, does Mr Pantley have the magic that will help Kirkland not only enforce its current problem but also have enough enforcement left over to watch over the residents in his development so that we don't lose more downtown parking for customers and so that local side streets aren't the recipient of his residential cars?

Another piece of information I'll need (and likely others will too)...
Is it really legal to kick someone out of their dwelling if they purchase a car? I'm having a hard time believing that you can legally do that. I imagine that if they store it on city streets (etc) the project owner might have no legal grounds to kick them out. So I need to understand the legal basis upon which this unique parking management system is anchored. I would also benefit from understanding how a resident would be kicked out if they enter a love relationship and that person stays overnight and leaves their car on a local side street. Again, I am open to learning how this would all work legally. I might even learn something that will help with the 6 years of parking nightmares that I've worked on with management companies and attorneys for our condo. There is a book called "The Pursuit of Parking" and it specifically addresses the problems with parking when developers build with too few parking spaces.

I don't bring up these "what ifs" to be obstructive. I bring them up because of personal experiences managing parking (and all common spaces) for our Condominium Association. Parking is the most difficult, and nearly impossible to enforce as the comments about the city's experience with shopowners parking downtown also seemed to highlight.

I welcome information that shows high quality, safe spaces where young people, the elderly and others who choose to live with less have been seen to frequent these SROs. I hope that I the research that I've found is outweighed by what Mr Pantley might share with us.

I also welcome information on parking management strategies and any that have been successful over a number of years, including the legal basis for kicking out those who park on city streets, etc.

Finally, I look forward to hearing that perhaps Kirkland has solved its downtown parking problem and is ready and able to provide the enforcement of Mr Pantley's development as you suggest.

Best to all,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Wed, Aug 8, 2012 11:37 am
Subject: RE: City council Decisions @ Mtg Last Night

Hi, Karen.

As you note, I completely support having a robust public conversation about the Residential Suite (SRO) proposal. I do hope that the discussion can be on the merits of the proposal itself, and not clouded by allusions to Potala Village or accusations that the city council or staff is in the pocket of developers and wants their ideas to be implemented through a short-cut process. Let me share with you my thinking on SROs.

My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail, restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within

comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses. They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of $50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland,
Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ Sincerely, Karen Levenson ========= (please pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples

of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

From: uwkkg@aol.com
To: Eric Shields
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Toby Nixon; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: Recollection of SRO @ Work Plan meeting
Date: Thursday, August 09, 2012 10:28:41 AM

I've downloaded the meeting and will get everyone the location from the tape ASAP

Karen

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 10:00 am
Subject: RE: Recollection of SRO @ Work Plan meeting

Karen,

My recollection is that this happened at a meeting in which the Council was reviewing the Planning Work Program in April.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 9:47 AM
To: Eric Shields
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Toby Nixon; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: Re: Recollection of SRO @ Work Plan meeting

There are also different impressions of the work plan meeting wherein SRO was listed as one of the optional items that the .5 FTE person could be assigned to study and prepare for review during the time between now and the next CP update. I was in town and I seem to recall hearing council members saying they were intrigued by the idea. Some I think said they wanted to study it, etc. I'll have to review the tape to be sure but I was shocked when I heard staff tell the planning

commission that the city council had directed that the SRO be added to the current zoning code amendments. This would seem highly irregular, I think, for our electeds to ask that something be added to a packet of amendments that has already had its study sessions and is at the public hearing stage.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 9:41 am
Subject: RE: City council Decisions @ Mtg Last Night

Karen,

There are apparently different perspectives on the significance of this amendment. But the review process is as follows: The Council directed that the amendment be added to the 2012 group of code amendments, most of which were adopted last Tuesday. The Planning Commission held a hearing and reviewed the SRO amendment and expressed unanimous support, but was concerned that the public did not have enough time to be informed and comment, so they recommended that the Council hold off on adoption pending a couple of months for additional process. The Council agreed and held back consideration of the SRO amendments until October. I will be discussing the additional review process with the Commission this evening. To meet the schedule, the additional public hearing will have to occur at one of the Commission's September meetings. I'll know more after this evening. I'll let you know tomorrow.

Regards,
Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 9:15 AM
To: Eric Shields; Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Eric:
Thank you for the clarification. Very helpful.
The question then becomes is this a minor or moderate change and

appropriate for the annual amendment process or whether it is more significant than that. I recall the planning commissioners all seemed to state both their frustration that this came in on the night of the 6/14 hearing as a new addition with Jeremy even having to go through the definition for the first time. Most or all also seemed to state that they didn't feel these changes were minor or moderate. I'll have to listen back to the tape and see if it was the parking change or the new zoning definition for residential. They may not have separated them out in their comments. I'll likely not get to checking until this weekend but if someone else has the time the comments begin on the 6/14 tape at 2:27.

From a public perspective, I know there were comments submitted stating that these were not considered minor or moderate by residents. I also know that residents are currently very very angry with how many changes have been made through this annual process that doesn't notify them. I believe that citizens en mass are going to be very reluctant to see things go through a legislative approval rather than the private amendment application process. I'm sure that if other things get corrected to some relative level of community satisfaction then the hundreds of involved citizens will go back to their usual hibernation but that is not at all where we are now. The list of unhappy folks has now grown to about 800 if Chuck, our numbers person has the count correct. At the public hearing there were new people that we've never heard of who came to speak.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>; Toby Nixon <TNixon@kirklandwa.gov>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 8:41 am
Subject: RE: City council Decisions @ Mtg Last Night

All,

I'd like to clarify. Although multifamily residential is allowed in the Central Business District and Totem Lake, the Zoning Code limits the number of unrelated people in a single dwelling unit to five. A dwelling unit is defined as having complete facilities for sleeping, bathing and cooking. Residential Suites often involve more than five rooms sharing a kitchen (although many have partial kitchen facilities in each room). Consequently, we are proposing to add a new "Residential Suites" use to certain zones. However, they are really a variation on multi-family uses. Each of the zones in which Residential Suites are proposed also allow hotels and Residential Suites are kind of a cross between traditional multifamily and hotels.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 6:52 AM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Again:
Yes I will submit my comments through the public process and am sending them to all of you on your Kirklandwa.gov website so that they are public record.

Yes, I did miss the part of the meeting with the approval of new parking enforcement. For some reason I couldn't get the first part to come up on my wireless ipad. When I got to a fixed location I was able to pull up the meeting by wifi. I hope the new attempt at parking enforcement works. I know that shopowners will really appreciate it.

There is part of the discussion of the SRO that you may have missed. It is from the June 14th planning commission meeting. I realize that SRO suggestion arrived so suddenly that none of us has had much time to get up to speed. If you'll check the KPC tape for the June 14th meeting you'll see that both Eric Shields and Jeremy McMahan comment on the fact that at first blush they thought there was just an issue with parking which would need a zoning change. They then comment that when they looked at this farther they realized that we don't have any zoning that would allow this type of residential use. The two of them go through the explanation of why the SRO doesn't fit with anything that we have currently and will need new zoning to allow it.

So the issues are two:
1) Parking
2) New type of residential use zone

These were placed as either a minor or moderate change and as soon as the public heard about them they quickly responded that they did not consider them to be the "uncontroversial" items that get passed without going through the proper process. If you listen farther to the tape of 6/14/12 (starting at 2:27) you'll hear that all of the planning commissioners comment on the inappropriate suddenness of the SRO being added to the zoning changes at the last minute. You will also hear that most, if not all of them felt that these were not "minor uncontroversial changes."

As to my activities, my biggest issue is process. I've always felt that rules are to be followed for a really good reason and keep things fair for everyone. There are many others in Kirkland who have become hyper-sensitive about making sure rules are followed. Mostly that is because things were done without proper notice and with legislative changes that did things as egregious as changing residential property into commercial property without notice as a "minor and uncontroversial change." A Shoreline designation was similarly changed and when the neighbors asked to see the NOTICE they received something that talked about changes to bulkheads, piers, docks and salmonoids but no mention

of UR-1 residential properties changing to Urban Mixed. We have hundreds of really ticked off citizens who have decided they must watch everything and that legislative change process has been abused.

You mentioned "assuming the SRO fits with the neighborhood." This is another area where we have 800 signatures where folks are calling foul that the city can.... and has within its power.... to make sure that a project fits within its neighborhood. Rather than making sure to protect the neighborhoods with something that fits, the city is showing that it is afraid to enforce its codes and policies. We even have zoning that states that if later ordinances or policies are voted in then the most restrictive applies. Instead the city keeps kicking the can down the road and the citizens have to keep fighting to stop incompatible development. I think this is the wrong time to be reassuring the citizens that the city will make sure development is done only in areas where it was planned and where it fits. It is my belief that the cities lack of a backbone regarding a costco sized building in a single family neighborhood has hurt the citizen trust in our staff and in our electeds immeasurably. Even the EIS is extremely flawed and you'll soon see that a chart showing 38 residential densities has 15 errors. I believe this work was given to the consultants by staff. It claims a density of one building at 177/acre whereas properly calculated the density is only 40/acre and it was built over water in 1968 which would no longer be allowed. I provide this example because the incorrect number of 177 is being used to state that a building at 118/acre is within the "range" of what is built in the area. So this is the sloppiness with which our citizens feel our properties are being subjected. 118 may be within the range of 10-177 as stated incorrectly. All the correct calculations show a range of 2-40 with only 3 old buildings being greater than 24. Hopefully you can see why the citizens do not currently have the faith or trust in our city planners (who we believe provided the incorrect calculations) or our electeds who need to insist on accurate and careful examination.

Best,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 12:17 am
Subject: RE: City council Decisions @ Mtg Last Night

Thanks, Karen.

Just to be clear, this conversation should be conducted through the formal open public process, on the record, through the Planning

Commission. I hope you'll submit all of your thoughts to them as comments. I shouldn't be considered the "broker" for this conversation; I'm just sharing my thoughts with you, and it is the Commission that is the "broker", although I think it would be great for you to have the opportunity to meet with Mr. Pantley directly and tour his development in Redmond if you haven't already done so.

My understanding is that no change in zoning has been requested for the current SRO proposal. CBD zoning already permits mixed-use multi-family housing; no zoning change is needed to accommodate the unit size (there's no minimum unit size or maximum density) with compact kitchenettes in the units and access to shared larger kitchens. The only issue that really needs to be decided, as I understand it, is how many parking spaces are required per unit and what conditions will be attached to the proposed reduction. We do need to have the discussion about whether the reduction proposal is realistic, and that's where the discussion of how much parking demand there really is in SROs comes in, but ultimately the question to be decided is limited to the amount of parking required and not the broader question of whether residential suites should be permitted in the CBD and TL zones -- they already are.

It would be great if you could send along links to whatever information you've found about negative experiences with SROs elsewhere. I hope you're not comparing what is proposed in Kirkland with dumpy, old, dilapidated buildings in Chinatown in San Francisco, or SROs in New York City that have become ghettos for people with AIDS, or SROs in Chicago where most of the residents are mentally ill or disabled, or other buildings located in run-down and crime-ridden sections of central cities. These places are not Kirkland, not in a high-tech suburb of any kind. Most of these places have rent control that discourages owners from properly maintaining their buildings, amongst many other problems. And we're not talking about building bedroom-only units, with people sharing bathrooms and no cooking permitted; the SRO units proposed here would each have a private bathroom, a refrigerator, and a microwave. Just searching for "SRO" on the web and assuming that everything bad one reads about SROs elsewhere would necessarily apply here is, in my opinion, a mistake.

My understanding is that the SRO parking policy -- including eviction for possessing a vehicle and not renting a space for it in the SRO parking lot or some other parking facility -- would be in the lease agreement for each unit. I am not aware of any law that would make such a lease term illegal, especially it if is required by a city code. I just reviewed RCW 59.18 and found no prohibition of such terms. On the contrary, RCW 59.18.140 seems to specifically allow for them and require compliance so long as proper notice is given:

59.18.140
Reasonable obligations or restrictions — Tenant's duty to conform.
The tenant shall conform to all reasonable obligations or restrictions, whether denominated by the landlord as rules, rental agreement, rent, or otherwise, concerning the use, occupation, and maintenance of his or her dwelling unit, appurtenances thereto, and the property of which the dwelling unit is a part if such obligations and restrictions are not in violation of any of the terms of this chapter and are not otherwise contrary to law, and if such obligations and restrictions are brought to the attention of the tenant at the time of his or her initial occupancy of the dwelling unit and thus become part of the rental agreement. Except for termination of tenancy, after thirty days written notice to each affected tenant, a new rule of tenancy including a

change in the amount of rent may become effective upon completion of the term of the rental agreement or sooner upon mutual consent.

RCW 59.18.230 lists specific things that are not permitted to be in a rental agreement. As far as I can tell, nothing listed in that section would prohibit a lease term requiring tenant vehicles to be parked in a rented space on the premises or some other legal off-street parking (such as at a storage lot if the car is infrequently used, as is done by many people with their boats) and providing for eviction for failing to do so.

I do not understand why having a guest stay overnight and park their car on a side street or some other public space where overnight parking is permitted should result in eviction. Guests park on the street when visiting residents inall of our neighborhoods, including overnight guests for multiple days. Few of us have enough space in our driveways or garages for all of our guests to park on our own property. I don't understand why we should insist that an SRO be able to accommodate all conceivable guest parking needs on site when no other residential property in the city is expected to do that.

Finally, in case you missed it, Tuesday night the city council adopted new parking regulations for the Marina and Lake & Central lots that ban parking by business owners and employees and use the video system on the parking enforcement vehicle to identify frequent repeat parkers in these lots. Parking enforcement will issue an initial warning, determine whether the frequent parkers are owners or employees of downtown businesses, and follow up with citations if owners or employees are found to be parking in these lots (as well as citing overtime parking in time-limited lots and on-street). This is a better system than what had originally been proposed (all day pay parking for everyone).

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland,
Washingtontnixon@kirkland wa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 6:56 PM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Toby:

Thanks for brokering this discussion between us and with Mr. Pantley.

For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just

out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

If the wonderful description of diverse housing ends up as you describe I am more than 100% for it.... That is with the caveat that proper process has been followed with application for change in zoning, etc which would be required of any citizen who wants new zoning that will allow them to build something different than what is currently allowed.

In contrast to the wonderful description, my google research seems to indicate that the SROs don't turn out as you've described. For this reason I will need to understand more before I know what my objections might be... Also I am open to reading research that will impress me and make me "happy" with the proposal..... Mr Pantley, do you have access to some examples of SROs with many years of track record that show the positive housing as Mr. Nixon describes. I'd love to read it and I heard other planning commissioners state that they need this kind of info. Likely city council members will want it too.

Also, the parking management program is something that is very hard to believe. This is not due to lack of experience with parking. It is because I have extensive experiences with parking being incredibly hard, if not impossible to monitor and enforce even if someone is hired to do this. I seem to recall that this was also a major discussion item for the city regarding lack of enforcement of downtown parking. Wasn't that just within the last few months? Perhaps you all recall the specifics. Was that due to lack of funding for enforcement or just the fact that folks generally outwit any system you put in place. I recall frustrated citizens bringing in pictures or video of business owners that routinely park where they shouldn't downtown. They have learned how to work around the restrictions. Did we fix this parking enforcement issue? If not, does Mr Pantley have the magic that will help Kirkland not only enforce its current problem but also have enough enforcement left over to watch over the residents in his development so that we don't lose more downtown parking for customers and so that local side streets aren't the recipient of his residential cars?

Another piece of information I'll need (and likely others will too)... Is it really legal to kick someone out of their dwelling if they purchase a car? I'm having a hard time believing that you can legally do that. I imagine that if they store it on city streets (etc) the project owner might have no legal grounds to kick them out. So I need to understand the legal basis upon which this unique parking management system is anchored. I would also benefit from understanding how a resident would be kicked out if they enter a love relationship and that person stays overnight and leaves their car on a local side street. Again, I am open to learning how this would all work legally. I might even learn something that will help with the 6 years of parking nightmares that I've worked on with management companies and attorneys for our condo. There is a book called "The Pursuit of Parking" and it specifically addresses the problems with parking when developers build with too few parking spaces.

I don't bring up these "what ifs" to be obstructive. I bring them up because of personal experiences managing parking (and all common spaces) for our Condominium Association. Parking is the most difficult, and nearly impossible to enforce as the comments about the city's experience with shopowners parking downtown also seemed to

highlight.

I welcome information that shows high quality, safe spaces where young people, the elderly and others who choose to live with less have been seen to frequent these SROs. I hope that I the research that I've found is outweighed by what Mr Pantley might share with us.

I also welcome information on parking management strategies and any that have been successful over a number of years, including the legal basis for kicking out those who park on city streets, etc.

Finally, I look forward to hearing that perhaps Kirkland has solved its downtown parking problem and is ready and able to provide the enforcement of Mr Pantley's development as you suggest.

Best to all,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Wed, Aug 8, 2012 11:37 am
Subject: RE: City council Decisions @ Mtg Last Night

Hi, Karen.

As you note, I completely support having a robust public conversation about the Residential Suite (SRO) proposal. I do hope that the discussion can be on the merits of the proposal itself, and not clouded by allusions to Potala Village or accusations that the city council or staff is in the pocket of developers and wants their ideas to be implemented through a short-cut process. Let me share with you my thinking on SROs.

My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to

people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail, restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses. They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of $50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than

they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ Sincerely, Karen Levenson ========= (please pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if

passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

From: uwkkg@aol.com
To: Eric Shields
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Toby Nixon; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: Re: Recollection of SRO @ Work Plan meeting
Date: Thursday, August 09, 2012 9:47:33 AM

There are also different impressions of the work plan meeting wherein SRO was listed as one of the optional items that the .5 FTE person could be assigned to study and prepare for review during the time between now and the next CP update. I was in town and I seem to recall hearing council members saying they were intrigued by the idea. Some I think said they wanted to study it, etc. I'll have to review the tape to be sure but I was shocked when I heard staff tell the planning commission that the city council had directed that the SRO be added to the current zoning code amendments. This would seem highly irregular, I think, for our electeds to ask that something be added to a packet of amendments that has already had its study sessions and is at the public hearing stage.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 9:41 am
Subject: RE: City council Decisions @ Mtg Last Night

Karen,

There are apparently different perspectives on the significance of this amendment. But the review process is as follows: The Council directed that the amendment be added to the 2012 group of code amendments, most of which were adopted last Tuesday. The Planning Commission held a hearing and reviewed the SRO amendment and expressed unanimous support, but was concerned that the public did not have enough time to be informed and comment, so they recommended that the Council hold off on adoption pending a couple of months for additional process. The Council agreed and held back consideration of the SRO amendments until October. I will be discussing the additional review process with the Commission this evening. To meet the schedule, the additional public hearing will have to occur at one of the Commission's September meetings. I'll know more after this evening. I'll let you know tomorrow.

Regards,
Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 9:15 AM
To: Eric Shields; Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Eric:
Thank you for the clarification. Very helpful.
The question then becomes is this a minor or moderate change and appropriate for the annual amendment process or whether it is more significant than that. I recall the planning commissioners all seemed to state both their frustration that this came in on the night of the 6/14 hearing as a new addition with Jeremy even having to go through the definition for the first time. Most or all also seemed to state that they didn't feel these changes were minor or moderate. I'll have to listen back to the tape and see if it was the parking change or the new zoning definition for residential. They may not have separated them out in their comments. I'll likely not get to checking until this weekend but if someone else has the time the comments begin on the 6/14 tape at 2:27.

From a public perspective, I know there were comments submitted stating that these were not considered minor or moderate by residents. I also know that residents are currently very very angry with how many changes have been made through this annual process that doesn't notify them. I believe that citizens en mass are going to be very reluctant to see things go through a legislative approval rather than the private amendment application process. I'm sure that if other things get corrected to some relative level of community satisfaction then the hundreds of involved citizens will go back to their usual hibernation but that is not at all where we are now. The list of unhappy folks has now grown to about 800 if Chuck, our numbers person has the count correct. At the public hearing there were new people that we've never heard of who came to speak.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>; Toby Nixon <TNixon@kirklandwa.gov>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>

Sent: Thu, Aug 9, 2012 8:41 am
Subject: RE: City council Decisions @ Mtg Last Night

All,

I'd like to clarify. Although multifamily residential is allowed in the Central Business District and Totem Lake, the Zoning Code limits the number of unrelated people in a single dwelling unit to five. A dwelling unit is defined as having complete facilities for sleeping, bathing and cooking. Residential Suites often involve more than five rooms sharing a kitchen (although many have partial kitchen facilities in each room). Consequently, we are proposing to add a new "Residential Suites" use to certain zones. However, they are really a variation on multi-family uses. Each of the zones in which Residential Suites are proposed also allow hotels and Residential Suites are kind of a cross between traditional multifamily and hotels.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 6:52 AM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Again:
Yes I will submit my comments through the public process and am sending them to all of you on your Kirklandwa.gov website so that they are public record.

Yes, I did miss the part of the meeting with the approval of new parking enforcement. For some reason I couldn't get the first part to come up on my wireless ipad. When I got to a fixed location I was able to pull up the meeting by wifi. I hope the new attempt at parking enforcement works. I know that shopowners will really appreciate it.

There is part of the discussion of the SRO that you may have missed. It is from the June 14th planning commission meeting. I realize that SRO suggestion arrived so suddenly that none of us has had much time to get up to speed. If you'll check the KPC tape for the June 14th meeting you'll see that both Eric Shields and Jeremy McMahan comment on the fact that at first blush they thought there was just an issue with parking which would need a zoning change. They then comment that when they looked at this farther they realized that we don't have any zoning that would allow this type of residential use. The two of them go through the explanation of why the SRO doesn't fit with anything that we have currently and will need new zoning to allow it.

So the issues are two:
1) Parking
2) New type of residential use zone

These were placed as either a minor or moderate change and as soon as the public heard about them they quickly responded that they did not consider them to be the "uncontroversial" items that get passed without

going through the proper process. If you listen farther to the tape of 6/14/12 (starting at 2:27) you'll hear that all of the planning commissioners comment on the inappropriate suddenness of the SRO being added to the zoning changes at the last minute. You will also hear that most, if not all of them felt that these were not "minor uncontroversial changes."

As to my activities, my biggest issue is process. I've always felt that rules are to be followed for a really good reason and keep things fair for everyone. There are many others in Kirkland who have become hyper-sensitive about making sure rules are followed. Mostly that is because things were done without proper notice and with legislative changes that did things as egregious as changing residential property into commercial property without notice as a "minor and uncontroversial change." A Shoreline designation was similarly changed and when the neighbors asked to see the NOTICE they received something that talked about changes to bulkheads, piers, docks and salmonoids but no mention of UR-1 residential properties changing to Urban Mixed. We have hundreds of really ticked off citizens who have decided they must watch everything and that legislative change process has been abused.

You mentioned "assuming the SRO fits with the neighborhood." This is another area where we have 800 signatures where folks are calling foul that the city can.... and has within its power.... to make sure that a project fits within its neighborhood. Rather than making sure to protect the neighborhoods with something that fits, the city is showing that it is afraid to enforce its codes and policies. We even have zoning that states that if later ordinances or policies are voted in then the most restrictive applies. Instead the city keeps kicking the can down the road and the citizens have to keep fighting to stop incompatible development. I think this is the wrong time to be reassuring the citizens that the city will make sure development is done only in areas where it was planned and where it fits. It is my belief that the cities lack of a backbone regarding a costco sized building in a single family neighborhood has hurt the citizen trust in our staff and in our electeds immeasurably. Even the EIS is extremely flawed and you'll soon see that a chart showing 38 residential densities has 15 errors. I believe this work was given to the consultants by staff. It claims a density of one building at 177/acre whereas properly calculated the density is only 40/acre and it was built over water in 1968 which would no longer be allowed. I provide this example because the incorrect number of 177 is being used to state that a building at 118/acre is within the "range" of what is built in the area. So this is the sloppiness with which our citizens feel our properties are being subjected. 118 may be within the range of 10-177 as stated incorrectly. All the correct calculations show a range of 2-40 with only 3 old buildings being greater than 24. Hopefully you can see why the citizens do not currently have the faith or trust in our city planners (who we believe provided the incorrect calculations) or our electeds who need to insist on accurate and careful examination.

Best,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>;

Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 12:17 am
Subject: RE: City council Decisions @ Mtg Last Night

Thanks, Karen.

Just to be clear, this conversation should be conducted through the formal open public process, on the record, through the Planning Commission. I hope you'll submit all of your thoughts to them as comments. I shouldn't be considered the "broker" for this conversation; I'm just sharing my thoughts with you, and it is the Commission that is the "broker", although I think it would be great for you to have the opportunity to meet with Mr. Pantley directly and tour his development in Redmond if you haven't already done so.

My understanding is that no change in zoning has been requested for the current SRO proposal. CBD zoning already permits mixed-use multi-family housing; no zoning change is needed to accommodate the unit size (there's no minimum unit size or maximum density) with compact kitchenettes in the units and access to shared larger kitchens. The only issue that really needs to be decided, as I understand it, is how many parking spaces are required per unit and what conditions will be attached to the proposed reduction. We do need to have the discussion about whether the reduction proposal is realistic, and that's where the discussion of how much parking demand there really is in SROs comes in, but ultimately the question to be decided is limited to the amount of parking required and not the broader question of whether residential suites should be permitted in the CBD and TL zones -- they already are.

It would be great if you could send along links to whatever information you've found about negative experiences with SROs elsewhere. I hope you're not comparing what is proposed in Kirkland with dumpy, old, dilapidated buildings in Chinatown in San Francisco, or SROs in New York City that have become ghettos for people with AIDS, or SROs in Chicago where most of the residents are mentally ill or disabled, or other buildings located in run-down and crime-ridden sections of central cities. These places are not Kirkland, not in a high-tech suburb of any kind. Most of these places have rent control that discourages owners from properly maintaining their buildings, amongst many other problems. And we're not talking about building bedroom-only units, with people sharing bathrooms and no cooking permitted; the SRO units proposed here would each have a private bathroom, a refrigerator, and a microwave. Just searching for "SRO" on the web and assuming that everything bad one reads about SROs elsewhere would necessarily apply here is, in my opinion, a mistake.

My understanding is that the SRO parking policy -- including eviction for possessing a vehicle and not renting a space for it in the SRO parking lot or some other parking facility -- would be in the lease agreement for each unit. I am not aware of any law that would make such a lease term illegal, especially it if is required by a city code. I

just reviewed RCW 59.18 and found no prohibition of such terms. On the contrary, RCW 59.18.140 seems to specifically allow for them and require compliance so long as proper notice is given:

59.18.140
Reasonable obligations or restrictions — Tenant's duty to conform.
The tenant shall conform to all reasonable obligations or restrictions, whether denominated by the landlord as rules, rental agreement, rent, or otherwise, concerning the use, occupation, and maintenance of his or her dwelling unit, appurtenances thereto, and the property of which the dwelling unit is a part if such obligations and restrictions are not in violation of any of the terms of this chapter and are not otherwise contrary to law, and if such obligations and restrictions are brought to the attention of the tenant at the time of his or her initial occupancy of the dwelling unit and thus become part of the rental agreement. Except for termination of tenancy, after thirty days written notice to each affected tenant, a new rule of tenancy including a change in the amount of rent may become effective upon completion of the term of the rental agreement or sooner upon mutual consent.

RCW 59.18.230 lists specific things that are not permitted to be in a rental agreement. As far as I can tell, nothing listed in that section would prohibit a lease term requiring tenant vehicles to be parked in a rented space on the premises or some other legal off-street parking (such as at a storage lot if the car is infrequently used, as is done by many people with their boats) and providing for eviction for failing to do so.

I do not understand why having a guest stay overnight and park their car on a side street or some other public space where overnight parking is permitted should result in eviction. Guests park on the street when visiting residents inall of our neighborhoods, including overnight guests for multiple days. Few of us have enough space in our driveways or garages for all of our guests to park on our own property. I don't understand why we should insist that an SRO be able to accommodate all conceivable guest parking needs on site when no other residential property in the city is expected to do that.

Finally, in case you missed it, Tuesday night the city council adopted new parking regulations for the Marina and Lake & Central lots that ban parking by business owners and employees and use the video system on the parking enforcement vehicle to identify frequent repeat parkers in these lots. Parking enforcement will issue an initial warning, determine whether the frequent parkers are owners or employees of downtown businesses, and follow up with citations if owners or employees are found to be parking in these lots (as well as citing overtime parking in time-limited lots and on-street). This is a better system than what had originally been proposed (all day pay parking for everyone).

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland,
Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 6:56 PM

To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Toby:

Thanks for brokering this discussion between us and with Mr. Pantley.

For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

If the wonderful description of diverse housing ends up as you describe I am more than 100% for it.... That is with the caveat that proper process has been followed with application for change in zoning, etc which would be required of any citizen who wants new zoning that will allow them to build something different than what is currently allowed.

In contrast to the wonderful description, my google research seems to indicate that the SROs don't turn out as you've described. For this reason I will need to understand more before I know what my objections might be... Also I am open to reading research that will impress me and make me "happy" with the proposal..... Mr Pantley, do you have access to some examples of SROs with many years of track record that show the positive housing as Mr. Nixon describes. I'd love to read it and I heard other planning commissioners state that they need this kind of info. Likely city council members will want it too.

Also, the parking management program is something that is very hard to believe. This is not due to lack of experience with parking. It is because I have extensive experiences with parking being incredibly hard, if not impossible to monitor and enforce even if someone is hired to do this. I seem to recall that this was also a major discussion item for the city regarding lack of enforcement of downtown parking. Wasn't that just within the last few months? Perhaps you all recall the specifics. Was that due to lack of funding for enforcement or just the fact that folks generally outwit any system you put in place. I recall frustrated citizens bringing in pictures or video of business owners that routinely park where they shouldn't downtown. They have learned how to work around the restrictions. Did we fix this parking enforcement issue? If not, does Mr Pantley have the magic that will help Kirkland not only enforce its current problem but also have enough enforcement left over to watch over the residents in his development so that we don't lose more downtown parking for customers and so that local side streets aren't the recipient of his residential cars?

Another piece of information I'll need (and likely others will too)...
Is it really legal to kick someone out of their dwelling if they purchase a car? I'm having a hard time believing that you can legally do that. I imagine that if they store it on city streets (etc) the

project owner might have no legal grounds to kick them out. So I need to understand the legal basis upon which this unique parking management system is anchored. I would also benefit from understanding how a resident would be kicked out if they enter a love relationship and that person stays overnight and leaves their car on a local side street. Again, I am open to learning how this would all work legally. I might even learn something that will help with the 6 years of parking nightmares that I've worked on with management companies and attorneys for our condo. There is a book called "The Pursuit of Parking" and it specifically addresses the problems with parking when developers build with too few parking spaces.

I don't bring up these "what ifs" to be obstructive. I bring them up because of personal experiences managing parking (and all common spaces) for our Condominium Association. Parking is the most difficult, and nearly impossible to enforce as the comments about the city's experience with shopowners parking downtown also seemed to highlight.

I welcome information that shows high quality, safe spaces where young people, the elderly and others who choose to live with less have been seen to frequent these SROs. I hope that I the research that I've found is outweighed by what Mr Pantley might share with us.

I also welcome information on parking management strategies and any that have been successful over a number of years, including the legal basis for kicking out those who park on city streets, etc.

Finally, I look forward to hearing that perhaps Kirkland has solved its downtown parking problem and is ready and able to provide the enforcement of Mr Pantley's development as you suggest.

Best to all,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Wed, Aug 8, 2012 11:37 am
Subject: RE: City council Decisions @ Mtg Last Night

Hi, Karen.

As you note, I completely support having a robust public conversation about the Residential Suite (SRO) proposal. I do hope that the discussion can be on the merits of the proposal itself, and not clouded by allusions to Potala Village or accusations that the city council or staff is in the pocket of developers and wants their ideas to be implemented through a short-cut process. Let me share with you my thinking on SROs.

My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail, restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses. They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of $50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ Sincerely, Karen Levenson ========= (please

pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

From: uwkkg@aol.com
To: Eric Shields; Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night
Date: Thursday, August 09, 2012 9:30:52 AM

Oh, I meant to point out that minor or moderate changes to zoning are also supposed to be non-controversial in order to bypass the process wherein someone who wants new zoning for their project submits the amendment request form where the timeline is then established.

I think the Kirkland Views Blog and other comments submitted to the city have shown that there is some controversy around these issues.

Hopefully someday we will get beyond the Potala shock and outrage because i think it has created a very difficult climate for other developers and has tended to make developers look like bad guys about to take advantage of a city that is helpless or unwilling to protect its neighborhoods.

Karen Levenson

-----Original Message-----
From: uwkkg <uwkkg@aol.com>
To: EShields <EShields@kirklandwa.gov>; TNixon <TNixon@kirklandwa.gov>
Cc: JMcBride <JMcBride@kirklandwa.gov>; DMarchione <DMarchione@kirklandwa.gov>; PSweet <PSweet@kirklandwa.gov>; AWalen <AWalen@kirklandwa.gov>; BSternoff <BSternoff@kirklandwa.gov>; DAsher <DAsher@kirklandwa.gov>; KTriplett <KTriplett@kirklandwa.gov>; MBeard <MBeard@kirklandwa.gov>; RJenkinson <RJenkinson@kirklandwa.gov>; JMcMahan <JMcMahan@kirklandwa.gov>; MMiller <MMiller@kirklandwa.gov>; JPascal <JPascal@kirklandwa.gov>; JArnold <JArnold@kirklandwa.gov>; AHeld <AHeld@kirklandwa.gov>; CAllshouse <CAllshouse@kirklandwa.gov>; GPeterson <GPeterson@kirklandwa.gov>; BKatsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 9:15 am
Subject: RE: City council Decisions @ Mtg Last Night

Eric:
Thank you for the clarification. Very helpful.
The question then becomes is this a minor or moderate change and appropriate for the annual amendment process or whether it is more significant than that. I recall the planning commissioners all seemed to state both their frustration that this came in on the night of the 6/14 hearing as a new addition with Jeremy even having to go through the definition for the first time. Most or all also seemed to state that they didn't feel these changes were minor or moderate. I'll have to listen back to the tape and see if it was the parking change or the new zoning definition for residential. They may not have separated them out in their comments. I'll likely not get to checking until this weekend but if someone else has the time the comments begin on the 6/14 tape at 2:27.

From a public perspective, I know there were comments submitted stating
that these were not considered minor or moderate by residents. I also

know that residents are currently very very angry with how many changes have been made through this annual process that doesn't notify them. I believe that citizens en mass are going to be very reluctant to see things go through a legislative approval rather than the private amendment application process. I'm sure that if other things get corrected to some relative level of community satisfaction then the hundreds of involved citizens will go back to their usual hibernation but that is not at all where we are now. The list of unhappy folks has now grown to about 800 if Chuck, our numbers person has the count correct. At the public hearing there were new people that we've never heard of who came to speak.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>; Toby Nixon <TNixon@kirklandwa.gov>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 8:41 am
Subject: RE: City council Decisions @ Mtg Last Night

All,

I'd like to clarify. Although multifamily residential is allowed in the Central Business District and Totem Lake, the Zoning Code limits the number of unrelated people in a single dwelling unit to five. A dwelling unit is defined as having complete facilities for sleeping, bathing and cooking. Residential Suites often involve more than five rooms sharing a kitchen (although many have partial kitchen facilities in each room). Consequently, we are proposing to add a new "Residential Suites" use to certain zones. However, they are really a variation on multi-family uses. Each of the zones in which Residential Suites are proposed also allow hotels and Residential Suites are kind of a cross between traditional multifamily and hotels.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 6:52 AM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Again:

Yes I will submit my comments through the public process and am sending them to all of you on your Kirklandwa.gov website so that they are public record.

Yes, I did miss the part of the meeting with the approval of new parking enforcement. For some reason I couldn't get the first part to come up on my wireless ipad. When I got to a fixed location I was able to pull up the meeting by wifi. I hope the new attempt at parking enforcement works. I know that shopowners will really appreciate it.

There is part of the discussion of the SRO that you may have missed. It is from the June 14th planning commission meeting. I realize that SRO suggestion arrived so suddenly that none of us has had much time to get up to speed. If you'll check the KPC tape for the June 14th meeting you'll see that both Eric Shields and Jeremy McMahan comment on the fact that at first blush they thought there was just an issue with parking which would need a zoning change. They then comment that when they looked at this farther they realized that we don't have any zoning that would allow this type of residential use. The two of them go through the explanation of why the SRO doesn't fit with anything that we have currently and will need new zoning to allow it.

So the issues are two:
1) Parking
2) New type of residential use zone

These were placed as either a minor or moderate change and as soon as the public heard about them they quickly responded that they did not consider them to be the "uncontroversial" items that get passed without going through the proper process. If you listen farther to the tape of 6/14/12 (starting at 2:27) you'll hear that all of the planning commissioners comment on the inappropriate suddenness of the SRO being added to the zoning changes at the last minute. You will also hear that most, if not all of them felt that these were not "minor uncontroversial changes."

As to my activities, my biggest issue is process. I've always felt that rules are to be followed for a really good reason and keep things fair for everyone. There are many others in Kirkland who have become hyper-sensitive about making sure rules are followed. Mostly that is because things were done without proper notice and with legislative changes that did things as egregious as changing residential property into commercial property without notice as a "minor and uncontroversial change." A Shoreline designation was similarly changed and when the neighbors asked to see the NOTICE they received something that talked about changes to bulkheads, piers, docks and salmonoids but no mention of UR-1 residential properties changing to Urban Mixed. We have hundreds of really ticked off citizens who have decided they must watch everything and that legislative change process has been abused.

You mentioned "assuming the SRO fits with the neighborhood." This is another area where we have 800 signatures where folks are calling foul that the city can.... and has within its power.... to make sure that a project fits within its neighborhood. Rather than making sure to protect the neighborhoods with something that fits, the city is showing that it is afraid to enforce its codes and policies. We even have zoning that states that if later ordinances or policies are voted in then the most restrictive applies. Instead the city keeps kicking the can down the road and the citizens have to keep fighting to stop incompatible development. I think this is the wrong time to be

reassuring the citizens that the city will make sure development is done only in areas where it was planned and where it fits. It is my belief that the cities lack of a backbone regarding a costco sized building in a single family neighborhood has hurt the citizen trust in our staff and in our electeds immeasurably. Even the EIS is extremely flawed and you'll soon see that a chart showing 38 residential densities has 15 errors. I believe this work was given to the consultants by staff. It claims a density of one building at 177/acre whereas properly calculated the density is only 40/acre and it was built over water in 1968 which would no longer be allowed. I provide this example because the incorrect number of 177 is being used to state that a building at 118/acre is within the "range" of what is built in the area. So this is the sloppiness with which our citizens feel our properties are being subjected. 118 may be within the range of 10-177 as stated incorrectly. All the correct calculations show a range of 2-40 with only 3 old buildings being greater than 24. Hopefully you can see why the citizens do not currently have the faith or trust in our city planners (who we believe provided the incorrect calculations) or our electeds who need to insist on accurate and careful examination.

Best,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 12:17 am
Subject: RE: City council Decisions @ Mtg Last Night

Thanks, Karen.

Just to be clear, this conversation should be conducted through the formal open public process, on the record, through the Planning Commission. I hope you'll submit all of your thoughts to them as comments. I shouldn't be considered the "broker" for this conversation; I'm just sharing my thoughts with you, and it is the Commission that is the "broker", although I think it would be great for you to have the opportunity to meet with Mr. Pantley directly and tour his development in Redmond if you haven't already done so.

My understanding is that no change in zoning has been requested for the current SRO proposal. CBD zoning already permits mixed-use multi-family housing; no zoning change is needed to accommodate the unit size (there's no minimum unit size or maximum density) with compact kitchenettes in the units and access to shared larger kitchens. The only issue that really needs to be decided, as I understand it, is how many parking spaces are required per unit and what conditions will be

attached to the proposed reduction. We do need to have the discussion about whether the reduction proposal is realistic, and that's where the discussion of how much parking demand there really is in SROs comes in, but ultimately the question to be decided is limited to the amount of parking required and not the broader question of whether residential suites should be permitted in the CBD and TL zones -- they already are.

It would be great if you could send along links to whatever information you've found about negative experiences with SROs elsewhere. I hope you're not comparing what is proposed in Kirkland with dumpy, old, dilapidated buildings in Chinatown in San Francisco, or SROs in New York City that have become ghettos for people with AIDS, or SROs in Chicago where most of the residents are mentally ill or disabled, or other buildings located in run-down and crime-ridden sections of central cities. These places are not Kirkland, not in a high-tech suburb of any kind. Most of these places have rent control that discourages owners from properly maintaining their buildings, amongst many other problems. And we're not talking about building bedroom-only units, with people sharing bathrooms and no cooking permitted; the SRO units proposed here would each have a private bathroom, a refrigerator, and a microwave. Just searching for "SRO" on the web and assuming that everything bad one reads about SROs elsewhere would necessarily apply here is, in my opinion, a mistake.

My understanding is that the SRO parking policy -- including eviction for possessing a vehicle and not renting a space for it in the SRO parking lot or some other parking facility -- would be in the lease agreement for each unit. I am not aware of any law that would make such a lease term illegal, especially it if is required by a city code. I just reviewed RCW 59.18 and found no prohibition of such terms. On the contrary, RCW 59.18.140 seems to specifically allow for them and require compliance so long as proper notice is given:

59.18.140
Reasonable obligations or restrictions — Tenant's duty to conform.
The tenant shall conform to all reasonable obligations or restrictions, whether denominated by the landlord as rules, rental agreement, rent, or otherwise, concerning the use, occupation, and maintenance of his or her dwelling unit, appurtenances thereto, and the property of which the dwelling unit is a part if such obligations and restrictions are not in violation of any of the terms of this chapter and are not otherwise contrary to law, and if such obligations and restrictions are brought to the attention of the tenant at the time of his or her initial occupancy of the dwelling unit and thus become part of the rental agreement. Except for termination of tenancy, after thirty days written notice to each affected tenant, a new rule of tenancy including a change in the amount of rent may become effective upon completion of the term of the rental agreement or sooner upon mutual consent.

RCW 59.18.230 lists specific things that are not permitted to be in a rental agreement. As far as I can tell, nothing listed in that section would prohibit a lease term requiring tenant vehicles to be parked in a rented space on the premises or some other legal off-street parking (such as at a storage lot if the car is infrequently used, as is done by many people with their boats) and providing for eviction for failing to do so.

I do not understand why having a guest stay overnight and park their car on a side street or some other public space where overnight parking is permitted should result in eviction. Guests park on the street when

visiting residents inall of our neighborhoods, including overnight guests for multiple days. Few of us have enough space in our driveways or garages for all of our guests to park on our own property. I don't understand why we should insist that an SRO be able to accommodate all conceivable guest parking needs on site when no other residential property in the city is expected to do that.

Finally, in case you missed it, Tuesday night the city council adopted new parking regulations for the Marina and Lake & Central lots that ban parking by business owners and employees and use the video system on the parking enforcement vehicle to identify frequent repeat parkers in these lots. Parking enforcement will issue an initial warning, determine whether the frequent parkers are owners or employees of downtown businesses, and follow up with citations if owners or employees are found to be parking in these lots (as well as citing overtime parking in time-limited lots and on-street). This is a better system than what had originally been proposed (all day pay parking for everyone).

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland,
Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 6:56 PM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Toby:

Thanks for brokering this discussion between us and with Mr. Pantley.

For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

If the wonderful description of diverse housing ends up as you describe I am more than 100% for it.... That is with the caveat that proper process has been followed with application for change in zoning, etc which would be required of any citizen who wants new zoning that will allow them to build something different than what is currently allowed.

In contrast to the wonderful description, my google research seems to indicate that the SROs don't turn out as you've described. For this reason I will need to understand more before I know what my objections

might be... Also I am open to reading research that will impress me and make me "happy" with the proposal..... Mr Pantley, do you have access to some examples of SROs with many years of track record that show the positive housing as Mr. Nixon describes. I'd love to read it and I heard other planning commissioners state that they need this kind of info. Likely city council members will want it too.

Also, the parking management program is something that is very hard to believe. This is not due to lack of experience with parking. It is because I have extensive experiences with parking being incredibly hard, if not impossible to monitor and enforce even if someone is hired to do this. I seem to recall that this was also a major discussion item for the city regarding lack of enforcement of downtown parking. Wasn't that just within the last few months? Perhaps you all recall the specifics. Was that due to lack of funding for enforcement or just the fact that folks generally outwit any system you put in place. I recall frustrated citizens bringing in pictures or video of business owners that routinely park where they shouldn't downtown. They have learned how to work around the restrictions. Did we fix this parking enforcement issue? If not, does Mr Pantley have the magic that will help Kirkland not only enforce its current problem but also have enough enforcement left over to watch over the residents in his development so that we don't lose more downtown parking for customers and so that local side streets aren't the recipient of his residential cars?

Another piece of information I'll need (and likely others will too)...
Is it really legal to kick someone out of their dwelling if they purchase a car? I'm having a hard time believing that you can legally do that. I imagine that if they store it on city streets (etc) the project owner might have no legal grounds to kick them out. So I need to understand the legal basis upon which this unique parking management system is anchored. I would also benefit from understanding how a resident would be kicked out if they enter a love relationship and that person stays overnight and leaves their car on a local side street. Again, I am open to learning how this would all work legally. I might even learn something that will help with the 6 years of parking nightmares that I've worked on with management companies and attorneys for our condo. There is a book called "The Pursuit of Parking" and it specifically addresses the problems with parking when developers build with too few parking spaces.

I don't bring up these "what ifs" to be obstructive. I bring them up because of personal experiences managing parking (and all common spaces) for our Condominium Association. Parking is the most difficult, and nearly impossible to enforce as the comments about the city's experience with shopowners parking downtown also seemed to highlight.

I welcome information that shows high quality, safe spaces where young people, the elderly and others who choose to live with less have been seen to frequent these SROs. I hope that I the research that I've found is outweighed by what Mr Pantley might share with us.

I also welcome information on parking management strategies and any that have been successful over a number of years, including the legal basis for kicking out those who park on city streets, etc.

Finally, I look forward to hearing that perhaps Kirkland has solved its downtown parking problem and is ready and able to provide the enforcement of Mr Pantley's development as you suggest.

Best to all,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Wed, Aug 8, 2012 11:37 am
Subject: RE: City council Decisions @ Mtg Last Night

Hi, Karen.

As you note, I completely support having a robust public conversation about the Residential Suite (SRO) proposal. I do hope that the discussion can be on the merits of the proposal itself, and not clouded by allusions to Potala Village or accusations that the city council or staff is in the pocket of developers and wants their ideas to be implemented through a short-cut process. Let me share with you my thinking on SROs.

My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail,

restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses. They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of $50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ Sincerely, Karen Levenson ========= (please pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

From: uwkkg@aol.com
To: Eric Shields; Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night
Date: Thursday, August 09, 2012 9:15:49 AM

Eric:
Thank you for the clarification. Very helpful.
The question then becomes is this a minor or moderate change and appropriate for the annual amendment process or whether it is more significant than that. I recall the planning commissioners all seemed to state both their frustration that this came in on the night of the 6/14 hearing as a new addition with Jeremy even having to go through the definition for the first time. Most or all also seemed to state that they didn't feel these changes were minor or moderate. I'll have to listen back to the tape and see if it was the parking change or the new zoning definition for residential. They may not have separated them out in their comments. I'll likely not get to checking until this weekend but if someone else has the time the comments begin on the 6/14 tape at 2:27.

From a public perspective, I know there were comments submitted stating that these were not considered minor or moderate by residents. I also know that residents are currently very very angry with how many changes have been made through this annual process that doesn't notify them. I believe that citizens en mass are going to be very reluctant to see things go through a legislative approval rather than the private amendment application process. I'm sure that if other things get corrected to some relative level of community satisfaction then the hundreds of involved citizens will go back to their usual hibernation but that is not at all where we are now. The list of unhappy folks has now grown to about 800 if Chuck, our numbers person has the count correct. At the public hearing there were new people that we've never heard of who came to speak.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>; Toby Nixon <TNixon@kirklandwa.gov>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 8:41 am
Subject: RE: City council Decisions @ Mtg Last Night

All,

I'd like to clarify. Although multifamily residential is allowed in the Central Business District and Totem Lake, the Zoning Code limits the number of unrelated people in a single dwelling unit to five. A dwelling unit is defined as having complete facilities for sleeping, bathing and cooking. Residential Suites often involve more than five rooms sharing a kitchen (although many have partial kitchen facilities in each room). Consequently, we are proposing to add a new "Residential Suites" use to certain zones. However, they are really a variation on multi-family uses. Each of the zones in which Residential Suites are proposed also allow hotels and Residential Suites are kind of a cross between traditional multifamily and hotels.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 6:52 AM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Again:
Yes I will submit my comments through the public process and am sending them to all of you on your Kirklandwa.gov website so that they are public record.

Yes, I did miss the part of the meeting with the approval of new parking enforcement. For some reason I couldn't get the first part to come up on my wireless ipad. When I got to a fixed location I was able to pull up the meeting by wifi. I hope the new attempt at parking enforcement works. I know that shopowners will really appreciate it.

There is part of the discussion of the SRO that you may have missed. It is from the June 14th planning commission meeting. I realize that SRO suggestion arrived so suddenly that none of us has had much time to get up to speed. If you'll check the KPC tape for the June 14th meeting you'll see that both Eric Shields and Jeremy McMahan comment on the fact that at first blush they thought there was just an issue with parking which would need a zoning change. They then comment that when they looked at this farther they realized that we don't have any zoning that would allow this type of residential use. The two of them go through the explanation of why the SRO doesn't fit with anything that we have currently and will need new zoning to allow it.

So the issues are two:
1) Parking
2) New type of residential use zone

These were placed as either a minor or moderate change and as soon as the public heard about them they quickly responded that they did not consider them to be the "uncontroversial" items that get passed without going through the proper process. If you listen farther to the tape of 6/14/12 (starting at 2:27) you'll hear that all of the planning commissioners comment on the inappropriate suddenness of the SRO being added to the zoning changes at the last minute. You will also hear that most, if not all of them felt that these were not "minor

uncontroversial changes."

As to my activities, my biggest issue is process. I've always felt that rules are to be followed for a really good reason and keep things fair for everyone. There are many others in Kirkland who have become hyper-sensitive about making sure rules are followed. Mostly that is because things were done without proper notice and with legislative changes that did things as egregious as changing residential property into commercial property without notice as a "minor and uncontroversial change." A Shoreline designation was similarly changed and when the neighbors asked to see the NOTICE they received something that talked about changes to bulkheads, piers, docks and salmonoids but no mention of UR-1 residential properties changing to Urban Mixed. We have hundreds of really ticked off citizens who have decided they must watch everything and that legislative change process has been abused.

You mentioned "assuming the SRO fits with the neighborhood." This is another area where we have 800 signatures where folks are calling foul that the city can.... and has within its power.... to make sure that a project fits within its neighborhood. Rather than making sure to protect the neighborhoods with something that fits, the city is showing that it is afraid to enforce its codes and policies. We even have zoning that states that if later ordinances or policies are voted in then the most restrictive applies. Instead the city keeps kicking the can down the road and the citizens have to keep fighting to stop incompatible development. I think this is the wrong time to be reassuring the citizens that the city will make sure development is done only in areas where it was planned and where it fits. It is my belief that the cities lack of a backbone regarding a costco sized building in a single family neighborhood has hurt the citizen trust in our staff and in our electeds immeasurably. Even the EIS is extremely flawed and you'll soon see that a chart showing 38 residential densities has 15 errors. I believe this work was given to the consultants by staff. It claims a density of one building at 177/acre whereas properly calculated the density is only 40/acre and it was built over water in 1968 which would no longer be allowed. I provide this example because the incorrect number of 177 is being used to state that a building at 118/acre is within the "range" of what is built in the area. So this is the sloppiness with which our citizens feel our properties are being subjected. 118 may be within the range of 10-177 as stated incorrectly. All the correct calculations show a range of 2-40 with only 3 old buildings being greater than 24. Hopefully you can see why the citizens do not currently have the faith or trust in our city planners (who we believe provided the incorrect calculations) or our electeds who need to insist on accurate and careful examination.

Best,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal

<JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 12:17 am
Subject: RE: City council Decisions @ Mtg Last Night

Thanks, Karen.

Just to be clear, this conversation should be conducted through the formal open public process, on the record, through the Planning Commission. I hope you'll submit all of your thoughts to them as comments. I shouldn't be considered the "broker" for this conversation; I'm just sharing my thoughts with you, and it is the Commission that is the "broker", although I think it would be great for you to have the opportunity to meet with Mr. Pantley directly and tour his development in Redmond if you haven't already done so.

My understanding is that no change in zoning has been requested for the current SRO proposal. CBD zoning already permits mixed-use multi-family housing; no zoning change is needed to accommodate the unit size (there's no minimum unit size or maximum density) with compact kitchenettes in the units and access to shared larger kitchens. The only issue that really needs to be decided, as I understand it, is how many parking spaces are required per unit and what conditions will be attached to the proposed reduction. We do need to have the discussion about whether the reduction proposal is realistic, and that's where the discussion of how much parking demand there really is in SROs comes in, but ultimately the question to be decided is limited to the amount of parking required and not the broader question of whether residential suites should be permitted in the CBD and TL zones -- they already are.

It would be great if you could send along links to whatever information you've found about negative experiences with SROs elsewhere. I hope you're not comparing what is proposed in Kirkland with dumpy, old, dilapidated buildings in Chinatown in San Francisco, or SROs in New York City that have become ghettos for people with AIDS, or SROs in Chicago where most of the residents are mentally ill or disabled, or other buildings located in run-down and crime-ridden sections of central cities. These places are not Kirkland, not in a high-tech suburb of any kind. Most of these places have rent control that discourages owners from properly maintaining their buildings, amongst many other problems. And we're not talking about building bedroom-only units, with people sharing bathrooms and no cooking permitted; the SRO units proposed here would each have a private bathroom, a refrigerator, and a microwave. Just searching for "SRO" on the web and assuming that everything bad one reads about SROs elsewhere would necessarily apply here is, in my opinion, a mistake.

My understanding is that the SRO parking policy -- including eviction for possessing a vehicle and not renting a space for it in the SRO parking lot or some other parking facility -- would be in the lease agreement for each unit. I am not aware of any law that would make such a lease term illegal, especially it if is required by a city code. I just reviewed RCW 59.18 and found no prohibition of such terms. On the contrary, RCW 59.18.140 seems to specifically allow for them and require compliance so long as proper notice is given:

59.18.140

Reasonable obligations or restrictions — Tenant's duty to conform.
The tenant shall conform to all reasonable obligations or restrictions, whether denominated by the landlord as rules, rental agreement, rent, or otherwise, concerning the use, occupation, and maintenance of his or her dwelling unit, appurtenances thereto, and the property of which the dwelling unit is a part if such obligations and restrictions are not in violation of any of the terms of this chapter and are not otherwise contrary to law, and if such obligations and restrictions are brought to the attention of the tenant at the time of his or her initial occupancy of the dwelling unit and thus become part of the rental agreement. Except for termination of tenancy, after thirty days written notice to each affected tenant, a new rule of tenancy including a change in the amount of rent may become effective upon completion of the term of the rental agreement or sooner upon mutual consent.

RCW 59.18.230 lists specific things that are not permitted to be in a rental agreement. As far as I can tell, nothing listed in that section would prohibit a lease term requiring tenant vehicles to be parked in a rented space on the premises or some other legal off-street parking (such as at a storage lot if the car is infrequently used, as is done by many people with their boats) and providing for eviction for failing to do so.

I do not understand why having a guest stay overnight and park their car on a side street or some other public space where overnight parking is permitted should result in eviction. Guests park on the street when visiting residents inall of our neighborhoods, including overnight guests for multiple days. Few of us have enough space in our driveways or garages for all of our guests to park on our own property. I don't understand why we should insist that an SRO be able to accommodate all conceivable guest parking needs on site when no other residential property in the city is expected to do that.

Finally, in case you missed it, Tuesday night the city council adopted new parking regulations for the Marina and Lake & Central lots that ban parking by business owners and employees and use the video system on the parking enforcement vehicle to identify frequent repeat parkers in these lots. Parking enforcement will issue an initial warning, determine whether the frequent parkers are owners or employees of downtown businesses, and follow up with citations if owners or employees are found to be parking in these lots (as well as citing overtime parking in time-limited lots and on-street). This is a better system than what had originally been proposed (all day pay parking for everyone).

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland,
Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 6:56 PM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama;

neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Toby:

Thanks for brokering this discussion between us and with Mr. Pantley.

For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

If the wonderful description of diverse housing ends up as you describe I am more than 100% for it.... That is with the caveat that proper process has been followed with application for change in zoning, etc which would be required of any citizen who wants new zoning that will allow them to build something different than what is currently allowed.

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Best to all,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Wed, Aug 8, 2012 11:37 am
Subject: RE: City council Decisions @ Mtg Last Night

Hi, Karen.

As you note, I completely support having a robust public conversation about the Residential Suite (SRO) proposal. I do hope that the

discussion can be on the merits of the proposal itself, and not clouded by allusions to Potala Village or accusations that the city council or staff is in the pocket of developers and wants their ideas to be implemented through a short-cut process. Let me share with you my thinking on SROs.

My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

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I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than

bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses. They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of $50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland,
Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ Sincerely, Karen Levenson ========= (please pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

From: uwkkg@aol.com
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night
Date: Thursday, August 09, 2012 6:54:41 AM

Hi Again:
Yes I will submit my comments through the public process and am sending them to all of you on your Kirklandwa.gov website so that they are public record.

Yes, I did miss the part of the meeting with the approval of new parking enforcement. For some reason I couldn't get the first part to come up on my wireless ipad. When I got to a fixed location I was able to pull up the meeting by wifi. I hope the new attempt at parking enforcement works. I know that shopowners will really appreciate it.

There is part of the discussion of the SRO that you may have missed. It is from the June 14th planning commission meeting. I realize that SRO suggestion arrived so suddenly that none of us has had much time to get up to speed. If you'll check the KPC tape for the June 14th meeting you'll see that both Eric Shields and Jeremy McMahan comment on the fact that at first blush they thought there was just an issue with parking which would need a zoning change. They then comment that when they looked at this farther they realized that we don't have any zoning that would allow this type of residential use. The two of them go through the explanation of why the SRO doesn't fit with anything that we have currently and will need new zoning to allow it.

So the issues are two:
1) Parking
2) New type of residential use zone

These were placed as either a minor or moderate change and as soon as the public heard about them they quickly responded that they did not consider them to be the "uncontroversial" items that get passed without going through the proper process. If you listen farther to the tape of 6/14/12 (starting at 2:27) you'll hear that all of the planning commissioners comment on the inappropriate suddenness of the SRO being added to the zoning changes at the last minute. You will also hear that most, if not all of them felt that these were not "minor uncontroversial changes."

As to my activities, my biggest issue is process. I've always felt that rules are to be followed for a really good reason and keep things fair for everyone. There are many others in Kirkland who have become hyper-sensitive about making sure rules are followed. Mostly that is because things were done without proper notice and with legislative changes that did things as egregious as changing residential property into commercial property without notice as a "minor and uncontroversial change." A Shoreline designation was similarly changed and when the neighbors asked to see the NOTICE they received something that talked about changes to bulkheads, piers, docks and salmonoids but no mention of UR-1 residential properties changing to Urban Mixed. We have hundreds of really ticked off citizens who have decided they must watch everything and that legislative change process has been abused.

You mentioned "assuming the SRO fits with the neighborhood." This is another area where we have 800 signatures where folks are calling foul that the city can.... and has within its power.... to make sure that a project fits within its neighborhood. Rather than making sure to protect the neighborhoods with something that fits, the city is showing that it is afraid to enforce its codes and policies. We even have zoning that states that if later ordinances or policies are voted in then the most restrictive applies. Instead the city keeps kicking the can down the road and the citizens have to keep fighting to stop incompatible development. I think this is the wrong time to be reassuring the citizens that the city will make sure development is done only in areas where it was planned and where it fits. It is my belief that the cities lack of a backbone regarding a costco sized building in a single family neighborhood has hurt the citizen trust in our staff and in our electeds immeasurably. Even the EIS is extremely flawed and you'll soon see that a chart showing 38 residential densities has 15 errors. I believe this work was given to the consultants by staff. It claims a density of one building at 177/acre whereas properly calculated the density is only 40/acre and it was built over water in 1968 which would no longer be allowed. I provide this example because the incorrect number of 177 is being used to state that a building at 118/acre is within the "range" of what is built in the area. So this is the sloppiness with which our citizens feel our properties are being subjected. 118 may be within the range of 10-177 as stated incorrectly. All the correct calculations show a range of 2-40 with only 3 old buildings being greater than 24. Hopefully you can see why the citizens do not currently have the faith or trust in our city planners (who we believe provided the incorrect calculations) or our electeds who need to insist on accurate and careful examination.

Best,
Karen Levenson

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Sent: Thu, Aug 9, 2012 12:17 am
Subject: RE: City council Decisions @ Mtg Last Night

Thanks, Karen.

Just to be clear, this conversation should be conducted through the formal open public process, on the record, through the Planning Commission. I hope you'll submit all of your thoughts to them as comments. I shouldn't be considered the "broker" for this conversation; I'm just sharing my thoughts with you, and it is the Commission that is the "broker", although I think it would be great for you to have the

opportunity to meet with Mr. Pantley directly and tour his development in Redmond if you haven't already done so.

My understanding is that no change in zoning has been requested for the current SRO proposal. CBD zoning already permits mixed-use multi-family housing; no zoning change is needed to accommodate the unit size (there's no minimum unit size or maximum density) with compact kitchenettes in the units and access to shared larger kitchens. The only issue that really needs to be decided, as I understand it, is how many parking spaces are required per unit and what conditions will be attached to the proposed reduction. We do need to have the discussion about whether the reduction proposal is realistic, and that's where the discussion of how much parking demand there really is in SROs comes in, but ultimately the question to be decided is limited to the amount of parking required and not the broader question of whether residential suites should be permitted in the CBD and TL zones -- they already are.

It would be great if you could send along links to whatever information you've found about negative experiences with SROs elsewhere. I hope you're not comparing what is proposed in Kirkland with dumpy, old, dilapidated buildings in Chinatown in San Francisco, or SROs in New York City that have become ghettos for people with AIDS, or SROs in Chicago where most of the residents are mentally ill or disabled, or other buildings located in run-down and crime-ridden sections of central cities. These places are not Kirkland, not in a high-tech suburb of any kind. Most of these places have rent control that discourages owners from properly maintaining their buildings, amongst many other problems. And we're not talking about building bedroom-only units, with people sharing bathrooms and no cooking permitted; the SRO units proposed here would each have a private bathroom, a refrigerator, and a microwave. Just searching for "SRO" on the web and assuming that everything bad one reads about SROs elsewhere would necessarily apply here is, in my opinion, a mistake.

My understanding is that the SRO parking policy -- including eviction for possessing a vehicle and not renting a space for it in the SRO parking lot or some other parking facility -- would be in the lease agreement for each unit. I am not aware of any law that would make such a lease term illegal, especially it if is required by a city code. I just reviewed RCW 59.18 and found no prohibition of such terms. On the contrary, RCW 59.18.140 seems to specifically allow for them and require compliance so long as proper notice is given:

59.18.140
Reasonable obligations or restrictions — Tenant's duty to conform.
The tenant shall conform to all reasonable obligations or restrictions, whether denominated by the landlord as rules, rental agreement, rent, or otherwise, concerning the use, occupation, and maintenance of his or her dwelling unit, appurtenances thereto, and the property of which the dwelling unit is a part if such obligations and restrictions are not in violation of any of the terms of this chapter and are not otherwise contrary to law, and if such obligations and restrictions are brought to the attention of the tenant at the time of his or her initial occupancy of the dwelling unit and thus become part of the rental agreement. Except for termination of tenancy, after thirty days written notice to each affected tenant, a new rule of tenancy including a change in the amount of rent may become effective upon completion of the term of the rental agreement or sooner upon mutual consent.

RCW 59.18.230 lists specific things that are not permitted to be in a

rental agreement. As far as I can tell, nothing listed in that section would prohibit a lease term requiring tenant vehicles to be parked in a rented space on the premises or some other legal off-street parking (such as at a storage lot if the car is infrequently used, as is done by many people with their boats) and providing for eviction for failing to do so.

I do not understand why having a guest stay overnight and park their car on a side street or some other public space where overnight parking is permitted should result in eviction. Guests park on the street when visiting residents inall of our neighborhoods, including overnight guests for multiple days. Few of us have enough space in our driveways or garages for all of our guests to park on our own property. I don't understand why we should insist that an SRO be able to accommodate all conceivable guest parking needs on site when no other residential property in the city is expected to do that.

Finally, in case you missed it, Tuesday night the city council adopted new parking regulations for the Marina and Lake & Central lots that ban parking by business owners and employees and use the video system on the parking enforcement vehicle to identify frequent repeat parkers in these lots. Parking enforcement will issue an initial warning, determine whether the frequent parkers are owners or employees of downtown businesses, and follow up with citations if owners or employees are found to be parking in these lots (as well as citing overtime parking in time-limited lots and on-street). This is a better system than what had originally been proposed (all day pay parking for everyone).

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 6:56 PM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Toby:

Thanks for brokering this discussion between us and with Mr. Pantley.

For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

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It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail, restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses. They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of $50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to

occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland,
Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ
Sincerely,
Karen Levenson
========= (please pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

From: uwkkg@aol.com
To: uwkkg@aol.com; Eric Shields
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Toby Nixon; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: Recollection of SRO @ Work Plan meeting
Date: Thursday, August 09, 2012 7:30:21 PM

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lso a number of comments were made by council members about doing one as a test... Or how to put some sort of boundaries on the first one until we have experience.

Karen Levenson

-----Original Message-----
From: uwkkg <uwkkg@aol.com>
To: EShields <EShields@kirklandwa.gov>
Cc: JMcBride <JMcBride@kirklandwa.gov>; DMarchione <DMarchione@kirklandwa.gov>; PSweet <PSweet@kirklandwa.gov>; AWalen <AWalen@kirklandwa.gov>; TNixon <TNixon@kirklandwa.gov>; BSternoff <BSternoff@kirklandwa.gov>; DAsher <DAsher@kirklandwa.gov>; KTriplett <KTriplett@kirklandwa.gov>; MBeard <MBeard@kirklandwa.gov>; RJenkinson <RJenkinson@kirklandwa.gov>; JMcMahan <JMcMahan@kirklandwa.gov>; MMiller <MMiller@kirklandwa.gov>; JPascal <JPascal@kirklandwa.gov>; JArnold <JArnold@kirklandwa.gov>; AHeld <AHeld@kirklandwa.gov>; CAllshouse <CAllshouse@kirklandwa.gov>; GPeterson <GPeterson@kirklandwa.gov>; BKatsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>; uwkkg <uwkkg@aol.com>
Sent: Thu, Aug 9, 2012 7:21 pm
Subject: RE: Recollection of SRO @ Work Plan meeting

Yep. good recollection, Eric. I reviewed the meeting and see where I believe the misunderstanding lie. kee
In mind that this meeting was a bit unusual as it was supposed to be the meeting where the planning commission updated you on the BN zones and I flew into town because of that being scheduled. then due to legal twist or run that got changed. there were probably 15-20 red shirts at you study session.

Here's ...I think.. Where the difference of opinion has its roots. it appears that a letter had been received from Mr Pantleynregarding what he would like to do and at this early stage it appeared that there was only a parking issue. as you listen to the tapes you hear council members saying things like "I hope we can take a look at the Redmond experience, I am intrigued by this idea," and some suggesting that perhaps if folks want to propose projects with less parking they will provide public parking for downtown in exchange.m To the audience all of this was about there just being a parking difference with code and not a residential use difference. More importantly the comments left the "red shorts believing this was being forwarded along with time for study sessions etc.

At the end of that meeting the tape reflects things becoming rushed. Andy Held was trying to deliver some thoughts, Joan McBride was trying to assist the CPU cil in adjournment to study session and Eric stated that perhaps he could get this into the current zoning code amendments.
He quickly commented on head nods and the red shirts anticipated this

meant getting to the code amendment process in time for some study of the matter as that is what they though council members were asking for.

Fast forward a few weeks and the SRo articles at Planning commission with Eric and Jeremy stating that as they reviewed this farther it will take a zoning change as to the residential use. this additional concept has not yet been before the city council. there is a presentation but as some planning commissioners mentioned at the recent meeting...they still have not had a single opportunity to ask questions of the experts.

Bottom line is that the letter came in and folks tried to act on it quickly. In the haste ere was more that was not covered by code than expected. some may. Jew Eric's commitment to put this into the current code amendment process as a belief that there was still time to study this. reports from the planning commission seem to indicate that they feel it arrived so late that there was no to e to study or ask questions. the red shirts wonder why code amendments that are supposed to,follow a process get accepted in this manner and rushed through where it is confusing to all of us.

Karen Levenson
-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 10:00 am
Subject: RE: Recollection of SRO @ Work Plan meeting

Karen,

My recollection is that this happened at a meeting in which the Council was reviewing the Planning Work Program in April.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 9:47 AM
To: Eric Shields
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Toby Nixon; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: Re: Recollection of SRO @ Work Plan meeting

There are also different impressions of the work plan meeting wherein

SRO was listed as one of the optional items that the .5 FTE person could be assigned to study and prepare for review during the time between now and the next CP update. I was in town and I seem to recall hearing council members saying they were intrigued by the idea. Some I think said they wanted to study it, etc. I'll have to review the tape to be sure but I was shocked when I heard staff tell the planning commission that the city council had directed that the SRO be added to the current zoning code amendments. This would seem highly irregular, I think, for our electeds to ask that something be added to a packet of amendments that has already had its study sessions and is at the public hearing stage.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 9:41 am
Subject: RE: City council Decisions @ Mtg Last Night

Karen,

There are apparently different perspectives on the significance of this amendment. But the review process is as follows: The Council directed that the amendment be added to the 2012 group of code amendments, most of which were adopted last Tuesday. The Planning Commission held a hearing and reviewed the SRO amendment and expressed unanimous support, but was concerned that the public did not have enough time to be informed and comment, so they recommended that the Council hold off on adoption pending a couple of months for additional process. The Council agreed and held back consideration of the SRO amendments until October. I will be discussing the additional review process with the Commission this evening. To meet the schedule, the additional public hearing will have to occur at one of the Commission's September meetings. I'll know more after this evening. I'll let you know tomorrow.

Regards,
Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 9:15 AM
To: Eric Shields; Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama;

neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Eric:
Thank you for the clarification. Very helpful.
The question then becomes is this a minor or moderate change and appropriate for the annual amendment process or whether it is more significant than that. I recall the planning commissioners all seemed to state both their frustration that this came in on the night of the 6/14 hearing as a new addition with Jeremy even having to go through the definition for the first time. Most or all also seemed to state that they didn't feel these changes were minor or moderate. I'll have to listen back to the tape and see if it was the parking change or the new zoning definition for residential. They may not have separated them out in their comments. I'll likely not get to checking until this weekend but if someone else has the time the comments begin on the 6/14 tape at 2:27.

From a public perspective, I know there were comments submitted stating that these were not considered minor or moderate by residents. I also know that residents are currently very very angry with how many changes have been made through this annual process that doesn't notify them. I believe that citizens en mass are going to be very reluctant to see things go through a legislative approval rather than the private amendment application process. I'm sure that if other things get corrected to some relative level of community satisfaction then the hundreds of involved citizens will go back to their usual hibernation but that is not at all where we are now. The list of unhappy folks has now grown to about 800 if Chuck, our numbers person has the count correct. At the public hearing there were new people that we've never heard of who came to speak.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>; Toby Nixon <TNixon@kirklandwa.gov>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 8:41 am
Subject: RE: City council Decisions @ Mtg Last Night

All,

I'd like to clarify. Although multifamily residential is allowed in the Central Business District and Totem Lake, the Zoning Code limits the number of unrelated people in a single dwelling unit to five. A dwelling unit is defined as having complete facilities for sleeping, bathing and cooking. Residential Suites often involve more than five rooms sharing a kitchen (although many have partial kitchen facilities

in each room). Consequently, we are proposing to add a new "Residential Suites" use to certain zones. However, they are really a variation on multi-family uses. Each of the zones in which Residential Suites are proposed also allow hotels and Residential Suites are kind of a cross between traditional multifamily and hotels.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 6:52 AM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Again:
Yes I will submit my comments through the public process and am sending them to all of you on your Kirklandwa.gov website so that they are public record.

Yes, I did miss the part of the meeting with the approval of new parking enforcement. For some reason I couldn't get the first part to come up on my wireless ipad. When I got to a fixed location I was able to pull up the meeting by wifi. I hope the new attempt at parking enforcement works. I know that shopowners will really appreciate it.

There is part of the discussion of the SRO that you may have missed. It is from the June 14th planning commission meeting. I realize that SRO suggestion arrived so suddenly that none of us has had much time to get up to speed. If you'll check the KPC tape for the June 14th meeting you'll see that both Eric Shields and Jeremy McMahan comment on the fact that at first blush they thought there was just an issue with parking which would need a zoning change. They then comment that when they looked at this farther they realized that we don't have any zoning that would allow this type of residential use. The two of them go through the explanation of why the SRO doesn't fit with anything that we have currently and will need new zoning to allow it.

So the issues are two:
1) Parking
2) New type of residential use zone

These were placed as either a minor or moderate change and as soon as the public heard about them they quickly responded that they did not consider them to be the "uncontroversial" items that get passed without going through the proper process. If you listen farther to the tape of 6/14/12 (starting at 2:27) you'll hear that all of the planning commissioners comment on the inappropriate suddenness of the SRO being added to the zoning changes at the last minute. You will also hear that most, if not all of them felt that these were not "minor uncontroversial changes."

As to my activities, my biggest issue is process. I've always felt that rules are to be followed for a really good reason and keep things fair for everyone. There are many others in Kirkland who have become hyper-sensitive about making sure rules are followed. Mostly that is

because things were done without proper notice and with legislative changes that did things as egregious as changing residential property into commercial property without notice as a "minor and uncontroversial change." A Shoreline designation was similarly changed and when the neighbors asked to see the NOTICE they received something that talked about changes to bulkheads, piers, docks and salmonoids but no mention of UR-1 residential properties changing to Urban Mixed. We have hundreds of really ticked off citizens who have decided they must watch everything and that legislative change process has been abused.

You mentioned "assuming the SRO fits with the neighborhood." This is another area where we have 800 signatures where folks are calling foul that the city can.... and has within its power.... to make sure that a project fits within its neighborhood. Rather than making sure to protect the neighborhoods with something that fits, the city is showing that it is afraid to enforce its codes and policies. We even have zoning that states that if later ordinances or policies are voted in then the most restrictive applies. Instead the city keeps kicking the can down the road and the citizens have to keep fighting to stop incompatible development. I think this is the wrong time to be reassuring the citizens that the city will make sure development is done only in areas where it was planned and where it fits. It is my belief that the cities lack of a backbone regarding a costco sized building in a single family neighborhood has hurt the citizen trust in our staff and in our electeds immeasurably. Even the EIS is extremely flawed and you'll soon see that a chart showing 38 residential densities has 15 errors. I believe this work was given to the consultants by staff. It claims a density of one building at 177/acre whereas properly calculated the density is only 40/acre and it was built over water in 1968 which would no longer be allowed. I provide this example because the incorrect number of 177 is being used to state that a building at 118/acre is within the "range" of what is built in the area. So this is the sloppiness with which our citizens feel our properties are being subjected. 118 may be within the range of 10-177 as stated incorrectly. All the correct calculations show a range of 2-40 with only 3 old buildings being greater than 24. Hopefully you can see why the citizens do not currently have the faith or trust in our city planners (who we believe provided the incorrect calculations) or our electeds who need to insist on accurate and careful examination.

Best,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 12:17 am

Subject: RE: City council Decisions @ Mtg Last Night

Thanks, Karen.

Just to be clear, this conversation should be conducted through the formal open public process, on the record, through the Planning Commission. I hope you'll submit all of your thoughts to them as comments. I shouldn't be considered the "broker" for this conversation; I'm just sharing my thoughts with you, and it is the Commission that is the "broker", although I think it would be great for you to have the opportunity to meet with Mr. Pantley directly and tour his development in Redmond if you haven't already done so.

My understanding is that no change in zoning has been requested for the current SRO proposal. CBD zoning already permits mixed-use multi-family housing; no zoning change is needed to accommodate the unit size (there's no minimum unit size or maximum density) with compact kitchenettes in the units and access to shared larger kitchens. The only issue that really needs to be decided, as I understand it, is how many parking spaces are required per unit and what conditions will be attached to the proposed reduction. We do need to have the discussion about whether the reduction proposal is realistic, and that's where the discussion of how much parking demand there really is in SROs comes in, but ultimately the question to be decided is limited to the amount of parking required and not the broader question of whether residential suites should be permitted in the CBD and TL zones -- they already are.

It would be great if you could send along links to whatever information you've found about negative experiences with SROs elsewhere. I hope you're not comparing what is proposed in Kirkland with dumpy, old, dilapidated buildings in Chinatown in San Francisco, or SROs in New York City that have become ghettos for people with AIDS, or SROs in Chicago where most of the residents are mentally ill or disabled, or other buildings located in run-down and crime-ridden sections of central cities. These places are not Kirkland, not in a high-tech suburb of any kind. Most of these places have rent control that discourages owners from properly maintaining their buildings, amongst many other problems. And we're not talking about building bedroom-only units, with people sharing bathrooms and no cooking permitted; the SRO units proposed here would each have a private bathroom, a refrigerator, and a microwave. Just searching for "SRO" on the web and assuming that everything bad one reads about SROs elsewhere would necessarily apply here is, in my opinion, a mistake.

My understanding is that the SRO parking policy -- including eviction for possessing a vehicle and not renting a space for it in the SRO parking lot or some other parking facility -- would be in the lease agreement for each unit. I am not aware of any law that would make such a lease term illegal, especially it if is required by a city code. I just reviewed RCW 59.18 and found no prohibition of such terms. On the contrary, RCW 59.18.140 seems to specifically allow for them and require compliance so long as proper notice is given:

59.18.140
Reasonable obligations or restrictions — Tenant's duty to conform.
The tenant shall conform to all reasonable obligations or restrictions, whether denominated by the landlord as rules, rental agreement, rent, or otherwise, concerning the use, occupation, and maintenance of his or her dwelling unit, appurtenances thereto, and the property of which the dwelling unit is a part if such obligations and restrictions are not in

violation of any of the terms of this chapter and are not otherwise contrary to law, and if such obligations and restrictions are brought to the attention of the tenant at the time of his or her initial occupancy of the dwelling unit and thus become part of the rental agreement. Except for termination of tenancy, after thirty days written notice to each affected tenant, a new rule of tenancy including a change in the amount of rent may become effective upon completion of the term of the rental agreement or sooner upon mutual consent.

RCW 59.18.230 lists specific things that are not permitted to be in a rental agreement. As far as I can tell, nothing listed in that section would prohibit a lease term requiring tenant vehicles to be parked in a rented space on the premises or some other legal off-street parking (such as at a storage lot if the car is infrequently used, as is done by many people with their boats) and providing for eviction for failing to do so.

I do not understand why having a guest stay overnight and park their car on a side street or some other public space where overnight parking is permitted should result in eviction. Guests park on the street when visiting residents inall of our neighborhoods, including overnight guests for multiple days. Few of us have enough space in our driveways or garages for all of our guests to park on our own property. I don't understand why we should insist that an SRO be able to accommodate all conceivable guest parking needs on site when no other residential property in the city is expected to do that.

Finally, in case you missed it, Tuesday night the city council adopted new parking regulations for the Marina and Lake & Central lots that ban parking by business owners and employees and use the video system on the parking enforcement vehicle to identify frequent repeat parkers in these lots. Parking enforcement will issue an initial warning, determine whether the frequent parkers are owners or employees of downtown businesses, and follow up with citations if owners or employees are found to be parking in these lots (as well as citing overtime parking in time-limited lots and on-street). This is a better system than what had originally been proposed (all day pay parking for everyone).

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 6:56 PM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Toby:

Thanks for brokering this discussion between us and with Mr. Pantley.

For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

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Another piece of information I'll need (and likely others will too)... Is it really legal to kick someone out of their dwelling if they purchase a car? I'm having a hard time believing that you can legally do that. I imagine that if they store it on city streets (etc) the project owner might have no legal grounds to kick them out. So I need to understand the legal basis upon which this unique parking management system is anchored. I would also benefit from understanding how a resident would be kicked out if they enter a love relationship and that person stays overnight and leaves their car on a local side street. Again, I am open to learning how this would all work legally. I might even learn something that will help with the 6 years of parking nightmares that I've worked on with management companies and attorneys for our condo. There is a book called "The Pursuit of Parking" and it specifically addresses the problems with parking when developers build with too few parking spaces.

I don't bring up these "what ifs" to be obstructive. I bring them up because of personal experiences managing parking (and all common spaces) for our Condominium Association. Parking is the most difficult, and nearly impossible to enforce as the comments about the city's experience with shopowners parking downtown also seemed to highlight.

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Finally, I look forward to hearing that perhaps Kirkland has solved its downtown parking problem and is ready and able to provide the enforcement of Mr Pantley's development as you suggest.

Best to all,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirkland wa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirkland wa.gov>; Doreen Marchione <DMarchione@kirkland wa.gov>; Penny Sweet <PSweet@kirkland wa.gov>; Amy Walen <AWalen@kirkland wa.gov>; Bob Sternoff <BSternoff@kirkland wa.gov>; Dave Asher <DAsher@kirkland wa.gov>; Kurt Triplett <KTriplett@kirkland wa.gov>; Robin Jenkinson <RJenkinson@kirkland wa.gov>; Eric Shields <EShields@kirkland wa.gov>; Jeremy McMahan <JMcMahan@kirkland wa.gov>; Mike Miller <MMiller@kirkland wa.gov>; Jon Pascal <JPascal@kirkland wa.gov>; Jay Arnold <JArnold@kirkland wa.gov>; Andrew Held <AHeld@kirkland wa.gov>; C Ray Allshouse <CAllshouse@kirkland wa.gov>; Glenn Peterson <GPeterson@kirkland wa.gov>; Byron Katsuyama <BKatsuyama@kirkland wa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Wed, Aug 8, 2012 11:37 am
Subject: RE: City council Decisions @ Mtg Last Night

Hi, Karen.

As you note, I completely support having a robust public conversation about the Residential Suite (SRO) proposal. I do hope that the discussion can be on the merits of the proposal itself, and not clouded by allusions to Potala Village or accusations that the city council or staff is in the pocket of developers and wants their ideas to be implemented through a short-cut process. Let me share with you my thinking on SROs.

My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail, restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses. They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of

$50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland,
Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ Sincerely, Karen Levenson ========= (please pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business

District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

From: Bea L. Nahon
To: Jeremy McMahan
Subject: SRO proposal - Planning Commission 10/4/12
Date: Wednesday, October 03, 2012 9:37:34 PM

It seems to me that we are being presented with a most unusual opportunity. A new and unique type of housing is proposed for certain zones in our city – a type of housing that may have limited applicability (e.g. adjacent to transit) but which will provide an affordable component for residents of parts of our City that otherwise might never exist.

I have a schedule conflict on 10/4/12, however this message is to indicate my support of this proposal. I encourage the Planning Commission to review the draft codes and determine what, if any, changes need to be made before sending this on to the City Council, and ideally that approval can occur at your 10/4/12 meeting.

We must take note of the fact that this proposed zoning change is coming to us because of a specific proposal and the developer is proposing many positive features that may or may not be required under the proposed code. I encourage the Planning Commission to take each one of the proposed features and include them as part of the zoning requirements, so that they are required not only of this ready-and-willing developer, but also of a future owner or of another developer on some other site in the future. This should include the environmental aspects, the parking management requirements, the required inclusion of retail at the ground level, just to name a few.

As another example, I understand that this development will have various common areas and gathering spaces that will add positive aspects to the development – should there be requirements for common area features or space, patterned after this proposal, so that these positive aspects are repeated in future developments as well?

SROs are a new and potentially controversial concept for Kirkland. I encourage the Planning Commission to consider the aspects that might cause fear or alarm for citizens and deliberate what additional requirements, if any, need to be incorporated into the zoning code so as to either prevent the possible negative aspect and/or mitigate the apprehension. Those aspects include:

1. Traffic
2. Noise
3. Public safety
4. Parking

Some of this can be controlled through a stringent set of requirements for parking management. If we are to allow .5 spaces per unit and somehow assure ourselves that spillover parking is not going to occur, the penalties for on-street parking by residents, co-habitants or extended stays by guests have to be severe, and they must apply to the owner as well as the resident.

As for public safety and noise, the concerns that I would expect to hear about are the risks of having people living in close quarters as well as fears of vagrancy and/or loitering. I'd like to see a minimum lease requirement of 3 months (i.e. so that residents have some stability) possibly with

exceptions for those undergoing medical treatment at a hospital within a specific radius. There may be other suggestions that the Commission could offer to mitigate this concern.

A question for the Commission to consider - Conceivably, someone could rent a space and use it as an office. Would “home office” use be allowed within these units? That would complicate the parking issues with potential clients and deliveries, even as limited by our current rules, and so my gut response is that “home office” would not be allowed for these units. I will be interested in your discussion of this nuance.

Thank you for your consideration of these comments and I wish you a good and productive meeting.

Best regards,

Bea Nahon
129 Third Ave
Kirkland, WA 98033

From: Bea L. Nahon
To: Jeremy McMahan
Subject: RE: SRO proposal - Planning Commission 10/4/12
Date: Thursday, October 04, 2012 10:31:45 AM

Thank you Jeremy! BTW, if there's a way to accomplish a form of live-work units in SRO's, I am supportive of that, as long as we also consider possible parking implications. For example, I think that home-office use by an artist is going to have de minimis impact on parking. Other home-office uses, possibly not so much.

I don't want to dwell on the home-office question, though – in general, I am supportive of this proposal as a creative and beneficial opportunity for affordable housing for citizens who can walk or bus to work, and trust that the PC will spend the majority of its time addressing the overall concepts and proposed amendments.

You are welcome to share this message as well.

Best to all,

Bea

From: Jeremy McMahan [mailto:JMcMahan@kirklandwa.gov]
Sent: Thursday, October 04, 2012 10:25 AM
To: Bea L. Nahon
Subject: RE: SRO proposal - Planning Commission 10/4/12

Thanks Bea, I have forwarded

Jeremy McMahan
Planning Supervisor
City of Kirkland
jmcmahan@kirklandwa.gov
425.587.3229

From: Bea L. Nahon [mailto:Bea.Nahon@nahoncpa.com]
Sent: Wednesday, October 03, 2012 9:34 PM
To: Jeremy McMahan
Subject: SRO proposal - Planning Commission 10/4/12

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From: Toby Nixon
To: uwkkg@aol.com
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night
Date: Thursday, August 09, 2012 12:17:38 AM

Thanks, Karen.

Just to be clear, this conversation should be conducted through the formal open public process, on the record, through the Planning Commission. I hope you'll submit all of your thoughts to them as comments. I shouldn't be considered the "broker" for this conversation; I'm just sharing my thoughts with you, and it is the Commission that is the "broker", although I think it would be great for you to have the opportunity to meet with Mr. Pantley directly and tour his development in Redmond if you haven't already done so.

My understanding is that no change in zoning has been requested for the current SRO proposal. CBD zoning already permits mixed-use multi-family housing; no zoning change is needed to accommodate the unit size (there's no minimum unit size or maximum density) with compact kitchenettes in the units and access to shared larger kitchens. The only issue that really needs to be decided, as I understand it, is how many parking spaces are required per unit and what conditions will be attached to the proposed reduction. We do need to have the discussion about whether the reduction proposal is realistic, and that's where the discussion of how much parking demand there really is in SROs comes in, but ultimately the question to be decided is limited to the amount of parking required and *not* the broader question of whether residential suites should be permitted in the CBD and TL zones -- they already are.

It would be great if you could send along links to whatever information you've found about negative experiences with SROs elsewhere. I hope you're not comparing what is proposed in Kirkland with dumpy, old, dilapidated buildings in Chinatown in San Francisco, or SROs in New York City that have become ghettos for people with AIDS, or SROs in Chicago where most of the residents are mentally ill or disabled, or other buildings located in run-down and crime-ridden sections of central cities.
These places are not Kirkland, not in a high-tech suburb of any kind. Most of these places have rent control that discourages owners from properly maintaining their buildings, amongst many other problems. And we're not talking about building bedroom-only units, with people sharing bathrooms and no cooking permitted; the SRO units proposed here would each have a private bathroom, a refrigerator, and a microwave. Just searching for "SRO" on the web and assuming that everything bad one reads about SROs elsewhere would necessarily apply here is, in my opinion, a mistake.

My understanding is that the SRO parking policy -- including eviction for possessing a vehicle and not renting a space for it in the SRO parking lot or some other parking facility -- would be in the lease agreement for each unit. I am not aware of any law that would make such a lease term illegal, especially it if is required by a city code. I just reviewed RCW 59.18 and found no prohibition of such terms. On the contrary, RCW 59.18.140 seems to specifically allow for them and require compliance so long as proper notice is given:

> **59.18.140**
> **Reasonable obligations or restrictions — Tenant's duty to conform.**
> The tenant shall conform to all reasonable obligations or restrictions, whether denominated by the landlord as rules, rental agreement, rent, or otherwise, concerning the use, occupation, and maintenance of his or her dwelling unit, appurtenances thereto, and the property of which the dwelling unit is a part if such obligations and restrictions are not in violation of any of the terms of this chapter and are not otherwise contrary to law, and if such obligations and restrictions are brought to the attention of the tenant at the time of his or her initial occupancy of the dwelling unit and thus become part of the rental agreement. Except for termination of tenancy, after thirty

> days written notice to each affected tenant, a new rule of tenancy including a change in the amount of rent may become effective upon completion of the term of the rental agreement or sooner upon mutual consent.

RCW 59.18.230 lists specific things that are not permitted to be in a rental agreement. As far as I can tell, nothing listed in that section would prohibit a lease term requiring tenant vehicles to be parked in a rented space on the premises or some other legal off-street parking (such as at a storage lot if the car is infrequently used, as is done by many people with their boats) and providing for eviction for failing to do so.

I do not understand why having a guest stay overnight and park their car on a side street or some other public space where overnight parking is permitted should result in eviction. Guests park on the street when visiting residents in *all* of our neighborhoods, including overnight guests for multiple days. Few of us have enough space in our driveways or garages for all of our guests to park on our own property. I don't understand why we should insist that an SRO be able to accommodate all conceivable guest parking needs on site when no other residential property in the city is expected to do that.

Finally, in case you missed it, Tuesday night the city council adopted new parking regulations for the Marina and Lake & Central lots that ban parking by business owners and employees and use the video system on the parking enforcement vehicle to identify frequent repeat parkers in these lots. Parking enforcement will issue an initial warning, determine whether the frequent parkers are owners or employees of downtown businesses, and follow up with citations if owners or employees are found to be parking in these lots (as well as citing overtime parking in time-limited lots and on-street). This is a better system than what had originally been proposed (all day pay parking for everyone).

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washington
tnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 6:56 PM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Toby:

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For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

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Hi, Karen.

As you note, I completely support having a robust public conversation about the Residential Suite (SRO) proposal. I do hope that the discussion can be on the merits of the proposal itself, and not clouded by allusions to Potala Village or accusations that the city council or staff is in the pocket of developers and wants their ideas to be implemented through a short-cut process. Let me share with you my thinking on SROs.

My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail, restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses. They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of $50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in

on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland,
Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ
Sincerely,
Karen Levenson
========= (please pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

March 30, 2012

Kirkland City Council
City of Kirkland
123 5th Ave N.E.
Kirkland, WA. 98033

Re: Planning Commission work plan and Art Community Parking

Dear City Council,

May of you are aware that we would like to bring an affordable live, work, display and sell Art Community to our downtown.

After working with Jeremy McMahan, who was very helpful, it has become clear that the parking code does not anticipate our mini-suites and Single Resident Occupants "SRO's". In our Redmond community, half of our residents do not own a car, by example.

We request that you consider putting SRO mini-suite recognition into your parking code so that we can move forward with our Art Community application process. Time is of the essence.

Separately, you may also want to consider a review by the Planning Commission of some of your downtown parking standards because we believe you did not intend the results from a sustainable perspective. At this time, a four bedroom condominium or apartment is required to have five parking spaces, three more than a four bedroom single family home.

Plans of our Redmond Art Community are available for those who have not seen the concept. If we can be of assistance in answering any questions, please feel free to call or email. Thank you for your consideration.

Warm Regards,

Robert Pantley
Natural & Built Environments
Its Manager and CEO
Certified LEED Platinum
2011 Hammer Award, Built Green Builder of the Year
robert@pantley.com
naturalandbuilt.com
USAsustain.com
mobile: 206-795-3545

From: Jeremy McMahan
To: Planning Commissioners
Subject: FW: Mini suite FAQ"s and parking examples under current and proposed codes
Date: Thursday, July 12, 2012 11:21:29 AM
Attachments: 201207,012_art community, mini-suite FAQ.docx
KIRKLAND_ 2012_0712_email.pdf

Planning Commissioner's – forwarding on request. This information came in after the July 5th deadline set by the Commission after the hearing.

Jeremy McMahan
Planning Supervisor
City of Kirkland
jmcmahan@kirklandwa.gov
425.587.3229

From: Robert Pantley [mailto:robert@pantley.com]
Sent: Thursday, July 12, 2012 8:38 AM
To: Eric Shields; Jeremy McMahan
Subject: Mini suite FAQ's and parking examples under current and proposed codes

Hi Jeremy and Eric,

Here are some thoughts to consider for this evening. Under the current code, we have done an analysis of what would have to be parked to meet the standards on our example site (which is a real location). This shows a bit of retail and then parking behind just like the new apartments being built in Juanita currently-photo to follow in case your emails don't like the size. The other choice of our proposed parking including tandems provides for all underground parking and a 100% people place at street level.

Your thoughts? The Crab Cracker site has been officially announced as under contract.

Warm Regards,

Warm Regards,

Robert Pantley

Its Manager and CEO
Certified LEED Platinum
2011 Hammer Award, Built Green Builder of the Year
robert@pantley.com
naturalandbuilt.com
USAsustain.com
mobile: 206-795-3545

office: 425-828-4663

SRO – FAQ's:

- Sure, this might work in the downtown. What about Totem Lake?
    - Walkscore downtown Kirkland = 86
    - Totem Lake = 74 (Denny's Pet World address). Retail,etc w/i ½ mi walking distance (10 minute walk):
        - **Grocery:** Trader Joe's
        - **Restaurants:** Sakura Teriyaki, Pizza Hut, Café Veloce, Taco Del Mar, Thumra Thai, Hunan Wok, Izumi, Ken Zaburo, Libby's Lattes, Denise's Café, Yuppie Tavern, Pho Mignon, Denny's
        - **Retail:** Trading Post, Hallmark, Guitar Center, Famous Footwear, Ross, Vortex Music & Movies, Rite Aid, GNC, Big 5 Sporting Goods, Yours…xo me, Family Christian Book Store, Warren Jewelers, Lakewood Jewelers, ClinicWear, US Post Office, Yuppie Pawn Shop, Sleep Country USA, Totem Lake Chevron, Totem Lake Cinemas, Office Max, Of Cedar and Salmon, O'Reilly Auto Parts, CarToys, Discount Tire, Radio Shack, AutoZone, Stone and Stream Hardscape Design
        - **Medical/Dental:** Evergreen Hospital, Colonial Optical, Evergreen Optical, Kirkland Family Eyecare, Evergreen Cardiovascular Health, Virginia Mason, Evergreen Orthopedic Physical, Gary Dry, MD Plastic Surgeon, Cascade Cancer Center, Knee Foot Ankle Center, Remington Plastic Surgery, Evergreen Senior Health Specialists, Evergreen Sleep Disorders Center, Evergreen Radia Imaging Center, Washington Institute of Sports Medicine, Kirkland Dental, Northwest Chiropractic Center, Evergreen Urology, Primavita Family Medicine, Lakeshore Clinic,
        - **Banks, Insurance, Hotels:** Wells Fargo, Key Bank, Chase Bank, Bank of America, Union Bank, US Bank, Vern Fonk Insurance, Carlton Inn, Comfort Inn,
        - **Gym:** LA Fitness (coming soon)
        - **Less than 1 mile away (20 minute walk):** many, many more walkable destinations
    - Key to mini-suites is transit access (1/4 mile is 4 City Blocks)
        - 0.15 mi – 235
        - 0.15 mi – 236
        - 0.15 mi – 238
        - 0.15 mi – 277
        - 0.17 mi – 935
        - 0.23 mi - 255
    - Totem Lake cannot redevelop without residential first. Then commercial follows.
    - Lake Washington Institute of Technology begging for housing. Examples:
        - Commutes to her 4 hour, M-F baking class from Lake Stevens versus a short walk or bus ride if mini-suite options existed in Totem Lake. She would stay and spend her money locally as well plus one less person on the freeways. More examples of mini-suite benefits for Kirkland, LWIT and its students:

        - Commutes from Skagit County for the Welding Program
        - Commutes from south of Puyallup for the Machining Program
        - Commutes from Ballard for the Welding Program

- Is this a minor or major change?
    - The SRO change to the code is a minor one. It has already been proven in Redmond and Seattle to have a softer footprint, and transit studies have been done to show the lessened impact to parking and fewer miles driven when long distance commuters live locally where they work and go to school-everyone wins.
        - Every month you delay is every month that affordability is zoned out of Kirkland.
        - Our initial effort consists of only a few hundred mini-suites for our city of approximately 84,000 people. A few communities consisting of as many as 300 to 400 mini-suites is equivalent to housing people of less than ½ of 1% of the residents in Kirkland.
        - At the time these are complete, the City can review the results to see "how we doing?"
        - When Redmond went through this process, the only change was to reduce the proposed parking at a new site to make room for more bicycle parking by 5%. Parking that will be provided at that project will be only 44% to the number of mini-suites, which still may be over parked - 42 stalls for 96 mini-suites, plus 1,000 sf of retail. The City of Redmond made this change because they have seen the hard results of the success in their city.
        - Soon the City of Redmond will be successfully provide more affordable housing choices for its citizens. Where shall Kirkland be in this consideration?

- Will there be enough parking?
    - The Transit Management Plan (TMP) enacted for the project will have limitations to the number of vehicles on site. If the parking fills up, we will not lease to car users, and we verify whether residents own vehicles including having each resident clearly sign lease documents stating if they have a car or not.
    - We are motivated to be sure the residents have no car because we are contributing to their bus pass and we want to be sure they are complying. We have had not one known incidence in the past year at Tudor Manor or Portula'ca of a resident misstating their ownership and use of a car in the downtown. We even have had neighbors who we have become friends with helping us to be sure.
    - At Portula'ca, our first community of seven mini-suites, no users have a vehicle. At Tudor Manor, we were able to convert extra parking to bicycle storage space. Today our current use is under 46% and could easily rent to more non car users and drop it under 40%.
    - A majority of our users fall into the 80% or less of the median income for the city, while working or going to school full time, so a car is less appealing for its high costs.

- How is it possible to need only 1 parking stall for 2 mini suites?
    - This is because over half of our users of the mini-suites do not own a car. Many do not want the restrictions of the cost of a car, and others prefer to walk or bike as their main mode of transportation.
    - In Seattle, only 1 in 6 mini-suite residents have a car.
    - One recent article tells us that only 1 in 4 Gen Y'ers even have a driver's license. Without a license, they do not own or drive a car.
    - Why would you want to create a waste of concrete and asphalt to build parking stalls for users that don't own cars AND
    - Take away people space in our Downtown and Totem Lake which is the resulting action.

- What will you do with the extra parking stalls?
    - The macro change over time as our economy struggles and the cost of gas stays high and goes higher, we have seen a reduction of car ownership especially with this resident type in our downtowns.
    - We do not want extra parking stalls to sit vacant and unused, so when we demonstrate that 50% parking is too much we want to provide for easy administrative approval to change the uses including but not limited to:
        - More bike parking
        - Allowing parking to the general public-we believe parking should be more of a community resource and dispersing parking throughout our Downtown, Totem Lake and other commercial areas helps significantly provide for resource to our retail and service businesses.
        - Installation of a sound or music room
        - Add additional retail and common people art work spaces.

- Who are the users?
    - Many of the users go to school full time (at Digipen), while in Kirkland the majority are likely to go to LWIT, UW Bothell, and Cascadia – all three schools have direct buses. Our residents also work in retail, at coffee shops, in schools. We have some who live in the mini-suites on an occasional basis only to be local for business, to include a Boeing Executive whose main home is in the Midwest and comes to the Eastside for one week a month. We have another resident who drives in from Anacortes for a 2-4 day work week, then returns home for the weekends. Grandparents stayed while their grandchild was in a year-long program at one of the local hospitals and a Kirkland retired firefighter. Others including teachers, non-profit personnel and service industry employees have relocated permanently close to their work and cut out their commutes from places like Bainbridge Island and Mukilteo, once they found affordable housing in the City.

- The typical length of residency is one year and longer. Currently the stays are longer than a typical apartment, which we believe, in part is because of the severe lack of choice on the Eastside.

- How can rush hour peak pm vehicle trips be so low?
  - Over half our users do not own a car.
  - The other half that does have a car, many do not use their car for their commute, but rather for weekend trips or other irregular reasons.
  - Rush hour pedestrians are almost double vehicles, which shows the activity is there, but there simply is a lower car use. Why drive your car 3 blocks to go to the grocery store when you can get superior exercise and enjoy the downtown as well?

- How do we know these are well-built units?
  - The minimum requirement should be Built Green V or LEED Gold.
  - We build LEED Platinum Plus, which we means we seek to built 20% above the LEED Platinum threshold. Many people who have built LEED Silver and Gold are truly impressed with this standard.
  - Mini-suites simply will be the best most sustainable buildings built in Kirkland.
  - When a mini-suite community is incorporated into a retail and apartment community then the entire community will be built to these highest standards.

- How are residents accepted?
  - We require credit and criminal background checks as part of the application process. If the City attorney believes it is a good policy, we would support this as a requirement for the mini-suites. However, we find this would be a reflection of a bias that needs to be overcome because mini-suite residents are top notch people, hard working and great citizens.
  - Please note that mini-suites are simply small apartments.

- What about guest parking?
  - Additional parking for guests is not necessary for mini-suites, as people don't tend to visit since the apartments are so small. Instead, they meet for coffee, dinner, or at single family homes, where there are yards, and space to socialize.
  - For larger communities, it is part of the TMP to work to provide one or more Zip Cars on site for residents as well as the public. Once alternate options are available to the single car user, more residents are willing to give up their cars when they know there is one to use when desired.

- What is the result of not taking action?
  - Kirkland loses the opportunity for an affordable live/work artist community.

- More people drive and bus into work into the city. Streets and parking continue to become more congested.

- What are the benefits of bringing mini-suites/ art community to Kirkland?
  - If you bring artists to your downtown to live, then the art community thrives.
  - With mini-suites, car commuters have their own parking space on site instead of in the general downtown area. This reduces the current existing parking pressure and the congestion of neighborhood streets.
  - We do manage our parking and control the user profile to car users being less than 50%.
  - These have to be rentals because condo's cannot financed so the idea that one owner would sell to someone else go from non car user to a car user simply is not valid for mini-suites.
  - Moving your employees to live locally has a net reduction of traffic. This is the same for your students.
  - Once employees become residents, they spend their money locally. One recent article showed that those who live downtown tend to spend twice the retail dollars than those living in the single family in the same City-no surprise.
  - There is a dynamic benefit of bringing affordability to our downtown. It is immeasurable. The same applies to an artist community. Are we ready to take this step to make our City more affordable and sustainable with all of the benefits?

We support the planning department code as written, with these additional clarifications:

1. Two years after the first building permit is issued for mini-suites or completion of 3-400 mini-suites whichever comes first, we propose that there is a provision that the code will be reviewed by the Planning Commission and City Council to confirm the goals and objectives are being met.

2. A TMP is required of each project:
   a. Mini-suites will be limited to only non-car users if the available mini-suite parking is fully occupied-which has never occurred at Tudor Manor but the provision stands and is a recorded document against the property.
   b. A signed part of each resident's lease identifies non-car users and provides for a bus pass credit.
   c. There will be an incentive to not have a car - $25 bus pass credit per month.
   d. If a non car user gets a car, they will be required by lease to either have a parking stall on site or move to a location that has parking provided for. At Tudor Manor we have not found a single resident purchase a car while living at Tudor Manor but many, many bicycles have been purchased. We have more bicycles on site at Tudor Manor than vehicles. Kirkland has many biking events and users and Mini-suites will help replace car users in the downtown-Kirkland Seven Hills Bike Ride event is an example of Kirkland bicyclists being active and able to ride our topography.
   e. The rent will be "unbundled" for car users. An additional fee will be added for parking.

f. This TMP limitation of parking stalls has been understood by multiple local lenders or they would not finance these properties. Specifically, the lenders in this most difficult financing climate, will not lend if they did not have the statistics AND experience supporting the parking ratios of one parking stall per two mini-suites.
g. Sufficient bike parking will be provided, and to the extent the car stalls are not required, after 90 days with at least 95% occupancy: city may allow stalls to be converted to bike and/or public parking. After 1 year: stalls may be converted to retail, music/sound room, dance area, public meeting spaces, or other similar activities.
h. Mini-suites will not be condominiums.
i. Each mini-suite community is under a single ownership.

Has there been enough process in this code change?

This is the third meeting. It is not how long it takes to make changes, but how thoughtful and reflective the process is conducted and to what extend does this create a positive result. Timely action helps people's lives in a positive and timely manner. There is no justice in delay. A great community is nimble to new thoughts and new ideas. With the two year and unit number review provision, it assures that the results will be measured quickly. We expect Kirkland to find the same results as Redmond and that is to encourage more of these high quality, affordable sustainable communities that fill an immediate and pressing need. Thank you for your consideration.

Attachment 8

Janette
architecture
planning
design

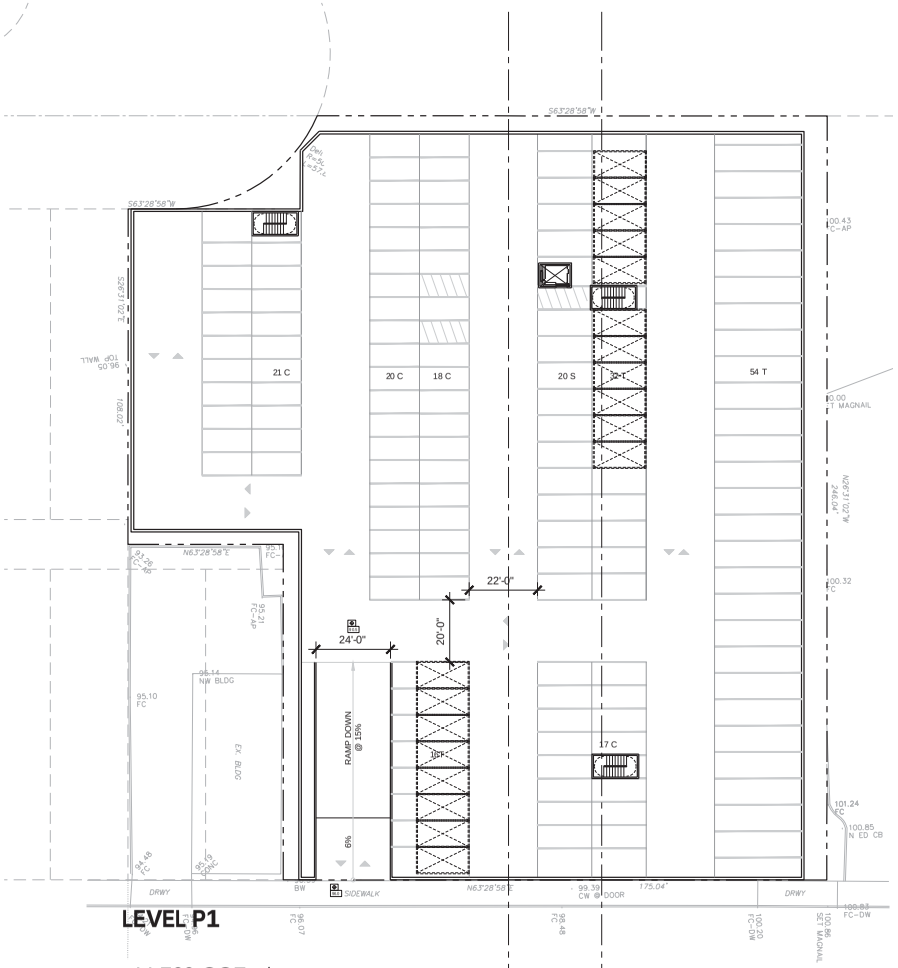
5215 Ballard Ave NW
Suite 4
Seattle, WA
janetteapd.com
206 .919. 2624

450 CENTRAL WAY

SITE ANALYSIS

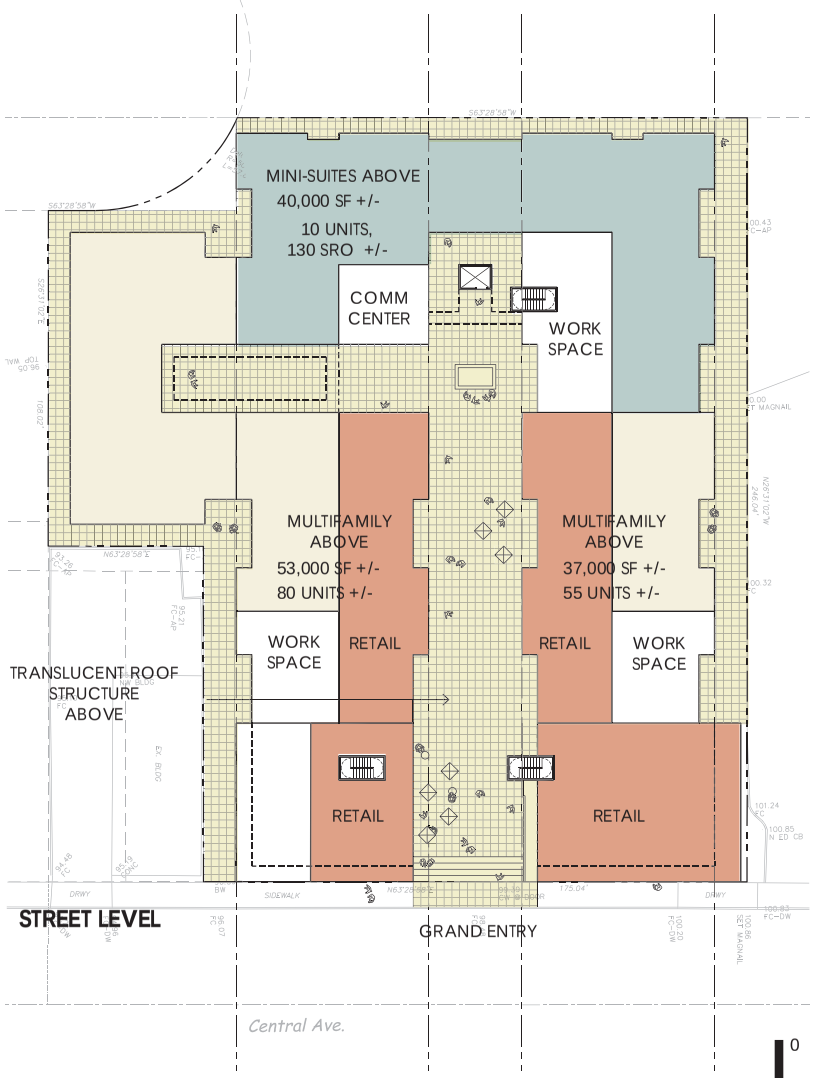
KIRKLAND, WA

JULY 11, 2012



LEVEL P1

44,700 GSF +/-
20 STANDARD SPACES
76 COMPACT SPACES
19 VERTICAL TANDEMS
=38 SPACES
27 TANDEMS = 54 SPACES
188 SPACES TOTAL +/-
234 SF / STALL



STREET LEVEL

OPTION 1

0
40

DRAFT

Attachment 8

Janette
architecture
planning
design

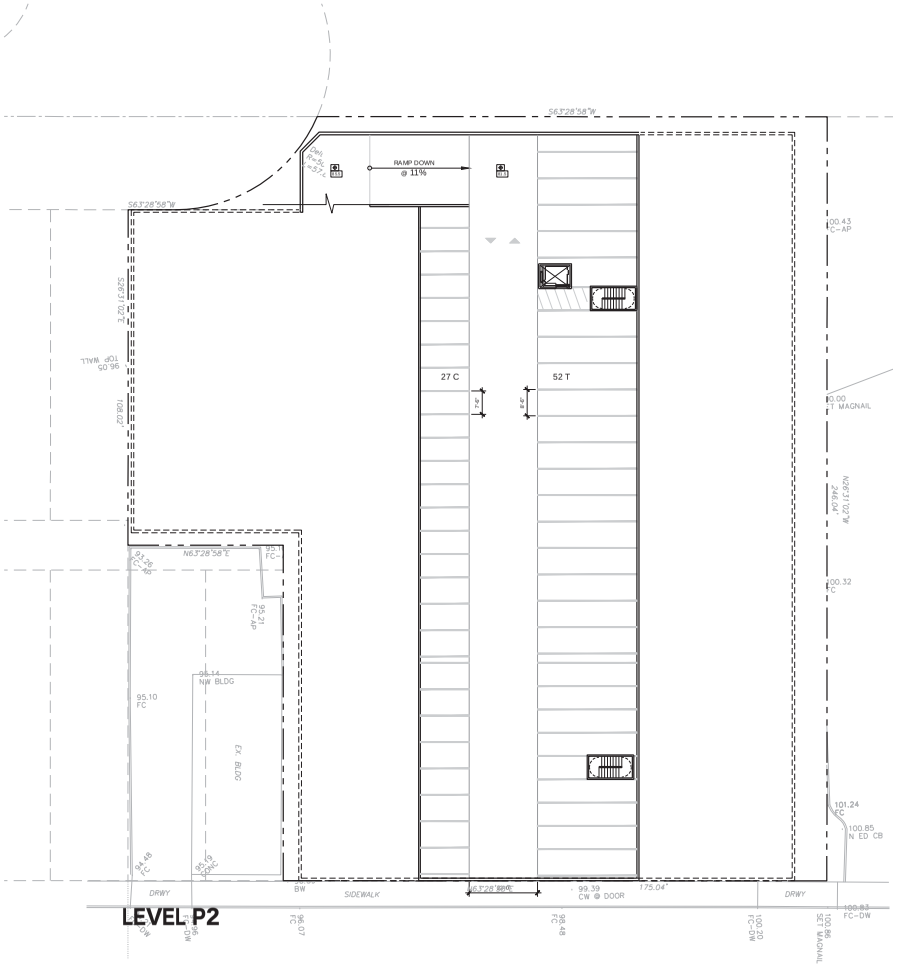
5215 Ballard Ave NW
Suite 4
Seattle, WA
janetteapd.com
206 .919. 2624

450 CENTRAL WAY

SITE ANALYSIS

KIRKLAND, WA

JULY 11, 2012



LEVEL P2

16,700 GSF +/-
27 COMPACT SPACES
26 TANDEMS = 52 SPACES
79 SPACES TOTAL +/-
211 SF / STALL

LEVEL P1

44,700 GSF +/-
33 STANDARD SPACES
56 COMPACT SPACES
20 TANDEMS = 40 SPACES
109 SPACES LEVEL ONE
79 SPACES LEVEL TWO
188 SPACES TOTAL
326 SF / STALL

OPTION 2

DRAFT

Attachment 8

Janette
architecture
planning
design

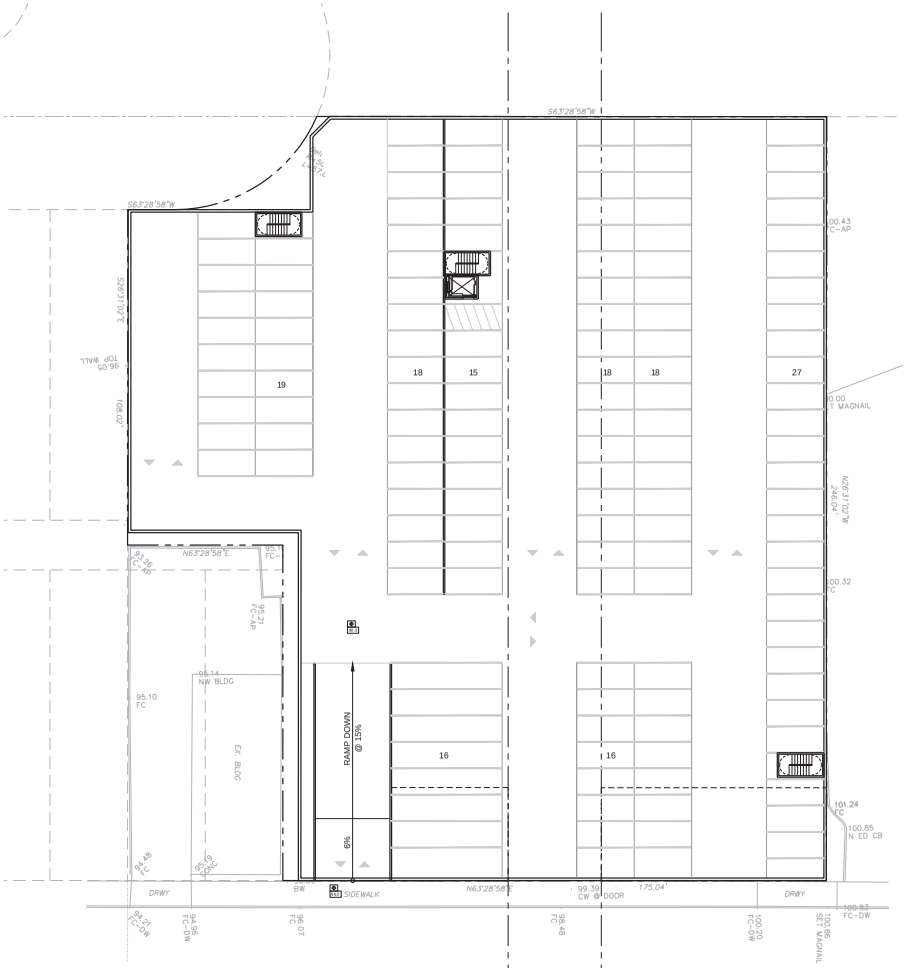
5215 Ballard Ave NW
Suite 4
Seattle, WA
janetteapd.com
206 .919. 2624

450 CENTRAL WAY

SITE ANALYSIS

KIRKLAND, WA

JULY 11, 2012



47,400 GSF +/-
131 STANDARD SPACES
8 TANDEMS =16 SPACES
147 SPACES TOTAL +/-
322 SF / STALL

OPTION 3
CURRENT CODE

DRAFT

From: Eric Shields
To: Jeremy McMahan
Subject: FW: Residential Suites
Date: Monday, October 01, 2012 9:07:30 AM

Eric Shields

From: Chuck Pilcher [mailto:chuck@bourlandweb.com]
Sent: Friday, September 28, 2012 11:09 PM
To: Planning Commissioners
Subject: Residential Suites

It seems to me that this (see below) constitutes a change in the Comprehensive Plan and needs to go through a more rigorous process. Maybe it's a PAR. Isn't there also a more rigorous process for that?

I'm not necessarily opposed to this, but it seems to be another example of reaction rather than planning. Our Planning Department seems all too willing to act first and ask questions (or deal with the complaints of citizens) later. Maybe we should just take the word "Planning" out of the department title and change it to "Permitting."

Please, folks, get your act together! This is like watching sausage being made. (Or was it ketchup?)

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

Begin forwarded message:

From: Caryn Saban <CSaban@kirklandwa.gov>
Subject: Kirkland Planning Commission Special Meeting - Thusday, October 4, 2012 at 7:00 pm
Date: September 28, 2012 4:38:34 PM PDT

Agenda Item – Public Hearing

1. Residential Suites KZC Amendments, File No. ZON12-00002 (File #4)

The Agenda and Meeting Packet are available here.

Caryn Saban
City of Kirkland
Planning & Community Development
425-587-3234
csaban@kirklandwa.gov

Please don't print this e-mail unless you really need to. Reduce, Reuse, Recycle

From: jack wherry
To: Jeremy McMahan
Cc: jackwherry@frontier.com
Subject: Residentian Suites KZC Amendments
Date: Thursday, September 06, 2012 3:32:02 PM

Jeremy,

I am sorry that I did not get a chance to hear the presentation today, I am sure that many of my questions were answered. Here are my thoughts.

1 What is causing a demand for this type of housing? Who are the people who will be using this housing?
2. Totem Lake seems to be far from being developed into a neighborhood that could sustain this type of housing and it seems to me that the density and subsequent facilities are far into the future. There are some new apartments going up in this area will there be a need for this, in addition it does not appear to be a very walkable area in its current form.
3. The DBD my be possible, but does the city really want to move in this direction at this time on top of the Potala controversy.
4. What I like about this type of development is that it would seem to help the downtown retail, restaurants etc. with year around business, which I feel is the ultimate goal if we are to have a vibrant downtown. BUT will this type of development feed the type of business we are seeking in the downtown. If not then we just create a another problem. I don't see the downtown developing into a low end eating and entertainment center.
5. I am sure there is a case for affordable housing in Kirkland for employees, students and longer term temporary stays, but I am not convinced that the ground work has been prepared for this type of development to go forward now.

So here is my conclusion:
Totem Lake is not ready for this development and it doesn't help develop the downtown in a manner that the citizens of Kirkland envision.
So there is no need to hurry to develop amendments to allow Residential suites at this particular time. I think we need to take a breather from Potala and make sure this is the right thing for Kirkland.

Thanks for giving me the opportunity to comment on this subject.

ORDINANCE O-4381

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO ZONING, PLANNING, AND LAND USE, ADOPTING A NEW "RESIDENTIAL SUITES" USE CATEGORY, AND ADOPTING REGULATIONS GOVERNING RESIDENTIAL SUITES USES.

WHEREAS, the City Council has received recommendations from the Kirkland Planning Commission to amend certain sections of the text of the Kirkland Zoning Code, Ordinance 3719 as amended, all as set forth in that certain staff report approved by the Planning Commission dated October 5, 2012 and bearing Kirkland Department of Planning and Community Development File No. ZON12-00002 (File #4); and

WHEREAS, prior to making said recommendation, the Kirkland Planning Commission, following notice thereof as required by RCW 35A.63.100, on October 4, 2012 held a public hearing, on the amendment proposals and considered the comments received at said hearing; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendation through the entire consideration process, a SEPA Addendum to Existing Environmental Documents issued by the responsible official pursuant to WAC 197-11-625; and

WHEREAS, in regular public meeting the City Council considered the environmental documents received from the responsible official, together with the report and recommendation of the Planning Commission and Houghton Community Council;

NOW, THEREFORE, the City Council of the City of Kirkland does ordain as follows:

Section 1. Zoning text amended: The following specified sections of the text of Ordinance 3719 as amended, the Kirkland Zoning Ordinance, be and they hereby are amended to read as follows:

As set forth in Attachment A attached to this Ordinance and incorporated by reference.

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. This ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication pursuant to Section 1.08.017, Kirkland Municipal Code

in the summary form attached to the original of this ordinance and by this reference approved by the City Council.

Section 4. A complete copy of this ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

PASSED by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2012.

SIGNED IN AUTHENTICATION thereof this _____ day of _____, 2012.

_____
Mayor

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

Section 50.12 Zone CBD-1A, 1B

USE ZONE CHART

Section 50.12	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115): Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.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: 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.
.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.	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. 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.
.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.	
	Insert Residential Suites Use and regulations (attached)											
.090	School, Day-Care Center or Mini School or Day-Care Center									B	See KZC 50.60 and 105.25.	1. A six-foot-high fence is required along all property lines adjacent to outside play areas. 2. Structured play areas must be set back from all property lines by at least five feet. 3. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 4. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. ~~5. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~

(Revised 3/09)

Section 50.17 Zone CBD-2 **USE ZONE CHART**

Section 50.17	USE ⇩ REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.050	School, Day-Care Center, or Mini School or Day-Care Center	D.R., Chapter 142 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	E	See KZC 50.60 and 105.25.	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: a. Chapter 83 KZC contains regulations regarding shoreline setbacks and public pedestrian walkways. 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. 2. A six-foot-high fence is required along all property lines adjacent to outside play areas. 3. Structured play areas must be set back from all property lines by at least five feet. 4. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 5. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. ~~6. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~

Section 50.17	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	MAXIMUMS: Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.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	1.7 per unit. See KZC 50.60.	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: a. Chapter 83 KZC contains regulations regarding shoreline setbacks and public pedestrian walkways. 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. 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.
	Insert Residential Suites Use and regulations (attached)											
.100	Public Access Pier, Boardwalk, or Public Access Facility			Landward of the ordinary high water mark			–	See Chapter 83 KZC.	See Chapter 83 KZC.	See Chapter 83 KZC.	See KZC 105.25.	1. Refer to Chapter 83 KZC for additional regulations.
				0'	0'	0'						
.110	Piers, Docks, Boat Lifts and Canopies Serving Detached Dwelling Unit			Landward of the ordinary high water mark							None	
				0'	0'	0'						
.115	Piers, Docks, Boat Lifts and Canopies Serving Detached, Attached or Stacked Dwelling Units			0'	0'	0'						

Section 50.27	USE ⇩	REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for 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.	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.
.080	Detached Dwelling Units		None	3,000 sq. ft.	20'	5'	10'	70%	If adjoining a low density zone, then 25′ above average building elevation. Otherwise, 30′ above average building elevation.	D	A	2.0 per unit.	1. For this use, only one dwelling unit may be on each lot regardless of size. 2. This use may only be located west of State Street. 3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.

Insert Residential Suites Use and regulations (attached)

Section 50.27 Zone CBD-3 **USE ZONE CHART**

Section 50.27	USE ⇩ / REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for 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	Church	D.R., Chapter 142 KZC.	None	20' See Spec. Reg. 4.	0'	0'	80%	41' above average building elevation.	D See Spec. Reg. 3.	B	One per every four people based on maximum occupancy of any area of worship. See Spec. Reg. 2.	1. Primary vehicular access to the subject property may not be directly from Second Avenue South between Second Street South and State Street unless no other alternative exists. 2. No parking is required for day-care or school ancillary to the use. 3. Landscape Category C is required if the subject property is adjacent to Planned Areas 6C, 6D, or 6J. 4. 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.
.100	School, Day-Care Center, or Mini-School or Day-Care Center			20' See Spec. Reg. 7.					D		See KZC 105.25.	1. A six-foot-high fence is required along all property lines adjacent to outside play areas. 2. Primary vehicular access to the subject property may not be directly from Second Avenue South between Second Street South and State Street unless no other alternative exists. 3. Structured play areas must be set back from all property lines by at least five feet. 4. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 5. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. ~~6. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~ 6 ~~7~~. 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.

Section 50.32	USE / REGULATIONS	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.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.
	Insert Residential Suites Use and regulations (attached)											
.090	School, Day-Care or Mini-School or Day-Care Center								D	B	See KZC 105.25.	1. A six-foot-high fence is required along all property lines adjacent to outside play areas. 2. Primary vehicular access to the subject property may not be directly from Second Avenue South between Second Street South and State Street unless no other alternative exists. 3. Structured play areas must be set back from all property lines by at least five feet. 4. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 5. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. ~~6. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~
.100	Assisted Living Facility								D See Spec. Reg. 3.	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. Landscape Category C is required if subject property is adjacent to Planned Area 6C.
.110	Detached Dwelling Units	None	3,600 sq. ft.	20'	5'	10'	60%	If adjoining a low density zone, then 25′ above average building elevation. Otherwise, 30′ above building elevation.	E	A	2.0 per unit.	1. For this use, only one dwelling unit may be on each lot regardless of lot size. 2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.

Section 50.47	USE / REGULATIONS	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.090	Office Use See Spec. Reg. 4.	D.R., Chapter 142 KZC.	None	20'	0'	0'	80%	41' above average building elevation.	D See Spec. Reg. 3.	D	1 per each 350 sq. ft. of gross floor area.	1. Ancillary assembly and manufacture of goods on premises may be permitted as part of office use if: a. The ancillary assembled or manufactured goods are subordinate to and dependent upon this office use; and b. The outward appearance and impacts of this office use with ancillary assembly or manufacturing activities must be no different from other office uses. 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. 3. Landscape Category C is required if the subject property is adjacent to Planned Area 7B. 4. 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	School, Day-Care Center, or Mini-School or Day-Care Center See Spec. Reg. 6.								D	B	See KZC 105.25.	1. A six-foot-high fence is required along all property lines adjacent to outside play areas. 2. Structured play areas must be set back from all property lines by at least five feet. 3. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 4. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. ~~5. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~ 5. ~~6.~~ This use may be located on the Central Way level of a building only if there is an intervening retail storefront between this use and the right-of-way.

Section 50.47 Zone CBD-7 **USE ZONE CHART**

Section 50.47	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115): Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.110	Assisted Living Facility See Spec. Reg. 3.	D.R., Chapter 142 KZC.	None	20'	0'	0'	80%	41' 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.
.120	Stacked or Attached Dwelling Units See Special Regulation 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. 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.
.130	Public Utility, Government Facility, or Community Facility								D See Spec. Reg. 1.	B	See KZC 105.25.	1. Landscape Category C is required if the subject property is adjacent to Planned Area 7B. 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.
.140	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

Insert Residential Suites Use and regulations (attached)

Section 50.52 Zone CBD-8 **USE ZONE CHART**

Section 50.52	USE ⇩ / REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for 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	Church See Special Regulation 1.	D.R., Chapter 142 KZC.	None	10′ See Special Regulation 4.	0′	0′	100%	30 feet above the elevation of 3rd Avenue or 4th Avenue as measured at the projected midpoint of the frontage of the subject property on the nearest applicable right-of-way.	D See Spec. Reg. 3.	B	1 per every four people based on maximum occupancy load of any area of worship. See Spec. Reg. 2 and Section 60 of this Chapter.	1. This use is permitted only if the subject property abuts Central Way. If the subject property abuts Third Avenue between First Street and Second Street or Fourth Avenue, the site and buildings must be designed to provide residential character and scale adjacent to Third Avenue and Fourth Avenue. 2. No parking is required for daycare or school ancillary to the use. 3. Landscape Category C is required if the subject property is adjacent to Planned Areas 7A or 7B, or PR 3.6 zones. 4. Ground floor porches and similar entry features may encroach into the front yard, provided the total horizontal dimension of such elements may not exceed 25 percent of the length of the facade of the structure.
.090	School, Day-Care Center or Mini-School or Day-Care Center			0′	0′	0′			D		See KZC 50.60 and 105.25.	1. If the subject property abuts Third Avenue between First Street and Second Street, or Fourth Avenue, the site and buildings must be designed to provide residential character and scale adjacent to Third Avenue and Fourth Avenue. 2. A six-foot-high fence is required along all property lines adjacent to outside play areas. 3. Structured play areas must be setback from all property lines by at least 5 feet. 4. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 5. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. ~~6. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~

Section 50.52	USE ⇩ REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for 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 Special Regulation 3.	D.R., Chapter 142 KZC.	None	10′	0	0	100%	30 feet above the elevation of 3rd Avenue or 4th Avenue as measured at the projected midpoint of the frontage of the subject property on the nearest applicable right-of-way.	D	A	1.7 per independent unit. 1 per assisted living unit. See KZC 50.60.	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. 4. This use is not permitted on the street level floor adjacent to Central Way. 5. If the subject property abuts Third Avenue between First Street and Second Street, or Fourth Avenue, the site and buildings must be designed to provide residential character and scale adjacent to Third Avenue and Fourth Avenue. 6. Ground floor porches and similar entry features may encroach into the front yard, provided the total horizontal dimension of such elements may not exceed 25 percent of the length of the facade of the structure.
				See Special Regulation 6.								
.110	Stacked or Attached Dwelling Units			10′	0′	0′					1.7 per unit. See KZC 50.60.	1. This use is not permitted on the street level floor adjacent to Central Way. 2. If the subject property abuts Third Avenue between First Street and Second Street, or Fourth Avenue, the site and buildings must be designed to provide residential character and scale adjacent to Third Avenue and Fourth Avenue. 3. Ground floor porches and similar entry features may encroach into the front yard, provided the total horizontal dimension of such elements may not exceed 25 percent of the length of the facade of the structure.
				See Special Regulation 3.								
	Insert Residential Suites Use and regulations (attached)											
.120	Public Utility, Government Facility, or Community Facility			0′	0′	0′			D See Spec. Reg. 1.	B	See KZC 50.60 and 105.25.	1. Landscape Category C is required if the subject property is adjacent to Planned Areas 7A or 7B, or PR 3.6 zones. 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.
.130	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

Section 55.09	USE ⇩ REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARD (See Ch. 115): Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.020	Restaurant or Tavern	D.R., Chapter 142 KZC	Same as primary use. See Spec. Reg. 1.								1 per each 100 sq. ft. of gross floor area.	1. This use is only permitted as an accessory use to another permitted use within this zone. It may not be located in a separate structure from the primary use.
.030	Any Retail Establishment, other than those specifically listed in this zone, selling goods and providing services including banking and other financial services										1 per each 300 sq. ft. of gross floor area.	1. This use is only permitted as an accessory use to another permitted use within this zone. It may not be located in a separate structure from the primary use. 2. The location of drive-through facilities may not compromise pedestrian movement. 3. The following uses and activities are prohibited: a. The sale, service, and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers; provided, that motorcycle sales, service, or rental is permitted if conducted indoors; b. Retail establishments providing storage services unless accessory to another permitted use; c. Storage and operation of heavy equipment except normal delivery vehicles associated with retail uses; d. Outdoor storage of bulk commodities, except in the following circumstances: 1) If the square footage of the storage area is less than 10 percent of the retail structure, 2) If the commodities represent growing stock in connection with horticultural nurseries, whether the stock is in open ground, pots, or containers.
.040	Attached or Stacked Dwelling Units or Residential Suites		None	10'	0'	0'	85% See Spec. Reg. 6.	30' to 160' above average building elevation. See Spec. Reg. 5.	C	A	See KZC 105.25.	1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use. 2. Residential development must provide a minimum density of 50 dwelling units per gross acre. 3. The maximum floor area ratio (FAR) for development over 65 feet in height on the subject property is 3.0, or 300 percent of lot size, except as provided in Special Regulation 4 below. When combined with office use, the maximum FAR for this use is determined as follows: (% office use x 2) + (% residential use x 3) = FAR of each use allowed on the subject property. Maximum FAR is determined based on parcel size, prior to any road dedication required pursuant to General Regulation 5 for this zone. REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE

Section 55.09 Zone TL 1A **USE ZONE CHART**

Section 55.09	USE ⇩ / REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for 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 YARD (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.040	Attached or Stacked Dwelling Units (continued) or Residential Suites											4. On parcels where road dedication is required pursuant to General Regulation 5, the maximum floor area ratio (FAR) for development over 65 feet in height may be increased by an additional 0.30 FAR for each 10 percent or portion thereof of the subject property required to be dedicated. Where this use is combined with office use, the maximum FAR for the office use may be increased by an additional 0.2 of office use for each 10 percent or portion thereof of the subject property required to be dedicated. 5. Building height may be increased as follows: a. Building height may exceed 30 feet above average building elevation, if: 1) One of the following public improvements is provided: a) Dedication and improvement of new streets pursuant to General Regulation 5; or b) Where General Regulation 5 does not apply, the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains; and 2) Provides for at least 10 percent of the units in new residential developments of four units or greater as affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. b. Building height may exceed 80 feet and be increased up to 160 feet above average building elevation, with the height increases to be based on the following considerations: 1) Development on the subject property complies with 5(a) above. 2) Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC). 3) Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height, except on those parcels where road dedication is required pursuant to General Regulation 5. On these parcels, floor plates may not exceed 20,000 square feet on floors between 80 feet and 120 feet in height. Beyond 120 feet in height, floor plates may not exceed 10,000 square feet per floor. REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE

Section 55.09	USE ⇩ REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for 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 YARD (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.040	Attached or Stacked Dwelling Units (continued) or Residential Suites											4) Portions of structures exceeding 80 feet in height must be separated by at least 60 feet, both on the subject property and from taller building elements on adjacent properties. 6. Increases in lot coverage may be considered if: a. Land dedication on the subject property provided pursuant to General Regulation 5 limits area available for development on the property, and/or b. Other techniques used to provide open space result in superior landscaping, such as the use of gardens on lower portions of structures or on rooftops, the provision of visual and pedestrian access to public garden areas, or other approaches that provide for useable green space.
.050	Church	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	40' average building elevation. See Spec. Reg. 3.	C	B	1 for every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 2.	1. May include accessory living facilities for staff persons. 2. No parking is required for day-care or school ancillary to this use. 3. When included as an accessory use within the structure of a primary use with a taller height limit, the height limit for the primary use applies.
.060	School, Day-Care Center or Mini School or Mini-Day-Care			10' See Spec. Reg. 3.	0' See Spec. Reg. 3.	0' See Spec. Reg. 3.		40' above average building elevation. See Spec. Reg. 5.	D		See KZC 105.25. See Spec. Reg. 4.	1. A six-foot high fence is required along property lines adjacent to outside play areas. 2. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 3. Structured play areas must be set back from all property lines by at least five feet. 4. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. 5. When included as an accessory use within the structure of a primary use with a taller height limit, the height limit for the primary use applies.

Section 55.15 Zone TL 1B **USE ZONE CHART**

Section 55.15	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARD (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.020	Development Containing Both Office Use and Attached or Stacked Dwelling Units or Residential Suites	D.R., Chapter 142 KZC	None	10' See Spec. Reg. 3.	0'	0'	85% See Spec. Reg. 5.	30' to 160' above average building elevation. See Spec. Reg. 4.	C	D	See Chapter 105 KZC.	1. The maximum floor area ratio (FAR) for this use is determined as follows: (% office use x 2) + (% residential use x 3) = FAR of each use allowed on the subject property. The maximum floor area ratio (FAR) for office use is 1.0. 2. On parcels where land dedication is required pursuant to General Regulation 4, the maximum floor area ratio (FAR) may be increased by an additional 0.3 of residential use for each 10 percent or portion thereof of the subject property required to be dedicated. 3. Twenty-foot yard required where properties abut NE 132nd Street. 4. Building height is regulated as follows: a. Building height may exceed 30 feet above average building elevation, if: 1) One of the following public improvements is provided: a) Dedication and improvement of new streets pursuant to General Regulation 4; or b) Where General Regulation 4 does not apply, the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains; and 2) Provides for at least 10 percent of the units in new residential developments of four units or greater as affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. b. Building height may be increased up to 160 feet above average building elevation; provided, that: 1) Development on the subject property complies with 4(a) above, 2) Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC). 3) Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height. 4) Methods for mitigating any significant shadowing and lighting impacts of the increased building height on the residential areas to the north are proposed. REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE

Section 55.15	USE ⇩ / REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for 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 YARD (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.020	Development Containing Both Office Use and Attached or Stacked Dwelling Units (continued) or Residential Suites											REGULATIONS CONTINUED FROM PREVIOUS PAGE 5) Taller elements of buildings would be stepped back from the perimeter of TL 1B boundaries, away from adjacent residential zones. 6) Portions of structures exceeding 80 feet in height must be separated by at least 60 feet, both on the subject property and from taller building elements on adjacent properties. 5. Increases in lot coverage may be considered if: a. Land dedication on the subject property provided pursuant to General Regulation 4 limits area available for development on the property; and/or b. Other techniques used to provide open space result in superior landscaping, such as the use of gardens on lower portions of structures or on rooftops, the provision of visual and pedestrian access to public garden areas, or other approaches that provide for useable green space. 6. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The assembled or manufactured goods are subordinate to and are dependent upon this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing must be no different from other uses. 7. 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 noise from this use is not audible off the subject property. A certification to this effect, signed by an acoustical engineer, must be submitted with the development permit application. d. A veterinary office is not permitted if the subject property contains dwelling units.
.030	Restaurant or Tavern	D.R., Chapter 142 KZC	See Spec. Reg. 1.								1 per each 100 sq. ft. of gross floor area.	1. This use is only permitted as an accessory use to another permitted use within this zone. It may not be located in a separate structure from the primary use. 2. This use is not allowed within 100 feet of NE 132nd Street. Access to this use from NE 132nd Street is not permitted.

Section 55.15 Zone TL 1B **USE ZONE CHART**

Section 55.15	USE ⇩ REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARD (See Ch. 115): Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.040	Any Retail Establishment, other than those specifically listed in this zone and those prohibited by Special Regulation 3, selling goods and providing services including banking and other financial services	D.R., Chapter 142 KZC	See Spec. Reg. 1.								1 per each 300 sq. ft. of gross floor area.	1. This use is only permitted as an accessory use to another permitted use within this zone. It may not be located in a separate structure from the primary use. 2. The location of drive-through facilities may not compromise pedestrian movement. 3. The following uses and activities are prohibited: a. Vehicle and/or boat sales, repair, service or rental facilities; b. Retail establishments providing storage services unless accessory to another permitted use; c. Storage and operation of heavy equipment except normal delivery vehicles associated with retail uses; d. Outdoor storage of bulk commodities, except in the following circumstances: 1) If the square footage of the storage area is less than 10 percent of the retail structure, 2) If the commodities represent growing stock in connection with horticultural nurseries, whether the stock is in open ground, pots, or containers. 4. Floor area for this use may not exceed 5,000 square feet.
.050	Attached or Stacked Dwelling Units or Residential Suites		None	10' See Spec. Reg. 5.	0'	0'	85% See Spec. Reg. 7.	30' to 160' above average building elevation. See Spec. Reg. 6.	C	A	See KZC 105.25.	1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use. 2. Residential development must provide a minimum density of 50 dwelling units per gross acre. 3. The maximum floor area ratio (FAR) for development over 65 feet in height on the subject property is 3.0, or 300 percent of lot size. Maximum FAR is determined based on parcel size, prior to any road dedication required pursuant to General Regulation 4 for this zone. 4. On parcels where road dedication is required pursuant to General Regulation 4, the maximum floor area ratio (FAR) may be increased by an additional 0.30 for each 10 percent or portion thereof of the subject property required to be dedicated. 5. Twenty-foot yard required where properties abut NE 132nd Street. REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE

Section 55.15	USE ⇩ / REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for 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 YARD (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.050	Attached or Stacked Dwelling Units (continued) or Residential Suites											REGULATIONS CONTINUED FROM PREVIOUS PAGE 6. Building height is regulated as follows: a. Building height may exceed 30 feet above average building elevation, if: 1) One of the following public improvements is provided: a) Dedication and improvement of new streets pursuant to General Regulation 4; or b) Where General Regulation 4 does not apply, the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains; and 2) Provides for at least 10 percent of the units in new residential developments of four units or greater as affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. b. Building height may be increased up to 160 feet above average building elevation; provided, that: 1) Development on the subject property complies with 6(a) above. 2) Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC). 3) Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height. 4) Methods for mitigating any significant shadowing and lighting impacts of the increased building height on the residential areas to the north are proposed. 5) Taller elements of buildings would be stepped back from the perimeter of TL 1B boundaries, away from adjacent residential zones. 6) Portions of structures exceeding 80 feet in height must be separated by at least 60 feet, both on the subject property and from taller building elements on adjacent properties. 7. Increases in lot coverage may be considered if: a. Land dedication on the subject property provided pursuant to General Regulation 4 limits area available for development on the property; and/or b. Other techniques used to provide open space result in superior landscaping, such as the use of gardens on lower portions of structures or on rooftops, the provision of visual and pedestrian access to public garden areas, or other approaches that provide for useable green space.

Section 55.21 Zone TL 2 **USE ZONE CHART**

Section 55.21	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.050	Office Use	D.R., Chapter 142 KZC.	Less than 1.5 acres.	0′	0′	0′	80%	30' above average building elevation.	B	D	See Spec. Reg. 4.	1. Must be developed to be compatible with the approved Conceptual Master Plan for adjacent properties, with respect to signs, parking and pedestrian and vehicular access. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The assembled or manufactured goods are subordinate to and are dependent upon this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing must be no different from other office uses. 3. 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 noise from this use is not audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the development permit application. d. A veterinary office is not permitted if the subject property contains dwelling units. 4. If a medical, dental or veterinary office, then one per each 200 square feet of gross floor area. Otherwise, one per 300 square feet of floor area. A reduction in the number of parking stalls required will be considered per KZC 105.103, due to the proximity to the transit center.
.060	Attached or Stacked Dwelling Units or Residential Suites								D	A	See KZC 105.25.	1. Must be developed to be compatible with the approved Conceptual Master Plan for adjacent properties, with respect to signs, parking and pedestrian and vehicular access. 2. This use may not be located on the ground floor of a structure, except for lobbies, which shall not exceed 10 percent of the ground floor of the structure. 3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.

5.10.778 Residential Suites

- A structure containing single room living units with a minimum floor area of 120 square feet and maximum floor area of 350 square feet offered on a monthly basis or longer where residents share bathroom and/or kitchen facilities. "Residential Suites" does not include dwelling units, assisted living facility, bed and breakfast house, convalescent center, nursing home, facility housing individuals who are incarcerated as the result of a conviction or other court order, or secure community transition facility. For purposes of zones where minimum density or affordable housing is required, each living unit shall equate to one dwelling unit.

Note - The Use "Residential Suites" is added to the following Use Zone Charts subject to the regulations noted.

50.12.085 (CBD 1A, 1B)
Use: Residential Suites
Required Review Process: D.R. Chapter 142 KZC
Lot Size: None
Required Yards:
Front: 0'
Side: 0'
Rear: 0'
Lot Coverage: 100%
Height of Structure: CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.
Landscape Category: D
Sign Category: A
Required Parking Spaces: See Special Regulation 1
Special Regulations:

1. For parking managed pursuant to Special Regulation 2, parking shall be provided at a rate of .5 per living unit plus 1 per on-site employee. Otherwise parking shall be provided at a rate of 1 per living unit plus 1 per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60.
2. The required parking shall be .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:

i. Charge for on-site parking, unbundled from the rent, for tenants who have cars.

ii. Bus pass or equivalent alternative transportation mode subsidies for tenants who don't have cars.

iii. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.

iv. Adequate secured and sheltered bicycle parking to meet anticipated demand.

v. 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

vi. At the time the project attains 90% occupancy, the property owner shall provide an accurate and detailed report of initial resident parking demand and alternative commute travel. The report format shall be reviewed and approved by the City.

vii. Following the initial survey, the property owner shall submit a biennial survey of residents prepared and conducted by a licensed transportation engineer or other qualified professional documenting on-site and potential off-site parking utilization and alternative commute travel. The Planning Director may increase or decrease the frequency of the survey based on the documented success of the TMP.

viii. Acknowledgement by the property owner that it shall be a violation of this Code for the actual parking demand for the project to exceed the available supply of required parking or to fail to comply with the provisions of the TMP or reporting requirements.

c. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the 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.

3. All Residential Suites and all required parking within a project shall be under common ownership and management.

50.17.095 (CBD 2)

Use: Residential Suites

Required Review Process: D.R. Chapter 142 KZC

Lot Size: None

Required Yards:

Front: 0′

Side: 0′

Rear: 0′

Lot Coverage: 100%

Height of Structure: CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.

Landscape Category: D

Sign Category: A

Required Parking Spaces: See Special Regulation 1

Special Regulations:

1. For parking managed pursuant to Special Regulation 2, parking shall be provided at a rate of .5 per living unit plus 1 per on-site employee. Otherwise parking shall be provided at a rate of 1 per living unit plus 1 per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60.
2. The required parking shall be .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:
      i. Charge for on-site parking, unbundled from the rent, for tenants who have cars.
      ii. Bus pass or equivalent alternative transportation mode subsidies for tenants who don’t have cars.
      iii. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
      iv. Adequate secured and sheltered bicycle parking to meet anticipated demand.
      v. 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
      vi. At the time the project attains 90% occupancy, the property owner shall provide an accurate and detailed report of initial resident parking demand and alternative commute travel. The report format shall be reviewed and approved by the City.

vii. Following the initial survey, the property owner shall submit a biennial survey of residents prepared and conducted by a licensed transportation engineer or other qualified professional documenting on-site and potential off-site parking utilization and alternative commute travel. The Planning Director may increase or decrease the frequency of the survey based on the documented success of the TMP.

viii. Acknowledgement by the property owner that it shall be a violation of this Code for the actual parking demand for the project to exceed the available supply of required parking or to fail to comply with the provisions of the TMP or reporting requirements.

c. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the 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.

3. All Residential Suites and all required parking within a project shall be under common ownership and management.

50.27.075 (CBD 3)

Use: Residential Suites
Required Review Process: D.R. Chapter 142 KZC
Lot Size: None
Required Yards:
Front: 0′
Side: 0′
Rear: 0′
Lot Coverage: 100%
Height of Structure: CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.
Landscape Category: D
Sign Category: A
Required Parking Spaces: See Special Regulation 1
Special Regulations:

1. For parking managed pursuant to Special Regulation 2, parking shall be provided at a rate of .5 per living unit plus 1 per on-site employee. Otherwise parking shall be provided at a rate of 1 per living unit plus 1 per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60.

2. The required parking shall be .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:
      i. Charge for on-site parking, unbundled from the rent, for tenants who have cars.
      ii. Bus pass or equivalent alternative transportation mode subsidies for tenants who don't have cars.
      iii. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
      iv. Adequate secured and sheltered bicycle parking to meet anticipated demand.
      v. 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
      vi. At the time the project attains 90% occupancy, the property owner shall provide an accurate and detailed report of initial resident parking demand and alternative commute travel. The report format shall be reviewed and approved by the City.
      vii. Following the initial survey, the property owner shall submit a biennial survey of residents prepared and conducted by a licensed transportation engineer or other qualified professional documenting on-site and potential off-site parking utilization and alternative commute travel. The Planning Director may increase or decrease the frequency of the survey based on the documented success of the TMP.
      viii. Acknowledgement by the property owner that it shall be a violation of this Code for the actual parking demand for the project to exceed the available supply of required parking or to fail to comply with the provisions of the TMP or reporting requirements.
   c. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the 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.
3. All Residential Suites and all required parking within a project shall be under common ownership and management.

50.32.085 (CBD 4)

Use: Residential Suites

Required Review Process: D.R. Chapter 142 KZC

Lot Size: None

Required Yards:

Front: 0′

Side: 0′

Rear: 0′

Lot Coverage: 100%

Height of Structure: CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.

Landscape Category: D

Sign Category: A

Required Parking Spaces: See Special Regulation 1

Special Regulations:

1. For parking managed pursuant to Special Regulation 2, parking shall be provided at a rate of .5 per living unit plus 1 per on-site employee. Otherwise parking shall be provided at a rate of 1 per living unit plus 1 per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60.
2. The required parking shall be .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:
      i. Charge for on-site parking, unbundled from the rent, for tenants who have cars.
      ii. Bus pass or equivalent alternative transportation mode subsidies for tenants who don’t have cars.
      iii. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
      iv. Adequate secured and sheltered bicycle parking to meet anticipated demand.
      v. 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
      vi. At the time the project attains 90% occupancy, the property owner shall provide an accurate and detailed report of initial resident parking demand and alternative commute travel. The report format shall be reviewed and approved by the City.

vii. Following the initial survey, the property owner shall submit a biennial survey of residents prepared and conducted by a licensed transportation engineer or other qualified professional documenting on-site and potential off-site parking utilization and alternative commute travel. The Planning Director may increase or decrease the frequency of the survey based on the documented success of the TMP.

viii. Acknowledgement by the property owner that it shall be a violation of this Code for the actual parking demand for the project to exceed the available supply of required parking or to fail to comply with the provisions of the TMP or reporting requirements.

c. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the 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.

3. All Residential Suites and all required parking within a project shall be under common ownership and management.

50.47.125 (CBD 7)

Use: Residential Suites
Required Review Process: D.R. Chapter 142 KZC
Lot Size: None
Required Yards:
Front: 0′
Side: 0′
Rear: 0′
Lot Coverage: 100%
Height of Structure: CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.
Landscape Category: D
Sign Category: A
Required Parking Spaces: See Special Regulation 1
Special Regulations:

1. For parking managed pursuant to Special Regulation 2, parking shall be provided at a rate of .5 per living unit plus 1 per on-site employee. Otherwise parking shall be provided at a rate of 1 per living unit plus 1 per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60.

2. The required parking shall be .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:
      i. Charge for on-site parking, unbundled from the rent, for tenants who have cars.
      ii. Bus pass or equivalent alternative transportation mode subsidies for tenants who don't have cars.
      iii. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
      iv. Adequate secured and sheltered bicycle parking to meet anticipated demand.
      v. 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
      vi. At the time the project attains 90% occupancy, the property owner shall provide an accurate and detailed report of initial resident parking demand and alternative commute travel. The report format shall be reviewed and approved by the City.
      vii. Following the initial survey, the property owner shall submit a biennial survey of residents prepared and conducted by a licensed transportation engineer or other qualified professional documenting on-site and potential off-site parking utilization and alternative commute travel. The Planning Director may increase or decrease the frequency of the survey based on the documented success of the TMP.
      viii. Acknowledgement by the property owner that it shall be a violation of this Code for the actual parking demand for the project to exceed the available supply of required parking or to fail to comply with the provisions of the TMP or reporting requirements.
   c. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the 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.
3. All Residential Suites and all required parking within a project shall be under common ownership and management.

50.52.115 (CBD 8)

Use: Residential Suites

Required Review Process: D.R. Chapter 142 KZC

Lot Size: None

Required Yards:

Front: 0′

Side: 0′

Rear: 0′

Lot Coverage: 100%

Height of Structure: CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.

Landscape Category: D

Sign Category: A

Required Parking Spaces: See Special Regulation 1

Special Regulations:

1. For parking managed pursuant to Special Regulation 2, parking shall be provided at a rate of .5 per living unit plus 1 per on-site employee. Otherwise parking shall be provided at a rate of 1 per living unit plus 1 per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60.
2. The required parking shall be .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:
      i. Charge for on-site parking, unbundled from the rent, for tenants who have cars.
      ii. Bus pass or equivalent alternative transportation mode subsidies for tenants who don’t have cars.
      iii. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
      iv. Adequate secured and sheltered bicycle parking to meet anticipated demand.
      v. 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
      vi. At the time the project attains 90% occupancy, the property owner shall provide an accurate and detailed report of initial resident parking demand and alternative commute travel. The report format shall be reviewed and approved by the City.

vii. Following the initial survey, the property owner shall submit a biennial survey of residents prepared and conducted by a licensed transportation engineer or other qualified professional documenting on-site and potential off-site parking utilization and alternative commute travel. The Planning Director may increase or decrease the frequency of the survey based on the documented success of the TMP.

viii. Acknowledgement by the property owner that it shall be a violation of this Code for the actual parking demand for the project to exceed the available supply of required parking or to fail to comply with the provisions of the TMP or reporting requirements.

c. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the 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.

3. All Residential Suites and all required parking within a project shall be under common ownership and management.

55.09.040 (TL 1A)
Use: Attached or Stacked Dwelling Units or Residential Suites

55.15.020 (TL 1B)
Use: Development Containing Both Office Use and Attached or Stacked Dwelling Units or Residential Suites

55.15.050 (TL 1B)
Use: Attached or Stacked Dwelling Units or Residential Suites

55.21.060 (TL 2)
Use: Attached or Stacked Dwelling Units or Residential Suites

Council Meeting: 10/16/2012
Agenda: New Business
Item #: 11. a.

PUBLICATION SUMMARY
OF ORDINANCE O-4381

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO ZONING, PLANNING, AND LAND USE, ADOPTING A NEW "RESIDENTIAL SUITES" USE CATEGORY, AND ADOPTING REGULATIONS GOVERNING RESIDENTIAL SUITES USES.

SECTION 1. Creates a "Residential Suites" use and adopts regulations governing residential suites in certain zones of the City.

SECTION 2. Provides a severability clause for the ordinance.

SECTION 3. Authorizes 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 five days after publication of summary.

SECTION 4. Provides that the City Clerk shall send a certified copy of the 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 _____, 2012.

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

_____
City Clerk