



## AGENDA

### **Redmond and Kirkland City Councils Joint Meeting**

**Tuesday, May 27, 2008**

**6:00pm – 8:30pm**

**Council Chamber**

**Redmond City Hall**

**15670 N.E. 85<sup>th</sup> Street**

- 6:00pm – 6:30pm      1. Dinner
  
- 6:30pm – 6:35pm      2. Welcome and Introduction  
*Mayors Marchione and Lauinger*
  
- 6:35pm – 7:05pm      3. Parks Bond and other Regional Park Opportunities
  
- 7:05pm – 8:00pm      4. Regional Transportation
  - a. Sound Transit 2
  - b. King County Metro Transit Service
  - c. Tolling
  
- 8:00pm – 8:20pm      5. Housing
  - a. Accessory Dwelling Units
  - b. Inclusionary Zoning
  
- 8:20pm – 8:30pm      6. Conclusion

## **PARK BOND AND OTHER REGIONAL PARK OPPORTUNITIES**

### **Background**

Redmond and Kirkland are communities known for their quality parks and recreation facilities and programs, due in large part to excellent citizen involvement and support. Each community is currently in varying stages of considering new voter-approved park funding initiatives to help meet current and future needs.

Kirkland: Kirkland's last park ballot measures were approved by voters in November 2002. An \$8.4 million park bond provided funding for a number of projects, including acquisition of key parklands and natural areas, development of neighborhood parks, and investment in improved school district playfields. Funding was also provided to support transfer of Juanita Beach Park from King County. All told, ten different sites throughout the community were either acquired or developed via park bond proceeds. A tandem maintenance levy was also approved by Kirkland voters in 2002. This perpetual levy provides about \$700K annually to support the maintenance and operations of the parks and playfields developed from the park bond. Prior to 2002, Kirkland's last park bond was approved in 1989. These 20-year bonds will come "off the books" at the end of 2009. Kirkland officials have had informal discussions about the timing of a future park ballot measure, but at this point no decisions have been made and no specific park bond planning has commenced.

Redmond: Redmond's last park bond (1989) funded parks renovation, acquisition of parks and trails and development of Perrigo Community Park. A maintenance levy accompanied the bond. In August 2007 Redmond citizens approved an operating levy increase of five cents per \$1000 of assessed valuation (\$637,122), to support programs such as the Teen Center and after-school programs. The levy also supports maintenance and operations of park facilities.

The need for a new park bond was identified when Redmond's first comprehensive Park Improvement Plan (PIP) was adopted in 2004. The PIP identified all parks, trails and recreation facilities necessary to meet community demand and accommodate the future needs of a growing population. Improvements which could not be funded by our ongoing capital improvement funds totaled \$66 million in 2004. We believe this gap has grown to over \$100 million in current dollars. Redmond has explored several bond strategies since 2005, and the Redmond Parks and Trails Commission has recently recommended a park bond measure for voter approval in 2009.

### **Issues for Discussion**

1. What issues in our respective communities are influencing our considerations for a possible future voter-approved park bond/levy?
2. What key funding needs (i.e. possible projects) could a potential park bond/levy address in our respective communities?

3. Are there any specific projects in our communities that could benefit from joint planning and funding between the two cities?
4. What are some initial concerns about the idea of a joint Kirkland-Redmond voter initiative?
5. Are there any other park, recreation, and/or trail opportunities that could be explored by Redmond and Kirkland for shared benefit? Are there other communities that could be involved?
6. What issues should be scheduled for more follow-up discussion?

**Staff**

Kirkland: Jennifer Schroeder, Director of Parks and Community Services  
Michael Cogle, Park Planning and Development Manager

Redmond: Craig Larsen, Director of Parks  
Tim Cox, Parks Planning Manager

## REGIONAL TRANSPORTATION SOUND TRANSIT 2 (ST2)

### Background

On July 7, 2005, the Sound Transit Board unanimously approved the *Regional Transit Long Range Plan*. The plan contains goals, objectives, a map of regional transit corridors, and a description of the various transit services identified for each corridor. With respect to the Eastside's transit interests, the *Regional Transit Long Range Plan* establishes the following transit designations:

- SR 520 – High Capacity Transit (HCT) corridor, with the transit technology undefined;
- I-90 – Electric Light Rail Service corridor connecting Seattle, Bellevue and Redmond;
- I-405 – Potential Rail Extension, from Burien, Renton, Bellevue and Kirkland to Snohomish County. The plan also designates I-405 as a Bus Rapid Transit/Regional Express Bus Service corridor, which could be a prelude to future rail service.

To implement part of the long range plan, the Sound Transit Board approved ST2 on May 24, 2007. ST2 was sent to the voters on November 6, 2007, as part of Proposition 1, the Roads and Transit package. However, Proposition 1 was not approved by the voters.

Since November the Sound Transit Board has reviewed voter surveys, examined technical and financial data on ST2 and heard public testimony. On April 24, 2008, the board approved the following three draft packages for public review as a way to gauge interest in an updated ST2 package:

- A 12-year draft ST2 Package funded by a 0.4% sales tax that extends light rail to S. 200<sup>th</sup> St. three miles south of Sea-Tac Airport, north to Northgate, and east to Downtown Bellevue. Additional commuter rail service is funded between Tacoma and Everett, along with additional Regional Express bus service on I-405 and SR 520, and a \$150 million contribution to fund transit improvements in the SR 520 corridor. The total capital cost is \$6.7 billion (2007 dollars);
- A 12-year draft ST2 Package funded by a 0.5% sales tax that extends light rail approximately six miles south of Sea Tac to Highline Community College, keeps the extension to Northgate, and continues further east to the Redmond-Overlake/NE 40<sup>th</sup> St. Transit Center. The additional proposed Sounder commuter rail and Regional Express bus service is similar to the 0.4% package, without the \$150 million contribution to SR 520. The total capital cost is \$7.8 billion (2007 dollars); and
- A 20-year draft ST2 Package funded by a 0.5% sales tax that is the transit part of the Roads and Transit package sent to voters last November, extending light rail south from SeaTac to Tacoma, north to Ash Way/I-5 in Snohomish County, and east to the Redmond- Overlake/NE 40<sup>th</sup> St. Transit Center with the possibility of continuing to

Downtown Redmond. Additional Sounder commuter rail and Regional Express bus service is included. The total capital cost is \$10.8 billion (2006 dollars).

By July 2008, the Sound Transit Board will adopt an updated ST2 package and tax rate and decide whether to submit the package to the voters in 2008 or 2010.

### **Issues for Discussion**

1. What are the Eastside's critical regional transit needs?
2. How do the three potential ST2 packages identified by the Sound Transit Board on April 24 compare with respect to support for the Eastside's HCT needs?
3. Should additional service be added to the update of the ST2 package?
4. Is there consensus on a preferred package?

### **Staff**

Kirkland: Daryl Grigsby, Public Works Director  
David Godfrey, Transportation Division Manager, Public Works Department  
Tracy Burrows, Intergovernmental Relations Manager, City Manager's Office

Redmond: Rob Odle, Planning Director  
Terry Marpert, AICP, Principal Planner, Planning Department  
Nina Rivkin, Chief Policy Advisor, Office of the Mayor



# New Options for Expanding Mass Transit

With traffic congestion growing each year, public feedback to Sound Transit has called for expanding mass transit. In response, Sound Transit has identified a targeted set of regional transit expansions that would be delivered between 2009 and 2020. With the region's population projected to increase by 30 percent by 2030, the package responds to the highest priority needs by funding light rail, commuter rail and regional express bus service expansions around the region that will provide the greatest and most immediate public benefits. These regional projects will work in tandem with local transit services to provide more travel options, increasing transit ridership and thereby responding to rising environmental concerns.

The core set of investments described below would be funded by a sales tax increase of four-tenths of one percent (0.4%). Adding a potential one-tenth of one percent (total 0.5%) would fund further light rail expansions in the south and east corridors and a longer line of Link connector service in Capitol Hill, and contribute to an arterial lane partnership project to improve transit time in Shoreline.

## LINK LIGHT RAIL

Expands the Link light rail line that opens for service in 2009 by 18 miles (0.4%) or 23 miles (0.5%):

- North from the University of Washington to the Roosevelt and Northgate areas
- East from downtown Seattle across Interstate 90 to Mercer Island, downtown Bellevue, the Overlake Hospital area (0.4%) and Redmond's Overlake Transit Center (0.5%)
- South from Sea-Tac Airport to South 200th Street (0.4%) and Highline Community College (0.5%)
- Link connector service serving Seattle's International District, First Hill and Capitol Hill at John Street (0.4%) and Aloha Street (0.5%)

Expands light rail with a partnership to extend Tacoma Link beyond the downtown area.

## SOUNDER COMMUTER RAIL

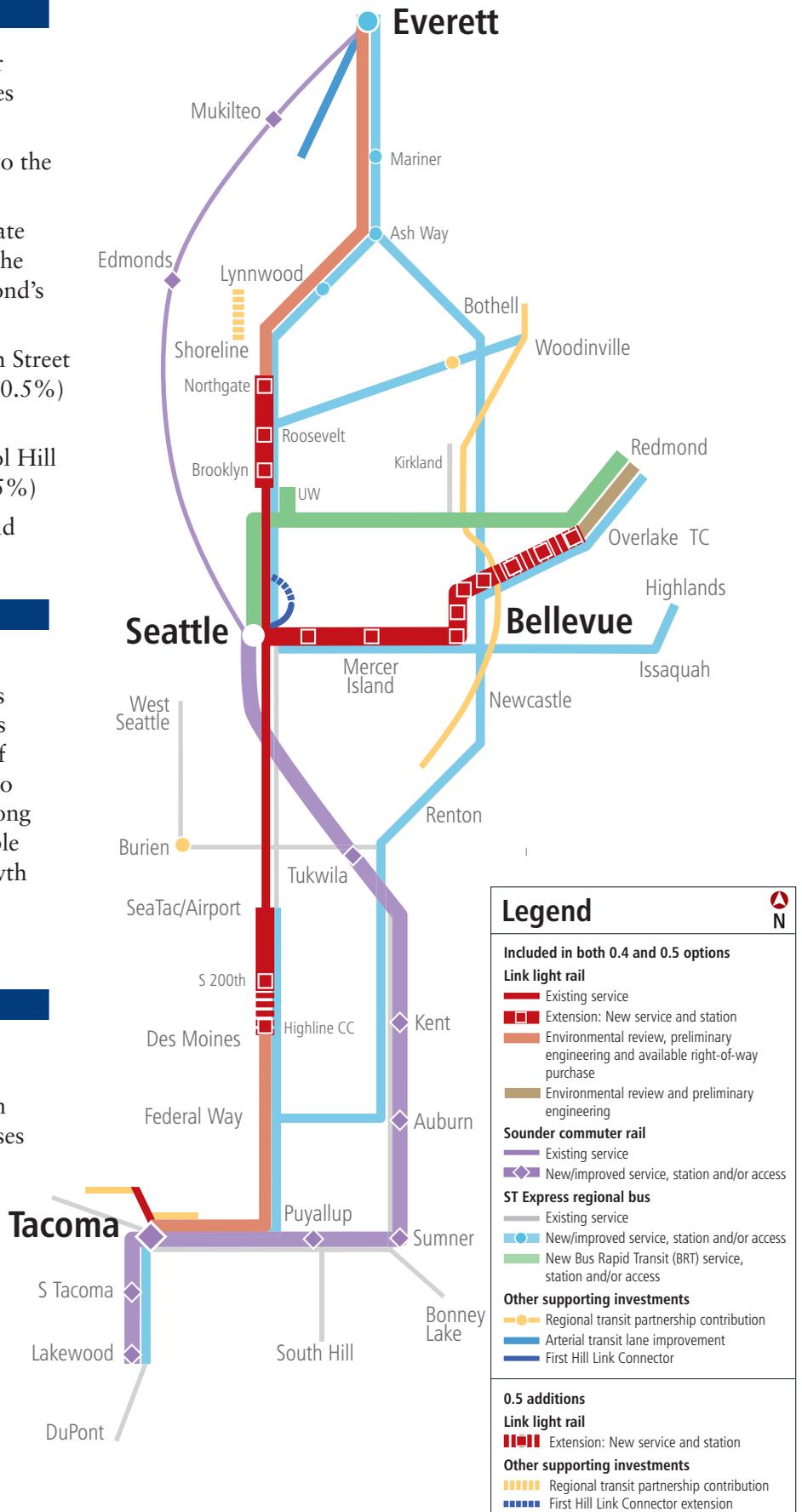
Increases Tacoma-Seattle Sounder commuter rail service by adding up to 12 new daily trips and by potentially increasing platform lengths to accommodate longer trains. With a total of up to 30 daily trips (15 round trips), this 65 to 90 percent increase in service would meet strong rider demand in the corridor, providing reliable and congestion-free travel as population growth continues to worsen roadway congestion.

Contingent upon negotiations with BNSF Railway.

## ST EXPRESS REGIONAL BUS

Expands regional express bus routes serving the region's busiest housing and job centers with frequent service on major corridors from early morning to late at night. ST Express buses operate on existing freeway HOV lanes. The draft plan boosts service with:

- New Bus Rapid Transit service on State Route 520 to coincide with bridge replacement and tolling
- Up to 20 miles of new arterial transit lanes to improve transit speed and reliability
- Increase in service by 10-15 percent in key corridors



MAP IS NOT TO SCALE • APRIL 2008

**LINK LIGHT RAIL FEATURES**

In addition to extending the Central Link light rail line with 18 or 23 miles of new light rail, the package supports moving forward rapidly with further extensions to Tacoma, Redmond and Lynnwood in a future phase by funding environmental review, preliminary engineering and early right-of-way purchases.

**Fast, frequent service**

Light rail trains operate in their own right-of-way, providing fast, reliable service that isn't delayed by congestion. Trains will run 20 hours per day and every few minutes during rush hours.

**Ample room to grow**

System capacity can be expanded to meet long-term needs from continued population growth by running trains as often as every four minutes with up to four cars, each train carrying up to 800 riders, for an hourly capacity of up to 12,000 riders in each direction. Stations will act as hubs where riders transfer between buses and congestion-free light rail service.

**Sample light rail travel times**

Microsoft to downtown Bellevue	11 min.
Northgate to downtown Seattle:	15 min.
Bellevue to Qwest Field:	20 min.
UW to downtown Bellevue:	30 min.
Highline C.C. to Safeco Field:	37 min.

**IMPROVED STATION ACCESS**

Provides funds that will allow more people to access regional transit services at key locations. Access improvements in and around Auburn, Edmonds, Everett, Kent, Lakewood, Lynnwood (including Ash Way and Mariner), Mukilteo, Puyallup, South Tacoma, Sumner, Tacoma and Tukwila will be tailored to the needs of each location and may include:

- Expanded parking
- Pedestrian improvements at or near stations
- Additional bus/transfer facilities for improved feeder service to stations
- Bicycle access and storage at stations
- New and expanded drop-off areas to encourage ridesharing

**EASTSIDE PASSENGER RAIL PARTNERSHIP**

Provides funds for a potential contribution to a partnership for Eastside passenger rail operation on freight right-of-way there. Sound Transit and the Puget Sound Regional Council are currently evaluating the potential benefits of passenger rail operation on this corridor.

**PARTNERSHIP PROJECTS TO IMPROVE MOBILITY**

Contributes funds to complete projects in conjunction with other parties, improving access to service and transit travel times:

- Tacoma Link extension
- Bothell transit center/parking garage
- Burien parking garage
- Kirkland parking garage (0.4% only)
- Shoreline transit lane improvements (0.5% only)

**RESPONDING TO REGIONAL GROWTH**

Continued growth in population and employment puts increasing pressure on our transportation system. The draft plan responds with targeted investments that provide new and expanded transit options to improve near-term and future mobility for people who live and work here.

<i>Estimated growth by 2030</i>	<i>Population</i>	<i>Employment</i>
Bellevue	+24%	+39%
Burien/Tukwila/Renton	+16%	+34%
Capitol Hill/Queen Anne	+20%	+23%
Downtown Seattle	+79%	+24%
Everett	+25%	+38%
Federal Way/Auburn	+17%	+33%
Kent	+35%	+30%
Lynnwood/Edmonds	+34%	+50%
North Seattle	+13%	+29%
Redmond/Kirkland	+26%	+40%
South Seattle	+7%	+29%
Tacoma	+18%	+28%

[Summary Needs Assessment, Parsons Brinckerhoff for Sound Transit, January 2008]

**PROTECTING OUR ENVIRONMENT**

With transportation the region's largest contributor to greenhouse gas emissions, one of the most important things people can do to reduce their carbon footprints is to use public transit. By expanding regional transit options, this package would bring about 110,000 more daily riders to Sound Transit services – an increase of 55% or more – by 2030.

**RIDERSHIP**

This draft plan takes thousands more cars off roads, with expanded train and bus services moving people through the region's most congested corridors.

**2030 Estimated Daily Ridership**

<b>Service</b>	<b>Without Plan</b>	<b>With Plan</b>
Central Link	120,000	220,000-235,000
ST Express	52,000	58,000
Souder	19,000	27,000
Tacoma Link	4,000	6,000
<b>Total</b>	<b>195,000</b>	<b>311,000-326,000</b>

Figures reflect near-term demand. Actual long-term system capacity will be much higher. Figures are preliminary and subject to refinement.

**PAYING FOR EXPANDED SERVICES**

- 4/10 or 5/10 of one percent sales tax increase, or four or five cents for every \$10 retail purchase
- Typical new cost per adult is \$55 (0.4%) or \$69 (0.5%) annually
- Continuation of existing Sound Move taxes (0.4% sales tax and 0.3% vehicle license tax)

<b>COSTS</b>	<b>2007 dollars</b>	<b>Year of expenditure*</b>
<b>0.4% option:</b>		
Capital costs	\$6.8 billion	\$9.0 billion
Operating & maintenance (2008-2020)	\$0.7 billion	\$0.9 billion
<b>0.5% option:</b>		
Capital costs	\$7.8 billion	\$10.3 billion
Operating & maintenance (2008-2020)	\$0.8 billion	\$1.0 billion

\*includes inflation



# Sound Transit 2 Plan

Approved: May 24, 2007

This regional transit system expansion plan, adopted by the Sound Transit Board in May 2007 following more than two years of extensive planning and public outreach, formed the transit portion of the Roads & Transit ballot, Proposition 1, that voters turned down in November 2007.

The 20-year plan would add more than 50 miles of light rail, improve commuter rail facilities and increase regional express bus service. The result would nearly double Sound Transit system ridership with fast, reliable connections to more places for more people, cutting through congestion in the region's most heavily traveled corridors.

## DETAILS

- Extends light rail north from the University of Washington to 164th Street SW/Ash Way in Snohomish County, with service to Northgate, Shoreline, Mountlake Terrace and Lynnwood.
- Extends light rail south from Sea-Tac Airport to downtown Tacoma, adding service to the Des Moines, Federal Way and Fife areas.
- Extends light rail east to Mercer Island, Bellevue and Redmond's Overlake Transit Center and Downtown Redmond if sufficient funding is available. The plan identifies the extension to Downtown Redmond as a high priority and provides up-front funding for planning, engineering and some real estate acquisition.
- Expands parking and enhances Sounder stations, increasing access to the regional transit system. Sets aside funding for future service enhancements to the existing ST Express bus network during light rail construction.
- Funds several long term studies: extension of light rail to Everett; future high capacity transit lines to Issaquah via I-90, from UW across SR-520, from Ballard to UW, and in Seattle's west corridor, from Ballard to West Seattle to Burien; additional bus rapid transit; and long-term use of the BNSF rail line in east King County.

## BENEFITS

- Provides fast, frequent and reliable light rail service free of delays from congestion and weather, with trains running 20 hours a day and every few minutes at peak times.
- Moves more people through the region's most congested corridors, taking cars off the road.

*continued on back*



- Light rail stations serve as hubs that collect riders from local bus routes.
- Connects Snohomish, Pierce and East King counties with the almost 19 miles of first-phase light rail investments paid for by North King County and South King County taxpayers.
- Makes strategic bus rapid transit (BRT) investments in the I-405 corridor, complementing BRT investments already completed or under construction.
- Builds on the cost-estimating, engineering and construction experience that Sound Transit acquired over the last decade. Independent experts from around the country also intensively reviewed Sound Transit’s work, further increasing the level of confidence that the proposed rail lines can be built with available funds.
- Reaches Northgate by 2018, and Downtown Bellevue and Kent-Des Moines Road by 2021. Other extensions would be phased through 2027.

<b>ESTIMATED RIDERSHIP (2030)</b>				
<b>SERVICE</b>	<b>ANNUAL</b>		<b>WEEKDAY</b>	
	<b>Without Package</b>	<b>With Package</b>	<b>Without Package</b>	<b>With Package</b>
Central Link	37 million	93 million	118,000	305,000
Tacoma Link	1.1 million	1.6 million	3,800	5,400
Sounder	4 million	4 million	16,000	15,400
ST Express	15 million	9 million	51,000	33,000
<b>TOTAL SYSTEM RIDERSHIP</b>	<b>58 million</b>	<b>108 million</b>	<b>189,000</b>	<b>359,000</b>

**BY THE NUMBERS:**

- 168,000** More riders on the Sound Transit system
- 11,200** New park-and-ride stalls
- 50-53** Miles of new Link light rail
- 25-27** New light rail stations
- 10** Additional cities connected by light rail
- 7** New/improved Sounder stations
- 2** New I-405 BRT enhancements
- 1** Mile of new/improved Sounder tracks
- 1** New streetcar line

Financial, budget and schedule information presented here and on-line is based on estimates as of May 2007. Figures may be updated periodically to reflect updated estimates as deemed appropriate by the Sound Transit Board.

For more information visit [www.soundtransit.org/ST2](http://www.soundtransit.org/ST2) or [www.roadsandtransit.org](http://www.roadsandtransit.org).

- SAMPLE TRAVEL TIMES (APPROXIMATE)**
- Overlake/Microsoft to downtown Bellevue: 10 minutes
  - Lynnwood to downtown Seattle: 28 minutes
  - SeaTac to the Tacoma Dome: 37 minutes
  - University of Washington to downtown Bellevue: 30 minutes
  - Downtown Bellevue to Qwest Field: 20 minutes

- PAYING FOR EXPANDED SERVICES**
- 5/10 of one percent sales tax increase, or five cents for every \$10 retail purchase
  - Typical new cost per adult is \$69 (0.5%) annually
  - Continuation of existing Sound Move taxes (0.4% sales tax and 0.3% vehicle license tax)

<b>COSTS</b>	<b>2007 dollars</b>	<b>Year of Expenditure*</b>
Capital Costs	\$11.3 billion	\$18.1 billion
Operating & Maintenance (2008-2028)	\$1.5 billion	\$2.4 billion

\*includes inflation

## REGIONAL TRANSPORTATION KING COUNTY METRO TRANSIT SERVICE

### Background

In 2002 King County adopted the *Six-Year Transit Development Plan for 2002 to 2007*. As part of this plan, each of the three Metro subareas is to receive a share of new service hours as follows: East 40%, South 40%, and Seattle/North 20% (the “40/40/20 allocation”). Since 2002, the number of total system-wide annual service hours increased by 3%, from approximately 3.3 million to 3.4 million hours.

In November 2006 voters in King County approved a 0.1% sales tax increase to fund *Transit Now*, which increases transit service by 17%, and provides an additional 590,000 new transit service hours between 2007 and 2018. Of the new hours, 500,000 hours are subject to the 40/40/20 allocation, and 90,000 hours are to be used for future transit service partnerships, and therefore are not subject to the subarea formula allocation.

As Sound Transit operates new Regional Express Bus service on the Eastside, Metro transit service that is duplicative has been redeployed to other routes in support of local Eastside transit needs. This redeployment has occurred since 1996 under *Sound Move*, and could result in additional Eastside Metro service should the voters approve an ST2 package that contains additional Sound Transit Regional Express Bus service.

King County Metro is developing two new planning documents: the long-range *Transit Comprehensive Plan* and the more near-term *Transit Strategic Plan*. Both the *Transit Comprehensive Plan* and the *Transit Strategic Plan* attempt to address the following issues that have been identified by Metro staff:

- Emerging Issues: Climate Change and Healthy Communities, Transportation System Pricing, and Transit and Construction Mitigation
- Planning for Potential System Expansion (beyond Transit Now)

These plans are scheduled for review by the King County Council during the fall of this year.

### Issues for Discussion

1. How should bus service to the eastside change in the future?
2. Are there any issues related to transit service that are not currently being addressed by Metro, and if there are, what are they?
3. How important is maintaining a fair return in service for Eastside transit dollars? Does this mean adding service to productive corridors regardless of subarea? Or should service be provided throughout King County in recognition that taxpayers deserve at least some access to transit?
4. How could the cities of Kirkland and Redmond be most effective in advocating for increased bus service to our communities?

**Staff**

Kirkland: Daryl Grigsby, Public Works Director  
David Godfrey, Transportation Division Manager, Public Works Department

Redmond: Rob Odle, Planning Director  
Terry Marpert, AICP, Principal Planner, Planning Department

## REGIONAL TRANSPORTATION TOLLING

### **Background**

Last session the Legislature adopted two bills on tolling. HB 1773 establishes statewide tolling policies and the framework for imposing tolls. The legislature reserved for itself the authority to impose tolls and designated the State Transportation Commission as the tolling authority, charged with setting toll rates, reviewing collection and operations policies and toll expenditures, and ensuring toll rates cover all costs and obligations. Toll revenue must be used to construct, maintain and operate the toll facility, and may be used for transit as well as other methods of conveying people or goods and to optimize system performance with the use of variable rates.

HB 3096 provides that tolling revenue (\$1.5-\$2B) will contribute to the costs for the replacement of the SR 520 Bridge and early tolling that could begin in 2009, requires the Washington State Department of Transportation (WSDOT) to work with the Federal Highway Administration (FHWA) on actions necessary to toll the I-90 floating bridge, and creates a Tolling Implementation Committee, consisting of Paula Hammond (WSDOT Secretary), Bob Drewel (Executive Director of the Puget Sound Regional Council, PSRC) and Dick Ford (Washington State Transportation Commission member from King County).

The Committee is required to evaluate potential traffic diversion from SR 520 when tolls are implemented and recommend mitigation, evaluate advanced tolling technology, evaluate active traffic management technology, explore partnerships, conduct public outreach and confer with mayors and city councils from cities along the SR 520, SR 522 and I-90 corridors. The Committee shall report to the Governor and Legislature by January 2009.

Numerous work efforts are underway which examine tolling, including the Lake Washington Urban Partnership (developing comprehensive traffic management and congestion reduction strategies that could be implemented in 2009), the Puget Sound Regional Council Tolling Task Force (developing recommendations on pricing strategies to be included in the Destination 2030 update), King County Update of its' Transit Comprehensive Plan, and the Eastside Transportation Partnership (ETP) Sub-committee on Tolling. This sub-committee has met several times and discussed providing input on: the public outreach process that will be conducted by the Tolling Implementation Committee, defining corridors, diversion analysis, toll rates, use of toll revenue, and tolling implementation.

### **Issues for Discussion**

1. How do we fund replacement of the SR 520 Bridge in the best terms for tax-payers, bridge users and communities? (*Please note: this is the question being asked by the Tolling Implementation Committee*)
2. What are reasonable uses of toll revenue?
3. Which facilities should be tolled and when should tolling begin on these facilities?
4. Are there limits to tolling?
5. Are there common interests between Kirkland and Redmond on tolling?

**Staff**

Kirkland: Daryl Grigsby, Public Works Director  
David Godfrey, Transportation Division Manager, Public Works Department  
Tracy Burrows, Intergovernmental Relations Manager, City Manager's Office

Redmond: Rob Odle, Planning Director  
Terry Marpert, AICP, Principal Planner, Planning Department  
Nina Rivkin , Chief Policy Advisor, Office of the Mayor

## HOUSING ACCESSORY DWELLING UNITS

### Background

The cities of Redmond and Kirkland have both allowed Accessory Dwelling Units (ADUs) since 1995. Approximately 30 ADUs have been approved in Redmond. The City of Redmond amended its ADU regulations about a year ago to eliminate barriers to development of ADUs.

The City of Kirkland adopted regulations to allow Accessory Dwelling Units (ADUs) in 1995 and has approved 138 units as a result, an average of about 10 per year. There are an additional 45 units that are pending approval, meaning that they are still in the permit review or construction process. Some basic facts about the completed units include:

- 30% of the units were pre-existing and have been legalized through the approval process
- 50% of the units are in detached structures
- The overall average unit size is 782 square feet
- The average unit size for detached units is 631 square feet
- The average unit size for attached units is 943 square feet
- 6 units exceed 1,500 square feet

The following chart summarizes the ADU regulations in Kirkland and Redmond.

<b>Regulation</b>	<b>Kirkland</b>	<b>Redmond</b>
Allowed Number	1 per detached single-family dwelling	Same
Location	Attached or Detached	Same
Size Limit	Attached = 40% of the total residential floor area (with a possible exception to go up to 50% if entirely on a single floor)  Detached = 800 square feet or 40% of the total residential floor area, whichever is less	Attached = 1,500 square feet (with a possible exception to exceed this limit if entirely on a single floor)  Detached = 1,000 square feet or 40% of the total residential floor area, whichever is less
Occupancy	One unit must be owner occupied	Same
Parking	One off street parking stall for the ADU, in addition to parking required for primary unit	Same

<b>Regulation</b>	<b>Kirkland</b>	<b>Redmond</b>
Exterior Modification	Entrance to ADU must be clearly secondary to entrance to main unit and must not detract from single family character of main unit	Only one entrance allowed on front of the primary unit, with possible exception if other options for ADU access are unavailable  Design must be consistent with existing façade, roof pitch, siding and windows
Home Business	Allowed in both primary unit and ADU	Allowed in one unit per property
Applicable Codes	All setbacks, height, lot coverage and other site development standards must be met  Health and safety standard of the International Building Code must be met with a possible exception for ceiling height if the structure was legally constructed as habitable space	Same
Public Notification	None required	Notice mailed to residents within 500 feet of the property, public comment allowed, however it is a permitted use

### **Issues for Discussion**

1. Are accessory dwelling units an important source of affordable housing on the eastside?
2. Have ADU's become an accepted housing type in neighborhoods on the eastside, or are there ongoing issues that need to be addressed?
3. Have Redmond and Kirkland eliminated the barriers to creating new accessory dwelling units, or are there additional measures that should be taken to promote the creation of ADU's?

### **Staff**

Kirkland: Eric Shields, Planning Director  
Dawn Nelson, Planning Supervisor, Planning Department

Redmond: Rob Odle, Planning Director  
Sarah Stiteler, Senior Planner, Planning Department

## HOUSING INCLUSIONARY ZONING

### **Background**

Redmond: A strong local economy has contributed to significant increases in housing prices over the past decade or more and increases in wages have not kept up. The City of Redmond has been committed to addressing the issue of housing affordability and has undertaken a variety of responses since the early 1990s. The City's Comprehensive Plan speaks to the goals of increasing the supply as well as the variety of homes that are available in Redmond. One of the ways that the City accomplishes this is through its land use regulations.

In 1993, the City of Redmond established requirements for the creation of affordable housing with the adoption of the Downtown Neighborhood Plan. With the significant increase in housing capacity that resulted from the Plan, all new residential developments in Downtown are required to comply with these requirements. Projects that have ten or more dwelling units must set aside 10% of the total number of units as affordable, e.g., they must be available to persons or families making 80% or less than the King County median income, using no more than 30% of their income to pay for housing. Affordable units may be either rental or ownership. In Downtown, there are now close to 100 legally recorded affordable units and that number is expected to double within the next couple of years.

A Regional Coalition for Housing (ARCH) assists Redmond with administration of the inclusionary housing program. Together, ARCH and City staff work with developers to explain the program and resolve any particulars with a specific project proposal. An agreement is then signed by City officials and the developer and recorded with the property to ensure that the unit will remain affordable for the life of the building or for a period of at least 40 years. As a bonus, the City's code allows an additional market rate unit for each affordable unit provided, up to 15% above the maximum density permitted on the site. Recently, the City has begun allowing these density bonuses to be converted to transferable development rights when project applicants are not able to use them on site due to environmental or other constraints.

During the past six years, the affordable housing program has been extended to other portions of Redmond through the City's neighborhood planning efforts. Residents have been very positive toward the concept of including affordable housing within their neighborhoods and the City as a whole; currently there are five neighborhoods in addition to the Downtown that require affordable housing within new developments of 10 or more units. These include the Willows/Rose Hill, Grass Lawn, North Redmond, Education Hill and Overlake neighborhoods.

Kirkland: Until relatively recently, Kirkland encouraged affordable housing primarily by offering optional density bonuses through the Planned Unit Development process. A number of affordable units were created in this way, but the process was lengthy and the outcome was uncertain for developers.

In 2004, the City adopted a comprehensive package of affordable housing *incentives*, including:

- Density bonuses and dimensional standard modifications for projects with a specified portion of the units meeting specified affordability levels. These incentives are available primarily in multi-family and some commercial zones. The following table summarizes the affordability requirements:

<b>Affordability Level: % of median income</b>	<b>Density Bonus (units or FAR): bonus units per affordable units</b>
<b>Renter</b>	
○ <60%	1.33 to 1
○ <70%	1 to 1
<b>Owner</b>	
○ <80%	1.6 to 1
○ <60%	2.67 to 1

- Property tax exemptions for developments within “residential targeted areas:”

<b>Affordability Level</b>	<b>Duration of tax exemption</b>
<b>Rental Projects</b>	
○ 10% of units affordable @ <50% of median income	8 years
○ Additional 10% of units affordable @ < 80% of median income	12 years
<b>Owner Occupied</b>	
○ <u>Units</u> affordable @ <70% of median income	8 years
○ <u>Projects</u> with 10% of units affordable @ 70% of median income and an additional 10% affordable @ 100% of median income	12 years

- Impact fee exemptions for owner occupied units affordable at < 80 % of median income and rental units affordable at <60% of median income.

Even greater incentives were provided when two of Kirkland’s mixed use business districts were recently rezoned to allow greater development potential. Within large portions of both the Totem Lake and Rose Hill business districts, zoning regulations were adopted to allow taller buildings subject to the condition of providing affordable housing. In the TL-1A zone, for example, residential buildings may exceed 30 ft in height up to 160 ft. if 10% of the units are affordable at 70% of median income for owner-occupied units and 50% of median income for rental units.

The City is working to identify specific multi-family sites that are suited for redevelopment and that are good candidates to take advantage of these incentives. Affordable housing was identified as an area of emphasis for the City Council in 2008 and 2009. A Housing subcommittee was recently formed and is looking at ways to provide greater affordable housing incentives or possibly requirements.

**Issues for Discussion**

1. How significant is the need for affordable housing on the Eastside?
2. What issues should be considered in starting an inclusionary housing program?
3. Are there opportunities for increases in housing capacity through area wide rezones to offset new requirements?
4. How favorable are residents and the building community to the proposal?
5. What other efforts are in place to create affordable housing?

**Staff**

Kirkland: Eric Shields, Planning Director  
Dawn Nelson, Planning Supervisor

Redmond: Rob Odle, Planning Director  
Sarah Stiteler, Senior Planner