



CITY OF KIRKLAND

Planning and Community Development Department

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MEMORANDUM

Date: June 12, 2007

To: Houghton Community Council

From: Janice Soloff, AICP, Senior Planner *JLS*

Subject: MISCELLANEOUS ZONING CODE AMENDMENTS RELATED TO REORGANIZATION OF DESIGN REGULATIONS, FILE NO. ZON07-00002

RECOMMENDATION

Approve Ordinance No. 4097. The Community Council may do so by adopting Resolution 2007-2 by a majority of its entire membership.

An alternative resolution has been provided should the Community Council elect to disapprove the ordinance.

BACKGROUND

On June 5, 2007 the City Council adopted Ordinance No. 4097 (see Attachment 1). This ordinance contains miscellaneous amendments to the Zoning Code as a result of the reorganization of Chapter 92 design regulations and consolidation of similar regulations in other chapters.

Amendments relevant to Houghton or citywide, include changes to Chapter 105 requiring minimum bicycle parking standards, criteria for approving the design of drive through facilities, standards for pedestrian pathways through larger parking lots, providing pedestrian walkways between businesses on a subject property, allowing more flexibility in the design of internal parking lot landscaping (Chapter 95) and standards for the location and screening of garbage dumpsters and service areas (Chapter 115). No amendments are proposed that will affect single family uses. Amendments to Chapters 5, 92, 142, 162 and 180 are not relevant in Houghton because there are no zones subject to design review.

Adoption of this Ordinance is a legislative action, reviewed through a Process IV process (Chapter 160 KZC). The Ordinance applies city-wide and therefore, within the jurisdiction of the Houghton Municipal Corporation, the Ordinance is not effective until a majority of the entire membership of the Community Council votes by resolution to approve it; or the Community Council fails to disapprove it by majority vote of the entire membership within 60 days after City Council approval.

CHANGES TO PROPOSAL

The following are issues or questions raised by the Houghton Community Council at the courtesy hearing and forwarded to the Planning Commission along with any changes incorporated into the final ordinance.

Chapter 95 Parking lot internal and perimeter landscaping

➤ *Amount of Internal Parking Lot Landscaping Section 95.40.7.a*

The Community Council questioned if the proposed change to the amount of internal parking lot landscaping is greater than the existing requirement. The new internal parking lot landscaping ratio of 25 sq. ft. per parking stall (over 8 stalls) would slightly increase the amount from 157 sq. ft. to 200 sq. ft. per required parking stall. The change allows for flexibility in how the landscaping is spread out in the parking lot instead of the mandatory 1 parking island per every 8 stalls.

➤ *Should there be a minimum width for the island peninsula so that it is wide enough for landscaping to survive?*

Staff researched other city codes and found that parking islands and peninsulas ranged in size from 3-8 ft in width. The Planning Commission agreed with staff that the proposed text of requiring the width to be *similar* in size as the adjacent stall is sufficient.

➤ *Be sure to add sufficient irrigation requirements to ensure landscaping survival*
Irrigation is an existing requirement in Chapter 95.

➤ *Is it possible to include some Low Impact Development (LID) standards in the design of parking areas?*

Staff will likely incorporate LID standards for parking lots at a later time.

➤ *Perimeter parking lot buffer, Section 95.40.7.b.*

A few Community Council members objected to inserting the design regulations standard for perimeter parking lot buffer which allows a low wall or hedge as an alternative to a 5' wide landscape buffer. The Planning Commission agreed with these concerns and recommended that no changes be made to the city wide perimeter parking lot buffer standards. In design districts, low walls or hedges will still be permitted.

Chapter 105 Pedestrian Access, Parking Area Design, Bicycle Parking

➤ *Pedestrian Access, Section 105.18-Current planners requested that a policy intent statement be added to the beginning of the section why pedestrian access between properties is important to strengthen the authority to require pedestrian connections.*

Consistent with the Transportation Element policies in the Comprehensive Plan, a policy intent statement was added in the beginning of the section. Section 105.19 regarding public pedestrian walkways and through block pathways are required for all uses including single family uses. Text

was added that through block pathways may be public or private to make this clearer, even though they are already under the "public pedestrian walkway" section.

- *Bicycle Parking, Section 105.32-What is the industry standard for the number of bicycle racks per development?*

Based on staff's research of other cities, there are several methods for determining the number of required bicycle parking spaces: by a % of required motor vehicle parking spaces, per gross floor area depending on use, or number of employees or dwelling units. As a matter of practice, staff required a minimum of one bike rack for a retail use or for a mixed use residential/commercial project (depending on the size). An additional rack was usually required in a garage for residents. Based on the research, the Planning Commission approved a minimum number of bicycle parking stalls to be 1 bicycle space for each 12 required motor vehicle parking spaces.

- *Drive through standards Section 105.96- What is the standard for an adequate "throat" length?*

There is no set engineering standard. It should be analyzed on a case by case basis based on traffic circulation.

COMMUNITY COUNCIL OPTIONS

The Community Council has the following three options for action on this ordinance.
Approve the ordinance.

1. A vote by the majority of the entire membership of the Community Council approving Resolution 2007-2 would document your support of this amendment.
2. Disapprove the ordinance. A vote by the majority of the entire membership of the Community Council approving alternative Resolution 2007-2 would disapprove the ordinance. Disapproval means the entire ordinance will have no effect in Houghton.
3. Take no action. No action would allow the amendment to go into effect within the Houghton jurisdiction 60 days following the adoption of the ordinance by the City Council.

Attachments:

Ordinance No. 4097

Resolution 2007-2 Approving Ordinance No. 4097

Alternative Resolution 2007-2 Disapproving Ordinance No. 4097