



MEMORANDUM

DATE: September 26, 2012

To: Planning Commission

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

SUBJECT: Residential Suites KZC Amendments, File No. ZON12-00002 (File #4)

RECOMMENDATION

- Conduct public hearing to receive public testimony on the proposed amendments.
- Deliberate and make a recommendation on the amendments that will be transmitted to the City Council for consideration.

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 its recommendation to the City Council, the Commission 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, the Commission 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 as recommended.

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

PROPOSED KZC AMENDMENTS

The draft regulations for Residential Suites are included as Attachment 1. 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 (see Attachment 2 for a Redmond project traffic analysis). 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: 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 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 suggested for inclusion at this time as the zones that meet the identified locational criteria. Attachment 2 includes a map of the affected zones and proximity to transit centers.

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. Exceptions are regulations for parking in the CBD zones and green building requirements in all zones as discussed below.

Development Review Process: All of the zones under consideration require Design 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 and 1 stall per living unit (plus employee parking) if not. Based on direction from the Planning Commission and the discussion with Parking Advisory Board, staff has modified the regulations for parking management to make them more performance based. 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. Draft minutes from the meeting are included as Attachment 3.

The proposed parking rate is the same as the City of Redmond's, but adds the parking management requirements. Research of other jurisdictions requirements is difficult for a number of reasons:

- The use is difficult to classify because definitions vary by jurisdiction. For example, an SRO in Redmond is comparable to what Kirkland is considering, but an SRO in other cities may be affordable or special needs housing – which have very different parking dynamics. Staff has found examples ranging from .25 to 1.0 stalls per room, with the low end typically withheld for low-income units. Staff checked with the City Transportation Engineer who is not aware of regional or national data similar to what is available for more typical residential uses.
- The setting for each project varies. Locally, most of these projects seem to be occurring in Seattle with very little parking provided. Whether Seattle car ownership/parking requirements translate to Kirkland is obviously debatable. As suggested by the Commission, staff contacted the City of Seattle to see if they had any parking utilization data for Seattle projects. Seattle indicated that the projects are not typically subject to SEPA review and they are not aware of any data.

Staff is comfortable that this performance based parking requirement will ensure that parking supply is adequate to meet the parking demand. In addition, staff has 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 is attached for Commission review:

- September, 2012 article from The Economist (Attachment 4) explaining trends in driving and car ownership, particularly in the younger households that this housing type may appeal to.
- September, 2012 CNN article (Attachment 5) evaluating why more young American's may be choosing to not own cars.

- July, 2007 article from California's Local Government Commission (Attachment 6) about San Diego's SRO provisions and workforce housing.
- February, 2012 Redmond Traffic Study (Attachment 7) 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 8) 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 9) 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 draft code includes aggressive green building requirements to reduce the overall environmental footprint of the development.

Option for Affordable Housing: The TL 1A and TL 1B zones currently have affordable housing requirements for large residential developments and the proposed Residential Suites use would follow these provisions. The other zones under consideration do not have affordable housing requirements in place for various reasons. Because Residential Suites would be a new use in these zones, the Commission could consider whether to require 10% affordable housing within new developments. 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 document these as requirements and require ongoing verification that the provisions are met. However, this would add administrative work for both the property manager and City staff.

The Commission should consider whether to accept the use as affordable by its nature or to specifically mandate affordability.

CRITERIA FOR AMENDING THE ZONING CODE

KZC Section 135.25 outlines the following criteria for amending the text of the Zoning Code. The City may amend the text of this code only if it finds that:

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 states 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. The Commission is

considering these amendments at the legislative level and no specific site plan or project is being considered in its decision.

PUBLIC NOTICE

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

PUBLIC COMMENT

Attachment 10 provides copies of all public comment.

Attachments

1. Draft Regulations
2. Map of Affected Zones
3. Draft PAB Minutes
4. Article from The Economist
5. Article from CNN
6. Article from Local Government Commission
7. TSI Redmond Traffic Study
8. TSI Review of Census Data
9. TSI Redmond Transportation Surveys
10. Public Comment

Section 50.12

Zone
CBD-1A,
1B

USE ZONE CHART

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

Section 50.12	USE REGULATIONS	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.030	Hotel or Motel	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.	D	E	One for each room. See Spec. Reg. 2 and KZC 50.60.	<ol style="list-style-type: none"> The following uses are not permitted in this zone: <ol style="list-style-type: none"> Vehicle service stations. Vehicle and/or boat sale, repair, service or rental. Drive-in facilities and drive-through facilities. 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									B	See KZC 50.60 and 105.25.	
.060	Private Club or Lodge									D	One per each 350 sq. ft. of gross floor area. See KZC 50.60.	
.070	Office Use									A	1.7 per unit. See KZC 50.60.	
.080	Stacked or Attached Dwelling Units									B	See KZC 50.60 and 105.25.	
.090	School, Day-Care Center or Mini School or Day-Care Center									B	See KZC 50.60 and 105.25.	<ol style="list-style-type: none"> A six-foot-high fence is required along all property lines adjacent to outside play areas. Structured play areas must be set back from all property lines by at least five feet. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 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.

Insert Residential Suites Use and regulations (attached)

6. 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

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

Section 50.17	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.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.	<ol style="list-style-type: none"> The following provisions, which supersede any conflicting provisions of this chapter, apply only if the subject property is within 200 feet of or includes a portion of Lake Washington: <ol style="list-style-type: none"> Chapter 83 KZC contains regulations regarding shoreline setbacks and public pedestrian walkways. No structure, other than moorage structures, may be waterward of the ordinary high water mark. For regulations regarding moorages, see the moorage listings in this zone and Chapter 83 KZC. A six-foot-high fence is required along all property lines adjacent to outside play areas. Structured play areas must be set back from all property lines by at least five feet. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 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. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 50.17	 USE  REGULATIONS	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.090	Stacked or Attached Dwelling Units	D.R., Chapter 142 KZC. Also see Chapter 83 KZC.	None	0'	0'	0'	100%	28' above the abutting right-of-way measured at the midpoint of the frontage of the subject property on each right-of-way.	D	A	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: <ol style="list-style-type: none"> Chapter 83 KZC contains regulations regarding shoreline setbacks and public pedestrian walkways. No structure, other than moorage structures, may be waterward of the ordinary high water mark. For regulations regarding moorages, see the moorage listings in this zone and Chapter 83 KZC. 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 0' 0' 0'			–	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.
.110	Piers, Docks, Boat Lifts and Canopies Serving Detached Dwelling Unit			Landward of the ordinary high water mark 0' 0' 0'						None		
.115	Piers, Docks, Boat Lifts and Canopies Serving Detached, Attached or Stacked Dwelling Units			0'	0'	0'						

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS													
Section 50.27	USE ↓	REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
				Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
					Front	Side	Rear						
.070	Stacked or Attached Dwelling Units See Spec. Reg. 1.	D.R., Chapter 142 KZC.	None	20' See Spec. Reg. 2.	0'	0'	80%	41' above average building elevation.	D	A	See Spec. Reg. 3.	<ol style="list-style-type: none"> 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. 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. 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)													
.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.	<ol style="list-style-type: none"> For this use, only one dwelling unit may be on each lot regardless of size. This use may only be located west of State Street. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use. 	

Section 50.27

Zone
CBD-3

USE ZONE CHART

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

Section 50.27	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		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.	<ol style="list-style-type: none"> 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.	<ol style="list-style-type: none"> 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). 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.

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

Section 50.32	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.080	Stacked or Attached Dwelling Units	D.R., Chapter 142 KZC.	None	10'	0'	0'	100%	54' above average building elevation or existing grade.	D See Spec. Reg. 1.	A	See Spec. Reg. 2.	<ol style="list-style-type: none"> Landscape Category C is required if subject property is adjacent to Planned Area 6C. 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.	<ol style="list-style-type: none"> A six-foot-high fence is required along all property lines adjacent to outside play areas. 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. Structured play areas must be set back from all property lines by at least five feet. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 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. 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.	<ol style="list-style-type: none"> A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. A nursing home use may be permitted as part of an assisted living facility use in order to provide a continuum of care for residents. If a nursing home use is included, the following parking standard shall apply to the nursing home portion of the facility: <ol style="list-style-type: none"> One parking stall shall be provided for each bed. Landscape Category C is required if subject property is adjacent to 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.	<ol style="list-style-type: none"> For this use, only one dwelling unit may be on each lot regardless of lot size. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 50.47	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.090	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.	<ol style="list-style-type: none"> Ancillary assembly and manufacture of goods on premises may be permitted as part of office use if: <ol style="list-style-type: none"> The ancillary assembled or manufactured goods are subordinate to and dependent upon this office use; and The outward appearance and impacts of this office use with ancillary assembly or manufacturing activities must be no different from other office uses. The following regulations apply to veterinary offices only: <ol style="list-style-type: none"> May only treat small animals on the subject property. Outside runs and other outside facilities for the animals are not permitted. 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. A veterinary office is not permitted if the subject property contains dwelling units. Landscape Category C is required if the subject property is adjacent to Planned Area 7B. 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.	<ol style="list-style-type: none"> A six-foot-high fence is required along all property lines adjacent to outside play areas. Structured play areas must be set back from all property lines by at least five feet. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 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. These uses are subject to the requirements established by the Department of Social and Health Services (AWAC Title 388). 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

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 50.47	USE ↓ REGULATIONS →	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.110	Assisted Living Facility See Spec. Reg. 3.	D.R., Chapter 142 KZC.	None	20'	0'	0'	80%	41' above average building elevation.	D	A	1.7 per independent unit. 1 per assisted living unit.	<ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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.	<ol style="list-style-type: none"> 1. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension. 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)												
.130	Public Utility, Government Facility, or Community Facility								D See Spec. Reg. 1.	B	See KZC 105.25.	<ol style="list-style-type: none"> 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.										

Section 50.52

Zone
CBD-8

USE ZONE CHART

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

Section 50.52	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.080	Church See Special Regulation 1.	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 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.	<ol style="list-style-type: none"> 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.	<ol style="list-style-type: none"> 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).

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 50.52	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.100	Assisted Living Facility See 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.	<ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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.
.110	Stacked or Attached Dwelling Units			10'	0'	0'				B	1.7 per unit. See KZC 50.60.	<ol style="list-style-type: none"> 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.
	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.	<ol style="list-style-type: none"> 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 ↓	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	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

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

Section 55.09	USE ↓ REGULATIONS →	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.040	Attached or Stacked Dwelling Units (continued) or Residential Suites									<p>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.</p> <p>5. Building height may be increased as follows:</p> <p>a. Building height may exceed 30 feet above average building elevation, if:</p> <ol style="list-style-type: none"> 1) One of the following public improvements is provided: <ol style="list-style-type: none"> 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. <p>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:</p> <ol style="list-style-type: none"> 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

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

Section 55.15	USE ↓ REGULATIONS →	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.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.	<ol style="list-style-type: none"> 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. 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. Twenty-foot yard required where properties abut NE 132nd Street. Building height is regulated as follows: <ol style="list-style-type: none"> Building height may exceed 30 feet above average building elevation, if: <ol style="list-style-type: none"> One of the following public improvements is provided: <ol style="list-style-type: none"> Dedication and improvement of new streets pursuant to General Regulation 4; or 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 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. Building height may be increased up to 160 feet above average building elevation; provided, that: <ol style="list-style-type: none"> Development on the subject property complies with 4(a) above, Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC). Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height. 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				
				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

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

Section 55.15	USE ↓ REGULATIONS →	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.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.	<ol style="list-style-type: none"> 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. The location of drive-through facilities may not compromise pedestrian movement. The following uses and activities are prohibited: <ol style="list-style-type: none"> Vehicle and/or boat sales, repair, service or rental facilities; Retail establishments providing storage services unless accessory to another permitted use; Storage and operation of heavy equipment except normal delivery vehicles associated with retail uses; Outdoor storage of bulk commodities, except in the following circumstances: <ol style="list-style-type: none"> If the square footage of the storage area is less than 10 percent of the retail structure, If the commodities represent growing stock in connection with horticultural nurseries, whether the stock is in open ground, pots, or containers. 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.	<ol style="list-style-type: none"> Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use. Residential development must provide a minimum density of 50 dwelling units per gross acre. 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. 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. Twenty-foot yard required where properties abut NE 132nd Street.

REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE

Section 55.15		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				
USE ↓	REGULATIONS ↑		Front	Side	Rear						
.050	Attached or Stacked Dwelling Units (continued)										<p>REGULATIONS CONTINUED FROM PREVIOUS PAGE</p> <p>6. Building height is regulated as follows:</p> <p>a. Building height may exceed 30 feet above average building elevation, if:</p> <ol style="list-style-type: none"> 1) One of the following public improvements is provided: <ol style="list-style-type: none"> 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. <p>b. Building height may be increased up to 160 feet above average building elevation; provided, that:</p> <ol style="list-style-type: none"> 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. <p>7. Increases in lot coverage may be considered if:</p> <p>a. Land dedication on the subject property provided pursuant to General Regulation 4 limits area available for development on the property; and/or</p> <p>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.</p>

or Residential Suites

Section 55.21	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							
.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.	<ol style="list-style-type: none"> 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. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> The assembled or manufactured goods are subordinate to and are dependent upon this use. The outward appearance and impacts of this use with ancillary assembly or manufacturing must be no different from other office uses. The following regulations apply to veterinary offices only: <ol style="list-style-type: none"> May only treat small animals on the subject property. Outside runs and other outside facilities for the animals are not permitted. 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. A veterinary office is not permitted if the subject property contains dwelling units. 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.	<ol style="list-style-type: none"> 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. 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. 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. Generally, the regulations parallel those for Attached and Stacked Dwelling Units, with the exception of parking requirements and special regulations.

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: .5 per living unit for managed parking (see Special Regulation 2) plus 1 per on-site employee, otherwise 1 per living unit plus 1 per on-site employee. See KZC 50.60.

Special Regulations:

1. 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.
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.
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 - 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: .5 per living unit for managed parking (see Special Regulation 2) plus 1 per on-site employee, otherwise 1 per living unit plus 1 per on-site employee. See KZC 50.60.

Special Regulations:

1. 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.
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.
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 - i. Charge for on-site parking, unbundled from the rent, for tenants who have cars.
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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: .5 per living unit for managed parking (see Special Regulation 2) plus 1 per on-site employee, otherwise 1 per living unit plus 1 per on-site employee. See KZC 50.60.

Special Regulations:

1. 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.

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:
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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 SuitesRequired Review Process: D.R. Chapter 142 KZCLot Size: NoneRequired 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: DSign Category: ARequired Parking Spaces: .5 per living unit for managed parking (see Special Regulation 2) plus 1 per on-site employee, otherwise 1 per living unit plus 1 per on-site employee. See KZC 50.60.Special Regulations:

1. 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.
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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 SuitesRequired Review Process: D.R. Chapter 142 KZCLot Size: NoneRequired 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: DSign Category: ARequired Parking Spaces: .5 per living unit for managed parking (see Special Regulation 2) plus 1 per on-site employee, otherwise 1 per living unit plus 1 per on-site employee. See KZC 50.60.Special Regulations:

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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: .5 per living unit for managed parking (see Special Regulation 2) plus 1 per on-site employee, otherwise 1 per living unit plus 1 per on-site employee. See KZC 50.60.

Special Regulations:

1. 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.
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:
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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

Special Regulations:

7. Residential Suites 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.

55.15.020 (TL 1B)

Use: Development Containing Both Office Use and Attached or Stacked Dwelling Units or Residential Suites

Special Regulations:

8. Residential Suites 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.

55.15.050 (TL 1B)

Use: Attached or Stacked Dwelling Units or Residential Suites

Special Regulations:

9. Residential Suites 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.

55.21.060 (TL 2)

Use: Attached or Stacked Dwelling Units or Residential Suites

Special Regulations:

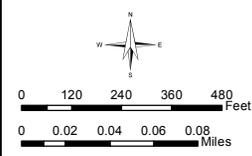
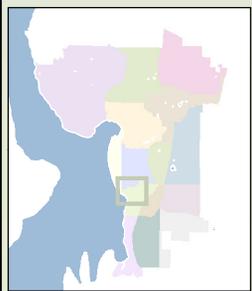
3. Residential Suites development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 star certified, LEED Gold certified, or Living Building Challenge certified.

Residential Suites Regulations: CBD Zones Under Consideration

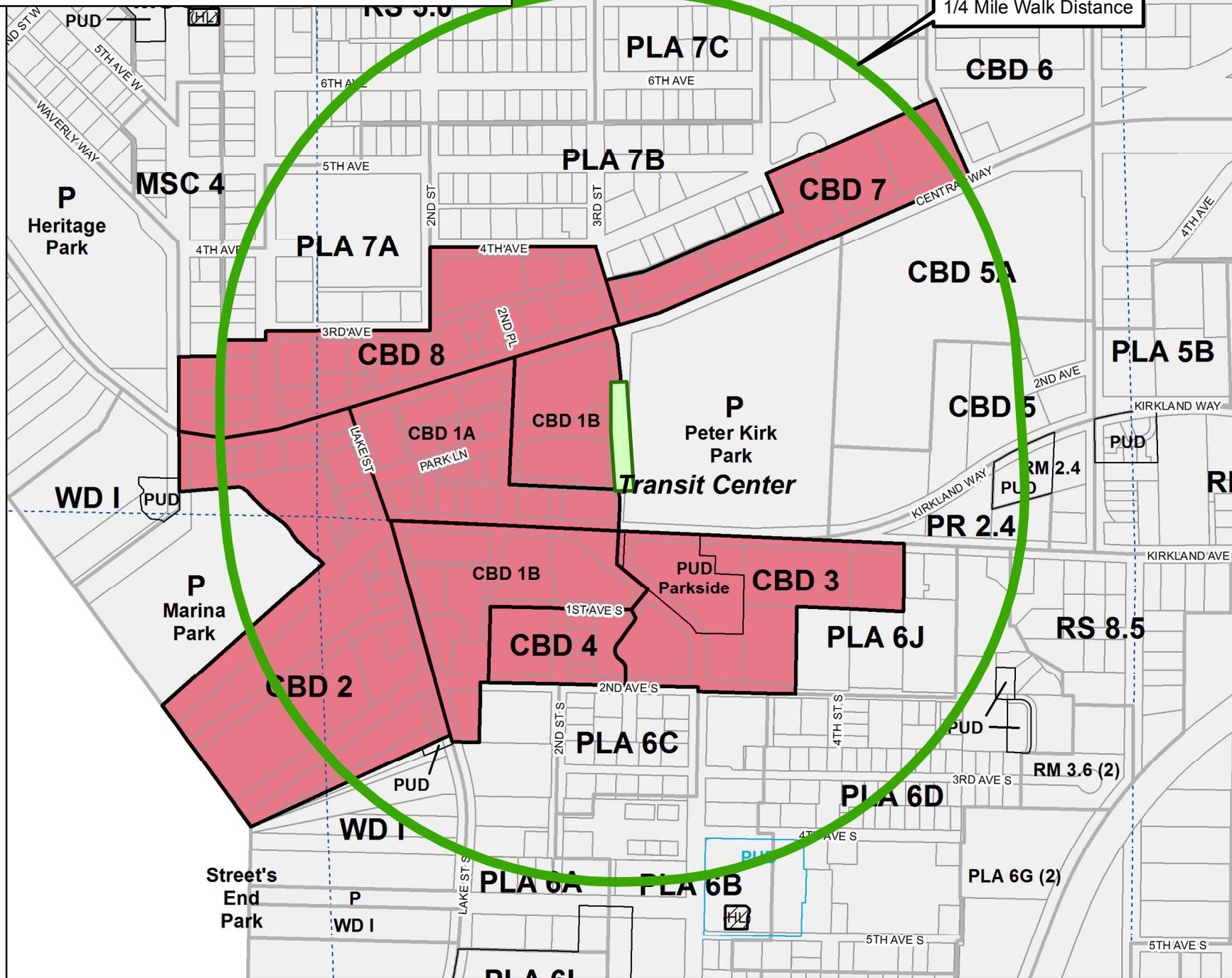
RM 5.0

1/4 Mile Walk Distance

- Tax Parcel Boundaries
- Commercial



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**PARKING ADVISORY BOARD
MEETING Notes
Thursday, September 6, 2012
Rose Hill Room**

Members present: A Liengboonlertchai, Jack Wherry, Roxanne Louise, Mike Nykreim, Ken Dueker and Josh Truhan

Kirkland Staff present: Tami White, Ginger Collins, Bryan McNaghten, and Jeremy McMahan

Other: Robert Pantley, James Webb and Angela Robins

Call to Order

Chair Liengboonlertchai called the meeting to order at 7:34 a.m.

Public Comment

Staff will reply back to the library complaint. The PAB does not recommend making any changes to the management of the library parking garage. They were pleased to know Aaron Oesting, the library manager, was fine with how the City manages the parking, and he's in support of event pay parking during downtown held events.

Other

PAB requests;

- Receive the SummerFest event report, when available
- Member Nykreim would like to know from staff what's being done about the leak on the outside wall in the parking garage closest to the pool
- To discuss next time, the parking garage and public restrooms at the ball field

Approval of August meeting notes

Moved by Nykreim seconded by Dueker, approved unanimously.

Violation Summary Reports

Parking enforcement will continue to provide reports from the previous month and from last year for comparison purposes.

Staff updates

At the next meeting, PAB would like to know the comparisons between the Cale and VenTek meters. Staff will continue to work with the VenTek rep to address functionalities.

Per the board's request, staff will invite Bruce Wynn from the Chamber & KDA to attend a meeting. They would like to know if the KDA would be willing to issue employee permits for the library garage. Chair Liengboonlertchai offered to handout permits from his downtown business.

Chair Liengboonlertchai will review the Heathman Hotel's parking agreement and will contact Phil LeJune, the general manager, about their employee's being able to park in the hotel parking stalls rather than at the library garage.

Residential Suites Parking Requirements

The Planning Commission asked the board to provide their comments before October 4th about the draft parking requirements and transportation management plan requirements. Without a quorum, the PAB was only able to comment that they reviewed the proposal presented by staff. With the members who were present, they were fine with the concept of the .5 parking stall per room, provided the parking was actively managed.

Meeting adjourned at 9:31 a.m.

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

"I'LL love and protect this car until death do us part," says Toad, a



Corbis

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

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.

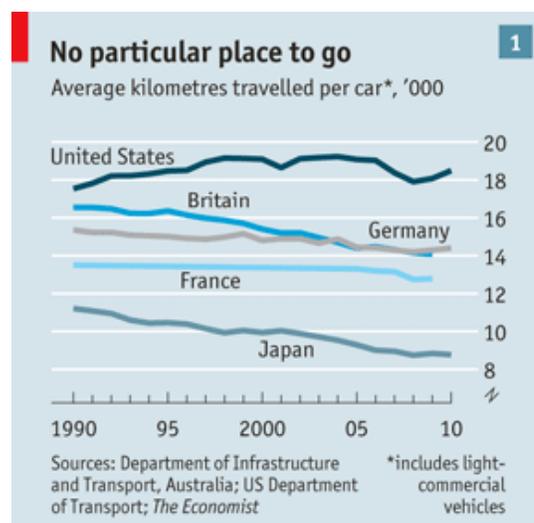
As a general trend, car ownership and kilometres travelled have been increasing throughout the rich world since the 1950s. Short-term factors like the 1970s oil-price shock caused temporary dips, but vehicle use soon recovered.

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

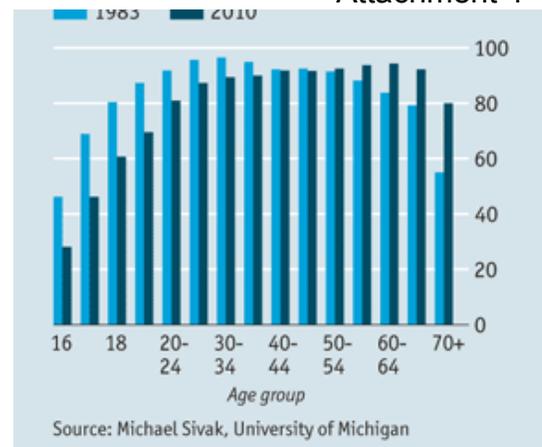
Saturation of car ownership over time is one explanation. The current cohort of retirees—Toad from “American Graffiti”, having faked his death in Vietnam, is now 67—is the first in which most people drove. So more retired people drive now than ever before. In Britain 79% of people in their 60s hold licences, 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-culture 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

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.

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-



Where to from here?

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

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 4

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

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