



MEMORANDUM

DATE: August 16, 2012

To: Planning Commission

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

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

RECOMMENDATION

Provide direction to staff on the following in advance of the public hearing. Specifically, Commission input on the following questions is needed:

1. Any changes to the draft regulations (see Attachment 1) prior to the public hearing?
2. Hearing Notice requirements of the KZC Chapter 162 are limited to publication in the official newspaper, posting on City bulletin notification boards and, and posting on the City webpage. Staff suggests supplemental notice to Neighborhood Associations, the Kirkland Downtown Association, and Chamber of Commerce. Staff can also work with the Kirkland Reporter on coverage and can include information in the next City Update newsletter in late September. Does the Commission have additional suggestions?
3. One Commissioner suggested consulting with the Parking Advisory Board. Does the Commission concur?
4. Is there additional background information that the Commission needs prior to the October 4th public hearing and recommendation to Council (see discussion below)?

BACKGROUND

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 draft regulations for Residential Suites are included as Attachment 1. As previously discussed, the basic concept falls somewhere between a hotel use and a dwelling unit use where individual rooms are rented with limited amenities in the 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. Due to the limited amenities for this use and the suggested lower parking requirement, staff is recommending that the use be limited only 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, staff recommends limiting the use 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. All of those zones have existing design guidelines and Design Board Review in place, so no new design provisions are necessary to accommodate the use. The Planning Commission previously discussed whether the use should be included in Totem Lake zones given that there are fewer shops, services, and other amenities than in the CBD.

The draft code includes aggressive green building requirements to reduce the overall environmental footprint of the development. The draft code also includes a requirement for managed parking that will require a transportation management program to ensure that the parking is adequate and auto dependence is reduced.

KEY ISSUES

The Planning Commission discussion has focused on the following issues. Each issue is followed by a brief staff discussion.

Parking Requirements

The draft code includes a parking requirement of .5 stalls per bed plus 1 stall per on-site employee. This parking rate is paired with requirements for a Transportation Management Plan (TMP) to provide alternatives to car ownership/use, monitoring, and biennial surveying. The draft code allows parking reductions after project occupancy if a lesser demand is demonstrated by a demand and utilization study.

The proposed parking requirement is primarily borrowed from City of Redmond. Research for other examples 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.
- The property owner can control car ownership/parking by leasing to tenants who don't have cars. This is a novel concept, but the draft parking requirements and the TMP could be enhanced to add requirements to this effect. Robert Pantley has noted that in Redmond, if car ownership exceeds parking supply, additional units could only be leased to residents without cars (see Attachment 3).

Because of limited data, deciding on the amount of parking required will inevitably be linked to appropriate and enforceable TMP measures (see discussion below).

Transportation Management Program

The draft code requires approval and recording of a TMP with the following minimum elements:

- Charge for on-site parking for tenants who have cars.
- Bus pass subsidies for tenants who don't have cars.
- Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
- Adequate bicycle parking to meet anticipated demand.
- Biennial survey of residents documenting transportation choices.

The Commission should decide if additional measures or additional specificity should be included in the regulations. Additional components might include limiting occupancy of units if the parking demand exceeds supply and/or limiting leases to tenants who do not own cars. A copy of the City of Redmond's TMP for one of Mr. Pantley's projects is included as Attachment 4. A traffic analysis of the same Redmond project is included as Attachment 2. Similar to the enforcement provisions of Redmond's TMP, Kirkland would enforce compliance with the TMP based on the civil infraction provisions of the Zoning Code. It should be noted that Redmond required a TMP for the first SRO project (Tudor Manor) because it was before they established parking requirements for the use. Redmond required a TMP for the second project (Vision 5) to allow a reduction of the code requirement. Kirkland draft code would require a TMP for all projects.

Verification of Green Building Requirements

The draft code includes a requirement for Residential Suites Uses to be designed, built, and certified to exceed Built Green 5 star, LEED Gold, or Living Building Challenge. The City has precedent for requiring green building in other zones and the proposed standards are higher than existing requirements. The City also has experience in administering these requirements, including staff members from Building, Public Works, and Planning who are LEED Accredited Professionals. The process for verifying project compliance is summarized as follows:

- Applicant is required to provide a copy of their rating checklist early in the process to ensure the project is on track at the early stages

- Applicant is required to submit a contract with a 3rd party verifier who will be reviewing project compliance
- Prior to permit issuance, the City reviews the permit submittal and confirms that the project will comply if built according to approved plans
- During construction, inspections ensure that the project is being built according to approved plan
- Prior to occupancy permits, the applicant must submit a letter from the 3rd party verifier that the project complies with the plans and checklist. For Built Green, certification occurs at this stage. For LEED and Living Building Challenge, the project must be up and running for a period of time before field testing occurs and the actual certificate can be issued. Given the level of builder investment in building to the standard, we are not aware of any projects that have not followed through on certification.

Experience of Other Jurisdictions

Articles previously reviewed by the Commission indicate that much of the frustration around similar uses seem to be that regulations do not exist to properly classify and regulate this use. The Seattle examples raise complaints about “loopholes” in codes that allow projects to go through without design review or without adequate parking. By comparison, Kirkland’s approach is to specifically address these issues in the Zoning Code.

Attachments

1. Draft Regulations
2. TSI Redmond Traffic Study
3. Pantley FAQ’s
4. Redmond TMP

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.	1. 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. 2. The parking requirement for hotel or motel use does not include parking requirements for ancillary meetings and convention facilities. Additional parking requirements for ancillary uses shall be determined on a case-by-case basis.
.040	Entertainment, Cultural and/or Recreational Facility									See KZC 50.60 and 105.25.		
.060	Private Club or Lodge									B	See KZC 50.60 and 105.25.	
.070	Office Use									D	One per each 350 sq. ft. of gross floor area. See KZC 50.60.	
.080	Stacked or Attached Dwelling Units									A	1.7 per unit. See KZC 50.60.	
.090	School, Day-Care Center or Mini School or Day-Care Center	B	See KZC 50.60 and 105.25.	1. A six-foot-high fence is required along all property lines adjacent to outside play areas. 2. Structured play areas must be set back from all property lines by at least five feet. 3. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 4. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. 5. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).								

Insert Residential Suites Use and regulations (attached)

~~5. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~

(Revised 3/09)

Section 50.17

Zone
CBD-2

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS													
Section 50.17	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)									
				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). 	

(Revised 8/10)

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"> 1. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension. This special regulation shall not apply along portions of State Street and Second Avenue South not designated as pedestrian-oriented streets. 2. Ground floor porches and similar entry features may encroach into the required front yard, provided the total horizontal dimensions of such elements may not exceed 25 percent of the length of the facade of the structure. 3. This use must provide a minimum of one parking stall per bedroom or studio unit and an average of at least 1.3 parking stalls per unit for each development. In addition, guest parking shall be provided at a rate of 0.1 stalls per bedroom or studio unit with a minimum of two guest parking stalls provided per development.
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"> 1. For this use, only one dwelling unit may be on each lot regardless of size. 2. This use may only be located west of State Street. 3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.

Section 50.27



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



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).

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			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.
.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.										

Insert Residential Suites Use and regulations (attached)

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							
.020	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.
.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	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 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		

Insert Residential Suites Use and regulations (attached)

Section 55.09



USE ZONE CHART

Section 55.09		USE ↓ REGULATIONS ↑		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS									
				Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
					Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage				
			Front	Side	Rear								
.040 Attached or Stacked Dwelling Units (continued)										<p>4. On parcels where road dedication is required pursuant to General Regulation 5, the maximum floor area ratio (FAR) 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> <ul style="list-style-type: none"> a. Building height may exceed 30 feet above average building elevation, if one of the following public improvements is provided: <ol style="list-style-type: none"> 1) Dedication and improvement of new streets pursuant to General Regulation 5; or 2) 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 3) Provides for at least 10 percent of the units in new residential developments of four units or greater as affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. b. Building height may exceed 80 feet and be increased up to 160 feet above average building elevation, with the height increases to be based on the following considerations: <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													

(Revised 4/10)

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS													
Section 55.09	USE ↓ REGULATIONS →	Required Review Process	MINIMUMS			MAXIMUMS		Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARD (See Ch. 115)									
				Front	Side	Rear							
.040	Attached or Stacked Dwelling Units (continued)											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. 6.	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. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388). 6. 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.	

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.15	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Landscaping Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Office Use	D.R., Chapter 142 KZC	None	10' See Spec. Reg. 3.	0'	0'	85% See Spec. Reg. 4.	30' above average building elevation.	C	D	<p>If a medical, dental, or veterinary office, then 1 per each 200 sq. ft. of gross floor area, otherwise 1 per 300 gross floor area.</p> <ol style="list-style-type: none"> 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. Twenty-foot yard required where properties abut NE 132nd Street. Increases in lot coverage may be considered if: <ol style="list-style-type: none"> Land dedication on the subject property provided pursuant to General Regulation 4 limits area available for development on the property; and/or 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. 	
.020	Development Containing Both Office Use and Attached or Stacked Dwelling Units			10' See Spec. Reg. 2.			85% See Spec. Reg. 5.	30' to 160' above average building elevation. See Spec. Regs. 3 and 4.		See Chapter 105 KZC.	<ol style="list-style-type: none"> The maximum floor area ratio (FAR) for this use is determined as follows: $(\% \text{ office use} \times 2) + (\% \text{ residential use} \times 3) = \text{FAR}$ of each use allowed on the subject property. In addition, the following regulations apply to this use: <ol style="list-style-type: none"> The maximum floor area ratio (FAR) for this use is 3.0, except as provided in Special Regulation (1)(b) of this section. Office use shall not exceed 10 percent of the total gross floor area of all structures on the subject property. <p style="text-align: right;">REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE</p>	

Insert Residential Suites Use and regulations (attached)

Section 55.15

Zone
TL 1B

USE ZONE CHART

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						
.020	Development Containing Both Office Use and Attached or Stacked Dwelling Units (continued)										<p>REGULATIONS CONTINUED FROM PREVIOUS PAGE</p> <ul style="list-style-type: none"> b. 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. 2. Twenty-foot yard required where properties abut NE 132nd Street. 3. Within 100 feet of the centerline of NE 132nd Street, building height may not exceed 30 feet above the elevation of the centerline of NE 132nd Street along the subject property. 4. Building height may be increased as follows: <ul style="list-style-type: none"> a. Building height may exceed 30 feet above average building elevation, if: <ul style="list-style-type: none"> 1) One of the following public improvements is provided: <ul 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. 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: <ul style="list-style-type: none"> 1) Development on the subject property complies with 4(a) above, 2) Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC). 3) Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height. 4) Methods for mitigating any significant shadowing and lighting impacts of the increased building height on the residential areas to the north are proposed. <p>REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE</p>

(Revised 4/10)

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						
.020	Development Containing Both Office Use and Attached or Stacked Dwelling Units (continued)									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



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 Insert Residential Suites Use and regulations (attached)		None	10' See Spec. Reg. 8.	0'	0'	85% See Spec. Reg. 8.	30' to 160' above average building elevation. See Spec. Regs. 6 and 7.	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 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. Within 100 feet of the centerline of NE 132nd Street, building height may not exceed 30 feet above the elevation of the centerline of NE 132nd Street along the subject property. <p>REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE</p>	

(Revised 4/10)

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>7. Building height may be increased as follows:</p> <p>a. Building height may exceed 30 feet above average building elevation, if one of the following public improvements is provided:</p> <ol style="list-style-type: none"> 1) Dedication and improvement of new streets pursuant to General Regulation 4; or 2) 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 3) 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 7(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>8. 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>	

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.21	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	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	D.R., Chapter 142 KZC.	Less than 1.5 acres.	0'	0'	0'	80%	30' above average building elevation.	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. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.

Insert Residential Suites Use and regulations (attached)

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.21	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	School, Day-Care Center or Mini-School or Mini-Day-Care	D.R., Chapter 142 KZC.	Less than 1.5 acres.	10' See Spec. Reg. 4.	0' See Spec. Reg. 4.	0' See Spec. Reg. 4.	80%	30' above average building elevation.	D	B	See KZC 105.25. See Spec. Reg. 5.	<ol style="list-style-type: none"> 1. Must be developed to be compatible with the approved Conceptual Master Plan for adjacent properties, with respect to signs, parking and pedestrian and vehicular access. 2. A six foot high fence is required along property lines adjacent to outside play areas. 3. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 4. Structured play areas must be setback from all property lines by at least five feet. 5. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting r-o-w improvements. 6. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).
.110	Assisted Living Facility			0'	0'	0'			B	A	1 per assisted living unit.	<ol style="list-style-type: none"> 1. Must be developed to be compatible with the approved Conceptual Master Plan for adjacent properties, with respect to signs, parking and pedestrian and vehicular access. 2. This use may not be located on the ground floor of a structure. 3. The development must be designed to limit potential impacts from surrounding commercial uses on residents of the subject property. 4. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.
.120	Convalescent Center or Nursing Home								C	B	1 for each bed.	<ol style="list-style-type: none"> 1. Must be developed to be compatible with the approved Conceptual Master Plan for adjacent properties, with respect to signs, parking and pedestrian and vehicular access. 2. This use may not be located on the ground floor of a structure.
.130	Public Utility, Government Facility and Community Facility								D See Spec. Reg. 2.		See KZC 105.25.	<ol style="list-style-type: none"> 1. Must be developed to be compatible with the approved Conceptual Master Plan for adjacent properties, with respect to signs, parking and pedestrian and vehicular access. 2. Landscape category B or C may be required depending on the type of use on the subject property and the impacts associated with this use.
.140	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

5.10.778 Residential Suites

- A structure under common ownership and management 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.

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 bed plus 1 per on-site employee. See KZC 50.60. See Spec. Reg. 2 & 3.

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 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:
 - a. Charge for on-site parking for tenants who have cars.
 - b. Bus pass subsidies for tenants who don't have cars.
 - c. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
 - d. Adequate bicycle parking to meet anticipated demand.
 - e. Biennial survey of residents documenting transportation choices.

3. 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.

50.17.095 (CBD 2)

Use: Residential Suites. See Spec. Reg 2.

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: 28' above the abutting right-of-way measured at the midpoint of the frontage of the subject property on each right-of-way.

Landscape Category: D

Sign Category: A

Required Parking Spaces: .5 per bed plus 1 per on-site employee. See KZC 50.60. See Spec. Reg. 4 & 5.

Special Regulations:

1. The following provisions, which supersede any conflicting provisions of this chapter, apply only if the subject property is within 200 feet of or includes a portion of Lake Washington:
 - a. Chapter 83 KZC contains regulations regarding shoreline setbacks and public pedestrian walkways.
 - b. No structure, other than moorage structures, may be waterward of the ordinary high water mark. For regulations regarding moorages, see the moorage listings in this zone and Chapter 83 KZC.
2. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension.

3. 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.
4. 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:
 - a. Charge for on-site parking for tenants who have cars.
 - b. Bus pass subsidies for tenants who don't have cars.
 - c. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
 - d. Adequate bicycle parking to meet anticipated demand.
 - e. Biennial survey of residents documenting transportation choices.
5. 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.

50.27.075 (CBD 3)

Use: Residential Suites. See Spec. Reg. 1.

Required Review Process: D.R. Chapter 142 KZC

Lot Size: None

Required Yards:

Front: 20' See Spec. Reg. 2

Side: 0'

Rear: 0'

Lot Coverage: 80%

Height of Structure: 41' above average building elevation.

Landscape Category: D

Sign Category: A

Required Parking Spaces: .5 per bed plus 1 per on-site employee. See Spec. Reg. 4 & 5.

Special Regulations:

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. Ground floor porches and similar entry features may encroach into the required front yard, provided the total horizontal dimensions of such elements may not exceed 25 percent of the length of the facade of the structure.
 3. 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.
 4. 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:
 - a. Charge for on-site parking for tenants who have cars.
 - b. Bus pass subsidies for tenants who don't have cars.
 - c. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
 - d. Adequate bicycle parking to meet anticipated demand.
 - e. Biennial survey of residents documenting transportation choices.
 5. 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.

50.32.085 (CBD 4)

Use: Residential Suites.

Required Review Process: D.R. Chapter 142 KZC

Lot Size: None

Required Yards:

Front: 10'

Side: 0'

Rear: 0'

Lot Coverage: 100%

Height of Structure: 54' above average building elevation.

Landscape Category: D See Spec. Reg. 1

Sign Category: A

Required Parking Spaces: .5 per bed plus 1 per on-site employee. See Spec. Reg. 3 & 4.

Special Regulations:

1. Landscape Category C is required if subject property is adjacent to Planned Area 6C.

2. 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.
3. 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:
 - a. Charge for on-site parking for tenants who have cars.
 - b. Bus pass subsidies for tenants who don't have cars.
 - c. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
 - d. Adequate bicycle parking to meet anticipated demand.
 - e. Biennial survey of residents documenting transportation choices.
4. 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.

50.47.125 (CBD 7)

Use: Residential Suites. See Spec. Reg. 1.

Required Review Process: D.R. Chapter 142 KZC

Lot Size: None

Required Yards:

Front: 20'

Side: 0'

Rear: 0'

Lot Coverage: 80%

Height of Structure: 41' above average building elevation.

Landscape Category: D

Sign Category: A

Required Parking Spaces: .5 per bed plus 1 per on-site employee. See Spec. Reg. 3 & 4.

Special Regulations:

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. 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.
 3. 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:
 - a. Charge for on-site parking for tenants who have cars.
 - b. Bus pass subsidies for tenants who don't have cars.
 - c. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
 - d. Adequate bicycle parking to meet anticipated demand.
 - e. Biennial survey of residents documenting transportation choices.
 4. 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.

50.52.115 (CBD 8)

Use: Residential Suites

Required Review Process: D.R. Chapter 142 KZC

Lot Size: None

Required Yards:

Front: 10' See Spec. Reg. 3.

Side: 0'

Rear: 0'

Lot Coverage: 100%

Height of Structure: 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.

Landscape Category: D

Sign Category: A

Required Parking Spaces: .5 per bed plus 1 per on-site employee. See Spec. Reg. 5 & 6.

Special Regulations:

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.
4. 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.
5. 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:
 - a. Charge for on-site parking for tenants who have cars.
 - b. Bus pass subsidies for tenants who don't have cars.
 - c. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
 - d. Adequate bicycle parking to meet anticipated demand.
 - e. Biennial survey of residents documenting transportation choices.
6. 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.

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.



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February 23, 2012

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

Subject: Vision 5 Redmond – Level 1 Traffic Study

Dear Mr. Seemann,

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

Development Description

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

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

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

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

Trip Generation

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

Trip Generation Study

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

Table 1: 2012 Tudor Manor Vehicle Trip Generation Observations

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

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

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

Table 2: 2012 Tudor Manor Pedestrian Trip Generation Observations

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

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

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

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

ITE Trip Generation

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

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

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

Conclusion

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

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

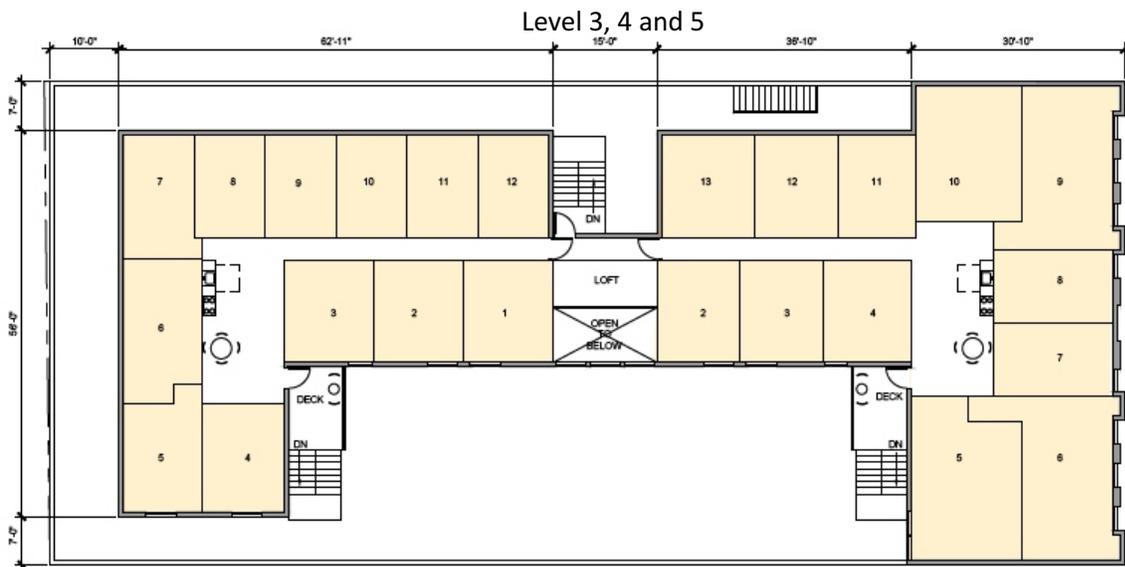
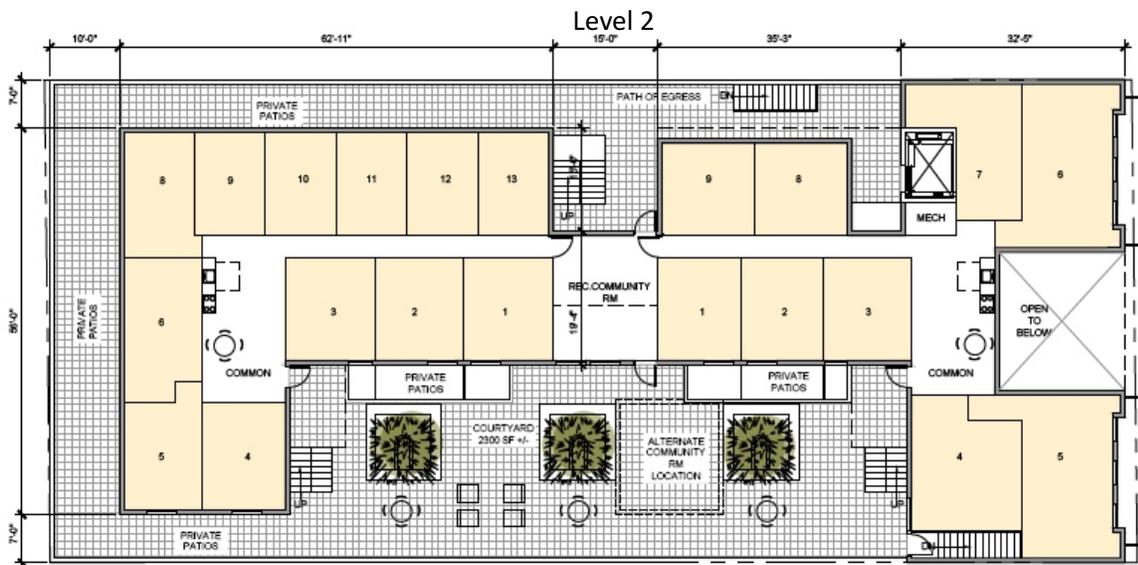
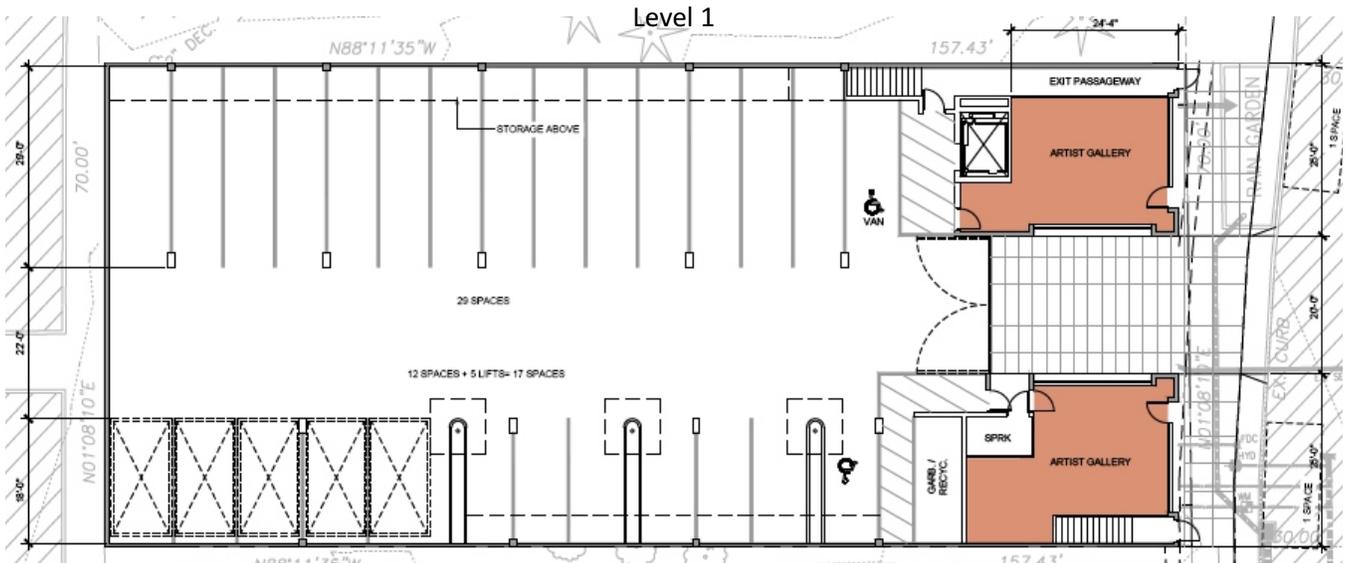
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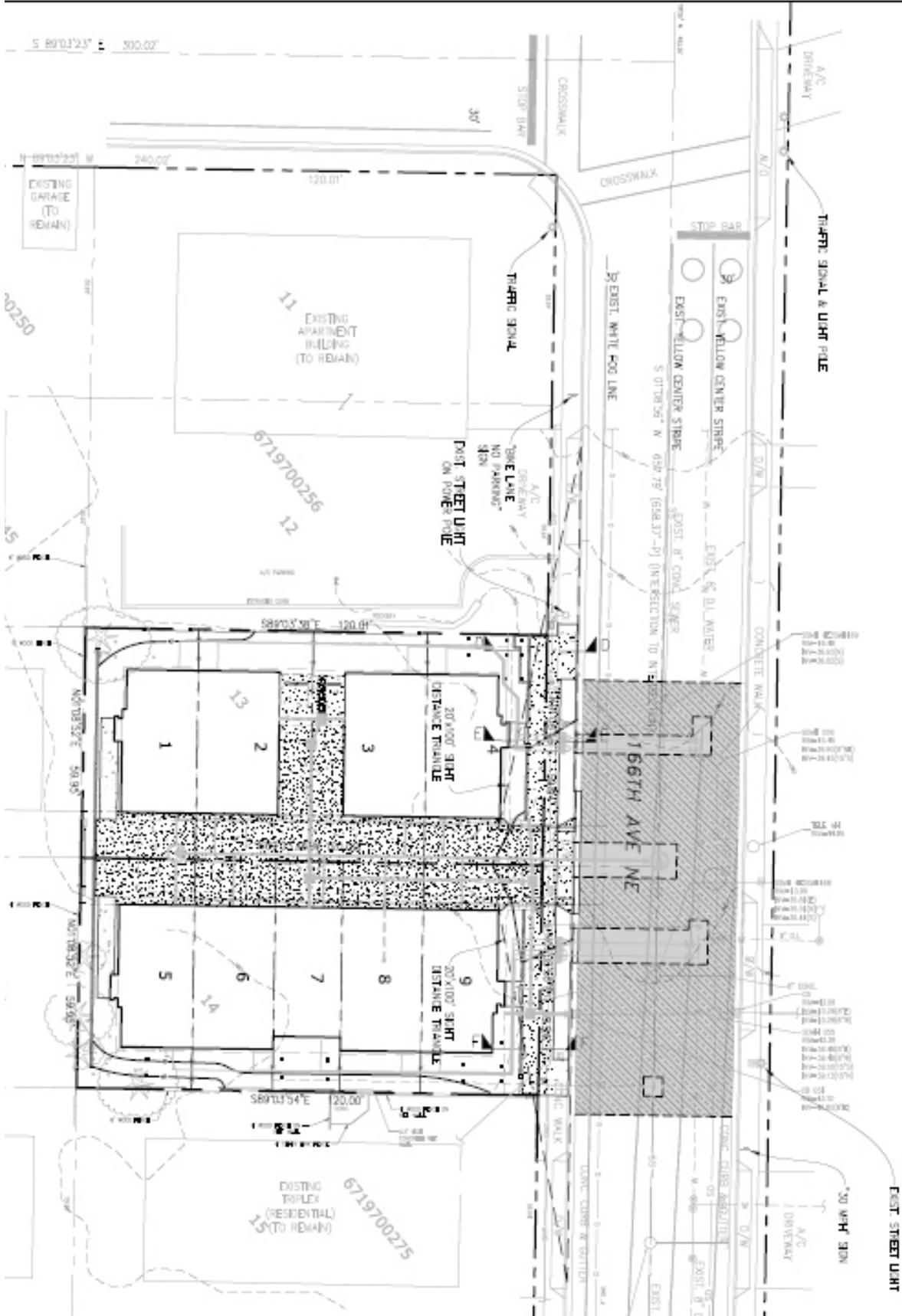
Transportation Solutions, Inc.

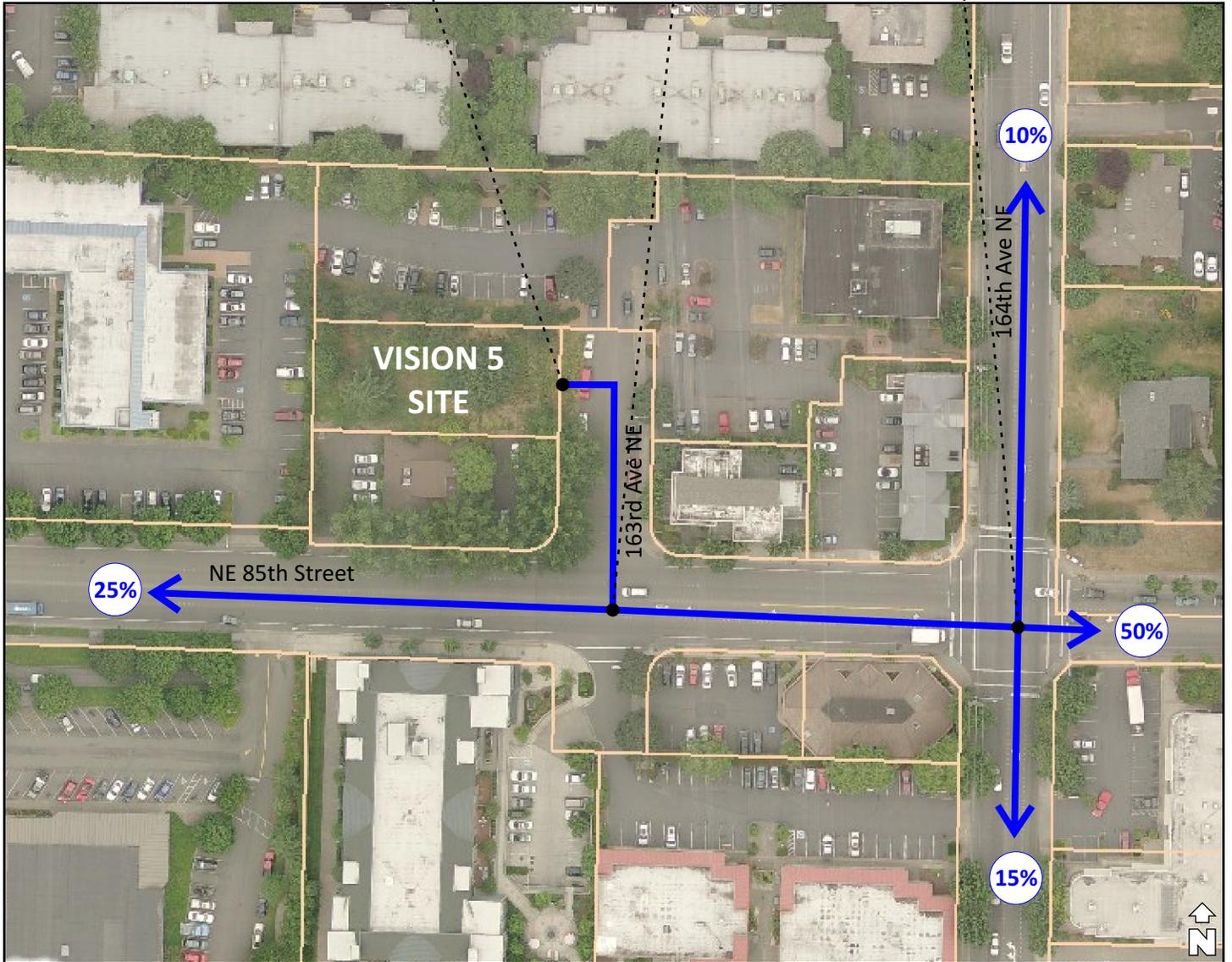
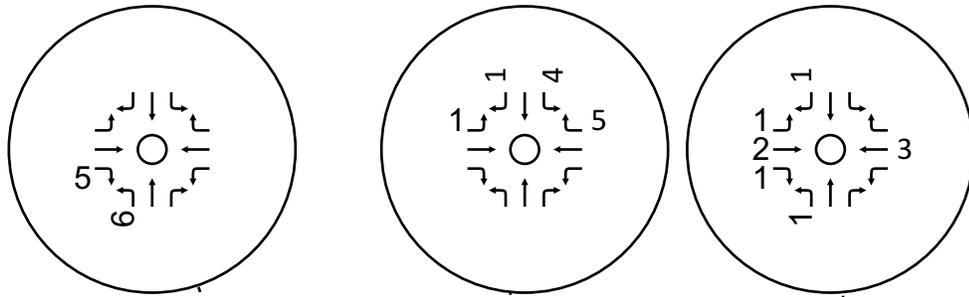


Jeffrey P. K. Hee, P.E.
Project Engineer









SRO – FAQ's:

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

- Commutes from Skagit County for the Welding Program
 - Commutes from south of Puyallup for the Machining Program
 - Commutes from Ballard for the Welding Program
- Is this a minor or major change?
 - The SRO change to the code is a minor one. It has already been proven in Redmond and Seattle to have a softer footprint, and transit studies have been done to show the lessened impact to parking and fewer miles driven when long distance commuters live locally where they work and go to school-everyone wins.
 - Every month you delay is every month that affordability is zoned out of Kirkland.
 - Our initial effort consists of only a few hundred mini-suites for our city of approximately 84,000 people. A few communities consisting of as many as 300 to 400 mini-suites is equivalent to housing people of less than ½ of 1% of the residents in Kirkland.
 - At the time these are complete, the City can review the results to see “how we doing?”
 - When Redmond went through this process, the only change was to reduce the proposed parking at a new site to make room for more bicycle parking by 5%. Parking that will be provided at that project will be only 44% to the number of mini-suites, which still may be over parked - 42 stalls for 96 mini-suites, plus 1,000 sf of retail. The City of Redmond made this change because they have seen the hard results of the success in their city.
 - Soon the City of Redmond will be successfully provide more affordable housing choices for its citizens. Where shall Kirkland be in this consideration?
- Will there be enough parking?
 - The Transit Management Plan (TMP) enacted for the project will have limitations to the number of vehicles on site. If the parking fills up, we will not lease to car users, and we verify whether residents own vehicles including having each resident clearly sign lease documents stating if they have a car or not.
 - We are motivated to be sure the residents have no car because we are contributing to their bus pass and we want to be sure they are complying. We have had not one known incidence in the past year at Tudor Manor or Portula’ca of a resident misstating their ownership and use of a car in the downtown. We even have had neighbors who we have become friends with helping us to be sure.
 - At Portula’ca, our first community of seven mini-suites, no users have a vehicle. At Tudor Manor, we were able to convert extra parking to bicycle storage space. Today our current use is under 46% and could easily rent to more non car users and drop it under 40%.
 - A majority of our users fall into the 80% or less of the median income for the city, while working or going to school full time, so a car is less appealing for its high costs.

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

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

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

- The typical length of residency is one year and longer. Currently the stays are longer than a typical apartment, which we believe, in part is because of the severe lack of choice on the Eastside.
- How can rush hour peak pm vehicle trips be so low?
 - Over half our users do not own a car.
 - The other half that does have a car, many do not use their car for their commute, but rather for weekend trips or other irregular reasons.
 - Rush hour pedestrians are almost double vehicles, which shows the activity is there, but there simply is a lower car use. Why drive your car 3 blocks to go to the grocery store when you can get superior exercise and enjoy the downtown as well?
- How do we know these are well-built units?
 - The minimum requirement should be Built Green V or LEED Gold.
 - We build LEED Platinum Plus, which we means we seek to built 20% above the LEED Platinum threshold. Many people who have built LEED Silver and Gold are truly impressed with this standard.
 - Mini-suites simply will be the best most sustainable buildings built in Kirkland.
 - When a mini-suite community is incorporated into a retail and apartment community then the entire community will be built to these highest standards.
- How are residents accepted?
 - We require credit and criminal background checks as part of the application process. If the City attorney believes it is a good policy, we would support this as a requirement for the mini-suites. However, we find this would be a reflection of a bias that needs to be overcome because mini-suite residents are top notch people, hard working and great citizens.
 - Please note that mini-suites are simply small apartments.
- What about guest parking?
 - Additional parking for guests is not necessary for mini-suites, as people don't tend to visit since the apartments are so small. Instead, they meet for coffee, dinner, or at single family homes, where there are yards, and space to socialize.
 - For larger communities, it is part of the TMP to work to provide one or more Zip Cars on site for residents as well as the public. Once alternate options are available to the single car user, more residents are willing to give up their cars when they know there is one to use when desired.
- What is the result of not taking action?
 - Kirkland loses the opportunity for an affordable live/work artist community.

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

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

1. Two years after the first building permit is issued for mini-suites or completion of 3-400 mini-suites whichever comes first, we propose that there is a provision that the code will be reviewed by the Planning Commission and City Council to confirm the goals and objectives are being met.
2. A TMP is required of each project:
 - a. Mini-suites will be limited to only non-car users if the available mini-suite parking is fully occupied-which has never occurred at Tudor Manor but the provision stands and is a recorded document against the property.
 - b. A signed part of each resident's lease identifies non-car users and provides for a bus pass credit.
 - c. There will be an incentive to not have a car - \$25 bus pass credit per month.
 - d. If a non car user gets a car, they will be required by lease to either have a parking stall on site or move to a location that has parking provided for. At Tudor Manor we have not found a single resident purchase a car while living at Tudor Manor but many, many bicycles have been purchased. We have more bicycles on site at Tudor Manor than vehicles. Kirkland has many biking events and users and Mini-suites will help replace car users in the downtown-Kirkland Seven Hills Bike Ride event is an example of Kirkland bicyclists being active and able to ride our topography.
 - e. The rent will be "unbundled" for car users. An additional fee will be added for parking.

- f. This TMP limitation of parking stalls has been understood by multiple local lenders or they would not finance these properties. Specifically, the lenders in this most difficult financing climate, will not lend if they did not have the statistics AND experience supporting the parking ratios of one parking stall per two mini-suites.
- g. Sufficient bike parking will be provided, and to the extent the car stalls are not required, after 90 days with at least 95% occupancy: city may allow stalls to be converted to bike and/or public parking. After 1 year: stalls may be converted to retail, music/sound room, dance area, public meeting spaces, or other similar activities.
- h. Mini-suites will not be condominiums.
- i. Each mini-suite community is under a single ownership.

Has there been enough process in this code change?

This is the third meeting. It is not how long it takes to make changes, but how thoughtful and reflective the process is conducted and to what extent does this create a positive result. Timely action helps people's lives in a positive and timely manner. There is no justice in delay. A great community is nimble to new thoughts and new ideas. With the two year and unit number review provision, it assures that the results will be measured quickly. We expect Kirkland to find the same results as Redmond and that is to encourage more of these high quality, affordable sustainable communities that fill an immediate and pressing need. Thank you for your consideration.

**TRANSPORTATION MANAGEMENT PROGRAM (TMP) for:
Tudor Manor
16551-16599 NE 84th Ct
Redmond, WA. 98052**

I. Project Summary

Tudor Manor comprises residential of nine townhomes totaling 15,020 square feet of gross floor area and 34 parking spaces. It is located at 16551-16599 NE 84th Ct. (Tax lot #s: 6719700264, 265, 266, 270, 271, 272, 273, 274, 276)

II. Program Objective

The objective of this Transportation Management Program (TMP) is to develop STRs (Superior Transportation Residents) who do not have single occupant vehicles (SOVs) that require on site or in neighborhood parking. Natural and Built Environments, LLC will test many ideas to discover what are the most effective ways to reduce SOV use.

III. Program Goal

The goal of this TMP is to limit the number of vehicles being parked on site to 34 or less, which matches the number of parking spaces on site. This will be achieved and maintained by creating lifestyle patterns so that all other residents are STRs, relying on alternate transportation options such as public transportation, bicycling and walking, eliminating the need for a vehicle. Natural and Built Environments, LLC (NABE) will use good faith efforts to ensure that the elements of the TMP are implemented via direct provision, contracted services, lease agreement, voluntary compliance of tenants, or any combination of these methods. * "On site", by definition" means that all on site resident vehicles are parked on site and not in the neighborhood.

IV. Program Elements

A. Transportation Coordinator

Natural and Built Environments, LLC designates Angela Rozmyn as Transportation Coordinator to oversee the implementation of this TMP and its elements. Angela Rozmyn's contact information is:

c/o Natural and Built Environments, LLC
2025 Rose Point Lane
Kirkland, WA. 98033
angela@pantley.com
425 765 4037 cell (preferred contact #)
425 828 4663 Office

Any changes in contact or contact information will be provided to the City in a timely manner.

The Transportation Coordinator provides the following activities:

- Implement TMP elements
- Coordinate the distribution and collection of commuter transportation surveys
- Prepare and distribute materials that describe and promote TMP services
- Provide ridematching services for residents, when applicable

- Register and monitor resident carpools and vanpools, when applicable
- Monitor vanpool/Zipcar (or similar) parking stalls to ensure that the supply is adequate, signage is in place, and that the spaces are being used appropriately, when applicable.
- Maintain the Transportation Information Center located in the site common area
- Coordinate activities with the City of Redmond, transportation service providers, and other Transportation Coordinators as appropriate.
- Coordinate and conduct the annual and periodic site promotions to encourage program participation.
- Maintain records and prepare reports as required.

B. Tenant Survey

A baseline survey will be taken within the first six months of occupancy as mutually agreed upon by the City of Redmond. The travel survey shall be administered by the Transportation Coordinator. A commuter survey will be conducted annually.

C. Transportation Information Center

Natural and Built Environments, LLC will provide a permanent transportation information center at the site in location convenient for resident access. The displays will contain ridematching information, bus schedules, transportation resource contacts, transportation incentives offered to residents at the site, and other information relevant to finding alternatives.

D. Ridematching

Ridematching services will be made available to all residents at the site through the transportation coordinator. Ridematching services will consist of:

- A registration system in which interested residents may register their interest and requirements for participating in a carpool or vanpool.
- An online matching system in which a resident may actively match with other on site individuals seeking rideshare opportunities.

E. Preferential Parking

Preferential parking for high occupancy vehicles (HOVs) (e.g., carpools, vanpools, and/or Zipcar) will be designated on site. HOV parking in these spaces will be registered, monitored and enforced. Any two or more users who share a vehicle with other residents will be provided free parking on site. Natural and Built Environments, LLC will contribute up to \$1000/month toward underwriting Zipcar or similar company located on or near the residence to support a Downtown City of Redmond flexcar initiative for the first two years of its implementation, provided it is put in place within the first 18 months of occupancy of the site.

F. Bicycle Racks

Bicycle parking racks will be provided in safe, convenient weather resistant locations. The 25 bicycle parking spaces will be provided at completion of the project and will add spaces on a request basis, up to 100% of residents. To the extent the bicycle population increases, it is expected that the use of vehicle parking spaces will decrease both in use and numbers.

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G. Incentives

Natural and Built Environments, LLC will provide incentives to increase the percentage of STRs. These incentive programs will be implemented within three months at the beginning of first occupancy as follows:

- a) NABE will provide public transportation support of up to \$50/month for every STR, who does not receive transit support from another source.
- b) NABE will provide a bicycle purchase support program for anyone who buys a bicycle from a retail outlet within the City of Redmond. This program will offer a \$5/month rent reduction for up to half the cost of the bike not to exceed \$125.

H. Promotion

As new residents move into the community, NABE will provide a Resident Information Meeting (RIM) that will include a detailed introduction into the goals and objectives of the TMP and will include Metro (or similar) ridematch forms and transit/commuter information packets. NABE will also hold a special Transportation Day annually to increase resident awareness of available programs and commuting alternatives. NABE will develop a website pertaining to alternate transportation opportunities for residents, which will be established and matured within six months of substantial rent up.

V. Program Review

A detailed report on the TMP activities, survey results and progress toward meeting the TMP goals will be prepared and submitted to the City of Redmond Technical Committee annually by July 30th of each year. Upon meeting and maintaining the goal, report submittals (including survey information) may be submitted biennially.

VI. Contingency Measures

In the event the stated goal of 34 single occupancy vehicles or fewer is not achieved by the second year after substantial occupancy, NABE shall institute a program to make up the difference between the stated goal and the actual reduction achieved after the second year. The program shall consist of the following:

1.

Membership in the Greater Redmond Transportation Management Association

Natural and Built Environments, LLC will join and maintain a paying membership in the Greater Redmond Transportation Management Association (GRTMA) to facilitate the distribution of program services and coordination of trip reduction efforts.

2. In the event the first strategy is not fully effective to reach the stated goal, NABE will combine rentable rooms of non STRs or rent only to tenants without vehicles until vehicles are reduced to a number that the 34 on site parking stalls are sufficient to park all vehicles on site.

3. Unbundle parking costs from lease costs so that the price of a parking space can be increased to manage parking space availability.

In the event that the stated goal is not achieved by the second year after implementation of contingency measures, NABE agrees to work with the City of Redmond Technical Committee to revise the TMP with additional mutually agreed upon measures. .

VII. TMP Modification

Depending on the progress made toward the performance goal and the evolving nature of trip reduction strategies, it may be in the best interest of the parties to delete, modify, or add

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elements to this TMP. Such changes may be initiated by NABE, in writing, to the City of Redmond. The City will approve, deny or suggest modifications to proposed changes and notify NABE within 60 days of request.

VIII. Nature of Obligation

NABE agrees that the obligations contained in this TMP will run with the land and bind the owner or owners of Tudor Manor and their successors and assigns. This TMP and the legal description to which it applies will be recorded in the real property records of King County, Washington. A copy of the recorded TMP will be provided to the City.

Failure to implement this TMP may result in the implementation of a civil penalty provided that no penalty, other than that described in the Contingency Measures above, may be assessed for failure to reach the applicable non-SOV goals.

Failure to comply with the TMP may result in the imposition of penalties, which by chapter 1.14 of the Redmond Municipal Code may include civil penalties up to \$1,000.00 per day or criminal penalties of up to \$5,000.00 per day. Each day the TMP is not implemented is a separately punishable violation. Other sanctions and remedies may be imposed as well.

This Transportation Management Program is approved by:

Natural and Built Environments, LLC.

BY: Robert Pantley 1/5/2011
By Robert Pantley, Its Manager Date

ROBERT PANTLEY ITS MANAGER
Printed Name Title

CITY OF REDMOND

BY: Chester Knapp 1/05/2011
Signature Date

Chester Knapp Transp. Programs Coordinator
Printed Name Title