Public Comment

August 17, 2014

To: Jon Regala

From: Ramola Lewis & Lynn Booth - Norkirk Neighborhood

Subject: Right Size Parking – Amendments to Multi – Family Parking Requirements

Dear Mr. Regala

As members of the Norkirk Neighborhood we wish to express our concern about the amendments that the planning department is proposing for the following reasons:

A 15 % reduction within ½ mile of the downtown area for Multi –Family buildings will further aggravate the lack of parking currently available in the downtown core. The assumption that one and two bedroom residences will only have one stall and 1 ½ stall respectively, is a flawed assumption. Most homeowners/renters have two cars especially if both are wage earners and need to commute to work.

Secondly how does the planning department intend to hold the developers responsible for ensuring that the owners/renters only have correct numbers of cars for the parking spaces provided? The proposal to have developers pay for public transportation subsides will not work. Time and time again the residents are left dealing with the implications and the frustrations of inadequate parking spaces. Owners/renters with additional cars will look for alternate locations to park their cars which mean parking on the streets, thus taking up parking spots for business customers and visitors to the area. I have witnessed owners/renters who take public transportation, parking on streets north and south of the downtown core and walking to the bus terminals.

Thirdly utilizing the Seattle standard ratio is an incorrect assumption. The public transportation in downtown Seattle is better especially with the sky train and frequency of buses. In addition most residents in the Seattle downtown are of a different demographic – young, do not own cars and have specifically moved into the area because of good public transportation and the ability to walk to work.

Kirkland has a different demographic base; families with young children and two cars at a minimum.

I do not believe that the city should further incentivize the developers at the expense of the residents.

Kirkland has not provided adequate park and ride facilities in the downtown core to accommodate the needs of residents who would like to take public transportation to work. My recommendation is to incorporate options to accommodate this need in the 2035 plan.

Thank you for your consideration.

Ramola Lewis & Lynn Booth

Jon Regala

From: Kelley Price <kelleyprice@gmail.com>
Sent: Monday, August 11, 2014 11:59 AM
To: Jon Regala
Subject: 2013-2014 Planning Work Program

Follow Up Flag: Follow up
Flag Status: Flagged

Regarding this:

The County's Right Size Parking project found that parking requirements for multi-family developments generally resulted in an oversupply of parking. On average, parking was found to be oversupplied with 1.4 spaces built per dwelling unit but used at only about 1 space per unit.

I do not believe this to be true. Whenever I've lived in or near multi-family housing, I've found that parking is a pain, there are never enough spots for the cars. I mean, what planet does council live on that there's only one car per family? Our family of TWO has TWO cars, and I'd bet every single person on our council has at least that many cars in their family. Instead, do more to ensure there's enough parking being built so that our streets aren't clogged up with parking.

We live in Kirkland, because we don't WANT to deal with the parking and other hassles of car unfriendly Seattle.

Try to remember that.

Kelley Price
12110 NE 66th ST
Kirkland, WA 98033

Jon Regala

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Wednesday, June 04, 2014 11:00 AM
To: Jon Regala
Cc: Bruce Nahon
Subject: Followup to response to guest parking survey for Marina Heights condo

Follow Up Flag: Follow up
Flag Status: Flagged

Jon,

Just to follow up with the data that Bruce provided to you yesterday, coincidentally Marina Heights had its semi-annual Homeowners' meeting last night.

One of the owners commented that he noticed that the parking on 3rd Avenue had become more difficult recently, for guests of the residents (and as a reminder, this property has no visitor parking at all). He noted that he believes that the increase in use of the spaces on 3rd Avenue is because of transit riders who park here and then walk to the transit station. Until that comment, I was not aware that 3rd Avenue had become a "park and hide" location but it's certainly possible.

I've personally noted an increase in the parking usage on 3rd Avenue as well, with many of the users attired in exercise attire. They are likely headed for workout sessions at the Bassline Fitness on Central Way.

Thank you again for your outreach, it's greatly appreciated!

Bea

Bea L. Nahon, CPA, PS
Postal mailing address:
PO Box 3209, Kirkland WA 98083-3209
Our Executive suite address is:
5400 Carillon Point
Kirkland, WA 98033
(425) 828-4747
(425) 696-0032 my direct fax
(425) 696-4109 office fax
All deliveries, express mail or any items requiring signature should be sent to the Carillon Point address
All standard US mail should be sent to our PO Box.

Please consider the environment before printing this e-mail or attachments.

Jon Regala

From: Linda Christensen <lindac8@icloud.com>
Sent: Friday, May 23, 2014 9:47 AM
To: Jon Regala
Subject: Right size parking

Follow Up Flag: Follow up
Flag Status: Flagged

Hello
I heard about the right size parking study at the Moss Bay association meeting on Monday. It appears that the standard ratio you are working from comes from Seattle where density is greater and transit is better. I do not think the same calculation should apply to Bellevue/Kirkland, at least not yet. I am seeing people living well away from my street continuously parking in front of our building because they do not have enough parking where they live. The streets are full of parked cars almost to the point where maybe we should institute street parking permits like they have on Capital Hill.
I have now made the transition to riding the bus to downtown Seattle because it actually easy. It is not yet so easy on the east side. Think long and hard about reducing parking requirements before other options, rules and infrastructure are in place.

Linda Christensen

From: Mark Taylor [mailto:mark.s.taylor@hotmail.com]
Sent: Friday, June 13, 2014 8:32 AM
To: City Council
Subject: Parking requirement for multi-tenant buildings

Kirkland City Council Members:

I understand that a reduction in the required number of parking spaces per housing unit from 1.7 to a lower number is being considered. While I can understand that 1.7 may be unnecessary, lowering the required number to 1.0 seems like overkill. I would recommend a revised requirement of between 1.25 and 1.5 to allow for multi-vehicle families as well as guest parking.

Thank-you,

Mark Taylor
206-979-8740 (mobile)

June 25, 2014

Dear Commissioners:

I am writing about your current discussion regarding Zoning Code Amendment to Multi-Family Parking Requirements, File CAM13-02032.

I am the owner of a 3800 square foot lot (95 by 40 ft.) in CBD-4 at 200 Second Avenue South where I lived for more than 10 years. There are 5 such lots of this size in CBD-4. I believe these are the smallest lots in all of the downtown and represent a unique parking perspective.

Due to the development pattern of the surrounding lots and their location relative to the downtown core, these small lots seem to be most appropriate for smaller multifamily units. I conducted a preliminary architectural study indicating that my site would support up to four, two-bedroom townhome-style units subject to parking requirements. No underground parking is feasible for the site.

The following identifies some unique parking issues associated with the development of smaller multi-family buildings that you might consider.

- The current parking requirement results in smaller developments sharing a larger parking load on a stall per unit basis than larger developments. Current code stipulates that a minimum of two visitor stalls are required regardless of the size of the development, resulting in a larger share on a parking per unit basis by the smaller developments (2.5 stalls per unit for a 2 bedroom four-plex, for example). <u>A shift to parking stalls per unit eliminates this bias</u>.
- Additional visitor requirements for smaller buildings will result in displacing a disproportionate area of the building footprint with the required visitor parking. (Underground parking is not possible on these small lots.) In my case, this will result in one of the four units being eliminated. I doubt this was the intent of the framers of the existing parking requirement. I also do not think this result is in keeping with stated Comprehensive Plan policies regarding growth, density, transportation goals, reduced housing costs, and pedestrian activity, especially in a central business district.
- The current parking scheme rewards units with fewer bedrooms (i.e. 1 bedroom vs. 2, etc.) in terms of parking stall requirements. This too appears to be in conflict with policies of the Comprehensive Plan.
- Current zoning allows single family development in CBD 4 with 2 parking stalls per unit in total. It could be argued in terms of parking demand, that the individual units of a small duplex, triplex or four-plex development are similar to single family units. So why impose a more onerous parking requirement on these uses? I am not however suggesting that 2 parking stalls per unit is appropriate in the CBD zone.

- Few small units if any exist in the City, and the data does not address them. The data presented samples complexes that contain a minimum of 26 stalls.
- The CBD has a unique situation in the city where much of the street parking is not always generated by multifamily units. From my observation when I lived there and at present, the spillover to the neighboring streets is largely due to commercial and retail demand in the downtown.
- Transportation Demand Management is worthwhile for larger developments, but not practical for smaller development. The latter do not have management on the premises or the ability to spread costs across many units. Providing new tenants with information about local alternative transportation choices might be something to consider. I would voluntarily do this as part of my service as a landlord.

In summary, I hope you consider the following during your discussion:

- Shift to a per unit basis parking requirement as presented by Fehr & Peers at most, with no minimum requirement for visitor parking, especially for smaller developments.
- TDM requirement would only be feasible for larger developments that have the space and resources to manage such a program.
- Bicycles and public transit should play into the transportation mix for developments and should be encouraged and rewarded with parking concessions. The ½ mile distance to the transit station in the downtown seems reasonable.
- Consider EV stations on the premises as an option to negate some of the parking requirement and achieve environmental goals.
- Apply street parking management in areas that are affected by overflow on a case-by-case basis.
- Consider the nature of the units, especially those that resemble single family unit size and configuration. Parking requirement should not exceed those for single family for smaller developments that resemble single family development.

I appreciate your attention to my concerns.

Sincerely,

Fred Romano

11617 NE 92nd Street
Kirkland, WA 98033

May, 19, 2014

Dear City Officials,

I haven't read all the info about the Right Size parking discussion that will be presented on May 22nd. Even so, here are my main concerns that I want to share with those involved in this discussion. As always, I want to share my own personal experience with parking difficulties.

My friend lives in a condo in the Everest neighborhood. Sometimes during the day less than half the spaces are filled. But many more cars are parked there during the night time. Therefore it is difficult to judge how many spaces are needed because many people might park there in the night that aren't there during the day but others may actually use their allotted spaces more often during the daytime.

What I like about her condo building is that she is assigned 2 spaces right near the entrance to her apartment. She is 80 years old and uses a walker, or a cane. It is a bit difficult to negotiate the 5 steps down to her apartment from the street level but she manages. The building is only three floors and does not provide an elevator. Even if it did, it might be too far for her to walk with her canes. Sometimes when we go out to places like a movie theatre I push her in the wheelchair that she keeps in her van. Much of the time she 'lives' in her van. She sits at the park and reads a book and travels places like the YMCA to get exercise. So even though she might be considered elderly it is essential that she have a car. This is one of the things people often mention during parking discussion—they assume the elderly don't drive cars. People who use walkers and canes have a hard time walking all the way to a bus stop and standing around waiting. Getting to a doctor's appointment is often difficult without transportation you can depend on. Taxi service is expensive and not readily available in certain areas. Many people are afraid to use public transportation. Driving their own car feels safer even if it is only for an occasional trip around town.

My friend benefits by having a second parking space near the entrance to her apartment. I use the space when I pick her up and put her walker into my car. The extra space is also used by her cleaning lady, her grandson, and other relatives when they are visiting or doing jobs for her. It helps that some of the

spaces are empty in the parking lot because it makes it easier to turn around after I pick her up. I know this might not be the case if she had underground parking. Many garages don't have enough 'back-up space' and my car has a poor turn radius.

One of the things people don't understand about the elderly is that people that use 'handicap' parking signs aren't always in a wheelchair. When you aren't in a wheel chair, no matter what your age, but have bad knees or hips or an injury or may lose your balance easily you may be using a walker or canes or crutches. Many people don't have handicap parking tags. For those that do, it is a problem when the handicap parking is far from where you want to go or the elevator is in an inconvenient location. For example, we often go to a restaurant in Juanita Village. The handicap space is near the Starbucks not next to the restaurant we are going to. Since there is only one handicap space along that stretch of driveway it is often taken by someone else—and not always by someone with a handicap tag. But Juanita Village often does not have enough parking during the lunch hour so I have to stop and let her out in front of the restaurant while I drive around finding a place to park. Making more handicap spots doesn't always solve all of the problems that I've mentioned so there has to be other accommodations. Anyone who goes to Costco at a busy time knows that there are more people with handicap stickers than there are handicap designated spaces. Cars are queued up waiting for those spaces.

The reason I'm making this point is that as the baby boom generation ages convenient parking needs to be available. This may mean that an excess of parking spaces is the only way to make this possible. What is even more important is to have more full size parking spaces as well. People who use walkers and canes and those that drive larger vehicles that can accommodate a wheelchair find that the only available spaces are often compact size and too small to provide enough room for the car door to open up adequately. For example, try parking in the Merrill Gardens ground floor public parking next to the concrete divider and see what it is like trying to get out of your car, especially when there is another car next to you.

There are some other things that bother me about many of the development plans in Kirkland that include 'shared' parking in order to accommodate a mixed use of a building. One of the suggestions that I have heard mentioned is charging separately for parking in order to make the apartments more affordable. Many people don't want to pay for a parking spot in the garage of their building. Also, there are often not enough designated spaces for every employee of a company, store or restaurant in that building. The question is: Where are they going to park? Even when people take the bus they often own a car that they leave parked somewhere near their residence or other location. As Kirkland becomes more congested then there is a good possibility that street parking with become more scarce. Frequently, I find that waiting zones are not designed in front of buildings to allow for people to be dropped off or picked up. If a building only has limited underground parking this can cause a great deal of inconvenience to those that ride share. Many garages require you to go through a gate. One of the things I've noticed is that when tenants of a building change, the parking situation can be radically altered. For example, the parking lot for Trader Joe's in Redmond is much busier than it was when Parker Paint was in that location. Another example is the parking lot at the MRM property at Park Place. The lot is not big enough to accommodate all the employees—there are twice as many employees as spaces so many of them park on the street. Some employees may in fact shuttle from another Microsoft location but they are still parking their cars someplace other than their residences. I have noticed that in areas where there is public parking on the street employees of companies in downtown Kirkland take spaces only during the day and residents of apartments, condos, and houses use them at night. This works now, but will it work in the future?

Young people often don't need cars when they are single but definitely need them once they have children. Anyone who has had to cart a child to daycare or afterschool activities knows this. There may be enough street parking with undesignated time limits now for the employees of 2 story buildings but what happens when those buildings are 5 stories. I was at Juanita Village on a sunny weekday evening. All the parking in the Village was taken, and at the park and at the two lots near the ball field and on the surrounding streets. I looked for a parking garage and only saw one marked for residence. That makes me wonder if the employees of all those businesses in the Village have designated parking spaces in that garage. Several of the new store fronts are still vacant. The garage parking spaces can't really be 'shared' spaces since many of those businesses are

open quite late when residents would also want them. I feel that the city didn't require the developer to provide enough parking for the various uses that the buildings were intended for.

The problem of where people will park when a new development goes in should be considered very carefully before deciding on a standard now. In some cases it will have to be on a very individual basis. For example, there are very few streets near Bridle Trails Shopping Center where people can park. Street parking along 132nd Ave NE is on the opposite side of the street requiring people to walk across traffic to get to the shopping Center. There is neighborhood parking on 130th Ave NE but some of that is on the other side of NE 70th Place requiring pedestrians to cross a busy street. I know this isn't the safest intersection when the traffic is busy because my husband, who is a very careful driver, actually hit a pedestrian at night that was crossing the NE 70th Place carrying groceries. Fortunately she wasn't hurt badly. Another example is the Houghton Shopping Center. There is no parking allowed on 108th Ave NE and very little allowed on 6th Street. Parking is not available on NE 68th Street. As more business develop along 6th Street competition for the on-street parking spaces with increase. That means that the nearest available parking for Houghton shopping area is on a residential street--106th Ave NE. At what point will that street be overwhelmed by the need for employee parking? When parking for new developments is calculated by spaces per unit it ignores the fact that people often have relatives visiting or live-in boyfriends, etc. When I have a party I want my friends to be able to park close by. As it is, the people that live along 108th Ave NE have to ask their friends to park on my street--NE 62nd Street or whatever other cross street is near their residence. I don't mind that they park there but know it is a big hassle for their guests. I'm just mentioning this because it affects how we think about our residential community. I don't want the parking here to be like it is on Capitol Hill or in the U District. Property owners to the east and west of Houghton Shopping Center want to build high density housing. I hope you realistically think about how this will impact the available street parking situation. I would like to live in a diverse community and I realize that apartment complexes need to be part of the mix in meeting a variety of residential needs in any neighborhood. Whether or not a developer puts in adequate parking per bedroom may determine how well an apartment complex blends into a single family residential neighborhood. One of the best ways to reduce the need for cars and thus parking spaces is to require that dense housing developments in neighborhood centers with access to public

transportation be limited to studio apartments or those with only one bedroom. Younger workers and seniors are more likely to forego car ownership than those who have children living with them.

I believe it is important for a developer in Kirkland that is planning a mixed-use project to include an adequate amount of short term surface parking for retail use in addition to a garage. The development should not be dependent on street parking for employee and retail use. Arterials in Kirkland often do not allow parking and as the density increases this may be even more common in order to relieve traffic congestion.

Right-size parking is an interesting idea but does it really work over the long term? I remember when Bellevue Regional Library was built. They purposely made the parking garage small in an effort to get more people to come to the library using alternative transportation. At the time there was a good bus route that I could take to get there. I didn't use it though because I had two small children and tended to check out 15 books at a time. Eventually the routes in and out of Bellevue Transit Center changed so the bus from Houghton to the Library was less direct. Not only would I have had to use extra time to ride the bus but I would also have had to transfer. Even when my kids were at school this was a daunting task. At a regional library like Bellevue and Redmond many people bring children for special programs. Very few of them come by bus. So the idea of building smaller parking lots or garages in order to force people to use alternative transit isn't a smart idea.

Sincerely,

Margaret Bull
6225 108th Place NE
Kirkland WA

Additional comments by Margaret Bull

Policy H-2.7: Create flexible site and development standards which balance the
goals of reduced housing development costs with other community goals
...

This is impossible. Who will oversee that there is a balance? We have already seen changes over the years as Planning Commission and Design Review board members come and go. Developers will always want to reduce housing development costs but who will be able to figure out what the community goals are and stick by them through the years? City council is all powerful. You may get new city council members that want to rewrite the community goals so they can support increased development as we head toward 2035. When something is flexible than it can't really be thought of as a standard.

Encourage pedestrian travel to and within the commercial area by providing:

♣

...

Structured and underground parking to reduce walking distances and provide overhead weather protection; and promote non-SOV travel by reducing total parking area where transit service is frequent.

●

How can you promote non-SOV travel by reducing total parking area where transit service is frequent.

1. You can never predict where transit service will be frequent. For example the routes along 108th NE have changed over the years. The 234 used to go down 108th Ave NE and I could take it into Bellevue. Now I have to transfer so it is less convenient.
2. You are discouraging SOV travel by reducing total parking area whether there is frequent transit service or not.

Dear Planning Commission members,

"Too many parking stalls leads to impacts on the environment, increased housing and construction costs, adds to traffic congestion, the potential for reduced open space, and undermines other modes of transportation."

How does it add to traffic congestion? If you have a place to park your car all day while you take the bus that is a good thing. Many people take the bus because their place of business charges for parking or has very little available. Owning a car doesn't mean you drive it every day and therefore add to congestion.

Too many parking stalls don't necessarily have the potential for reduced open space because if parking costs less to build then the developer can build a bigger building which therefore reduces open space. This is especially true if you consider the sky as open space. The taller the building the less sky you see. The sunlight to surrounding areas may be blocked. It might make a difference if you required bigger set-backs in front of a building and at the sides of a building but you will never do that because every plan I've seen developers want their buildings right up to the sidewalk. It is too expensive for developers to provide open space and the city doesn't have the budget to care for the open space it has now.

There is no proof that over supply of parking undermines other modes of transportation. Transportation is dependent on the political system. Look at how Tim Eyman's initiative gutted funding for transportation several years ago. We can all dream about a wonderful transportation system that is available to the citizens of Kirkland but it won't happen without long term funding. The people that need transportation the most are people under 18 and people that are not allowed to drive for a variety of other reasons. Bus routes are planned to cover the most frequent routes used by commuters and at the times of day that benefit commuters. This means that anyone transporting someone under 18 or anyone with a physical, mental, or medical reason that limits their ability to drive needs to have a vehicle. Our tax system at the moment is dependent on gas taxes as well as license tab fees. What is going to happen if people don't own and drive cars?

Margaret Bull

Jon Regala

From: Eric Shields
Sent: Tuesday, May 06, 2014 8:18 AM
To: Jon Regala; Jeremy McMahan
Subject: FW: Sadly Another Issue - City "Trespass" to gather parking data????

Eric Shields

From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Monday, May 05, 2014 5:23 PM
To: Chuck Pilcher; Kurt Triplett; Eric Shields; Amy Walen; Penny Sweet; Doreen Marchione; Shelley Kloba; Toby Nixon; Dave Asher; Jay Arnold
Cc: Tom Grimm; Jack & Diane Rogers; Atis Freimanis; Dione Godfrey; Shawn Greene; Maureen Kelly; Robin Herberger; Peter W. Powell; Charles & Laura Loomis; Chuck Pilcher; Alan Meier; neighboringproperties@gmail.com; Karen
Subject: Sadly Another Issue - City "Trespass" to gather parking data????

I have been biting my tongue since I heard the description of how Kirkland was gathering the data on how parking spaces in multifamily buildings were being used.

There seemed to be a chuckle amongst either city council or planning commission as my recollection is that the "counts" of parking spaces used were done under cover of darkness. Sounds like TRESPASS to me!! Also it does not seem to have real facts gathered. No one asked the questions about why a certain number of parking spaces might be vacant. Were there deaths of certain residents, currently a few older residents who don't have driving licenses (but will soon be resold to young couple with two jobs and two needed cars. Did any condominium development receive a survey to ask 1) what their level of parking ws currently and whether it is sufficient? I know for my condo we are just one parking space shy of two spaces per unit and the shared parking spaces are ALWAYS a problem!!!

As I live in a research world bound by scientific studies, this is not a scientific study and should not be used for decision-making. I also object to any data IF IT WAS gathered without the city getting permission to enter the properties to gather the data... and to any development providing less than 2 parking spaces per unit and have seen first hand with 9 years as HOA President how less than 2 is a BIG problem.

Karen Levenson

On May 5, 2014, at 12:15 PM, Chuck Pilcher <chuck@bourlandweb.com> wrote:

> Guess we'll get less parking in Kirkland as we get more multi-family development.
> Dargey will probably ask for less parking if he has to redesign when the City wins their appeal of his vesting.
>
> Chuck Pilcher
> chuck@bourlandweb.com
> 206-915-8593

Begin forwarded message:

From: "City of Kirkland" <kirkland@service.govdelivery.com>
Subject: Developers Partnership Forum Update
Date: May 5, 2014 at 9:24:51 AM PDT
To: chuck@bourlandweb.com
Reply-To: kirkland@service.govdelivery.com

You are subscribed to the Kirkland Developers Partnership Forum for the City of Kirkland.

AMENDMENTS TO MULTI-FAMILY PARKING REQUIREMENTS

As part of the adopted 2013-2014 Planning Work Program, the City is in the process of considering Zoning Code amendments to multi-family parking requirements.

As a project resource, King County METRO has completed one of the most comprehensive surveys of multi-family parking utilization. The data includes a survey of 228 multi-family sites throughout King County. This study, funded by a grant from the Federal Highway Administration, is part of a project called Right Size Parking. This project included resources for cities to implement pilot projects to put the data to practical use. Kirkland was one of four King County cities selected to participate.

The County's Right Size Parking project found that parking requirements for multi-family developments generally resulted in an oversupply of parking. On average, parking was found to be oversupplied with 1.4 spaces built per dwelling unit but used at only about 1 space per unit.

If you would like to be kept informed via email of upcoming public meetings and meeting packet information, please sign up for the Multi-Family Parking Code Amendment project listserv.

Questions? Contact Jon Regala, Kirkland Planning Dept. at jregala@kirklandwa.gov or (425) 587-3255.

Kirkland Developers Partnership Forum

For more information contact:
Rob Jammerman - Development Engineering Mgr
City of Kirkland Public Works
Phone: (425) 587-3800
email:RJammerman@kirklandwa.gov
http://www.kirklandwa.gov/depart/Public_Works.htm

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This email was sent to chuck@bourlandweb.com using GovDelivery, on behalf of the City of Kirkland · 123 Fifth Avenue · Kirkland, WA 98033 · 425-587-3000

Jon Regala

From: Levenson <uwkkg@aol.com>
Sent: Tuesday, June 24, 2014 9:12 AM
To: Jon Regala
Cc: uwkkg@aol.com; neighboringproperties@gmail.com
Subject: PLEASE FORWARD TO KPC & HCC ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Hi Jon:
Can you forward my comments to the participants (KPC & HCC) with a copy to me so that I can be assured that they received this in a timely manner?
Thanks, Karen Levenson
======

COMMENTS REGARDING MULTIFAMILY PARKING STUDY

Let me start by thanking the Planning Commission and the Houghton Community Council for giving rational thought to parking. While it may be attractive to lower parking ratios so that there is less cost to developers, we need to look at what is (or is not) working so that we develop the city of Kirkland that we want to have.

1) **I propose to you that there is only one way to know if sufficient parking is provided. If there are not multifamily residential cars on our streets then we have provided enough on-site parking.** Being fortunate enough to have my other residence in California, I have the benefit of knowing what it is to live in an area that provides sufficient on-site parking. There is occasionally a visitor car or two in our 150 unit neighborhood, but other than that, the streets are free of cars. It allows for widening of streets (just imagine if we could widen Lake St / Lake Washington Blvd) because we didn't need to provide street parking for residents. This is not currently happening. My own condominium usually houses at least one car on the street each day and we have 17 parking spaces for 9 units!!!
2) **I propose to you that the city's study was unlawful, unscientific and the results were not "vetted."** Apparently the city did a clandestine survey of parking utilization in select multifamily units in Kirkland. I requested city records and there do not appear to be any permissions applied for (or received) so it appears that the activity was actually a trespass onto citizen properties. The city did not provide any answer to my request for the specific multifamily projects surveyed which makes confirming their findings impossible thus worthless. The survey was also not scientific and did not look at any variables. The findings were not explored with residents of the apartments or condos. If several residents were out of town with their cars at Seatac, the parking supply would appear over supplied if the spot they use is vacant. That doesn't mean they won't need the spot later when they arrive home. Several multifamily units have numerous owners or renters that travel during the week and return on the weekend when they need their space.
3) **I propose to you that those who do not live in multifamily apartments or condos are poor evaluators of the dynamics of parking supply.**
4) **I propose to you that a recent survey of parking done by Kirkland Views showed nearly 75%-80% respondents stating that we have INSUFFICIENT parking supply for multifamily.**
5) **I propose that Kirkland citizens were never queried as to whether they wanted our city to participate as one of two test "guinea pigs" for parking reduction.**

I hope that you will listen to the voices of those who live in multifamily units and that you will look at our streets filled with cars from residential multifamily projects and realize that just because some study is performed doesn't make it true. You need to look beyond the study results and have the insight on what someone may be hoping to "prove" and evaluate whether the data they use and their assumptions are supported in real life. I

propose that this is a study intending to lower the cost of construction for developers. I hope to hear the Planning Commission and Houghton Community Council evaluating the comments and real life experiences of those in multifamily units in Kirkland, the voices expressed in the KV survey and very simply the observance of multifamily residential cars parked on our streets.

It seems pretty straight forward that this should not be supported. Eric Shields should report back to the "Test Committee" that his city has decided not to be the test case and sees this as a bad idea.

I would love to see us providing sufficient parking that Lake St / Lake Washington Blvd can become the "Boardwalk" that has been envisioned. That will require removing some parking from this street. This cannot be done if we decrease parking ratios in this area since the developments here already spill onto the street. We simply cannot have it both ways.

P.S. Lake St / LWB is not the only area facing this issue, it is merely the one I'm most familiar with and it has been discussed as a "Boardwalk" with need to reduce on-street parking.

Karen Levenson

From: Jon Regala [mailto:JRegala@kirklandwa.gov]
Sent: Tuesday, June 24, 2014 7:57 AM
Subject: Amendments to Multi-Family Parking - June 26th Study Session

You are currently on the Multi-Family Parking - Code Amendment Project email list for City of Kirkland. The project webpage has been updated to include the agenda and meeting packet for the June 26th study session and is now available (near bottom of the page).

Jon Regala, Senior Planner
City of Kirkland Planning Department
123 5th Avenue
Kirkland, WA 98033
P: 425.587.3255 **F**: 425.587.3232
E: jregala@kirklandwa.gov **I**: www.kirklandwa.gov/planning.htm

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Jon Regala

From: Jon Regala
Sent: Wednesday, June 25, 2014 2:10 PM
Cc: Paul Stewart; Jon Regala; 'Levenson'; Glenn Peterson (glenn.peterson@comcast.net)
Subject: RE: PLS FORWARD ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Dear Planning Commissioners and Houghton Community Council,
Please see the email chain below. Additional comment for the study session tomorrow night. Thanks!
-Jon

Cc: Karen Levenson

From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Wednesday, June 25, 2014 11:19 AM
To: uwkkg@aol.com; Glenn Peterson
Cc: Paul Stewart; Jon Regala
Subject: RE: PLS FORWARD ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Sorry, one more thing... Please forward my prior comments and these ones along even if you need to cut and paste for reasons of not creating a commission meeting outside of the public domain.

We might consider certain areas such as along Lake St S / LWB for higher parking ratios than other areas. I say that not to be overprotective of the area where I live, but from a practical manner.

Two things...

1) We want folks from out of the area to come park on the street and enjoy our beaches then go to our shops and restaurants. If there is residential parking that is not accommodated on site, each residential car parked on the street is one fewer spaces available for money spending visitors to our commercial businesses in the area

2) If we really do want to eventually create a "Boardwalk" on Lake St S / LWB we have to be forward thinking. We cannot create situations that will have residential cars on the street and then 5 years from now scratch our heads and try to figure out how to correct the overflow that we created. We need to proactively make sure properties have sufficient on-site parking to accommodate all their owners, renters and commercial patrons. The parking ingress and egress must also be sufficiently easy so that residents don't choose to park on the street instead of fighting the traffic to get out of their parking structure.

Two more cents from me... almost at a nickel.

Karen Levenson

-----Original Message-----
From: uwkkg <uwkkg@aol.com>

To: GPeterson <GPeterson@kirklandwa.gov>
Cc: PStewart <PStewart@kirklandwa.gov>; JRegala <JRegala@kirklandwa.gov>
Sent: Wed, Jun 25, 2014 11:07 am
Subject: RE: PLS FORWARD ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Thank you for such a thoughtful response.

I hope that those who don't have first hand experience will listen to the experiences of those on the commission who do have experience with condos/apartments. It is reassuring to know that we have some condo-dwellers/condo-owners on the commission. Hopefully maybe we have some on the HCC as well.

As far as the "trespass" and as far as the data. I did a public records request for the data. I'll have to go back and check the results of the PRR but I believe it provided nothing. No properties identified for the research and I asked for anything documenting permission to go onto/into property/garages. There was also nothing. Not even someone's notes of who they spoke to and who provided permission. Basically, there would then be no way to validate the results. I work in the very scientifically driven field of medicine. You always need a second study to verify findings. You need to work at randomizing where you get your samples so that you get representative samples. No one has shared which condos/apartments were evaluated ... which seems so odd that I need to go back and double check the public records request. ..... Jon Regalia, if you have information about the properties evaluated that somehow didn't get picked up by the PRR that would be helpful info to those of us who are looking at the survey with distrust.

I also appreciate being "heard." Whether the commission agrees with my input and those of others who provided opinion to the city directly or responded to Kirkland Views survey, at least having our voices heard counts for a lot.

A few more comments from my experience. In our condo the "shared" spaces create more car/motorcycle purchases than if we had two pre-assigned parking spaces. For someone who doesn't have "shared" spaces in their condo/apartment, this may sound counter intuitive..... Let me explain.

We are a condo of 9 units.

A) If we each have two parking spaces, then each property owner knows they will have a place for their two vehicles or they might choose to leave one open for a guest. If they don't routinely need their space they can rent to other owners or simply give others permission to use it. Still the maximum number of stalls used by any unit is two.

B) But here's what happens when we each have one owned parking space and the other 8 are first come / first served. ..... On a number of occasions we have had individual condo owners decide they want to purchase a third car, a convertible or a motorcycle. They park two in the "shared" "first come-first served" spaces. Then people who have two cars arrive to the condo and all the spaces are taken, so they park on the street. It is nearly impossible to enforce the rule that any unit may only use two parking spaces at one time. That takes knowledge of whose guest car belongs to whom, etc. This gets even more confusing when there are renters that move in with new cars and who may take advantage of (break) the rules and try to park 3 cars.

Summary: From my experience, I think we provide sufficient parking but don't create an abuse-able situation if we have two parking spaces per unit and no guest parking. If you have two cars and want a visiting friend to be able to use your space you can choose to park your own car on the street for the length of their visit, but it doesn't have folks purchasing 3rd vehicles that they think would be fun for the few outrageously gorgeous sunny days!!!

My two cents ... please forward to the others.

Karen Levenson

-----Original Message-----
From: Glenn Peterson <GPeterson@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Paul Stewart <PStewart@kirklandwa.gov>; Jon Regala <JRegala@kirklandwa.gov>
Sent: Wed, Jun 25, 2014 10:46 am
Subject: RE: PLS FORWARD ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Karen-

I did get the email before, so I'd guess all others did as well.

I want to point out a few things. These are not official Planning Commission opinions, just mine.

First, there are people on the Planning Commission who live in condos. I am one, and I know of others. In fact, not only do I live in a small condo building, I am also an owner in another, larger development. Both are proximate to downtown and face parking issues at times. Before I joined the Planning Commission, I spent six years on the Kirkland Parking Advisory Board, and another Commissioner spent sometime on the PAB as well. So I think we have reasonable awareness of the challenges and public concerns about parking.

My larger development was one of the buildings studied. The president of that association told me that permission was granted to enter and do it, and Jon Regala assures me that others were done with permission as well, there was no trespassing. If an open lot could be observed from a public street or sidewalk, perhaps they didn't go as far as to ask.

Again, these are not Kirkland Planning Commission positions, just mine. I re-emphasize because I am currently the chair, but that does not entitle me to take a position for the Commission. It does entitle me assure you that your voice is being heard and that we won't take the results of the study as gospel and pass them on to City Council without careful consideration. I'd be surprised if we agree 100% with the results.

Glenn Peterson

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Tuesday, June 24, 2014 9:55 PM
To: Glenn Peterson; Jon Pascal; C Ray Allshouse; Eric Laliberte; Cbagg@kirkandwa.gov; Colleen Cullen; Mike Miller; Bill Goggins; Betsy Pringle; Rick Whitney; Lora Hein; Elsie Weber; Brian Gawthrop; John Kappler
Cc: uwkkg@aol.com; neighboringproperties@gmail.com
Subject: PLS FORWARD ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Hopefully you got this, however the "to" line appeared blank so I thought I'd better take time to send to individual email addresses.

Thanks for considering,
Karen Levenson

-----Original Message-----
From: Jon Regala JRegala@kirklandwa.gov
To:
Cc: 'Levenson' <uwkkg@aol.com>; Jon Regala <JRegala@kirklandwa.gov>
Sent: Tue, Jun 24, 2014 9:35 am

Subject: FW: PLEASE FORWARD TO KPC & HCC ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Dear Planning Commission and Houghton Community Council,

Below is additional public comment for your consideration at this Thursday's joint study session.

Thanks.
-Jon

Cc: Karen Levenson

From: Levenson [mailto:uwkkg@aol.com]
Sent: Tuesday, June 24, 2014 9:12 AM
To: Jon Regala
Cc: uwkkg@aol.com; neighboringproperties@gmail.com
Subject: PLEASE FORWARD TO KPC & HCC ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Hi Jon:
Can you forward my comments to the participants (KPC & HCC) with a copy to me so that I can be assured that they received this in a timely manner?
Thanks, Karen Levenson
======

COMMENTS REGARDING MULTIFAMILY PARKING STUDY

Let me start by thanking the Planning Commission and the Houghton Community Council for giving rational thought to parking. While it may be attractive to lower parking ratios so that there is less cost to developers, we need to look at what is (or is not) working so that we develop the city of Kirkland that we want to have.

1) **I propose to you that there is only one way to know if sufficient parking is provided. If there are not multifamily residential cars on our streets then we have provided enough on-site parking.** Being fortunate enough to have my other residence in California, I have the benefit of knowing what it is to live in an area that provides sufficient on-site parking. There is occasionally a visitor car or two in our 150 unit neighborhood, but other than that, the streets are free of cars. It allows for widening of streets (just imagine if we could widen Lake St / Lake Washington Blvd) because we didn't need to provide street parking for residents. This is not currently happening. My own condominium usually houses at least one car on the street each day and we have 17 parking spaces for 9 units!!!
2) **I propose to you that the city's study was unlawful, unscientific and the results were not "vetted."** Apparently the city did a clandestine survey of parking utilization in select multifamily units in Kirkland. I requested city records and there do not appear to be any permissions applied for (or received) so it appears that the activity was actually a trespass onto citizen properties. The city did not provide any answer to my request for the specific multifamily projects surveyed which makes confirming their findings impossible thus worthless. The survey was also not scientific and did not look at any variables. The findings were not explored with residents of the apartments or condos. If several residents were out of town with their cars at Seatac, the parking supply would appear over supplied if the spot they use is vacant. That doesn't mean they won't need the spot later when they arrive home. Several multifamily units have numerous owners or renters that travel during the week and return on the weekend when they need their space.

3) **I propose to you that those who do not live in multifamily apartments or condos are poor evaluators of the dynamics of parking supply.**
4) **I propose to you that a recent survey of parking done by Kirkland Views showed nearly 75%-80% respondents stating that we have INSUFFICIENT parking supply for multifamily.**
5) **I propose that Kirkland citizens were never queried as to whether they wanted our city to participate as one of two test "guinea pigs" for parking reduction.**

I hope that you will listen to the voices of those who live in multifamily units and that you will look at our streets filled with cars from residential multifamily projects and realize that just because some study is performed doesn't make it true. You need to look beyond the study results and have the insight on what someone may be hoping to "prove" and evaluate whether the data they use and their assumptions are supported in real life. I propose that this is a study intending to lower the cost of construction for developers. I hope to hear the Planning Commission and Houghton Community Council evaluating the comments and real life experiences of those in multifamily units in Kirkland, the voices expressed in the KV survey and very simply the observance of multifamily residential cars parked on our streets.

It seems pretty straight forward that this should not be supported. Eric Shields should report back to the "Test Committee" that his city has decided not to be the test case and sees this as a bad idea.

I would love to see us providing sufficient parking that Lake St / Lake Washington Blvd can become the "Boardwalk" that has been envisioned. That will require removing some parking from this street. This cannot be done if we decrease parking ratios in this area since the developments here already spill onto the street. We simply cannot have it both ways.

P.S. Lake St / LWB is not the only area facing this issue, it is merely the one I'm most familiar with and it has been discussed as a "Boardwalk" with need to reduce on-street parking.

Karen Levenson

From: Jon Regala [mailto:JRegala@kirklandwa.gov]
Sent: Tuesday, June 24, 2014 7:57 AM
Subject: Amendments to Multi-Family Parking - June 26th Study Session

You are currently on the Multi-Family Parking - Code Amendment Project email list for City of Kirkland. The project webpage has been updated to include the agenda and meeting packet for the June 26th study session and is now available (near bottom of the page).

Jon Regala, Senior Planner
City of Kirkland Planning Department
123 5th Avenue
Kirkland, WA 98033
P: 425.587.3255 **F**: 425.587.3232
E: jregala@kirklandwa.gov **I**: www.kirklandwa.gov/planning.htm

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Jon Regala

From: Levenson <uwkkg@aol.com>
Sent: Thursday, June 26, 2014 9:45 AM
To: Glenn Peterson; Jon Pascal; C Ray Allshouse; Eric Laliberte; Carter Bagg; Colleen Cullen; Mike Miller; Bill Goggins; Betsy Pringle; Rick Whitney; Lora Hein; Elsie Weber; Brian Gawthrop; John Kappler; 'Cc: uwkkg'; 'neighboringproperties'
Cc: Jon Regala; uwkkg@aol.com; neighboringproperties@gmail.com
Subject: For Tonight's Meeting: Parking Review of a 172 person survey, City Parking Count Issues, BN Zone clarification, Other impacts to Parking Supply
Attachments: For KPC and HCC Parking Study conducted by Kirkland Views.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Commissioners

The importance of your deliberations cannot be overstated. The impact of parking supply is HUGE. For this reason, I've continued to think of things that I hope you will consider. I also just received some of the information from Jon Regala and find some cautions in what I've received (e.g. classification of BN as comm/office). I apologize in advance for one last email on the matter. Please consider these points.

I'm going to take a moment and use some specific examples. They are not meant to be "Karen" focused, or myopic. They are meant to provide real life examples that I hope you will extrapolate to other areas and other multifamily developments where they might apply.

1) Parking Study

The attached parking study that was done this month, 172 citizens participated and 73% said (1) we need more parking downtown. 62% said (9) that the required number of spaces for residents and guests in MULTIFAMILY RESIDENTIAL developments in Kirkland is INADEQUATE.

2) City of Kirkland parking count

Jon Regala has just sent me the results of Kirkland's parking count. I do not see any inquiry of the condominiums/apartments that would attempt to see if the "oversupply" is somehow not representative. Condos and apartments may have different "parking personalities" that need to be understood. Many in my condominium chose this type of housing because we are fairly transient with our work out of state and want a small place where maintenance is done for us. 3 of 9 units travel on business during the week. Another unit is for sale and doesn't have anyone living there currently. If you were to do a "parking count" during the week you would see that we have 8 of 17 spaces vacant. That is nearly half. If you did your survey on the day that one of the older ladies went to the hospital, her family's cars were gone too. That count could have shown as many as 10/17 spaces vacant. And that is if no one from the condo is vacationing with their cars. When the weekend comes we are all home and needing our spaces. Then we have 17/17 spaces filled and at least a couple on the street due to visiting guests.

3) BN Zoned – Potala Example

I provide this as a current example, but what I'm trying to show is not parcel specific. Please use it generally as it applies to other Neighborhood Business properties, other commercial properties that allow residential in the zoning, or other properties along Lake St/LWB.

First of all, the chart that I saw listed BN properties as commercial/office. We need to keep in mind that there are likely other developers that will try and do the same thing that we are experiencing with Potala. A commercial property that

was supposed to be primarily used to provide local goods and services has had the commercial use reduced so that it is now less than 1/5 of the ground floor and there are 4 floors of residential. It has become mainly a multifamily residential property so it should not be considered separately as a "commercial/office" property.

Second, I stated earlier that properties along Lake St/LWB should probably provide more on-site parking because Kirkland has a vision of eventually removing parking from some of the boulevard in order to create a Boardwalk on this street.

Also stated earlier, lakefront streets should probably provide more on-site parking because we want to avoid having residential cars on the streets that we want for visitors to Kirkland who then walk the lakefront and spend money in our cafes, our restaurants our shops.

4) PARKING ISSUES THAT CAUSE CITIZENS TO USE STREET PARKING RATHER THAN ON-SITE PARKING
   a. Tandem Parking – It becomes too difficult to constantly juggle two cars that share one elongated parking stall. A study out of Dublin California demonstrates that their attempted use of this parking strategy failed miserably.
   b. Columns within the parking stall widths – One only needs to rub their car on the parking column once, experience a $2,000 scrape on the side of their car or lose a side mirror before they decide they would rather park on the street where they can do so without harming their car. As an example, I drive approximately 180 miles a day for work. I park in numerous hospital parking garages and am an experienced parker. The one garage where they have allowed columns into the width of stalls was my personal downfall. When I got hung up on the parking column 1 parking attendant raced over with a special on-site hoist which he used to elevate my wheels and then two other attendants pushed my car away from the column. They said that it happens a number of times a day. I looked and all the columns have black streaks from folks having the same experience. I now park on the street. ….. Additionally, it is unclear how many of our multifamily apartments/condos/mixed-use would have 3 parking attendants and a hoist available.
   c. Ingress and Egress difficulty – This is something experienced along Lake St S – LWB. In certain areas of the boulevard it has become very difficult to get into or out of ones driveway during peak traffic hours. Drivers used to politely yield but that seems to have vanished as the slowness of the Kirkland Creep has gotten worse. Now residents that know they cannot be late to work, or just don't want the unsafe ingress/egress into traffic are choosing to park on the street facing the direction they intend to go. This becomes easier than exiting one's own driveway.

Thanks again for your thoughts and consideration around how much parking is appropriate. I side with the 62% of responses that we do not have sufficient parking for our multifamily and mixed use developments. I did, however, share thoughts earlier on a flat 2 spaces per unit with no additional guest spaces. Sometimes this would bring a reduction from 1.7 + .5 guest = 2.2 spaces. In our condominium unit a flat 2 spaces per unit would have prevented several 3rd car purchases done due to "shared" spaces being hard to police.

My best to you all.

Karen Levenson

Kirkland Views Downtown Kirkla...

Survey Results

Question 01

Regarding the number of parking spaces in downtown Kirkland, the following represents my view

Answers: 171 (99%)
Skips: 1 (1%)

	0% – 36.5% – 73%	COUNT	PERCENT
We need more parking. Customers choose to shop/dine elsewhere because Kirkland lacks ample, easy parking		124	73%
We have the right amount of parking. No changes necessary		38	22%
None of the above		7	4%
We have too much parking. We need to reduce the number of spaces available		2	1%

Question 02

Parking Availability: Managed parking is utilized in downtown Kirkland. Which options would you support? (choose multiple)

Answers: 170 (99%)
Skips: 2 (1%)

	0% – 13.5% – 27%	COUNT	PERCENT
Increase parking availability by adding supply		109	26%
Easy to use, easy to understand parking rules		102	24%
User friendly parking meters		62	15%
Increase parking utilization with technology directing drivers to open spaces		56	13%
Less frequent parking enforcement		29	7%
Install parking meters on streets. Eliminate free parking in downtown.		22	5%
More frequent parking enforcement during summer months		20	5%
More frequent parking enforcement during weekends and evenings		19	5%

Question 03

Residential Parking: Overflow parking into nearby residential streets should be addressed by (choose multiple)

Answers: 163 (95%)
Skips: 9 (5%)

	0% – 23.5% – 47%	COUNT	PERCENT
Building more parking capacity in downtown		99	46%
Adding 2 hour or 4 hour parking limits to residential streets		50	23%

94% 6%

	COUNT	PERCENT
Less than 5%	111	69%
5% to 25%	48	30%
Greater than 50%	3	2%
25% to 50%	0	0%

Question 07

What percentage of downtown shoppers/diners do you think use public transportation IN 20 YEARS?

Answers 162 94%

Skips 10 6%

	COUNT	PERCENT
5% to 25%	85	52%
Less than 5%	47	29%
25% to 50%	26	16%
Greater than 50%	4	2%

Question 08

When visiting downtown Kirkland do you mostly

Answers 165 96%

Skips 7 4%

	COUNT	PERCENT
Drive a car	111	67%
Walk	48	29%
Bike or boat	4	2%
Use public transportation	2	1%

Question 09

The required number of spaces for residents (and guests) in multi-family developments is

Answers 129 75%

Skips 43 25%

	COUNT	PERCENT
Inadequate for the number of cars residents and guest have	80	62%
Optimal. No change is necessary.	41	32%
Too generous and Kirkland should restrict the required number of spaces	8	6%

Adding zoned parking for residents only	40	19%
Managed parking plans for property owners	25	12%

Question 04

Residential Parking: Rank the following choices. Move your most preferred option to the top of the list and your least preferred to the bottom.

Answers 172 100%

Skips 0 0%

RANK	CHOICE	WEIGHTED RANK
1	Allow on-street public parking on Waverly Way	2.71
2	Increase supply of parking downtown to reduce overflow into residential streets	2.92
3	Allow on-street public parking on Lake Avenue West	3.08
4	Make no changes to parking on residential streets	3.78
5	Initiate 2 hour or 4 hour parking limits on residential streets	3.89
6	Initiate zoned parking for residents only on residential streets	4.49

Question 05

Attitudes toward parking: Regarding downtown parking, Kirkland should

Answers 164 95%

Skips 8 5%

	0% 39% 78%	COUNT	PERCENT
Welcome drivers. Ease parking for customers and thus improve Kirkland's image		127	77%
None of the above.		24	15%
Discourage drivers. Promote transit only, limit parking and thus improve Kirkland's image		13	8%

Question 06

What percentage of downtown shoppers/diners do you think use public transportation TODAY?

Answers 162

Skips 10

Jon Regala

From: Eric Shields
Sent: Tuesday, May 20, 2014 2:00 PM
To: Jon Regala; Jeremy McMahan
Subject: FW: Kirkland Right-Size Parking initiative - please forward

Follow Up Flag: Follow up
Flag Status: Flagged

Please prepare a response.

Eric Shields

From: Amy Bolen
Sent: Tuesday, May 20, 2014 1:56 PM
To: Eric Shields
Subject: FW: Kirkland Right-Size Parking initiative - please forward

Eric, could you please respond, and copy me? Thank you!
Amy B.

From: ROBBROWN1@aol.com [mailto:ROBBROWN1@aol.com]
Sent: Monday, May 19, 2014 11:09 PM
To: City Council; Jeremy McMahan; Jon Regala; Kurt Triplett
Subject: Kirkland Right-Size Parking initiative - please forward

To: All Kirkland Council Members
Kirkland City Manager
Kirkland Planning Staff
Kirkland Planning Commission

After reading much of the input and documentation regarding the "Right-size Parking" initiative, it becomes very obvious that this is greatly to the benefit of the developers, and particularly costly to the community.

Having attended prior meetings regarding multi-family parking through the years, as well as last week's developer meeting as the only "citizen" attendee, there are important aspects that cannot be ignored:

1) Any reduced parking will force more cars onto the streets. One bedroom units with multiple residents are particularly stressful to street parking already. This would make it worse by forcing more vehicles from two bedroom units onto the streets.

2) Many parts of Kirkland (Downtown, Juanita Village, Totem Lake) already have a street parking problem.

3) Competing for limited street parking will require more parking restrictions one way or another; more two hour parking, more requests for "permit parking" (refer to my previous comments about restricted parking on Lake Avenue West), more enforcement expenses for the city!

4) Interesting that the presentation features an analysis of how to increase margins on multi-family....is that the issue? When developers build buildings they charge rent / costs commensurate with the expenses involved. A unit with 2 spaces will sell / rent for more than a unit with one space. The second space would not be simply a cost to the developer. The cost will be paid by the purchaser, not the seller.

5) If a purchaser with two cars, one car and a motorcycle, one car and frequent visitors, chooses to live in a unit with only one parking space, guess who pays for that, the community!

If you have not yet, please read the linked article below . . a column from the Seattle Times this Sunday regarding the difference between Seattle (always having to ask for more taxes) and Bellevue (which "has not raised taxes in years").....the difference is development fees. Rather than reduce requirements on developers, we need to be charging full fare so that any development pays it's way in the community now and for the future. That way the new users (renters / owners) will pay their share for the impact they bring to the community.

Reducing parking requirements for developers will increase costs to the city!

http://seattletimes.com/html/localnews/2023636175_westneat18xml.html

Does anyone on this council really believe that the new Potala development and the new McLeod development will not add to an already overwhelmed Lake Street? And yet neither property is paying for new traffic signals, new lanes, new timing software, additional traffic enforcement, etc. Those two properties will bring somewhere around 400-500 new cars to Lake S and yet they have not been deemed to be a problem worth solving before the fact.

We are not asking enough of developers in Kirkland.....who pays for that, the residents of Kirkland through additional levies and taxes. The developers seem to have the stronger voice as they continue to push through fewer requirements rather than more, and continue to receive exceptions to those rules that do exist.

The market (demand) should pay the costs, not the city.

Rob Brown
108 2nd Ave S #105
Kirkland 98033
206-226-5078

August 20, 2014

Dear Planning Commissioners,

It is our understanding that the Planning Commission will hold its public hearing on the proposed Amendments to Multi-Family Parking Requirements on August 28, 2014 and that its deliberations will occur on September 25, 2014.

The Kirkland Alliance of Neighborhoods (KAN) respectfully requests that on August 28, the Planning Commission allow the Public Hearing to remain open for additional public comment until your September 25th meeting.

The proposed changes to the Multi-Family Parking Requirements were published on August 8. Jon Regala attended the KAN meeting on August 13 and presented the information. Present at that meeting were the KAN Representatives and/or Neighborhood Association Chairs representing 9 of the City's 12 Neighborhood Associations. We had an opportunity to hear the information, ask questions and have preliminary discussion of the matter.

KAN believes that this is an important issue for Kirkland neighborhoods and accordingly, would like to provide comments to the Planning Commission on this matter. However, the consensus of KAN was that first, we should take the additional time to discuss this proposal with our respective Neighborhood Associations. The timing is such that we could not accomplish this and come back together to prepare comments from KAN prior to your public hearing on August 28.

Our next regularly scheduled meeting of KAN is on September 10. Between now and that time, we would have discussions with our respective Neighborhood Associations and/or their Boards and then at the KAN meeting on September 10, we would prepare our comments to the Planning Commission with the benefit of those discussions. The comments from KAN could then be available for your deliberations on September 25. We would strive to have those comments available to the Houghton Community Council prior to its deliberations on September 22, as well.

Thank you for your consideration of this request.

Sincerely,

Bea Nahon and Anna Rising
KAN Interim Co- Chairs

KAN's mission statement provides as follows: *The Kirkland Alliance of Neighborhoods (KAN) is a coalition of the City's Neighborhood Associations. KAN fosters communication and awareness of issues affecting the neighborhoods among the Neighborhood Associations, the City and appropriate entities. KAN is an effective, collegial voice for the neighborhoods and a valued resource for the City.*

Jon Regala

From: dougrough@aol.com
Sent: Wednesday, August 20, 2014 2:13 PM
To: Jon Regala
Subject: Juanita Neighborhoods meeting and parking requirements

Follow Up Flag: Follow up
Flag Status: Flagged

Cc: Ken Albinger; patrick.fitzgerald.st2s@statefarm.com; jimboril@live.com; amanda@theroughs.com; lakewashingtongardenclub@gmail.com; klightfeldt@comcast.net
Subject: Juanita Neighborhoods meeting and parking requirements

Hi Jon,
I met you briefly at the KAN meeting the other day. I am co-chair of the Juanita Neighborhoods Association. At our board meeting recently, we decided three things regarding the recently proposed changes in the multi-family parking requirements:
1. In a unanimous vote, we request that the comment period be extended long enough for us to bring this issue before our general meeting September 8.
2. In a unanimous vote, we request that you or someone in your office very well versed in this issue please come to our next Juanita Neighborhoods Association general meeting Sept. 8 at Juanita Elementary at 7 pm to give a ten-minute presentation.
3. In a majority vote, if the comment period is not extended the board would like to go on record as recommending against lowering the amount of parking needed for multi-family housing developments.

Please let us know what you decide. Thanks.

--Doug Rough 425-821-5529

City Transportation Engineer Analysis of 2 & 3+ Bedroom Unit parking rate
July 31, 2014

Studio	1 bed	2 bed	3+ bed
1.2	1.3	1.6	1.8

	site 1			site 2			site 3			site 4			site 5			site 6			site 7			site 8			site 9			site 10		
	Units	bedrooms	Parking	Units	bedrooms	Parking	Units	bedrooms	Parking	Units	bedrooms	Parking	Units	bedrooms	Parking	Units	bedrooms	Parking	Units	bedrooms	Parking	Units	bedrooms	Parking	Units	bedrooms	Parking	Units	bedrooms	Parking
studio		0	0		0	0		0	0	47	47	56.4	23	23	27.6	0	0	0	87	87	104.4	0	0	0	22	22	26.4	12	12	14.4
1 bed	32	32	41.6	106	106	137.8	59	59	76.7	105	105	136.5	92	92	119.6	6	6	7.8	207	207	269.1	217	217	282.1	89	89	115.7	19	19	24.7
2 bed	75	150	120	146	292	233.6	112	224	179.2	39	78	62.4	48	96	76.8	9	18	14.4	72	144	115.2	204	408	326.4	43	86	68.8	13	26	20.8
3+ bed		0	0	34	102	61.2	27	81	48.6	0	0	0	0	0	0	0	0	0	0	0	0	47	141	84.6	0	0	0	0	0	0
TOTAL	**107**	**182**	**162**	**286**	**500**	**433**	**198**	**364**	**305**	**191**	**230**	**255**	**163**	**211**	**224**	**15**	**24**	**22**	**366**	**438**	**489**	**468**	**766**	**693**	**154**	**197**	**211**	**44**	**57**	**60**
Parking Rate per bedroom			0.89			0.87			0.84			1.11			1.06			0.93			1.12			0.90			1.07			1.05
TOTAL w/ Visitor (10%)			**178**			**476**			**335**			**281**			**246**			**24**			**538**			**762**			**232**			**66**
Parking Rate w/ visitor per bedroom			0.98			0.95			0.92			1.22			1.17			1.02			1.23			1.00			1.18			1.16
Parking Rate w/ visitor per Unit			**1.66**			**1.66**			**1.69**			**1.47**			**1.51**			**1.63**			**1.47**			**1.63**			**1.51**			**1.50**
Actual Utilization Rate			1.50			1.38			1.31			1.12			1.13			1.07			0.64			1.35			0.90			1.25
Actual Number of Utilized Stalls			161			395			259			214			184			16			234			632			139			55
Stalls used by 2 and 3+ bedroom units			129			289			200			62			69			10			-60			415			28			24
Utilization for 2 and 3+ bedroom units			**1.71**			**1.60**			**1.44**			**1.59**			**1.44**			**1.12**			**-0.83**			**1.65**			**0.64**			**1.85**

	site 11			site 12			site 13			site 14			site 15			site 16			site 17		
	Units	bedrooms	Parking	Units	bedrooms	Parking	Units	bedrooms	Parking	Units	bedrooms	Parking	Units	bedrooms	Parking	Units	bedrooms	Parking	Units	bedrooms	Parking
studio	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 bed	2	2	2.6	4	4	5.2	0	0	0	0	0	0	54	54	70.2	76	76	98.8	0	0	0
2 bed	2	4	3.2	10	20	16	24	48	38.4	16	32	25.6	81	162	129.6	76	152	121.6	48	96	76.8
3+ bed	2	6	3.6	0	0	0	0	0	0	20	60	36	0	0	0	0	0	0	24	72	43.2
TOTAL	**6**	**12**	**9**	**14**	**24**	**21**	**24**	**48**	**38**	**36**	**92**	**62**	**135**	**216**	**200**	**152**	**228**	**220**	**72**	**168**	**120**
			0.78			0.88			0.80			0.67			0.93			0.97			0.71
TOTAL w/ Visitor (10%)			**10**			**23**			**42**			**68**			**220**			**242**			**132**
Parking Rate w/ visitor			0.86			0.97			0.88			0.74			1.02			1.06			0.79
Parking Rate w/ visitor per Unit			1.72			1.67			1.76			1.88			1.63			1.60			1.83
Actual Utilization Rate			1.33			1.30			1.29			1.38			1.32			1.35			1.51
Actual Number of Utilized Stalls			8			18			31			50			178			205			109
Stalls used by 2 and 3+ bedroom units			6			14			31			50			124			129			109
Utilization for 2 and 3+ bedroom units			**1.50**			**1.42**			**1.29**			**1.38**			**1.53**			**1.70**			**1.51**

Mono Unit Mix Scenario

Units	bedrooms	Parking	Units	bedrooms	Parking	Units	bedrooms	Parking	Units	bedrooms	Parking
200	200	240	0	0	0	0	0	0	0	0	0
0	0	0	200	200	260	0	0	0	0	0	0
0	0	0	0	0	0	200	400	320	0	0	0
0	0	0	0	0	0	0	0	0	200	600	360
200	**200**	**240**	**200**	**200**	**260**	**200**	**400**	**320**	**200**	**600**	**360**
		1.20			1.30			0.80			0.60
		264			**286**			**352**			**396**
		1.32			1.43			0.88			0.66
		1.32			1.43			1.76			1.98

VISITOR PARKING QUESTIONNAIRE RESULTS
JUNE 17, 2014

Name of Development	Bridlewood Apartments	Corbella at Juanita Bay	Luna Sol LLC	Marina Heights	Montebello	Plaza on State	Tiara de Lago	The Watermark	Wild Glen	Juanita Creek	460 Central	Vision 5 and Tudor Manor
Address	13210 97th Ave NE	9536 NE 120th ST	11415 Slater Ave NE	136 Central Way	12000 131st LN NE	102 and 122 State Street	210 Market ST	530 2nd Ave	9934 NE 144th ST	9720 NE 120th PL	460 Central Way	Redmond, WA
How many parking stalls does this development have?	189	248	1-37 commercial space only; 38-94 residential space only.	48	203 open spaces, 140 carports, 118 garages	16	30	101	162	50 total stalls including tandem in parking garage. Stalls shared between residential and commercial space.	151	
Can you briefly describe how visitor parking is managed for the development?	Visitor parking stalls not reserved	Visitor parking stalls not reserved.	Not reserved. Most visitors park along fence south of Luna Sol building. Additional visitor parking is in commercial spaces after hours: 5pm to 8am.	Street parking only for visitors	Visitor parking stalls not reserved.	Visitor parking stalls reserved for guests of owners of the condominium.	Visitor parking not reserved. 1st come, 1st served.	There are a few parking spaces available in our circular drive. Otherwise, they use street parking.	Visitor parking stalls reserved	Visitor parking stalls not reserved. No after hours access to parking garage except in the unless residents let guest in.	Visitor parking stalls reserved	Managed
If visitor parking stalls are reserved, how many are reserved?	N/A	N/A	None	N/A	N/A	16	N/A	5	12	No reserved residential visitor parking stalls in the parking garage.	4	Visitor stalls are labeled and monitored but not reserved for any one resident.
When do you see the highest demand for visitor parking?	Unknown	Weekends	Street parking along fence is full on weekends. As stated above, the additional parking in commercial space is after 5pm to 8am when the doctors offices are closed.	Holidays and City events	Evenings/weekends	When there are City public events and holidays. Evenings.	Weekends and evenings	Weekends and evenings	Varies.	Weekends/evenings	4-7pm 7 days a week	Evenings after 6pm Friday; Saturday evening.
What types of complaints do you hear in regards to visitor parking stall availability? And How often do you hear these types of complaints?	No complaints	No complaints.	No complaints.	None	No open spaces. Not very often.	This is a condominium. Most complaints are from owners complaining that other owners do not park in their stall in the garage but instead use the visitor area. Other complaints are when there are public events and non-guests park in the visitor spaces.	Parking in commercial spots and people storing vehicles in visitor spots 4-5x per year	People that park there and leave their cars there for days on end. Not often as we try to monitor guest parking.	Residents parking in visitor stalls when reserved for visitors only. Couple times per month	Minimal but once in a while people complain about visitors not having a place to park. Once every 3 months.	N/A	Historically not an issue. Visitor stalls tend to be under used. We don't hear complaints.
If there is a problem with visitor parking availability, approximately how many more parking stalls would you say are needed to meet the visitor parking demand?	N/A	No	No problem.	N/A	N/A	N/A	3-4 more spots	I would say, because we have some street parking, we are fine.	10-12	N/A	N/A - site not constructed	Low visitor demand for smaller residential units. Historically, our residents go out and visit outside of their residential buildings.

PROPOSED CODE AMENDMENTS
FILE NO. CAM13-02032

KZC Section 105.20 Number of Parking Spaces – Minimum

1. The number of parking spaces required for a use is the minimum required. The applicant shall provide at least that number of spaces, consistent with the provisions of this chapter. If the required formula for determining the number of parking spaces results in a fraction, the applicant shall provide the number of spaces equal to the next higher whole number.

2. The square footage of pedestrian, transit, and/or bicycle facilities, and/or garages or carports, on the subject property shall not be included in the gross floor area calculation used to determine required number of parking stalls. ~~See also KZC 105.103(3)(c).~~

3. For medium and high-density residential uses, guest parking spaces are required as follows:

   A. A minimum 10% of the total number of required parking spaces, calculated prior to any parking reductions, shall be provided for visitor parking and located in a common area accessible by visitors.

   B. A detached or attached dwelling unit with an associated garage containing its required number of parking stalls is excluded from the visitor parking calculation required in subsection A above provided that the dwelling unit also has a driveway that meets the parking stall dimensional standards of this chapter and the driveway can be used to provide visitor parking for that dwelling unit.

   C. Visitor parking stalls shall not be leased or assigned to residents.

   D. Visitor parking stalls shall not be gated and be accessible by visitors between 6:00 a.m. and 11:00 p.m.

4. The number of required parking stalls for a development consisting of for-rent detached, attached, and/or stacked dwelling units may be reduced by 15% if the subject property is located with ½ mile of the Downtown Kirkland Transit Center and the City approves a Parking Covenant for the development. The ½ mile distance shall be determined by taking the shortest walk route from the subject property to the Downtown Kirkland Transit Center as measured along public walkways. The property owner shall submit the Parking Covenant on a form approved by the City for recording with King County. The Parking Covenant shall be binding on all future owners and assignees and include the following requirements:

   A. The owner to provide two-zone bus passes or equivalent alternative transportation mode subsidy in an amount equal to the number of reduced parking stalls. The owner shall provide to the City a plan for review and approval that specifies the distribution of the bus passes or equivalent subsidy. Preference on transit subsidy distribution shall be to driving age residents that do not have cars.

   B. Provide one secured and sheltered bicycle parking space for each unit in the development. The parking reductions allowed in KZC Section 105.34 – Covered Bicycle Storage cannot be used if the parking reduction described in this section is being applied.

   C. Designation of a Transportation Coordinator to manage the Parking Covenant, distribution of the two-zone bus pass or equivalent subsidy, provide commute information to all new residents, and be a point of contact for residents and the City.

D. All required parking within a project shall be under common ownership and management.

E. Prohibition on the conversion of the property to a condominium unless the number of required parking stalls are provided as calculated prior to the transit related reduction allowed by this section.

F. Acknowledgement by the property owner that it shall be a violation of this code to fail to comply with the provisions of the Parking Covenant.

Delete the following KZC Section and move into KZC Section 105.20.1 above.

~~105.30 Number of Parking Spaces - Fractions~~

~~If the required formula for determining the number of parking spaces results in a fraction, the applicant shall provide the number of spaces equal to the next higher whole number.~~

Changes to Parking Modification Text – KZC 105.103.3.c

For a modification to KZC 105.20 and 105.45, a decrease in the required number of spaces may be granted if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study to be sufficient to fully serve the use. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the proposed 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. Approval of a parking reduction shall be solely at the discretion of the City. A decrease in the minimum required number of spaces may be based in whole or part on the provision of nationally accepted TDM (transportation demand management) measures. Data supporting the effectiveness of the TDM measures shall be provided as part of the parking demand and utilization study and approved by the City traffic engineer.

For multi-family parking modifications, the parking demand rate result shall be increased by 15% to account for the variation in multi-family parking demand and shall be subject to the visitor parking requirements in KZC Section 105.20.3.

The Planning Official shall not approve or deny a modification to decrease the number of parking spaces without first providing notice of the modification request to the owners and residents of property within 300 feet of the subject property and providing opportunity for comment. The Planning Official shall use mailing labels provided by the applicant, or, at the discretion of the Planning Official, by the City. Said comment period shall not be less than seven (7) calendar days.

Route	Description
235	Kingsgate - Bellevue

Phase
Feb 2015

Summary of changes

- Eliminate the part of the route north of Kirkland Transit Center.
- Operate service more often during commute hours, midday weekdays and on weekends since Route 234 will no longer serve the area.
- End service earlier.

Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to **www.kingcounty.gov/metro/reduction-priorities**.

- **Priority 2**
- Reduced and revised as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

	WEEKDAY			WEEKEND	
	Peak	Midday	Night	Saturday	Sunday
CURRENT	30	30	30	60	60
PROPOSED	**15**	**15**	30	**30**	**30**

When does service end?

CURRENT	Before12:00 AM
PROPOSED	**Before 10:00 PM**

See proposed route map on next page. ➜

Route	Description
235	Kingsgate - Bellevue

Rider options

- Between Kirkland and Totem Lake Transit Centers, use revised Route 236.

LEGEND

- Proposed Routing
- Deleted Routing
- Link light rail & station
- Remaining Metro routes after reductions
- Transit Center

4/22/14

www.kingcounty.gov/metro/future

King County METRO
We'll Get You There

Route	Description
255	Brickyard - Seattle Central Business District via Kirkland TC

Phase
Feb 2015

Summary of changes

- Eliminate the part of the route north of Totem Lake Transit Center.
- Revise Route 236 to serve 124th Avenue NE.

Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to **www.kingcounty.gov/metro/reduction-priorities**.

- **Priority 2**
- Revised as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

	WEEKDAY			WEEKEND	
	Peak	Midday	Night	Saturday	Sunday
CURRENT	10	15	30-60	30	30
PROPOSED	10	15	30-60	30	30

When does service end?

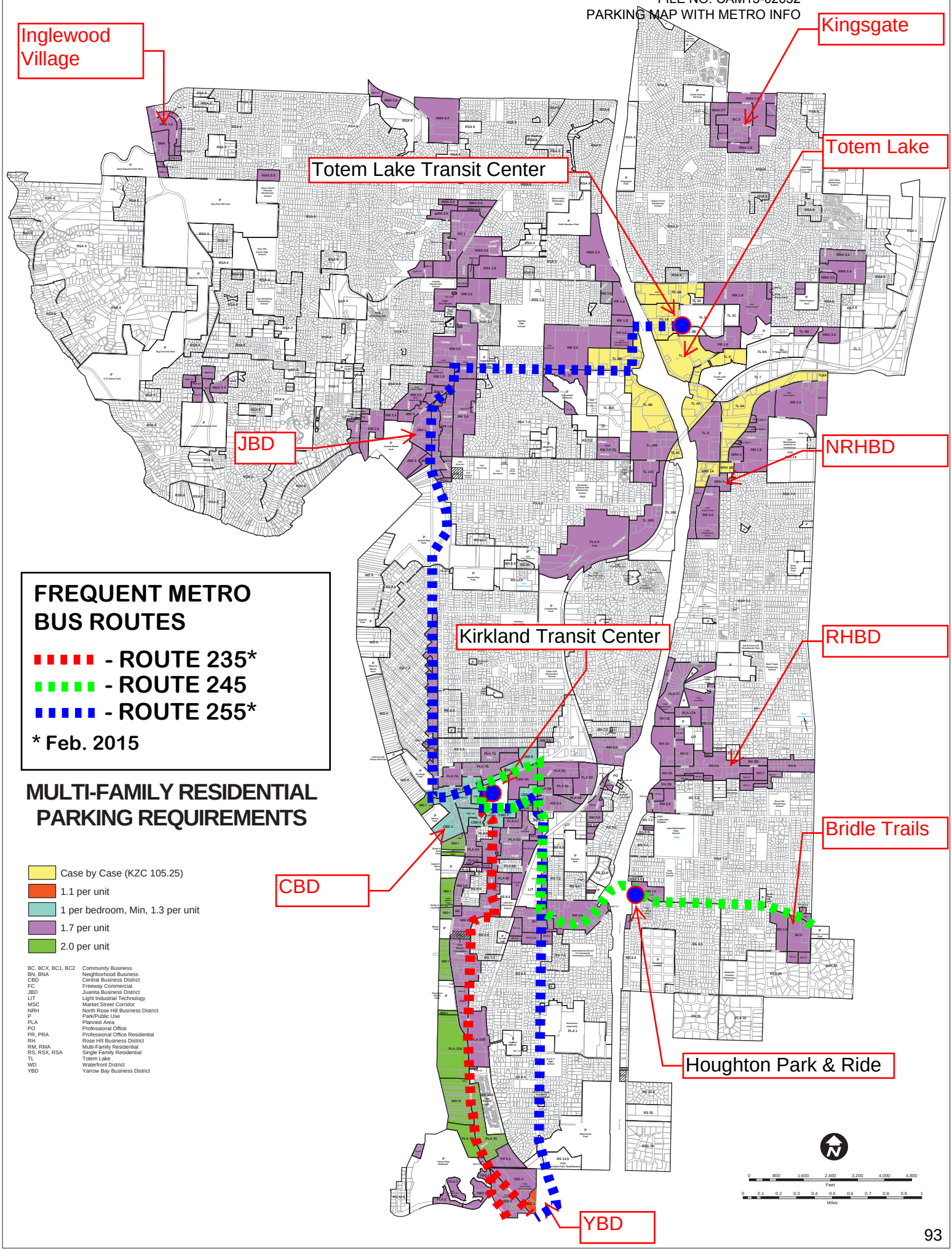
CURRENT	Before 1:00 AM
PROPOSED	Before 1:00 AM

See proposed route map on next page. ➜

Route	Description
255	Brickyard - Seattle Central Business District via Kirkland TC

Rider options

- Along 124th Avenue NE, use Routes 252, 257 or revised Route 236.


Inglewood Village
Kingsgate
Totem Lake
Totem Lake Transit Center
JBD
NRHBD
Kirkland Transit Center
RHBD
Bridle Trails
CBD
Houghton Park & Ride
YBD
FREQUENT METRO BUS ROUTES
- ROUTE 235*
- ROUTE 245
- ROUTE 255*
* Feb. 2015
MULTI-FAMILY RESIDENTIAL PARKING REQUIREMENTS
Case by Case (KZC 105.25)
1.1 per unit
1 per bedroom, Min, 1.3 per unit
1.7 per unit
2.0 per unit
BC, BCX, BC1, BC2 Community Business
BN, BNA Neighborhood Business
CBD Central Business District
FC Freeway Commercial
JBD Juanita Business District
LIT Light Industrial Technology
MSC Market Street Corridor
NRH North Rose Hill Business District
P Park/Public Use
PLA Planned Area
PO Professional Office
PR, PRA Professional Office Residential
RH Rose Hill Business District
RM, RMA Multi-Family Residential
RS, RSX, RSA Single Family Residential
TL Totem Lake
WD Waterfront District
YBD Yarrow Bay Business District
0 800 1,600 2,400 3,200 4,000 4,800
Feet
0 0.1 0.2 0.3 0.4 0.5 0.6 0.7 0.8 0.9 1
Miles

TRANSIT/WALKABLITY STUDY SOURCES
(Fehr & Peers)

Here is a good source:

http://transweb.sjsu.edu/MTIportal/research/publications/documents/06-06/MTI-06-06.pdf

Here is a summary of the above document:

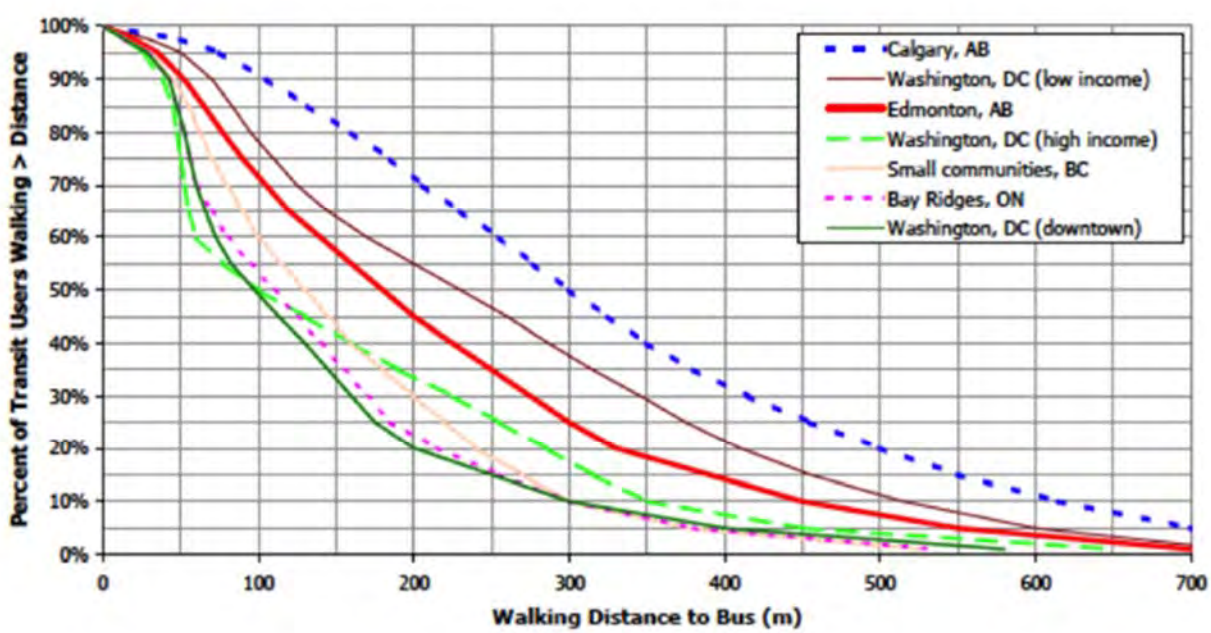
This study identifies key factors influencing why people choose certain routes and how far they are willing to walk to transit. Survey responses indicated that people walk on average 0.5 miles to access rail transit. Other data cited by the authors note that people in suburban areas are more willing to walk longer distances (average of 0.4 miles versus 0.2 miles) than similar people in urban areas to reach high-frequency transit. According to the survey, the most important factor in choosing a walking route is directness (minimizing time and distance). Secondary factors are safety, attractiveness of the route, sidewalk quality, and absence of long waits at traffic lights. The study authors equated "safety" to the presence of adequate traffic control devices at crossings, as well as slower traffic speeds. Geographic data were not collected as part of this study. The study can be found online at: http://transweb.sjsu.edu/MTIportal/research/publications/documents/06-06/MTI-06-06.pdf

Here is a summary of research from Fairfax Co, VA (near DC):

http://www.fairfaxcounty.gov/planning/tod_docs/walking_distance_abstracts.pdf

This is mostly a summary of transit agency guidance on how far people may be willing to walk to access transit, but there is not much in the way of quantitative research.

The recommendations generally come from this TCRP document:

http://www.trb.org/Main/Blurbs/153590.aspx

Here is a chart summarizing walk distance survey results.