

## **Parking Requirements under Zoning**

### *Introduction*

Parking requirements are based on the premise that a single land use is only accessible by auto in a “cornfield” without opportunity for off-site parking, and should provide free parking for all users on the busied day and busied hour. The purpose of parking requirements is to provide adequate parking for all users and to eliminate spillover parking. However, strict application of parking requirements leads to over provision of parking, particularly in downtown areas where there are other parking opportunities, where some users of businesses arrive on foot or by transit, where some users park once and perform several functions, where parking supply is shared among businesses with different patterns of parking demand, and where parking charges lead to reduced parking durations.

There are two ways to address parking requirements that lead to over provision. One is to directly reduce the parking ratios of land uses in areas where uses are mixed and complementary, where there are alternative modes of travel, and where parking is shared and managed for efficient utilization. The second approach is to require developers to perform analysis to support a reduction in parking requirements. A third way is a mix of the two approaches. A mixed strategy is proposed for downtown Kirkland.

Step one is to develop a rationale for a general reduction in parking requirements that reflect the mixed use nature of downtown, the opportunity for access by alternative modes of travel, and a managed public parking supply.

Step two is a process that developers can follow to request an additional reduction in parking requirements that is based on the nature of the proposed development and additional parking management strategies.

The proposed reductions of parking requirements is contingent on the introduction of pricing of on-street parking in the downtown to foster the turnover of parking, which is a necessary ingredient to reduce parking requirements.

### *Rationale for a general reduction of parking requirements in downtown Kirkland*

Public parking opportunities, both on street and off street, is sufficient rationale for a general reduction of parking requirements for new development in downtown Kirkland (CBD1 and CD2) of 15 per cent.

Parking requirements are reduced by 30 per cent for the retail portion of Mixed Use developments of Office and Retail in downtown Kirkland (CBD1 and CD2), where office is over 60 per cent of the floor area.

Developments of two stories or less on parcels of 10,000 sf or less shall be exempt from parking requirements.

Developments on parcels of 30,000 sf or greater in downtown Kirkland (CBD1 and CD2) may request a parking requirement reduction greater than the general reduction of 15 per cent by application of the process described in the following section.

*Process for an additional reduction in parking requirements for a specific development*

Applicants for development permits in downtown Kirkland (CBD1 and CD2) may request a parking requirement reduction greater than the general reduction of 15 per cent. Such requests must be based on an analysis by a traffic engineer and a parking management plan that includes shared parking and a transportation demand management program.