

**USE ZONE CHART**  
Section 55.45

TL 6A/6B

.080	Entertainment, Cultural and/or Recreational Facility										See KZC 105.25.	
.090	Private Lodge or Club							45' above average building elevation. See Gen. Reg. 10.		B	1 per each 300 sq. ft. of gross floor area.	
.100	Attached or Stacked Dwelling Units. See Spec. Reg. 1.	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	65' above average building elevation. See Gen. Regs. 3 and 10.	D	A	1.2 per studio unit. 1.3 per 1 bedroom unit. 1.6 per 2 bedroom unit. 1.8 per 3 or more bedroom unit. See KZC 105.20 for visitor parking requirements.	<p>1. <u>The street level floor of the building shall include commercial use on the ground floor with gross floor area equal to or greater than 20 percent of the area of the subject property. Minor floor area reductions may be approved by the Planning Official if the applicant demonstrates that meeting the requirement is not feasible given the configuration of existing or proposed improvements and that the commercial space is configured to maximize its visibility and pedestrian orientation. The commercial use shall be oriented toward fronting streets, major pedestrian sidewalks and through-block pathways, and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along the street, major pedestrian sidewalk or through-block pathway).</u></p> <p><u>Lobbies for this use are allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.</u></p> <p><u>The Design Review Board may determine the orientation of the commercial use where multiple pedestrian circulation routes exist (see Plate 34C).</u></p> <p><u>The Design Review Board may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest.</u></p> <p>This requirement does not apply to ground floor residential use in TL 6A where over 80 percent of the total units in the development are affordable to households earning no more than 60 percent of King County median income, adjusted for household size.</p>

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**Section 55.45**

											<p>2. At least 10 percent of the units provided in new residential developments of four units or greater shall be affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives.</p> <p>3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</p>
<p><b>.105</b></p>	<p>Residential Suites          See Spec. Reg. 1.</p>								<p>See Spec. Reg. 2.</p>	<p>1. <del>The street level floor of the building shall include commercial use on the ground floor with gross floor area equal to or greater than 20 percent of the area of the subject property. Minor floor area reductions may be approved by the Planning Official if the applicant demonstrates that meeting the requirement is not feasible given the configuration of existing or proposed improvements and that the commercial space is configured to maximize its visibility and pedestrian orientation. The commercial use shall be oriented toward fronting streets, major pedestrian sidewalks and through-block pathways, and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along the street, major pedestrian sidewalk or through-block pathway).</del></p> <p><u>Lobbies for this use are allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.</u></p> <p><u>The Design Review Board may determine the orientation of the commercial use where multiple pedestrian circulation routes exist (see Plate 34C).</u></p> <p><u>The Design Review Board may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or</u></p>	



TL 4A/B/C

Section 55.33		DIRECTIONS: FIRST, read-down-to-find-use... THEN, across-for-REGULATIONS									
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED-YARD (See Ch. 115)		Lot Coverage	Height of Structure				
Front	Sides	Rear									

.100	Attached or Stacked Dwelling Units See Spec. Reg. 1.	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	65' above average building elevation. See Gen. Reg. 2. and Spec. Reg. 4.	D	E	1.2 per studio unit. 1.3 per 1 bedroom unit. 1.6 per 2 bedroom unit. 1.8 per 3 or more bedroom unit. See KZC 105.20 for visitor parking requirements.	<p>1. <u>At least 20 percent of the total gross floor area located on the street level floor of the building shall Development must include commercial use on the ground floor with gross floor area equal to or greater than 20 percent of the area of the subject property. Minor floor area reductions may be approved by the Planning Official if the applicant demonstrates that meeting the requirement is not feasible given the configuration of existing or proposed improvements and that the commercial space is configured to maximize its visibility and pedestrian orientation. The commercial use shall be oriented toward fronting streets and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along the street). In TL 4A, parcel 282605-9043 is exempt from this special regulation, due to the limited visibility and access to this parcel.</u></p> <p><u>The Design Review Board may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest.</u></p> <p><u>Lobbies for this use are allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.</u></p>
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(Revised 12/17)

TL 4A/B/C

DIRECTIONS: FIRST, read-down-to-find-use... THEN, across-for-REGULATIONS														
Section 55.33		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)			Lot Coverage							Height of Structure
				Front	Sides	Rear								

.105	Residential Suites See Spec. Reg. 1.	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	65' above average building elevation. See Gen. Reg. 2.	D	E	See Spec. Reg. 3.	<ol style="list-style-type: none"> <li>This use is permitted only in the TL 4A subarea.</li> <li><u>At least 20 percent of the total gross floor area located on the street level floor of the building shall. Development must include commercial use on the ground floor with gross floor area equal to or greater than 20 percent of the area of the subject property. Minor floor area reductions may be approved by the Planning Official if the applicant demonstrates that meeting the requirement is not feasible given the configuration of existing or proposed improvements and that the commercial space is configured to maximize its visibility and pedestrian orientation. The commercial use shall be oriented toward fronting streets and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along the street). In TL 4A, parcel 282605-9043 is exempt from this special regulation, due to the limited visibility and access to this parcel.</u></li> </ol> <p><u>The Design Review Board may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest.</u></p>
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**DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS**

Section 55.51	USE ?	REGULATIONS ?	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category	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						
.005	Mixed Use Development Containing Attached or Stacked Dwelling Units	D.R., Chapter 142 KZC. See Gen. Reg. 3.	1.5 acres	10'	0'	0'	80%	80' above average building elevation. See Spec. Reg. 3.	See Spec. Reg. 5.	C	1.2 per studio unit. 1.3 per 1 bedroom unit. 1.6 per 2 bedroom unit. 1.8 per 3 or more bedroom unit.  See KZC 105.20 for visitor parking requirements.	<ol style="list-style-type: none"> <li>This use is permitted only in TL 7A.</li> <li><u>At least 20 percent of the total gross floor area located on the street level floor along NE 124<sup>th</sup> Street of the building shall</u> <del>Development must include commercial use on the ground floor with gross floor area equal to or greater than 20 percent of the area of the subject property. Minor floor area reductions may be approved by the Planning Official if the applicant demonstrates that meeting the requirement is not feasible given the configuration of existing or proposed improvement and that the commercial space is configured to maximize its visibility and pedestrian orientation.</del> Residential use may be located on the <u>street level ground</u> floor of a structure only if there is an intervening commercial use with a minimum depth of 20 feet <u>and an average depth of at least 30 feet</u> (as measured from the face of the building on NE 124th Street), between this use and NE 124th Street.  <u>The Design Review Board may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest.</u>  <u>Lobbies for residential use are allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.</u></li> <li>The ground floor of structures shall be a minimum of 13 feet in height. Where necessary for the ground floor of the building to be at the elevation of an abutting street, the building may exceed the permitted maximum height of structure by up to five feet.</li> <li>Site design must accommodate future pedestrian connections to the CKC.</li> <li>Landscaping for this use must comply with KZC 95.42(1). Where an existing residential use exists on the adjacent property, KZC 95.42(2) shall apply.</li> <li>At least 10 percent of the units provided in new residential developments of four units or greater shall be affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives.</li> </ol>	

(Revised 5/18)







Natural and Built Environments LLC  
450 Central Way Suite 3000  
Kirkland WA 98033

February 19, 2018

Dorian Collins, Senior Planner  
Planning Department  
Kirkland City Council  
123 5<sup>th</sup> Avenue  
Kirkland WA 98033

Hi Dorian,

We would like to affirm the following to be brought forth to the City Council's Planning and Economic Development Committee:

1. The expansion of Residential Suites to the Housing Incentive Areas (TL 10B, TL 10C, TL 10D) in Totem Lake.
  - a. We believe the Council is supportive of Residential Suites zoning wherever other residential areas occur in Totem Lake
  - b. This expansion gives Residential Suites the best opportunity to be built in Totem Lake in order to bring much needed affordable housing to the area.
2. The addition of Residential Suites to the Residence XII property (TL 10A)
  - a. They are naturally residential lots and not commercial lots because of their small size.
  - b. Possible apartments to be included in the design, similar to the Plaza project, for a mix of housing types and choices.
  - c. To expand the 10 minute neighborhood concept – the property is within a short walk of the City's justice center.
3. The Totem Lake commercial standard to apply to CBD side streets.
  - a. Given the amount of retail being created at Kirkland Urban (approximately 200,000 square feet) together with the additional retail at the old hardware site, the antique mall site, and now proposed at the Wendy's site, downtown Kirkland will have a great influx of retail in the near future.
  - b. We feel that the small "side streets" should be allowed to provide services.
  - c. In order for the 10 minute community to really work, services (doctors, dentists, day cares) are necessary in combination to retail.
  - d. Side streets such as 4<sup>th</sup> Street, north of Central, at Plaza, which is located behind the gas station and across the street from office zoning is better suited to service type destinations, much like the Overlake clinic off of 3<sup>rd</sup> Street.

Sincerely,



Robert Pantley  
Its Manager and CEO  
Natural and Built Environments LLC

Angela Rozmyn, LEED AP  
Director of Sustainable Development  
Natural and Built Environments LLC

## Dorian Collins

---

**From:** Doug Waddell <doug@waddellpropertiesinc.com>  
**Sent:** Monday, August 6, 2018 6:07 PM  
**To:** Dorian Collins  
**Subject:** FW: Totem Lake

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Hi Dorian – please see below. Let me know if it needs more explanation.

Doug

---

**From:** Ann Williamson <[williamsona@baylisarchitects.com](mailto:williamsona@baylisarchitects.com)>  
**Sent:** Monday, August 6, 2018 4:07 PM  
**To:** Doug Waddell <[doug@waddellpropertiesinc.com](mailto:doug@waddellpropertiesinc.com)>  
**Cc:** Meredith Everist <[everistm@baylisarchitects.com](mailto:everistm@baylisarchitects.com)>  
**Subject:** RE: Totem Lake

Hi Doug,

Some brief thoughts:

2 of the items the City seems to want included in each new development is parking and retail space in sufficient quantity. The 75 foot height limit would allow an additional floor for a 5 over 2 building. The additional floor of concrete could help provide the additional parking and retail space the City requires.

Hope that helps,

Ann

**Ann Williamson** | RA  
 Architect



10801 Main Street, # 110 | Bellevue, WA 98004  
 T: 425.454.0566 D: 425.679.5240 F: 425.453.8013  
[williamsona@baylisarchitects.com](mailto:williamsona@baylisarchitects.com) | [BaylisArchitects.com](http://BaylisArchitects.com)

[Facebook](#) | [LinkedIn](#) | [Houzz](#)

---

**From:** Doug Waddell <[doug@waddellpropertiesinc.com](mailto:doug@waddellpropertiesinc.com)>  
**Sent:** Monday, August 6, 2018 2:50 PM  
**To:** Ann Williamson <[williamsona@baylisarchitects.com](mailto:williamsona@baylisarchitects.com)>  
**Subject:** Totem Lake

Hi Ann – They are once again looking at making changes to the zoning. Dorian at the city mentioned another developer asked that they go to 75 feet so that they could do 5 over 2. Would you agree and if so could you elaborate on the benefits so that I can pass those along to the city?

Thanks...

Doug Waddell



February 6, 2018

Kirkland City Council  
c/o Dorian Collins  
City of Kirkland, Planning Department  
123 Fifth Ave.  
Kirkland, WA 98033

Kirkland City Council:

I am writing you to ask that you direct the planning department to look at updating the zoning code and guidelines for our property located at 12427 NE 124th Street, which is in the **TL6A** zone. There has been a recent interest in medical office however the height restrictions are actually 20 feet lower than stacked dwelling units. I am not really sure why that is, but I would request that the height restriction become consistent, at 65 feet, for apartments, office, hotel and assisted living/nursing home.

In addition, numerous developers have looked at it from an apartment development standpoint, and all have of them have come back stating that the ground floor commercial requirements are too high for such a thoroughfare. I think it would make more sense to let the amount of ground floor commercial be market driven versus code driven. In other words, have the code make that an option but not a requirement. At the very least, they should reduce the amount that is required.

Thank you for your consideration.

A handwritten signature in blue ink, appearing to read 'Doug Waddell', written over a circular stamp or seal.

Doug Waddell  
President

## Dorian Collins

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**Ann Williamson** | RA  
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[Facebook](#) | [LinkedIn](#) | [Houzz](#)

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Thanks...

Doug Waddell

## Totem Lake Business District Housing Incentive Areas

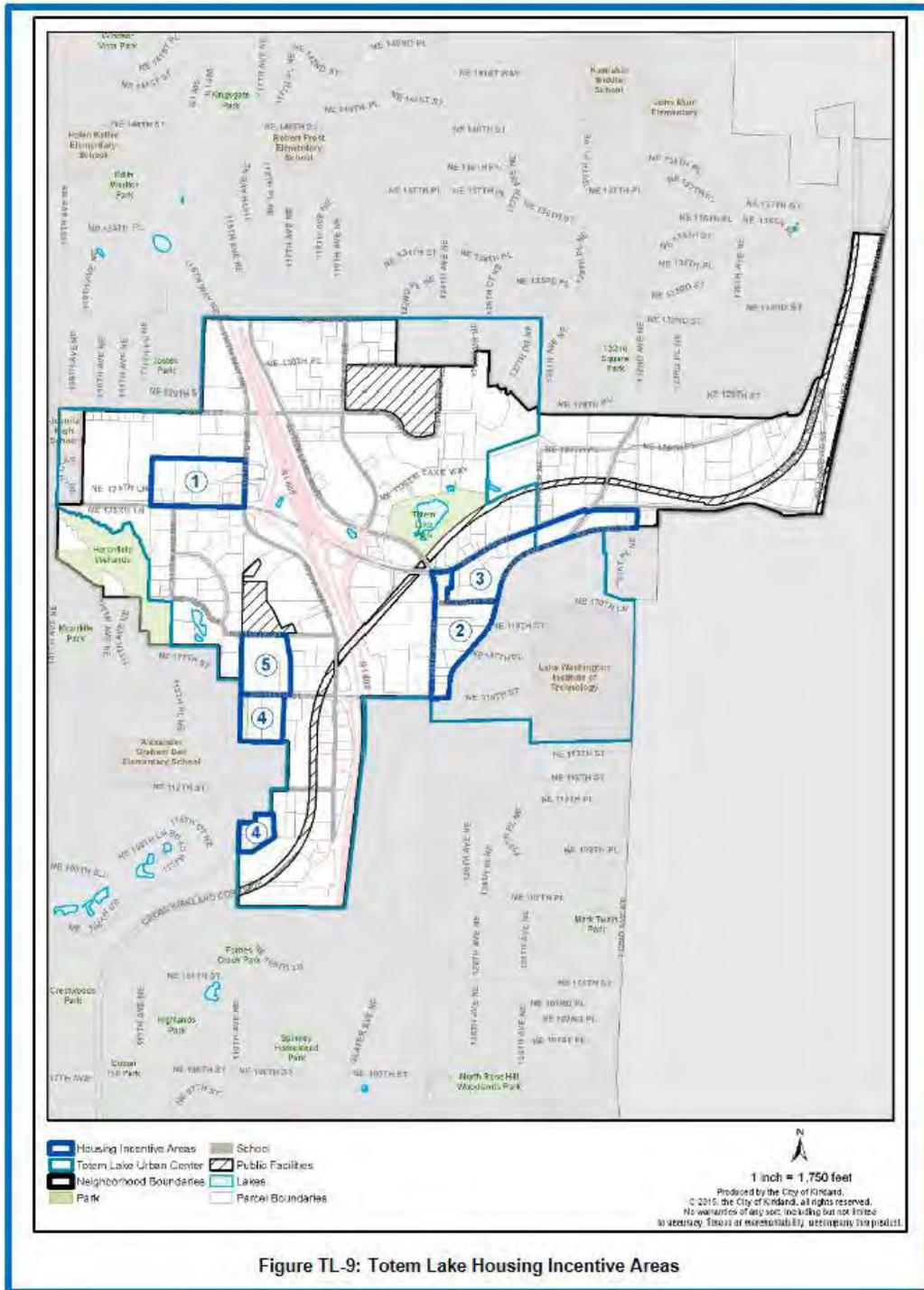


Figure TL-9: Totem Lake Housing Incentive Areas



# Housing Incentive Areas (TL 10C & TL 10D)

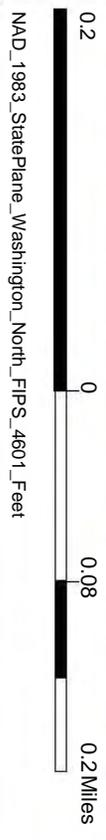


- Legend**
- City Limits
  - Grid
  - QQ Grid
  - Cross Kirkland Corridor
  - Regional Rail Corridor
  - Streets
  - Parcels
  - Buildings
  - Lakes
  - Parks
  - Schools
  - Olympic Pipeline Corridor

1:5,215



**Notes**



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NAD\_1983\_StatePlane\_Washington\_North\_FIPS\_4601\_Feet

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS													
Section 55.33	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							

.105	Residential Suites See Spec. Reg. 1.	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	65' above average building elevation. See Gen. Reg. 2.	D	E	<p><a href="#">For TL 4A:</a> See Spec. Regs. 3 and 4.</p> <p><a href="#">For TL 4B:</a> 1.2 per studio unit, 1.3 per 1 bedroom unit, 1.6 per 2 bedroom unit, 1.8 per 3 or more bedroom unit.</p> <p><a href="#">See KZC 105.20 for visitor parking requirements.</a></p> <p><a href="#">See Spec. Reg. 8.</a></p>	<ol style="list-style-type: none"> <li>This use is permitted only in the TL 4A and TL 4B subareas.</li> <li>Development must include commercial use on the ground floor with gross floor area equal to or greater than 20 percent of the area of the subject property. Minor floor area reductions may be approved by the Planning Official if the applicant demonstrates that meeting the requirement is not feasible given the configuration of existing or proposed improvements and that the commercial space is configured to maximize its visibility and pedestrian orientation.</li> <li><a href="#">In TL 4A,</a> parking shall be provided at a rate of one stall per living unit plus one per on-site employee, and modifications to decrease the parking requirement are prohibited. However, if parking is managed pursuant to Special Regulation 4, parking shall be provided at a rate of 0.5 per living unit plus one per on-site employee.</li> <li><a href="#">In TL 4A,</a> the required parking shall be 0.5 per living unit where the parking is managed as follows and the property owner agrees to the following in a form approved by the City and recorded with King County:               <ol style="list-style-type: none"> <li>Rentals shall be managed such that the total demand for parking does not exceed the available supply of required private parking. If the demand for private parking equals or exceeds the supply of required private parking, the property owner shall either restrict occupancy of living units or restrict leasing to only tenants who do not have cars.</li> <li>The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording</li> </ol> </li> </ol>
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			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						

.105	Residential Suites (continued)											REGULATIONS CONTINUED FROM PREVIOUS PAGE 7. Developments containing this use shall provide common living area available to all residential suite residents. Common living area shall consist of areas such as shared kitchens, dining areas, and community rooms. Areas such as bathrooms, laundries, utility rooms, storage, stairwells, mailrooms, and hallways shall not be counted as common living area. The minimum amount of common living area for each project shall be 250 square feet plus an additional 20 square feet per living unit. <u>8. Section 105.103.c provides a process to grant a decrease in the required number of parking spaces.</u>
.110	Church	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	65' above average building elevation.	C	B	1 for every 4 people based on maximum occupancy load of any area of worship. See also 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.

**USE ZONE CHART**  
Section 55.81

TL 10C

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.81	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						
.010	Attached or Stacked Dwelling Units See Spec. Reg. 1.	D.R., Chapter 142 KZC	None	10'	5' but 2 side yards must equal at least 15'. See Spec. Reg. 5.	10' See Spec. Reg. 6.	80%	Where adjoining a low density zone, 30' above average building elevation. Otherwise, up to 65' above average building elevation.  See Spec. Reg. 3.	D	A	1.2 per studio unit. 1.3 per 1 bedroom unit. 1.6 per 2 bedroom unit. 1.8 per 3 or more bedroom unit. See KZC 105.20 for visitor parking requirements.	<ol style="list-style-type: none"> <li>1. This use is permitted only in Housing Incentive Area 4 (see Plate 37, Chapter 180 KZC).</li> <li>2. <u>For Attached or Stacked Dwelling Units</u>, aAt least 10 percent of the units provided in new residential developments of four units or greater shall be affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives.</li> <li>3. No portion of a structure may exceed the following heights above the elevation of NE 116th Street, as measured at the midpoint of the frontage of the subject property on NE 116th Street:                             <ol style="list-style-type: none"> <li>a. Within 20 feet of NE 116th Street, 35 feet.</li> <li>b. Within 30 feet of NE 116th Street, 45 feet.</li> <li>c. Within 40 feet of NE 116th Street, 65 feet.</li> </ol> </li> <li>4. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</li> <li>5. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet.</li> <li>6. The rear yard may be reduced to zero feet if the rear of the dwelling unit is attached to a dwelling unit on an adjoining lot.</li> </ol>
.020	<u>Residential Suites</u> See Spec. Reg. 1.											

(Revised 12/17)



**USE ZONE CHART**  
**Section 55.87**

TL 10D

.090	Office Use								C See also Spec. Reg. 2(a).	If a medical, dental, or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	<ol style="list-style-type: none"> <li>1. If this use is located in Housing Incentive Area 4 (see Plate 37, Chapter 180 KZC), maximum building height is 65 feet above average building elevation.</li> <li>2. The following regulations apply only to veterinary offices:             <ol style="list-style-type: none"> <li>a. If there are outdoor runs or other outdoor facilities for the animals, then use must comply with Landscape Category A.</li> <li>b. Outside runs and other outside facilities for the animals must be set back at least 10 feet from each property line and must be surrounded by a fence or wall sufficient to enclose the animals. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.</li> </ol> </li> </ol>	
.100	Attached or Stacked Dwelling Units See Spec. Reg. 1.	D.R., Chapter 142 KZC	None	10'	5', but 2 side yards must equal at least 15'. See Spec. Reg. 5.	0'	80%	Where adjoining a low density zone, 30' above average building elevation. Otherwise, 65' above average building elevation. See Spec. Reg. 1.	D	A	<ol style="list-style-type: none"> <li>1.2 per studio unit.</li> <li>1.3 per 1 bedroom unit.</li> <li>1.6 per 2 bedroom unit.</li> <li>1.8 per 3 or more bedroom unit.</li> </ol> See KZC 105.20 for visitor parking requirements.	<ol style="list-style-type: none"> <li>1. This use is permitted only in Housing Incentive Area 4 (see Plate 37, Chapter 180 KZC).</li> <li>2. Developers and residents in this zone should be aware that this property lies within a district containing and allowing future development of uses of a light industry/office nature, and impacts typically associated with these uses, such as noise and odor, may be experienced by residents.</li> <li>3. <u>For Attached or Stacked Dwelling Units, a</u>At least 10 percent of the units provided in new residential developments of four units or greater shall be affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives.</li> <li>4. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</li> <li>5. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet.</li> <li>6. <u>Section 105.103.c provides a process to grant a decrease in the required number of parking spaces.</u></li> </ol>
.110	<u>Residential Suites</u> <u>See Spec. Reg. 1.</u>											

(Revised 12/17)





# People Parking

Planners are reevaluating parking requirements for affordable housing.

By JEFFREY SPIVAK

LIKE A LOT OF CITIES, Minneapolis has experienced the dual trends of rising multi-family rents and dwindling housing affordability. For years it offered the usual carrots of tax incentives and development subsidies for residential projects with affordable units. But three years ago, it tried a different strategy: The city slashed its multi-family parking requirements in certain parts of town.

The usual ratio of one parking space for every one unit was cut in half for larger apartment projects and was eliminated entirely for projects with 50 or fewer units located near high-frequency transit. Lo and behold, the market mostly responded in the exact ways planners had predicted.

Apartment developers proposed projects with fewer parking spaces. That lowered the cost of construction. So, such projects began offering rents below the market's established levels. New studio apartments, which typically went for \$1,200 per month, were being offered for less than \$1,000 per month.

"There's definitely a new type of residential unit in the market that we haven't seen much before," says

Nick Magrino, a Minneapolis planning commissioner who has researched apartment development trends since the parking code change. “Outside of downtown, there’s been a lot of infill development with cheaper, more affordable units.”

Tinkering with minimum parking requirements is not new. Cities have been fiddling with regulations for decades, sometimes raising them, sometimes lowering them, and sometimes giving variances for specific projects. What’s different now is an evolving understanding that urban lifestyles are changing, traditional parking ratios are outdated, and too much supply can be as harmful as too little.

So there’s a burgeoning movement of municipalities across the U.S. reducing or eliminating parking requirements for certain locales or certain types of development or even citywide.

“This would have seemed inconceivable just a few years ago,” says Donald Shoup, FAICP, a Distinguished Research Professor in UCLA’s Department

Carless in Seattle: Plymouth on First Hill’s apartments (opposite) are now home to some of the city’s formerly homeless disabled population. The mixed use transit-oriented development Artspace Mt. Baker Lofts (below) is located on the Central Link light-rail line. It has bicycle storage and a reserved car-share space, but no parking garage.

PHOTO OPPOSITE PAGE COURTESY SMR ARCHITECTS AND PLYMOUTH HOUSING GROUP; THIS PAGE COURTESY SMR ARCHITECTS AND ARTSPACE

of Urban Planning who has studied and written about parking policies for years and is considered the godfather of the current reform movement. (See an article based on his new book, *Parking and the City*, on page 33.)

Over the past three years, a Minnesota-based smart-growth advocacy organization called Strong Towns has compiled, through crowdsourcing, more than 130 examples of communities across the country addressing or discussing parking minimum reforms. And that list hasn’t captured all the cities taking actions.

Communities are reforming these regulations in a variety of ways.

Some have ditched parking minimums entirely. Buffalo, New York, in early 2017 became the first U.S. city to completely remove minimum parking requirements citywide, applied to developments of less than 5,000 square feet. Late last year Hartford, Connecticut, went a step further and eliminated parking minimums citywide for all residential developments.



Some have targeted their reforms to certain areas or development districts. Lexington, Kentucky, earlier this year scrapped parking requirements in a shopping center corridor to allow the development of new multifamily housing. Spokane, Washington, this past summer eliminated parking requirements for four-plus-unit housing projects in denser parts of the city.

Some have tied new policies specifically to spur affordable housing. Seattle this past spring eliminated parking requirements for all nonprofit affordable housing developments in the city, among other provisions. A couple of years ago, Portland, Oregon, waived parking requirements for new developments containing affordable housing near transit. Also in 2016, New York eliminated parking requirements for subsidized and senior housing in large swathes of the city well served by the subway.

Even some suburbs are doing it. Santa Monica, California, removed parking requirements entirely last year for new downtown developments as part of a new *Downtown Community Plan*. And this year, the Washington, D.C., suburban county Prince George's, Maryland, revised its zoning code to significantly reduce parking minimums.

"We're trying to create a new model of mobility and not emphasize the car as much as we've done in the past," says David Martin, Santa Monica's director of planning and community development.

### Catalysts for change

Three primary factors are driving this new reform:

**1. CITIES ALREADY HAVE MORE THAN ENOUGH PARKING.** The Research Institute for Housing America, part of the Washington, D.C.-based Mortgage Bankers Association, used satellite imagery and tax records this year to tally parking space totals in different-sized U.S. cities, and determined that outside of New York City, the parking densities per acre far exceeded the population densities.

Meanwhile, two different groups—TransForm, which promotes walkable communities in California, and the Chicago-based Center for Neighborhood Technology, a nonprofit sustainable development advocacy group—have both conducted middle-of-the-night surveys of parking usage at apartment projects on the West Coast and in Chicago, respectively. They consistently found one-quarter to one-third of spaces sat empty. The Chicago center concluded "it is critical to 'right size' parking at a level below current public standards."

### APA HOUSING INITIATIVE: PLANNING HOME

BY EMILY PASI

Planners know better than anyone the critical role that housing plays in our communities, and the severity of the U.S.'s housing affordability and availability crisis. Lack of housing choice and affordability hurts people and limits communities' prosperity. To this end, APA is actively working to develop new tools and better planning practices to encourage and deliver more and better housing options for all.

Earlier this year, APA's board of directors greenlit Planning Home, an organization-wide, multiyear housing initiative that aims to reshape the way planners, elected officials, decision makers, advocates, and the public use planning to address the nation's housing challenges.

Grounded in the philosophy that better tools can get communities the housing people need, APA's Planning Home action agenda is driven by six board-approved principles, which call on policy makers at all levels of government to:

- Modernize state planning laws
- Reform local codes
- Promote inclusive growth strategies
- Remove barriers to multifamily housing
- Turn NIMBY into YIMBY
- Rethink finance

Learn what you can do now to advance APA's Planning Home action agenda at [PlanningHome.com](http://PlanningHome.com).

Pasi is the public affairs manager at APA.

**'We want to remove any barriers to the supply of housing options and affordability, and parking is one of them.'**

—SAMUEL ASSEFA,  
DIRECTOR,  
SEATTLE'S OFFICE  
OF PLANNING  
AND COMMUNITY  
DEVELOPMENT

**2. TRANSPORTATION PREFERENCES ARE SHIFTING.** A variety of converging trends point to the possibility of fewer cars in the future. Fixed-rail transit lines continue to be developed in more urban centers, and millennials are not driving as much as previous generations. Meanwhile, transportation alternatives are proliferating, from passenger services such as Uber to car-sharing services such as Zipcar. Then there's the potential of driverless cars and the expansion of retail delivery services.

**3. BOTTOM LINE: WE'RE GOING TO NEED MUCH LESS SPACE TO STORE CARS.** In fact, Green Street Advisors, a commercial real estate advisory firm, analyzed what it calls the "transportation revolution"—encompassing ride-hailing services, driverless cars, etc.—and estimated that U.S. parking needs

could decline by 50 percent or more in the next 30 years. (See “Future-Proof Parking, March: [planning.org/planning/2018/mar/futureproofparking](http://planning.org/planning/2018/mar/futureproofparking).)

“In the old days, you built an apartment and you expected it needed two cars,” says Doug Bibby, president of the National Multifamily Housing Council, an apartment trade association in Washington D.C. “Those parking ratios are outdated and no longer valid in any jurisdiction.”

**Concerns about housing affordability**

With the U.S. economy reasonably strong and most urban crime rates on a long-term decline, housing costs have increasingly emerged as a hot-button issue. In Boston University’s nationwide Menino Survey of Mayors last year, housing costs were cited as the number one reason residents move away, and more affordable housing was the top-ranked improvement mayors most wanted to see.

“It’s on the minds of mayors now more than it has been in the past,” says Kimble Ratliff, the National Multifamily Housing Council’s vice president of government affairs.

They’re concerned because there’s ample evidence of a continued national shortage of affordable housing. The latest “State of the Nation’s Housing” report from Harvard University’s Joint Center for Housing

**MAPPING MINIMUMS**  
Strong towns keep track of progress on parking minimum removals across the U.S.  
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Studies noted that a decade-long multifamily construction boom has increased total occupied rental units by 21 percent, but mainly at the top end of the market. Total units deemed “affordable”—costing less than 33 percent of median income—have remained basically static during the last decade, while the number of extremely low-income renter households has grown by more than 10 percent. The 2018 report concluded that there is a “tremendous pent-up demand for affordable rental housing.”

So as cities have searched for ways to generate more affordable housing, parking has emerged as an easy target. Parking ratios are simple to change, and the process doesn’t lead to future cost obligations like subsidies do.

That was the approach taken by Seattle this year. “The number one issue facing our city is the lack of housing options and affordability. We’re looking to remove any barriers to the supply of housing, and parking is one of them,” says Samuel Assefa, the director of Seattle’s Office of Planning and Community Development.

**Impacts on housing costs**

Planners’ shifting strategies toward parking are now supported by a growing body of evidence that parking requirements negatively impact multifamily housing, especially affordable projects.

In a nutshell, building parking costs a lot, and that cost usually ends up raising tenant rents.

Various studies indicate that surface parking lot spaces cost upwards of \$5,000 each, while above-ground parking garages average around \$25,000 per space and below-ground garages average around \$35,000 per space. That can translate into higher rent, particularly in big cities. Two UCLA urban planning professors studied U.S. rental data and reported in the journal *Housing Policy Debate* in 2016 that garage parking typically costs renter households approximately \$142 per month, or an additional 17 percent of a housing unit’s rent. Other studies have found even larger impacts on rents.

“That can be a significant burden on lower-income households,” says David Garcia, policy director of the Terner Center for Housing Innovation at the University of California–Berkeley.

Changing that equation can help produce additional affordable housing. That’s a scenario actually playing out in Portland, Oregon.

In 2016 the Portland Community Reinvestment Initiatives, a nonprofit developer and manager of low-income housing, began planning a 35-unit

**LIVING SPACE VERSUS PARKING SPACE**

The typical median parking required for a two-bedroom apartment in many large North American cities is more than half the size of the apartment itself.



SOURCE: SETH GOODMAN, GRAPHINGPARKING.COM

senior housing project called Kafoury Court. At the time, Portland's code required providing five parking spaces for the project, and the developer was struggling to find financing. But late that year, the city changed its parking requirements, and Kafoury now only needs to provide two spaces.

While that change doesn't seem like much, it allowed the development to be totally redesigned. A first-floor parking garage was no longer needed, so the building has been scaled back from five stories to four stories, which led to cost-saving ripple effects. "This has made the project financially feasible," says PCRI's Julia Metz.

She adds: "We prefer to build houses for people, not cars. When it comes down to choosing space for people or parking, we're going to choose people."

Affordable housing projects, with their lower rent revenue streams, are already challenging to finance. So parking is an increasingly key factor in whether or not a project works financially. But to developers, reducing or removing parking requirements does not mean eliminating parking supply. It simply allows developers to decide how many spaces to build based on market and locational demand.

"I've had developers say to me, 'Hey, I could make this deal work if I only had to build a garage that's one-third smaller,'" says Greg Willett, chief economist of RealPage, a provider of property management software and services. "Any way you can take costs out of the deal is meaningful."

### 'The debate is now won'

When it comes to utilizing parking to augment planning and development policies, U.S. cities still have a long way to go to catch up to some European counterparts. Zurich, Switzerland; Copenhagen, Denmark; and Hamburg, Germany, have all capped the total number of allowable parking spaces in their cities. Oslo, Norway—where a majority of center-city residents don't own cars—is pursuing plans to remove all parking spaces from that district, to be replaced by installations such as pocket parks and phone-charging street furniture.

And last year the largest city in North America, Mexico City, eliminated parking requirements for new developments citywide and instead imposed limits on the number of new spaces allowed, depending on the type and size of building.

In the U.S., however, parking is still sacred in many places. Sometimes when parking reductions are proposed for a certain urban district or a specific new development, nearby residents complain it will

### BUILDING PARKING RAISES RENT

Parking costs a lot to build, and that cost usually ends up raising tenant rents.

**\$5,000**  
Cost per surface space

**\$25,000**  
Cost per above-ground garage space

**\$35,000**  
Cost per below-ground garage space

**\$142**  
The typical cost renters pay per month for parking

**+17%**  
Additional cost of a unit's rent attributed to parking

SOURCE: HOUSING POLICY DEBATE, 2016

force new renters to park on their residential streets. Because so many people still own cars, the National Multifamily Housing Council's *2017 Kingsley Renter Preferences Report* ranked parking as renters' second-most desired community amenity, behind only cell-phone reception.

Not surprisingly, then, some places are still demanding more parking, not less. In Boston, for instance, an influx of new residents clamoring for parking in the booming South Boston neighborhood led to zoning code changes in 2016 that require developers to build two-thirds more off-street parking than before.

Nevertheless, the movement to reduce parking is now widespread, involving big cities and small towns, urban districts and suburban locales, affordable housing and market-rate units. "It's pretty well accepted now that reforming parking minimums is a good way to manage cities," says Tony Jordan, founder of Portlanders for Parking Reform, which has advocated for better parking policies. "The debate is now won."

The lessons for planners are, first, to be open to adjusting parking policies in zoning codes and comprehensive plans and, second, to be flexible in crafting new parking limits depending on the location or desired outcome, such as spurring affordable housing development.

"As we update our policies, we as planners need to learn from the past and adjust," says Seattle planning director Assefa. "We constantly need to tweak our policies and face the challenges of what's not necessarily working. More often than not, there's significant space dedicated to the car that is not utilized." ■

Jeffrey Spivak, a market research director in suburban Kansas City, Missouri, is an award-winning writer specializing in real estate planning, development, and demographic trends.

## RESOURCES

### FROM APA

APA Knowledgebase Collection, "Rethinking Off-Street Parking Requirements": [planning.org/knowledgebase/parkingrequirements](http://planning.org/knowledgebase/parkingrequirements)

### MORE

Harvard University Joint Center for Housing Studies' *The State of the Nation's Housing 2018*: [hchs.harvard.edu/state-nations-housing-2018](http://hchs.harvard.edu/state-nations-housing-2018).

Center for Neighborhood Technology, "Stalled Out: How Empty Parking Spaces Diminish Neighborhood Affordability:" <http://bit.ly/2Mr0bES>.

