

55.35 User Guide.

The charts in KZC 55.39 contain the basic zoning regulations that apply in the TL 5 zone of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 55.37

Zone
ITL 5

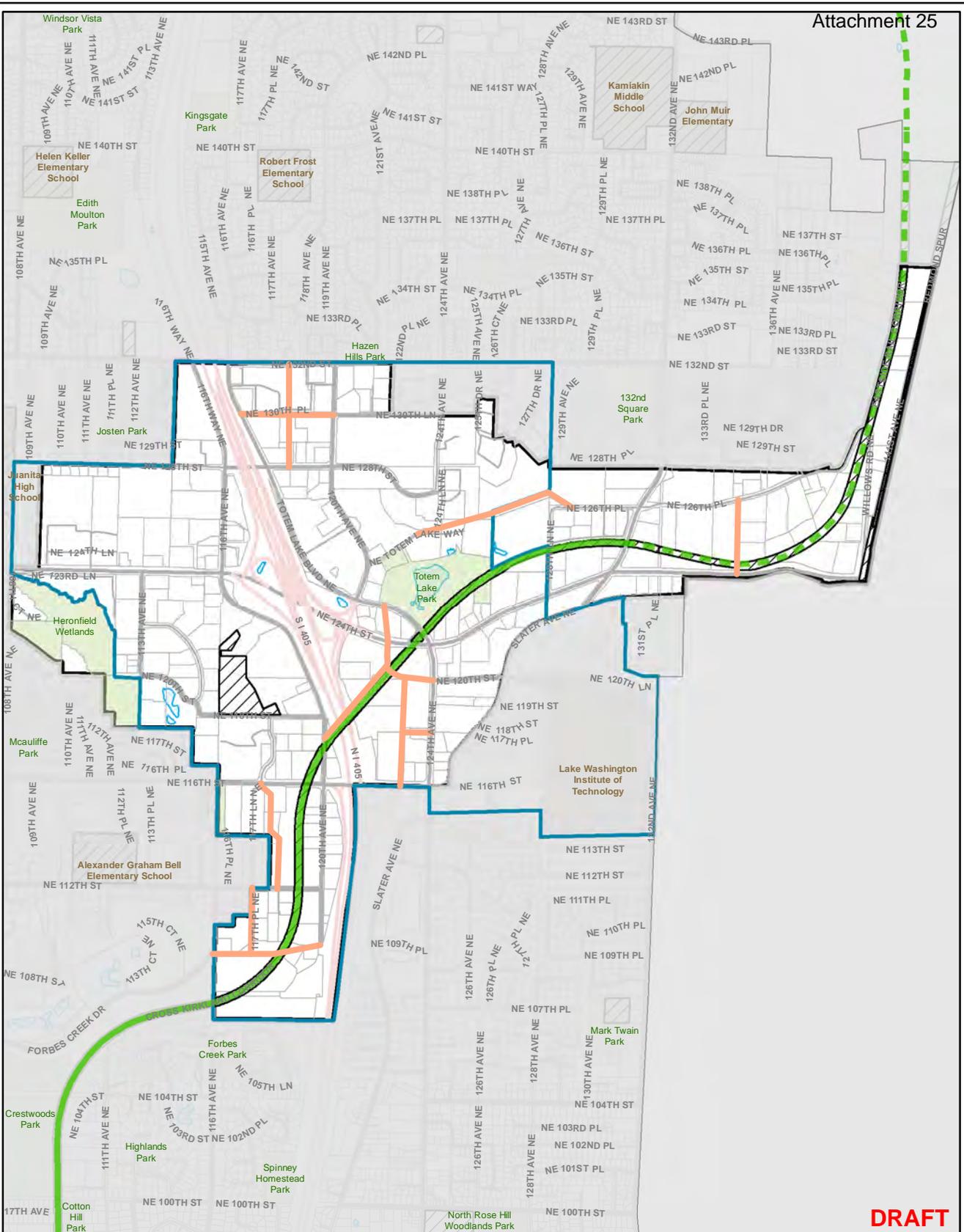
Section 55.37 – GENERAL REGULATIONS

The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter 1 KZC to determine what other provision of this code may apply to the subject property.
2. The ability to accommodate new development in the TL 5 zone is dependent upon the construction of two new streets as shown on Plate 34AB:
 - 123rd Avenue NE extending north from NE 116th Street to a new extension of NE 120th Street.
 - NE 120th Street extending from 124th Avenue NE, connecting to the new 123rd Avenue NE and continuing across the Cross Kirkland Corridor to connect with 123rd Place NE.

Consistent with and to the extent authorized by applicable statutes and court decisions, new development on properties across which these streets in whole or in part extend shall contribute to the creation of the streets as follows:

 - a. With all new development, the portions of these streets crossing the subject property shall be dedicated as public right-of-way consistent with Plate 34AB. The Public Works Director may authorize that an access street can be within a private access easement if it is found that the private street allows for a superior site design that also maintains an effective street network. If a private access street is allowed, the standards for the street improvements should be similar to those of public streets, and the maintenance of such streets shall be the responsibility of the property owner. Additionally, if a private access street is allowed, design standards applicable to development abutting a major pedestrian sidewalk continue to apply; and
 - b. With all new development exceeding 35 feet in height, the streets shall be improved ~~as determined by the Public Works Director. Suggested cross sections for each of these roads would~~ as set forth in Section 110.40.20, include:
 - 1) ~~Two travel lanes (one lane each way);~~
 - 2) ~~On-street parallel parking;~~
 - 3) ~~Bicycle lanes;~~
 - 4) ~~Eight to 12 foot wide sidewalks on each side of the street with street trees placed toward the curb 30 feet on-center. Sidewalk width may be reduced where planting strips (minimum four feet wide) are maintained between the street and sidewalk. Minor deviations in the location and width of the streets may be approved by the Public Works Director if the deviations will not negatively affect the functioning of the streets.~~
3. In addition to the two streets required in General Regulation 2, development in TL 5 shall incorporate the following circulation features, as shown in Plate 34CF:
 - a. Internal east-west access roads extending westward from 124th Avenue NE. These may be public or private streets.
 - b. Through-block pathways or other pathways to link streets and/or activities. Through-block pathways may be integrated with internal access roads and/or provided within separate pedestrian-only corridors. See KZC 105.19 for through-block pathway standards.



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1. See Section 110.40.20 for required improvements for streets identified as Totem Lake Access Street.
2. Specific improvements to be determined by the Public Works Director.
3. Note: The precise right-of-way alignment may vary, and shall be determined by the Public Works Director.

Interstate	Cross Kirkland Corridor	Park
Totem Lake Access Street	Eastside Rail Corridor	School
Arterial / Existing Collector	Totem Lake Urban Center	Public Facilities
Neighborhood Access	Neighborhood Boundaries	Parcel Boundaries

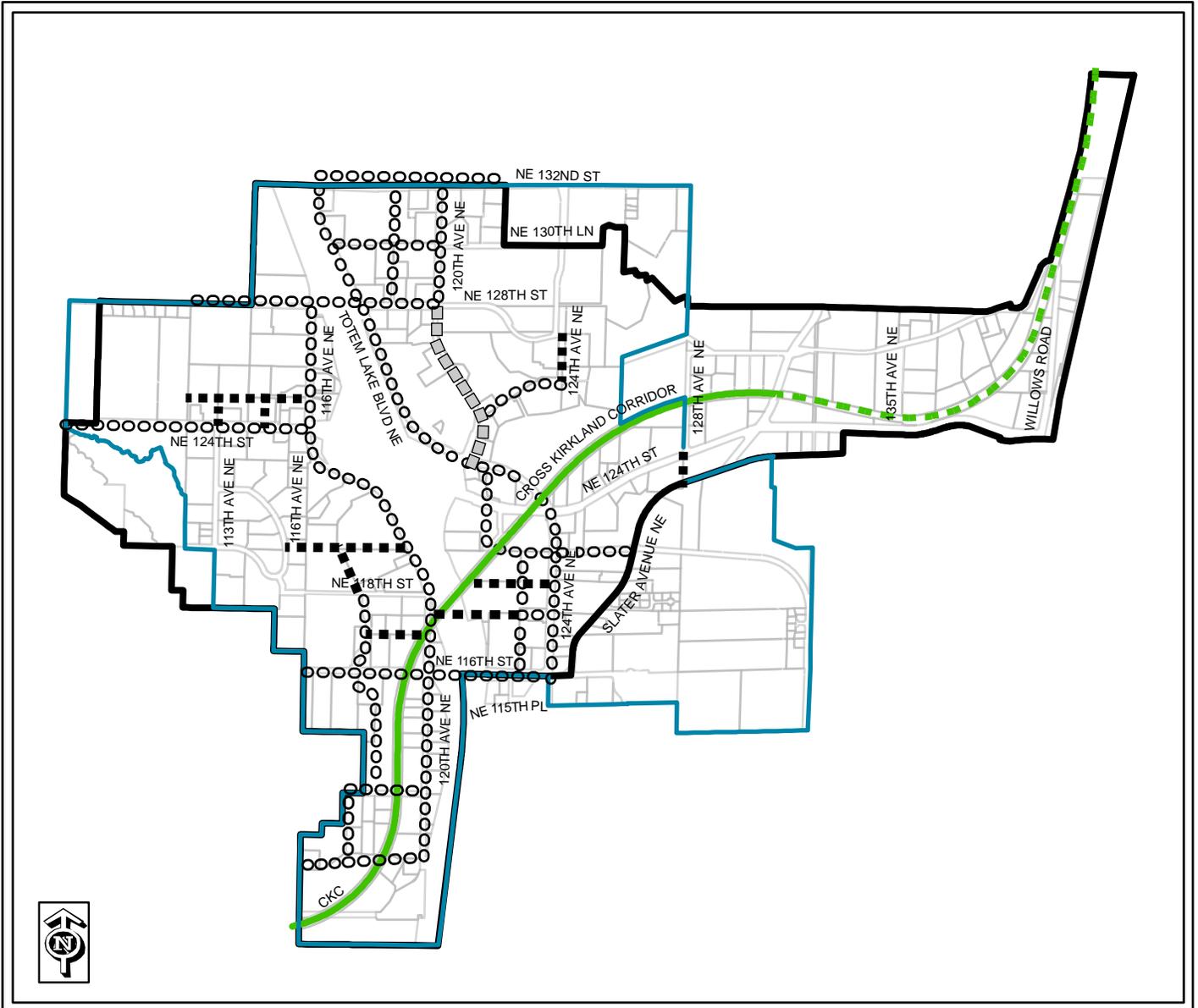


1 inch = 1,750 feet

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Plate 34-C

Pedestrian Circulation in Totem Lake



See Section 110.40.20 for Sidewalk Improvement Standards

- Cross Kirkland Corridor
- ○ ○ ○** Major Ped Sidewalks
- ■ ■ ■** Pedestrian-Oriented Street
- ■ ■ ■** Through-Block Pathway (Location Estimated)

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

Section 55.27	USE REGULATIONS 	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Attachment 26 Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						

.010 Hospital, Medical Outpatient Facility and Ancillary Uses Including Food Services, Retail Sales, Offices and Day-Care. (continued)

REGULATIONS CONTINUED FROM PREVIOUS PAGE

6. In order to retain openness and public views across a portion of the site, development within the southern 100 feet of TL 3A, located east of the driveway leading to the hospital parking garage and west and north of the curb along 124th Avenue NE, shall be limited to 75 feet in height (see Plate 33).
Elsewhere, in TL 3A, building heights may be increased up to 150 feet above average building elevation, with the height increases to be based on the following considerations:
 - a. The extent that the increased building heights would have impacts on the surrounding residential areas, and the proposed methods for mitigating such impacts, as determined by an analysis of shadowing, transition and lighting impacts;
 - b. The extent that taller buildings would be stepped back from the perimeters of TL 3 boundaries, away from adjacent residential zones;
 - c. The extent that impacts to territorial views from public streets would be avoided or minimized through mechanisms such as variations in building heights, horizontal modulation and other techniques aimed at reducing the appearance of building mass; and
 - d. The extent that rooftop appurtenances of buildings would have significant impacts on residential areas and public views. Rooftop appurtenances of medical buildings shall not exceed 15 feet in height and 50 percent of the total rooftop area of individual buildings, and total building height shall not exceed 150 feet.
7. All signs must be consistent with an approved master sign plan for the hospital campus.
8. In area TL 3B, prior to issuance of a building permit for the office building approved in the Evergreen Health Master Plan (2017 Minor Modification), the applicant shall grant a Public Access Easement across the eastern portion of Parcel 692840-0040 to the City of Kirkland for future development and use as a public park. The size of the dedication shall be based upon the reasonable impact of the development on public access between the uphill and downhill zones of the Business District Core (BDC).

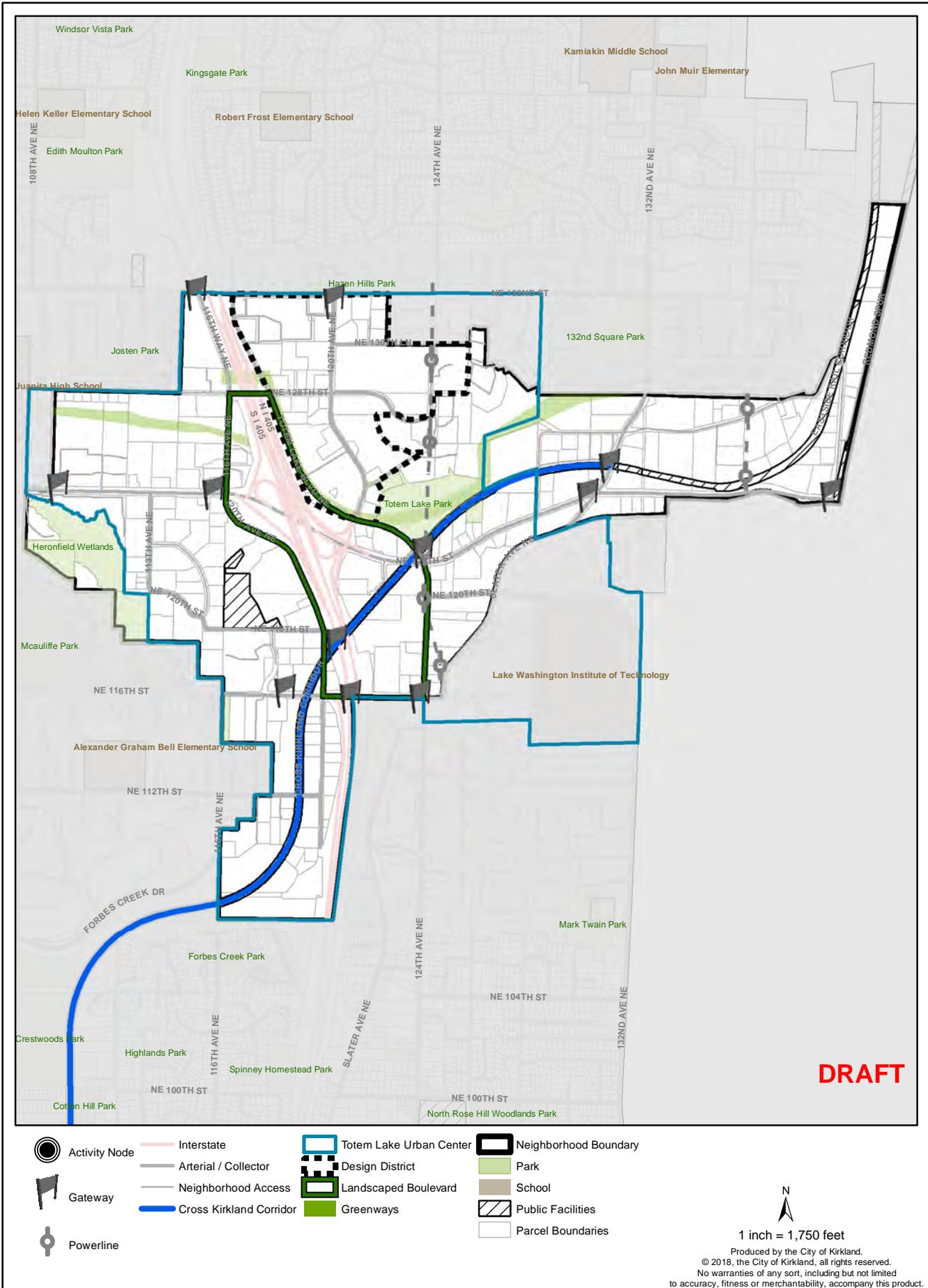
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				Front	Side	Rear						

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The public park shall be developed to encourage pedestrian circulation in a safe manner. Future park improvements may include bicycle and pedestrian facilities, seating, landscaping, public art and other improvements determined to be appropriate.

- 9.8. This use requires an approved conceptual Master Plan. Approval of the Master Plan shall be through Process IIA, Chapter 150 KZC. The Master Plan approved for the site will become the guiding document for the location, configuration and nature of improvements to be constructed within the TL 3 zone. The Master Plan must be approved by ordinance, and contain a conceptual site plan to be kept on file with the City. The Master Plan must contain:
- a. A conceptual site plan which shows the approximate location and size of all known and potential future development. Developed building square footage may not exceed 1.2 million square feet, nor may vehicle trips exceed either 27,500 average daily trips or 2,150 p.m. peak trips (whichever is achieved first). An estimate of trip generation based on projected uses and trip rate, approved by the City, must be provided with the Master Plan. The trip rate shall reflect only those trips generated by the hospital. Trips associated with the operation of a transit center shall not be included in the total trips under this special regulation. Specific trip generation and traffic analysis must be provided with subsequent building permits.
 - b. A proposed phasing plan for development of the campus, describing which of the proposed improvements will be included with each phase.

REGULATIONS CONTINUED ON NEXT PAGE



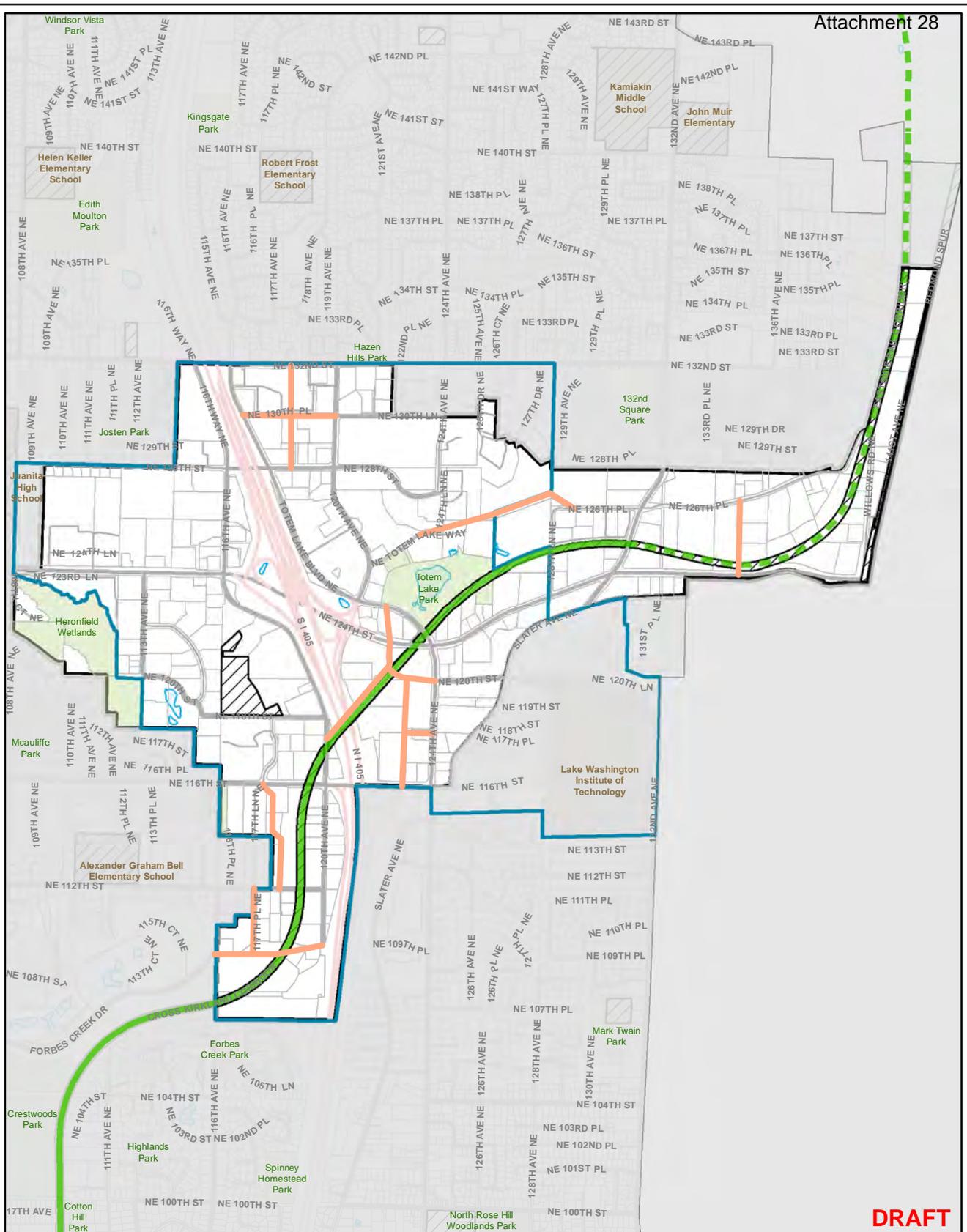
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-  Activity Node
-  Gateway
-  Powerline
-  Interstate
-  Arterial / Collector
-  Neighborhood Access
-  Cross Kirkland Corridor
-  Totem Lake Urban Center
-  Design District
-  Landscaped Boulevard
-  Greenways
-  Neighborhood Boundary
-  Park
-  School
-  Public Facilities
-  Parcel Boundaries

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Figure TL-10: Totem Lake Urban Design



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- Interstate
- Totem Lake Access Street
- Arterial / Existing Collector
- Neighborhood Access
- Cross Kirkland Corridor
- Eastside Rail Corridor
- Totem Lake Urban Center
- Neighborhood Boundaries
- Park
- School
- Public Facilities
- Parcel Boundaries



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Figure TL-6: Totem Lake
 Planned Streets and Possible New Connections

Totem Lake Zone 10-A:

Example #1: 12029 113th Avenue NE (Residence XII)

Walk Score: 56

Transit Score: 40

Bike Score: 50



Walking Distances to Jobs and Services*:

Cross Kirkland Corridor: 0.6 mile
 124th Retail: 0.2 mile
 Evergreen Hospital: 0.8 mile
 LWIT: 1.5 mile to entrance
 North Rose Hill Center: 1.0 mile

Fred Meyer: 0.5 mile
 Village at Totem Lake: 0.9 mile
 Kirkland Justice Center: 0.4 mile
 Juanita Village: 1.3 mile

Bus Stops*:

NE 124th Street & 113th Avenue NE (0.2 mile):

- 244 to Microsoft/Overlake
- 255 to Downtown Seattle/Brickyard P&R

NE 128th Street & 116th Avenue NE (0.7 mile):

- 235 to Bellevue/Totem Lake via Downtown Kirkland
- 238 to Kirkland/Woodinville via Bothell (LWHS, LWIT, Totem Lake, Juanita, UW Bothell)
- 252 Express to Downtown Seattle
- 277 to University District via Juanita
- 930 to Redmond Town Center via Willows Road, Downtown Redmond
- 424 Snohomish to Seattle
- 532/535 Everett/Lynnwood to Bellevue

*via Google Maps

Totem Lake Zone 10-A:

Example #2: 11431 Northeast 124th Street (Azteca Restaurant)

Walk Score: 58

Transit Score: 47

Bike Score: 50



Walking Distances to Jobs and Services*:

Cross Kirkland Corridor: 0.5 mile
 124th Retail: 0.1 mile
 Evergreen Hospital: 0.5 mile
 LWIT: 1.4 mile to entrance
 North Rose Hill Center: 0.9 mile

Fred Meyer: 0.3 mile
 Village at Totem Lake: 0.5 mile
 Kirkland Justice Center: 0.5 mile
 Juanita Village: 1.2 mile

Bus Stops*:

NE 124th Street & 113th Avenue NE (85 feet):

- 244 to Microsoft/Overlake
- 255 to Downtown Seattle/Brickyard P&R

NE 128th Street & 116th Avenue NE (0.3 mile):

- 235 to Bellevue/Totem Lake via Downtown Kirkland
- 238 to Kirkland/Woodinville via Bothell (LWHS, LWIT, Totem Lake, Juanita, UW Bothell)
- 252 Express to Downtown Seattle
- 277 to University District via Juanita
- 930 to Redmond Town Center via Willows Road, Downtown Redmond
- 424 Snohomish to Seattle
- 532/535 Everett/Lynnwood to Bellevue

*via Google Maps

Totem Lake Zone 10-C:

Example #1: 11803 NE 116th Street (Eastside Subaru)

Walk Score: 52

Transit Score: 38

Bike Score: 49



Walking Distances to Jobs and Services*:

Cross Kirkland Corridor: 0.2 mile
 124th Retail: 0.7 mile to corner
 Village at Totem Lake: 0.8 mile
 Kirkland Justice Center: 0.5 mile
 Juanita Village: 1.2 mile

Fred Meyer: 0.5 mile
 North Rose Hill Center: 0.4 mile
 Evergreen Hospital: 1.1 mile
 LWIT: 1.0 mile to entrance

Bus Stops*:

NE 116th Street (300 feet):

- 236 to Downtown Kirkland/Woodinville via Juanita

124th Avenue NE & NE 116th Street (0.4 mile):

- 235 to Bellevue/Totem Lake via Downtown Kirkland
- 277 to University District via Juanita

Totem Lake Boulevard (0.7 mile):

- 238 Kirkland/Woodinville via Bothell (LWHS, LWIT, Totem Lake, Juanita, UW Bothell)

NE 124th Street & 116th Avenue NE (0.8 mile):

- 244 to Microsoft/Overlake
- 255 to Downtown Seattle/Brickyard P&R

NE 128th Street & 116th Avenue NE (1.0 mile):

- 252 Express to Downtown Seattle
- 257 Express to Downtown Seattle
- 930 to Redmond Town Center via Willows Road, Downtown Redmond
- 424 Snohomish to Seattle
- 532/535 Everett/Lynnwood to Bellevue

*via Google Maps

Totem Lake Zone 10-D:

Example #1: 11005 117th PI NE (Parmac Business Park)

Walk Score: 50

Transit Score: 35

Bike Score: 53



Walking Distances to Jobs and Services*:

Cross Kirkland Corridor: 0.1 mile
 124th Retail: 1.0 mile to corner
 Village at Totem Lake: 1.1 mile
 Kirkland Justice Center: 0.8 mile
 Juanita Village: 1.4 mile

Fred Meyer: 0.8 mile
 North Rose Hill Center: 0.7 mile
 LWIT: 1.3 mile to entrance
 Evergreen Hospital: 1.4 mile

Bus Stops*:

NE 116th Street (0.4 mile):

- 236 to Downtown Kirkland/Woodinville via Juanita

124th Avenue NE & NE 116th Street (0.7 mile):

- 235 to Bellevue/Totem Lake via Downtown Kirkland
- 277 to University District via Juanita

Totem Lake Boulevard (0.9 mile):

- 238 Kirkland/Woodinville via Bothell (LWHS, LWIT, Totem Lake, Juanita, UW Bothell)

NE 124th Street & 116th Avenue NE (1.0 mile):

- 244 to Microsoft/Overlake
- 255 to Downtown Seattle/Brickyard P&R

NE 128th Street & 116th Avenue NE (1.3 mile):

- 252 Express to Downtown Seattle
- 257 Express to Downtown Seattle
- 930 to Redmond Town Center via Willows Road, Downtown Redmond
- 424 Snohomish to Seattle
- 532/535 Everett/Lynnwood to Bellevue

**via Google Maps*

Totem Lake Zone 10-D:

Example #2: 11809 NE 116th Street (Kirkland Business Center)

Walk Score: 55

Transit Score: 39

Bike Score: 62



Walking Distances to Jobs and Services*:

Cross Kirkland Corridor: 85 feet
 North Rose Hill Center: 0.4 mile
 Kirkland Justice Center: 0.5 mile
 LWIT: 1.0 mile to entrance
 124th Retail: 0.8 mile to entrance

Fred Meyer: 0.5 mile
 Village at Totem Lake: 0.8 mile
 Evergreen Hospital: 1.2 mile
 Juanita Village: 1.3 mile

Bus Stops*:

NE 116th Street (358 feet):

- 236 to Downtown Kirkland/Woodinville via Juanita

124th Avenue NE & NE 116th Street (0.5 mile):

- 235 to Bellevue/Totem Lake via Downtown Kirkland
- 277 to University District via Juanita: 0.6 mile

Totem Lake Boulevard (0.7 mile):

- 238 Kirkland/Woodinville via Bothell (LWHS, LWIT, Totem Lake, Juanita, UW Bothell)

NE 124th Street & 116th Avenue NE (0.8 mile):

- 244 to Microsoft/Overlake
- 255 to Downtown Seattle/Brickyard P&R

NE 128th Street & 116th Avenue NE (1.1 mile):

- 252 Express to Downtown Seattle
- 257 Express to Downtown Seattle
- 930 to Redmond Town Center via Willows Road, Downtown Redmond
- 424 Snohomish to Seattle
- 532/535 Everett/Lynnwood to Bellevue

**via Google Maps*

Totem Lake Zone 4B:

Example #1: 12305 120th Avenue NE (Jimmy John's)

Walk Score: 52

Transit Score: 47

Bike Score: 37



Walking Distances to Jobs and Services*:

Cross Kirkland Corridor: 0.4 mile

124th Retail: 0.2 mile to corner

Village at Totem Lake: 0.7 mile

Kirkland Justice Center: 0.2 mile

Evergreen Hospital: 0.7 mile

Fred Meyer: 0.2 mile

North Rose Hill Center: 0.7 mile

LWIT: 1.3 mile to entrance

Juanita Village: 1.5 mile

Bus Stops*:

124th Avenue NE & NE 116th Street (0.3 mile):

- 244 to Microsoft/Overlake
- 255 to Downtown Seattle/Brickyard

NE 128th Street & 116th Avenue NE (0.5 mile):

- 252 Express to Downtown Seattle
- 257 Express to Downtown Seattle
- 930 to Redmond Town Center via Willows Road, Downtown Redmond
- 424 Snohomish to Seattle
- 532/535 Everett/Lynnwood to Bellevue

124th Avenue NE & NE 116th Street (0.8 mile):

- 235 to Bellevue/Totem Lake via Downtown Kirkland
- 277 to University District via Juanita: 0.6 mile

Totem Lake Boulevard (0.8 mile):

- 238 Kirkland/Woodinville via Bothell (LWHS, LWIT, Totem Lake, Juanita, UW Bothell)

**via Google Maps*

Totem Lake Zone 4B:

Example #2: 11431 NE 124th Street (Azteca)

Walk Score: 58

Transit Score: 47

Bike Score: 54



Walking Distances to Jobs and Services*:

Cross Kirkland Corridor: 0.5 mile

124th Retail: 72 feet

Village at Totem Lake: 0.5 mile

LWIT: 1.4 mile to entrance

Juanita Village: 1.2 mile

Fred Meyer: 0.4 mile

North Rose Hill Center: 0.9 mile

Evergreen Hospital: 0.5 mile

Kirkland Justice Center: 0.5 mile

Bus Stops*:

124th Avenue NE & NE 116th Street (89 feet):

- 244 to Microsoft/Overlake
- 255 to Downtown Seattle/Brickyard

NE 128th Street & 116th Avenue NE (0.3 mile):

- 252 Express to Downtown Seattle
- 257 Express to Downtown Seattle
- 930 to Redmond Town Center via Willows Road, Downtown Redmond
- 424 Snohomish to Seattle
- 532/535 Everett/Lynnwood to Bellevue

NE 128th Street & 120th Avenue NE (0.5 mile):

- 235 to Bellevue/Totem Lake via Downtown Kirkland
- 277 to University District via Juanita: 0.6 mile
- 238 Kirkland/Woodinville via Bothell (LWHS, LWIT, Totem Lake, Juanita, UW Bothell)

*Via Google Maps

1) Addition of Residential Suites use to several zones (TL 4B, TL 10A, C/D)

Objective: Pages 14-17 of the materials provided for the September 27 study session provide extensive background information on this topic. To summarize, the Residential Suites use is allowed in nine zones in Totem Lake (see Attachment X). The City received a request (Attachment X) to consider expanding the use to the TL 10C and TL 10D zones. The TL 10C/D zones allow Attached or Stacked Dwelling units within the western perimeter of these office/light industrial zones, defined as "Housing Incentive Areas" (Attachment X), where the zone boundaries abut low density residential areas. The Planning Commission added the TL 4B zone to the study scope since the Residential Suites use is also not included as a permitted use in the zone, and it is similarly located west of I-405.

ADD BACK 10A COMMENTARY

Since the Residential Suite use has been found to be appropriate in the downtown and in Totem Lake, this analysis is for the addition of the Residential Suites in all four zones (TL 4B, TL 10A, TL 10C and TL 10D).

The key differences between the Residential Suite use and the Attached or Stacked Dwelling units use are:

1) Affordability

- a. 31% of residents make under 40% AMI
- b. 68% of residents make under 60% AMI
- c. 79% of residents make under 80% AMI
- d. 100% of rents are under 70% AMI
- e. More Residential Suites have been built in Kirkland in the last five years than all other affordable units together.

Per the Regional Affordable Task Force's King County Housing Affordability Report in 2017, "King County requires 244,000 new homes to address the countywide affordable housing need by 2040," and there are currently 122,700 Severely Cost-Burdened Households in the County, meaning that they spend more than 50% of their income on housing.

Housing affordability is currently at crisis levels, and the City Council has recognized that need and has put the issue as a top priority to address at the city level. With the need so great, it will take a lot of different, creative solutions to get there. Bridging the gap of what is affordable and what is being built is critical to the long-term health and vitality as a community.

One of these creative solutions is to create more opportunities in the city to build more Residential Suites. By their very nature due to their size and sustainability requirements, Residential Suites are an affordable type of housing. It is so hard to create affordable

housing and opening as many areas as possible helps to take advantage of opportunities as they arise. Zoning restrictions have completely limited the ability to locate more of these units in the city, as they have to compete with luxury apartments to purchase the ground in the first place.

2) Sustainability

- a. Residential suites are required to build LEED Gold, Built Green V or better. All residential suites in Kirkland and Redmond have been certified LEED Platinum.
- b. Sustainability helps to keep residential suite units naturally affordable by insulating long term maintenance and utility costs.

As noted by King County Housing Authority, which controls 10,000 affordable housing units in the county, their biggest challenge long term is the fact that operations and maintenance costs (including utilities) are going up twice as fast as incomes, eroding their ability to protect affordable housing over the long run.

Sustainability protects against those long-term costs:

- Durability measures reduce the maintenance and repair of buildings.
- Low flow fixtures reduce the water and sewer costs by 70% or more.
- The heat and hot water utility cost per Residential Suite, including a share of the common areas, averages just \$5.02 a month; even tripled, this number is still affordable.

3) Parking & Transportation

- a. They are affordable in all cases and no government subsidies have been provided.
- b. Natural demand is under 0.5 across the board – Redmond and Kirkland (and more suburban north Seattle).
- c. 87% work within five miles of their residence.

In other zones which allow residential suites, the parking requirement is 0.5 stall per unit, when parking is managed. No parking stalls for guests are required. Standards for parking management require that the property owner develop a Transportation Management Plan (TMP) for the property, to include charging for on-site parking, bus passes (or equivalent) for tenants without cars, designation of a Transportation Coordinator to manage the TMP, monitoring of parking performance and a variety of other standards. Other measures such as the provision of on-site car share and electric bike share facilities in a TMP may also be included to offset parking requirements.

The strict TMP requirement as part of the Residential Suite zoning is the enforcement tool that ensures that parking is limited to the availability on site. When enforcement is not required as part of a TMP but parking is unbundled, residents will park on the street regardless of how many parking spaces are available on site, as has been seen with existing conventional apartment projects. Allow the TMP to be the tool that controls the

location of vehicles related to a specific site.

With 79% of Residential Suites residents making under 80% AMI (\$57,904) and 31% making under 40% AMI (\$28,952), it is no surprise that the majority do not own vehicles. 87% of residents work within five miles of their residence, and it is the biggest reason for choosing a location to live.

Walk Score, Transit Score, and Bike Score

Transit use is actually reasonably good in the areas discussed i.e. a rating of 40 versus other Totem Lake areas such as the 124th QFC at 47 and Arete in downtown Kirkland at 50. What is equally important to consider is that transit lines and stops are "earned" by demand. To achieve that demand it takes a combination of housing and jobs to improve transit and some "transitional" period must occur to see superior transit stops, routes, and capacity. Residential Suites are potentially one of the best ways to help support improved transit demand by quickly adding residential density to a given location. By example and not exception, an approval was obtained for 295 mostly Residential Suite units with some apartments on Lake City Way in Seattle. An additional stop along the 522 route into Downtown Seattle was requested a block away. Metro did not have it on their list nor did they expect to provide the stop, but after building Phase I of just 80 Residential Suites, the bus route began to include the requested stop. Transit stops, routes, and capacity are earned through creating the demand.

The challenge of the 10 Minute Neighborhood Community analysis alone is its lack of understanding of the impact of local jobs, which is what was missed by everyone when Residential Suites first began in Kirkland and Redmond. However, the City of Kirkland's Affordable Housing Task Force survey sums it up well (see Attachment X) where some 1,400 respondents placed their job location as three times more important than transit access. Totem Lake is rich with jobs, and the need to attract and retain good employees depends on the affordability of housing. The ability to walk and bike to work is a top priority for many, and the convenience is a strong focus for Residential Suite users, many of which do not own personal vehicles.

Planning Commission Direction: The Planning Commission indicated initial support for the amendment proposed for the TL 4B zone, and directed that it be brought forward to the public hearing. Based on the low walk and transit scores from the walk score analysis and the low walkability scores determined through the 10 Minute Neighborhood Analysis, the Commission did not support expanding the use to the TL 10C and TL 10D zones, and did not direct staff to bring those amendments forward to the public hearing.

City Council Planning and Economic Development (PED) Committee Direction:

As noted earlier, at its meeting on October 8, the PED Committee directed staff to forward the topic of adding the Residential Suites use to the TL 10C and TL 10D zones to the public hearing for consideration. Committee members suggested that additional measures, such as car and bike share services, could be used to support a request for a parking modification.

Staff Recommendation:

- TL 4B, TL 10A, TL 10C, and TL 10D: Support the addition of Residential Suites use in these zones.

Discussion: The Residential Suites use has been successful in Kirkland's downtown and in other Eastside cities where it has been located in close proximity to transit, goods and services, and jobs. Residential Suites provide housing with rents affordable to households making less than 80% of median income and typically below 60% of median income, with twenty percent of units affordable to households making less than 50% of median income.

The reduced parking facilities typically associated with Residential Suites contribute to the affordability of these units. Many cities are updating parking requirements, occasionally eliminating them entirely, to promote affordability and acknowledge changes in urban lifestyles and preferences for transportation. In dense urban areas, many residents choose to forgo car ownership, preferring to walk or bike, use transit, ride-hailing (Uber, Lyft), and car sharing (Zipcar, ReachNow, car2go) services. And within affordable housing, residents are even more impacted by the cost of a single occupant vehicle and benefit greatly from the option to forgo car ownership. Planning magazine's October issue features an article on this topic, "People over Parking" (Attachment X).

Two multifamily projects in Totem Lake that provide 100% affordability were developed recently. The Athene development, at 12610 NE 124th Street, provides 91 low-income senior housing units. Francis Village, at 12405 Slater Avenue NE, provides 61 affordable apartment units. The City uses the same parking requirements for affordable housing that it uses for market rate residential development, so both developments were initially required to provide the standard number of parking stalls for the Attached or Stacked Dwelling Units use. Athene and Francis Village both provided parking studies to support the development of fewer parking spaces for their projects. Attachment X and X provide the staff's findings and recommendations for each project based on the parking studies provided. The parking requirement for Athene was reduced to 0.37 space per unit, with 4 additional spaces for guests. The parking requirement for the Francis Village project was reduced to 0.79 space per unit, with 5 additional spaces for guests.

With this clear reduction of car ownership in full size apartment complexes, it is no surprise that residential suites, which also provide 100% affordable rents, have a lower car ownership. Both Francis Village and Athene have similar Walk Scores and transit scores as the four zones considered in this report.

All four zones under consideration are located in close proximity to the Cross Kirkland Corridor, which provides fast and convenient bike access between Bellevue and Totem Lake. From all zones, via the Cross Kirkland Corridor, travel time is 5-7 minutes to Totem Lake and 12-16 minutes to downtown Kirkland. In addition, ride-hailing (Lyft, Uber) is prevalent in Kirkland throughout all parts of the city, with very short wait times as is expected in ten minute communities and

the surrounding areas.

In staff's research, the City of Bellevue reported a new provision in its Transportation Management Plan options to allow an applicant to propose providing Zipcars on site for residents. The City of Everett also considers reductions to off-street parking requirements for projects that include car share stalls, when cars are provided on site for residents. While no car-sharing services, such as Zipcar, are in operation in Kirkland at this time, these services may operate in the future when demand for them increases. Regardless, ride-hailing services has proven to be much more important than car share for their accessibility and access throughout cities without the infrastructure and up front cost needed for car sharing programs. Occasional weekend trips can currently be provided by rental car companies, of which Hertz and Enterprise both have locations in Totem Lake. Kirkland has not adopted a bike-share service program yet, but is considering this for the near future. Until companies operate these services within the city, private developers could opt to provide them on their own.

With these factors in mind, staff believes that Residential Suites are appropriate uses in the TL 4b, TL 10A, TL 10C and TL 10D zones with carefully designed TMPs is current Residential Suite code.

**sewer capacity charge challenge – challenge of affordability