



MEMORANDUM

To: Houghton Community Council

From: Dorian Collins, AICP, Senior Planner
Adam Weinstein, AICP, Planning & Building Director

Date: August 14, 2019

Subject: Amendments to the Kirkland Zoning Code (KZC) and Kirkland Municipal Code (KMC) – Accessory Dwelling Units
File CAM19-00282

Recommendation

Review revisions to proposed regulations and provide feedback to staff.

Background

The Houghton Community Council (HCC) considered potential amendments intended to remove regulatory barriers to encourage the development of accessory dwelling units (ADUs) at its meeting on July 22, 2019. Materials prepared for that meeting can be accessed [here](#). At that time, members of the HCC discussed the topics presented in the matrix of proposed amendments (Attachment 1) and provided comments and preliminary direction. The matrix in Attachment 1 has been updated to include the direction of the HCC from that meeting. Additional issues raised by members of the HCC that are not specifically addressed in the matrix are discussed below.

The Planning Commission (PC) considered the proposed changes at its meeting on August 8. Materials provided to the PC can be viewed [here](#). Revisions to the matrix in Attachment 1 also include direction provided to staff at that meeting.

Comment letters received to date are provided in Attachment 2 to this memorandum.

Planning Commission Recommendations

Staff's responses to issues or requests for additional information raised by the PC at its meeting in June and from the HCC at its meeting in July are provided in the [PC memorandum for August 8](#).

The matrix in Attachment 1 includes a preliminary staff recommendation on each topic developed prior to the meeting of the PC. The PC agreed with the majority of staff's recommendations, with the exception of the maximum size for a detached ADU (DADU). Staff had recommended that the maximum size be increased from 800 to 1,000 square feet. The PC had suggested an increase to 1,200 square feet at its first study session and maintained that position. At its meeting in July, members of the HCC had also

indicated support for an increase to 1,000 square feet. The PC cited several reasons for the increase to 1,200 square feet:

- Providing a maximum size of 1,200 square feet for a DADU provides flexibility for a property owner to use the entire square footage allotment for all accessory structures on a property (tool shed, greenhouse, private garage, ADU, barn or similar use) for a DADU.
- The larger size allows for the inclusion of features needed to achieve Universal Design.
- The larger size allows for a 3-bedroom unit, providing additional housing opportunities for families.

In summary, the key recommendations of the Planning Commission include:

- Detached ADUs (DADUs):
 - 1,200 square feet maximum
 - No size restriction tied to the size of the primary residence
 - Entire size of DADU to be exempt from FAR calculation (note that FAR is not used in Houghton)
- Attached ADUs: Eliminate 40% restriction tied to size of the primary residence.
- Number of ADUs per lot: Two: one attached and one detached
- Owner occupancy: Eliminate requirement. The PC recommends that a limitation be placed on the number of ADUs that may be permitted under the proposed new regulations for owner occupancy to provide an opportunity to review the success of the regulations after an established number (to be determined) are developed. If complaints or problems associated with the absence of a requirement for owner occupancy are reported, the requirement could be reinstated. If the regulations have been successful, the "pilot project" limitation would be eliminated.
- Ownership of detached ADU: Allow
- Off-street parking: One ADU: No requirement. Two ADUs: One parking space must be provided unless the property is located within 600 feet of available street parking or the property is located within ½ mile of transit service, with 15-minute headways during commute hours.
- Building height for DADUs: Retain existing regulations
- Number of unrelated persons: For one ADU, increase the total number to 8 unrelated persons for the entire property, and if two ADUs exist on the property, increase total number of unrelated persons to 12. Revise definition of "Family" to incorporate reference to the federal Fair Housing Act.
- Small Lot Single Family and Historic Preservation: Allow attached and detached ADUs on lots created through these provisions of the KMC, subject to existing FAR requirements.
- Reduced setbacks for DADUs: Request that staff provide options for reduced side and rear setbacks.
- Short-term rentals: Retain existing short-term rental rules.

HCC Additional Issues

Members of the HCC raised several additional issues for discussion at the meeting in July. These issues and staff's response are noted below:

- On-street parking impacts from residential suite developments: Staff consulted the Department of Public Works about this topic. While the City had been aware of some off-site parking impacts from the downtown residential suite developments initially, the problem does not appear to have continued and the City does not receive complaints from neighbors.

The City's Traffic Control Coordinator provided the following information regarding sources of parking complaints in single family neighborhoods. The key sources reported include:

- Overflow from park and rides or people parking in neighborhoods to either access transit or to form carpools
- High school related student overflow parking
- Construction worker parking
- Employee overflow parking (near Google, City Hall, downtown, in Norkirk abutting business/industrial areas, etc.)
- Pick up and drop off parking around schools
- Narrow or curved streets without on-street parking
- Areas around parks, especially beach parks

Staff would note that the reduced parking requirements for ADUs that are currently proposed could incrementally increase demand for on-street parking in primarily residential neighborhoods. However, staff believes the parking impact would be moderated by nature of the dispersed distribution of new ADUs likely to be built pursuant to new regulations. In addition, reduced parking requirements would lower ADU development costs, reduce impervious surfaces (thus resulting in water quality benefits), and would help ensure that ADUs are designed in a way that maximizes greenspace.

- Education and support for homeowners to consider ADU development: While the current project addresses regulatory barriers to the development of ADUs, the HCC suggested that additional measures could be taken to address other challenges homeowners may face in developing ADUs. Kirkland's 2018 study of ["Strategies to Increase the Supply of Accessory Dwelling Units"](#) noted that multiple issues can hinder ADU development, including the lack of ADU-specific financing options, the high private cost to construct an ADU, high permitting fees and complex permitting processes, strict zoning regulations and the poor public perception of ADU development.

The second phase of the implementation of recommendations for ADUs from the Housing Strategy Plan includes tasks aimed at addressing some of the other barriers homeowners face in developing ADUs. The next project, anticipated to begin early in 2020, may establish a program to waive permit fees in some cases, and will include the development of new educational resources that would help people navigate the ADU design, permitting, development and rental processes. The educational program could include some of the measures suggested by the HCC, including consultations for homeowners with professionals to assess the viability of their homes and properties for ADU development as well as assistance with identifying resources for financing and

rental management. Staff is maintaining a list of ideas to be included in the second phase and will add those suggested by the HCC to the list.

- Incentives to include ADUs in new development: Some of the proposed changes to regulations will provide flexibility that will likely make the inclusion of ADUs in new development more attractive. For instance, waiving owner occupancy requirements, increasing allowable square footage, increasing FAR exemptions, and reducing parking requirements would likely increase the value and feasibility of ADUs, making it more likely for homebuilders to construct ADUs as part of residential projects.
- Information about Existing detached ADUs (DADU): Kirkland's 2018 study, ["Strategies to Increase the Supply of Accessory Dwelling Units"](#) provides information about the City's existing stock of ADUs. As reported in the study, most permitted ADUs are in the Norkirk and Market neighborhoods and most are constructed either within an existing home or above a detached garage. Using current data, staff calculated that the city's ADUs are almost evenly split between these two construction types. Considering all applications for detached ADUs, the average size is about 632 square feet. The size of attached ADUs varies widely, from 228 square feet to 3,480 square feet.

Next Steps

Following the meeting on August 26, staff will prepare draft code amendments to the KZC and KMC for the Planning Commission and Houghton Community Council to consider at a joint public hearing this fall.

Attachments

1. Matrix – Revised to incorporate HCC and PC direction
2. Comment Letters

cc: CAM19-00282
Interested parties
Lindsay Masters, ARCH, lmasters@bellevuewa.gov

ACCESSORY DWELLING UNITS (ADUs) PROPOSED AMENDMENTS – KZC AND KMC

TOPIC	KIRKLAND CURRENT STANDARD	POTENTIAL AMENDMENTS TO KZC/KMC	BOLDER OPTION	STAFF COMMENTS	PC DIRECTION FOR FUTURE STUDY 6/13/19	HCC COMMENTS & DIRECTION 7/22/19	STAFF RECOMMENDATION (PRIOR TO 8/8/19)	PC DIRECTION 8/8/19 (SEE STAFF REC)
Floor Area Ratio (FAR) and size restrictions for <i>detached</i> ADUs (DADUs).	Square footage of detached ADU must be ≤ 800 s.f. of gross floor area or 40% of ADU and primary residence combined. ⁱ DADU: When located more than 20' from and behind the main structure, the first 500 s.f. (lots ≤ 8,500 s.f.) or the first 800 s.f. (lots ≥ 8,500 s.f.) of an ADU in an accessory structure is not included in FAR. (Accessory structures may not exceed 1,200 s.f., plus 10% of lot area) ⁱⁱ	Eliminate restriction that detached ADU not exceed 40% of size of ADU and primary residence combined. (Maximum size of detached ADU would be 800 feet.)	In addition: <ul style="list-style-type: none"> Exempt entire size of DADU from FAR calculation. Expand maximum size of DADU to 1,000 s.f., while retaining maximum size of accessory structures to 1,200 s.f. Reduce 20' separation to 10 or 15 feet. 	Size requirements dependent on the size of the primary residence limit options for residents with smaller homes. Retention of maximum size requirement for accessory structures (includes garages and other outbuildings) would provide flexibility for ADUs, while maintaining overall mass of structures on site.	Support to study bolder option, with the following: <ul style="list-style-type: none"> Yes, exempt DADU from FAR calculation Expand max size of DADU to 1,200 s.f., while retaining max square footage of all accessory structures of 1,200 s.f. Reduce separation to 10-15' 	<ul style="list-style-type: none"> Most support some expansion. Comment that 1,000 s.f. is needed for 2 bedrooms. DADU: 1) consider incremental increase for larger lot size (as with accessory structures). 2) Consider expanded FAR exemption for ADU (e.g. to 600 s.f.) with separation. 	<ol style="list-style-type: none"> Expand max. size for DADU to 1,000 s.f. Allow an additional 100 square feet (1,100 square feet in total) if the ADU is designed according to Universal Design. Eliminate relationship (40% restriction) between size of primary residence and DADU Increase FAR exemption and decrease separation distance for a DADU as follows: <ol style="list-style-type: none"> When located more than 15' behind the main structure, the first 600 s.f. (lots ≤ 8,500 s.f.) or the first 900 s.f. (lots ≥ 8,500 s.f.) of the DADU is not included in FAR. 	<ol style="list-style-type: none"> 1,200 s.f. No. Yes. Exempt entire DADU from FAR.
Floor Area Ratio (FAR) and size restrictions for <i>attached</i> ADUs.	ADU (attached): ≤ 40% of primary residence and ADU combined.	<ul style="list-style-type: none"> Eliminate restriction that attached ADU not exceed 40% of size of ADU and primary residence combined. Add maximum size for attached ADU, such as 1,000 s.f. 	No limit on size of attached ADU, if dwelling is not expanded.	Size requirements dependent on the size of the primary residence limit options for residents with smaller homes.	Support to study bolder option, to eliminate the limit on size of attached ADU, if dwelling is not expanded.	<ul style="list-style-type: none"> Address subsequent expansion of primary residence (if attached ADU is not restricted to 40%). Is later expansion prohibited? 	Eliminate restriction limiting size of attached ADU to no more than 40% of primary residence and ADU combined. The size of the primary residence would continue to be regulated through a combination of FAR requirements and building setbacks.	Agree with staff.
Number of ADUs allowed per lot	1	2 Allow two ADUs per primary residence. Options: <ul style="list-style-type: none"> When two ADUs exist, require property owner occupancy on site. Allow no more than one detached ADU. 	2 No restrictions on owner occupancy.	"Precedent" table (attached to PC packet) notes that, only Vancouver, BC allows more than 1 ADU per lot. <i>Recently adopted regulations in Seattle allow 2 ADUs per lot.</i>	Interest in allowing two: one attached and one detached. Consider issues such as parking and separation of primary residence and detached ADU (DADU).	<ul style="list-style-type: none"> Mix of opinions. One comment of support if paired with owner occupancy requirement. 	<ol style="list-style-type: none"> Increase number of ADUs allowed on a single property to two, one attached and one detached. The following conditions apply to a property with two ADUs: <ol style="list-style-type: none"> One parking space shall be provided as described below in the discussion of requirements for "Off-street parking for ADU", and One of the three dwelling units on the property must be the principal residence of the property owner. 	<ol style="list-style-type: none"> Agree with staff on number of ADUs (one attached and one DADU) and: <ol style="list-style-type: none"> Yes No

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Owner Occupancy	Required (either unit)	Eliminate requirement that property owner reside in one of the units (allow both the primary residence and the ADU to be rental units).			Retain existing requirement.	Retain existing requirement.	<ol style="list-style-type: none"> 1. If one ADU is proposed, no requirement for owner occupancy. 2. If two ADUs are proposed, one of the units must be the principal residence of the property owner. 	No requirement for owner occupancy. Establish a limitation to be placed on the number of ADUs that may be permitted under the proposed new regulations for owner occupancy to provide an opportunity to review the success of the regulations. If complaints or problems associated with the absence of a requirement for owner occupancy are reported, the requirement could be reinstated. If the regulations have been successful, the "pilot project" limitation would be eliminated.
Ownership of detached ADU	Not allowed – ADU may not be sold separately from primary residence.		Allow separate ownership of detached ADU as a condominium.	Allowing a detached ADU to be owned as a condominium would be similar to the ownership options available for cottages, carriages and two/three-unit homes. This change would promote entry-level ownership housing.	Interest in exploring this concept.	<ul style="list-style-type: none"> • Generally not supportive. • One comment that "airspace condos" can be useful technique. 	Staff supports allowing ownership of DADUs. Following additional research, staff will provide additional background and a recommendation on this topic.	Yes. Suggests staff research impact of ownership of ADU on original mortgage for property.

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Off-street parking for ADU	1 space	Options: <ul style="list-style-type: none">• Provide exemption from off-street parking requirement for: a. ADUs within .5 mile of defined business districts and neighborhood centers (Comprehensive Plan, Figure LU-2) <i>and</i> transit service.b. ADUs with fewer than 2 bedrooms.c. ADUs located within 600 feet of available on-street parking.	0	<ul style="list-style-type: none">• Proximity to transit is considered in several other cities (see “Precedent” table). Seattle (in Urban Villages), Santa Cruz, San Diego and Honolulu provide an exemption for ADUs within .5 mile of transit.• Smaller ADUs will typically have fewer residents and less demand for parking (Santa Cruz reduces parking requirement if under 2 bedrooms).• KZC 105.20.3.a provides an exemption from guest parking requirement (for multifamily use) where less than one stall is required, and on-street parking is available within 600 feet.	Interest in eliminating parking requirement, possibly only in areas with transit access, in 10-minute 3neighborhood, etc. Interested in studying options.	HCC asked that comments made during their discussion of MMH amendments apply to ADUs: <ul style="list-style-type: none">• Personal experience with neighbors in duplexes: teens, significant others, parking demand• Request to study micro housing parking impacts.• Concern re: more parking demand from unrelated people.• Proximity of transit not viewed as viable consideration for reduced parking.	1. If one ADU is proposed, no requirement for off-street parking. 2. If two ADUs are proposed, one parking space must be provided unless: a. The property is located within 600 feet of available street parking or b. The property is located within ½ mile of transit service, with 15-minute headways during commute hours.	Agree with staff.
Building height - DADUs	Same as maximum height of detached dwelling units in underlying zoning. However, the height of an accessory structure may not exceed the maximum height allowed by the underlying zone or 15 feet above the existing height of the primary residence, whichever is less. ⁱⁱⁱ		Eliminate restriction that the ADU not extend 15 feet above the primary residence.	On sloped sites, the current restriction may pose challenges to developing a detached ADU.	Support for eliminating restriction related to height of primary residence.	<ul style="list-style-type: none">• Mix of opinions.• Support for concept to allow ADUs over garages• Concern about unintended consequences including flat roofs.	The regulation has rarely prevented the development of an ADU and may continue to provide some benefit in some areas. Staff recommends that the regulation not be eliminated at this time.	Agree with staff.
Number of unrelated people in ADU and	5	Expand number of unrelated people to 7.	Eliminate restriction on number of	Expanding the number to 7 for one ADU and 9 for two, would enable	Support for eliminating restriction on number of	<ul style="list-style-type: none">• Mix of opinions.• Some open to concept, one “absolutely opposed”, noting	The City Attorney’s office has confirmed that the City of Kirkland’s limit of 5 unrelated	Agree with staff regarding total number of

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primary unit combined (and number of related people may reside in the units).		If two ADUs are allowed on site, expand number to 9.	unrelated people to reside on site.	two unrelated people to reside in each ADU without affecting the total for the primary residence. However, it may be desirable to eliminate the regulation.	people allowed to reside on the property.	that existing definition meets Federal guidelines. • Direction needed from City Attorney.	people for each property may continue to be used. Staff recommends that some limit be considered, such as that recently adopted in Seattle: "If unrelated persons occupy any dwelling unit, the total number of persons occupying all dwelling units may not altogether exceed eight if there is one ADU on the lot. If two ADUs exist on the lot, the total number of unrelated persons occupying all units may not altogether exceed 12". See City of Seattle regulations .	unrelated persons but add language to KZC definition of "Family" that refers to the federal Fair Housing Act.
Small Lot Single-Family and Historic Preservation	ADUs are prohibited on lots smaller than the required minimum lot size (small lot single family and historic preservation), as approved via Small lot subdivision regulations .	Revise to allow attached ADUs on lots approved through small lot and historic preservation provisions, where FAR restrictions are met (30-35% of lot size for small lots, 50% for historic).	Allow detached ADUs, subject to FAR requirements.	The proposed change (not "bold option") would not affect the overall FAR for approved small lots.	Support for studying bold option.	• Support with retention of existing proportional requirements. Concern about massing and scale.	Allow attached and DADUs, subject to existing FAR requirements. Consider not allowing exemptions from FAR (see FAR and size restrictions for detached ADUs, discussed above) for these smaller properties.	Agree with staff.
Reduced setbacks for detached ADUs (DADUs)	Detached ADUs must conform with setbacks for single family dwelling units.	Reduce or eliminate rear yard setback adjacent to an alley	In addition, reduce rear yard setback from 10' to 5' on all lots.		Interest in studying this topic.	• Comments that this issue should be studied in context of other potential amendments.	Staff does not have a recommendation at this time and would appreciate more direction from the PC on this topic.	Request that staff provide options for reduced setbacks, particularly from rear and side yard setbacks.
Cottage, carriage and two/three-unit home	ADUs allowed under proposed Missing Middle Housing (MMH) regulations.	No proposal for this housing type.		These amendments will be considered separately, within the MMH study of amendments to KZC Chapter 113.	NA	NA	Staff recommends that the ADU amendment project be consolidated with the Missing Middle project for the public hearing and subsequent meetings of the City Council.	Agree with staff.
Registration Requirement	A registration form is required and includes a property covenant filed by the property owner.	If owner occupancy is not required, remove registration requirement, while ensuring that ADUs can still be tracked.		The registration requirement has been cited as a barrier.	NA	NA	Staff recommends that a revised method be developed to track ADUs if owner occupancy requirements are eliminated.	Staff note: Tracking would be included with "pilot project".

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Tiny Homes ^{iv} and Care Pods or "Med Cottages" ^{vv}	Not allowed when on wheels, as the home may be considered an oversized vehicle. Utility issues may also prevent approval of this type of unit.	Consider adding to scope of study.		Study of ADUs could be expanded to include these additional concepts. *Vehicles larger than 9' in height and 22' in length (all parts) may not be stored on a lot in a residential zone.	Added to project scope to study further.	<ul style="list-style-type: none"> Comment that these unit types should be studied in MMH study rather than with ADUs. Comment that Care Pods should possibly be allowed as a temporary use. 	Staff recommends that these types of homes be studied in a subsequent project. Additional research will be necessary that could otherwise delay the schedule for the current project.	Interest in considering this topic in the near future.
Short-term rentals ^{vi}	Short-term rentals are permitted in single family residences, when the property owner (or agent) occupies the property at least 245 days per year. ADU regulations do not address short-term rentals.				Added to project scope. Interest in studying the impact of short-term rentals on affordability.	Support for short term rentals only if owner occupancy is required.	Staff recommends retaining existing short-term rental rules, including those that apply to ADUs, and revisiting the issue more comprehensively at a later date if problems arise. Staff has not seen evidence that short-term rentals of ADUs are more problematic in Kirkland than short-term rentals of single-family residences (and would note that overall short-term rental problems in the City have been fairly modest in number).	Agree with staff.

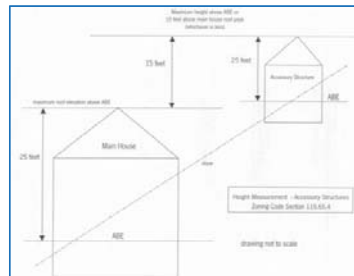
ⁱ The square footage of the detached ADU shall not exceed the lesser of 800 square feet of gross floor area or 40 percent of the primary residence and accessory unit combined. Garages, sheds and outbuildings are excluded from the square footage calculation for the primary residence and the ADU. When calculating the square footage of the ADU see KZC [5.10.340](#), definition of "gross floor area." The gross floor area shall not include:

a) Area with less than five (5) feet of ceiling height, as measured between the finished floor and the supporting members for the roof.

b) Covered exterior elements such as decks and porches; provided, the total size of all such covered exterior elements does not exceed 200 square feet. See KZC [115.08](#) for additional size and height limitations.

ⁱⁱ KZC 115.08: Structures, to be used as a tool shed, greenhouse, private garage, accessory dwelling unit, barn or similar use are permitted. The total size of all such structures may not exceed the gross floor area of 1,200 square feet plus 10 percent of the lot area that exceeds 7,200 square feet. An accessory structure which contains an accessory dwelling unit must also comply with KZC [115.07](#), which may further limit its size.

ⁱⁱⁱ KZC 115.08: The height (roof peak elevation) of an accessory structure may not exceed the maximum height allowed by the underlying zone or 15 feet above the existing height (roof peak elevation) of the primary residence, whichever is less. See image below:



^{iv} "Tiny homes" are generally considered to be mobile residential structures, containing about 400 square feet. See [Wikipedia](#) and [Senate Bill 5383](#), effective 7/28/19, which provides flexibility to Washington cities and counties to authorize tiny house developments.

^v ADUs designed with on-site medical equipment. Companies such MEDCottage supply backyard cottages or units that may be located within a garage, providing wheelchair accessible showers and toilets, rail systems, etc. available to rent for approximately \$750/month. See [MEDCottage](#).

^{vi} Rentals of less than 30 days.

Dorian Collins

From: Elizabeth VanBemmel <ecvanbemmel@gmail.com>
Sent: Sunday, August 4, 2019 3:33 PM
To: Adam Weinstein; Dorian Collins
Subject: In Support of Missing Middle Housing & ADUs

Follow Up Flag: Follow up
Flag Status: Flagged

Hi,

I'd like to express my support for the plans to expand ADUs and other missing middle housing types in the city of Kirkland, and specifically the bolder option for both plans.

According to the National Low Income Housing Coalition, a person working full time needs to earn between \$35.19-\$40.96 an hour, or \$73,000-85,000 a year in order to afford a one bedroom apartment in Kirkland—well above the minimum wage even in two-earner households. Those looking to buy to escape rising rents are even worse off; there is not a single single-family house available in Kirkland today for less than \$550,000, which requires an annual household salary of \$138,000, or \$66 an hour, for a family with no other debt and a modest downpayment.

The rare condo units currently available in Kirkland are half as expensive as single family homes. Opening up all of Kirkland's residential zones to more housing options like ADUs, DADUs, duplexes, triplexes, and cottage housing will bring more of that kind of desperately needed naturally affordable housing to Kirkland, allowing more people to share in our great community. EMTs, baristas, cashiers, and other vital but low-wage workers shouldn't have to commute from the far reaches of Snohomish County. We should make sure we're building a city that lets people work, shop, and play in the same neighborhood where they live.

This kind of gentle density has other advantages. [Research from Sightline Institute and the Oregon DEQ](#) found that having just three "plexes" on a block can cut the block's average carbon footprint by about 20%, even if we change nothing else and the City of Kirkland doesn't spend a dime on new green infrastructure. Multifamily buildings have fewer exterior walls and unused rooms, so they waste less energy. They make neighborhood shops, services, and bus lines more viable, reducing driving by about 1,000 miles per year per household. Fewer miles driven also means less traffic congestion, something most people living in and driving through Kirkland can appreciate.

I know Kirkland is also in the process of preparing a sustainability master plan—given all of the sustainability benefits of missing middle housing, we should make sure that making it easy to build diverse housing types is a central part of that plan. That's one of the reasons I'd like to see the bolder options vs. the proposed amendments. It should be as easy, if not easier, to build missing middle housing vs. wasteful, expensive, exclusionary McMansions that seem to be the bulk of new construction in Kirkland today.

I'm also interested in this personally. I'm currently building a new Built Green certified home in North Rose Hill, right along a bus line and just south of the new developments in Totem Lake, which I intend to live in for the rest of my life. I have a quarter acre lot that is larger than I need but too small to be subdivided under current minimum lot size regulations. If these amendments had been in place, I would have built a duplex or triplex instead. I'm too far along in the building process to switch now, but I do have space for an ADU or two. I would love to have the security of an income property, but until and unless owner occupancy and parking requirements are eliminated in Kirkland, I won't put in an ADU. As someone who grew up in a military family, moving every few years, I'm acutely aware that life can change in an instant. Work can make you pack everything up and leave for years at a time. So can family caretaking responsibilities. Owner occupancy requirements ignore all that. Even people who intend to live on the same lot as their

ADU for decades need flexibility to rent out their whole home if they have to leave for a few years and intend to return. Owner occupancy would force someone in that situation to decommission their ADU before they could rent out their home, adding unnecessary stress to people already in a stressful situation, not to mention the stress of the renter pushed out of their ADU apartment unexpectedly. Owner occupancy also harms people who would prefer to sell in that situation, limiting them to selling only to other owner occupants, likely bringing in a lower sale price because their buyer pool is smaller. Owner occupancy makes putting in an ADU a much riskier proposition, which means fewer ADUs will end up built in Kirkland and our broken housing status quo will continue. People shouldn't be punished for doing the right thing, and reducing carbon footprints and creating more affordable housing is the right thing to do.

As for parking, it's ridiculous to add more car infrastructure now, so close to a major climate crisis tipping point. Electric cars won't save us. We need to reduce dependence on cars as much as possible by making our city as walkable, bikeable, and mass transit-friendly as possible, starting with eliminating parking minimums.

I'd also like to encourage you to go beyond the bolder option. Call it the boldest option. The missing middle housing amendment should at least allow up to fourplexes in all residential neighborhoods. Allowing more units under one roof means more projects will pencil out at a lower price point. Thanks to a little-known federal housing law, [fourplexes would also bring more wheelchair-ready, ADA-accessible units to our city](#), key for allowing our aging population to stay in their community, even if they can't stay in their current home. According to Sightline Institute, "Under the Fair Housing Act, the fourth home within any structure triggers a requirement that every new ground-floor home be wheelchair-accessible." Kirkland's current missing middle housing proposal misses out on this major benefit by only legalizing triplexes, not fourplexes.

Thank you and please pass my comments along to the Planning Commission,

Liz VanBemmel
North Rose Hill

Matthew Grummer
Owner Representative

Krekow Jennings
2011 E Olive St
Seattle, WA 98122
206.658.7992

City of Kirkland Planning Commission
In Care of Dorian Collins, AICP
123 5th Avenue, Kirkland WA 98033

Dear Planning Commission,

I am writing today to affirm that the Accessory Dwelling Unit development code amendments related to increasing the allowed gross square footage & scale proposed by Mrs. Collins dated August 1st, 2019 are supported by myself and my client, Linda Woodrich, who has applied for a DADU building permit located on the Houghton Neighborhood lot her sister, Meryl Keim, has resided on for almost 40 years.

Over the past several years with the effort of a dozen of professional consultants, we developed the plans for a reasonably sized Detached Accessory Dwelling Unit. This DADU was designed using Universal Design Principles for the client to age-in-place on her sister's lot, in her own separate dwelling. The building department has reviewed application and calculated the square footage to be 858 square feet, exceeding the maximum square footage allowed by the development code. Due to an oversight in the interpretation of the current development code, the design had excluded almost 90sf of gross floor area in vertical circulation (a stair from a basement garage and elevator) to accommodate universal access on the sloped lot. The design is incredibly compact fitting a master bedroom, kitchen-living space and a care-provider's quarters into the floorplan.

The proposed DADU project is an ideal use-case scenario to apply to the Accessory Dwelling Unit development code, and we strongly recommend the Planning Commission accept the code amendment recommendations related to increasing the allowed gross square footage & scale. These amendments will make the ADU development code more feasible for a variety of applicants seeking residency in the City of Kirkland.

Warm regards,



Dorian Collins

From: Sarah Gustafson <sarah.c.gustafson@gmail.com>
Sent: Saturday, July 13, 2019 4:17 PM
To: Adam Weinstein; Dorian Collins
Subject: Support for Expanding ADU Options

Dear Director Weinstein and Senior Planner Collins:

My heartfelt appreciation goes to you, and to the Kirkland Planning Commission, for considering ways to encourage the building of accessory dwelling units (ADU's).

I'm a former resident of Kirkland. Though I've since moved up the road to Bothell, I still patronize Kirkland businesses on a regular basis.

As Eastsiders, we need to allow flexible ADU requirements. Encouraging the building of more ADU's can increase affordable housing. Moreover, ADU's help seniors and people with special needs live close to their families, while still maintaining their independence.

Many citizens would like to see more ADU's built. But unfortunately, current ADU requirements make building ADU's a financially difficult proposition.

Thus, I support all the proposals listed in your June 4, 2019 Planning Commission Agenda (File CAM19-00282). In particular, please consider: **Remove requirement that property owner must live on site.** Owner-occupancy requirements make it harder for residents to get loans for ADU construction -- even if they have no intentions of moving out!

Furthermore, I urge Kirkland to become a leader in streamlining the ADU building process. Kudos to you for considering the following: **Create a Kirkland-specific ADU handbook. Streamline the permitting process.** This kind of work is essential, not only for Kirklanders, but for citizens across the Eastside.

Our City Council in Bothell has recently taken steps to encourage ADU construction. As a Bothellite, I'd love for our community to learn from -- and build upon -- what's working in Kirkland. We Eastsiders can do this together!

Sarah Gustafson, Bothell

--

Sarah Gustafson
323.691.4509

July 22, 2019

Barbara Loomis
304 8th Ave. West
Kirkland, WA 98033

I've lived in my West of Market home for 47 years and I would like to continue to "Age in Place" on my property. I plan on building a DADU over a new detached garage in a couple years. I will move into the new space and my daughter and her family will move into my old bigger house.

Last December, I was appointed to the Kirkland Senior Council. Tonight, I'm speaking as a private citizen. However, it's as a Senior Council member that I've gained a broader insight of what it means to be a senior citizen and what their needs are.

I would like to encourage you to increase the allowable square footage of a DADU from 800 SF to *at least* 1,000 SF of living space for several reasons:

1. With 1,000 SF it would be possible to build a unit with (2) bedrooms and (2) bathrooms. For a senior citizen and/or someone with accessibility needs this would also accommodate a care giver.
2. Ability to utilize Universal Design – It's easier to design and build from scratch rather than to go back and make changes as a person's needs change. Universal Design provides a multitude of elements that don't necessarily look like it's for someone with accessibility challenges, such as:
 - Open Concept design – very popular now for everyone!
 - Wider halls and doorways (36" instead of 32" doors) minimal upfront cost
 - Bigger master bathroom to accommodate the turning radius of a wheelchair
 - Zero threshold in a larger shower that will accommodate a wheelchair or a caregiver

3. Universal Design is sustainable – it anticipates change to avoid expensive renovation, retrofitting and wasting of building materials.
4. Increased square footage for inside stairs and framing for an elevator.

Please keep the following in mind in hiring architects for pre-approved designs.

- Experience in designing/building DADU's, utilizing Universal Design concepts, using Sustainability principals, and experience in creative design for storage solutions

Lastly, please streamline the permitting and construction process. It's too costly, confusing, and time consuming.

Thank you,

Barbara Loomis

bloomis304@gmail.com

ACCESSORY DWELLING UNITS

City of Kirkland

Draft – Proposed Amendments to Municipal Code and Zoning Code

CURRENT ADU REQUIREMENTS	POTENTIAL AMENDMENTS UNDER STUDY			LOOMIS RECOMMENDATION (7/22/19)
	RECOMMENDATION	BOLDER OPTION	PC DIRECTION FOR FUTURE STUDY (6/13)	
Number: One accessory unit is permitted as subordinate to a single-family dwelling. An ADU may be within or detached from the principal dwelling unit.	No change	Two (one attached, one detached)	Interest in allowing two: one attached and one detached. Consider parking and separation of primary residence and detached ADU (DADU).	<i>If 2 are allowed – look at parking requirements. At a minimum there should be 1 parking space for each ADU/DADU.</i>
Owner occupancy: The primary unit or the accessory unit must be owner occupied.	Eliminate requirement	NA	Retain existing requirement.	No recommendation
Scale: a. An attached ADU cannot exceed 40% of the total area of the principal residence and the ADU combined. b. The size of a DADU may not exceed 800 square feet. The total area of all detached accessory structures on your property may not exceed 1,200 square feet plus 10% of the lot area that exceeds 7,200 square feet.	a. Eliminate percentage for attached ADU, with max size of 1,000 s.f. b. Allow DADU to be 1,000 s.f. but retain 1,200 s.f. max for accessory structures.	a. No limit for attached ADU, if dwelling is not expanded.	Interest in studying the following: a. No limit on size of attached ADU if dwelling is not expanded. b. Exempt DADU from FAR. c. Allow DADU to be 1,200 s.f. (retain max of 1,200 s.f. for all accessory structures on site). d. Reduced separation between primary residence and DADU from 20' to 10'-15'.	a. <i>Agree with No limit on size of attached ADU if dwelling is not expanded.</i> b. <i>Personally I need a better understanding of FAR and how it works.</i> c. <i>Agree to staff recommendation for 1,000 s.f. DADU</i> <i>Disagree with the PC recommendation of retention of 1,200 s.f. max for all accessory structures on site, including the garage.</i> d. <i>Agree with PC recommendation for reduced separation between primary residence.</i>
Number of residents: The number of residents of the ADU and the principal dwelling unit combined must not exceed five unrelated individuals.	Increase to 7 (one ADU), or 9, if two ADUs are allowed.	Eliminate restriction	Eliminate restriction on number of people allowed to reside on the property.	<i>Agree with PC to increase to 7 (1 ADU) or 9 if 1 ADU and 1 DADU.</i>

ACCESSORY DWELLING UNITS

City of Kirkland

Draft – Proposed Amendments to Municipal Code and Zoning Code

Parking: One off-street parking space, in addition to the two required for the primary unit, must be provided for the ADU.	Consider exemptions for ADUs within 0.5 mile of neighborhood centers and transit, ADUs with fewer than 2 bedrooms, and/or those within 600 feet of on-street parking.	No parking requirement for ADU	Interest in eliminating parking requirement, possibly only in areas with transit access or in 10-minute neighborhoods.	Agree with current off street parking requirement of one parking space per ADU. Disagree with walkable 10 minute neighborhoods to use transit and not provide off street parking.
Separate ownership (condominium): An accessory unit may not be subdivided or otherwise segregated in ownership from the principal dwelling unit.	No change	Allow separate ownership of DADU (condominium)	Interest in exploring this concept.	Agree with current ADU requirement. An ADU may NOT have separate ownership
Lots created through “Small lot single-family” and “historic preservation” provisions of Subdivision ordinance: ADUs are prohibited.	Allow attached ADUs, where FAR restrictions (30-35% of lot size) are met.	Allow DADUs, with FAR restrictions.	Allow attached ADUs and DADUs, subject to FAR restrictions.	This is a confusing requirement since there are two different types of “historic designations”. It needs further clarification.
Tiny homes and care pods (“Med-cottages”): Not allowed when on wheels and larger than 9’ in height and 22’ in length.	Consider adding to study		Interest in adding these to study.	Should be studied separately – Finish ADU regulations first.
Reduced setbacks for DADUs: DADUs must conform with setbacks for single family units.	Reduce or eliminate rear yard setback adjacent to an alley.	Reduce rear yard setback from 10’ to 5’ on all lots.	Interest in reduced setbacks, including allowing DADUs to be closer to property line (0-5’).	Agree with staff recommendation
Short-term rentals: Not addressed in ADU regulations. Short-term rentals on the property would be regulated through the business license requirements that apply to single family residences.	No recommendation		Added to scope by PC. Interest in studying the impact of short-term rentals on the ability of the unit to provide affordable housing.	Further study is needed. Most people who rent out rooms or apartments thru Airbnb do <u>not</u> comply with the business license requirements!!

Dorian Collins

From: Michael VanBemmel <michael.vanbemmel@gmail.com>
Sent: Sunday, August 4, 2019 7:41 PM
To: Adam Weinstein; Dorian Collins
Subject: Please support the bolder option for missing middle housing and ADUs

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

Hi,

I live in Kirkland. I have space to build an ADU, but to make sure it works out for me I don't plan on doing that until we end the owner occupancy and parking requirements. I intend to live in this house forever, but putting in an ADU is a major financial decision and I don't want to be stuck selling a unit that's undervalued or having to evict a renter if something in my life changes. In line with this, I support the bolder options in the proposed amendments to expand missing middle housing and ADUs. This is a good start and we should continue expanding options for affordable housing in our city.

Thank you and please pass my comments along to the Planning Commission,

Michael VanBemmel
North Rose Hill

Dorian Collins

Subject: Support and suggestions for MMH/ADU proposal

From: Rodney Rutherford <rodneyr@gmail.com>

Sent: Wednesday, August 7, 2019 6:11 PM

To: Planning Commissioners <planningcommissioners@kirklandwa.gov>

Cc: Angela Rozmyn <angela@pantley.com>; Adam Weinstein <AWeinstein@kirklandwa.gov>

Subject: Support and suggestions for MMH/ADU proposal

To the City of Kirkland Planning Commissioners:

I offer you these suggestions with the intention of increasing the economic viability of building more inexpensive and diverse housing throughout Kirkland, while also encouraging additional residential capacity into 10-minute neighborhoods.

Missing Middle Housing (MMH)

In general, I support the proposed changes. Here are some further adjustments I encourage the City to adopt:

Table 1:

- Density: Further loosen the density limits within 10-minute neighborhoods to enable more housing capacity in these areas.
- Parking Requirements:
 -
 - Don't reduce these requirements based on today's routing of frequent buses, as the routing of buses through areas with less amenities is likely to change over time.
 - Instead, reduce these requirements around existing amenities, such as commercial zones and institutional sites, as these land uses help ensure that frequent transit will continue to serve these areas in the future.
 - Clarify the (½ mile) distance as being a walking distance, not an straight-line/aerial distance or driving distance.
- Minimum required yards: I would like to find reasonable ways to reduce these minimums, but I have no specific proposals.
- Common Open Space: Allow less common open space if the development is adjacent to public open space (such as a park or school).

Beyond the currently proposed MMH update, I would encourage the City to pursue further expansion of the MMH options (such as fourplex, courtyard apartment, bungalow court, 8-plex, and live/work spaces). However, I am open to deferring those enhancements for a future iteration with the intent of expediting approval of the current MMH proposal.

Accessory Dwelling Units (ADU)

In general, I support the proposed changes. Here are some further adjustments I encourage the City to adopt:

Owner Occupancy: This requirement should not be based on the existence of a third dwelling unit, but rather the existence of a third concurrent rental contract. For example, a home with an AADU could be used in its

entirety by a tenant under a single rental contract, while an on-site DADU could be rented under a separate rental contract. This provides the owner with the flexibility to rent out all the living space if the owner needs to move out.

Off-street parking: Rather than hand-crafting an artesian parking policy compendium, we need a simple overarching on-street parking management strategy, such as that proposed by Donald Shoup: set on-street parking prices to ensure that some percentage of on-street parking is normally available on each block. With such a policy, off-street parking requirements are unnecessary, and the builder/investor will be solely responsible for determining the amount of parking necessary for a site to succeed.

Thank you for considering these suggestions.

Rodney Rutherford
8222 122nd Ave NE
Kirkland, WA 98033
206.973.7579

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Dorian Collins

Subject: FW: comments about recent meeting

From: David Schwartz <david_vcp@hotmail.com>

Sent: Tuesday, July 23, 2019 1:55 AM

To: Houghton Council <houghtoncouncil@kirklandwa.gov>

Subject: comments about recent meeting

I attended the July 22 meeting and I have the following comments:

ADUs

- For the ADU fairness issue, why not make a rule that the person who lives in the main part of the house, whether owner or renter, has the final say over who lives in the ADU(s)?

Duplex/triplexes

- I loved the comments about not putting duplex/triplexes in the middle of single family neighborhoods; about maintaining the character of single family neighborhoods. I hope everyone on the council saw the value in that position.
- Regarding property values when there are duplex/triplexes, I am sure that it will not reduce property values. Where there is higher density housing, land becomes more expensive, I would imagine. But I am not suggesting that we optimize for that, at least, in my neighborhood.
- I have heard City Manager Kurt Triplett say that for the data he has seen, the most successful city implementing duplex/triplexes is Portland, OR, and the rate of duplex/triplexes there is about 1 house in 50. It makes me wonder why City of Kirkland is putting so much effort into a strategy that they do not expect to create a significant amount of housing. FYI, you can see Kurt make this comment at 1:22:25 at https://www.youtube.com/watch?v=gVZ_CXS5nSI&t=5323s.
- For some reason, when I think of duplex/triplexes, sidewalks come to my mind. At what point does increased housing density require sidewalks?. I wonder, for the cities where duplex/triplexes have been built, are those duplex/triplexes built in blocks that have sidewalks? Consider the area where I live. The closest street with sidewalks on both sides of the street is NE 70 St.. I don't think duplex/triplexes on NE 70 St. would be a terrible idea. Many of the streets in the single family neighborhoods do not have sidewalks.

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July 17, 2019

RE: Amendments to Kirkland Zoning Code and Kirkland Municipal Code--Accessory Dwelling Units File CAM19-00282

Dear Planning Commissioners:

We are writing to strongly urge you to support the proposed amendments on accessory dwelling unit (ADU) regulations, and in particular to support all of the “bolder” options, which are well-aligned with nationally recognized best practices.

Sightline is a public policy think tank that has conducted extensive research on ADUs from 2012 to the present. Sightline supports ADUs because they can provide the following benefits:

- Affordability: more modest, affordable home choices in all Kirkland neighborhoods
- Opportunity: more options for people of all incomes to live near jobs, schools, transit, and parks
- Flexibility: freedom for homeowners to age in place, care for family, and earn income from a small rental
- Stability: workforce housing near jobs that strengthens economic security for middle- and low-income families
- Sustainability: small, energy-efficient homes in existing neighborhoods that help prevent sprawl, cut traffic and commutes, tame infrastructure needs, and fight climate change

Sightline’s [research](#) has identified the biggest regulatory barriers to ADU construction, and Kirkland’s current code imposes three of the worst offenders:

- Requiring off-street parking for ADUs
- Requiring that the owner lives on site
- Restricting the number of ADUs to one per lot

Kirkland’s current restrictions on ADUs are likely the biggest reason the city’s ADU production has been so low. [City data](#) shows that while the city received 417 ADU permit applications, the city only permitted 245 total ADUs since 1995.

The proposed “bolder options” for changes to Kirkland’s ADU rules would eliminate all the most important barriers, listed below in order of importance:

- Remove all off-street parking quotas for ADUs
- Remove requirements for the owner to live on site
- Allow two ADUs per lot, instead of just one
- Loosen development standards for ADUs, including size, height, and FAR restrictions.
- Remove the limit on unrelated residents per lot
- Allow separate ownership of DADUs

In conclusion, we strongly support the bolder amendments, and encourage Commissioners to recommend those changes to the City Council. If Kirkland succeeds in implementing all of these changes, it will set a national example for progressive ADU policy that maximizes the benefits ADUs can provide for the city and its residents.

Thank you for your consideration.

A handwritten signature in blue ink, appearing to read "Dan Bertolet". The signature is stylized with a large, sweeping "D" and "B".

Dan Bertolet
Senior Researcher
Sightline Institute

A handwritten signature in blue ink, appearing to read "Nisma Gabobe". The signature is written in a cursive style.

Nisma Gabobe
Research Associate
Sightline Institute

Dorian Collins

From: Adam Weinstein
Sent: Thursday, July 18, 2019 12:16 PM
To: Sean LeRoy; Dorian Collins
Subject: FW: ADUs and Missing Middle

Follow Up Flag: Follow up
Flag Status: Flagged

Sean and Dorian,

Another ADU/MMH comment.

Thanks, Adam

Adam Weinstein, AICP
Director of Planning and Building

City of Kirkland
 123 5th Avenue
 Kirkland, WA 98033

(425) 587-3227
aweinstein@kirklandwa.gov

From: Tyler Simpson <tylsimp@uw.edu>
Sent: Thursday, July 11, 2019 2:10 PM
To: Adam Weinstein <AWeinstein@kirklandwa.gov>
Subject: ADUs and Missing Middle

Hi Adam Weinstein,

I'm just writing to give support for the Kirkland Planning Commission's proposals to allow more ADU and missing middle housing. These policies bring gentle density across historically wealthier neighborhoods while reducing risk of displacement and demolition for existing rental single family dwellings. Kirkland's proposed new policies meet and exceed what Seattle recently accomplished and could prove Kirkland a great model for the region in allowing more affordable of housing everywhere. The plan for homeownership opportunities in ADU condos is particularly exciting!

I published a paper addressing the concerns many have with these kinds of regulation changes, and if you're interested in reading it, it's here: <https://tylsimp.com/adu/>

I encourage Kirkland to also explore public financing models for ADU construction, such as the models Santa Cruz CA have implemented: <http://www.sccoplanning.com/Portals/2/County/adu/Forgivable%20Loan%20Program.pdf>
<https://www.santacruzsentinel.com/2017/04/24/santa-cruz-habitat-for-humanity-build-granny-flats-for-seniors-to-age-in-place/>

Thanks for your time, take care!

Sincerely,
 Tyler Simpson

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Dorian Collins

From: Inge Theisen <inge_theisen@hotmail.com>
Sent: Thursday, August 8, 2019 8:14 PM
To: Dorian Collins
Cc: Planning Commissioners
Subject: Re: ADU Amendments - 8/8/2019

Follow Up Flag: Follow up
Flag Status: Flagged

I am the original owner of 12231 95th Place NE, Juanita/Kirkland since 1962. I have been a Precinct Officer of Kirkland precinct 2923 for most of the years since 1968. In the years when voters voted at local schools, I checked the voting statistics for all the precincts in that school to ascertain if there were differences in voter turn-out in neighborhoods where Republican PCOs and Democratic PCOs doorbelled their known preference voters. I, on the other hand, knocked on every door and discussed elections and governance issues with any resident regardless of party. The voting % of 2923 was always greater than any of the other precincts at that school.

This is my preamble to say that, like Robert Mueller said in his recent testimony, "Americans need to pay attention."

I paid attention and knew which home owners had informal, ADUs or mother-law-units on their property. I began to understand the relationship between how many vehicles, boats, recreational vehicles, commercial work vehicles & pick-up trucks were parked on the city streets adjacent to houses.

When I studied the history of Westward Expansion and Pacific Northwest History as part of my later in life studies to become a seasonal Park Ranger in the National Park Service, I learned that one of the contributing reasons (beyond the land-development reasons) that families moved westward was that as streams, lakes and soils became saturated with residue from outhouses in the NE and SE areas, the westward bound settlers wanted to leave the sewage contaminated diseases of the East Coast. This is a side comment on why I had long felt guilty that when Juanita Parkway 1 and 2 houses were built in 1962, WE were on a septic drainage system (though we were 1/2 mile from Juanita Beach and though Juanita Creek meandered through our neighborhood. I, too, found the cost to hook up to the Northshore Utility/King County METRO sewage system to be costly, my environmental ethic caused me to save the money to hook up. Some of my neighbors still are not hooked up.

ADU Amendment issues and reported concerns of citizens:

1. **COST OF PERMITTING:** I was one of the first 5 applications to create an ADU. How we all spend the money we earn (or inherit if we are lucky) is our own choices. Its all about CHOICES. I chose to leave my research center job at the UW to study to become a park ranger in 1982. I paid my own tuition, sometimes with 3 part time jobs, sometimes w/only 2. Becoming a seasonal park ranger was a labor of love and a personal life-dream. The hourly rate was GS4-Step 1. My first job in 1983 paid 50 cents an hour less than my half day liquor store clerk job in the Wallingford state liquor store. Seasonal park rangers have no benefits. We buy our own health insurance. NPS toilet cleaners earn almost twice the hourly rate as a naturalist NPS employee. Toilet cleaners need to be paid a competitive rate, whereas we naturalists and historians and archeologists are reimbursed by

the scenery and the desire "to make a difference". In December 1991 (after working at Grand Canyon for 6 months and Mt. Rainier NP for 4 months, I applied to a blind ad that read "ENVIRONMENTAL OUTREACH--RECYCLING". In 1990, I was in the first class taught in King County and the City of Seattle for MR/C (Master Recycler/Composter) training in the hopes that I might combine being a half time suburban recycling coordinator as well as a seasonal park ranger. The job was actually in the U.S. EPA. Recently deceased Congressman Dingle from the great state of Michigan invented a tricky funding arrangement by which the EPA could have 10% more staff without paying them a salary. He had received letters from organizations like the AARP and others lamenting that there was no one in the EPA who had a touch of grey in their hair - they were only young college graduates. Congressman Dingle found 2 other colleagues with whom he proposed a system to give EPA more staff. EPA was directed to take some of their travel budget and some of their supply budget - set up the funds into a "grant" and then hire educated citizens over the age of 55 to serve in one-year appointments for the federal minimum wage of \$6.25 with no benefits. Every year we had to sign a waiver which began with the words "For the honor and privilege of providing our skills, expertise, and experience to the EPA we would relinquish all rights to a regular GS position on a yearly basis, with no benefits." The program is called SEE (Senior Environmental Employee). This explanation may seem redundant to you, the reader, but it relates to the stated position that the COST OF PERMIT FEES is viewed as a deterrent why home owners cannot build an ADU. It took me 5 years before being accepted for a HUD low income home improvement loan. After than I took out another loan at the local Bank of America. I PAID THE FEES. I didn't dine out, I didn't buy coffee from Starbucks or any barista. I paid my own tuition. MY SUGGESTION IS THAT YOU CONSIDER GIVING SCHOLARSHIP FOR REDUCED PERMITTING FEES BASED ON HOUSEHOLD INCOME. THE SCHOLARSHIP COULD ALLOW OLDER HOME OWNERS (like the citizen at the Mayor-City Mgr. mtg) built an ADU for his daughter) but would NOT ALLOW a future developer the same loophole. OR, THE FEES COULD BE PAID IN TWO INSTALLMENTS. SUGGESTION #2: Why not incentivize existing property owners w/informal ADUs to update and acquire legal status by reducing their up-dating fees?

2. OWNER LIVING ON SITE VS. OFFSITE AND PARKING ON SITE: Many years ago when attorney Cassandra Noble was the chair of the Planning Commission and I was the recorder, Ms. Noble was directing a question to a developer about his application. The developer asked "Are you trying to ask me why developers like me do "QUICK & DIRTY" construction?" Ms. Noble replied that she was trying to find more appropriate words to ask that very question. The developer said "If you folks in Kirkland cared about the way your city looks over time, you'd pay attention to the people or companies who apply to build multiple-unit buildings. You see, people like me make the highest profit by building as fast as possible, as cheaply as possible and getting out of town. You should be looking for people or organizations who are local who will build a building knowing that they will be meeting the people who live there in the restaurants, on the street and in churches. We "quick and dirty" builders get out of town. Local developers stay." The house on the SE corner of 95th Place and NE 124th was bought by an out of town owner (first in the Middle East and now in California) and placed in the hands of bldg. mgt. company. The first tenants about a decade ago were a brother/sister from Costco. They complained that the absentee landlord never finished electrical and other flaws. They left at the end of their lease. Mona Sharma has been the lease holder for the past 8 or 9 years. Originally she intended to create an "adult family home". She was a licensed care giver. While waiting for the permit she began to rent out all the rooms, upstairs and downstairs, to pay the then-\$2,000 month rent. The absentee landlord still does not take care of repairing the flimsy fence and gate along NE 124th or any other visible aspect of the house. Mona is a good hearted woman (she died this summer as the result of a stroke). One of the 8-year long residents is Steve, a contractor who travels for various companies. Steve has received a 3-month lease. He owns a long recreational vehicle, a boat and a trailer and a white construction van. Another long time resident is the head night custodian of the Northwest University. Most of the single adults have been men, sometimes a woman and for a time a 3-member family. Sometimes there are cars and pickups in the backyard, mostly they are on the street. There is a one car garage and one car driveway. Of course, cars are parked alongside the driveway, in the street and in the yard. Periodically I have asked Mona to take care of her lawn so that the weed seeds do not float around the neighborhood. Sometimes her brother drives over from Shoreline to cut the grass. The absentee landlord does not hire professional (not amateur) tree services to trim the trees. One of the trees caused a major power line fire some years ago that was interesting to watch. ABSENTEE LANDLORDS don't pay attention the way a home owner on site does. When I applied for my ADU, I was required to provide off street parking. I paid to have

my single driveway expanded to a legal 2-car driveway. I charge lower rent for teachers -- in the belief that it is important for teachers to have affordable housing. This house has between 6 to 9 cars and vehicles. Currently there are 5 to 6.

As a precinct committee officer, I've long known which houses within the 52 houses of Juanita Parkway have informal ADUs since before ADUs were permitted and which houses either HAVE or may have permits. For more than 20 years, the brother of one of my neighbors has lived in the driveway and in the backyard in a series of vehicles. Other owners have built-out their split level houses informally. Some of the informal ADUs have between 4 and 8 vehicles. The suggested amendment re parking which our city is proposing relates to distance from a bus stop (in the belief that residents of ADUs would take the bus). ADUs are often thought to be especially desirable for seniors as they downsize their dwelling space. Seniors, on the other hand, may have more difficulty walking to and from bus stops carrying groceries, etc. Though it may be hard to administer, why not include in the ADU permit the requirement that an apt. may only be rented to cyclists and pedestrians? Perhaps it could be incentivized by informing the property owner that by saving the cost of a driveway construction, they could reduce the rent for cyclists or walkers. As seniors go into their 80s and 90s, they are less likely to bike or walk for groceries and would need off street parking. One of the houses on 94th Place for many years operated a catering service and had numerous tenants who parked on the street, the lawns and the driveways.

PARKING IS A DIFFICULT ISSUE and can really change the complexion of a neighborhood. One of my neighbors' son used to park between 6 and 8 cars from the used-car business he works for and from his own limo service. I've reminded him of the city regulations and asked him to cease parking 2-3 cars in front of my house. He reassures me that since he doesn't "live" in his parents house that the rules don't apply. I've asked him not to throw his cigarettes in front of my house so that none of them ignite the evergreen needles (before I sweep them up). He now only parks 3-4 in the street and 1-2 in the driveway. His parents only have one car. That makes 5 to 6 cars for one house.

Please forgive or indulge the long narrative way of writing to you about the ADU amendments. Park rangers educate w/stories and narratives. As an EPA employee I learned to communicate in "bullets". I learned (as an environmental educator and park ranger) that people are more likely to change their environmental behavior via narratives, experience, and stories than by bullets.

I've been in the hospital and rehab unit as a result of a fall in the Columbia Athletic Club and tonight is my 2nd night home.

I've been thinking a lot about the need for affordable housing, God knows, I'm one of those who need it. I have worked hard to sustain myself on my part-time Census Bureau and park ranger hourly income plus income from my ADU.

From: Dorian Collins <DCollins@kirklandwa.gov>
Sent: Monday, July 22, 2019 3:35 PM
To: inge_theisen@hotmail.com <inge_theisen@hotmail.com>
Cc: Brian Eckert <BEckert@kirklandwa.gov>
Subject: ADU Amendments

Hello Inge,

I understand that you are interested in providing comments on the proposed changes to the regulations for accessory dwelling units. There is definitely still time for you to provide comments, as the Planning Commission (PC) is still studying the proposed changes. The hearing date for the Planning Commission to consider the amendments and make a recommendation to the City Council has not yet been set.