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MEMORANDUM

To: Planning Commission

From: Janice Coogan, Senior Planner
Jeremy McMahan, Deputy Director, Planning & Building Department

Date: July 14, 2020

Subject: Proposed amendments to the Kirkland Zoning Code (KZC) and Kirkland Municipal Code (KMC) for transit-oriented development (TOD) at the Kingsgate Park and Ride, Files CAM19-00129 (KZC amendments) CAM18-00196 (TL Design Guidelines)- Public Hearing

Recommendation

Conduct a public hearing to receive public comments on proposed amendments to the Kirkland Zoning Code (KZC) and Kirkland Municipal Code (KMC) to support redevelopment of the Kingsgate Park and Ride property for a Transit-Oriented Development (TOD) and planned Sound Transit and Washington State Department of Transportation (WSDOT) parking structures. Following the public hearing prepare a recommendation to forward onto City Council for final decision in August or September.

Background

The Planning Commission (PC) studied issues related to the amendments at meetings held on May 9, 2019 (Materials prepared for the study session can be viewed here) and October 24, 2019 (Materials prepared for the study session can be viewed here: Part one, Part two, Part three).

Since October, the City of Kirkland has continued to work on draft code amendments with a team of staff and consultants representing the following agencies:

- Washington Department of Transportation (WSDOT). WSDOT owns the property and is leading the TOD development initiative. WSDOT plans to construct a 338- stall parking garage.
- King County Metro. Metro operates the park and ride and provides transit service.
- Sound Transit. Sound Transit plans to build a 566-stall parking structure on the property as part of the ST-3 initiative to support the new BRT line on I-405.
- A Regional Coalition for Housing (ARCH). ARCH supports the City on affordable housing initiatives. The development of affordable housing at the Kingsgate site is the most important TOD objective for the Kingsgate site identified by the Kirkland City Council (Resolution R-5325 Attachment 9).

Staff has considered input from WSDOT and its consultant Stowe Development & Strategies, LLC (Attachment 6), and Sound Transit (Attachment 7), in the development of the draft code amendments discussed in this memorandum.

Status of Activities of Project Partners

In 2018, the Kingsgate Park and Ride Transit Oriented Development Feasibility Study was completed to analyze various development and financial scenarios to locate a TOD at the Kingsgate Park and Ride. This use of the WSDOT right-of-way for a TOD project has been identified as key legislative priority by the Kirkland City Council and for WSDOT. For WSDOT it is also considered a pioneer project that they hope to duplicate at other park and ride properties. Significant progress has been made by the partners in moving forward with their objectives for the site. WSDOT hired Stowe Development & Strategies, LLC to help guide the agency in evaluating development options that meet WSDOT's needs, prepare documents to enable the sale or lease of a portion of the property to Sound Transit to construct a parking structure, and develop conceptual site plan scenarios for TOD on the property. The next step for WSDOT is to issue a request for qualifications (RFQ) and request for proposal (RFP) to solicit developers to submit development proposals for TOD development of the property this fall.

As described at the October study session, the City and Sound Transit came to an agreement that the parking structure will be sited at the south end of the Kingsgate site. The southern location allows the existing access point and driveways to be retained, is closest to the inline freeway transit stop, and preserves more of the remainder of the site for TOD. Partners are also studying moving the existing bus layover stop within the park and ride parking lot onto 116th Way NE to improve the overall TOD project and transit service.

In the vicinity of the park and ride other transit and transportation related projects are currently in engineering or environmental review:

- The Sound Transit BRT station planned on I-405 at NE 128th Street as part of the ST-3 regional transportation system along I-405 from Lynnwood to Burien.
- The WSDOT I-405 NE 132nd Street intersection improvements at NE 132nd Street and 116th Way NE including two new on-off ramps onto I-405 and two new round-abouts in the intersection.

Planning Commission Comments Raised at the May and October Study Sessions:

At the study sessions, the PC generally agreed with staff's approach to include the following in the draft regulations:

- Residential density and range of uses that should be allowed.
- Building height for parking facility garage and TOD discussion ranged from 55' – 95'
- Parking facility garage lighting and cars needs to be screened
- Health of existing trees in both west and south buffers should be evaluated; for any trees to be deemed unhealthy and removed, add replacement trees; retain both buffers; enhance buffer along south property line
- For commercial uses at the street level floor of buildings require minimum 13' floor to ceiling height
- Green building requirements should be included
- East/west internal road design with pedestrian pathway from 116th Way NE into site
- Bicycle storage and restrooms should be required

- Pedestrian crossing across 116th Way NE to the park and ride should be improved
- Gateway features at the northeast corner of the site were supported
- Vertical modulation of buildings along adjacent streets was encouraged
- Pedestrian oriented design and public plazas should be included in the development
- Review process was discussed and agreed with staff on direction for the parking garage to be a Process I (Planning Director decision) and for the TOD, Design Board Review. *See discussion below regarding revised approach.*
- Affordable housing requirements-Agreed with staff's approach and City Council direction

Staff has incorporated the direction received from the Planning Commission's study sessions and other public input received to date into the enclosed draft amendments to the Zoning Code, Municipal Code and Design Guidelines for the Totem Lake Business District.

Summary of draft Zoning Code Amendments by Topic Areas
The following is a brief guide to topics included in the draft codes and where to find them in related attachments:

- Attachment 1 contains draft regulations for Government Facility Parking Structures that might be developed in the zone (KZC 30.20.295)
- Attachment 2 contains draft regulations for future TOD development in the zone (KZC 30.20.300)
- Attachment 3 contains miscellaneous supporting definitions (KZC 5.10)
- Attachment 4 contains minor amendments to the City's affordable housing regulations to reflect the requirements for TOD development in the zone (KZC 112)
- Attachment 5 contains updates to the Design Guidelines for the Totem Lake Business District

These draft code amendments have been refined since the last study session. Below is a description of the staff's recommendations by topic areas. The key amendments for the park and ride parking structure and TOD will be incorporated into Zoning Code, Professional Office Use Zone Charts Chapter 30 (PR 1.8 Zone) to add two new use listings and associated development standards. Amendments to KZC Chapter 5.10 Definitions (Attachment 3) and Chapter 112 (Attachment 4) are described below.

Zoning Code Sections Proposed for Amendments:

- Add a new Government Facility Parking Structure use listing to the PR Use Zone Chart (KZC 30.20.295) and related development standards and special regulations described in more detail below and in Attachment 1.

- Add a new use listing for Transit Oriented Development containing Attached and Stacked Dwelling Units or Residential Suites to the PR Use Zone Chart (KZC 30.20.300) and associated development standards described below and in Attachment 2.

- Amendments to KZC Chapter 5.10 Definitions:
    - Revise the definition of Transit Oriented Development zones to add the PR 1.8 TOD zone in the Totem Lake Neighborhood (Kingsgate Park and Ride zoning classification).
    - Revise the definition of Affordable Housing to include the Transit Oriented Development in the PR 1.8 zone.

- Amendments to KZC 112 Affordable Housing Incentives for Multifamily to add reference to which affordable housing requirements apply to the Transit Oriented Development in the PR 1.8 TOD zone (Attachment 4).

Description of proposed amendments for Government Facility Parking Structure and Transit Oriented Development uses by topic area

- Review Process
  The Government Facility Parking Structure- At the previous study session, staff recommended the parking structure be reviewed through a Process I (Planning Director decision) with Administrative Design Review.

  Staff recommendation: To streamline the review process, staff now recommends a building permit application review process for the Government Facility Parking Structure with the inclusion of detailed site development and design standards in the code. A streamlined review process would establish predictable standards and enable the Sound Transit garage to be developed prior to the construction of a TOD project.

  Draft regulations include architectural and site plan design standards that the garage would need to comply with including: retention of the existing west and south buffers, vertical and horizontal building façade treatments to mitigate the size of the garage, minimize visibility of parked cars, car headlights, garage stair towers, allowances for elevator overruns, and similar standards (Attachment 1).

  The Transit Oriented Development Containing Attached or Stacked Dwelling Units or Residential Suites listing- At the last study session the Planning Commission supported Design Board Review process for the TOD project.

  Staff recommendation: Draft regulations would require a Conceptual Master Plan approval by the Design Review Board (KZC Chapter 142) showing compliance with the proposed draft Totem Lake Design Guidelines and specific considerations unique to the TOD site (discussed below and contained in the KMC (Attachment 5). The master plan could include a phased development approach to development of the TOD.

- TOD Land Uses
  The staff memos for the PC study sessions in May and October provided background on the type of land uses that should be considered for the TOD site. The memos describe the land use recommendations from the Sound Transit Feasibility Study, including the challenges cited for retail use in TOD. The PC provided direction for retail use to be encouraged where possible, including providing space within the TOD for mobile or temporary retail uses and require 13' tall ceiling height for the street level floor of buildings.

  Staff recommendation: The proposed regulatory approach retains all existing permitted uses and regulations within the PR 1.8 zone as the base option for development (with the exception of drive through facilities, retail sale, service, repair of vehicles, trucks, boats, vehicle service stations). New TOD uses and development standards are established. They ensure that the key

objectives for the site of providing affordable housing as stated in Resolution 5325, by requiring that at least half of development within the TOD be residential use, and at least 51 percent of the housing units are affordable at specific income levels. See affordable housing discussion below.

Additional permitted uses would include Hotel or Motel, Public or Private College or University and Related Facilities, Residential Suites (would also have to meet the affordable housing requirements) and Entertainment, Cultural and/or Recreational Facility.

Commercial uses at the street level would need to orient toward the street and meet minimum 13-foot floor to ceiling height requirements. Commercial uses as well as mobile food carts are permitted depending on market feasibility; but not required.

- Affordable Housing Requirements

  Resolution R-5325 (Attachment 9) was adopted by City Council and calls for the following affordability objectives for the TOD site:

  > *"A range of housing affordability – Ensure that housing on the site includes a combination of affordable and market rate housing. A majority of the housing should be affordable housing with a significant share affordable at moderate and/or lower income levels and including some units that are accessible to those with disabilities."*

  Staff recommendation: As presented at the last PC study session, the draft code amendments include the following standards for TOD development. Residential development within the master plan shall result in a minimum of 51 percent of total residential units being affordable with affordability levels as follows:

  - For renter-occupied housing:
    - A minimum of 25% at 50% of median income
    - A minimum of 15% at 80% of median income
    - A minimum of 10% at 10% of median income
  - For owner-occupied housing:
    - A minimum of 51 percent of the total residential units shall be affordable housing units as defined in KZC 5.10.023(1)(a), which is 80% of median income.

  In response to the staff recommendation, WSDOT and their consultants submitted comments requesting an alternative approach (Attachment 6). Instead of providing a minimum of 51% of the total units for affordable housing, they requested a cap of 200 units then, anything over that amount would be a bonus as part of the RFQ/RFP selection process. Second, change the minimum income level requirement from 50% to 60% of median income with the reason being, the biggest funding programs (tax exempt bonds and 4% or 9% tax credits) are available for housing at the 60% level.

  Staff reviewed WSDOT's request with ARCH and the City Manager. Based on the specific direction provided by the City Council in R-5325, we continue to recommend the 51% affordable housing requirement and maintaining the stricter 50% income affordability requirement to provide opportunities for a lower income level for a portion of the affordable

housing. It should be noted that staff had also previously confirmed this direction with the City Council's Planning and Economic Development Committee. Flexibility is written into the code language that the City Council could consider an alternative proposal in the future with approval of a development agreement.

- Retention of Existing Perimeter Buffers and Landscaping Requirements
  Existing Vegetation Buffers-The substantial existing treed buffers along the site's western and southern boundaries will provide screening of the proposed parking structure and TOD project for abutting residential uses and will contribute to the quality of life for the site's future TOD residents. The PC requested that the buffers be retained and enhanced.

  Staff recommendation: Draft regulations for both the parking structure and TOD include:
  - Retention of the width, berms and vegetation in the existing buffers on the south and west property lines (subject to submittal of an arborist report evaluating the health of the existing trees). Require replacement trees for any trees determined to be unhealthy.
  - Enhancement of the south buffer and installation of a 6-foot-tall fence would be required to provide effective screening of the garage for neighbors to the south, while considering safety issues (Crime Prevention through Environmental Design (CPTED)).

  Landscaping Requirements-The existing trees along 116th Way NE are mature conifers and provide a visual buffer from the adjacent street and freeway.

  Staff recommendation: To help screen the view of the freeway from the future TOD residents, draft regulations require that if existing conifer trees are removed as a result of site development and right-of-way improvements, they should be replaced with a variety that will grow taller, with a percentage conifers. WSDOT preliminary plans for construction of the NE 132nd Street intersection improvements show trees to be removed and replacement trees added along 116th Way NE.

- Building Height and Massing
  Building Height- A range of building heights of five to eight stories were discussed with the Planning Commission, WSDOT, Sound Transit and in the feasibility study. At the last study session, the Planning Commission supported a height of 55' for the parking garage and taller (75-95') for the TOD site. In preparation for the TOD RFQ/RFP process, various development scenarios include a range of building height from 60'-85' are being considered. Sound Transit and WSDOT continue to refine their preliminary plans for the parking garages.

  Staff recommendation: Staff recommends the proposed maximum building heights:
  - Government Facility Parking Structure:
    - 60' above average building elevation. The slight increase will accommodate roof design elements for stair towers and elevator penthouses.
  - TOD:
    - 85' above average building elevation

  Massing- The PC and adjacent residents expressed concern about the size and mass of the future buildings.

Staff recommendation: To address massing concerns, the draft regulations for both the government facility parking structure and TOD structures and design guidelines require vertical and horizontal design treatments. Parking garages by function and design are limited in the amount of building modulation opportunities. Therefore, under the draft regulations for the parking structure, screening façade techniques and landscaping at the base of certain sides of the building (visible from the street and TOD) would be required (with flexibility written in to allow another design technique to soften the visual effects of the base of the parking structure).

To address building modulation and mass of the TOD for the pedestrian walking along the sidewalk along 116th Way NE, the draft regulations require that no portion of a structure located within 10' of the east property line shall exceed 45' above average building elevation to allow for a potential building step back. The 20' east required yard could also be reduced if a commercial use or residential lobbies are designed with a pedestrian oriented façade meeting certain criteria. The Totem Lake Design Guidelines require vertical and horizontal modulation and the Design Review Board would determine the best approach to modulate the mass of the buildings using those Guidelines.

- Gateway at Northeast Corner of TOD site
  To implement the adopted policy in the Totem Lake Business District Plan, the northeast corner of the site presents an opportunity for a gateway element to be provided in the TOD development. The elevation of the Kingsgate site is approximately ten feet higher than that of the NE 132nd Street right-of-way in this area. The new 132nd Street intersection improvements to be constructed by WSDOT include construction of a 10-15' tall retaining wall. Staff has encouraged WSDOT to incorporate gateway features in the design of that area as well.

Staff recommendation: The requirement for a gateway is included in the draft regulations and draft Totem Lake Design Guidelines (Attachments 2 and 5). The guidelines reflect how building mass should be treated at the gateway also. Whether the mass is taller with an iconic gateway feature or recedes from the street could both be viable alternatives for the project architects and Design Review Board to consider.

- Pedestrian Orientation
  It will be important to provide an attractive, comfortable pedestrian environment for transit users to access the new parking garage and to contribute to the sense of community and quality of life for future residents in the TOD. The PC also supported a through block pedestrian connection from 116th Way NE to the interior of the site and need to improve pedestrian access across 116th Way NE.

Staff recommendation: New development at the site will need to comply with existing requirements in KZC 105 that require pedestrian connectivity between uses on the site, parking lots and to adjacent streets and properties. To expand on those requirements, draft regulations and guidelines for the garage and TOD uses encourage a coordinated development with pedestrian connections to transit, adjacent streets and through the site including:

- Development of an east-west internal street connecting 116th Way NE to the interior of the site between the Government Facility parking garage and the TOD portion of the site with 8' wide sidewalks and landscape strip.
- The master plan will need to show compliance with specific plaza and open space requirements
- Require pedestrian-oriented design for buildings with reduced setbacks along 116th Way NE.
- Site design must include installation of pedestrian linkages between public sidewalks and building entrances and between walkways on the subject property.
- Although not required, small amounts of retail or opportunities for mobile food service and pop-up retail uses are encouraged.

WSDOT requests 5' wide sidewalks and the ability to propose an alternative design to meet the requirements. Staff responded by adding language that authorizes the Public Works staff to modify the above standards if certain criteria are met.

- Public Open Space and Plazas

  The PC provided direction to require that public plazas or open space be incorporated into the site.

  Staff recommendation: For the TOD portion of the site, draft regulations require minimum size based on the number of units provided and design requirements that will be reviewed by the Design Review Board. These minimum public plazas and open space requirements are similar to established requirements for similar development projects.

  WSDOT requested that the size requirements be decreased from 2,000 sq. ft. to 1,000 sq. ft. or to provide smaller plazas or open space in multiple locations. Staff response to this comment is that flexibility is already built into the requirements for the Design Review Board to evaluate the final size, location and design for the open space.

- Parking requirements

  Since the April session, staff has recommended maintaining the previously proposed parking requirements for the residential market rate units of 1.0 stalls per unit plus guest parking at .05 per unit and parking requirements for the affordable housing units of .75 stalls per unit. These represent lower parking standards than the current zoning requirements for non-TOD sites.

  The draft regulations for the affordable and market rate housing are consistent with minimum parking standards in RCW 36.70A.620 and Washington State Substitute House Bill (SHB) 2343 (adopted June 11, 2020) that parking rates for both affordable housing and market rate housing units located in areas with frequent transit service defined in RCW 6.70A.620 as:

> *"within one-quarter of a mile of a transit stop that provides service at least two times per hour for 12 or more hours per day for affordable housing units; and at least four times per hour for 12 or more hours per day for market rate multifamily housing units and housing units for seniors or people with disabilities."*

WSDOT and its consultants have requested the City consider a reduced parking requirements of .50 per affordable housing unit and .75 per market rate housing unit (with no guest parking) to help defer the high costs of building parking stalls for the developer, to keep the costs lower as an incentive to build more affordable housing units and in the hopes of providing a shared parking arrangement with a TOD developer and the park and ride.

Parking studies prepared by Fehr and Peers have been submitted to justify the reduced parking requirement request (examples include Esterra Park Block 6B project in Redmond, Velocity and Kirkland Crossing buildings at the South Kirkland Park and Ride site) (see Attachment 8). This information has been reviewed by the City's Transportation Engineer and found to be inadequate and incomplete to justify adoption of a lower standard at this time.

Staff recommendation: Staff has received the parking study information submitted by WSDOT and concludes that at this stage of the code amendment process, there are too many unknown variables about the TOD site to support recommending lower parking standards. The code already allows site/condition specific parking modification requests and allows shared parking as part development proposals and that would be the appropriate time to consider lower standards. Staff has substantive questions about the data and conclusions submitted. In considering parking modifications to reduce the parking standard, WSDOT consultants have submitted data from the King County Right Size Parking calculations as the basis for determining parking requirements. This information was already used by the City in establishing current parking requirements and is not accepted by the City as acceptable data to justify lower parking requirements.

There is no specific development proposal for the TOD site with the number of units, bedrooms, and mix of uses. A shared parking arrangement between the Sound Transit, WSDOT and a TOD developer is not currently in place, but the code currently provides a mechanism for shared parking to reduce parking requirements if such an arrangement is reached. In addition, parking modifications/reductions are typically conditioned on implementation of transportation management programs (like free bus passes for residents) that gets recorded on the title to the property. At his time, there is no opportunity to consider a site-specific transportation management program. The City also has a history of complaints from residents in the area regarding on street parking on residential streets. As previously noted, a future TOD developer would have the option to propose a reduction in parking stalls through the site specific parking modification provisions in KZC 105.

With the above in mind, staff continues to recommend the following parking standards for the TOD development at the Kingsgate site:

Residential	1.0 per market rate unit, plus guest parking: .05 per unit .75 per affordable unit
Residential Suites	1.0 per unit (with provisions to reduce to 0.5 if parking is managed)
Restaurant/tavern	1 per 125 sq. ft of gross floor area
Retail	1.0 per each 350 sq. ft. of gross floor area
Office	1.0 per each 350 sq. ft. of gross floor area
Hotel/Motel	1.0 per each room
Public or Private College or University and Related Facilities	KZC 105.25 (case by case)
Entertainment, cultural, recreational	KZC 105.25 (case by case)

- Green Building
  At its study sessions, the PC expressed support for incorporating green building techniques into both the park and ride parking structure and TOD project. Green building standards have been a typical consideration recently as part of any City initiatives that increase development density and intensity as a way to address the sustainability impacts associated with those increases in density/intensity. Sound Transit has adopted green building standards for their projects. WSDOT requested that the green building requirements be optional for the TOD site because it will increase the cost of development impacting the amount of affordable housing that could be provided. They requested that green building standards be optional and could be considered in the developer proposals and receive a higher rating as part of their RFP evaluation.

  Staff recommendation: Staff considered WSDOT's request and recommends the following green building standards be incorporated into both the government facility parking garage and the TOD development regulations requiring projects to be designed, built and to achieve or exceed green building standards. Planning Department staff working on the Sustainability Master Plan and green building initiatives helped to craft the draft code.

  - *Government Facility Parking Structure*- Under the proposed amendments, the parking garage will need to show compliance with the Sound Transit's Design Construction Manual criteria for sustainable building. Staff also recommends the draft regulations require utilizing the rooftop or other portion of the parking structure to be photo voltaic ready and wired for future solar or utility driven PV solar hosting.

  - *TOD project*- The TOD development would be required to be designed, built and certified to achieve or exceed Built Green 5 Star certified, LEED Platinum certified, or Living Building Challenge Petal certified (Energy Water and Materials petals at a minimum), or Living Building Challenge certified standards.

- Bicycle storage and restrooms
  At past study sessions, the PC discussed bicycle storage and desire for restrooms at the parking garage facility. Staff discussed the public restroom idea with Sound Transit and they responded

that they do not provide public restrooms at park and ride facilities. Ideally, the TOD project may include retail or service businesses that will include a restroom for their customers.

Sound Transit requested that staff consider using their standards for the amount of bicycle parking requirement based on estimated bike ridership by the year 2040.

Staff recommendation: Based on feasibility discussion with Sound Transit, staff is not including a restroom requirement in the new regulations for the garage. Staff considered the input from Sound Transit in the draft requirements for bicycle parking.

- Electric vehicle parking stalls
  Staff recommendation: To implement our Sustainability Master Plan and encourage more electric vehicles infrastructure, staff recommends the regulations for the Government Facility Parking Garage include parking stalls to accommodate electric vehicles and add the wiring for future EV stalls.

Summary of proposed changes to the Design Guidelines for Totem Lake Business District
Design Guidelines for the Totem Lake Business District are adopted by reference in the Kirkland Municipal Code KMC 3.30.040 (along with design guidelines in other business districts). The future TOD project will need to show the Design Review Board how the project complies with these guidelines as part of the design review process described in KZC Chapter 142. Proposed changes to the Design Guidelines for the Totem Lake Business District include the following changes (see Attachment 5):

- Incorporate changes from the last update of the Totem Lake Business District Plan adopted in December 2015, changes from the Totem Lake Urban Center Enhancement Plan, and Multimodal Transportation Network Plan adopted in May 2018.

- Updates to graphics and outdated text references, revisions to text and maps to reflect the refined vision for some areas such as the orientation to the Cross Kirkland Corridor (CKC) within the TL 5 zone, and a greater emphasis on the role of the CKC throughout the business district.

- New vision and design guidelines unique to the future redevelopment of the Kingsgate Park and Ride TOD including: guidelines for architectural scale modulation and massing along 116th Way NE and NE 132nd Street, allowance for reduced setback yard along 116th Way NE with entrances, porches or stoops, replacement trees along 116th Way NE that are of a taller variety, concepts for the gateway and public spaces and plazas.

Criteria for Amending the Zoning Code
The proposed amendments to the text of the Zoning Code must satisfy the criteria contained in Chapter 135 of the Zoning Code. The criteria and a brief analysis of how the proposed changes meet them are discussed below.

Chapter 135 of the Zoning Code contains four criteria for amending the text of the Zoning Code:

1. The proposed amendment is consistent with the applicable provisions of the Comprehensive Plan; and

2. The proposed amendment bears a substantial relation to public health, safety, or welfare; and
3. The proposed amendment is in the best interests of the residents of Kirkland; and
4. When applicable, the proposed amendment is consistent with the Shoreline Management Act and the City's adopted shoreline master program.

Staff conclusions
The proposed amendments to the Zoning Code and Design Guidelines for the Totem Lake Business District are consistent with the criteria listed above. The amendments will enable additional parking stalls for WSDOT and Sound Transit transit users to support the voter-approved ST-3 transit system on I-405. The amendments support a transit-oriented development at the location including increase affordable housing opportunities in the Totem Lake Urban Center close to transit, shops, services, health care, and educational facilities. The proposed amendments support the public health, safety and welfare of the community, and are in the best interests of the residents of Kirkland in that they implement the Totem Lake Urban Center Enhancement Plan and Comprehensive Plan policies for the Totem Lake Business District. Relevant goals and policies include:

Policy TL-19.3: Seek opportunities to expand housing in the Totem Lake Business District. Discussion provided in support of this policy cites the Kingsgate Park and Ride as an opportunity where additional housing could be provided.

Goal TL-20: Encourage housing that is affordable to the local workforce and meets diverse housing needs.

Goal TL-21: Ensure that public and private development contributes to a coherent and attractive identity for the business district.

Policy TL-21.2: Encourage private development to help build the overall character of the Totem Lake Business District.

Goal TL-22: Develop gateway features that strengthen the character and identity of the Business District.

Policy TL-22.1: Identify and create gateways that are integrated with the transportation system, including the Cross Kirkland Corridor and other bicycle and pedestrian connections. Use public and private efforts to establish gateway features such as artwork, signage, landscape features and structures at the locations identified in Figure TL-10.

Goal TL-35: Support transit-oriented development (TOD) at the Kingsgate Park and Ride. Discussion in support of this goal notes that the site's location within the Totem Lake Urban Center, close to employment, shops and services, is ideal for transit-oriented development.

Policy TL-35.1: Encourage new transit-oriented development that:
- *Provides a mix of housing, offices, shops and services at the Park and Ride site.*
- *Provides for affordable housing.*
- *Establishes standards for high-quality site and building design.*

- *Maximizes the effectiveness of transit-oriented development through supporting necessary densities, expanding opportunities for retail and other uses, reducing the need for parking, and mitigating traffic, visual, noise and other impacts.*
- Ensures that transit operations remain efficient and are enhanced as appropriate.

Public Comments and Outreach Efforts
Comments on the draft regulations received from WSDOT and their consultant Bob Stowe with Stowe Development & Strategies Services are in Attachment 5. Comments received from Sound Transit are included in Attachment 6. Comments received prior to distribution of this meeting packet are included as Attachment 10. We will forward any additional comments received between packet distribution and the hearing.

The Kingsgate Park and Ride Transit Oriented Development Amendments webpage has been continually updated with meeting dates and links to materials prepared for study sessions of the Planning Commission. Email announcements have been sent to the list serve when changes have been made to the webpage and to provide current information about meeting dates. City of Kirkland staff and Sound Transit attended the Juanita Neighborhood Association on November 11, 2019 to provide project updates and gather input on the preliminary amendments under consideration. On January 2019, Sound Transit and partner agencies conducted a Developers Forum to provide an opportunity for developers to provide input for the future development standards for the site. Developers provided comments on the adopted TOD Feasibility Study and shared lessons learned from other TOD projects. Notices of the public hearing were mailed to property owners and residents within 300' of the park and ride property, emailed to interested parties and published prior to the public hearing pursuant to the requirements of Chapter 160 of the Zoning Code. Notices were posted on three notice boards on the park and ride site.

Compliance with State Environmental Policy Act (SEPA) - Environmental Review
A SEPA addendum to the City of Kirkland 2015 Comprehensive Plan Update Draft and Final Environmental Impact Statement was issued on July 9, 2020, on the draft amendments prior to the public hearing and is contained in the official file in the Planning and Building Department. The SEPA Addendum identifies whether the proposed amendments would result in new environmental impacts beyond those identified for the Comprehensive Plan Update EIS.

Submittal of Draft Plans to the Department of Commerce
Under RCW 36.70A.106, the City is required to submit a Notice of Intent to Adopt along with any amendments to development regulations to the Washington Department of Commerce (DOC) at least sixty days prior to final adoption. DOC may review the draft regulations to confirm that they are consistent with the GMA, and with multi-regional and region planning policies. The City submitted the Intent to Adopt the Draft amendments to the Department of Commerce on July 9, 2020.

Next Steps
Following the public hearing, the Planning Commission will deliberate and forward a recommendation to the City Council. The Planning Commission recommendation for amendments to the Zoning Code and Comprehensive Plan are scheduled to be considered by the City Council on August 4, with final adoption by Council anticipated in September 2020.

Attachments:
1. KZC 30.20.295 Draft Government Facility Parking Structure
2. KZC 30.20.300 Draft TOD amendments
3. KZC 5.10 Definitions draft amendments
4. KZC 112 Affordable Housing Incentives for Multifamily draft amendments
5. KMC Draft Design Guidelines for Totem Lake Business District
6. Comments – WSDOT and Stowe Development & Strategies, LLC
7. Comments – Sound Transit
8. Parking studies: Fehr and Peers, Transportation Engineering Northwest, Parking Study for Esterra Park Block 6B, Redmond
9. Resolution 5325-City Council objectives for Kingsgate TOD
10. Public Comments received prior to packet distribution

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Draft Zoning Code Amendments to PR 1.8 Transit Oriented Development (TOD) Zone in the Totem Lake Neighborhood

Add New Government Facility Parking Garage Structure Use Listing to PR 1.8 Transit Oriented Development (TOD) Zone KZC Chapter 30		
Regulations		**30.20 Permitted Uses**
Use 30.20.295 Government Facility Parking Structure	**Required Review Process** None within the Totem Lake Business District (TLBD)	Special Regulations: PU-40-This use (Government Facility Parking Structure) in the PR 1.8 TOD zone shall meet the following requirements: a. Development may contain the following accessory uses: retail establishments selling goods or providing services; restaurants and taverns; food trucks and retail carts. b. Provide an east-west oriented vehicular access road from 116th Way NE into the site to service the parking garage and shared future transit-oriented development to the north. The full build-out of the internal road is contingent upon the future TOD development planned north of the Government Facility Parking Structure. The Public Works Official shall review the design of the main east-west road based on the following design standards: 1) Two travel lanes (one lane each way) 2) May include on-street parking 3) Eight-foot-wide sidewalk on each side of the road with street trees placed in five foot wide landscape strip planted 30 feet on-center 4) A phasing plan shall be submitted indicating construction responsibilities assigned to the Government facility use and responsibility assigned to future transit-oriented development to the north. 5) The Public Works Official may modify these standards if: i. The modification will not affect the ability to provide any property with police, fire, emergency medical, or other-essential services, and ii. The modification will produce landscaping and site design superior to that which would result from adherence to the adopted standard. c. Provide coordinated pedestrian amenities for transit riders including, street furniture, signage, trash bins, newspaper boxes. d. Provide vertical and horizontal building façade treatments to mitigate size of parking garage, reduce the perceived mass of the building, and provide variety and interest along the east and north building facades visible from 116th Way NE and the development (TOD) to the north. Appropriate mitigation techniques include but are not limited to: vertical and horizontal building modulation; vertical trellises; climbing vines; green screens; perforated mounted screens on building facade; changes in building materials and colors; textured concrete; artwork, such as mosaics, murals, sculptures or bas-relief on blank walls; or landscaped beds (minimum five (5) feet wide or a raised planter bed at least two (2) feet high and three (3) feet wide planted with vegetation that will obscure or screen blank walls.

		e. Provide design techniques that minimize the visibility of parked cars., screen headlights and visible garage lighting sources. Techniques may include a combination of solid walls, perforated metal or mesh panels or decorative grills. f. Provide design techniques for garage stair towers and elevator overruns to be distinctive architectural features, using elements such as roof forms, building materials and color. g. Submit a lighting plan for site, pedestrian, garage and roof lighting to ensure lighting minimizes light transfer of rooftop and garage lighting to adjacent residential use to the south and west (techniques such as: cut-off light shields, sensors). h. Service and storage functions shall be located away from the street edge and generally not be visible from the street or sidewalks. i. The Planning Official may approve variations of the above design standards if the proposal is consistent with the Totem Lake Business District Design Guidelines. j. Parking garage shall be designed constructed and built using sustainable building and infrastructure standards including: 1) Show compliance with the Sound Transit's Design Construction Manual criteria for sustainable building and infrastructure. 2) Utilize the rooftop or other portions of the parking structure to be photovoltaic (PV) ready with required conduit and wiring installed for future community solar or utility driven PV solar hosting. k. Provide electric vehicle charging station parking stalls at a minimum of 2% of the total new vehicle parking stalls. In addition, provide a minimum of 4% of the new parking stalls as EV ready charging stations with the appropriate infrastructure and electrical service.
Regulations for Government Facility Parking Structure 30.30.295		**30.30 Density, Dimensions, Development Standards**
Minimum Lot Size	None	
Required Yards	East :20'. See Special Regulation DDS-1 and DD-26.	DD-26. The required yard may be reduced to 0' if the street level floor of the building contains a commercial use designed with a pedestrian-oriented facade with direct access to 116th Way NE. Façade treatments shall include overhead weather protection, public spaces with seating, landscaping, and art, and transparent storefronts.
	South: 45' See Special	DD-27. The 45' required yard shall be measured from the common property line between the TOD zone and the adjoining 1.8 zone.

Draft Zoning Code Amendments to PR 1.8 Transit Oriented Development (TOD) Zone in the Totem Lake Neighborhood

	Regulation DD-27	
	West:: 50' See Special Regulation DD-28	DD-28. The 50' required yard shall be measured from the common property line between the TOD zone and the adjoining RSX 7.2 zone.
	North: 0' *(Along TOD property line)*	
Maximum Building Height	60' above average building elevation	
Maximum Lot Coverage	100%	
Regulations for Government Facility Parking Structure 30.40.295		**30.40. Development Standards**
Landscape Category	B See Special Regulation DS-12.	DS-12.Submit a landscape and tree retention plan showing: a) Retention of all existing trees (unless deemed hazard or nuisance), vegetation, and berming within the required buffers located within the south and west required yard. Add replacement trees and vegetation in the buffers for any trees and vegetation removed deemed to be hazard or nuisance. b) Within the south required yard, the plans shall indicate enhancement of the existing buffer area to create the appearance of a natural, open area, planted with a variety of native trees, shrubs, and groundcover that will provide lower level screening and effective screening of the parking garage over time. Install a 6-foot-high solid screening fence or wall. Design of plan to include CPTED (Crime Prevention through Environmental Design) principles. c) Provide landscaping between the north and east parking structure façades and any vehicular access area or interior pedestrian walkway with a minimum 3 feet of landscaping. The Planning Official may modify this requirement if proposed façade treatments will achieve equal or better screening and visual appearance of the parking structure façade.
Required Parking	N/A See Special Regulation DS-13	DS-13. Development shall provide long term and short- term bicycle parking. At a minimum the number of bicycle parking stalls shall be 28. A portion of the bike stalls must be in a secured, locked area such as a bike cage or on-demand lockers within the garage or weatherproof bicycle lockers may be located outside of the garage. The Planning Official may modify this standard based on site constraints, observed utilization, high-quality bicycle infrastructure, or other

		modes of access. Design must demonstrate that there is an area that could accommodate growth in bicycle parking demand at a rate of twice what was initially provided. To meet this requirement, off site bicycle parking may be approved if the Planning Official finds that the off-site location provides safer and/or more convenient access to Totem Lake/Kingsgate BRT Station.

Draft Zoning Code Amendments to PR 1.8 Transit Oriented Development (TOD) Zone in the Totem Lake Neighborhood

KZC Chapter 30, Add New PR 1.8 TOD Use Zone Chart Amendments:

New Use Listing TOD Containing Attached or Stacked Dwelling Units or Residential Suites to PR 1.8 Transit Oriented Development (TOD) Zone KZC Chapter 30		
Regulations		**30.20 Permitted Uses**
Use 30.20.300 Transit Oriented Development Containing Attached or Stacked Dwelling Units or Residential Suites	**Required Review Process:** DR., Chapter 142. See Special Regulation PU- 1 and PU-2	Special Regulations: PU-41. Development must be part of a Conceptual Master Plan (CMP) for the entire subject property. The proposed CMP shall be reviewed using the Design Review process provisions of KZC 142.35. Subsequent development proposals shall follow DR or ADR as set forth in the Notice of Approval for the Conceptual Master Plan. The Conceptual Master Plan shall incorporate the design guidelines contained in the Design Guidelines for the Totem Lake Business District and include the following: a. At least 50 percent of the gross floor area of development in the master plan must be residential uses. b. Residential development within the master plan shall result in a minimum of 51 percent of total residential units being affordable with affordability levels as follows: 1) For renter-occupied housing: i. A minimum of 25% of the total residential units shall be affordable at no greater than 50 percent of median income and ii. A minimum of 15% of the total residential units shall be affordable at 80 percent of median income and iii. A minimum of 10% of the total residential units shall be affordable at 100% of median income. iv. Affordable rent levels will be determined using the same methodology used in the definition of affordable housing unit in Chapter 5 KZC. 2) For owner-occupied housing: A minimum of 51 percent of the total residential units shall be affordable housing units as defined in KZC 5.10.023(1)(a). 3) Shall provide a portion of affordable housing units for people with disabilities consistent with the applicable State of Washington Low Income Housing Tax Credit (LIHTC) funding criteria. 4) See affordability requirements in Chapter 5 KZC. 5) See Chapter 112 KZC for additional affordability housing requirements and incentives. The following provisions of Chapter 112 KZC do not apply to this zoning district: 112.20.3, and 112.20.4 (Alternate Affordability Levels and Dimensional Standards Modifications); 112.25 (Additional Affordable Housing Incentives); 112.30 (Alternative Compliance). 6) The City Council may consider an alternative approach to meet the affordability objectives including flexibility in parking requirement through approval of a Development Agreement. c. For Residential Suites development standards see Special Regulation PU-2 for additional standards.

d. May also include one or more of the other uses allowed in this zone.
e. The following uses are prohibited:
    1) Drive-through facilities.
    2) Retail establishments involving the sale, service, repair or storage of automobiles, trucks, boats, motorcycles, recreational vehicles, heavy equipment and similar vehicles.
    3) Vehicle service stations.
f. Any commercial uses on the street level floor of a building shall be designed to provide a minimum 13' (feet) in height and oriented toward fronting streets and pedestrian pathways.
g. Circulation system for vehicles and pedestrians that integrates existing and planned circulation throughout the zone including shared vehicular and pedestrian connections to 116th Way NE, Government Facility parking structure to the south, and transit facilities. The Public Works Official shall review the design of the main east-west road between the Government Facility and the TOD property based on the following design standards.
    1) Two travel lanes (one lane each way)
    2) May include on-street parking
    3) Eight-foot-wide sidewalk on each side of the road with street trees placed in five-foot wide landscape strip planted 30 feet on-center
    4) The Public Works Official may modify these standards if:
        i. The modification will not affect the ability to provide any property with police, fire, emergency medical, or other-essential services, and
        ii. The modification will produce landscaping and site design superior to that which would result from adherence to the adopted standard
h. Pedestrian connections from 116th Way NE to public plazas and between buildings to the TOD pursuant to requirements of KZC 105.18.
i. Landscape and tree retention plan. See Special Regulation DS-13.
j. Where parking garages are not located below grade, provide design techniques for above grade parking structure facades to mitigate visible impacts from adjacent streets and residential uses such as a combination of intervening uses, solid walls, perforated metal or mesh panels or decorative grills, or dense landscape screening. Provide techniques to minimize the visibility of parked cars within a structure to screen headlights and visible garage lighting sources.
k. Submit a lighting plan for site, pedestrian, garage and roof lighting to ensure lighting minimizes light transfer of rooftop and garage lighting to adjacent residential use to the south and west (techniques such as: cut-off light shields, sensors).
l. Locate service and storage functions to generally not be visible from the street or sidewalks.
m. Design and install a City gateway feature to the Totem Lake Business District at the corner of NE 132nd Street and 116th Way NE. The features shall contain elements such as a sign, art, landscaping and lighting and/or a visible and welcoming pedestrian-oriented space between the sidewalk, stairway, and buildings. See Totem

		Lake Business District Design Guidelines and Totem Lake Enhancement Plan. The specific location and design of the gateway shall be evaluated through the Design Review Process. n. Provide publicly accessible space(s) and private common recreation open spaces. Public spaces should have a width and depth of at least 15 feet. Developments with fewer than 50 dwelling units shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500 to 2,000 square feet in size. The City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art, landscaping and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval. o. The Design Review Board may approve variations of the above design standards if the proposal is consistent with the Totem Lake Business District Design Guidelines. p. Development shall be designed, built and certified to achieve or exceed the following green building standards: Built Green 5 Star certified, LEED Platinum certified, or Living Building Challenge Petal certified (Energy Water and Materials petals at a minimum), or Living Building Challenge certified. PU-42. Residential Suites in PR 1.8 TOD zone: a. Development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 Star certified, LEED Platinum certified, or Living Building Challenge Petal certified (Energy, Water and Material petals at a minimum), or Living Building Challenge certified. b. Developments containing this use shall provide common living area available to all residential suite residents. Common living area shall consist of areas such as shared kitchens, dining areas, and community rooms. Areas such as bathrooms, laundries, utility rooms, storage, stairwells, mailrooms, and hallways shall not be counted as common living area. The minimum amount of common living area for each project shall be 250 square feet plus an additional 20 square feet per living unit.
Regulations TOD Containing Attached or Stacked Dwelling Units or Residential Suites 30.30.300		**30.30 Density, Dimensions, Development Standards**
Minimum Lot Size	None	
Required Yards	Front: 20'. See Special Regulation DD-27	DD-27. The Design Review Board may approve a reduction of the required front yard along 116th Way NE to zero feet for portions of the structure where the street floor of the building contains: a. Commercial use designed with a pedestrian-oriented façade with direct access to 116th Way NE. Façade treatments shall include overhead weather protection; public spaces with seating, landscaping, and art; and transparent storefronts; or. b. Residential uses or lobbies that incorporate front entries, porches, and stoops oriented to 116th Way NE.

	South property line: 10' *(Staff note: adjacent to Government Facility parking structure)*	
	West property line: 50' See Special Regulation PU-1.	
Maximum Building Height	85' above average building elevation. See Special Regulation DD-28	DD-28. No portion of a structure located within 10' of the east property line shall exceed 45' above average building elevation.
Maximum Lot coverage	80%	
Regulations TOD Containing Attached or Stacked Dwelling Units or Residential Suites 30.40.300		**30.40. Development Standards**
Landscape Category	See Special Regulation DS-14.	DS-14: a. Retention of all existing trees (unless deemed hazard or nuisance), vegetation and berming within the required buffers located within the west required yard. Add replacement trees and vegetation in the buffers for any trees and vegetation removed deemed to be hazard or nuisance. b. Along the 116th Way NE property frontage, install plant tree species that will achieve a tall height with a significant amount coniferous to mitigate view of freeway. Install decorative pedestrian lighting pursuant to City Pre-approved Plans.
Sign Category	See Special Regulation DS-15.	DS-15. Signs for a development approved under this provision must be proposed within a Master Sign Plan application (KZC 100.80) for all signs within the development.
Required Parking	See Special Regulation DS-	DS-16. Parking Rates: Market Rate Residential: 1.0 per unit, plus guest parking at .05 stall per unit

	16, DS-17 and DS-18	Affordable Housing:.75 stall per affordable unit Residential Suites: 1.0 stall per unit (with provisions to reduce to 0.5 if parking is managed) Restaurant/tavern: 1 stall per 125 sq. ft of gfa. Retail: 1.0 stall per each 350 sq. ft. of gfa. Office: 1.0 stall per each 350 sq. ft. of gfa. Hotel/Motel: 1.0 stall per each room. Public or Private College or University and Related Facilities: see KZC 105.25 Entertainment, cultural, recreational: see KZC 105.25 DS-18. Residential Suites in PR 1.8 TOD zone: a. Parking shall be provided at a rate of one stall per living unit plus one per on-site employee, and modifications to decrease the parking requirement are prohibited. However, if parking is managed as provided below, parking shall be provided at a rate of 0.5 per living unit plus one per on-site employee. b. The required parking shall be 0.5 per living unit where the parking is managed as follows and the property owner agrees to the following in a form approved by the City and recorded with King County: 1) Rentals shall be managed such that the total demand for parking does not exceed the available supply of required private parking. If the demand for private parking equals or exceeds the supply of required private parking, the property owner shall either restrict occupancy of living units or restrict leasing to only tenants who do not have cars. 2) The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording with King County. At a minimum the TMP shall include the following requirements: i. Charge for on-site parking, unbundled from the rent, for tenants who have cars. 2) Bus pass or equivalent alternative transportation mode subsidies for tenants who do not have cars. ii. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off site to avoid parking charges. iii. Adequate secured and sheltered bicycle parking to meet anticipated demand. iv. Designation of a Transportation Coordinator to manage the TMP, provide commute information to all new tenants, and be a point of contact for the City. v. At the time the project attains 90 percent occupancy, the property owner shall provide an accurate and detailed report of initial resident parking demand and alternative commute travel. The report format shall be reviewed and approved by the City. vi. Following the initial survey, the property owner shall submit a biennial survey of residents prepared and conducted by a licensed transportation engineer or other qualified professional documenting on-site and potential off-site parking utilization and alternative commute travel. The Planning Director may increase or decrease the frequency of the survey based on the documented success of the TMP.

		vii. Acknowledgment by the property owner that it shall be a violation of this code for the actual parking demand for the project to exceed the available supply of required parking or to fail to comply with the provisions of the TMP or reporting requirements. viii. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City Transportation Engineer. The study shall provide at least two days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City Transportation Engineer. c. All residential suites and all required parking within a project shall be under common ownership and management.

KZC Amendments to Chapter 5- *draft 7/7/2020*

KZC Chapter 5 Definitions:

KZC 5.10.023 Affordable Housing Unit

1.An owner-occupied dwelling unit reserved for occupancy by eligible households and affordable to households whose household annual income does not exceed the following percent of the King County median household income, adjusted for household size, as determined by the United States Department of Housing and Urban Development (HUD), and no more than 30 percent of the monthly household income is paid for monthly housing expenses (mortgage and mortgage insurance, property taxes, property insurance and homeowners' dues):

a. Eighty percent in the CBD 5A, RH, TL, HENC 2, and PLA 5C zoning districts and for Transit Oriented Development in the PR 1.8 zone; or

b. One hundred percent in density limited zoning districts.

2.A renter-occupied dwelling unit reserved for occupancy by eligible households and affordable to households whose household annual income does not exceed 50 percent of the King County median household income, adjusted for household size, as determined by HUD, and no more than 30 percent of the monthly household income is paid for monthly housing expenses (rent and an appropriate utility allowance).

In the event that HUD no longer publishes median income figures for King County, the City may use any other method for determining the King County median income, adjusted for household size. (Ord. 4637 § 3, 2018; Ord. 4474 § 1, 2015; Ord. 4222 § 1, 2009; Ord. 3938 § 1, 2004)

KZC Chapter 112 – AFFORDABLE HOUSING INCENTIVES – MULTIFAMILY- *Draft Amendments 7/7/2020*

Sections:

112.05 User Guide

This chapter offers dimensional standard flexibility and density and economic incentives to encourage construction of affordable housing units in commercial zones, high density residential zones, medium density zones, and office zones.

If you are interested in proposing four (4) more residential units in commercial zones, high density residential zones, medium density zones, or office zones, or you wish to participate in the City's decision on such a project, you should read this chapter.

(Ord. 4392 § 1, 2012; Ord. 4222 § 1, 2009; Ord. 3938 § 1, 2004)

112.10 Purpose

There is a limited stock of land within the City zoned and available for residential development and there is a demonstrated need in the City for housing which is affordable to persons of low and moderate income. Therefore, this chapter provides development incentives in exchange for the public benefit of providing affordable housing units in commercial zones, high density residential zones, medium density zones, and office zones.

(Ord. 4392 § 1, 2012; Ord. 4222 § 1, 2009; Ord. 3938 § 1, 2004)

112.15 Affordable Housing Requirement

1. Applicability –

   a. Minimum Requirement – All developments creating four (4) or more new dwelling units in commercial, high density residential, medium density and office zones shall provide at least 10 percent of the units as affordable housing units and comply with the provisions of this chapter as established in the General Regulations or the Special Regulations for the specific use in Chapters 20 through 56 KZC. This subsection is not effective within the disapproval jurisdiction of the Houghton Community Council, except in the HENC 1 and HENC 2 zones. For Transit Oriented Development in the PR 1.8 zone, see the Permitted Uses for the minimum amount of affordable housing to be provided and other requirements of this chapter that do not apply.

   b. Voluntary Use – All other provisions of this chapter are available for use within the disapproval jurisdiction of the Houghton Community Council and in developments where the minimum requirement does not apply; provided, however, the provisions of this chapter are not available for use in developments located within the BN zone.

2. Calculation in Density-Limited Zones – For developments in density-limited zones, the required amount of affordable housing shall be calculated based on the number of dwelling units proposed prior to the addition of any bonus units allowed pursuant to KZC 112.20.

3. Calculation in CBD 5A, RH, HENC 2, TL, Transit Oriented Development in PR 1.8, FHNC and PLA 5C Zones – For developments in the CBD 5A, RH, TL, FHNC, HENC 2 and PLA 5C zones, the required amount of affordable housing shall be calculated based on the total number of dwelling units proposed.

4. Rounding and Alternative Compliance – In all zones, the number of affordable housing units required is determined by rounding up to the next whole number of units if the fraction of the whole number is at least 0.66. KZC 112.30 establishes methods for alternative compliance, including payment in lieu of construction for portions of required affordable housing units that are less than 0.66 units.

(Ord. 4650 § 1, 2018; Ord. 4637 § 3, 2018; Ord. 4636 § 3, 2018; Ord. 4476 § 3, 2015; Ord. 4474 § 1, 2015; Ord. 4392 § 1, 2012; Ord. 4390 § 1, 2012; Ord. 4337 § 1, 2011; Ord. 4286 § 1, 2011; Ord. 4222 § 1, 2009; Ord. 3938 § 1, 2004)

112.20 Basic Affordable Housing Incentives

1. Approval Process – The City will use the underlying permit process to review and decide upon an application utilizing the affordable housing incentives identified in this section.

2. Bonus

a. Height Bonus. In RH, PLA 5C, FHNC, and TL use zones where there is no minimum lot size per dwelling unit, and for Transit Oriented Development in the PR 1.8 zone, additional building height has been granted in exchange for affordable housing, as reflected in each Use Zone Chart for the RH, FHNC and TL zones and tables for the PLA 5C and PR 1.8 zones.

b. Development Capacity Bonus. On lots or portions of lots in the RH 8 use zone located more than 120 feet north of NE 85th Street, between 132nd Avenue NE and parcels abutting 131st Avenue NE, in the HENC 2 use zone, and in the CBD 5A use zone, where there is no minimum lot size per dwelling unit, additional residential development capacity has been granted in exchange for affordable housing as reflected in the Use Zone Chart.

c. Bonus Units. ~~In use~~For uses in zones where the number of dwelling units allowed on the subject property is determined by dividing the lot size by the required minimum lot area per unit, two (2) additional units ("bonus units") may be constructed for each affordable housing unit provided. (See Plate 32 for example of bonus unit calculations.)

d. Maximum Unit Bonuses. The maximum number of bonus units achieved through a basic affordable housing incentive shall be 25 percent of the number of units allowed based on the underlying zone of the subject property.

e. Density Bonus for Assisted Living Facilities. The affordable housing density bonus may be used for assisted living facilities to the extent that the bonus for affordable housing may not exceed 25 percent of the base density of the underlying zone of the subject property.

3. Alternative Affordability Levels – An applicant may propose affordability levels different from those defined in Chapter 5 KZC for the affordable housing units.

a. In use zones where a density bonus is provided in exchange for affordable housing units, the ratio of bonus units per affordable housing unit for alternative affordability levels will be as follows:

Affordability Level	Bonus Unit to Affordable Unit Ratio
Renter-Occupied Housing	
60% of median income	1.9 to 1
70% of median income	1.8 to 1
Owner-Occupied Housing	
90% of median income	2.1 to 1
80% of median income	2.2 to 1

b. In the CBD 5A, HENC 2, RH, TL and PLA 5C use zones, the percent of affordable units required for alternative affordability levels will be as follows:

Affordability Level	% of Project Units Required to Be Affordable
Renter-Occupied Housing	
60% of median income	13%
70% of median income	17%
Owner-Occupied Housing	
70% of median income	8%
90% of median income	13%
100% of median income	21%

c. To encourage "pioneer developments" in the Rose Hill and Totem Lake business districts, the definition of affordable housing for projects in the RH and TL zones shall be as provided in the following table. This subsection shall apply only to those projects which meet the affordability requirements on site or off site. This subsection shall not apply to those projects which elect to use a payment in lieu of constructing affordable units as authorized in KZC 112.30(4).

The affordable housing requirements for projects vested on or after the effective date of the ordinance codified in this section must be targeted for households whose incomes do not exceed the following:

Number of Total Units		Affordability Level	
RH Zones	***TL Zones***	***Renter-Occupied***	***Owner-Occupied***
First 50 units	First 150 units	70% of median income	100% of median income
Second 50 units	Second 150 units	60% of median income	90% of median income
All subsequent units	All subsequent units	50% of median income	80% of median income

"Number of Total Units" shall mean the total number of housing units (affordable and otherwise) permitted to be constructed within the RH and TL zones where affordable housing units are required and which have not received funding from public sources.

d. Depending on the level of affordability provided, the affordable housing units may not be eligible for the impact fee waivers described in subsections (5)(a) and (5)(b) of this section.

4. Dimensional Standards Modification – To the extent necessary to accommodate the bonus units allowed under subsection (2)(c) of this section on site, the following requirements of the Kirkland Zoning Code may be modified through the procedures outlined in this subsection. These modifications may not be used to accommodate the units resulting from the base density calculation.

a. Maximum Lot Coverage. The maximum lot coverage may be increased by up to five (5) percentage points over the maximum lot coverage permitted by the underlying use zone. Maximum lot coverage may not be modified through this provision on properties with streams, wetlands, minor lakes or their buffers. In addition, this modification would require a shoreline variance as set forth in Chapter 141 KZC for properties within jurisdiction of the Shoreline Management Act. See Chapter 83 KZC.

b. Parking Requirement. The required parking may be reduced to 1.0 space per affordable housing unit. No additional guest parking is required for affordable housing units. If parking is reduced through this provision,

the owner of the affordable housing unit shall sign a covenant, in a form acceptable to the City Attorney, restricting the occupants of each affordable housing unit to a maximum of one (1) automobile.

c. Structure Height. Maximum height for structures containing affordable housing units may be increased by up to six (6) feet for those portions of the structure(s) that are at least 20 feet from all property lines. Maximum structure height may not be modified through this provision for any portion of a structure that is adjoining a low density zone. This modification may be permitted or may require a shoreline variance as set forth in Chapter 141 KZC for properties within jurisdiction of the Shoreline Management Act. See Chapter 83 KZC.

d. Required Yards. Structures containing affordable housing units may encroach up to five (5) feet into any required yard except that in no case shall a remaining required yard be less than five (5) feet. A modification to the shoreline setback would require a shoreline variance set forth in Chapter 141 KZC for properties within jurisdiction of the Shoreline Management Act. See Chapter 83 KZC.

e. Common Recreational Space. Common recreational open space per unit, when required, may be reduced by 50 square feet per affordable housing unit.

5. Impact Fee and Permit Fee Calculation

a. Applicants providing affordable housing units may request an exemption from payment of road impact fees for the affordable housing units as established by KMC 27.04.050.

b. Applicants providing affordable housing units may request an exemption from payment of park impact fees for the affordable housing units as established by KMC 27.06.050.

c. Applicants providing affordable housing units are eligible for exemption from various planning, building, plumbing, mechanical and electrical permit fees for the bonus units allowed under subsection (2)(c) of this section as established in KMC 5.74.070 and KMC Title 21.

6. Property Tax Exemption – A property providing affordable housing units may be eligible for a property tax exemption as established in Chapter 5.88 KMC.

(Ord. 4637 § 3, 2018; Ord. 4636 § 3, 2018; Ord. 4498 § 3, 2015; Ord. 4476 § 3, 2015; Ord. 4474 § 1, 2015; Ord. 4337 § 1, 2011; Ord. 4252 § 1, 2010; Ord. 4222 § 1, 2009; Ord. 3938 § 1, 2004)

112.25 Additional Affordable Housing Incentives

1. Approval Process for Additional Affordable Housing Incentives – An applicant may request that the City grant affordable housing incentives in addition to or in place of the basic affordable housing incentives allowed in KZC 112.20 due to specific site conditions. Such a request shall be reviewed and decided upon as outlined below.

2. Density Bonus – An applicant may propose more than two (2) bonus units for every affordable housing unit or a density bonus exceeding 25 percent of the number of units allowed in the underlying zone of the subject property. However, in no event may a project receive a bonus that would result in a number of bonus units that exceeds 50 percent of the number of units allowed based on the underlying zone of the subject property. Such a request shall be reviewed and decided upon by the Planning Director. The decision of the Planning Director in approving or denying a modification under this subsection may be appealed using the appeal provision, as applicable, of Process I, KZC 145.60 through 145.110.

3. Dimensional Standards Modification – An applicant may request further modification from the dimensional standards listed in KZC 112.20(4). Approval of any further modification of the dimensional standards will be based on the applicant's demonstration that the subject property cannot reasonably achieve the permitted density, including the bonus units. Such a request shall be reviewed and decided upon using Process I, described in Chapter 145 KZC. If the development, use, or activity requires approval through Process IIA or IIB, the entire proposal will be decided upon using that other process.

4. Criteria for Approving Additional Affordable Housing Incentives – The City may approve one (1) or more of the additional affordable housing incentives listed in subsection (2) or (3) of this section, in addition to or in place of the basic affordable housing incentives, if one (1) or more of the following requirements are met:

a. The additional incentive is necessary to provide sufficient economic incentive to the applicant to offset the cost of providing the affordable housing units.

b. The additional incentive is necessary to reasonably achieve the permitted density, including the bonus units.

c. The additional incentive is necessary to achieve a greater number of affordable housing units than the affordable housing requirements would prescribe or a greater level of affordability than is defined by the term affordable housing unit.

In making its decision on additional incentives, the City will consider the value of any property tax exemptions available to the project from the City as established in Chapter 5.88 KMC, as well as other fee waivers or reductions as established in the Kirkland Municipal Code.

(Ord. 4286 § 1, 2011; Ord. 4222 § 1, 2009; Ord. 3938 § 1, 2004)

112.30 Alternative Compliance

1. Approval Process for Alternative Compliance – As an alternative to providing some or all of the required affordable housing units on the subject property, the Planning Director may approve a request for alternative compliance. Alternative compliance may include providing affordable housing units at another location within the City of Kirkland, payment to the City in lieu of constructing partial affordable housing units to be used to create affordable housing units, or such other means proposed by the applicant and approved at the discretion of the Planning Director, consistent with the following criteria for alternative compliance.

2. Criteria for Alternative Compliance – The City may approve a request for alternative compliance if both of the following requirements are met:

a. The applicant demonstrates that the proposed alternative compliance method achieves an affordable housing benefit to the City equal to or better than providing the affordable housing units on site.

b. The affordable housing units provided through the alternative compliance will be based on providing the same type of ownership of units as would have been provided on site.

3. Requirements for Off-Site Alternative Compliance – Off-site affordable housing units are subject to the following requirements:

a. The off-site location chosen for the affordable housing units shall not lead to an undue concentration of affordable housing either at the off-site location or in any particular area of the City.

b. Any building permits required for off-site affordable housing units shall be submitted prior to submittal of building permits for the subject property. Certificates of occupancy for off-site affordable housing units shall be issued prior to issuance of the final certificate of occupancy for the subject property.

4. Requirements for Payment in Lieu Alternative Compliance – Payments in lieu of constructing affordable housing units are subject to the following requirements:

a. To encourage “pioneer developments” subject to these regulations, payments in lieu are allowed for one (1) whole required affordable housing unit and portions of required affordable housing units that are less than 0.66 units during the five (5) years immediately following the effective date of the ordinance codified in this chapter (until April 1, 2015). After that time period, payments in lieu are allowed only for portions of required affordable housing units that are less than 0.66 units. Rounding up to the next whole number of units and actual construction of the affordable units is required when the calculated number of required affordable units results in a fraction of 0.66 or more.

b. Payments in lieu shall be based on the difference between the cost of construction for a prototype affordable housing unit on the subject property, including land costs and development fees, and the revenue generated by an affordable housing unit. The formula for payments shall be established by the Planning Director.

c. The payment obligation shall be established prior to issuance of any building permits for the project and shall be due prior to issuance of any certificate of occupancy for the project. Collected payments shall be deposited in the City's Housing Trust Fund account.

(Ord. 4222 § 1, 2009; Ord. 3938 § 1, 2004)

112.35 Affordability Provisions

1. Approval of Affordable Housing Units – Prior to the issuance of any permit(s), the City shall review and approve the location and unit mix of the affordable housing units consistent with the following standards:

a. The affordable housing units shall be intermingled with all other dwelling units in the development.

b. The type of ownership of the affordable housing units shall be the same as the type of ownership for the rest of the housing units in the development.

c. The affordable housing units shall consist of a range of number of bedrooms that are comparable to units in the overall development.

d. The size of the affordable housing units, if smaller than the other units with the same number of bedrooms in the development, must be approved by the Planning Director. In no case shall the affordable housing units be more than 10 percent smaller than the comparable dwelling units in the development, based on number of bedrooms, or less than 500 square feet for a 1-bedroom unit, 700 square feet for a 2-bedroom unit, or 900 square feet for a 3-bedroom unit, whichever is less.

e. The affordable housing units shall be available for occupancy in a time frame comparable to the availability of the rest of the dwelling units in the development.

f. The exterior design of the affordable housing units must be compatible and comparable with the rest of the dwelling units in the development.

g. The interior finish and quality of construction of the affordable housing units shall at a minimum be comparable to entry level rental or ownership housing in the City of Kirkland.

2. Affordability Agreement – Prior to issuing a certificate of occupancy, an agreement in a form acceptable to the City Attorney that addresses price restrictions, homebuyer or tenant qualifications, long-term affordability, and any other applicable topics of the affordable housing units shall be recorded with King County Recorder's Office. This agreement shall be a covenant running with the land and shall be binding on the assigns, heirs and successors of the applicant.

Affordable housing units that are provided under this section shall remain as affordable housing for a minimum of 50 years from the date of initial owner occupancy for ownership affordable housing units and for the life of the project for rental affordable housing units.

(Ord. 4491 § 11, 2015; Ord. 4222 § 1, 2009; Ord. 3938 § 1, 2004)

112.40 Regulatory Review and Evaluation

At least every two (2) years, the Planning and Building Department shall submit a report that tracks the use of these regulations to the Houghton Community Council, Planning Commission and City Council.

(Ord. 4491 § 3, 2015; Ord. 4222 § 1, 2009; Ord. 3938 § 1, 2004)

DRAFT June 2020

ATTACHMENT 5

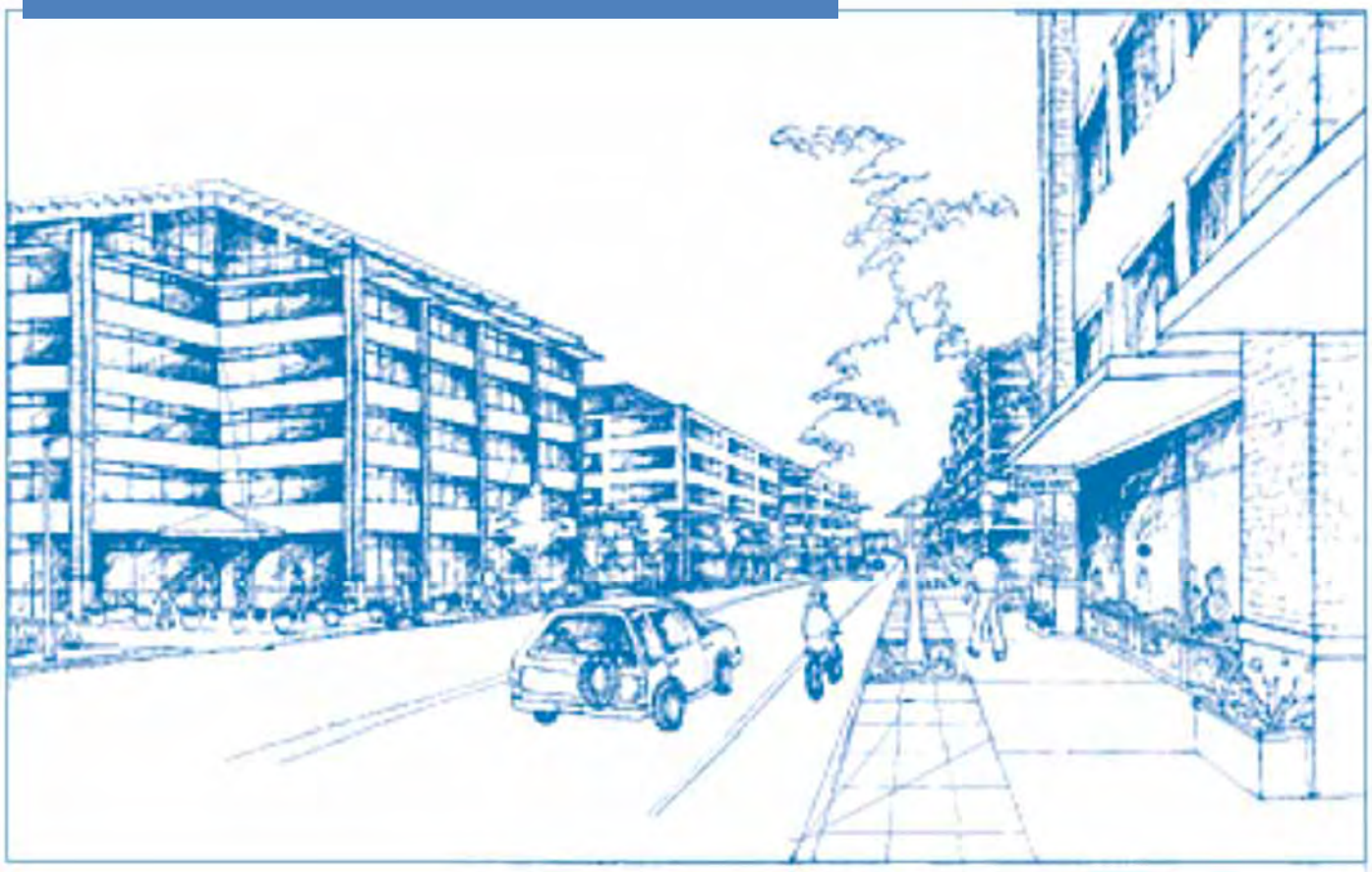
The City of Kirkland

Design Guidelines

Business District

For Totem Lake Neighborhood

~~For Totem Lake Neighborhood~~



Adopted by the City Council
pursuant to Kirkland Municipal Code
Section 3.30.040, Ordinance ~~4052~~.

Penny Sweet
~~Jim Lauinger~~,
Mayor

~~Eric Shields,~~ Adam Weinstein
Director,
Planning & Building
~~Community Development~~
Department

Design Guidelines for Totem Lake Business District~~Neighborhood~~

Table of Contents

Introduction

This document sets forth a series of Design Guidelines, adopted by Section 3.30.04X of the Kirkland Municipal Code that will be used by the City in the Ddesign Board Rreview (DBR) process for development in the Totem Lake Business DistrictNeighborhood. The Totem Lake Business District Neighborhood encompasses the Business District CoreTotem Center and the adjacent land within the district'sneighborhood boundaries. At this time, Design Guidelines governing development in the Business District CoreTotem Center are contained in the document titled, Design Guidelines for Pedestrian-Oriented Business Districts, Section 3.30.040 of the Municipal Code.

Other documents that should be referred to during design review are the Totem Lake Business District Neighborhood Plan goals and policies contained in the Comprehensive Plan, and the TL, PR 1.8 Transit Oriented Development Zone Use Zone Charts found in the Kirkland Zoning Code, and the Totem Lake Urban Center Enhancement and Multimodal Transportation Network Plan, approved by the Kirkland City Council on May 15, 2018.

Purpose of the Design Guidelines

For projects required to be reviewed by the Design Review Board, the Board will use these guidelines in association with the Design Regulations of the Kirkland Zoning Code. To the extent that the standards of the Design Guidelines or Design Regulations address the same issue but are not generally consistent or contain different levels of specificity, the Design Review Board will determine which standard results in superior design. For Administrative Design Review (ADR), the Planning Official will use these guidelines when necessary to interpret the Design Regulations. They are also intended to assist project applicants and their architects by providing graphic examples of the intent of the City's guidelines and regulations.

The Design Guidelines do not set a particular style of architecture or design theme. They are intended to establish a greater sense of quality, unity, and conformance with Kirkland's physical assets and civic identity. These guidelines are not intended to slow or restrict development, but rather to add consistency and predictability to the permit review process.

Urban Design Goals

Urban design goals and objectives for the desired future development of the area were adopted in 201502 as part of the Totem Lake Business DistrictNeighborhood Plan:

> ***Urban Design Framework Goal: Provide a sense of neighborhood identity.*** *The Totem Lake Neighborhood is comprised of distinct areas separated by built features, such as I-405. Urban design policies seek to establish visual connections between these areas, create effective transitions within and around the neighborhood, and provide a collective identity for the neighborhood.*
>
> ***Design Goals TL-21-TL-24***
>
> - ***Ensure that public and private development contribute to a coherent and attractive neighborhood identity.***
> - ***Develop gateway features that strengthen the character and identity of the neighborhood.***
> - ***Develop a new landscaped boulevard that provides a green visual connection between the four quadrants of the neighborhood through enhanced landscape public amenities.***
> - ***Provide interconnected streetscape improvements throughout the neighborhood that contribute to a sense of neighborhood identity and enhance visual quality.***

The Totem Lake Business District is comprised of distinct areas separated by major transportation corridors~~,~~ such as I-405, NE 124th Street. Urban design policies seek to establish visual and non-motorized connections between these areas, create effective transitions within and around the district, and provide a collective identity for Totem Lake.

Design Goals TL 21-TL-25

- Goal TL-21: Ensure that public and private development contributes to a coherent and attractive identity for the business district.
- Goal TL-22: Develop gateway features that strengthen the character and identity of the Business District.
- Goal TL-23: Develop a new landscaped boulevard, or "Circulator" that provides a green visual connection between the subareas of the business district through enhanced landscape and public amenities.
- Goal TL-24: Provide interconnected streetscape improvements throughout the business district that contribute to a sense of neighborhood identity and enhance visual quality.
- Goal TL-25: Provide effective transitions between the light industrial, commercial and higher density multifamily uses in the business district and single family residential areas surrounding the district.

Design Vision for Totem Lake Business District~~Neighborhood~~

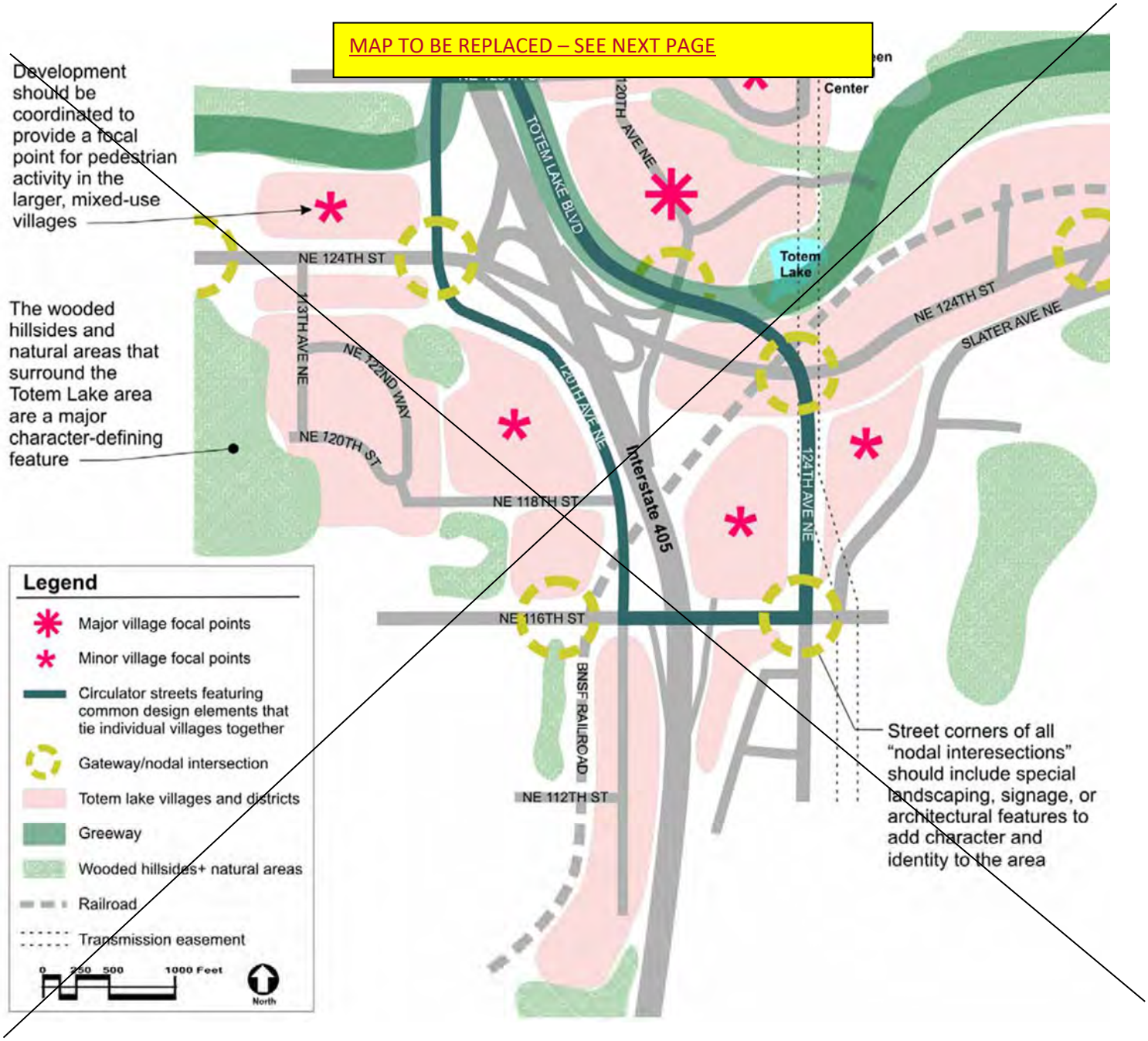
The Totem Lake Business District~~Neighborhood~~ will continue to evolve into an attractive urban center~~, with Totem Center at its core -~~ as a dense, compact community, with a mix of business, commercial and residential uses and a high level of transit and pedestrian activity. Outside of the Business District Core~~its core~~, the Plan for the Totem Lake Business District~~Neighborhood Plan~~ envisions new connections between areas separated by built features such as I-405, and building design that promotes a sense of community identity and continuity throughout the district~~neighborhood~~.

~~The Plan emphasizes the wide array of residential, retail, light industrial and office uses that surround the core, in the remainder of the Urban Center.~~ ~~This~~ The rich mix of uses in Totem Lake is accompanied by enhanced mobility within the ~~neighborhood, through maximized~~district. Efficient vehicular capacity ~~that~~ occurs through ~~improvements~~ infrastructure investment and an expanded bicycle and pedestrian network ~~connections that~~ provides additional opportunities for pedestrian-oriented development and placemaking. Local transit connections, an extensive non-motorized network and a local boulevard system will all combine to complement and support the regional system.

The Plan envisions an attractive and economically strong district~~neighborhood~~ in Totem Lake. It acknowledges the challenges to the creation of a single community identity posed by the area's natural and built elements that split the district~~neighborhood~~ into four fairly distinct quadrants. Totem Lake is the City's only neighborhood bisected by Interstate-405. Nevertheless, the use of design measures that address important elements of design~~,~~ will move the district~~neighborhood~~ forward into a ~~more~~ cohesive and coherent community. Key design issues to be addressed include human and architectural scale, breaking up of building mass, attention to building detail and appropriate building orientation.~~,~~ The identity and appeal of Totem Lake will be strengthened through the establishment of continuous and interconnected walking and biking networks~~,~~; ~~pedestrian connections, and consideration of building orientation, as well as~~ improvements in the public realm,~~-~~ including publicly accessible spaces along the frontage of new development and in public gathering spaces within the right of way~~,~~; gateway enhancements~~,~~; public art; and streetscapes with coordinated ~~such as consistent~~ street lights, sidewalk design, landscaping ~~elements~~ and street furniture. Implementation of the Circulator street concept to connect subareas of the district, combined with the reduction of block sizes achieved through new streets oriented to local traffic and new through block connections, will improve circulation and simplify wayfinding for visitors.

Several areas~~districts~~ within the district~~neighborhood~~ present unique opportunities for development. The Planning Concept Map (Figure 1) illustrates where these ~~focal points and~~ opportunities exist. Further discussion in this section presents the desired vision for each of these areas, as well as for the landscaped boulevard or "Circulator", that should tie the district ~~area's otherwise separate elements~~ together.

MAP TO BE REPLACED – SEE NEXT PAGE



Design Concept for the Totem Lake Business District

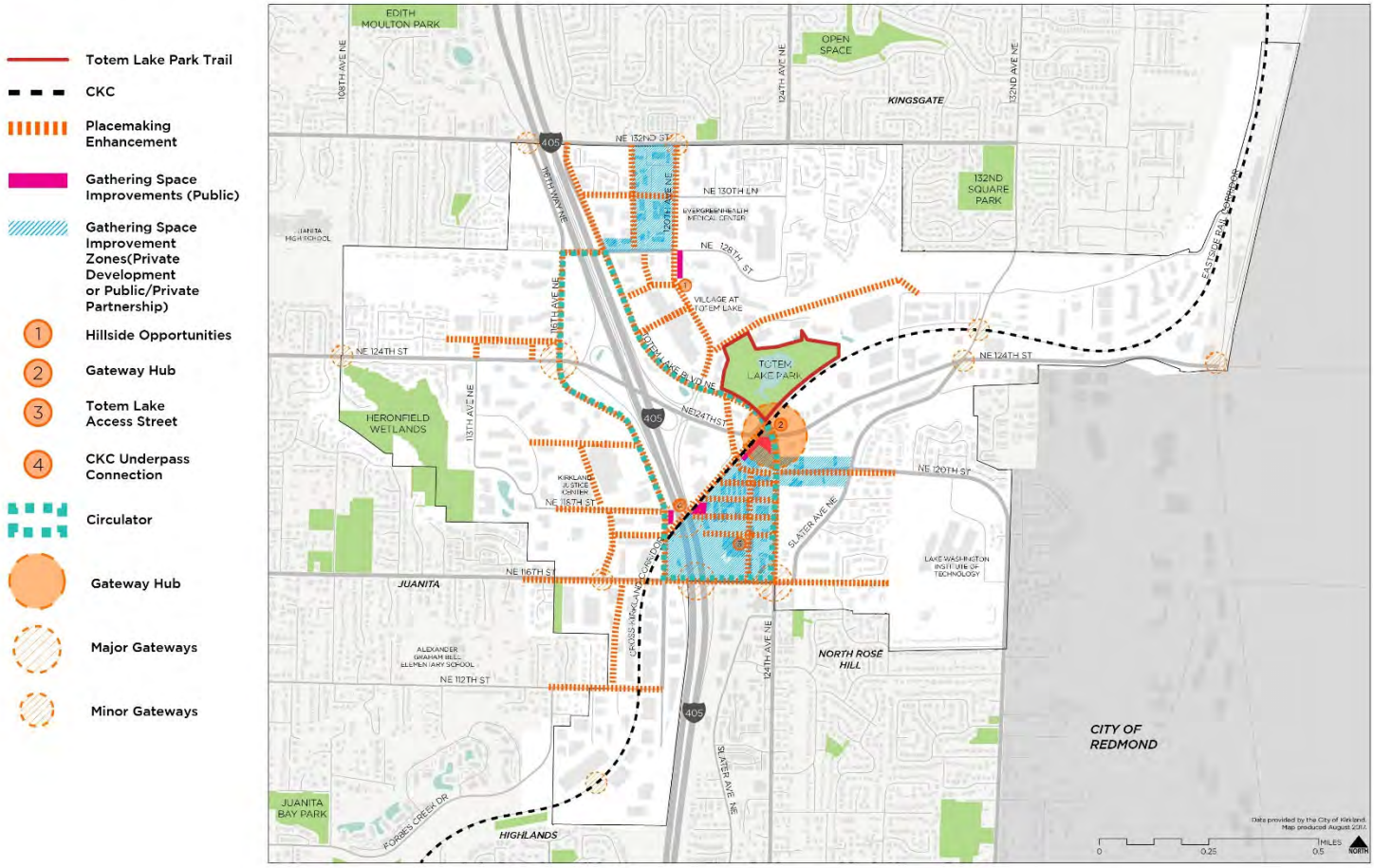
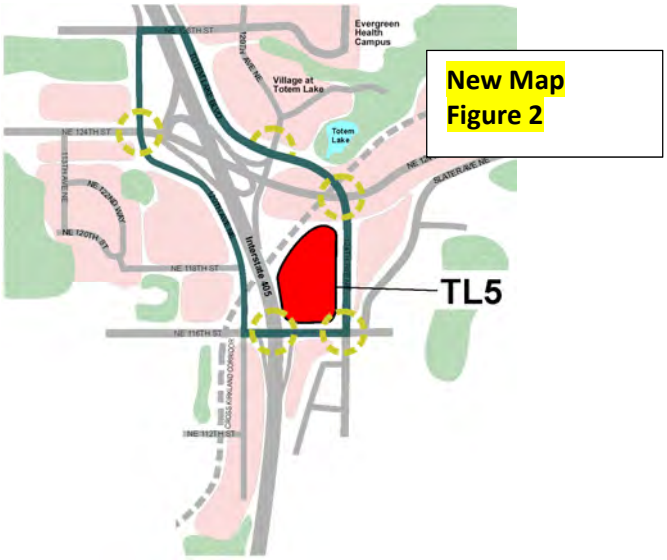


Figure 1. ~~*Planning concept for the Totem Lake Neighborhood*~~*Design Concept for the Totem Lake Business District*.

Vision for District TL 5

~~Bordered by Interstate 405, the BNSF Railroad, 124th Avenue NE, and NE 116th Street, t~~The Totem Lake Plan envisions the TL5 zone~~area~~ as a ~~planned,~~ lively mixed-use district. The potential for land assembly in the district, as well as its location adjacent to the freeway and Cross Kirkland Corridor (CKC) create an opportunity for substantial redevelopment. The western portion of the site is situated at an elevation somewhat lower than the freeway, enabling greater building heights with minimal impacts on surrounding development. The district's frontage along the CKC brings recreation and commuter users to the area, opportunities for connectivity to areas to the west, and provides opportunities for public gathering spaces.



New Map Figure 2

The Plan envisions the expansion of the network of local access roads within the district, and designates through-block pathways ~~roads~~ connecting the new ~~streets both~~ north/south street to the east and west~~and from the east~~. Vehicular, pedestrian and bicycle access to properties within and beyond the district would be improved, and reliance on major arterial routes would be reduced. This network would be the foundation for an attractive grid of streets, wide sidewalks, and a supporting combination of commercial, office, and residential uses. The focal point of the village will be the spine of 123rd Avenue ~~120th Place~~ NE – extending from NE 116th Street over the CKC~~BNSF Railroad~~ to NE 124th Street. Much of the road would resemble a "main street" with its storefronts, street trees, wide sidewalks, and on-street parking. ~~Other notable~~

Delete Map to be updated.

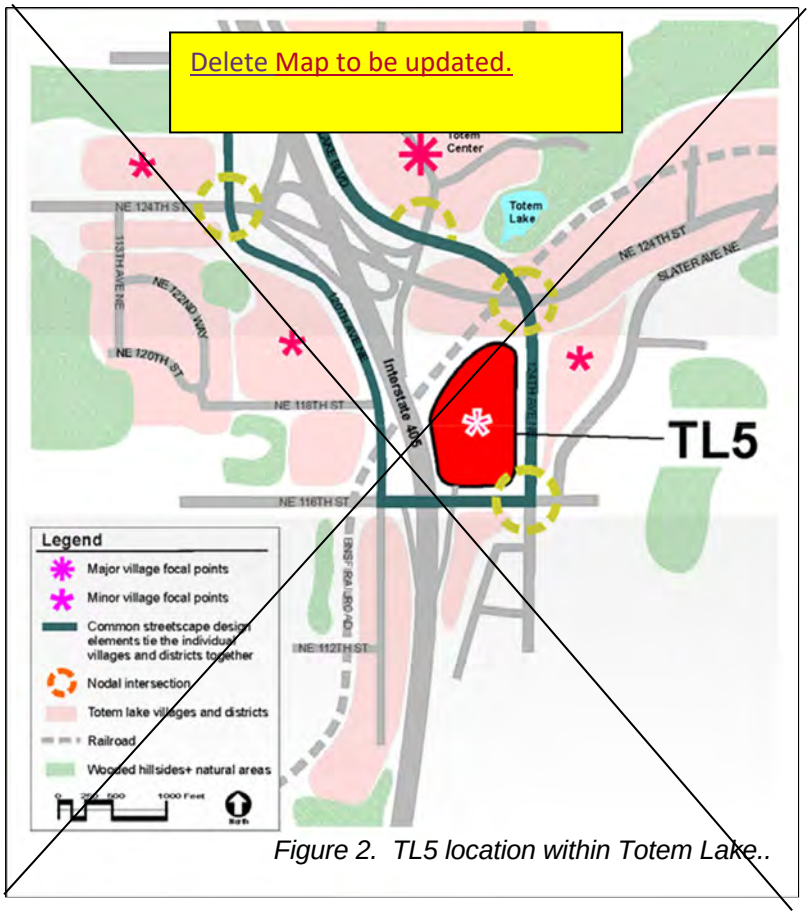


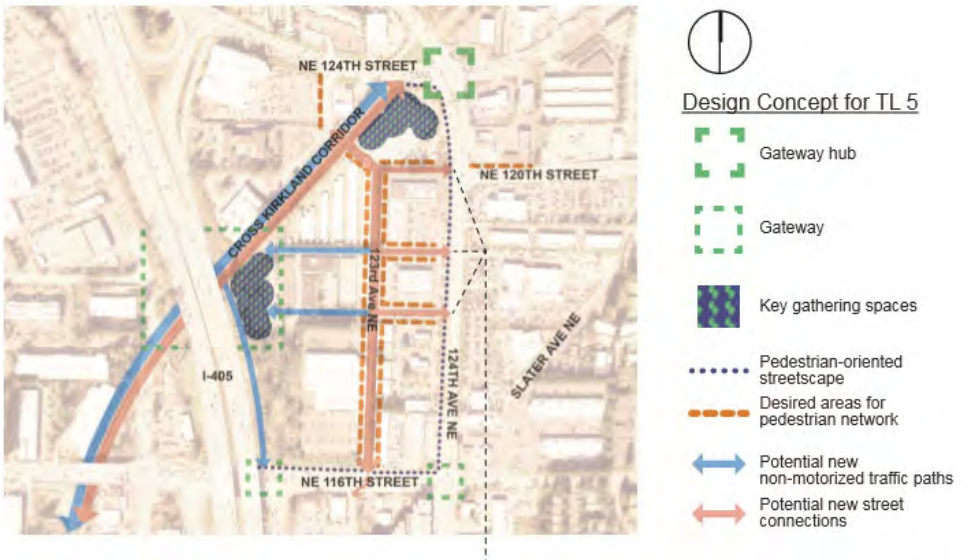
Figure 2. TL5 location within Totem Lake..

~~features would be the taller office or residential buildings on visible sites bordering I-405 and a cluster of residential uses surrounding a small park site.~~

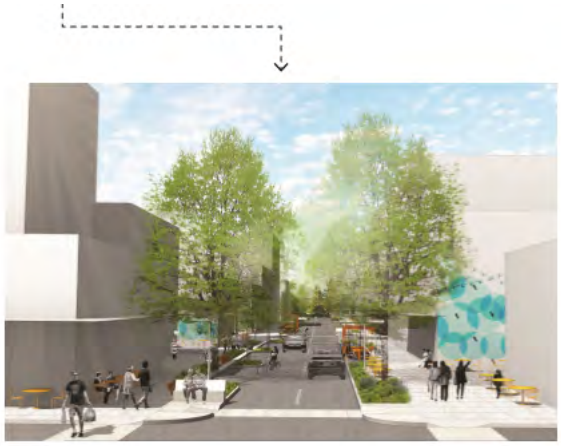
124th Avenue NE would be upgraded with ~~a~~ wide~~r~~ sidewalks, ~~and street trees~~protected bicycle facilities, landscaping and wayfinding elements. ~~Since the focus of retail activity will be on interior streets within the district building orientation may be largely to these interior streets.~~ Building frontages along 124th Avenue NE will be important, but the street will also be defined by landscaping, lighting and wider sidewalks. Driveways~~.~~ would be consolidated and coordinated with the internal street grid and properties on the east side of 124th Avenue NE. Storefronts would be clustered around major entry points to the development providing a welcoming entry. Also, building design and landscaping at the southeast corner of the village are important, as they will function as a major gateway to the village.

Parking would be provided in strategically located surface parking lots and within structures above, below, or behind commercial~~retail~~ uses. Parking areas located adjacent to surrounding arterials would feature landscaping and other design features to maintain visual continuity along the street. Parking structures would either contain commercial ~~retail~~ uses at ground level or a combination of landscaping and architectural elements enhance the pedestrian environment.

Taller residential or office buildings in the area bordering I-405 would create a striking skyline for the village. While the buildings may stand out from other village structures, they would be configured in a way that complements the village. Easy pedestrian connections, landscaping, and common streetscape features link the structures to the village's diversity of commercial~~retail~~ uses and amenities. As in other mixed use areas within the business district, developments will have publicly accessible spaces at their primary frontage, which contribute to the character and pedestrian-oriented quality of the area. These public spaces will be enhanced through including public art, water features, and distinctive landscaping that will lend a civic quality to the spaces and create opportunities for both passive and interactive elements.



New figures



Alta Planning + Design

~~Other village buildings would generally be between one story and six-stories tall. The buildings would use a variety of materials and colors and modulated walls and rooflines to reduce their architectural scale. Storefronts would contain attractive details that provide interest at a pedestrian scale. Residential uses would feature prominent building entries and individual balconies and typically be clustered around a courtyard or small park area.~~

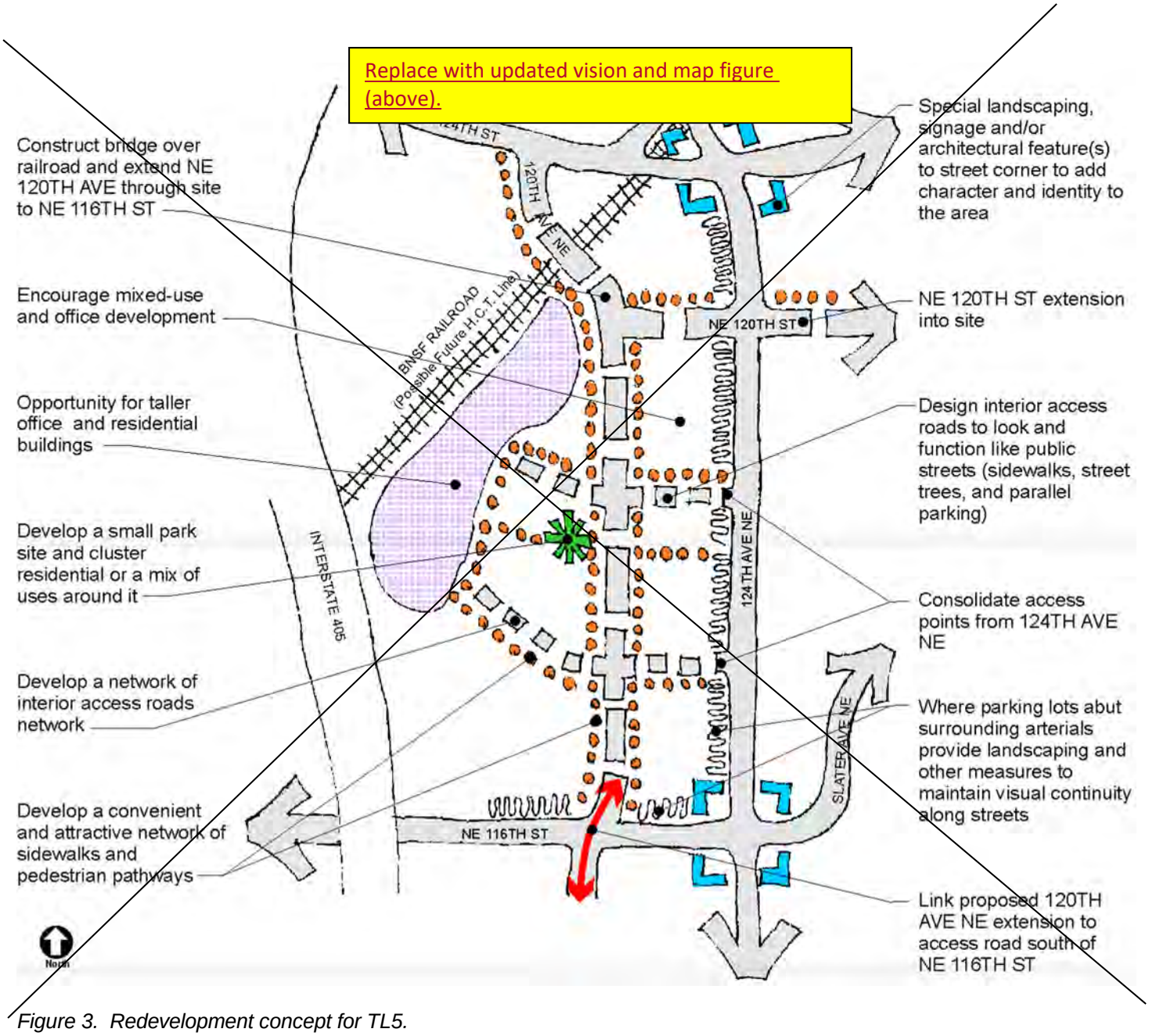


Figure 3. Redevelopment concept for TL5.

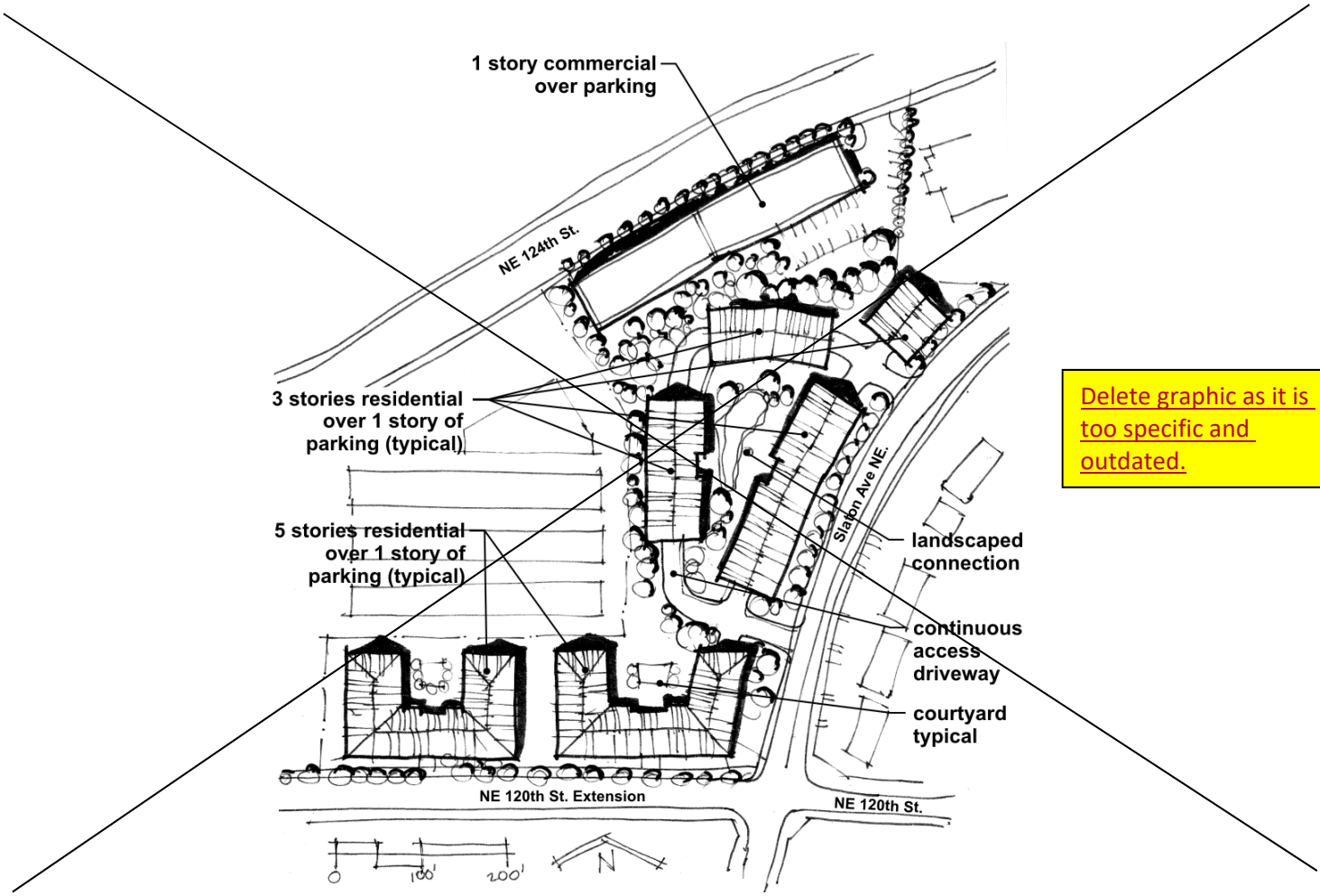
Vision for District TL 6A

The TL6A district, located at the eastern edge of the Totem Lake Business District~~Neighborhood~~, would feature an attractive mix of commercial uses along 124th Avenue NE and NE 124th Street, developed with ~~and~~ terraced multi-family or office uses on uphill sites towards Slater Avenue NE. ~~The extension of~~ NE 120th Street ~~would~~ provides a convenient east-west connection, linking the Lake Washington Institute of Technology and residential neighborhood to the east to the core of the business district. Developments along NE 120th Street will provide publicly accessible spaces along their primary frontage, enhancing the streetscape for pedestrians. ~~for both pedestrians and motorists between 124th Avenue NE and Slater Avenue NE~~.

~~Both~~ 124th Avenue NE will~~and NE 124th Street would~~ be significantly upgraded, with wide sidewalks, protected bicycle facilities, landscaping and wayfinding elements ~~featuring landscaped medians in areas that don't conflict with site access, better street lights, sidewalks, and planting strips. While both corridors are likely to remain automobile oriented in their use mix, they would be designed to be more accessible for the pedestrian~~.

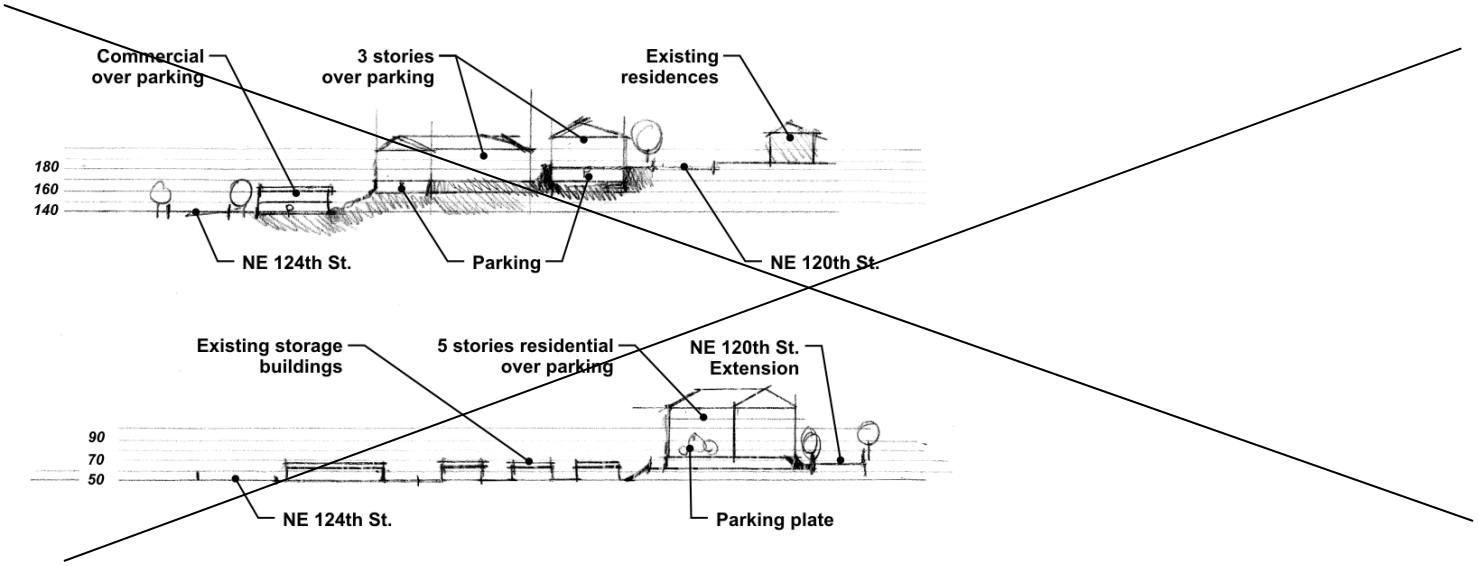
Auto dealers may~~will~~ remain clustered along both 124th Avenue NE and NE 124th Street. Adjacent to the dealerships, attractive landscaping strips along the sidewalks with seasonal plantings and low level signage will be provided. While some surface parking areas may~~will~~ remain on the lots, many of the dealers will incorporate some structured parking to accommodate their vehicular stock. Other sites along 124th Avenue NE and NE 124th Street will retain a mix of commercial uses.

~~Multi-family residential uses will be concentrated on the uphill portion of the district, adjacent to Slater Avenue NE.~~ In areas where significant elevation change exists from the east to west, Individual buildings will be able to stairstep down the hillside, following the natural earth form and creating a dramatic visual setting. The topography also allows parking areas to be hidden under buildings. Buildings can be designed to cluster around ~~small courtyard~~ courtyards and useable open spaces. A system of pathways will connect buildings within the district to the surrounding streets and to adjacent properties in some areas.



Delete graphic as it is too specific and outdated.

Figure 5. Redevelopment concept incorporating multi-family uses along Slater Avenue NE and planned NE 120th Avenue extension. Note how residential buildings are configured towards the street and around common open spaces. The section drawings above illustrate how development can take advantage of slopes.



Vision for District TL 6B

Located in the northwest quadrant of the District, TL 6B can become a key ~~one of the major retail focused~~ mixed-use village~~s~~ in the Totem Lake Business District~~Neighborhood~~. The zone~~district~~ will contain an attractive~~-~~ grid of through-block pathways with wide sidewalks and storefronts.

The ~~focal point of the~~ village will have one or more gathering spaces ~~be a centralized plaza space~~ surrounded by commercial uses~~storefronts~~ with residential and/or office uses on upper floors. Residential uses will be clustered at the north end of the site to take advantage of the greenbelt setting. A loop trail will be developed around this greenbelt, providing a tremendous amenity for the area.

The surrounding arterials (NE 124th St and 116th Ave NE) will~~could~~ be upgraded with wider sidewalks and bicycle facilities, new landscaping and lighting, and landscaped medians. Existing landscaping along NE 124th Street should be retained and enhanced. The connected system of internal streets and pathways will allow the development to focus most vehicular traffic to one major entry point off of each arterial. The pedestrian environment will be substantially upgraded through the consolidation of vehicle access points, and the orientation of buildings to sidewalks and pathways. While many of the large, older street trees will have been retained along NE 124th Street, a colorful mix of low maintenance plantings will be added to upgrade the visual character and identity of the corridor. Gateway signage and special landscaping at the NE 124th St and 116th Ave NE intersection will announce the entry into the village.

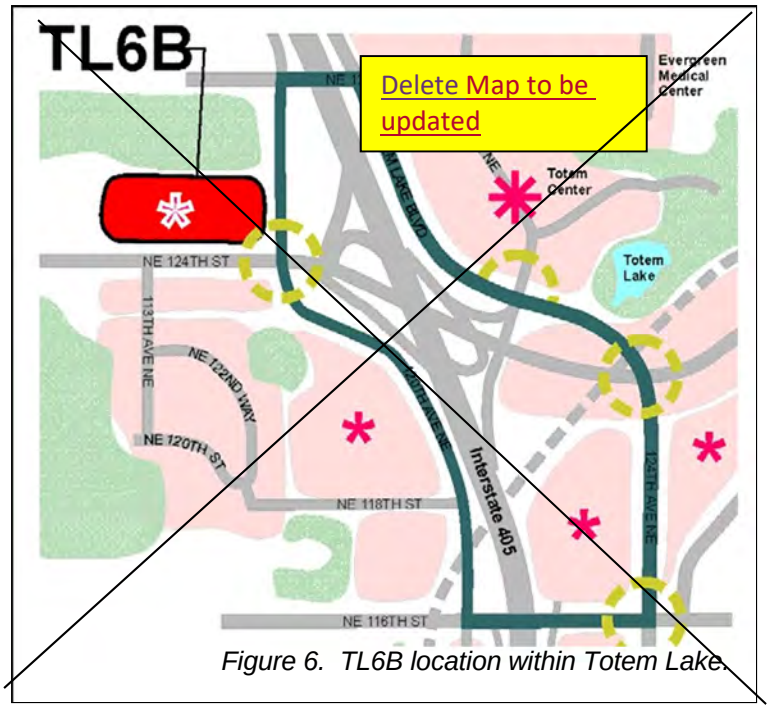
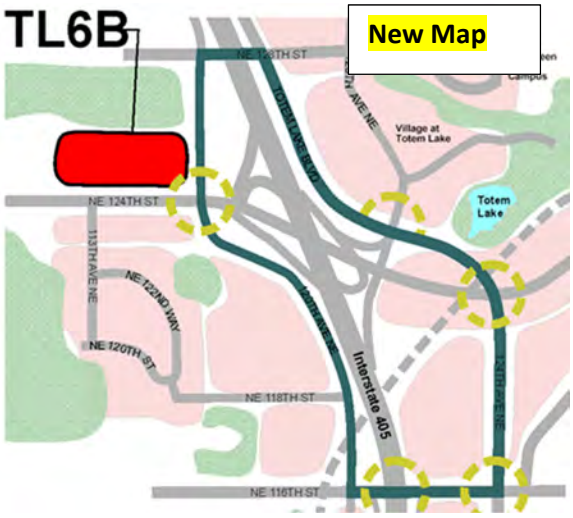


Figure 6. TL6B location within Totem Lake.



Parking will be provided in strategically located parking lots and within structures above, below, or behind commercial~~retail~~ uses. Parking areas located along the perimeter of the district will provide landscaping and other design features to maintain visual continuity along the street. Parking structures will contain either commercial~~retail~~ uses at ground level or a combination of landscaping and architectural elements to enhance the pedestrian environment.

Village buildings will ~~generally be between one story and five stories tall, with the taller structures containing residential uses. The buildings will~~ use a variety of materials and colors and modulated walls and rooflines to reduce their architectural scale. ~~Storefronts~~ Ground-floor commercial uses will contain attractive details that provide interest at a pedestrian scale. Residential uses will provide prominent building entries, be served by pedestrian connections to shops and/or commercial uses within the development and to nearby streets, and be designed to take advantage of the natural area to the north as an amenity for residents.

Design Concept for TL 6B

- Potential space for gateway
- Potential areas for landscape buffers
- Desired areas for pedestrian network
- Desired area for recreational trail
- Potential new non-motorized traffic paths
- Potential new street connections
- Create a pedestrian focal point for the development (location to be determined)

New figure

Replace with revised vision text and map (above)

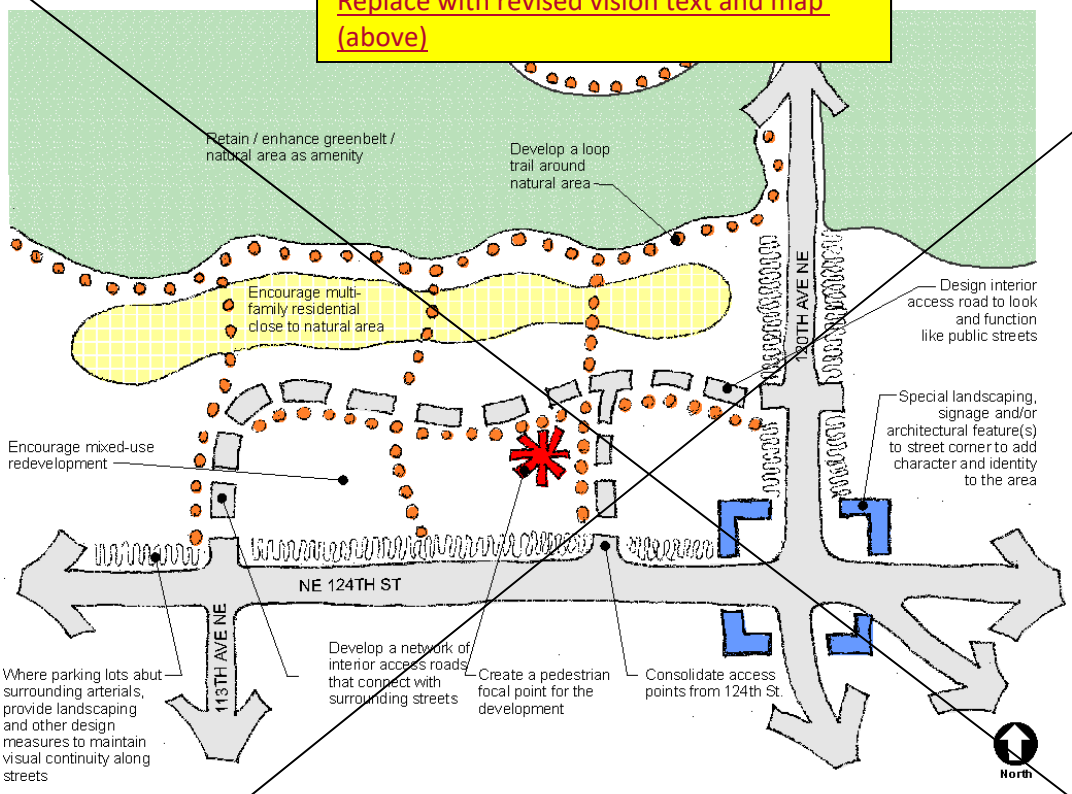


Figure 7. TL 6B Village Design Concept.

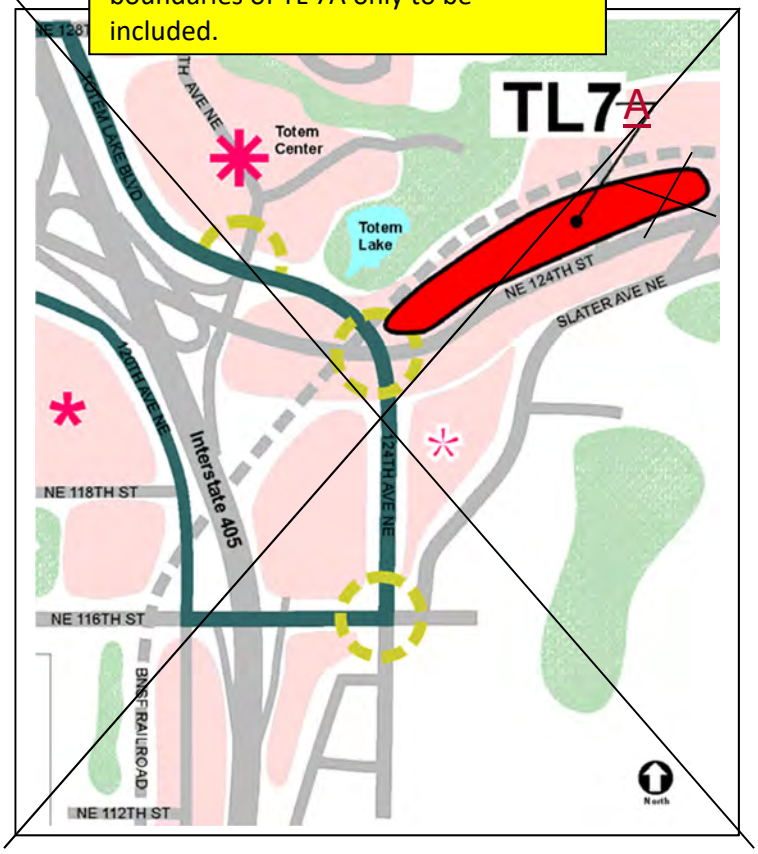
Vision for TL 7A

Located at the eastern edge of the Gateway Hub, just southeast of the lake itself, ~~a key gateway to the City from the east,~~ the TL 7A subarea ~~district~~ lies between ~~on the north side of~~ the NE 124th Street arterial~~,~~ and the CKC ~~just on the southeastern edge of Totem Center~~. The Totem Lake gateway hub includes the westernmost tip of the zone. Site design in this area responds to its prominence at the north end of the CKC Connector overpass as a major route for bicycle and pedestrian commuters and recreational users and development includes pedestrian connections from NE 124th Street to the CKC. ~~A gateway feature at the district's eastern boundary, as~~

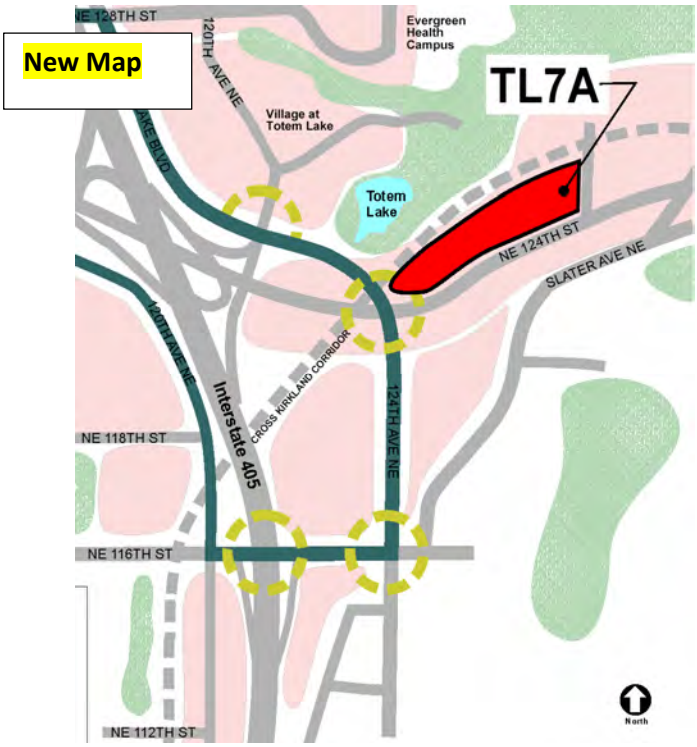
~~well as attractive landscaping, street lighting and signage throughout the area will provide an inviting image at the entrance to the neighborhood and City.~~

~~The district is ideally located to feature a combination of uses and business oriented to the City and greater region. Large parcels in the district are particularly well-suited to display for automobile sales.~~

Delete Map to be updated, with boundaries of TL 7A only to be included.



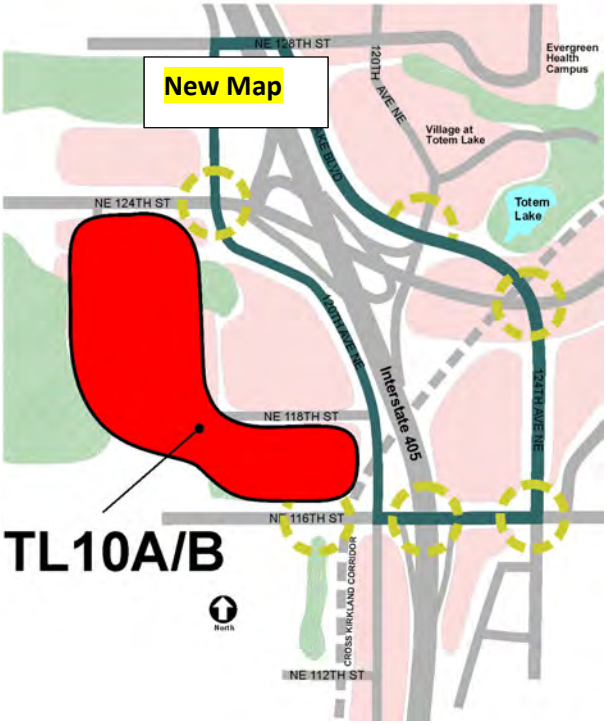
New Map

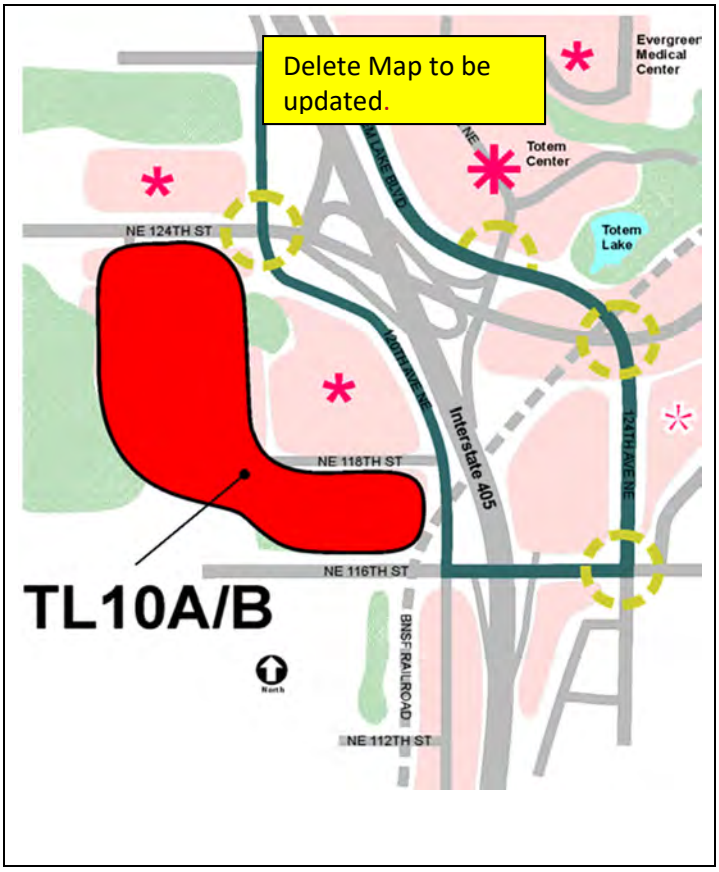


Vision for TL 10A and TL 10B

The I-405 Corporate Center in TL 10A is a business park that serves as a model of coordinated efforts in signage and building design for the areas in transition to the south. New development in the area will continue to complement existing structures.

–District TL 10B to the south provides the link between the established Corporate Center and the evolving office park area in TL 10D and TL 10E to the south. Development in this partially wooded area provides a mix of housing and office uses. The topography and vegetation in the area enable taller residential buildings to be well situated to avoid impacts to the residential areas to the west, while providing a significant housing resource for the business district ~~neighborhood~~ and the city.



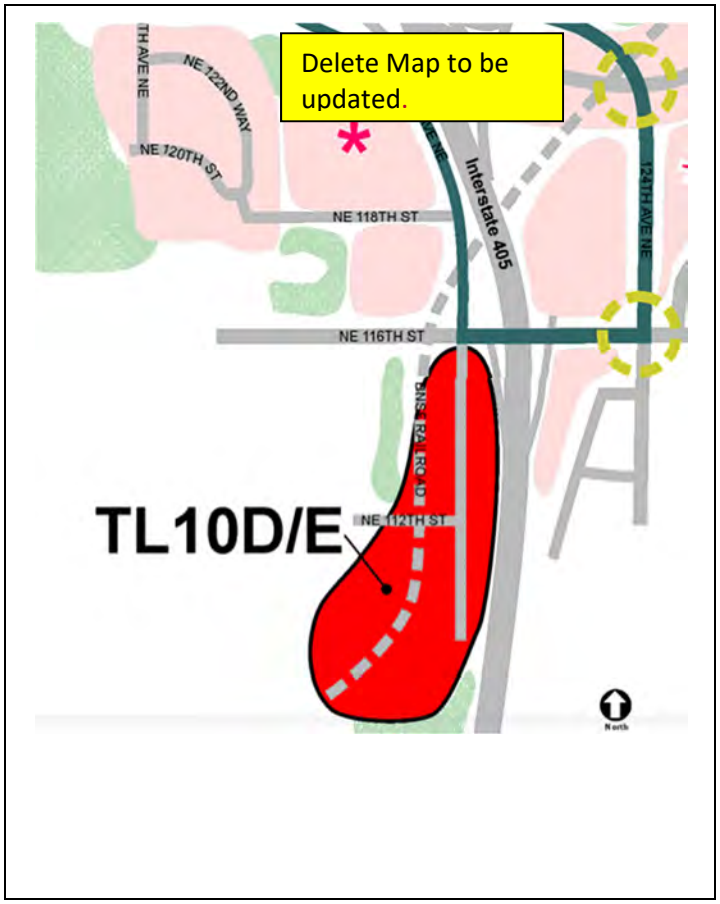


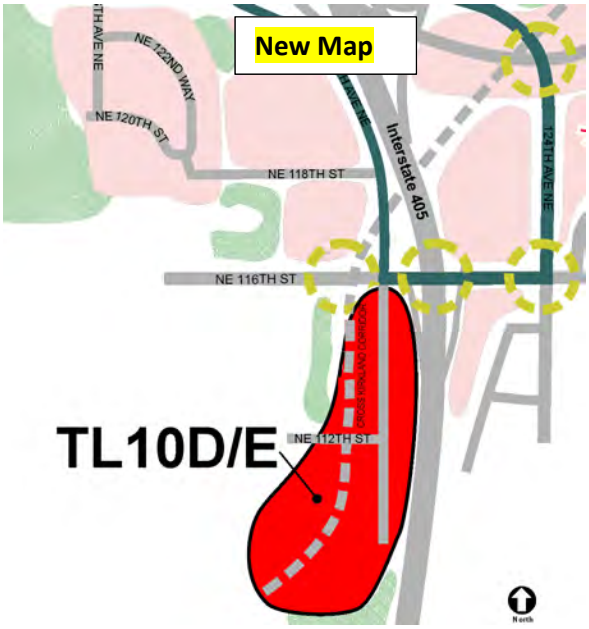
Vision for TL 10D and TL 10E

Visibility and proximity to I-405, as well as the land's elevation below the freeway to the east and the residential areas to the west, provide for substantial redevelopment opportunities throughout these districts. As uses in the area convert from manufacturing and light industrial to office, high-tech and residential (within the western perimeter of TL 10D), development in the area can begin to create a more cohesive and distinct visual image. Supportive service and retail uses will add to the area's appeal for workers and residents, and reduce the need for travel outside the district.

Taller buildings can be accommodated here with minimal visual impacts to territorial views from the freeway. Consideration of elements that produce distinctive roof forms and minimize mass at upper levels will contribute to a skyline that is visually interesting.

A gateway to the Totem Lake Business District is located at the south end of the area, along the CKC. The CKC runs through the area providing opportunities for non-motorized transportation and public open space for employees and residents. Building design along the corridor should be sensitive to and benefit from the corridor's use as a transportation corridor for commuters and recreational users. Design should acknowledge the high visibility of buildings in this area and incorporate measures to address parking garages, blank walls and pedestrian access between the CKC and adjacent structures.

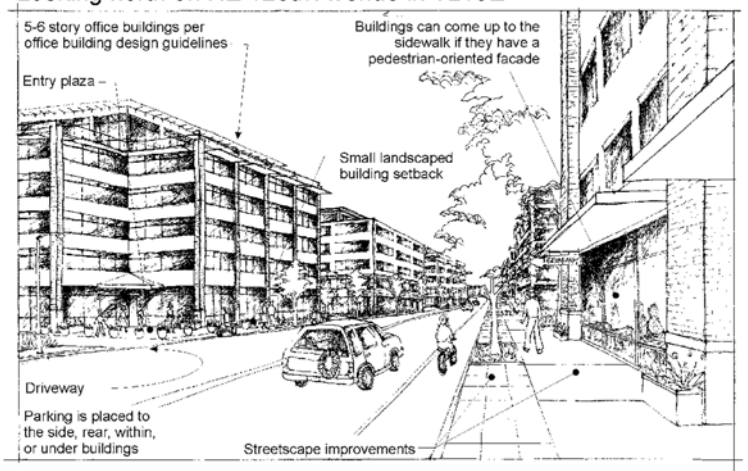




Common streetscape elements aimed at the creation of a pleasant pedestrian-oriented environment will be very important in this area. An enhanced grid of major pedestrian sidewalks will contribute to the pedestrian experience throughout the district.

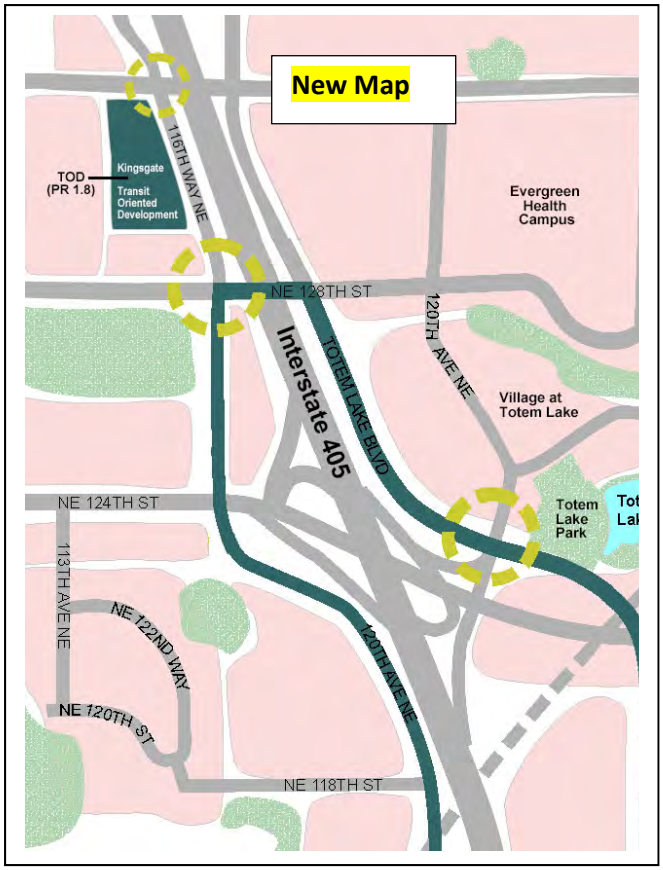
A successful residential community within the western portion of the area (TL 10D) will provide ~~a~~ close-in housing ~~location~~ for Totem Lake employees and add evening activity to the district. The CKC and a~~A~~ttractive walkways to connect residents within TL 10D to points east and north will be important to ensure the success of the mix of uses throughout the area.

Support for shared and coordinated signage throughout the district will help to minimize visual clutter and contribute to the visual identity of the area.



Illustrating how TL10E could be redeveloped per proposed zoning changes and design guidelines

Vision for Kingsgate Park and Ride TOD in PR 1.8 Zone



The Kingsgate Park and Ride is envisioned to transform from a surface parking lot into a multi-story, transit-oriented development (TOD).

The location is ideal for a TOD. Sound Transit, WSDOT, King County Metro and the City of Kirkland are making significant investments in mobility improvements including the inline Bus Rapid Transit (BRT) station on I-405, new freeway ramps at I-405/NE 132nd Street, and two round-abouts at the intersection of NE 132nd Street/116th Way NE. These facilities will provide easy vehicle and transit access to the TOD and a new bike lane on 116th Way NE. The TOD is within walking distance to these transit facilities including the Totem Lake Transit center, to employment, Evergreen Medical Center, and to shops and services at the Village at Totem Lake.

The TOD redevelopment should occur within the context of an approved master plan for the entire subject property that integrates a new residential community with an expanded transit hub. On the south portion of the property will be a stand-alone public parking garage(s) to increase the number of parking stalls for park and ride transit users. The remainder of the site to the north will be developed as a transit-oriented development (TOD) residential community with affordable and market rate housing and opportunities for commercial uses to support transit users and residents. Transit stops in the site could relocate from the current on-site park and ride lot to the curbside of 116th Way NE.

Key design objectives for the master plan include creating an attractive site and building complex where the public transit garages, transit facilities and TOD buildings relate to each other on the site, in context with the surrounding streets and high visibility from the freeway. Preserving and enhancing the existing mature tree lined buffers along the south and west property lines will help mitigate the visual impacts of parking garages and TOD from the adjacent residential uses.

Shared internal vehicular and pedestrian circulation with pedestrian linkages to adjacent streets, transit facilities, building entrances, and within parking areas will be important functions of the site. The gateway designated at the northeast corner of the site should be designed to provide an attractive, welcoming entrance to the Totem Lake Business District. The site should incorporate attractive open space and plazas for residents and transit users.

Providing the appropriate building mass and scale are important in two areas of the site. At the gateway corner, how buildings are oriented, setback from, and visible from the intersection of NE 132nd Street and 116th Way NE and secondly, avoiding long, unbroken facades along 116th Way NE by using techniques to break up mass of larger buildings to provide the perception of smaller buildings.

Vision for Large-Site Development

Larger sites within the Totem Lake Business District~~neighborhood~~ present opportunities for master planning to provide coordinated development. Within TL 4B for example, a vibrant mixed-use center could be created, combining retail, office and residential uses. While parcels in this area and others in the business district~~neighborhood~~ can provide an attractive face along the major traffic corridors including the Totem Lake Circulator, many are large enough to provide their own interior vehicular and pedestrian pathways, as well as gathering areas~~focal points~~ for pedestrians. These may include a plaza area surrounded by shops, or wide sidewalk areas along an interior access street.

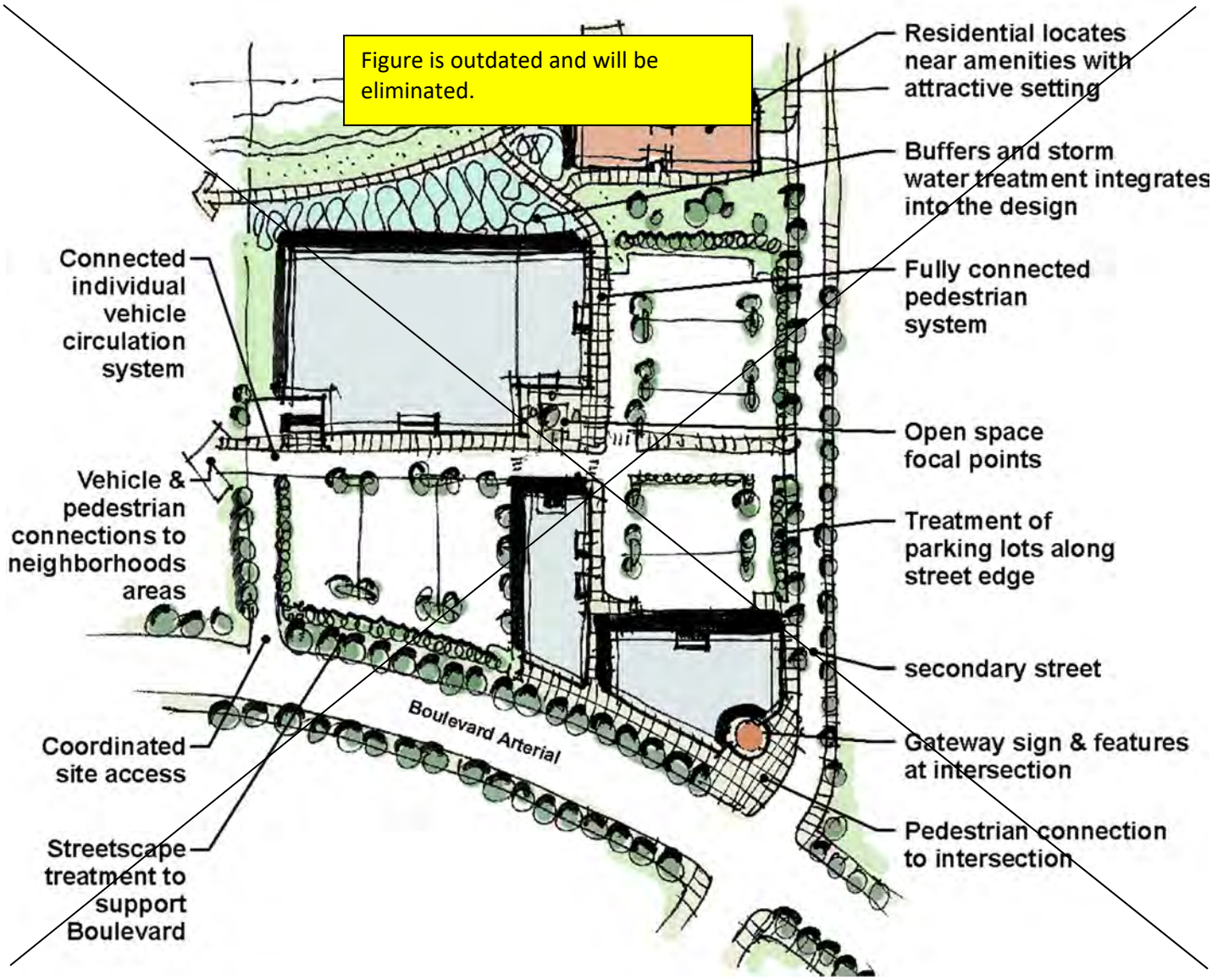


Figure 8. Conceptual design guidelines for large site development in Totem Lake.

Vision for Landscaped Boulevard, the Totem Lake "Circulator"

The Totem Lake Business District Plan envisions the creation of a landscaped boulevard that links the four quadrants of the business district~~neighborhood~~ with a recognizable character. Improvements including landscaping and public amenities will be provided by both public and private development to ensure a cohesive streetscape experience~~through enhanced landscape and public amenities~~. The boulevard will provide a hospitable environment for pedestrians and drivers through reducing scale, providing shade and seasonal interest and reducing noise levels. Improvements may include widened and meandering planting areas, continuous and clustered tree plantings and shrubbery, and plantings varying in seasonal color, texture and shape. Other elements, such as lighting, directional signs, benches, varying pavement texture, bike racks, transit shelters, interactive elements, ~~s~~ ~~and~~ public art and water features will further enhance the route and experience.

The boulevard will not only visually connect the district's~~neighborhood's~~ separate areas, but will also help local circulation. In most areas, existing rights-of-way can be used to create the boulevard. In others, dedication may be necessary to provide the necessary improvements and amenities.

Delete and update map

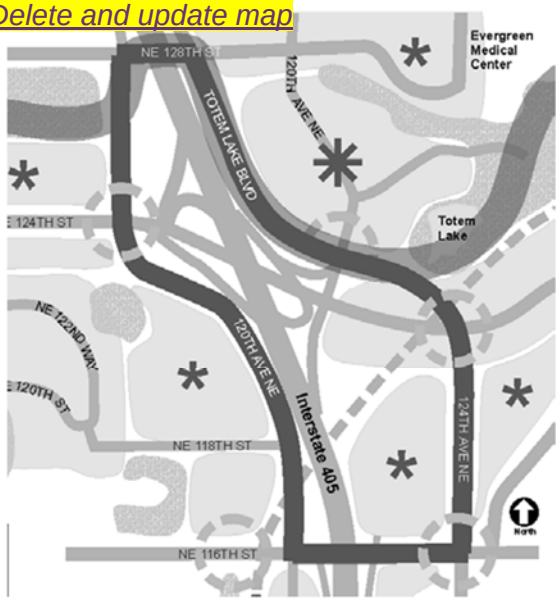
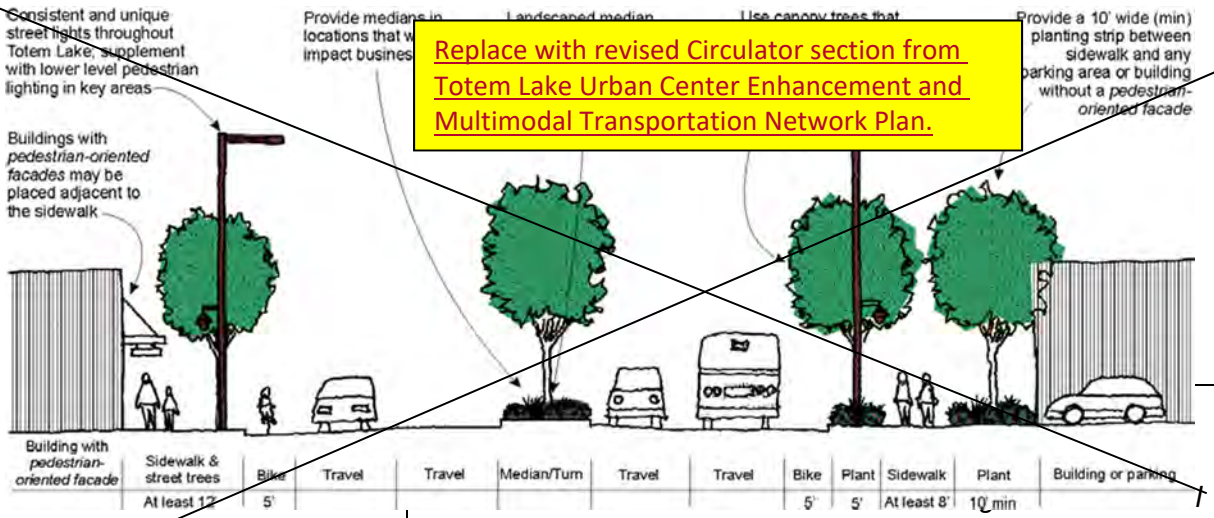


Figure 9. A series of landscaped boulevards (a.k.a. the Totem Lake ~~Ciculator~~Circulator) links the various quadrants of the Totem Lake area.

Figure 11. Colorful streetscape plantings can ~~ngthen~~ the character and identity of the Totem Lake area



Replace with revised Circulator section from Totem Lake Urban Center Enhancement and Multimodal Transportation Network Plan.

Figure 10. Conceptual design guidelines for large site development in Totem Lake

Design

Design Guidelines

The following design guidelines for the Totem Lake ~~Neighborhood~~ Business District (TLBD), outside of the Business District Core (BDC), ~~(TLN)~~ are intended to help guide the future development of the district~~neighborhood~~ toward the future vision described in the Totem Lake Business District Plan~~Neighborhood Plan~~ and elsewhere in this document. These guidelines include both ~~neighborhood~~district-wide measures and unique measures specific to individual districts or sites within Totem Lake.

Improvements to streets, parks and the development of new public facilities will create a dynamic setting for civic activities and private development.

1. Entry Gateway Features

The Comprehensive Plan calls for gateway features at the key entry points into neighborhoods and business districts.

Figure 12. A desirable entry gateway feature

Objectives

- To enhance the character and identity of the Totem Lake Business District~~Neighborhood~~.

Guideline

Incorporate entry gateway features in new development in the vicinity of gateways/nodal intersections identified in the Concept Map (Figure 1). Gateway features should incorporate design elements associated with or desired in the district~~neighborhood~~, depending on available space. Gateway features should include some or all of the following:

- Distinctive landscaping, including suggested common landscaping elements from the City's Urban Forester.
- Artwork (e.g. vertical sculpture incorporating historical information about Totem Lake).
- A gateway sign with the City logo.
- Multicolored masonry forming a base for an entry sign.
- Decorative lighting elements.
- Elements identified to be provided at gateways to support wayfining in the business district including the Totem Lake icon and other design elements described in the Totem Lake Enhancement Plan.

Special Consideration for TOD in PR 1.8 zone

In addition to the above guidelines, the gateway design at the northeast corner of the site at NE 132nd Street/116th Way NE intersection should provide:

- Hardscape and vegetation materials to create colorful and attractive open spaces.
- Wayfinding signage directing visitors to locations in the Totem Lake Business District.
- Modulation and building forms that emphasize the transition from residential neighborhoods to the north to the Business District. Design techniques should be used to decrease building mass at the corner to reduce overpowering pedestrians at street level, the closeness of residential development to the intersection and visibility of buildings from the freeway.
- Change in materials, colors, and building forms.

2. Street Trees

Objectives

- To upgrade the character and identity of the Totem Lake Business District~~Neighborhood~~.
- To enhance the pedestrian environment on the Totem Lake Business District~~Neighborhood~~.
- To use trees that provide seasonal interest.
- To use trees appropriate to the urban environment of the Totem Lake Business District~~Neighborhood~~.

Discussion

The repetition of trees bordering streets, internal roadways, and pathways can unify a community's landscape. Trees can add color, texture, and form to the urban environment. A strong street tree planting scheme can establish community identity and provide a respite from the weather and the built environment.

Figure 13. Provide street trees along all streets and internal access roads

Guidelines

a. Incorporate street trees along all streets, internal access roads, and pathways.

b. Encourage developments to use street trees as a unifying feature of the development.

c. Select and maintain tree species that will accommodate pedestrian and vehicular traffic, and maintain visibility into and through sites for safety purposes.

Special Consideration for TOD in PR 1.8 zone:

a. Along 116th Way NE, add large tree species and evergreens to buffer residential uses from the major intersection and freeway.

3. Street Corners

Objectives

- To enhance the appearance of highly visible locations.
- To upgrade the character and identity of the Totem Lake Business District~~Neighborhood~~ and its individual districts.
- To enhance pedestrian access and safety.

Discussion

Street corners, especially along arterial corridors, provide special opportunities for visual punctuation and an enhanced pedestrian environment. Buildings on corner sites that incorporate architectural design elements create visual interest for the pedestrian and provide a sense of human proportion and scale.

Figure 14. This building uses a cropped corner with entry and decorative roofline, building materials, and details to provide visual interest

Guidelines

a. Encourage design treatments that emphasize street corners through the use of building location and design, plaza spaces, landscaping, distinctive architectural features, and/or signage. Street corners can be an excellent location for plazas, particularly where adjacent storefronts and building entries are provided. In auto-oriented areas, landscaping elements on street corners can enhance the character of the area and visual relief from pavement areas. Such landscaping elements should incorporate a variety of plant types and textures that add seasonal interest.

b. Encourage all buildings located at or near street corner to incorporate special architectural elements that add visual interest and provide a sense of human proportion and scale. This could include a raised roofline, turret, corner balconies, bay windows, special awning or canopy design, and/or distinctive use of building materials (see the following examples).

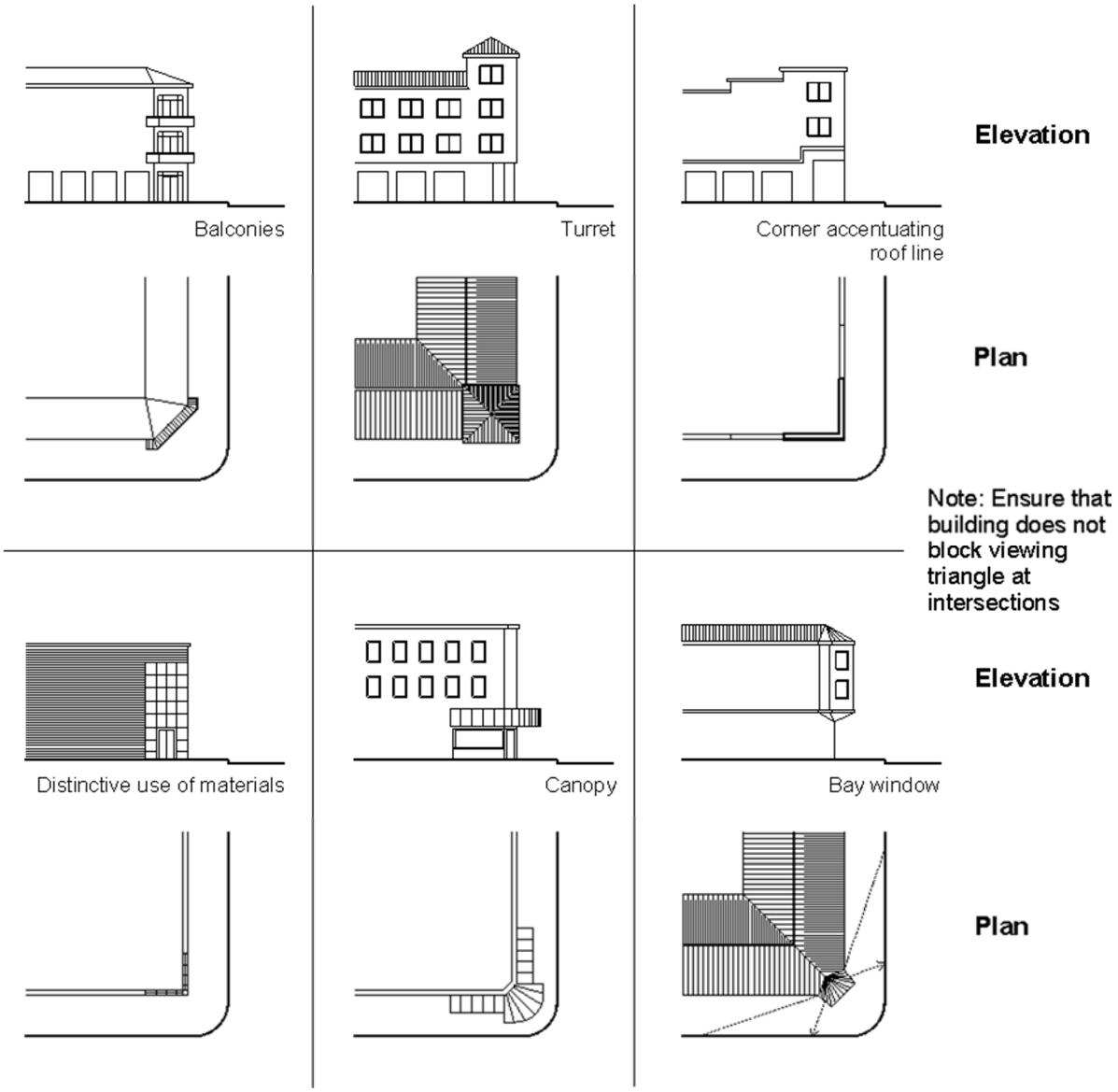


Figure 15. Desirable building elements for street corners.

4. Pedestrian-Friendly Building Fronts

Objectives

- To enhance the pedestrian environment within the Totem Lake Business District. ~~Neighborhood.~~
- To create safe and active sidewalks and pathways.

Guidelines

Incorporate transparent windows and doors and weather protection features along all non-residential facades adjacent to a sidewalk or internal pathway. Weather protection features could include awnings, canopies, marquees, or other permitted treatments.

Figure 16. An example of a pedestrian-friendly building façade

Alternative treatments may be considered if they meet the objectives. For example, reduced transparency and weather protection levels may be considered if an alternative configuration provides other amenities above and beyond what is required by KZC Chapter 92 and the Design Guidelines, and if the building details and architectural treatments provide interest at close range and won't "deaden" the pedestrian environment or create a potential safety problem.

5. Building Location and Orientation

Objectives

- To enhance the character and identity of the Totem Lake Business District~~Neighborhood~~.
- To upgrade the appearance of streets within the Totem Lake Business District~~Neighborhood~~.
- To increase pedestrian circulation.
- Create focal points, particularly on large sites.
- To encourage development configurations that minimize negative impacts to adjacent single family residential areas.

Figure 17. Encourage developments to place parking lots to the side or rear, as accomplished here

Guidelines

a. Locate and orient buildings toward streets, plazas or common open spaces, and major internal pathways, with parking to the side and/or rear.

b. Configure buildings to create focal points of pedestrian activity. This is particularly important on large sites.

c. Configure development to provide opportunities for coordinated pedestrian and vehicular access. Where there are no current opportunities for coordinated access, developments should provide the opportunity for future coordination, where desirable, should the adjacent site be redeveloped in the future.

d. Site and orient multi-story buildings to minimize impacts to adjacent single family residents. For example, if a multi-story building is located near a single family property, provide landscaping elements and/or minimize windows and openings to protect the privacy of adjacent homes. Another consideration is to increase upper level building setbacks.

e. Ensure ~~Encourage~~ vehicle sales uses ~~to~~ locate their showrooms towards the street (with parking to the side or rear):

- Allow designated vehicle display areas between a portion of the property street frontage if the display is integrated creatively with the landscaping. ~~This could include cars on a rock outcropping or on a discreet structure that allows a display vehicle to "float" over the landscaping.~~
- Allow increased signage through coordinated master sign plans.
- Allow modifications in perimeter landscaping adjacent to a street.

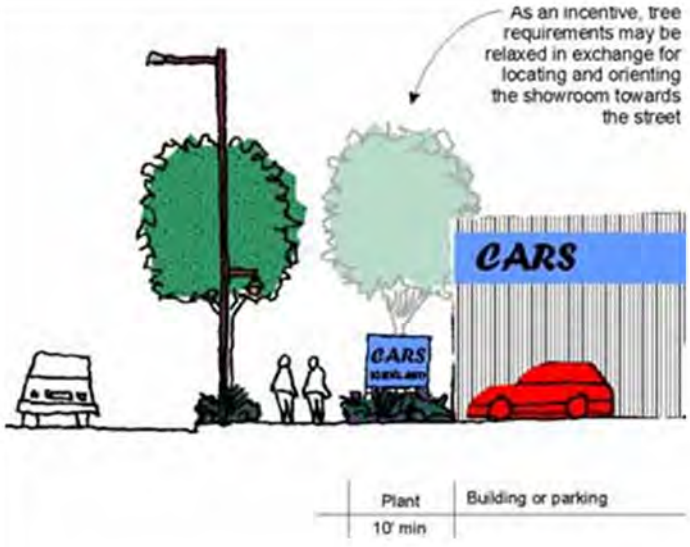


Figure 18. Encourage vehicle sales uses to locate their showrooms towards the street (with parking to the side or rear)

- Ensure that inventory areas located along the perimeter are visually orderly and landscaped.

f. Encourage buildings located adjacent to any street to orient to the street. This includes pedestrian entries from the sidewalk and windows facing the street. Avoid fences or hedges that block visibility between buildings and the street. Exceptions may be considered consistent with the objectives and guidelines herein.

Special considerations in Districts TL 5, TL 6B, TOD in PR 1.8 zones, and other Large Site Developments

1. TL 5: In this district where buildings may front on more than one street, first priority for building orientation should be to any designated pedestrian oriented street.

2. TL 6A: Residential buildings located adjacent to NE 120th Street should be oriented toward this street and to Slater Avenue NE. Common and/or individual entries and windows should face the street. Parking areas should not be located between the building and the street.

3. TL 6B: Single purpose residential buildings should be configured and oriented to take advantage of the greenbelt area to the north. For example, buildings could be arranged in a courtyard layout with the courtyard opening towards the greenbelt area.

4. TL 5, TL 6B and other Large Site Development: Where buildings front on both pedestrian-oriented streets and through-block ~~interior~~ pathways, building orientation may be to internal focal points, public gathering spaces and streets. Parking areas should not occupy the majority of a site's frontage.

5. TL 5, TL 6B and other Large Site Development: Where buildings are oriented to an interior open space or courtyard, primary building entries may orient to the open space provided there is direct visibility in to the open space from the sidewalk. Windows should be provided on the street façade.

~~5.~~6. TOD in PR 1.8 Zone: Required yards along 116th Way NE may be reduced for commercial uses designed with pedestrian-oriented facades with direct access to 116th Way NE and residential uses that incorporate front entries, porches, and stoops oriented to 116th Way NE.

6. Sidewalk and Pathway Widths

Objectives

- To provide wide sidewalks and pathways that promote an increase in pedestrian activity within the Totem Lake Business District~~Neighborhood~~.

Discussion

Sidewalks have three overlapping parts with different functions: the curb zone, the movement zone, and the storefront or activity zone. A well-sized and uncluttered movement zone allows pedestrians to move at a comfortable pace.

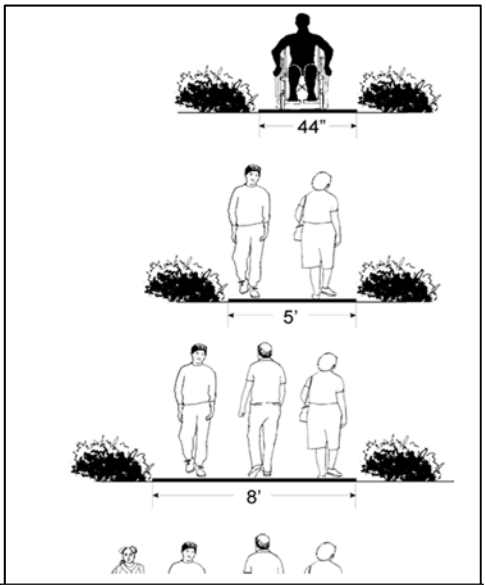


Figure 18 Pathway widths depend on level of activity and location

Guidelines

a. Integrate a "curb zone" into the sidewalk or pathway width. This space can include street trees, newspaper stands, street signs, garbage cans, phone booths, mail

boxes, etc. Subtle changes in paving patterns between the curb zone and the movement zone can be effective and should be considered.

b. Sidewalks or pathways adjacent to moving vehicular traffic need generous buffers to make them safer and more inviting. Landscaping elements are particularly important physical and visual buffers between walkways and streets or other vehicle access areas. As a general rule, the higher the travel speed, the greater the buffer should be between moving cars and pedestrians.

c. Design sidewalks and pathways to support a variety and concentration of activities and provide a separation for the pedestrian from the busy street. Specifically:

Considerations for the "movement zone" widths:

- Curb zones with parallel parking typically need 4'-6'; without parallel parking: 3'-4'.
- 12' accommodates 4 persons walking abreast.
- 8' accommodates 3 persons walking abreast.
- 5' accommodates 2 persons walking abreast.

Considerations for the "store front zone" widths:

- Outdoor dining uses: 6' allows for one table.
- Outdoor displays typically need at least 4' (6' preferable).

Figure 20. High-traffic streets without on-street parking warrant wider planting strip buffers

7. Pedestrian Coverings

Objectives

- To provide shelter for pedestrians.
- To provide spatial enclosure and add design interest to a retail or office streetscapes.

Discussion

The design and width of pedestrian coverings should be determined by their function, the building's use and the type of street.

Figure 21. Wider pedestrian coverings allow for outdoor dining

As a general rule, the more traffic an entry is expected to accommodate, the larger the covered area should be at the entry. Larger porches and covered entries also invite pedestrian activity. For example, a 5' x 5' covered area allows two adults to converse comfortably out of the rain. A 3' to 4' wide canopy will provide rain cover for window-shopping, a 5' wide or greater canopy will provide cover for a street sale, and a 7' to 8' wide canopy will provide room for a window shopper and a passing couple.

The width of the sidewalk should also be considered when sizing the pedestrian covering (wider sidewalks can accommodate wider pedestrian coverings). Canopies and awnings should be appropriately dimensioned to allow for tree growth, where applicable. The architecture of the building and the spacing of individual storefronts should help determine the appropriate placement and style of the canopy or awning. Continuous, uniform awnings or canopies, particularly for multi-tenant retail buildings, can create a monotonous visual environment and are discouraged.

Guidelines

a. Provide weather protection along the primary exterior entrance of all businesses, residential units, and other buildings.

b. Design weather protection features to provide adequate width and depth at building entries and along building facades that are oriented toward sidewalks and pathways.

c. Pedestrian covering treatments may include: covered porches, overhangs, awnings, canopies, marquees, recessed entries or other similar features. A variety of styles and colors should be considered, where compatible with the architectural style of the building and the ground floor use.

d. Back lit, plastic awnings are not appropriate.

Figure 22. Note how these awnings have been integrated into the building's storefront spaces

8. Blank Walls

Objectives

- To minimize visible blank walls.
- To enhance public safety along sidewalks and pathways.
- To encourage design elements that enhance the character of buildings at all perceived distances.

Discussion

Blank walls on commercial street frontages deaden the pedestrian environment and can break the continuity of uses along a street or pathway. Blank walls can also create a safety problem, particularly where adjacent to pedestrian areas, as they don't allow for natural surveillance of those areas. However, in some cases fire walls, for example, require the intrusion of a flat, unadorned surface. The adverse impact of a blank wall on the pedestrian streetscape can be mitigated through the methods listed in the Guidelines below.

Figure 23. For large walls, landscaping beds with trees and shrubs are encouraged

Guidelines

Avoid blank walls near sidewalks, major internal walkways, parks, and pedestrian areas. The following treatments mitigate the negative effects of blank walls (in order of preference):

- Configure buildings and uses to minimize blank walls exposed to public view.
- Provide a planting bed with plant material to screen most of the wall.
- Install trellises with climbing vines or plant materials to cover the surface of the wall. For long walls, a trellis or trellises should be combined with other design treatments to avoid monotony.
- Provide artwork on the wall surface.
- Provide architectural techniques that add visual interest at a pedestrian scale. This could include a combination of horizontal building modulation, change in building materials and/or color, and use of decorative building materials.
- Other treatments may be proposed that meet the intent of the guidelines.

Figure 24. This building was a combination of alternating building materials, details, and landscaping elements to add visual interest at a close range

9. Lighting

Objectives

- To enhance safety.
- To create inviting pedestrian areas.
- To provide adequate lighting without creating excessive glare or light levels.

Discussion

Overpowering and uniform illumination from commercial uses creates glare and destroys the quality of night light, especially for adjacent residential areas. Well placed light fixtures will form individual pools of light and maintain sufficient lighting levels for security and safety purposes.

Figure 25. Building-mounted lighting is encouraged to enhance the pedestrian environment

Guidelines

a. Provide adequate lighting levels in all areas used by pedestrians and automobiles, including building entries, walkways, parking areas, circulation areas, and open spaces. Recommended minimum light levels:
   - Building entries: 4 foot candles
   - Primary pedestrian walkway: 2 foot candles
   - Secondary pedestrian walkway: 1-2 foot candles
   - Parking lot: .60 -1 foot candle
   - Enclosed parking garages for common use: 3 foot candles

b. Lighting should be provided at consistent levels, with gradual transitions between maximum and minimum levels of lighting and between lit areas and unlit areas.

c. Building facades in pedestrian areas should provide lighting to walkways and sidewalks through building mounted lights, canopy- or awning-mounted lights, and display window lights. Encourage variety in the use of building-mounted light fixtures to give visual variety from one facade to the next.

d. Minimizing impacts of lighting on adjoining activities and uses should be considered in the design of lighting. This is particularly important adjacent to residential uses.

Parking lot light fixtures should be non-glare and mounted no more than 15' above the ground. Lower level lighting fixtures are preferred to maintain a human scale. Lights up to 20' may be used for safety, when needed. Ideally, all exterior fixtures should be fitted with a full cut-off shield to minimize light spill over onto adjoining properties.

10. Pedestrian Amenities

Objectives

- To provide amenities that enrich the pedestrian environment.
- To increase pedestrian activity in the Totem Lake Business District~~Neighborhood~~.

Discussion

Site features and pedestrian amenities, such as lighting, benches, paving, waste receptacles, and other site elements, are an important aspect of a business district's character. These elements reduce apparent walking lengths and unify the district's visual character. In zones where public pedestrian space is required to be provided at along the frontage of a building, additional amenities may be required to provide an attractive gathering space.

Figure 29. Consolidated newspaper racks

Guidelines

Provide pedestrian amenities along all sidewalks, interior pathways and within plazas and other open spaces. Desired amenities include:

- Pedestrian-scaled lighting (placed between 12'-15' above the ground).
- Seating space. This can include benches, steps, railings and planting ledges. Heights between 12" to 20" above the ground are acceptable, with 16" to 18" preferred. An appropriate seat width ranges from 6" to 24".
- Pedestrian furniture such as trash receptacles, consolidated newspaper racks, bicycle racks, and drinking fountains.
- Planting beds and/or potted plants.
- Unit paving such as stones, bricks, or tiles.
- Decorative pavement patterns and tree grates.
- Water features.
- Informational kiosks.
- Transit shelters.
- Decorative clocks.
- Artwork.

Figure 26. Bicycle racks

Figure 27. Potted plants

Figure 17. Decorative pavement patterns (top), benches and pedestrian-scale lighting (middle), and informational kiosk (bottom)

Figure 29. This example combines a sculptural water feature with landscaping

11. Interior Pedestrian Connections

Objectives

- To enhance pedestrian access to the street, adjacent uses, and adjacent sites, where desirable.
- To make it easier to walk between uses.
- To reduce vehicle trips within the district~~neighborhood~~.
- To promote pedestrian activity.
- To enhance pedestrian access through parking lots and between the street and uses.

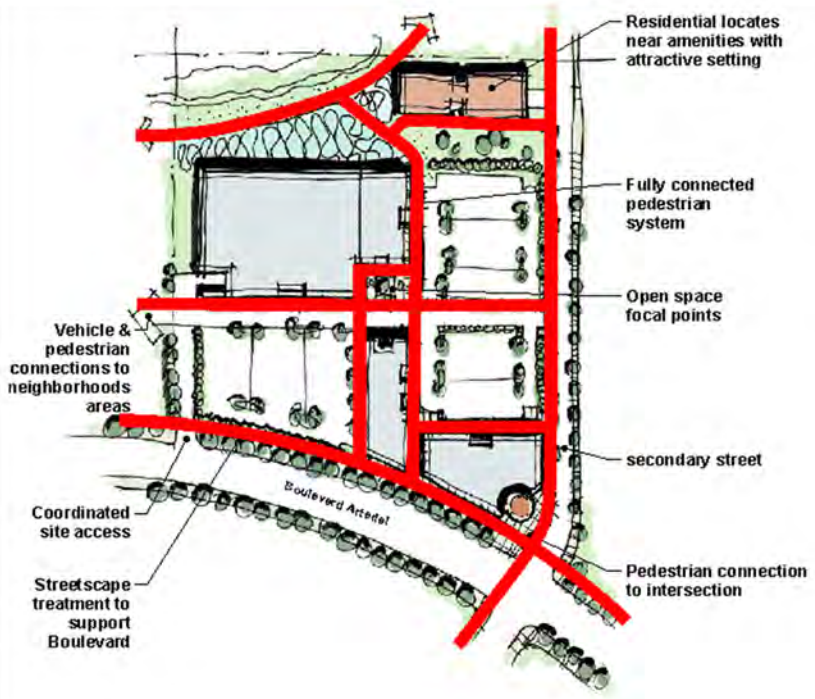


Figure 30. This development example illustrates good interior pedestrian connections. (Note all red lines)

Guidelines

a. Provide convenient pedestrian access between the street, bus stops, buildings, parking areas, and open spaces. Internal pedestrian connections are particularly important on large sites where some uses may be placed away from a street.

b. Design all buildings abutting a public sidewalk or major internal pathways to provide direct pedestrian access to the sidewalk or pathway.

c. Provide interior pedestrian connections to adjacent properties containing similar uses or complementary uses. This is most applicable to large lots and where storefronts or other uses are set back away from the street. Where an existing connection is not desirable or possible due to the nature of development on the adjacent site, the applicant should provide an opportunity for a future pedestrian connection where such a connection is desirable and future redevelopment of the adjacent site is possible.

d. Provide paved walkways through large parking lots. One walkway should be provided for every three parking aisles. Such access routes through parking areas should be separated from vehicular parking and travel lanes by use of contrasting paving material which may be raised above the vehicular pavement and by landscaping.

Special Considerations in TL 4, TL 6B, ~~and~~ TL 4 7A

e. TL 6B.: Develop a trail along the northern edge of the property to take advantage of the site's greenbelt setting. Provide a landscaped buffer area between the trail and any adjacent residential buildings to enhance the character of the trail and provide privacy to adjacent residents.

f. TL 6B Enhance connections to TL 10A to the south, to ensure safe and convenient access for employees in TL 10A and the shopping district in TL 6B.

g. TL 4 Provide for safe and convenient access between development in TL 4 (west of I-405) and the business park directly to the west in TL 10A.

h. TL 7A Provide for safe and convenient public pedestrian access between NE 124th Street through the subject property to the CKC.

12. Pedestrian Plazas

Objectives

- To provide a variety of pedestrian-oriented areas to attract shoppers to commercial areas and enrich the pedestrian environment.
- To create gathering spaces for the community.
- To configure buildings and uses to encourage pedestrian activity and pedestrian focal points.

Guidelines

a. Provide pedestrian plazas in conjunction with mixed-use development and non-residential uses.

~~a.~~b. Publicly accessible space at the primary frontage and between buildings will extend the public realm while creating a transition between public and private spaces, and attract public use by being well-designed, interesting spaces that are integrated with the street environment. The spaces should be of sufficient size to allow for a variety of features, including pedestrian/multi-use paths, plazas, seating, public art and water features.

~~b.~~c. Position plazas in visible locations on major streets, major internal circulation routes, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks. For large sites, development should be configured to create a focal plaza or plazas. Plazas should be no more than 3' above or below the adjacent sidewalk or internal pathway to enhance visibility and accessibility.

~~c.~~d. Incorporate plenty of benches, steps, and ledges for seating. A combination of permanent and moveable seating is encouraged. Seating areas should be provided with views of amenities, landscaping elements, or people watching.

~~d.~~e. Provide storefronts, street vendors, or other pedestrian-oriented uses, to the extent possible, around the perimeter of the plaza

~~e.~~f. Provide landscaping elements that add color and seasonal interest. This can include trees, planting beds, potted plants, trellises, and hanging plants.

Figure 32. Good examples of pedestrian plazas. Notice the

Figure 33. An example of an attractive small plaza space between a sidewalk and a storefront

~~f.~~g. Incorporate pedestrian amenities, as described in Section 10.

~~g.~~h. Consider the solar orientation and the wind patterns in the design of the open space and choice of landscaping.

i. Provide transitional zones along building edges to allow for outdoor eating areas and a planted buffer.

j. Special Consideration for TOD in PR 1.8 zone:

Public spaces should be located in the gateway area, near the on-site transit station or along pedestrian routes. Public open space and plazas should be provided on the subject property that can be used by the general public, residents, and transit users.

13. Residential Open Space

Objectives

- To create useable space that is suitable for leisure or recreational activities for residents.
- To create open space that contributes to the residential setting.

Guidelines

a. Incorporate common open space into multi-family residential uses. In the Totem Lake Business District, ~~Neighborhood,~~ where very high density residential uses are allowed, the quality of the space in providing respite from the buildings on the site is more critical than the amount of space provided. In some developments, multiple smaller spaces may be more useful than one, larger space. Special recommendations for common open space:

- Consider open space as a focal point of the residential development.
- Where possible, open space should be large enough to provide functional leisure or recreational activity. For example, long narrow spaces rarely, if ever, can function as usable common space.
- Open space should provide for a range of activities and age groups. Children's play areas in particular should be visible from dwelling units and positioned near pedestrian activity.
- Residential units adjacent to the open space should have individual entrances to the space. Preferably, these units should include a small area of semi-private open space enclosed by low level landscaping or hedges (no taller than 42").
- Open space should feature paths, seating, lighting, and other pedestrian amenities to make the area more functional and enjoyable. It should be oriented to receive sunlight, (preferably south).
- Separate common space from ground floor windows, streets, service areas, and parking lots with landscaping and/or low-level fencing. However, care should be used to maintain visibility from dwelling units towards open space for safety.

b. Provide private open space for multi-family residential units. For townhouses and other ground-based housing units, provide patios, decks, and/or landscaped front or rear yards adjacent to the units. For all other units, provide balconies large enough to allow for human activity.

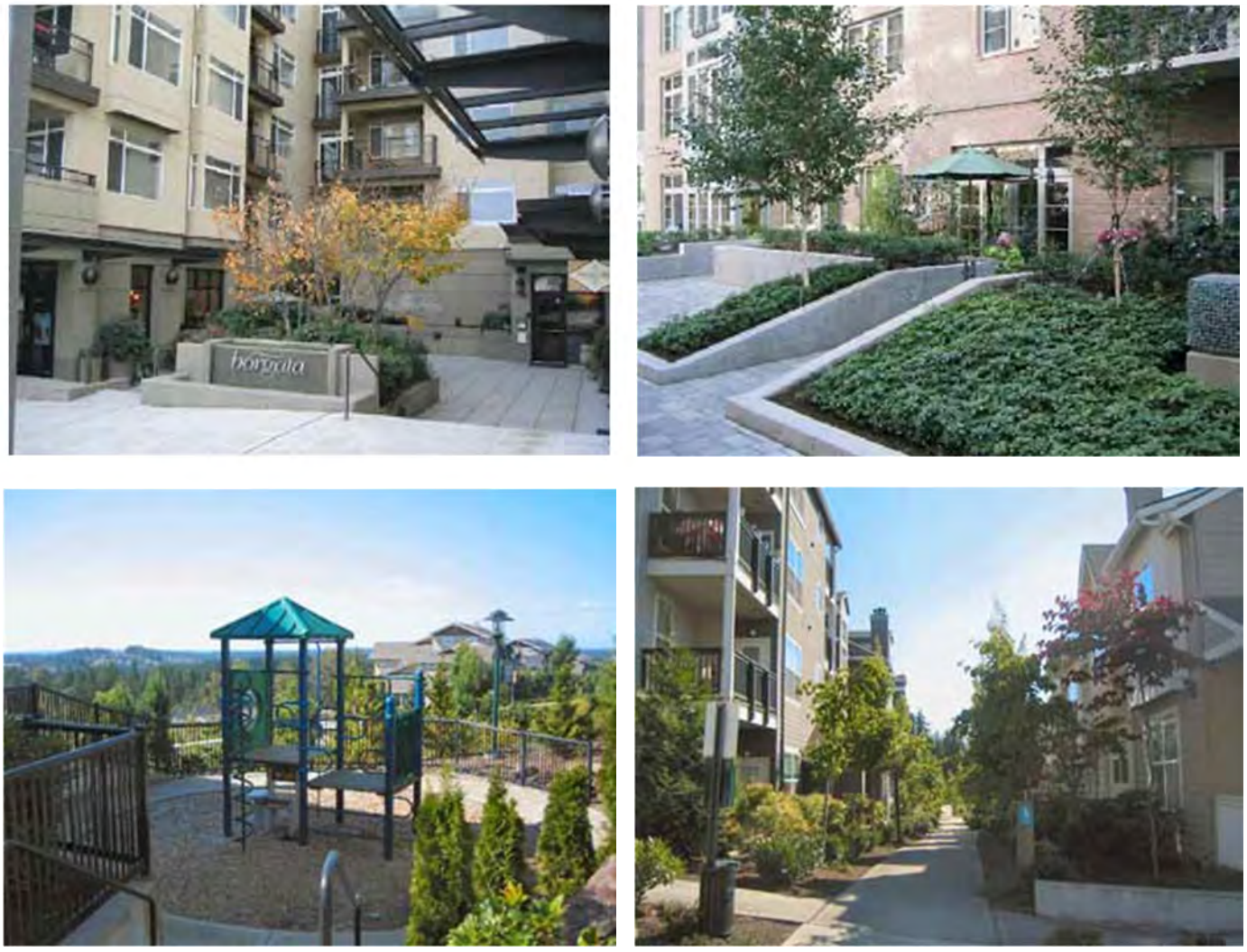


Figure 34. Good examples of common open space, including street-level courtyards (left), a children's play area (top right), and a pedestrian corridor (lower right)

14. Parking Lots and Vehicular Circulation

Objectives

- To minimize the impact of parking facilities on the fronting street, pedestrian environment, and neighboring properties.
- To enhance pedestrian and vehicular safety.
- To maintain desired traffic flow on Totem Lake arterials.
- To promote shared parking
- To provide attractive and connected vehicular circulation routes.

Discussion

Parking lots can detract from the pedestrian and visual character of a commercial area. The adverse impacts of parking lots can be mitigated through sensitive design, location, and configuration. Large parking lots can be confusing unless vehicle and pedestrian circulation patterns are well organized and marked. The Totem Lake Business District ~~Neighborhood~~ Plan encourages shared parking between properties to reduce curb cuts, reduce congestion of cars turning in and out of parking lots and consolidating consumer trips between businesses.

Where not specifically prohibited, drive-through facilities for some uses such as fast food restaurants, pharmacies, or auto oriented uses may be appropriate if designed to minimize vehicle queuing along rights of way, blocking driveways or parking aisles, or impeding pedestrian movement. Aesthetically, drive-throughs should be located away from street frontages or screened as viewed from the right of way.

Guidelines

Driveways

a. Minimize the number of curb cuts into a development, particularly off of arterials. To the extent possible, adjacent developments should share driveways.

~~•~~Parking Lot Location and Design

b. Locate vehicular parking areas to the side or rear of buildings, to the extent possible.

c. Avoid parking layouts that visually dominate a development. Break up large parking lots into smaller ones.

d. Take advantage of topography to hide parking underneath buildings.

e. Provide a clear and well organized parking lot design. Space should be provided for pedestrians to walk safely in all parking lots.

Parking Lot Landscaping

f. Integrate landscaping into parking lots to reduce their visual impact. Provide planting beds with a variety of trees, shrubs, and ground cover to provide visual relief, summer shade, and seasonal interest.

Parking Lot Screening

g. Provide low level screening and perimeter landscaping where parking is adjacent to sidewalks in order to improve visual qualities and reduce clutter. While vertical elements such as trees, are encouraged to define the street edge,

all screening methods should maintain visibility at eye level between the street and parking area. For instance, hedges or walls should not be taller than 3 feet and trees should be trimmed to allow visibility between 3 and 8 feet above the ground.

h. Provide extensive screening and landscaping between parking lots and residential uses and open spaces. A combination of a screen wall with a landscape buffer is preferred.

Vehicular Circulation

j. Develop an efficient internal vehicular access system that minimizes conflicts with pedestrians and vehicular traffic. For TL 5~~, TL 6A,~~ and TL 6B, see the ~~"Redevelopment Concept"~~ illustrations in the Design Vision for the Totem Lake Business District section~~Introduction~~.

k. Configure development to provide interior vehicular connections to adjacent uses, where desirable. Where current connections to adjacent uses are not feasible, but desirable in the future, configure development to provide the opportunity for a future connection, should the adjacent site be redeveloped.

Figure X.

l. Avoid parking lot configurations with dead-end lanes.

m. Configure internal access roads to look and function like public streets. This is most applicable to larger sites, such as those in TL 5 and TL 6B, where an internal vehicular circulation system is critical to access interior portions of the sites. The most desirable configuration would include on-street parking, street trees and sidewalks on both sides of the roadway.

Drive-Through Facilities

n. Design drive- through windows to be oriented away from the street frontage and preferably not located between a building and the street. Where drive- through lanes face a street, avoid large featureless walls and provide sufficient landscaping to soften the visual impact of vehicle stacking areas for drive through windows. Locate driving lanes so as not to interfere with pedestrian or vehicular circulation.

15. Parking Garages

Objectives

- To mitigate the visual impacts of parking garages in the urban environment.

Guidelines

a. Mitigate the intrusive qualities of parking garages. Along streets, pedestrian pathways and in pedestrian areas, ground-level commercial uses should be incorporated into parking structures. Where garages cannot be located underground and must be located on the ground floor and intervening commercial uses are not required, techniques such as extensive landscaping around the base of garages, metal or mesh screening or other materials on the building facade should be used to screen the parking garage near residential areas, internal roads and

Figure 39. This parking garage includes streetfront retail space and landscaped trellises to mitigate visual impacts on the streetscape

pedestrian paths, and other high visibility locations.

b. Design and site parking garage entries to complement, not subordinate the pedestrian entry. If possible, locate the parking entry away from the primary street, to either the side or rear of the building.

c. Use similar architectural forms, materials, and/or details to integrate the garage with the development.

d. Locate parking structure service and storage functions away from the street edge and generally not visible from the street, sidewalks, or the CKC.

16. Architectural Style

Objectives

- To improve the architectural design of commercial buildings in the business district.
- To provide architecture that fits into the context of the adjacent uses surrounding the business district.

Discussion

As there is no single predominate architectural style in the Totem Lake Business District~~Neighborhood~~, the guidelines contained in this document provide flexibility on the chosen styles (provided the architectural style, human scale, building details, and building materials and color standards in KZC Chapter 92 and these guidelines are met).

17. Architectural Scale

Objectives

- To encourage an architectural scale of development that is compatible with the vision for the districts within the Totem Lake Business District~~Neighborhood~~.
- To implement the planning concepts for the distinct design districts within the Totem Lake Business District~~Neighborhood~~.
- To add visual interest to buildings.

Discussion

The guidelines in this section describe a variety of techniques to give a comfortable human scale by providing building elements that help individuals relate to the building. "Architectural scale" means the size of a building relative to the buildings or elements around it. When the buildings in a district~~neighborhood~~ are about the same size and proportion, we say they are "in scale." As both the vision and development regulations for the Totem Lake Business District~~Neighborhood~~ provide for much larger buildings than currently exist, special care must be taken to design buildings so they do not overpower the others. The exception to this rule is an important civic or cultural building that has a prominent role in the community.

Figure 35. Fenestration and vertical modulation techniques help to reduce the architectural scale of this office building

Guidelines

A combination of techniques is desirable to reduce the architectural scale of buildings. Specifically, these techniques are encouraged at intervals of no more than 70 feet for non-residential uses and 30 feet for residential uses. Office buildings are provided with greater flexibility. Alternatives will be considered provided they meet the objectives of the guidelines.

a. Incorporate fenestration techniques that indicate the scale of the building. For example, the size, location, and number of windows in an urban setting create a sense of interest that relies on a subtle mixture of correct ratios, proportions, and patterns. This is particularly important on upper floors, where windows should be divided into units no larger than 35 square feet, with each window unit separated by a visible mullion or other element at least 6 inches wide. "Ribbon windows" (continuous horizontal bands of glass) or "window walls" (glass over the entire surface) do little to indicate the scale of the building and are thus discouraged, except in special circumstances where they serve as an accent element.

Patterns of fenestration should also vary depending on whether the street is pedestrian- or automobile-oriented. A window pattern that is interesting from a car may be monotonous to a slow-moving pedestrian; likewise, a window pattern that is interesting to a pedestrian may seem chaotic from a fast-moving car. Thus, pedestrian oriented fenestration should allow for more complex arrangements and irregularity while automobile-oriented fenestration should have more gradual changes in pattern and larger and simpler window types. An optimum design goal would allow for varied treatment of window detailing with unifying features such as 18" to 24" sills, vertical modulation in structure, varied setbacks in elevation, and more highly ornamented upper-story windows.

b. Encourage vertical modulation on multi-story buildings to add variety and to make large buildings appear to be an aggregation of smaller buildings. Vertical modulation may be particularly effective for tall buildings adjacent to a street, plaza, or residential area to provide compatible architectural scale and to minimize shade and shadow impacts. Vertical modulation is well-suited for residential development and sites with steep topography.

Figure 36. A variety of techniques should be used for multi-tenant retail buildings to emphasize individual storefronts

c. Encourage a variety of horizontal building modulation techniques to reduce the architectural scale of the building and add visual interest. Horizontal building modulation is the horizontal articulation or division of an imposing building façade through setbacks, awnings, balconies, roof decks, eaves, and banding of contrasting materials. Elevations that are modulated with horizontal elements appear less massive than those with sheer, flat surfaces. Specifically:

- For single purpose retail buildings, use horizontal building modulation with roofline modulation and a change in building materials, as necessary to meet objectives of the guidelines from all perceived distances. This is particularly important for large scale retail buildings (over 40,000 square feet) or multi-tenant retail buildings placed adjacent to a parking lot where they can be viewed from relatively great distances.
- Provide horizontal building modulation for residential uses based on individual unit size. Horizontal modulation is most effective when combined with roofline modulation and changes in color and/or building materials. The depth and width of the modulation should be sufficient to meet the objectives of the guidelines. Avoid repetitive modulation techniques, since they may not be effective when viewed from a distance. Larger residential buildings will require greater horizontal modulation techniques to provide appropriate architectural scale.

d. Office buildings: Use design techniques to break up long continuous walls. A combination of horizontal building modulation, change in fenestration, and/or change in building materials should be used to accomplish this.

e. Encourage a variety of roofline modulation techniques. This can include hipped or gabled rooflines and modulated

flat rooflines. As a general rule, the larger the building or unbroken roofline, the bigger the modulation should be. In determining the appropriate roof type and amount of modulation, consider at what distance the building can be viewed. For example, a large commercial building adjacent to a parking lot is capable of being viewed from a relatively large distance. Consequently the roofline modulation techniques must be sufficient to provide an appropriate architectural scale that provides visual interest.

f. Special Consideration for TOD in PR 1.8 zone:
The location of the subject property makes any new multi-story building highly visible from the surrounding streets and the freeway. The arrangement of building mass should address key vantage points and respond to the context of existing and/or planned improvements, gateway features, location of plazas and open space, and surrounding streets. In addition to the architectural scale techniques described above, long, unbroken facades along 116th Way NE should be avoided through limiting building façade length or providing a separation between buildings for a pedestrian corridor. Building mass should be reduced where reduced setbacks are desired along 116th Way NE for pedestrian oriented development and in the gateway area.

18. Human Scale

Objectives

- To encourage the use of building components that relate to the size of the human body
- To add visual interest to buildings.

Discussion

The term "human scale" is generally used to indicate a building's size relative to a person, but the actual size of a building or room is often not as important as its perceived size. A variety of design techniques may be used to give a space or structure the desired effect; for example, to make a room either more intimate or spacious, or a building either more or less imposing.

Figure 37. Bay windows and balconies help lend this building a human scale

Special elements in a building facade create a distinct character in an urban context. A bay window suggests housing, while an arcade suggests a public walkway with retail frontage. Each element must be designed for an appropriate urban setting and for public or private use. A building should incorporate special features that enhance its character and surroundings. Such features give a building a better defined "human scale."

Guidelines

a. Encourage a combination of architectural building elements that lend the building a human scale. Examples include arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards. Window fenestration techniques described in Section 17 can also be effective in giving humans clues as the size of the building. Consider the distances from which buildings can be viewed (from the sidewalk, street, parking lot, open space, etc.).

19. Building Details and Materials

Objectives

- To use building and site design details that add visual interest to buildings/sites at a pedestrian scale.
- To use a variety of quality building materials such as brick, stone, glass, timber, and metal, which are appropriate to the Pacific Northwest climate, and complementary to the desired visual character of the district.

Figure 38. Consider changes in building materials with modulation techniques

Guidelines

a. Encourage the integration of ornament and applied art with the structures and the site environment. For example, significant architectural features should not be hidden, nor should the urban context be overshadowed. Emphasis should be placed on highlighting building features such as doors, windows, eaves, and on materials such as wood siding and ornamental masonry. Ornament may take the form of traditional or contemporary elements. Original artwork or hand-crafted details should be considered in special areas. Ornament and applied art can be used to emphasize the edges and transition between public and private space, and between walls to ground, roof to sky, and architectural features to adjacent elements. Ornament may consist of raised surfaces, painted surfaces, ornamental or textured banding, changing of materials, or lighting.

b. Use a variety of quality building materials such as brick, stone, timber, and metal, to add visual interest to the buildings and reduce their perceived scale. Masonry or other durable materials should be used near the ground level (first 2 feet above sidewalk or ground level).

Figure 39. A combination of materials is preferred

20. Signs

Objectives

- To encourage the use of creative, well-crafted signs that contribute to the character of the district.

Discussion

Kirkland's Zoning Code regulates signs throughout the city in order to create a high-quality urban environment. Automobile-oriented signs typically found on commercial strips can be overpowering and obtrusive. Pedestrian signs are smaller and closer to viewers; thus, creative, well-crafted signs are more cost effective than large signs mounted high on poles. A balance between the needs of a high traffic corridor and pedestrians should be considered in the design of signs. Signs should be an integral part of a building's façade or act as a center identification for the passing motorist to a commercial center. The location, architectural style, and mounting of signs should conform to a building's architecture and not cover up or conflict with its prominent architectural features. A sign's design and mounting should be appropriate for the setting.

Guidelines

a. Provide pedestrian oriented signs on all commercial facades where adjacent to a sidewalk or walkway. This includes signs located within 15' of the ground plane, such as "blade" signs which hang below canopies. Small signs located on canopies or awnings are also effective along building facades at the street. Signs with quality graphics and a high level of craftsmanship are important in attracting customers. Sculpted signs and signs that incorporate artwork add interest.

b. External lighting is preferred. If internal lit cabinet signs are used, darker background with lighter lettering is more aesthetically pleasing. Neon signs are appropriate when integrated with the building's architecture.

c. Ground-mounted signs should feature a substantial base and be integrated with the landscaping and other site features.

d. Mounting supports should reflect the materials and design character of the building or site elements or both. Too much variety, too much uniformity though unified by common design elements, signs can still express the individual character of businesses.

e. Master-planned, larger commercial centers are encouraged to combine signage for the whole complex that complements the architectural design of the center and oriented to automobile traffic.

21. Service Areas

Objectives

- To provide essential service areas without adversely impacting the quality of development.
- To locate and design site service and storage areas to promote ease of use, safety, and visual cohesion.

Guidelines

a. Locate and design service and storage areas to minimize impacts on the pedestrian environment and adjacent uses. Service elements should generally be concentrated and located where they are accessible to service vehicles and convenient for tenant use.

b. The design of service enclosures should be compatible with the design of adjacent buildings. This may be accomplished by the use of similar building materials, details, and architectural styles. Such enclosures should be made of masonry, ornamental metal, heavy wood timber, or other durable materials.

c. Roof-mounted mechanical equipment should be located so as not to be visible from the street, public open space, parking areas, or from the ground level of adjacent properties. Screening features should blend with the architectural character of the building. Equipment screening and preferred location should be included in the early design of a building.

22. Visual Quality of Landscapes

Objectives

- To enhance the visual quality of the urban environment.

Discussion

The relationship between landscaping and architecture is symbiotic; plant materials add to a building's richness, while the building points to the architectural qualities of the landscaping. Foliage can soften the hard edges and improve the visual quality of the urban environment. Landscaping treatment in the urban environment can be categorized as a pedestrian/auto, pedestrian, or building landscape.

The pedestrian/auto oriented landscape applies to where the pedestrian and auto are in close proximity. Raised planting strips can be used to protect the pedestrian from high-speed and high-volume traffic. Street trees help create a hospitable environment for both the pedestrian and the driver by reducing scale, providing shade and seasonal variety, and mitigating noise impacts.

The pedestrian landscape offers variety at the ground level through the use of shrubs, ground cover, and trees. Pedestrian circulation, complete with entry and resting points, should be emphasized. If used effectively, plant materials can give the pedestrian visual cues for moving through the urban environment. Plant materials that provide variety in texture, color, fragrance, and shape are especially desirable.

The Building Landscape. Landscaping around urban buildings, particularly buildings with blank walls, can reduce scale and add diversity through pattern, color, and form.

Examples of how landscaping is used to soften and enhance the visual quality of the urban environment include:

- Dense screening of parking lots;
- Tall cylindrical trees to mark an entry;
- Continuous street tree plantings to protect pedestrians;
- Several clusters of dense trees along long building facades;
- Cluster plantings at focal points;
- Parking with trees and shrubs planted internally as well as on the perimeter.

Guidelines

a. Consider the purpose and context of the proposed landscaping. The pedestrian/auto oriented landscape requires strong plantings of a structural nature to act as buffers or screens. The pedestrian landscape should emphasize the subtle characteristics of the plant materials. The building landscape should use landscaping that complements the building's favorable qualities and screens its faults while not blocking views of the business or signage.

   Other considerations:

   - Encourage a colorful mix of drought tolerant and low maintenance trees, shrubs and perennials. Except in special circumstances, ivy and grass lawn should be avoided.
   - Take advantage of on-site topography to hide parking and enhance views.
   - Use wooded slopes as a natural site amenity and to screen unwanted views, where applicable.

23. Territorial Views

Objectives

- To encourage development to take advantage of views, while minimizing impacts to public views.
- To configure buildings and site features to enhance views from surrounding properties.

Guideline

a. Encourage rooflines to roughly follow the slope of the existing terrain. Parking garages should be terraced into slopes to minimize building bulk, wherever possible. Buildings are encouraged to step down hillsides.

From:	Buckley, Anthony
To:	Janice Coogan
Cc:	Stowe Development & Strategies; Dawn Nelson; Jeremy McMahan; Adam Weinstein; Lorrie McKay; Klaas Nijhuis; Howard, Zachary; Gilman, Celeste
Subject:	RE: [EXTERNAL] Kingsgate P&R TOD staff recommendations
Date:	Tuesday, June 30, 2020 4:51:11 PM
Importance:	High

Janice,
Thank you for your email. We are still of the opinion that our previous recommendations are appropriate and will be needed in order to create a viable project, achieving our respective goals. Notwithstanding those recommendations, we are providing some additional comments below in red.

ALB
Desk: 360.705.7039
Mobile: 360.628.0964

From: Janice Coogan <JCoogan@kirklandwa.gov>
Sent: Tuesday, June 30, 2020 10:06 AM
To: Buckley, Anthony <BuckleA@wsdot.wa.gov>
Cc: Stowe Development & Strategies <Bob@stoweds.com>; Dawn Nelson <DNelson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Adam Weinstein <AWeinstein@kirklandwa.gov>; Lorrie McKay <LMcKay@kirklandwa.gov>; Klaas Nijhuis <KNijhuis@bellevuewa.gov>
Subject: [EXTERNAL] Kingsgate P&R TOD staff recommendations

Anthony,
When we last met via conference call, I promised to send you staff's recommendations in response to your comment letters (April 27, 2020 and June 18, 2020). In order to meet some critical due dates (public noticing, meeting materials) this week and next for the July 23 public hearing date, we need to know **by tomorrow, Wednesday July 1** if you would like us to go ahead with the public hearing or postpone to a later date to continue discussing these items.

Regardless of our differences over the appropriate code environment to enable the City's affordable housing requirements and build the necessary replacement parking for WDSDOT, we need to have some certainty about the regulations in order to evaluate any proposals that might be submitted in the future. Therefore, we recommend proceeding to public hearing.

1. Amount of affordable housing units: percentage or cap of 200

   Staff will maintain the recommendation for a minimum 51% of total residential units be affordable housing units rather than WSDOT proposal of placing a cap of 200 units. This is consistent with the objectives of Resolution 5325. Flexibility for this requirement is written in the draft code text for City Council to consider an alternative proposal through a future development agreement depending on the outcome of the RFP/RFQ process.

   Can you provide the proposed language offering the flexibility for a Development Agreement (DA) to allow for a lower standard of affordability? If the Council is willing to accept a lower threshold via a DA following the RFP process, we don't understand why a cap would be opposed as developers would have the ability to submit a higher number and thus could receive a higher score in the selection process. Our concern remains that requiring 51 percent without a cap will simply reduce the number of overall housing units

and/or limit the amount of funds the developer has to support both affordable housing and the required replacement parking for WSDOT from the land sale. Including a code requirement of 51 percent and also stating that a different standard may be allowed through a DA we believe will not provide the certainty that the development community will be seeking.
Additionally, we are concerned about the impact on both the State legislation that is needed for the TOD and how the development community will view any RFP process that does not generate viable proposals due to an excessively ambitious regulatory environment.

2. Income levels for affordable housing

After consulting with ARCH, staff will maintain the minimum 50% AMI requirement for income levels rather than to 60% as WSDOT requests. As discussed above the draft code text states that the City Council could consider a development agreement for alternative compliance.
Proposed income level breakdown:
50% AMI or less 25%
80% AMI or less 15%
100% AMI or less 10%
All affordable housing 51%

3. Affordable housing units for people with disabilities

The origins of this requirement are from the principles in Resolution 5325. Rather than requiring a set percentage of units, staff has revised the text to say *"Shall provide a portion of affordable housing units for people with disabilities"*
We would recommend the following change:
"Shall provide a portion of affordable housing units for people with disabilities consistent with the applicable State of Washington Low Income Housing Tax Credit (LIHTC) funding criteria"

4. Confirm eligibility for the City's Multi-family Property Tax Exemption

Lacking a specific development proposal, it is too early to know if the future TOD project would meet the property tax exemption criteria in KMC 5.88.090.2-4. The City would support the concept if the criteria can be met. Because of the unknown phasing of the project we would need to discuss the appropriate mechanism to determine when the tax credits would start (typically at final building certificate of occupancy).

5. Reduce parking requirements

Staff is running out of time to evaluate your proposal for reduced parking before the public hearing and given we do not have a specific development proposal, no commitment for shared parking, or a transportation management program. We have requested additional information regarding Fehr and Peers reports via email. At this point we will recommend that the TOD project meet the existing parking stall requirements. A parking modification per KZC Chapter 105 requirements can be requested once a specific TOD proposal is known, shared parking is fleshed out, and a developer is ready to commit to a transportation management program commensurate with the modification requested.

WSDOT has just received some information from Fehr and Peers (via our consultant Bob Stowe) that addresses this question. I will forward this information via separate email. We continue to believe the recommended parking ratios of .50 for affordable housing and .75 for market rate housing units are appropriate for the Kingsgate TOD to prevent an oversupply of parking reducing the viability of achieving the City's housing affordability goals and WSDOT's infrastructure needs. We are continuing to pursue a commitment and associated terms with Sound Transit to allow for the use of their future parking facility for shared parking with the TOD. If there ends up being no shared parking available because the owner (Sound Transit in this case), does not agree to the price or terms of the shared parking arrangement, then the project should proceed under the parking code requirements, as we have recommended, if capable to

be built by a developer.

6. Gateway feature

   The gateway feature requirement is necessary to implement the Totem Lake Business District Plan policies in the Comprehensive Plan and Totem Lake Enhancement Plan. Staff supports a partial satisfaction of the gateway feature requirement by incorporating some design treatment to the WSDOT retaining wall planned at street level as part of the NE 132nd Street/116th Way NE intersection improvements. Fulfillment of the remaining gateway design requirement could be incorporated into the TOD development at the property corner or architectural feature above the wall. Final design would be decided through the Design Review Board process. Staff looks forward to more discussions with WSDOT on the plans for the intersection improvements.

7. Landscaping requirements along 116th Way NE

   Staff recommends maintaining the draft code requirements to replace trees that may be removed along 116th Way with the intersection or TOD projects with taller growing species and with a percentage being conifers.

8. Sidewalk width

   Staff recommends maintaining the draft code requirements for 8' wide sidewalks along main east/west internal driveway between Government Facility parking garage and TOD site. Other internal circulation roads could be 5' wide sidewalks per see standards KZC 105.

9. Green Building Requirements

   Staff recommends maintaining the draft code green building requirements (revised below). This is a high priority for the city leaders, our draft citywide Sustainability Master Plan and a consistent requirement where there have been increases in building height and density increases of property.
   "Development shall be designed, built and certified to achieve or exceed the following green building standards: Built Green 5 Star certified, LEED Platinum certified, or Living Building Challenge Petal certified (Energy Water and Materials petals at a minimum), or Living Building Challenge certified".

10. Public Space Size

    Staff recommends maintaining the draft code requirements for open space. These minimum size requirements are consistent with other approved projects. Flexibility is included for Design Review Board to determine size and design of public spaces.

11. Contribute to offsite improvement costs of moving bus layover area, signal, affordable housing funding gaps

    Staff supports moving the bus layover to the street to provide a larger site for the TOD project. Without seeing a specific development proposal and more detailed financial proforma from the RFP/RFQ process, it is too early for City Council to consider financial contributions to offsite improvements or an affordable housing funding gap. Any future City participation is not related to the code amendment project and can be discussed as a separate initiative.

12. Building Height

    Staff is recommending for the TOD site a maximum building height of 85 feet above average building elevation and 60 feet for the Government Facility parking garage based on the expected building height.

13. Public Restroom

Staff is not recommending a public restroom be required at the park and ride site or garage.

14. Required Front Yard Setbacks

Staff recommends maintaining a 20' front yard setback along the streets but has added text to allow for flexibility to reduce setbacks.

"May be reduced to 0' if the street level floor of the building contains a commercial use designed with a pedestrian-oriented facade with direct access to 116th Way NE. Façade treatments shall include overhead weather protection; public spaces with seating, landscaping, and art; and transparent storefronts"

I look forward to your response.

Janice Coogan
Senior Planner
City of Kirkland Planning and Building Department
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425.587.3257
"Kirkland Maps" makes property information searches fast and easy.
GIS mapping system now available to public at http://maps.kirklandwa.gov.

Washington State Department of Transportation

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April 27, 2020

City of Kirkland Planning Commission
City of Kirkland, Planning & Building Department
123 5th Avenue
Kirkland, Washington 98033

Re: Kingsgate TOD Code Revisions

Dear Commissioners:

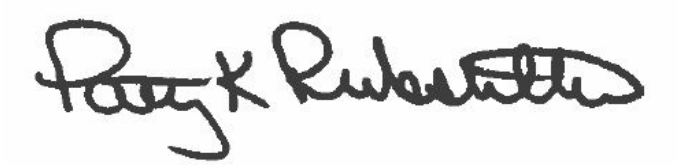
I want to thank the Kirkland Planning Commission and City Staff for their leadership and assistance in developing zoning code revisions to enable the future development of the Kingsgate Park and Ride into a successful transit-oriented development.

Below are suggested revisions to the City of Kirkland's proposed code amendments for the Kingsgate Park and Ride TOD based on the code summary that was presented to the Kirkland Planning Commission in October 2019 (attached for reference as Exhibit A). Many of the suggested revisions represent the joint work of our TOD Consultants, led by Stowe Development & Strategies and Kirkland City Staff to develop revisions to accomplish the City's goals for land use, housing affordability, protection of the character of the neighborhood, and enhanced transit opportunities. The recommended regulations are also meant to provide flexibility, increase the number of potential development proposals, and provide more market viability to a future Kingsgate TOD when we issue a Request for Qualifications (RFQ) and Request for Proposals (RFP) for the project.

We understand that the Kirkland Planning Commission may conduct a public hearing in May on the proposed regulations followed by its recommendation to the City Council for final consideration and action. We are making great progress on developing various design concepts to arrive at a viable TOD project to solicit the interest of qualified development teams to implement our collective TOD objectives. Prior to the issuance of an RFQ and RFP, the recommended code revisions are necessary to provide certainty and predictability to those who will be investing their time and resources to develop proposals for the TOD. Our current schedule is to develop a draft RFQ/RFP by June 2020.

Please contact (Jim Rodgers (360.705.7368 or RodgerJ@wsdot.wa.gov)or our TOD consultant Bob Stowe of Stowe Development & Strategies (206.999.1099 or Bob@stoweds.com) if you have any questions as you consider our recommended revisions.

Sincerely,



Patty Rubstello
Assistant Secretary

cc: Janice Coogan, AICP, Senior Planner
Kirkland City Council
Kirk Triplett, City Manager

KINGSGATE TOD CODE REVISIONS

Code Provision	Recommended Action
Restroom (Design Guidelines)	**Action:** Remove requirement for a public restroom. A small bathroom (comfort station) will be available to bus drivers only and is recommended that such a facility be integrated into one of the larger structures on the site rather than a stand-alone building. The Comfort Station could be located in a building within the TOD, but ideally may be better located in the Sound Transit/WSDOT parking structure. **Rationale:** Requiring a public restroom will require a capital expense, likely over $500,000 plus on-going maintenance. Such a requirement will impact the affordability goals of the TOD and reduce developer interest. Furthermore, the TOD is not expected to generate enough "public use" to create a need for a public restroom. Retail space that is complementary to a TOD use will likely be minimal and will have their own restrooms for patrons. Any public restroom facility should have an on-going maintenance fund and if desired, would be best to include where there is a nexus to significant public use such as the future garage.
Housing Affordability	**Action:** Require that 51 percent of all residential units at the Kingsgate TOD be affordable until the affordable unit count reaches 200 (approximately 50 units per acre) after which any additional units can be either affordable or market rate. Furthermore, adjust the affordability requirement of 50% AMI to 60% AMI to better align with affordable housing tax credit funding. Finally, confirm that the Kingsgate TOD area shall be eligible for the City's MFTE based on the affordability requirements established as part of the Kingsgate TOD and that the tax exemption will be for twelve years.

	Rationale: Providing more affordable housing will be a RFP preference. Proposals that generate more affordable units and deeper levels of affordability will achieve a higher score in the RFP evaluation. ARCH has stated that they view 200 to 225 affordable housing units for this site as a challenging but achievable target, and that more housing than this would run the risk of exhausting known and likely available gap funding/subsidy sources, particularly low income housing tax credit (LIHTC) sources which provide the majority of funding for housing at 60% AMI and below. Data provided by ARCH shows that, for each LIHTC-funded housing unit built by an ARCH partner over the last 5 years, an average of $140,000 of public/subsidy funding has been required. This equates to a required subsidy of at least $28 million for the site, assuming 200 units on site were LIHTC funded. In fact, this funding gap could easily be larger as the City's proposed regulations require twenty-five percent of the total amount of affordable units to be provided at 50% AMI or below. A 50% AMI is a very aggressive affordability target; in part because LITHC has been most effective at funding 60% AMI units on the Eastside. This data is backward looking, and as construction costs increase, the gap is also likely to increase. Requiring more than 200 affordable housing units will likely create funding gaps for housing development and therefore will require either gap financing/subsidies or another funding source. If these cannot be secured, this requirement could reduce the total number of units constructed on the site, limiting the site's potential to increase the local supply of housing. If more than 200 units are required, or a deeper affordability requirement below 60% AMI is established, we recommend the establishment of a dedicated affordable housing funding source (e.g., grant, in-lieu fees, levy, etc.) in order to offset a likely financial gap. MFTE is a common regulatory incentive for developing multi-family units that are affordable to "workforce" households.
Setbacks	**Action:** Reduce the setback from 20 feet to 10 feet on 116th Way NE which is the current setback required for NE 132nd St. Additionally, we recommend modifying the Design Guidelines language as follows, "The front setback may be reduced where commercial uses or other active ground floor space is designed to create an active pedestrian-oriented environment at the street level." **Rationale**: The 20' setback on 116th Way NE is significant and may be too large to create an active pedestrian-oriented environment on 116th. A setback of 10 feet will allow for ground-floor commercial spaces and other active ground floor uses (e.g., outdoor dining) to connect more directly with sidewalks. A *required* 20 foot setback could disconnect ground floor uses from the street and make for a less engaging pedestrian experience. The proposed language within the Design Guidelines provides greater clarity.
Use	

	We previously recommended that parking not be included in the calculation of the gross floor area. City staff has confirmed that administrative practice will exclude parking from this calculation and no further action is necessary.
Building Height	**Action:** Allow up to 85 feet height (increase from the proposed 75 feet) throughout the TOD. **Rationale:** In order to maximize affordable housing on the site, parking should be above ground in a structure and therefore the additional height may allow for a potential mid-rise building of 5-stories of wood frame structure over a three-story concrete or masonry podium. Although a 5/3 type construction is more expensive and may not be viable based on construction costs and expected revenues, the additional height may allow for design creativity without adding another occupied floor. In this case, construction costs of a 5/2 type development would be a lower cost of development.
Parking Spaces	**Action:** Reduce parking space requirements to .50 per affordable unit (rather than .75) and .75 (rather than 1.05) for market-rate residential units, including guest parking. **Rationale:** The recommended parking ratios for both affordable and market rate housing is consistent with TOD best practices and the King County Right Size Parking Calculator. Developers may provide more parking than this but these are reasonable minimums for a site intended for high transit use, lower auto ownership, and lower-than average unit- and household-sizes. Furthermore, we recommend the proposal specifically mention and allow for shared parking between uses on the entire site (e.g., potentially between the TOD and Sound Transit/WSDOT park and ride garages), even though other parts of the City's code also mention shared parking. We consider the above best practices for TODs nationwide. Attached is supporting information (Exhibit B) from transportation experts Fehr & Peers regarding the recommended parking ratios and shared parking. Furthermore, the cost of providing above ground parking in a garage is estimated at $40,000 per space or more (excluding land cost) and serves as a major barrier to achieving housing affordability. If a parking ratio of .75 spaces for market-rate housing units were included in the range of concept options being studied now by the Kingsgate TOD Workgroup, the savings would be between $2.5 and $3.6 million, depending on the concept. The amount that could be saved by the affordable housing units by reducing the parking ratio from .75 to .50 would be between $960,000 and $3.0 million. Therefore, the costs that could be saved for the total project are between **$3.5 and $6.7 million**. Providing certainty regarding the number of parking spaces required up-front will be a significant factor in generating competitive proposals from interested developers from the RFQ/RFP process.

Green Building	**Action:** Green Building provisions should be a **preference** and not a requirement allowing for higher score as part of Developer RFP evaluation. **Rationale:** Requiring Green Building provisions will increase the cost of development (believed to be between 2 to 4 percent additional cost) impacting the ability to maximize affordable housing.
Gateway Feature (Design Guidelines)	Clarify that the Gateway feature will be a preference allowing for higher score as part of Developer RFP evaluation.
Gateway (Design Guidelines)	Same comment as above under Design.
Public Space	**Action:** Allow the 2,500 sg. ft. of public space to be created in multiple areas, provided that such space in no less than 1,000 sq. ft. **Rationale:** Creating smaller spaces allows for greater flexibility and may help achieve the affordability objectives as well as activate multiple areas on the site.

Washington State Department of Transportation

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June 18, 2020

Janice Coogan, Senior Planner
City of Kirkland Planning and Building Department
123 Fifth Avenue Kirkland WA 98033

Dear Janice:

Thank you for the recent discussion about the proposed revisions to the Kirkland City Codes for the Kingsgate TOD project and for considering our recommendations included in our April 27, 2020 letter to the Kirkland Planning Commission. We appreciate another opportunity to provide our input and that of our TOD consultants to create development regulations to accomplish the City's goals for a gateway project to the Totem Lake District that combines affordable and market rate housing, and links residents to the City and region via pedestrian, transit, and other transportation modes. WSDOT's recommended regulations are also meant to provide flexibility, increase the number of potential development proposals, and provide more market viability to a future Kingsgate TOD when we issue a Request for Qualifications (RFQ) and Request for Proposals (RFP) for the project.

After several months of in-depth analysis and study, we believe the viability of a Kingsgate TOD will depend on three key issues which are interrelated as they impact the economic viability of an affordable housing TOD project. First are the regulations that will govern the proposed TOD. Second are some key off-site expenses associated with the development. Finally is the ability of TOD developer, with support from the City and other agencies, to obtain tax credits or subsidies of at least $30 million. If a developer is unable to obtain low income housing tax credits (LIHTC), if regulations are too burdensome, or off-site infrastructure costs are too high, the project will not be feasible and WSDOT will not be able to accomplish the City's goals and development of an affordable housing community as part of TOD. When we evaluate the TOD regulations and offsite infrastructure costs, the combination of both cause significant concerns putting the project in serious jeopardy of attracting a developer to build the project. It is important to acknowledge that even if our proposed and modest adjustments are made to the TOD regulations and the off-site infrastructure costs are supported by the various partners (City, METRO, Sound Transit, WSDOT) the project still needs at least $30 million of tax credit to support 200 affordable homes. However, we believe that creating a viable project is within reach if the regulations can be modified as we have proposed below and/or a contribution toward to the off-site improvements can be made by the project partners.

We have provided a summary of two of the three issues. The third issue of tax credits is further explained as part of the housing affordability code requirements and is mentioned as a key issue for context only.

TOD CODE REGULATIONS

Below are the remaining code issues that we believe if modified would make a significant difference in determining if the TOD is built in the near term. The code issues are listed in order of importance and some may not seem significant or cause the project to be infeasible if viewed in isolation, but the cumulative impact of all the regulations, the off-site improvements, and the significant housing affordability requirements cause them to be listed here.

Housing Affordability

Actions: Require that 51 percent of all residential units at the Kingsgate TOD be affordable (based on the Kirkland City Council policy direction) until the affordable unit count reaches 200 (approximately 50 units per acre) after which any additional units can be either affordable or market rate. Furthermore, adjust the affordability requirement that 25% of units be at 50% AMI to instead require that 25% of units be at 60% AMI to better align with affordable housing tax credit funding as shown below:

Affordability Level	Kirkland Proposal	WSDOT Proposal
	% of all units	% of all units up to 200 aff. Units
50% AMI or less	25%	
60% AMI or less		25%
80% AMI or less	15%	15%
100% AMI or less	10%	10%
All Affordable Units	51%	51%

Confirm that housing units within the Kingsgate TOD site and targeted to households at 80% AMI or less shall be eligible for the City's Multifamily Tax Exemption (MFTE, KMC section 5.88.090.b 2 through 4).

Finally, a new provision has been added requiring a certain percentage of the units (TBD) be for people with disabilities. It is unclear what the purpose would be for this provision as existing building codes and federal regulations already address disability provisions. It is also likely the tax credit program would address these issues as well.

Rationale: Providing more affordable housing will be a preference that WSDOT plans to include in the developer RFQ and RFP. Proposals that generate more affordable units and deeper levels of affordability will achieve a higher score in developer evaluations. ARCH has stated that they view 200 to 225 affordable housing units for this site as a challenging but achievable target, and that more housing than this would run the risk of exhausting known and likely available gap funding/subsidy sources, particularly low income housing tax credit (LIHTC) sources which provide the majority of funding for housing at 60% AMI and below. Data provided by ARCH shows that, for each LIHTC-funded housing unit

built by an ARCH partner over the last 5 years, an average of about $150,000 of public/subsidy funding has been required. This equates to a required subsidy of at least $30 million for the site, assuming 200 units on site were LIHTC funded. In fact, this funding gap could easily be larger as the City's proposed regulations require twenty-five percent of the total amount of affordable units to be provided at 50% AMI or below. A 50% AMI is a very aggressive affordability target; in part because LITHC has been most effective at funding 60% AMI units on the Eastside. And, and as construction costs increase, the gap is also likely to increase. Requiring more than 200 affordable housing units will likely create funding gaps for the housing development and therefore will require either gap financing/subsidies or another funding source. If these cannot be secured, this requirement could reduce the total number of units constructed on the site, limiting the site's potential to increase the local supply of housing.

MFTE is a common regulatory incentive for developing multi-family units that are affordable to "workforce" households (e.g. 80% AMI and higher).

Alternative Actions:

- If more than 200 units are required, or a deeper affordability requirement below 60% AMI is established, we recommend the City plan to contribute funds (grant, in-lieu fees, levy, etc.) towards the affordable housing projects on site in recognition of the aggressive affordability housing requirements in order to offset a likely financial gap.

- Clarify or remove the disability language for the proposed code.

Parking Spaces

Action: Reduce parking space requirements to .50 per affordable unit (rather than .75) and .75 (rather than 1.05) for market-rate residential units, including guest parking.

Rationale: The recommended parking ratios for both affordable and market rate housing is consistent with TOD best practices and the King County Right Size Parking Calculator. Developers may provide more parking than this but these are reasonable minimums for a site intended for high transit use, lower auto ownership, and lower-than average unit- and household-sizes. Furthermore, we recommend the proposal specifically mention and allow for shared parking between uses on the entire site (e.g., potentially between the TOD and Sound Transit/WSDOT park and ride garages), even though other parts of the City's code also mention shared parking. We consider the above best practices for TODs nationwide. Supporting information was included in our April 27, 2020 letter from transportation experts Fehr & Peers regarding the recommended parking ratios and shared parking. Additional information from Fehr & Peers is forthcoming and will be provided to the City soon.

Furthermore, the cost of providing above ground parking in a garage is estimated at $40,000 per space or more (excluding land cost) and serves as a major barrier to achieving housing affordability. If a parking ratio of .75 spaces for market-rate housing units were included in the range of concept options being studied now by the Kingsgate TOD Workgroup, the savings would be between $2.5 and $3.6 million, depending on the concept. The amount that could be saved by the affordable housing units by reducing the parking ratio from .75 to .50 would be between $960,000 and $3.0 million. Therefore, the costs that could be saved for the total project are between **$3.5 and $6.7 million**.

Providing certainty and more TOD-appropriate parking ratios required up-front will be a significant factor in generating competitive proposals from interested developers from the RFQ/RFP process.

Gateway Feature

Action: Clarify that the Gateway feature can be substantially satisfied as part of the 10-12 foot tall retaining wall WSDOT will likely need to build for the round-about. This could include a monument sign, art, special lighting Incorporated into that wall and nice landscaping. Any additional work that is accomplished on site, by the TOD developer can be a preference as part of the RFP.

Rationale: Any additional work that might be completed by the TOD developer (likely minimal due to the constraints of the area), make much better sense to provide as a preference allowing for a higher score as part of Developer RFP evaluation. Mandating a difficult design requirement that likely will not achieve its' initial objectives, only reduces the ability for a TOD developer to achieve the higher priority of affordable housing.

Landscape

Action: Clarify that any trees along 116th Way NE that are removed and would be in conflict with a possible bus relocation, would not have to be replaced.

Rationale: In order to accommodate the bus relocation, some trees will need to be removed.

Use/Circulation System

Action: Clarify that sidewalks next to interior roads of the TOD can be 5-6 feet in width and that sidewalks along 116th Way NE should be 8 feet, including the intersection area of any east-west road.

Rationale: The use and activity level on interior roads do not generate the need for wider sidewalls and reduce land area and increase cost for the TOD.

Green Building

Action: Green Building provisions should be a **preference** and not a requirement allowing for higher score as part of Developer RFP evaluation.

Rationale: Requiring Green Building provisions will increase the cost of development (believed to be between 2 to 4 percent additional cost) impacting the ability to maximize affordable housing.

Public Space

Action: Allow the 2,500 sg. ft. of public space to be created in multiple areas, provided that such space in no less than 1,000 sq. ft.

Rationale: Creating smaller spaces allows for greater flexibility and may help achieve the affordability objectives as well as activate multiple areas on the site.

OFFSITE INFRASTRUCTURE REQUIREMENTS/COSTS

Intersection/Signal Improvements: We believe that a signal and associated intersection improvements will likely be required as part of the transit garages and TOD development. Because the transit garage(s) will occur first, the requirement for the signal will likely not be generated until the TOD occurs. We believe that cost for these improvements (estimated at $1.25 million) should be shared based on use or projected trips between Sound Transit, METRO, and the TOD rather than have the TOD developer responsible for the signal cost, impacting the number of affordable housing that can be built on the site.

Bus Relocation: Moving the METRO bus service, including bus stops and layover area, onto 116th Way NE will provide more area for affordable housing units and make for a better project by allowing for the opportunity to locate ground floor retail along the street front. METRO's preliminary cost estimate for relocating the buses is $4.4 million. It may be possible for a developer to relocate the bus facilities for less as approximately ½ of the projected expense is allocated to soft costs. Relocation of the bus facilities onto the street is also beneficial and preferred by METRO. We recommend that the cost for these improvements be allocated between the City, METRO, and the TOD developer. We believe this move specifically advances the City's goals of accommodating additional affordable housing, creating a mixed-use TOD project, and better integrating multiple transportation modes.

Please contact me or our TOD consultant Bob Stowe of Stowe Development & Strategies (206.999.1099 or Bob@stoweds.com) if you have any questions as you consider our recommended revisions.

Sincerely,

Anthony L. Buckley

Anthony L. Buckley
Director of Innovative Partnerships

Cc: Lorrie McKay
Adam Weinstein
Jeremy McMahan
Celeste Gilman
Zachary Howard
Jim Rodgers
Bob Stowe

STOWE
DEVELOPMENT & STRATEGIES
A Real Estate and Community Development Strategy and Execution Company

February 4, 2020

MEMORANDUM

TO: Dorian Collins, AICP, Senior Planner
City of Kirkland

FROM: Bob Stowe

SUBJECT: Suggested Kirkland Code Revisions

Below are suggested revisions to the City of Kirkland's proposed code amendments for the Kingsgate Park and Ride TOD. The suggested revisions are based on the code summary that was presented to the Kirkland Planning Commission in October 2019. These suggestions are made to provide flexibility, increase the number of potential development proposals, and provide some market viability to a future Kingsgate TOD.

I look forward to discussing these suggestions during our meeting on Thursday. If you have any questions in the meantime, please contact me.

Code Provision	Suggested Revision
Lot Size	Remove requirement for a restroom. Include as a p**reference** not a requirement allowing for higher score as part of Developer RFP evaluation if a restroom is proposed.
Housing Affordability	Consider requiring that residential development (both renter-occupied and owner-occupied) shall result in a minimum of 33 percent of total units that are affordable (rather than 51 percent). Providing more affordable housing will be a RFP preference. Proposals that generate more than 33 percent can achieve a higher score in the RFP evaluation. Furthermore, eliminate the requirement of 15 % of the total affordable units be at 80 percent AMI and 10% at 100 percent AMI. – Allow the market to determine these workforce housing percentages and rents. Requiring significant percentages of affordable housing will likely create funding gaps for housing development and therefore will require either gap financing/subsidies, reduction of land value, or another funding source. Finally, the Kingsgate TOD area should be included (if not already) within the MFTE designated boundary.
Setbacks	The 20' setback on 116th Way NE is significant and may not be consistent with creating an active pedestrian-oriented environment on 116th. Consider changing to 10', which is the current setback required for NE 132nd St. And/or consider modifying Design Guidelines language as follows, "The front setback may be reduced where commercial uses or other active ground floor space is designed to create an active pedestrian-oriented environment at the street level."
Use	Modify as follows: "At least 50 percent of gross floor area **(not including parking area)** of development in the master plan must be devoted to residential uses." The current standard could be difficult to meet if parking area is included in GFA calculation.
Building Height	Allow 75 feet height throughout the TOD.
Buffers	Allow for an administrative decision to accept replacement vegetation if equivalent.
Lot coverage	Clarify that berms and driveways will be included in calculation and apply to entire site (both parking garage and TOD).
Parking Spaces	Reduce parking space requirements to .50 per affordable unit (rather than .75) and .75 for market-rate residential units, including guest parking. The restaurant parking may also be too high since many patrons could come from the residential area or park and ride. We believe this is consistent with TOD best practices and the King County Right Size Parking Calculator. Developers may provide more parking than this but these are reasonable minimums for a site intended for high transit use. Furthermore we recommend the proposal specifically mention and allow for shared parking between uses on entire site (parking garage and TOD), even though other parts of the City's code also mention shared parking.
Green Building	Green Building provisions should be a p**reference** and not a requirement allowing for higher score as part of Developer RFP evaluation.
Design	Provide some additional detail or images about the Gateway requirement. If Gateway feature is substantial, may be better to include as a preference. Also show additional detail or images related to horizontal modulation.
Gateway	Same comment as above under Design.
Public Space	Eliminate as a requirement for the TOD or reduce by 50 percent. Also, allow this need to be met by the Parking Garage parcel.

Dorian Collins

From: Padilla, Cynthia <cynthia.padilla@soundtransit.org>
Sent: Wednesday, June 19, 2019 1:22 PM
To: June Carlson; Dorian Collins
Subject: Kingsgate Development Standards

Hi June and Dorian –

Per the last meeting we had regarding the Kingsgate site, I mentioned that our Land Use planner, Gary Yao, reviewed the May 9, 2019 staff report and Planning Commission meeting. He has the following comments:

- Sound Transit appreciates the City's proactive approach in proposing a code amendment for exceeding the existing 30' maximum height in the PR 1.8 zone to accommodate an approximately 600-stall parking garage. As you know, our consultant (WSP) is working on conceptual engineering for the parking garage. During the process, they will give us a better idea on building height. Once we receive this information from WSP (possibly as early as mid-July), we would like to coordinate with the City to confirm if the proposed 55' maximum height and existing rooftop appurtenance provisions are sufficient.

- Sound Transit understands the Planning Commission's concerns with lighting originating from the parking garage. In its draft screening standards for garage lighting, we would request that the City consider the tradeoffs between cladding and CPTED needs (i.e. visual access into the garage). Additionally, due to the cost/availability of various materials/finishes, performance standards are preferable to specific materials/finishes for screening.

- The Planning Commission discussed ground-floor commercial at the TOD during the meeting. Sound Transit prefers not to incorporate ground-floor commercial space within garage structures, and we plan to move forward with only parking within our structure.

We would appreciate close coordination with you and your staff as you move forward with development standards for this site. Perhaps we can discuss how we can work together at the next workgroup meeting.

You've also asked about FAQs for this site. Outreach staff is working to develop a fact sheet. I'm hoping they'll have it ready by the end of this week.

Thanks,

Cynthia Padilla, AIA, LEED AP BD+C
Project Manager, I-405 BRT
Planning, Environment, and Project Development (PEPD)
Sound Transit
(W) 206.903.7385

Sound Transit I-405 BRT-Kingsgate Park and Ride TOD

Comments submitted for Kirkland Proposed Code Amendments-7/6/2020

7/1 Kingsgate Code Amendment Comments

East-West Vehicular Access Road from NE 116th Way

Thank you for taking into account Sound Transit's intent to provide a forward-compatible design and Sound Transit's timing needs as WSDOT refines concepts for future TOD. Please note that based on our 10% plans, only an 8'-wide sidewalk is currently proposed on the south side of the east-west drive aisle.

Request for Consideration: Due to the ongoing coordination, design refinement, and funding needed for WSDOT future TOD, we would like the City to also consider adding language that addresses:

- Public Works Official discretion to approve an alternate cross section provided adequate site access/circulation is provided by future TOD.
- Future phase/full build-out of the cross section as contingent upon future TOD/development only, north of the Sound Transit parking garage.

Setbacks

Request for Consideration: Due to the pending lot line configuration (ex. accommodating lot lines at garage footprint), we would like the City to consider adding language that clarifies the setbacks are measured from the 116th Way NE ROW (east property line as it exists today), south property line as it exists today, and west property line as it exists today, rather than from future lot lines.

Build Façade Landscaping (Adjacent to Walkway/Parking)

Please note that based on our 10% plans, building façade-adjacent landscaping is currently not contemplated along the north and west sides of the parking structure, which would be the requirement per the proposed code amendment.

Along the north side, this may be accommodated with stall size reduction (potentially achievable if needed) or sidewalk width reduction (not desired/not as forward-compatible); shifting the proposed east-west drive aisle to the north is challenging due to the existing bus loop on-site to remain.

Along the west side, this may result in a reduction of surface park-and-ride stalls and the need to increase the size of the garage to accommodate the additional stalls to maintain the site obligation of 902 stalls total.

Request for Consideration: Due to the potential space constraints above, we would like the City to consider adding the discretion to waive the façade-adjacent landscaping provided façade treatments achieve equal or better results in screening and softening the façade.

7/6 Kingsgate Code Amendment Comments

Bicycle Parking

Based on longstanding agency practice and PSRC guidance on bicycle demand methodology for transit, Sound Transit aims to provide 2% of future year ridership as bicycle parking and tailor to each site per site constraints (e.g. cost, space), external factors (e.g. proximity to high-quality bicycle infrastructure, presence of populations more likely to bike, availability of other modes of access), and observed data (e.g. locker utilization data). For Totem Lake/Kingsgate Station, which is projected to have 1,500 daily riders in 2042, 28 bicycle parking spaces is anticipated to adequately accommodate bicycle parking demand.

Future growth in bicycle parking demand is projected to be twice the initial bicycle parking provided (an additional 28 bicycle parking spaces serving the Totem Lake/Kingsgate Station), which Sound Transit will address by preserving space on-site where future bicycle parking could be located. This allows Sound Transit to right-size bicycle parking while providing additional bicycle parking with relative ease when responding to bicycle locker usage data and customer feedback. For comparison, the initial bicycle parking spaces and demand-driven future bicycle parking spaces would total about the same as what would be provided per the City's proposed minimum bicycle parking standards.

Additionally, long-term bicycle parking is currently proposed outside of the parking garage, but is in the form of fully weatherproof bicycle lockers whose locations will be coordinated with existing King County Metro bicycle lockers. While this is inconsistent with what is proposed, Sound Transit's intent is to minimize the potential of bicyclists circulating in parking garage drive aisles and the potential for bicycle-car conflicts.

For both long-term and short-term bicycle parking, Sound Transit continues to explore the most ideal location for providing bicycle access to Totem Lake/Kingsgate Station. A question was recently raised regarding the potential of bicycle parking locations closer to Totem Lake/Kingsgate Station, but has not been further evaluated amongst the Sound Transit team.

Request for Consideration: Based on the desire for right-size parking and bicyclist safety/convenience above, we would like the City to consider modifying the proposed bicycle standards to reflect:

- Minimum total bicycle parking: 2% of 2042 I-405 BRT ridership at Totem Lake/Kingsgate, with limited opportunity to adjust based on site constraints, observed utilization, high-quality bicycle infrastructure, other modes of access
- Design must demonstrate that there is an area that could accommodate growth in bicycle parking demand at a rate of twice what was initially provided.
- Fully weatherproof bicycle lockers allowed to be located outside of the garage.
- Bicycle parking allowed to be located off-site if the Planning Director finds that the off-site location provides safer and/or more convenient access to Totem Lake/Kingsgate Station.

<u>EV Parking</u>

Based on the Sound Transit Design Criteria Manual (DCM), electric vehicle (EV) parking is considered and provided based on local AHJ requirements. While no EV parking requirement exists today, we appreciate the City's leadership in proposing EV parking and EV-ready parking stalls as part of its Kingsgate code amendment and the opportunity to provide feedback.

To balance the cost of the I-405 BRT program, cost of installing/operating EV chargers, and providing access to EV chargers, Sound Transit proposes that the EV parking and EV-ready parking stall ratios be based on the net new 400 parking stalls proposed at the Kingsgate Park-and-Ride. While Sound Transit policy allows implementation of a paid parking permit program to manage parking demand when the parking garage meets or exceed 90% capacity on weekdays and potential implementation of an EV charger access fee, we understand that it is not possible to implement either on the original 502 park-and-ride stalls (of which 166 is located in the 566-stall parking garage based on 10% plans).

While the parking garage is not eligible nor subject to LEED certification, Sound Transit is aiming to provide 2% of the 400 net new parking spaces as EV parking spaces (8 spaces), which is consistent with the LEED Green Vehicles credit. For comparison, the Angle Lake Station parking garage is the only Sound Transit parking garage with installed EV chargers (4 stalls out of 1,160 stalls or about 0.3%). Additionally, we would provide 4% of the 400 net new parking spaces (16 spaces) as EV-ready spaces supported by the needed conduit, wiring, and electrical service. We recognize that this is fewer than what is proposed by the City, but feel it facilitates better overall access to Totem Lake/Kingsgate Station absent any conclusive projections for EV vs. non-EV transit users and accommodates the potential for future growth in EV parking demand. The total number of EV parking and EV-ready parking stalls at 6%, which exceeds the minimum 5% total specified in the proposed code amendment.

Please also note that we would prefer the code amendment remain as-is with regards to not specifying the types of EV chargers required. The type(s) of EV chargers appropriate for the Kingsgate Park-and-Ride (ex. Level 2 vs. Fast Chargers) has not been fully evaluated by the Sound Transit team.

Request for Consideration: Based on the considerations for EV parking cost, transit user access, LEED credit guidance, and pending evaluation of EV charger types, we would like the City to consider modifying the EV parking standards to reflect:

- Minimum 2% of 400 net new parking stalls as EV parking stalls
- Minimum 4% of 400 net new parking stalls as EV-ready parking stalls
- No standards for EV charger type

Dorian Collins

From: Yao, Gary <gary.yao@soundtransit.org>
Sent: Friday, October 4, 2019 11:31 AM
To: Dorian Collins
Cc: June Carlson; Padilla, Cynthia
Subject: I-405 BRT - Kingsgate Code Amendment Feedback
Attachments: DCM 21-Lighting - Amendment 3.pdf; 10-Landscaping.pdf; DCM-09-Stations and Facilities - Amendment 3.pdf; DCM-31-Parking Facilities - Amendment 1.pdf

Hi Dorian,

Thank you for the opportunity to provide feedback on the code amendment framework proposed for the Kingsgate park-and-ride and your patience in anticipating our response.

As you move forward with developing the draft code based on the code amendment framework, Sound Transit respectfully requests that the City consider the following proposals and supporting information:

- (Land Use Entitlement) Invite the Design Review Board (DRB) to officially provide input on the proposed code amendment and retain Process I Zoning Permit approval for the proposed Sound Transit Kingsgate Garage.

  While Sound Transit understands that projects of this scale typically require DRB review, Sound Transit believes that early DRB involvement is more conducive to a successful design than providing an opportunity for DRB review after design guidelines have already been established. Due to the relatively straightforward program of a parking garage, Sound Transit also believes that the ability of the DRB to contribute to the applicable design guidelines will provide design oversight for the project equivalent to that of later DRB review. Additional opportunity for DRB review and recommendation can be provided if Sound Transit's design-build contractor deviates from the design guidelines.

- (Bicycle Parking) Align the required bicycle parking quantity and design with the Sound Transit Bicycle Program team's analysis (the System Access Strategic Plan, which will have more formal methodology for guidance) and Sound Transit Design Criteria Manual (DCM).

  Currently, Sound Transit intends to provide 20 bicycle rack spaces and 16 bicycle locker spaces , in addition to the existing 8 bicycle lockers provided by King County Metro (KCM). This was based on PSRC guidance and further refined based on factors such as existing/planned bicycle infrastructure in the vicinity and whether it is a terminus station. Please see p. 9-49, 9-66 - 9-68 of the attached DCM chapter for bicycle parking area/rack/locker standards. Due to maintenance considerations bicycle repair stations are not desired.

- (Public Restroom) Remove the public restroom requirement.

  Per ST Motion No. 98-67, which establishes criteria for public restrooms, the lack of staffing, cost-effective maintenance, concessions, and customer service facilities does not support provision of public restrooms at the Kingsgate Park-and-Ride. The potential public benefit of restroom access would be offset by security concerns and costly ongoing maintenance at this location. Public restrooms have more typically been provided at transit centers and termini and not at park-and-rides.

- (Pedestrian Connections) Clarify what type of pedestrian connections are expected.

Sound Transit will ensure adequate non-motorized connections are provided between the garage location and existing sidewalk where an existing crosswalk/covered sidewalk was previously constructed by Sound Transit to connect to Totem Lake Station. Potential crosswalk enhancements can be further discussed.

- (Front Setback) Consider the relationship between the required front setback, the footprint needed for 400 net additional Sound Transit parking spaces, and the amount of land remaining for potential WSDOT-led TOD.

- (Front Setback) Consider that a "public space" or plaza between the garage and 116th Way NE is undesirable due to its location between structured parking and the freeway and the lack of adjacent uses that can provide informal surveillance and populate the space. Sound Transit recognizes that the City is still concerned with the pedestrian experience along 116th and intends to provide an appropriate mix of facade treatment, landscaping, and/or art to address pedestrian experience. If a "public space" or plaza is required, Sound Transit would prefer providing a space for future development and activation by the TOD developer.

- (Side/Rear Setbacks) Ensure the side and rear setback specified is consistent with the distance between the property line and the edge of existing landscape buffers along the site's south and west sides.

- (Height of Structure) Provide a maximum height of 60', the needed height based on conceptual drawings.

- (Landscaping) Include provisions for removal of hazard trees/trees in poor health and trees that result in security concerns. It is Sound Transit's intent to retain all trees in the existing landscape buffers along the site's south and west sides, barring the aforementioned conditions and barring any unforeseen constructability conflicts.

  Required additional trees cannot be excessively tall due to maintenance concerns and must branch 7-8' above grade at 10-year growth. Please see the attached DCM chapter for additional landscaping standards.

- (YBD Design Guidelines) Remove the ground-floor commercial space requirement.

  As previously discussed during TOD feasibility process, successful retail is not feasible at this location. The parking garage will be designed to address pedestrian scale and experience along 116th.

- (YBD Design Guidelines) Include provisions for landscaping that address how landscaping interfaces with required façade treatment, as well considering CPTED principles in required landscaping.

  Green or living walls should not be required to screen the parking garage. Additional information on Sound Transit policy for green or living walls may be referenced on p. 10-19 of the attached DCM chapter.

- (YBD Design Guidelines) Clarify what is meant by obscuring view of parked cars and avoid any requirement for 100% opacity.

  Sound Transit intends on using the existing landscape buffers as the primary means of screening the garage while supplementing with additional structural/architectural elements and/or art as needed/as is possible where the garage remains visible from adjacent properties.

- (Noise Standards) Avoid any noise standards and prescriptive noise mitigation methods beyond the existing noise regulations of Kirkland Zoning Code (KZC) 115.95.

  SEPA environmental review will assess consistency with KZC 115.95, and the Kingsgate garage will be designed to comply with KZC 115.95. As the Kingsgate garage will most likely be delivered via design-build, it is unknown whether prescriptive noise mitigation methods will be feasible with the final design.

- (Gateway Standards) Remove gateway standards from applying to the Kingsgate garage.

It is not on the Sound Transit portion of the site and is out of scope. The gateway can be more appropriately provided by the potential future TOD.

- (Façade Treatment Standards) Include provisions that allow for flexibility in the amount/type of façade treatment that corresponds with site-specific conditions.

  Sound Transit understands that due to proximity with adjacent residential development, the west and south façades will have the highest need for screening and facade treatment. As previously noted, Sound Transit intends on using the existing landscape buffers as the primary means of screening the garage while supplementing with additional structural/ architectural elements and/or art as needed/as is possible where the garage remains visible. With the existing west landscape buffer, which is vegetated with dense thickets of trees, and existing south landscape buffer, which is vegetated with a less dense thicket of trees, facade treatment may not be provided extensively as it would be on an unscreened facade.

  While the east facade will not be screened by a landscape buffer with a dense thicket of trees, it is directly adjacent to I-405 and the nearest adjacent development (separated by trees on both sides of I-405 and I-405 itself) is nearly 400' away. At this scale, any discernible facade treatment provided on upper stories will have minimal aesthetic benefit. Facade treatment on the east facade should instead be focused on ensuring pedestrian scale and improving the pedestrian experience along 116th.

  On the north facade, as much facade treatment as is feasible will be provided, due to proximity and no landscape buffer between the garage and potential future TOD.

- (Façade Treatment Standards/Materials) Avoid brick, highly detailed masonry, or other similarly costly material/façade treatment standards that would jeopardize the financial feasibility of the project.

- Align the scale, material, façade treatment, building entries, light trespass/roof lighting standards with the attached DCM chapters and provide additional standards where the DCM does not sufficiently address local/site-specific conditions.

If possible, we would like to schedule a meeting to go over our feedback above before the 10/24 Planning Commission study session, either before or after the draft staff report is issued next week.

Please do not hesitate to let me know if you have any questions. Sound Transit really appreciates all of your efforts in moving the code amendment forward. We look forward to collaborating with the City to build an asset for the community that is sensitive to its surroundings and maximizes the site's potential for future transit-oriented development (TOD).

Thanks,
Gary

Gary Yao | Senior Land Use Permitting Administrator

Pronouns: He/Him/His

O: 206.903.7071

Sound Transit
401 S Jackson St
Seattle, WA 98104

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FEHR PEERS

Memorandum

Date: June 30th, 2020

To: Bob Stowe, Stowe Development & Strategies

From: Josh Steiner & Aaron Gooze, Fehr & Peers

Subject: Kingsgate TOD Shared Parking, Transit Functionality, and Traffic Analysis

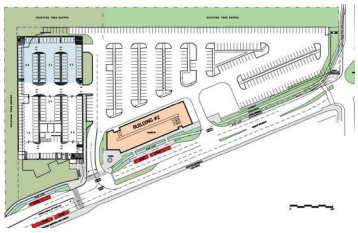
SE20-0715.00

This memo documents the methodology and results of the transportation evaluation for the Kingsgate Transit Oriented Development (TOD) project in Kirkland, WA. The evaluation included shared parking, transit functionality, bicycle and pedestrian access, and traffic operations analysis.

Alternatives Evaluated

Fehr & Peers evaluated three Kingsgate TOD scenario options each with different assumptions for the number of market rate and affordable apartment units and TOD provided parking, as shown in **Table 1**. The first two options, 1A and 1B, contain a mix of residential apartments, townhouses, and retail as well as the full buildout of the WSDOT/Sound Transit Park & Ride garage containing 902 stalls. Option 1C is an interim development that provides apartment units and buildout of the first phase of the park & ride garage in addition to the 502 existing Kingsgate Park & Ride stalls. All three options assume King County Metro's transit stops will be relocated from their current location on the Kingsgate TOD site to 116th Avenue NE with bus stops in both directions.

Table 1: Kingsgate TOD Development Options Evaluated

	Option 1A	Option 1B	Option 1C
			
Number of Stories/Height	8 Stories/85′	6-7 Stories/70-75′	6 stories/70′
Total Units	606	527	107
Affordable Units	227	237	107
Market Rate Units	358	273	0
Townhouses	21	17	0
Retail (sq. ft)	3,200	3,200	3,200
TOD Parking Stalls	520	395	0
WSDOT/Sound Transit Park & Ride Stalls	902	902	400 garage + 502 surface

Trip Generation Results

Using the land use assumptions shown in **Table 1,** Fehr & Peers developed trip generation estimates for the three alternatives using the MXD+ tool. MXD+ better accounts for trip internalization, demographics, built environment, and proximity to transit, to provide more accurate trip generation estimates than conventional Institute of Transportation Engineers (ITE) rates[1].

Tables 2 and 3 summarize the AM and PM peak hour trip generation results. For the purposes of the shared parking study, weekday AM peak hour trip generation was used to determine overall site parking occupancy throughout the day. Outbound trips from the park & ride during the AM peak hour can account for cars parked overnight and turnover due to off-peak work schedules, and MXD+ results are less than calculated using ITE Trip Generation. The AM peak captures the

[1] https://www.fehrandpeers.com/mainstreet/

highest park & ride utilization of the day. Traffic analysis for site trip generation was completed for both the AM and PM peak hours.

Table 2: Kingsgate TOD Trip AM Peak Hour Vehicle Generation by Land Use Type

Scenario	Apartments (mid-rise)		Townhouse		Retail		P&R	
	AM In	AM Out	AM In	AM Out	AM In	AM Out	AM In	AM Out
Option 1A	47	127	5	10	52	52	*506*	*97*
Option 1B	41	110	4	8	52	52	*506*	*97*
Option 1C	9	24	0	0	52	52	*506*	*97*

Source: MXD+ and Parking Generation 3rd Edition for retail use.

Table 3: Kingsgate TOD PM Peak Hour Vehicle Trip Generation by Land Use Type

Scenario	Apartments (mid-rise)		Townhouse		Retail		P&R	
	PM In	PM Out	PM In	PM Out	PM In	PM Out	PM In	PM Out
Option 1A	131	87	8	7	44	44	*92*	*289*
Option 1B	115	77	7	5	44	44	*92*	*289*
Option 1C	25	18	0	0	44	44	92	289

Source: MXD+ and Parking Generation 3rd Edition for retail use.

Right Size Parking

The site characteristics for Option 1B, as well as average market rate and affordable housing rental costs and an unbundled parking fee of $100 were input into the Right Size Parking (RSP) Web Calculator[2] to determine an appropriate amount of parking to be provided by the site. For this scenario option, RSP determined 293 parking stalls was right sized for the development. RSP inputs are shown in **Attachment 1**, and additional detail can be found in the *Kingsgate Right Size*

[2] https://rightsizeparking.org/

Parking Memo developed as part of the Kingsgate TOD project. For the purposes of this Transit Functionality and Traffic Analysis memo, RSP amounts for each scenario were used as the number of parking stalls occupied overnight at the TOD development.

Opportunities for Shared Parking

Using the trip generation shown in **Table 2,** Fehr & Peers evaluated the potential for shared parking within the TOD site. Time of day trip distribution based on recent Sound Transit analysis for the site[3] was used to develop a baseline hourly parking utilization at the park & ride and TOD site. AM trip generation was used to estimate peak parking usage at 9 AM, representing the highest total parking utilization throughout the day. Two recent studies from King County provide time of day park & ride utilization rates that were used as comparisons to the baseline results: the King County Access to Transit Study (2017) and the King County Park & Ride Pricing in Multifamily Developments (2015).

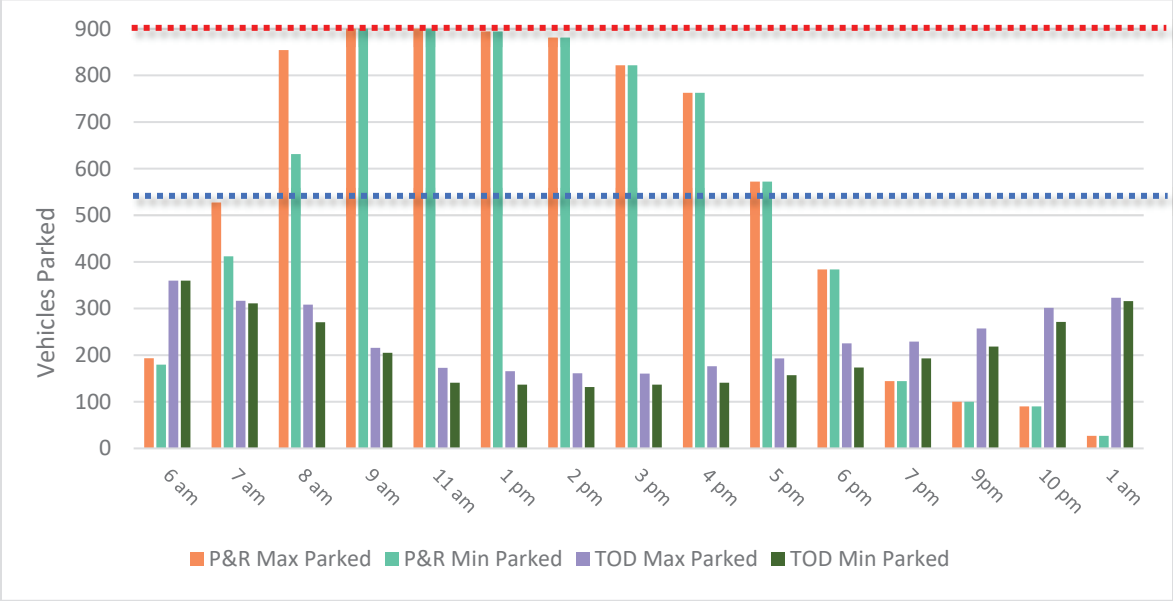
In total, four time of day parking utilization scenarios were developed using the sources noted above. The scenarios were compiled to develop a range of parking utilization by time of day for the park & ride and for the TOD. *Max and Min Parked* represent the highest and lowest number of parking stalls occupied during that time based on the four time of day distributions, for the park & ride and TOD site. Those ranges are shown for each development option in **Figures 1 through 3**. For each figure, park & ride parking capacity is shown in red and TOD parking capacity is shown in blue.

Option 1A

Option 1A provides 520 TOD stalls to be utilized by residential and retail uses and 902 park & ride stalls. As shown in **Figure 1**, the park & ride is expected to be at capacity by about 9 AM for all parking distributions, with about 415 to 525 stalls occupied by 7 AM. This means that between 375 to 485 stalls are anticipated to be available until 7 AM for shared parking. By 8AM, about 50 to 275 stalls would remain, and the lot would full by 9AM. Park & ride spaces are expected to start emptying around 4PM, and by 5 PM over 300 stalls would be available. The TOD site is expected to have a peak utilization of 360 vehicles at 6 AM, with 160 spaces going unused based on 520 stalls provided.

[3] Internal presentation; *Shared Parking: ST Policy guidance, and opportunity for implementation with joint TOD at Kingsgate P&R,* March 2020.

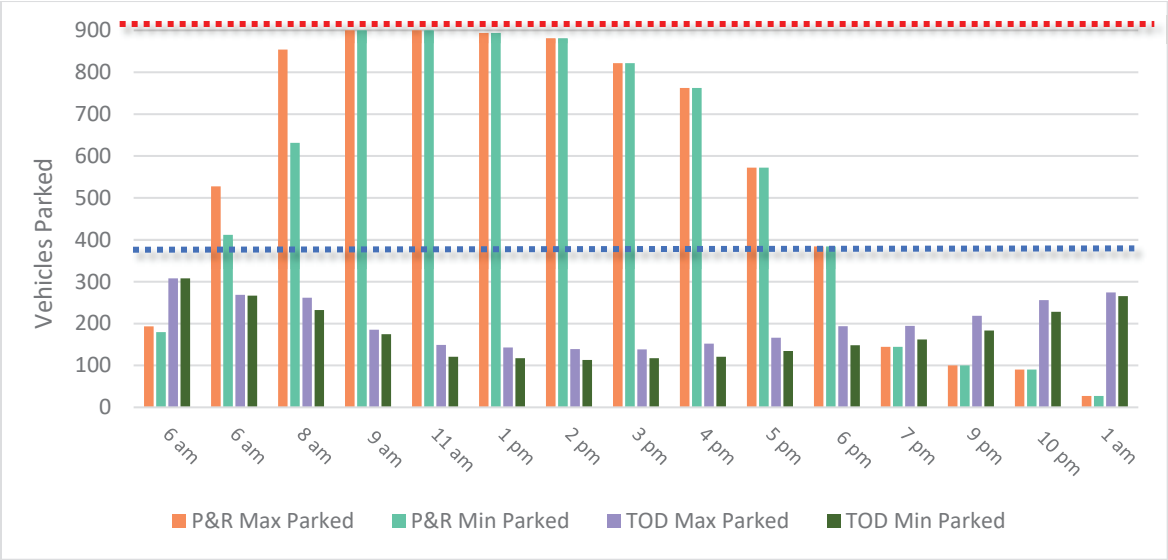
Figure 1: Option 1A Parking Utilization



Option 1B

Option 1B provides 395 TOD stalls to be utilized by residential and retail uses and 902 total park & ride stalls. Given that this scenario assumes the same number of park & ride stalls as Option 1A, the results for the park & ride are the same. As shown in **Figure 2**, the TOD site is expected to have a peak utilization of 308 vehicles at 6AM, with 87 spaces going unused.

Figure 2: Option 1B Parking Utilization

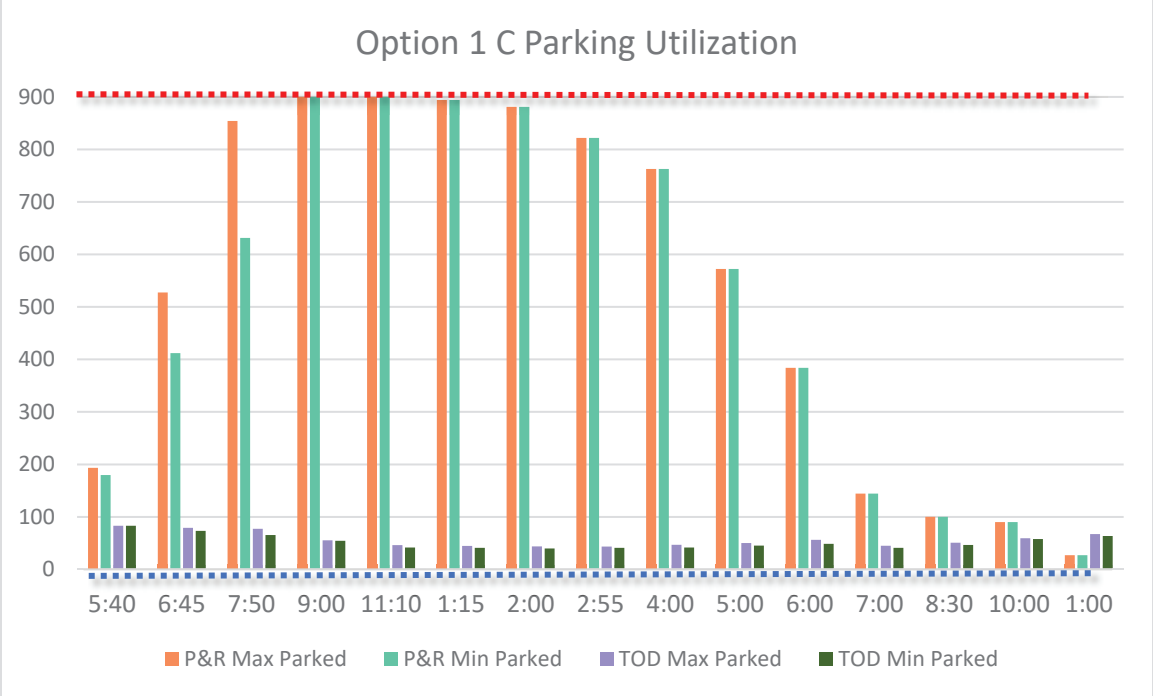


Option 1C

Option 1C does not provide on-site parking for residential and retail uses and 902 total park & ride stalls split between the first phase of the parking garage and existing park & ride surface spaces. As shown in **Figure 3**, the park & ride is expected to be at capacity by about 9 AM for all parking distributions, with about 625 to 850 stalls occupied at 8AM. This means that between 50 to 275 stalls are anticipated to be available until 8 AM for shared parking.

Because no parking is provided at the TOD site, all site-generated parking demand would need to be accommodated by the park & ride, as on-street parking is limited in the area. The TOD site would have peak parking demand of 85 vehicles around 6 AM, which decreases to about 65 to 80 stalls at 8 AM. In this scenario, shared parking is possible until about 8AM, after which TOD and park & ride generated parking demand would exceed total site supply until about 5 PM.

Figure 3: Option 1C Parking Utilization



A recent study conducted by TENW[4] for the Totem Lake Apartments development noted that the Vue Kirkland apartments had a lower average daily parking demand rate per unit (1.12) compared

[4] TENW - *Parking Analysis for Totem Lake Apartments – Update,* May 2018

to another recent apartment development (1.43) is indicative Vue Kirkland's proximity to transit facilities. Kingsgate TOD, for comparison, has a peak parking per unit closer to 0.80 (Option 1B) which reflects the development's immediate proximity to transit facilities as a TOD development. Given ITE Trip Generation assumes all types of vehicle trips in their trip generation rates and that the MXD+ uses ITE rates in its calculation, guest and visitor trips represented in the final trip generation estimates.

Transportation Demand Management

A Transportation Demand Management (TDM) program identifies strategies to mitigate parking demand within developments. While analysis in this report shows that the city's current parking requirements would provide parking capacity at the TOD in excess of residential and retail-related demand, revised parking minimums would reduce TOD parking capacity. A TDM program creates strategies to reduce vehicle ownership by providing up-to-date commuter information, information on the development's commuter benefits, and provides criteria for evaluating TMP effectiveness. A TMP may be necessary for the Kingsgate TOD development to support reduced parking minimums and can also address parking enforcement strategies of the Park & Ride to encourage shared parking opportunities.

Conceptual Review of Access/Egress

The Kingsgate TOD site includes two access driveways, one for the park & ride and another serving the residential buildings at the TOD site. These driveways would be connected via a roadway located at the back of the site. Using the site trip generation and area trip distribution patterns, the vehicle trips were assigned to each of the driveways assuming 20% of vehicles from the TOD would use the park & ride facility because left turns from the TOD site driveways are restricted. Fehr & Peers used forecast traffic volumes provided by WSDOT for 2025 and 2045 during the AM and PM peaks and then added the project trips to the background traffic. Volumes were balanced through all study intersections. Each driveway intersection with 116th Avenue NE was analyzed using Synchro.

Fehr & Peers was tasked with identifying whether either of the site driveways would likely require a signal in 2025 or 2045. Based on a review of traffic conditions using California MUTCD 2012 edition, it was determined that a signal was likely warranted at the southern park & ride driveway, but not at the northern TOD site driveway by 2025. As such, the analysis in this study assumes a full signal at the southern driveway. However, the selected developer will need to complete a full traffic analysis and signal warrant evaluation in coordination with City of Kirkland to determine whether a signal is required.

Queuing Analysis

Based on feedback from the City of Kirkland and WSDOT, Fehr & Peers evaluated the potential queuing effects of a signal on the adjacent NE 132nd Street and NE 128th Street intersections. Fehr & Peers performed traffic operations analysis using Synchro/SimTraffic microsimulation to evaluate queuing conditions during the AM and PM peak hours in 2025 and 2045. The traffic operations models used for this study are based on a 2045 PM Synchro model provided by WSDOT, modified to reflect the roundabouts on NE 132nd Street and new I-405 ramps expected to be complete by 2025. AM and PM background volumes for 2025 and 2045 are consistent with WSDOT's assumptions in their NE 132nd Street roundabout study. To provide a conservative bookend for future roadway volumes, traffic volumes generated for Option 1A, which has the highest number of residential units and therefore generates the highest number of vehicle trips among the three scenarios, were assumed. In Option 1A there are 286 exiting trips and 610 entering trips during the AM peak hour, and 427 exiting trips and 275 entering trips during the PM peak hour. All park & ride generated trips would use the southern driveway while a portion of TOD trips would also use the southern driveway. This analysis assumes the southern, signalized driveway would be full access while the northern, stop-controlled driveway would not permit eastbound left-turn movements. These eastbound left-turn trips would instead use the southern driveway.

The analysis finds that by 2025, traffic queues for the southbound left-turn movement at the intersection of 116th Avenue NE & NE 128th Street would exceed the storage capacity of the southbound left-turn pocket, such that vehicles would spill back into the inside lane stretching back to NE 132nd Street in the AM, and past the new driveway signal in the PM. Northbound queuing is present primarily during the PM peak, with both travel lanes experiencing congestion as vehicles make northbound left-turns or northbound right-turns at NE 132nd Street (through traffic is minimal). Traffic queues are expected to extend the length of the corridor from NE 132nd Street to NE 128th Street.

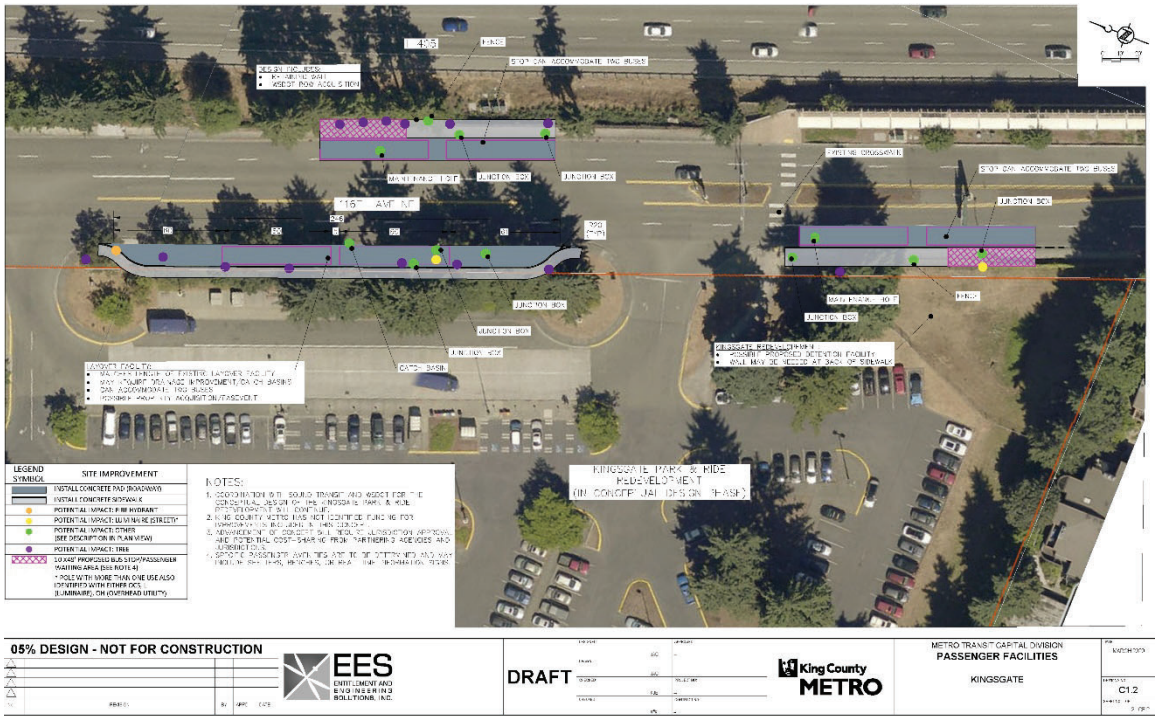
While the new signal would increase the amount of delay on 116th Avenue NE due to the green time allocated to the site driveway, the traffic simulation shows that the corridor would experience overall vehicle congestion without the signalized intersection as well.

Transit Operations

Transit access to the Kingsgate Park & Ride is currently restricted to enter-only at the northern driveway and exit-only at the southern driveway, with buses looping through the site to serve the bus stops and layover. Both driveways are stop-controlled, with buses sharing the access driveways with park & ride users to enter and exit the facility. This configuration results in transit experiencing operational and passenger delay because transit is not given priority.

All three development options propose that the bus stops be relocated to 116th Avenue NE adjacent to the current site, as shown in **Figure 4**. Northbound buses would stop in-lane on the farside of the signalized southern park & ride driveway. Northbound riders connecting to transit service on NE 128th Street in the future (I-405 BRT stop location) would not need to cross the street, while riders accessing the park & ride or TOD site would use a crosswalk provided at the signal. Southbound buses would also stop in-lane on the farside of the signalized intersection to serve the bus stop. Southbound buses scheduled to layover would do so using the pull-out spot located between the two driveways.

Figure 4: Proposed Kingsgate TOD Transit Bus and Layover Locations



While in-lane stops prioritize transit by allowing buses to travel without having to wait for gaps in the adjacent lane to maneuver back into traffic like at a pull-in/pull-out stop, they can still experience delay due to signals and overall roadway congestion. This is true for the northbound buses during the PM peak where both travel lanes experience congestion throughout the corridor. During the AM and PM peak periods, southbound congestion exists primarily in the inside lane where vehicles queue to make a left turn onto NE 128th Street. However, southbound buses whose routes require turning left onto NE 128th Street would need assistance moving from the curbside lane after serving the new southbound stop, to inside lane and left turn pocket. Currently, routes 225, 252, and 257 make this turn and are planned to do so in 2025.

Dedicated transit lanes and transit signal priority could be applied on this corridor to benefit transit speed and reliability, however additional modeling is needed to determine the appropriate transit priority strategies, locations, and design. Potential options include a southbound queue jump at the new signal allowing transit to maneuver into the left lane, which would require shifting the farside stop to the nearside of the signal, or a queue jump from the right lane at NE 128th Street.

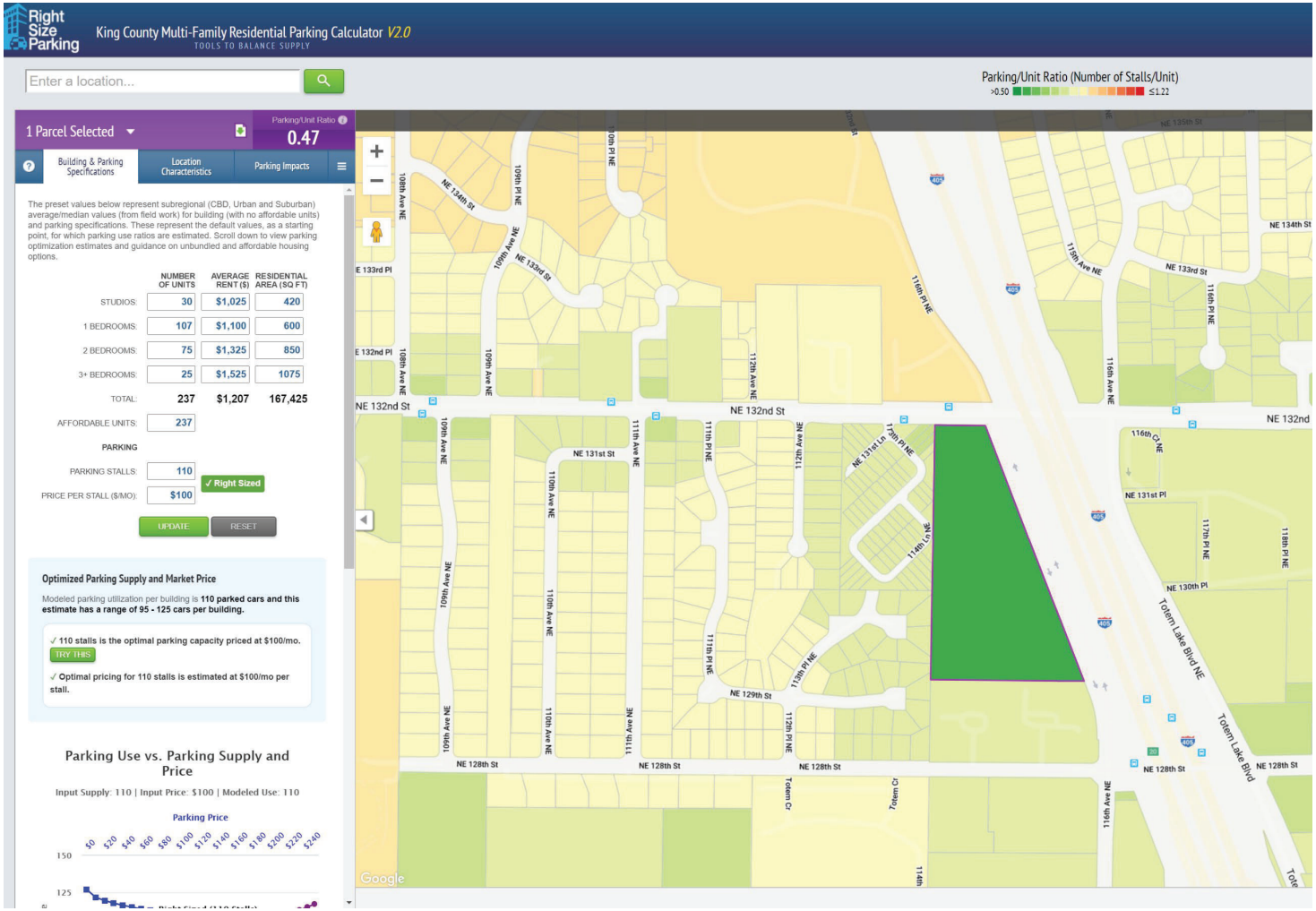
Non-motorized Connections

Bicycle and pedestrian access to the site and nearby destinations is an important part of the TOD development as it increases the multimodal accessibility of the site for transit users as well as for those living on-site. Existing bicycle lanes are located on NE 128th Street and on NE 132nd Street east of 116th Avenue NE. A future bicycle facility is planned on 116th Avenue NE from NE 132nd Street to NE 128th Street. While the alignment and design has not been completed, the Kingsgate TOD project is allocating space for a bicycle path adjacent to the sidewalk behind the two southbound bus stops and layover locations adjacent to the site. This design limits the potential conflict points between transit and bicyclists. Bicycle crossing of both of the site driveways would need to be addressed to determine the best solution to ensure the safety of cyclists and reduce potential conflicts with vehicles. Currently, a cyclist can access the Village at Totem Lake in about 3-4 minutes and it's about a 10-minute walk for pedestrians; Fred Meyer on 120th Avenue NE is about a 5-minute bike ride or 15-minute walk. While future travel time is likely similar to current conditions for both bicycles and pedestrians, the quality of facilities they use is expected to be enhanced via the new pedestrian crosswalk and bicycle access proposed for the Kingsgate TOD development.

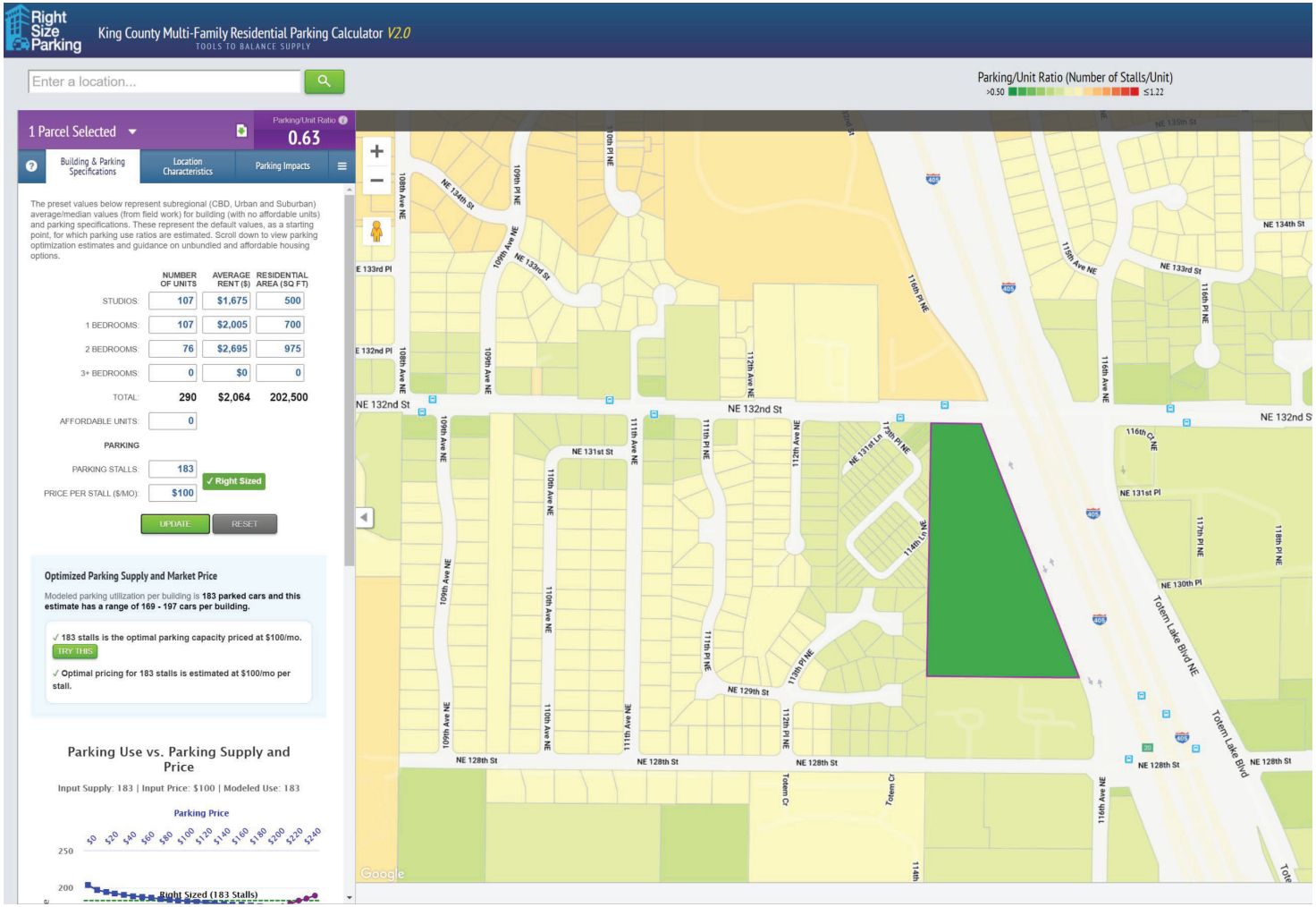
FEHR PEERS

Attachment 1 – Right Size Parking Calculations

FEHR PEERS



A. Affordable Housing RSP Input and Calculation



B. Market Rate Housing RSP Input and Calculation

FEHR PEERS

Memorandum

Date: June 18th, 2020

To: Bob Stowe, Stowe Development & Strategies

From: Josh Steiner, AICP, Fehr & Peers

Subject: Kingsgate TOD Shared Parking, Transit Functionality, and Traffic Analysis

SE20-0715.00

This memo documents the methodology and results of the transportation evaluation for the Kingsgate Transit Oriented Development (TOD) project in Kirkland, WA. The evaluation included shared parking, transit functionality, bicycle and pedestrian access, and traffic operations analysis.

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Table 1: Kingsgate TOD Development Options Evaluated

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			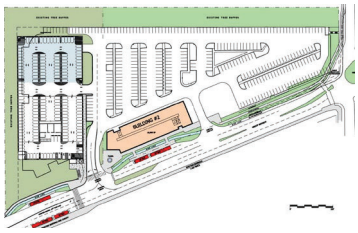
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Trip Generation Results

Using the land use assumptions shown in **Table 1,** Fehr & Peers developed trip generation estimates for the three alternatives using the MXD+ tool. MXD+ better accounts for trip internalization, demographics, built environment, and proximity to transit, to provide more accurate trip generation estimates than conventional Institute of Transportation Engineers (ITE) rates[1].

Tables 2 and 3 summarize the AM and PM peak hour trip generation results. For the purposes of the shared parking study, weekday AM peak hour trip generation was used to determine overall site parking occupancy throughout the day. Outbound trips from the park & ride during the AM peak hour can account for cars parked overnight and turnover due to off-peak work schedules, and MXD+ results are less than calculated using ITE Trip Generation. The AM peak captures the

[1] https://www.fehrandpeers.com/mainstreet/

highest park & ride utilization of the day. Traffic analysis for site trip generation was completed for both the AM and PM peak hours.

Table 2: Kingsgate TOD Trip AM Peak Hour Vehicle Generation by Land Use Type

Scenario	Apartments (mid-rise)		Townhouse		Retail		P&R	
	AM In	AM Out	AM In	AM Out	AM In	AM Out	AM In	AM Out
Option 1A	47	127	5	10	52	52	*506*	*97*
Option 1B	41	110	4	8	52	52	*506*	*97*
Option 1C	9	24	0	0	52	52	*506*	*97*

Source: MXD+ and Parking Generation 3rd Edition for retail use.

Table 3: Kingsgate TOD PM Peak Hour Vehicle Trip Generation by Land Use Type

Scenario	Apartments (mid-rise)		Townhouse		Retail		P&R	
	PM In	PM Out	PM In	PM Out	PM In	PM Out	PM In	PM Out
Option 1A	131	87	8	7	44	44	*92*	*289*
Option 1B	115	77	7	5	44	44	*92*	*289*
Option 1C	25	18	0	0	44	44	92	289

Source: MXD+ and Parking Generation 3rd Edition for retail use.

Right Size Parking

The site characteristics for Option 1B, as well as average market rate and affordable housing rental costs and an unbundled parking fee of $100 were input into the Right Size Parking (RSP) Web Calculator[2] to determine an appropriate amount of parking to be provided by the site. For this scenario option, RSP determined 293 parking stalls was right sized for the development. RSP inputs are shown in **Attachment 1**, and additional detail can be found in the *Kingsgate Right Size*

[2] https://rightsizeparking.org/

Parking Memo developed as part of the Kingsgate TOD project. For the purposes of this Transit Functionality and Traffic Analysis memo, RSP amounts for each scenario were used as the number of parking stalls occupied overnight at the TOD development.

Opportunities for Shared Parking

Using the trip generation shown in **Table 2,** Fehr & Peers evaluated the potential for shared parking within the TOD site. Time of day trip distribution based on recent Sound Transit analysis for the site[3] was used to develop a baseline hourly parking utilization at the park & ride and TOD site. AM trip generation was used to estimate peak parking usage at 9 AM, representing the highest total parking utilization throughout the day. Two recent studies from King County provide time of day park & ride utilization rates that were used as comparisons to the baseline results: the King County Access to Transit Study (2017) and the King County Park & Ride Pricing in Multifamily Developments (2015).

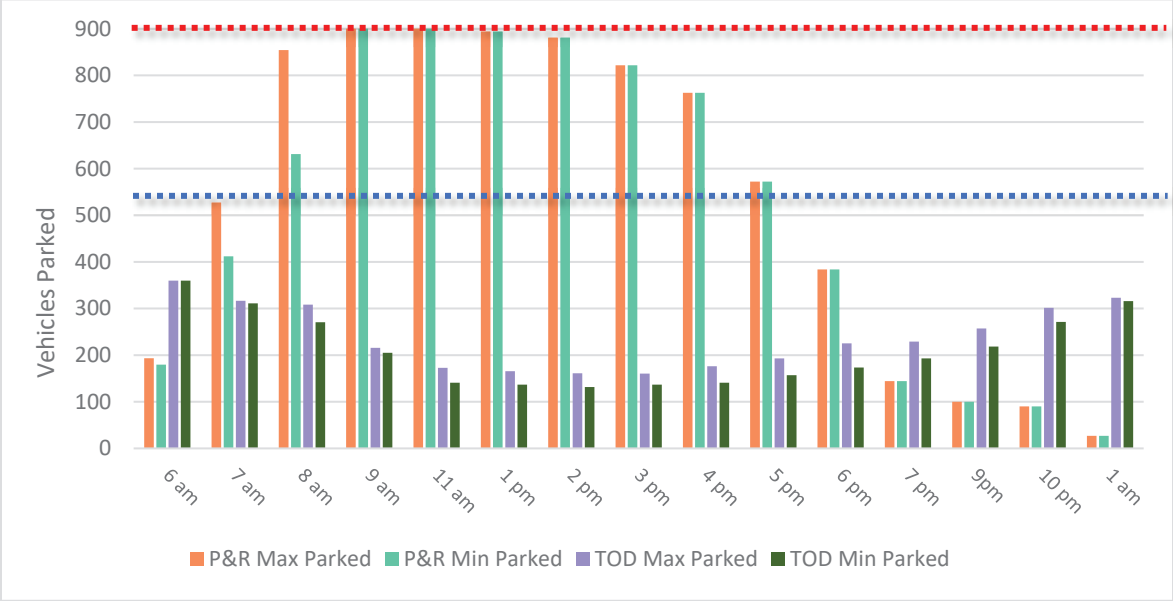
In total, four time of day parking utilization scenarios were developed using the sources noted above. The scenarios were compiled to develop a range of parking utilization by time of day for the park & ride and for the TOD. *Max and Min Parked* represent the highest and lowest number of parking stalls occupied during that time based on the four time of day distributions, for the park & ride and TOD site. Those ranges are shown for each development option in **Figures 1 through 3**. For each figure, park & ride parking capacity is shown in red and TOD parking capacity is shown in blue.

Option 1A

Option 1A provides 520 TOD stalls to be utilized by residential and retail uses and 902 park & ride stalls. As shown in **Figure 1**, the park & ride is expected to be at capacity by about 9 AM for all parking distributions, with about 415 to 525 stalls occupied by 7 AM. This means that between 375 to 485 stalls are anticipated to be available until 7 AM for shared parking. By 8AM, about 50 to 275 stalls would remain, and the lot would full by 9AM. Park & ride spaces are expected to start emptying around 4PM, and by 5 PM over 300 stalls would be available. The TOD site is expected to have a peak utilization of 360 vehicles at 6 AM, with 160 spaces going unused based on 520 stalls provided.

[3] Internal presentation; *Shared Parking: ST Policy guidance, and opportunity for implementation with joint TOD at Kingsgate P&R,* March 2020.

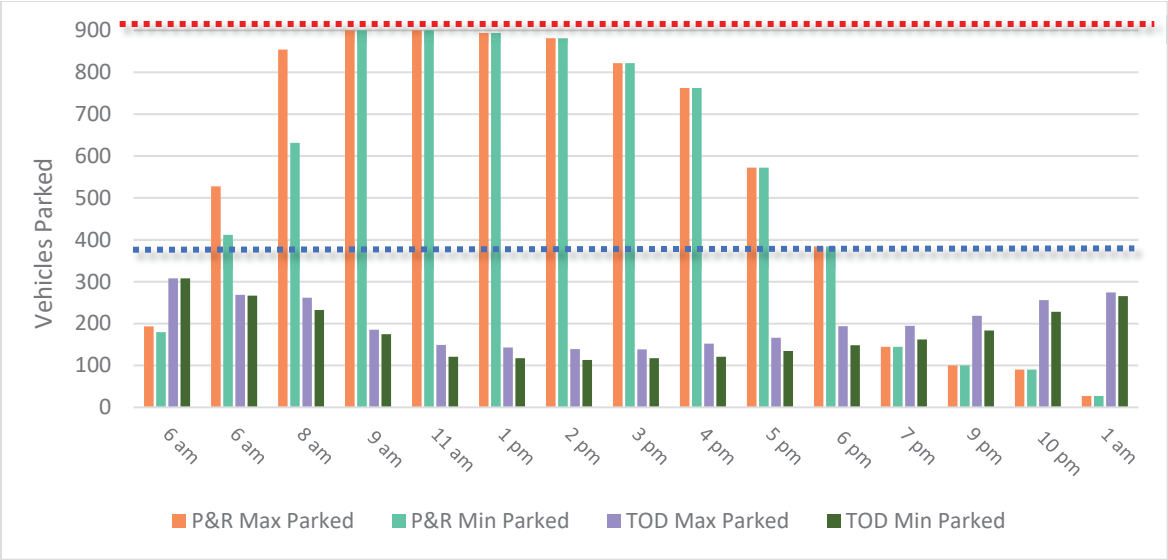
Figure 1: Option 1A Parking Utilization



Option 1B

Option 1B provides 395 TOD stalls to be utilized by residential and retail uses and 902 total park & ride stalls. Given that this scenario assumes the same number of park & ride stalls as Option 1A, the results for the park & ride are the same. As shown in **Figure 2**, the TOD site is expected to have a peak utilization of 308 vehicles at 6AM, with 87 spaces going unused.

Figure 2: Option 1B Parking Utilization

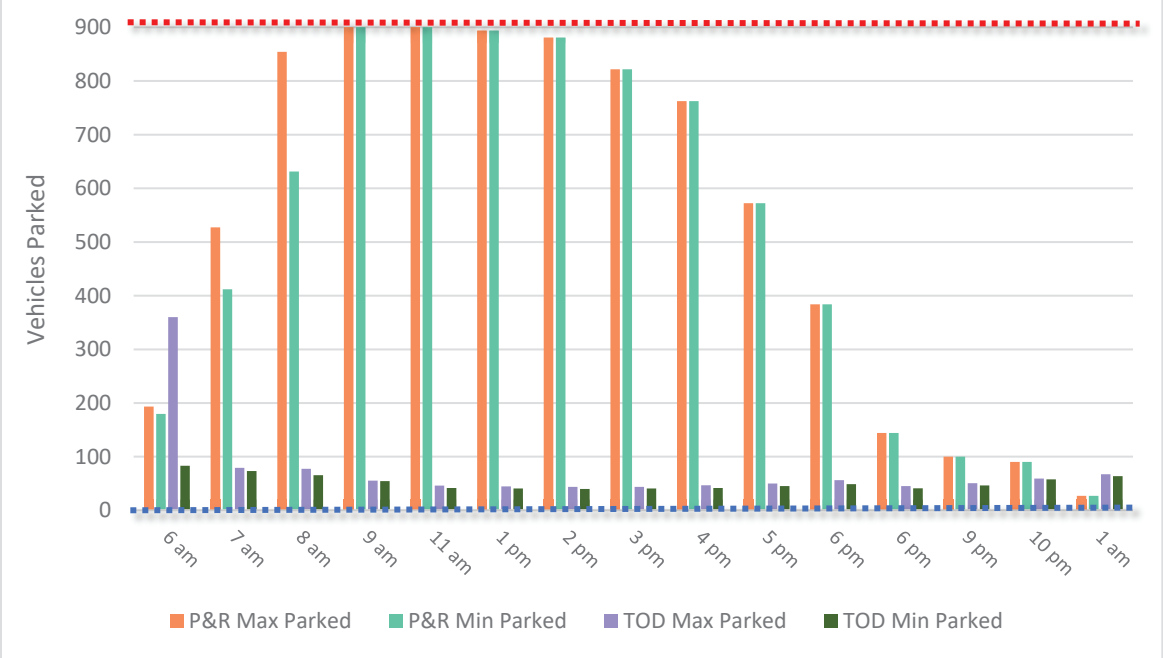


Option 1C

Option 1C does not provide on-site parking for residential and retail uses and 902 total park & ride stalls split between the first phase of the parking garage and existing park & ride surface spaces. As shown in **Figure 3**, the park & ride is expected to be at capacity by about 9 AM for all parking distributions, with about 625 to 850 stalls occupied at 8AM. This means that between 50 to 275 stalls are anticipated to be available until 8 AM for shared parking.

Because no parking is provided at the TOD site, all site-generated parking demand would need to be accommodated by the park & ride, as on-street parking is limited in the area. The TOD site would have peak parking demand of 85 vehicles around 6 AM, which decreases to about 65 to 80 stalls at 8 AM. In this scenario, shared parking is possible until about 8AM, after which TOD and park & ride generated parking demand would exceed total site supply until about 5 PM.

Figure 3: Option 1C Parking Utilization



A recent study conducted by TENW[4] for the Totem Lake Apartments development noted that the Vue Kirkland apartments had a lower parking demand rate per unit (1.12) compared to another recent apartment development (1.43) likely due to Vue Kirkland's proximity to transit facilities.

[4] TENW - *Parking Analysis for Totem Lake Apartments – Update,* May 2018

Kingsgate TOD, for comparison, has a peak parking per unit closer to 0.60 which also reflects the development's immediate proximity to transit facilities as a TOD development.

Conceptual Review of Access/Egress

The Kingsgate TOD site includes two access driveways, one for the park & ride and another serving the residential buildings at the TOD site. These driveways would be connected via a roadway located at the back of the site. Using the site trip generation and area trip distribution patterns, the vehicle trips were assigned to each of the driveways assuming 20% of vehicles from the TOD would use the park & ride facility because left turns from the TOD site driveways are restricted. Fehr & Peers used forecast traffic volumes provided by WSDOT for 2025 and 2045 during the AM and PM peaks and then added the project trips to the background traffic. Volumes were balanced through all study intersections. Each driveway intersection with 116th Avenue NE was analyzed using Synchro.

Fehr & Peers was tasked with identifying whether either of the site driveways would likely require a signal in 2025 or 2045. Based on a review of traffic conditions using California MUTCD 2012 edition, it was determined that a signal was likely warranted at the southern park & ride driveway, but not at the northern TOD site driveway by 2025. As such, the analysis in this study assumes a full signal at the southern driveway. However, the selected developer will need to complete a full traffic analysis and signal warrant evaluation in coordination with City of Kirkland to determine whether a signal is required.

Queuing Analysis

Based on feedback from the City of Kirkland and WSDOT, Fehr & Peers evaluated the potential queuing effects of a signal on the adjacent NE 132nd Street and NE 128th Street intersections. Fehr & Peers performed traffic operations analysis using Synchro/SimTraffic microsimulation to evaluate queuing conditions during the AM and PM peak hours in 2025 and 2045. The traffic operations models used for this study are based on a 2045 PM Synchro model provided by WSDOT, modified to reflect the roundabouts on NE 132nd Street and new I-405 ramps expected to be complete by 2025. AM and PM background volumes for 2025 and 2045 are consistent with WSDOT's assumptions in their NE 132nd Street roundabout study. To provide a conservative bookend for future roadway volumes, traffic volumes generated for Option 1A, which has the highest number of residential units and therefore generates the highest number of vehicle trips among the three scenarios, were assumed. In Option 1A there are 286 exiting trips and 610 entering trips during the AM peak hour, and 427 exiting trips and 275 entering trips during the PM peak hour. All park & ride generated trips would use the southern driveway while a portion of TOD trips would also use the southern driveway. This analysis assumes the southern, signalized driveway would be full access while the northern, stop-controlled driveway would not permit

eastbound left-turn movements. These eastbound left-turn trips would instead use the southern driveway.

The analysis finds that by 2025, traffic queues for the southbound left-turn movement at the intersection of 116th Avenue NE & NE 128th Street would exceed the storage capacity of the southbound left-turn pocket, such that vehicles would spill back into the inside lane stretching back to NE 132nd Street in the AM, and past the new driveway signal in the PM. Northbound queuing is present primarily during the PM peak, with both travel lanes experiencing congestion as vehicles make northbound left-turns or northbound right-turns at NE 132nd Street (through traffic is minimal). Traffic queues are expected to extend the length of the corridor from NE 132nd Street to NE 128th Street.

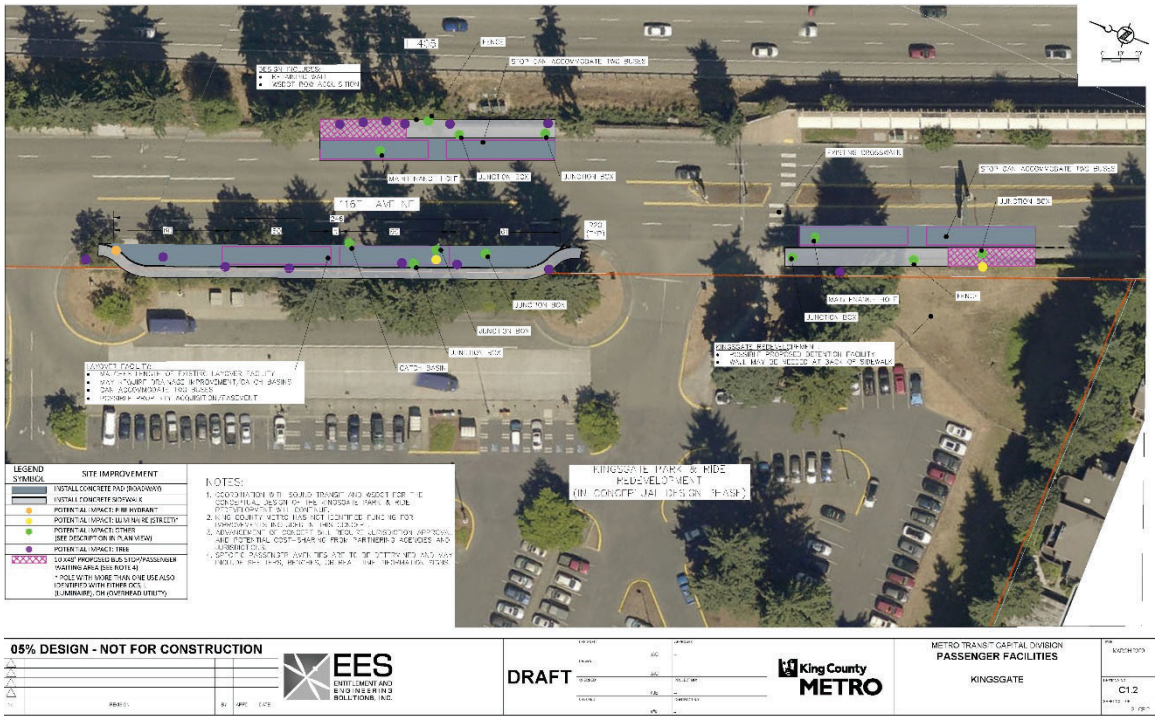
While the new signal would increase the amount of delay on 116th Avenue NE due to the green time allocated to the site driveway, the traffic simulation shows that the corridor would experience overall vehicle congestion without the signalized intersection as well.

Transit Operations

Transit access to the Kingsgate Park & Ride is currently restricted to enter-only at the northern driveway and exit-only at the southern driveway, with buses looping through the site to serve the bus stops and layover. Both driveways are stop-controlled, with buses sharing the access driveways with park & ride users to enter and exit the facility. This configuration results in transit experiencing operational and passenger delay because transit is not given priority.

All three development options propose that the bus stops be relocated to 116th Avenue NE adjacent to the current site, as shown in **Figure 4**. Northbound buses would stop in-lane on the farside of the signalized southern park & ride driveway. Northbound riders connecting to transit service on NE 128th Street in the future (I-405 BRT stop location) would not need to cross the street, while riders accessing the park & ride or TOD site would use a crosswalk provided at the signal. Southbound buses would also stop in-lane on the farside of the signalized intersection to serve the bus stop. Southbound buses scheduled to layover would do so using the pull-out spot located between the two driveways.

Figure 4: Proposed Kingsgate TOD Transit Bus and Layover Locations



While in-lane stops prioritize transit by allowing buses to travel without having to wait for gaps in the adjacent lane to maneuver back into traffic like at a pull-in/pull-out stop, they can still experience delay due to signals and overall roadway congestion. This is true for the northbound buses during the PM peak where both travel lanes experience congestion throughout the corridor. During the AM and PM peak periods, southbound congestion exists primarily in the inside lane where vehicles queue to make a left turn onto NE 128th Street. However, southbound buses whose routes require turning left onto NE 128th Street would need assistance moving from the curbside lane after serving the new southbound stop, to inside lane and left turn pocket. Currently, routes 225, 252, and 257 make this turn and are planned to do so in 2025.

Dedicated transit lanes and transit signal priority could be applied on this corridor to benefit transit speed and reliability, however additional modeling is needed to determine the appropriate transit priority strategies, locations, and design. Potential options include a southbound queue jump at the new signal allowing transit to maneuver into the left lane, which would require shifting the farside stop to the nearside of the signal, or a queue jump from the right lane at NE 128th Street.

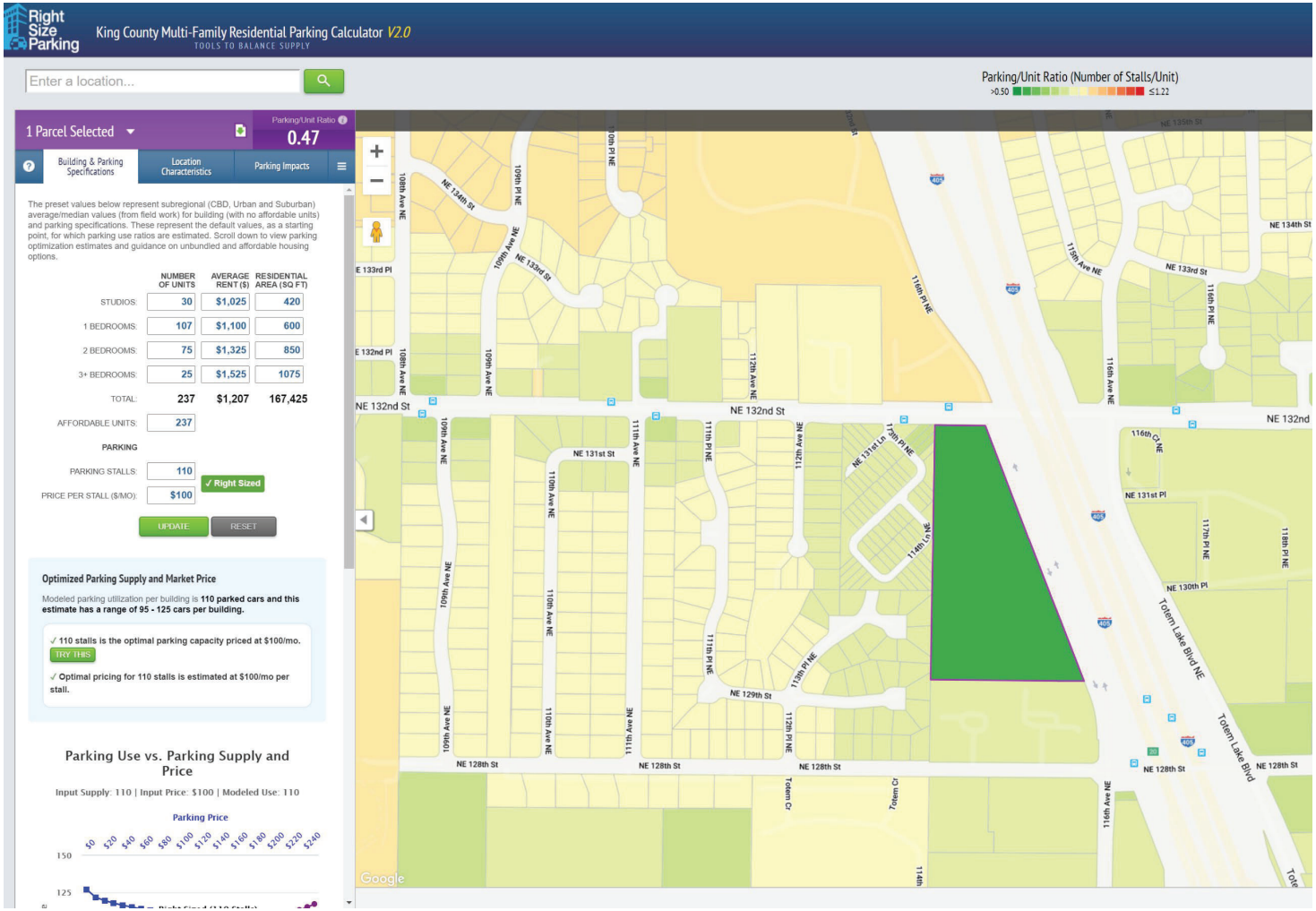
Non-motorized Connections

Bicycle and pedestrian access to the site and nearby destinations is an important part of the TOD development as it increases the multimodal accessibility of the site for transit users as well as for those living on-site. Existing bicycle lanes are located on NE 128th Street and on NE 132nd Street east of 116th Avenue NE. A future bicycle facility is planned on 116th Avenue NE from NE 132nd Street to NE 128th Street. While the alignment and design has not been completed, the Kingsgate TOD project is allocating space for a bicycle path adjacent to the sidewalk behind the two southbound bus stops and layover locations adjacent to the site. This design limits the potential conflict points between transit and bicyclists. Bicycle crossing of both of the site driveways would need to be addressed to determine the best solution to ensure the safety of cyclists and reduce potential conflicts with vehicles. Currently, a cyclist can access the Village at Totem Lake in about 3-4 minutes and it's about a 10-minute walk for pedestrians; Fred Meyer on 120th Avenue NE is about a 5-minute bike ride or 15-minute walk. While future travel time is likely similar to current conditions for both bicycles and pedestrians, the quality of facilities they use is expected to be enhanced via the new pedestrian crosswalk and bicycle access proposed for the Kingsgate TOD development.

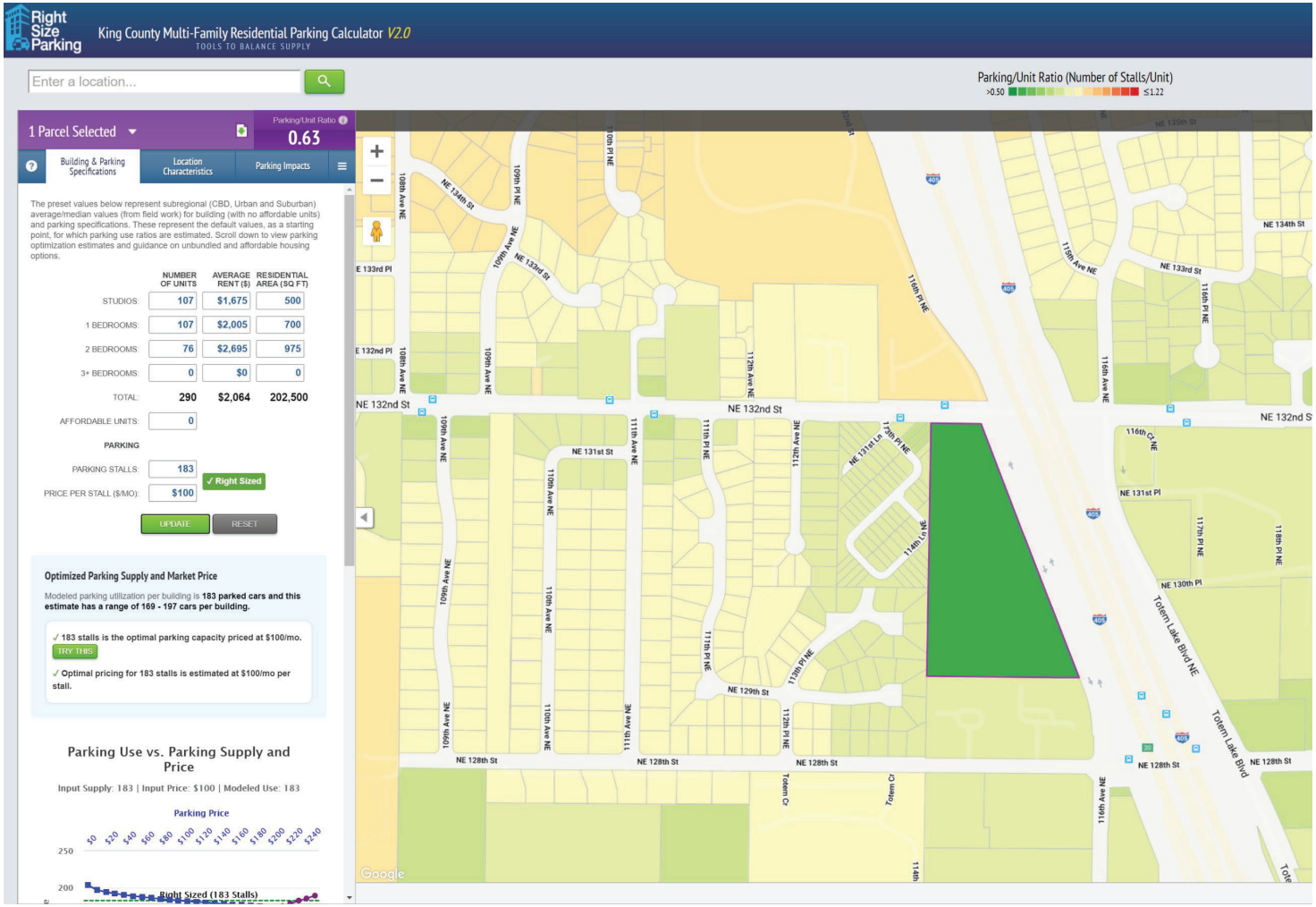
FEHR PEERS

Attachment 1 – Right Size Parking Calculations

FEHR PEERS



A. Affordable Housing RSP Input and Calculation



B. Market Rate Housing RSP Input and Calculation

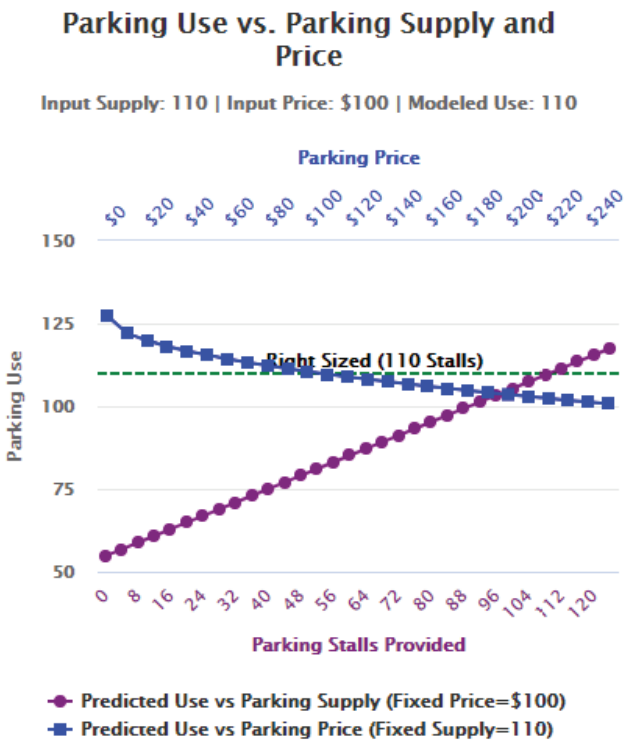
EXHIBIT B

FEHR PEERS

RE: Affordable Housing Parking at Kingsgate TOD

Affordable Housing

The Right Size Parking[1] tool developed by King County Metro uses residential building characteristics (location, # of units, average rent, residential square feet), number of affordable housing units, and cost per parking stall to determine the appropriate amount of parking to be provided. The tool was developed through a regression model that incorporates observed parking rates at almost 300 buildings within urban and suburban King County.



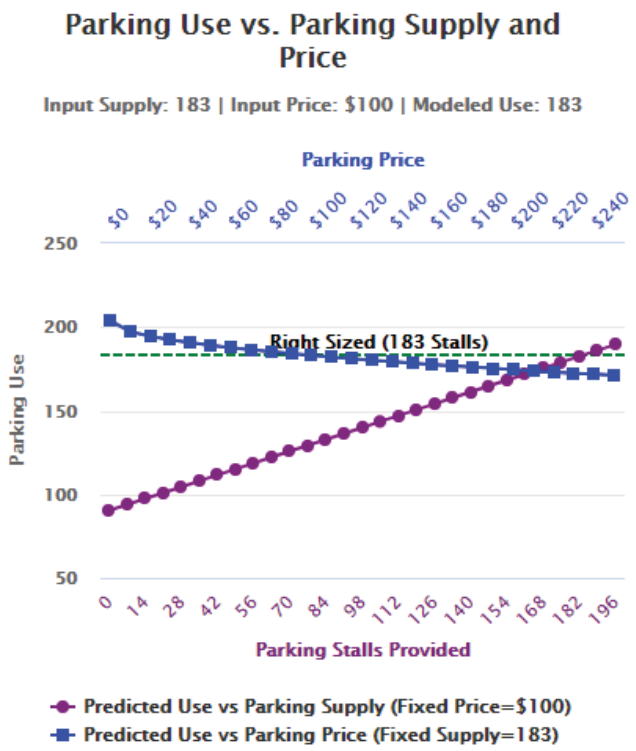
The tool allows a user to select a specific parcel to provide a parking estimate based on the surrounding conditions. Based on the number of dwelling units described in the Option 1B layout on the Kingsgate TOD parcel and assuming:

- 237 affordable units (30 studios, 107 1-bedrooms, 75 2-bedrooms, 25 3-bedrooms)
- Average rents of $1,025, $1,100, $1,325, and $1,525 respectively
- $100 parking fee per stall

For this development affordable housing is defined as all units below 80% AMI, and units between 80-100% AMI are included as market rate housing. The Right Size Parking program recommends **110** parking stalls, a parking-to-unit ratio of **0.47**. As shown in the graphic to the right, the fixed price and fixed supply curves meet at 95 stalls and as price increases parking demand decreases. Therefore, a parking-to-unit ratio closer to 0.50 versus the current 0.75 ratio for affordable housing units could be appropriate for this location.

[1] https://rightsizeparking.org/

Market Rate Housing



Using the same methodology as described for affordable housing parking, market rate parking was calculated assuming:

- 290 units (107 studio apartments, 107 1-bedrooms, and 76 2-bedrooms)
- Average rents of $1,675, $2,005, and $2,695 respectively
- $100 parking fee per stall

The Right Size Parking calculator recommends **183** parking stalls, a parking-to-unit ratio of **0.63**, as shown in the graphic to the left.

Given the results, a parking-to-unit ratio for closer to 0.75 versus the current 1.05 ratio for market rate housing could be appropriate for this location.

FEHR PEERS

RE: Shared Parking at Transit Oriented Developments

This memorandum provides a summary of a few Transit Oriented Development (TOD) sites that reserve a portion of their parking facilities for transit users. This memo provides a high-level overview of total parking capacity and amount of publicly accessible parking (shared parking) used at TOD sites. As shown in the table below, parking that is set aside for transit users varies from 33-70% of total parking, and total facility shared parking (Public Parking and Park & Ride) ranges from 59-100%. Sites were chosen based on a survey of TOD sites meeting criteria and availability of data. A comparison to Option 1B of the Kingsgate TOD is provided.

The five TOD sites include:

1. **Renton Transit Center Park & Ride Garage at Metropolitan Place** (232 Burnett Ave S, Renton, WA). 100% Market Rate Residential (96 units). Public and P&R parking is located on the ground floor; residential on separate floor with own gate. The developers of Metropolitan Place are Dally Homes and TSA Architects.
2. **Thornton Place Garage** (3rd Ave NE & NE 100th St, Seattle, WA). All uses share space within the facility with a 3-hour limit. Residents can get permit for more than 3-hour parking. Thornton Place is owned by Stellar Holding.
3. **Vector Apartments at Orenco Station** (967 NE Orenco Station Loop, Hillsboro, OR). 100% Market Rate Residential (230 units). Retail on first floor. Residential parking on different floor from public and transit user parking. Holland Residential LLC maintains the garage.
4. **Rhode Island Row TOD** (2300 Washington Place NE, Washington DC). 80% Market Rate Residential (220 units), 20% Affordable Residential (54), Retail, and Office Space. Shared rate only includes the parking garages. The TOD site also includes a Park & Ride (transit only) and on-Street parking with public and transit user parking capacity. Rhode Island Row is developed by RI Station LLC.
5. **Kingsgate Park and Ride** (13001 116th Ave NE, Kirkland, WA 98034). 55% Market Rate Residential (290 units), 45% Affordable Residential (237 units). A 5-story park & ride garage and ground floor parking for residents is proposed. The park & ride is expected to provide 904 stalls and TOD site to provide 377. 18 stalls primarily for retail and commercial use is located on-street. For this development affordable housing is defined as all units below 80% AMI, and units between 80-100% AMI are included as market rate housing.

	RTC at Metropolitan Place	Thornton Place Garage	Vector Apartments	Rhode Island Row	Kingsgate TOD
Total Parking Capacity	210 stalls	900 stalls	380 stalls	474 stalls	1,299 stalls
Residential-Only Parking	60 stalls	None	155 stalls	101 stalls	377 stalls
Public Parking	30 stalls	550 stalls	100 stalls	191 stalls	18 stalls
Park & Ride Parking	120 stalls	350 stalls	125 stalls	182 stalls	904 stalls
Transit parking percent of total capacity	57%	39%	33%	38%	70%
Shared parking percent of total capacity	71%	100%	59%	79%	71%

As shown in the table above, the total amount of site parking varies by location. Key definitions include:

- **Public parking** represents all parking available to the general public, not specifically identified for transit use. In the research sites, this generally includes parking for retail and commercial uses. This is identified as *shared parking*.
- **Park & Ride** parking is parking specifically set aside for transit users. However, all sites studied do not have strict enforcement of the park and ride stalls, so they may be used by the general public. However, due to the nature of transit peak utilization park & ride stalls are generally occupied beginning early in the morning and start to clear out in the late afternoon. The number of park & ride stalls listed in the table is total site capacity and is also identified as *shared parking*.
- **Residential-only** parking is parking specifically set aside for residents of the building and is generally located on a separate floor or behind a fence or gate in order to regulate parking.

This study specifically identified TOD locations that include dedicated garage parking for transit users, and on-street parking capacity was not considered. While availability of data varies by location, our research indicates that that park and ride parking is generally constructed by the residential/retail developer and there is an agreement in place with the transit agency to use parking within the facility.

Among the study sites, Kingsgate TOD is anticipated to provide a similar proportion of total shared parking compared to sites and a larger portion of parking allocated to transit, due to the number of stalls expected to be built in the park & ride.

TENW
Transportation Engineering NorthWest

MEMORANDUM

DATE: May 2, 2018

TO: Cameron Zapata, Planner
City of Redmond

FROM: Chris Forster, P.E.
TENW

SUBJECT: Request for Parking Modification
Esterra Park Block 6B - Redmond, WA
TENW Project No. 5605

This memorandum documents the parking analysis completed for the proposed Esterra Park Block 6B project. The analysis was completed to support a modification to the parking ratio for the proposed multifamily residential uses and to support the use of shared parking for the proposed day care center. Based on the results of this analysis, the applicant requests the City's approval to provide an overall minimum parking ratio of 0.87 stalls per dwelling unit (226 parking stalls) for the apartments, and to reserve 23 of these parking stalls within the garage between 7:00 AM and 7:00 PM on weekdays to support the proposed day care center.

Key Findings

- The applicant is proposing to provide a minimum of 226 on-site parking stalls in a below-grade garage (0.87 stalls per dwelling unit). In addition to on-site parking, the project will include 2 on-street parking stalls on Tagore Avenue and 12 leased off-site parking stalls at the neighboring Village at Overlake Apartments.
- City of Redmond Zoning Code (21.12.070B) requires a minimum parking supply ratio of 1.25 parking stalls per dwelling unit for multifamily structures in OV Zone 4 (code minimum of 325 stalls), and a minimum of 2.0 stalls per 1,000 sf for day care centers (code minimum of 23 stalls).
- A parking study was conducted at local market rate and affordable housing developments to establish local parking demand rates. In addition, the King County Right Size Parking calculator was used to estimate the optimal parking supply for this project. As shown in the table below, a proposed minimum parking ratio of 0.87 stalls per unit for the residential component of the Esterra Park Block 6B project is supported based on the results of the studies.

Residential Parking Study Summary

	Parking Ratios (stalls per dwelling unit)		
Study/Source	Affordable Units	Market Rate Units	AVERAGE
Redmond Code Requirement (21.10.070 OV)	*1.25*	*1.25*	***1.25***
1. Local Studies	0.74	0.99	**0.87**
2. King County Right Size Parking	0.75	0.94	**0.85**
Project Proposal (Minimum)			***0.87***

- To satisfy day care center parking requirements, an hourly shared parking demand assessment was completed. Because the day care center and the apartment parking demands peak at different times, the results of the shared parking assessment show that more than 23 parking stalls within the parking garage would be available for the day care center between 7:00 AM and 7:00 PM, satisfying the minimum code requirement. Signage indicating "Day Care Parking Only 7 AM to 7 PM on Weekdays" will be used to designate the 23 shared parking stalls within the garage at a location that is convenient for parents dropping off their children (near the elevator/stairs to the ground floor day care center). As an additional measure, the applicant also has an executed agreement with the King County Housing Authority to lease 12 parking stalls at the neighboring Village at Overlake apartments for use by day care center employees between 7:00 AM and 7:00 PM.
- With its proximity to local and regional bus routes, bus rapid transit, and future light rail station, the Esterra Park Block 6B site is well served by transit and non-motorized facilities which reduces vehicle ownership and supports a lower parking ratio for residential uses. It also provides a convenient non-vehicular mode of travel for employees of the proposed day care center.
- In order to effectively manage parking demand at the proposed development, the applicant is voluntarily proposing to implement a Transportation Management Program (TMP) that encourages use of non-vehicular transportation and focuses on maximizing use of on-site parking stalls. The TMP will be discussed further with the City prior to occupancy. An effective TMP will be critical to managing parking demand and ensuring that parking spillover does not occur.

Project Description

The proposed Esterra Park Block 6B project is part of the Esterra Park Master Plan development located in the Overlake neighborhood of Redmond. The proposed Esterra Park Block 6B project is located between Tagore Ave NE and 156th Ave NE south of NE Turing Street. Block 6B is bordered by a pedestrian easement on its north side between Block 6B and Block 6A and is bordered by a private access road on its south side between Block 6B and Block 10. Preliminary plans consist of 260 apartment units in 2 buildings of 130 units each. The "affordable" building being developed by Imagine Housing on the west side of the site would include 128 affordable and 2 market rate units, and the "market rate" building being developed by Pryde Johnson on the east side would include 117 market rate units and 13 affordable units. An 11,500 square foot YMCA day care center would be provided on the ground floor of the affordable building.

The applicant plans to provide a minimum of 226 parking stalls on-site in a below-grade parking garage to support the proposed apartments and day care center. In addition, two on-street parking stalls would be provided on Tagore Avenue. The applicant also has an executed agreement with the King County Housing Authority to lease 12 parking stalls at the neighboring Village at Overlake apartments for use by day care center employees between 7:00 AM and 7:00 PM. A preliminary site plan is included as Attachment A.

City of Redmond Code Required Parking

City of Redmond code required parking was determined based on Redmond Zoning Code section 21.12.070 for OV Zone 4. The snips below and Table 1 summarize the parking requirements (per code) for the proposed Esterra Park Block 6B project.

Table 21.12.070B
Allowed Uses and Basic Development Standards

§	Use	Max. FAR Base; w / TDRs or GBP; w / IP	Min. Res. Floor Area	Max. Height Base; w / TDRs or GBP; w / IP	Max. ISR / Min. LSR	Parking Ratio: Unit of Measure (Min. required, Max. allowed)	Special Regulations
Residential							
1	Multifamily Structure	2.5; 1.0		5; 10	85%;	Unit (1.0, 2.25) plus 1 guest space per 4 units for projects of 6 units or more	A. An applicant may use an alternate method to calculate the 50 percent minimum residential floor area requirement for a proposed Master Plan. If used, the alternative method shall be described in a Development Agreement for the proposed Master Plan, and shall meet the intent of the 50 percent residential floor area requirement, which is described above in RZC 12.12.070.A, *Purpose*. B. 2. Height not to exceed 125 feet through Overlake Village Incentive Program.
2	Mixed-Use Residential						
3	Dormitory					Bed (0.75, 0.75)	
4	Residential suite					Bedroom (0.5, 1.0)	
22	Health and Human Services					1,000 sq ft gfa (2.0, 3.0)	A. Provisions for day care centers: 1. Shall provide parking as follows: Employee on maximum shift (1.0, 1.0). 2. Play equipment shall be located no less than 10 feet from any property line. 3. Shall not be located closer than 300 feet from existing day care operation in residential zone. B. Height not to exceed 126 feet through Overlake Village Incentive Program.

Table 1
Redmond Zoning Code Parking Requirements

		REDMOND ZONING CODE Section 21.12.070B OV Zone 4	
Proposed Use	Size	Minimum Parking Ratio	Parking Required
Apartments	260 DU	1.25 per DU	325
Daycare	11,500 sf	2.0 per 1,000 sf	23
		Totals	**348**

As shown in Table 1, the minimum code-required parking for the project totals 348 parking stalls (325 for apartments and 23 for the YMCA day care center.

City of Redmond Zoning Code (RZC) 21.40.010(D)(2) allows the Administrator to approve alternative minimum parking requirements based on a parking study prepared by a qualified expert. In addition, RZC 21.40.010(F)(1) allows a reduction of up to 40 percent where it can be demonstrated that two land uses can share parking due to peak demands occurring at different times. Pursuant to these code allowances, the applicant requests the City's approval to provide an overall minimum parking ratio of 0.87 stalls per dwelling unit (a minimum of 226 parking stalls) for the apartments, and to reserve 23 of these parking stalls within the garage between 7:00 AM and 7:00 PM to support the proposed day care center.

Apartment Parking Demand Study

To establish a local parking demand rate for the proposed residential units on the Esterra Block 6B site, TENW conducted a local parking demand study at local market rate and affordable housing sites.

The multifamily housing developments included in the study are similar to the proposed Esterra Park Block 6B site in that they are in Eastside locations with convenient access to transit. The primary focus of the study was to measure parking demand at affordable housing developments as parking ownership at affordable housing is predicted to be lower than at market rate apartments. Therefore, most of the locations in our study are affordable housing developments. The market rate apartment development and two of the affordable housing developments that were included in our study were located near Park & Ride/transit centers, similar to the Block 6B project which is located within 1,000 feet of the Overlake Village Park & Ride.

Analysis Approach

The following tasks were conducted for the parking study:

1. The peak residential parking demand is expected to occur after 10 PM on a typical weekday. The number of occupied parking stalls within the parking garages for each site were recorded at or around midnight.
2. Data was collected on two weekdays.
3. A parking demand rate per unit for the affordable and market rate apartment locations were derived separately and then combined for an overall parking ratio per unit.
4. Additional parking studies conducted by others at 2 affordable housing developments in Bellevue are also documented in this study.

Apartment Parking Counts

Weekday parking counts were conducted on Wednesday 2/7/18 and Thursday 2/8/18 at three affordable apartment sites and one market rate site:

Affordable Apartments

1. Velocity Apartments at South Kirkland Park & Ride (10711 NE 37th Court, Kirkland)
2. Francis Village (12601 NE 124th Street, Kirkland)
3. Village at Overlake Station at Overlake Village Park & Ride (2580 152nd Ave NE Redmond)

Market Rate Apartments

1. Kirkland Crossing at South Kirkland Park & Ride (10715 NE 37th Court, Kirkland)

Counts of parked vehicles were conducted by TENW staff beginning at or around midnight. A summary of the counts of parked vehicles at the apartment sites is included in Attachment B. Studies conducted by others at the 2 Bellevue affordable housing locations are included in Attachment C.

Counts at Velocity, Village at Overlake Station, and Kirkland Crossing conservatively included vehicles parked at the adjacent Park & Ride lots. Our estimates assume that 50 percent of vehicles parked at the Park & Ride lots are associated with the apartments. Based on discussions with management at these locations, the use of the adjacent Park & Ride lots (particularly at night when residential parking is at its peak) is not actively managed by the apartments nor is it monitored by King County Metro.

How was the count for the affordable housing separated from the market rate housing?

Apartment Parking Supply & Demand Rates

Based on the counts at the apartments, parking demand rates were calculated in terms of parked vehicles per dwelling unit. Table 2 summarizes the parking supply ratios and derived parking demand rates for the affordable apartment sites and the market rate site. In addition, parking supply ratios and demand rates at two other local affordable apartment units located in Bellevue were included in Table 2.

Table 2
Summary of Parking Supply & Demand Rates

Apartment	Parking Supply Ratio Per Dwelling Unit	Parking Demand Rate Per Dwelling Unit
Affordable Units		
Velocity	0.79	0.69
Francis Village	0.89	0.64
Village at Overlake	1.23	0.98
Wildwood Court [1]	1.94	0.64
Glendale Apartments [1]	1.43	0.73
Affordable Housing Average =	**1.26**	**0.74**
Market Rate Units		
Kirkland Crossing (Market Rate w/ Parking Fees)[2]	**1.23**	**0.99**

[1] Results from other studies (DEA February 2010).

[2] Parking fees at Kirkland Crossing are $100/mo first car, $75/mo second car.

As shown in Table 2, the average peak parking demand for the affordable housing sites was estimated to be 0.74 vehicles per dwelling unit and the peak parking demand for the market rate housing site was estimated to be 0.99 vehicles per dwelling unit. These results support the notion that affordable housing generates lower parking demand rates than market rate housing. The observed parking demand rates at four of the five affordable housing locations were relatively consistent, ranging between 0.64 and 0.73 vehicles per dwelling unit. The relatively high observed parking demand rate at the Village at Overlake (0.98) is an outlier that is believed to be a product of an "overbuilt" parking supply and lack of a need to enforce parking policies at the adjacent park & ride. The Village at Overlake was built in 2001 when a parking ratio of 1.23 might have been considered aggressively low in what was still a relatively suburban Overlake. Wildwood Court and Glendale, built in 1983 and 1970 respectively, also have overbuilt parking supplies. These developments were built at a time when parking was relatively cheap to build and the incentive to reduce parking demand was virtually nonexistent.

Why was it estimated instead of derived from data?

King County Right Size Parking (RSP) Calculator

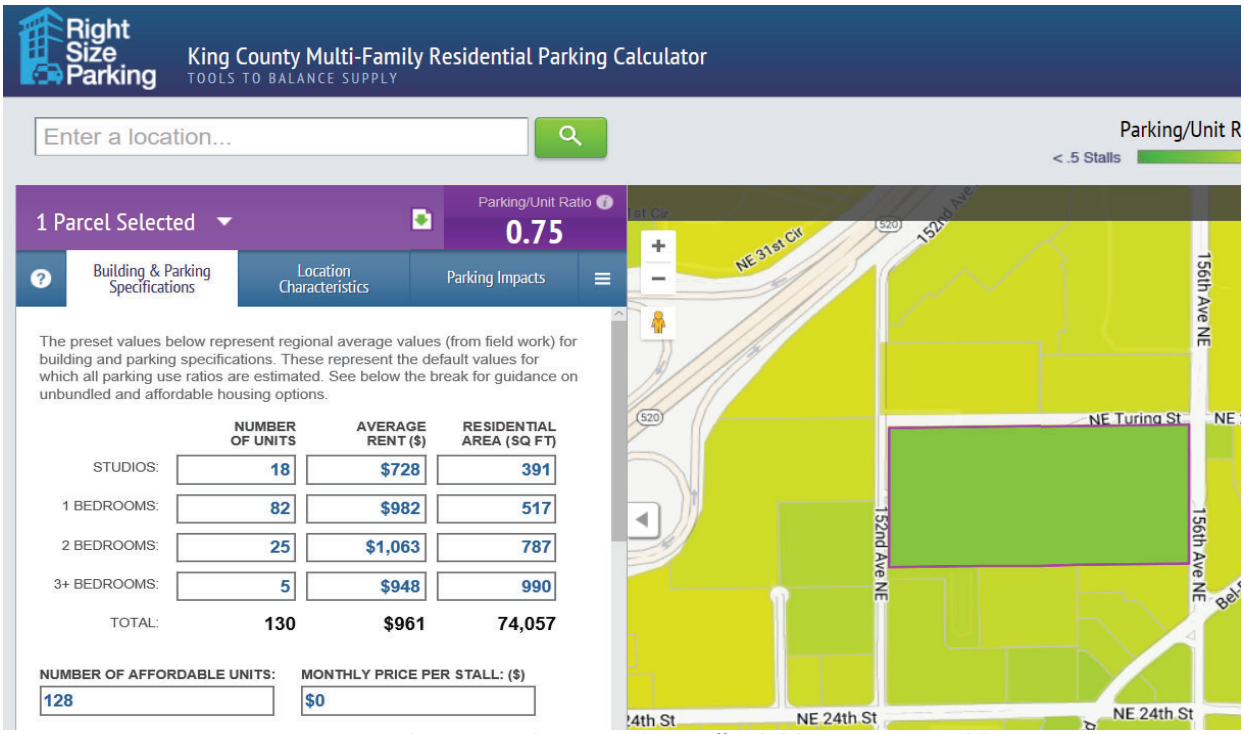
In partnership with CNT, Urban Land Institute Northwest, WSDOT, and the USDOT FHWA, King County Metro was awarded a grant in the *FHWA Value Pricing Program* to address the issues around multi-family residential parking supply in King County. The project, referred to as "Right Size Parking" assembled local information on multi-family residential parking demand to guide parking supply and management decisions in the future.

The project encourages jurisdictions and developers to take action to manage parking supply through the use of a range of tools. One of those tools is the King County Right Size Parking (RSP) Calculator. The Calculator is a map-based web tool that lets users estimate parking use for multi-family developments in the context of specific sites. The calculator can help analysts, planners, developers, and community members weigh factors that will affect parking use at multi-family housing sites. It helps them consider how much parking is "just enough" when making economic, regulatory, and community decisions about development.

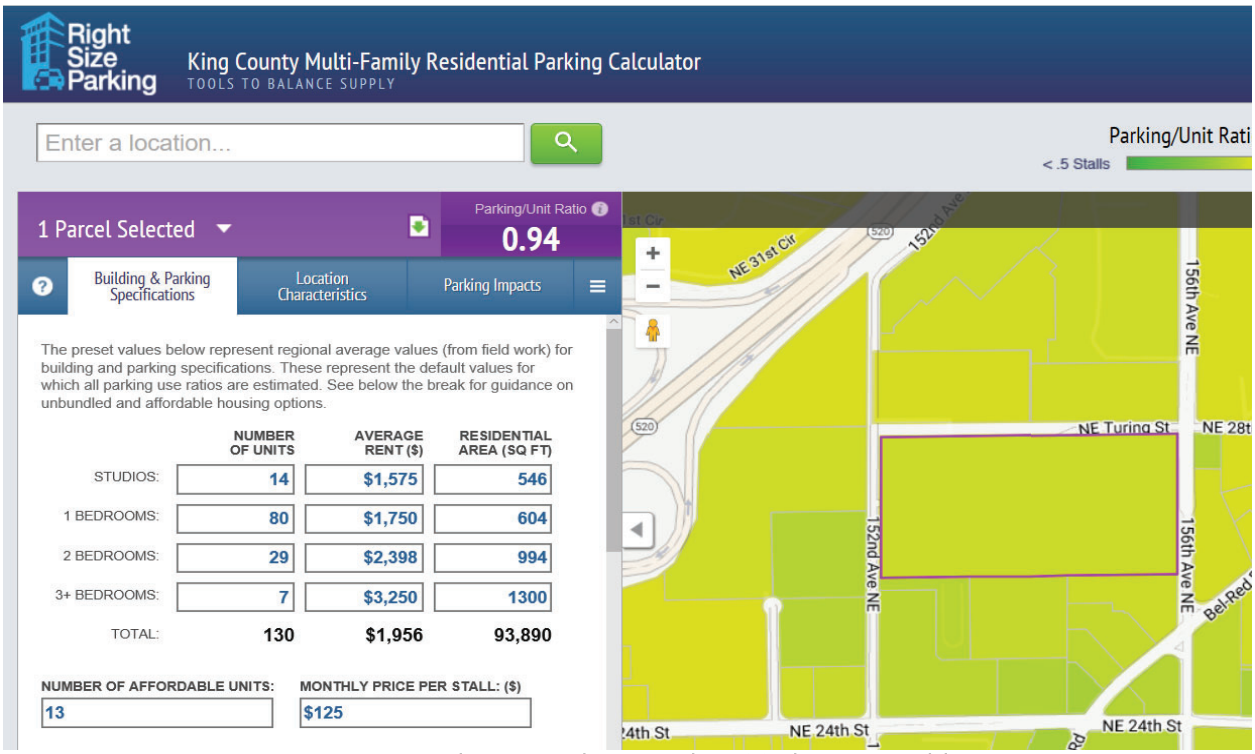
The Calculator is based on a model using current local data of actual parking use collected in 2012 at over 200 developments in urban and suburban localities in King County, Washington. The parking use data is correlated with factors related to the building, its occupants, and its surroundings - particularly transit, population, and job concentrations. The calculator estimates a parking/unit ratio for an average residential building based on the characteristics of each location. The calculator can be accessed at: www.rightsizeparking.org.

As this model considers the adjacency of mixed used, transit services, walkability, vehicle ownership factors, and other considerations in its assessment of parking demands, and is based on a comprehensive study of local surveys throughout the King County area (both urban and suburban areas), this tool is considered by most jurisdictions in the region as a best practices tool for determining parking supply at multifamily developments.

Based on preliminary project statistics for the Esterra Block 6B project as provided by the applicant (unit count, unit sizes, average rents, affordable units, and price per stall), the King County RSP Model indicates a "right-size" parking ratio of 0.75 stalls per dwelling unit for the affordable apartments and 0.94 stalls per dwelling unit for the market rate apartments. The snips below document the King County RSP results.



King County Right Size Parking Results – Affordable Housing Building



King County Right Size Parking Results – Market Rate Building

Residential Parking Summary

A summary of the findings of the residential studies described above is included in Table 3.

Table 3
Residential Parking Study Summary

Study/Source	Parking Ratios (stalls per dwelling unit) Affordable Units	Market Rate Units	AVERAGE
Redmond Code Requirement (21.10.070 OV)	*1.25*	*1.25*	***1.25***
1. Local Studies	0.74	0.99	**0.87**
2. King County Right Size Parking	0.75	0.94	**0.85**
Project Proposal (Minimum)			***0.87***

As shown in Table 3, a proposed minimum parking ratio of 0.87 stalls per unit for the residential component of the Esterra Park Block 6B project is supported based on the results of the studies.

Day Care Center Parking

The City of Redmond code-required parking for the proposed 11,500 SF YMCA day care center is 23 parking stalls. Pursuant to RZC 21.40.010(F)(1) the applicant is proposing to accommodate the parking demand for the day care through the use of shared parking. The applicant will reserve up to 23 of the apartment parking stalls within the below-grade parking garage between 7:00 AM and 7:00 PM for day care parking. In addition to these stalls, 12 parking stalls for day care employees would be provided in the adjacent Village at Overlake apartments parking garage through a shared parking agreement.

An hourly shared parking demand assessment was completed for the Esterra Park Block 6B parking garage based on hourly variation statistics from ITE. Because the day care center and the apartment parking demands peak at different times, the results of the shared parking assessment show that more than 23 parking stalls would be available for the day care center between 7:00 AM and 7:00 PM. Therefore, the applicant's proposal to share parking stalls between the apartments and day care uses will be an effective way to reduce the need for additional parking stalls. Signage indicating "Day Care Parking Only 7 AM to 7 PM on Weekdays" will be used to designate the 23 shared parking stalls within the garage at a location that is convenient for parents dropping off their children (near the elevator/stairs to the ground floor day care center). The shared parking analysis is included in Attachment D.

Transit & Non-Motorized Facilities

The Esterra Park Block 6B site is well served by transit and non-motorized facilities which reduces vehicle ownership and supports a lower parking ratio for residential uses. It also provides a convenient non-vehicular mode of travel for employees of the proposed day care center.

A bus stop is located immediately north of the site on 156th Ave NE serving Route 245. Route 245 runs between Factoria and the Kirkland Transit Center with 10-20 minute headways. The Metro RapidRide B Line is a bus rapid transit route with stops on 152nd Ave NE and on NE 24th Street within 0.25 miles of the site. The RapidRide B line runs between the Bellevue Transit Center and Redmond Transit Center with approximate 10 minute headways during the peak hours. The Overlake Village Park & Ride is located at 2650 152nd Ave NE less than 1,000 feet from the project site. The Overlake Village Park & Ride serves Sound Transit Route 541, Metro RapidRide B Line, Metro Routes 242, 249, 269, and 895. In addition, East Link Light Rail is planned to be extended to Overlake by 2023. The proposed Overlake Village Station will be located on 152nd Ave NE just south of SR 520 less than 0.5 miles from the Esterra Park Block B project site.

Cyclists are served by bike lanes on both sides of NE Turing Street, and future cycle tracks on both sides of 152nd Ave NE. A future ped/bike bridge is planned over SR 520 in the vicinity of the Overlake Village Light Rail Station connecting the east side of SR 520 with the SR 520 bike trail. The bike trail runs along the west/north side of SR 520. Pedestrian facilities including sidewalks and marked crosswalks are provided on most roads in the vicinity linking the site to major employment, commercial, and transportation centers.

Transportation Management Program

In order to effectively manage parking demand at the proposed development, the applicant is voluntarily proposing to implement a Transportation Management Program (TMP) that encourages use of non-vehicular transportation and focuses on maximizing use of on-site parking stalls. Key components of the TMP will include, but are not limited to:

1. Parking stalls will be assigned to units on a first-come, first-serve basis.
2. No more than one parking stall will be assigned to a residential unit.
3. If no spaces are available, a waitlist will be created, and potential residents will be informed and will be required to sign an affidavit certifying that vehicles will not be parked in Esterra Park or adjacent properties without consent of adjacent property owners.
4. Visitor parking spaces will be allocated and available for visitors at all times.
5. Residents will be required to sign a parking policy addendum as part of their move-in package.
6. All vehicles will be registered with the office and provided with an identifying parking permit.
7. All vehicles must be physically and legally able to be driven and must be moved at least once in a 72-hour period.

8. Regular guests and caregivers will be afforded the opportunity to register their vehicles and issued day permits to allow short term parking on-site.
9. Include bike racks, bike repair stations, and provide bike storage facilities that meet or exceed code requirements.
10. Transit subsidies for new residents and provide transit information and education.

The TMP will be discussed further with the City prior to occupancy. An effective TMP will be critical to managing parking demand and ensuring that parking spillover does not occur.

Request for Parking Modification

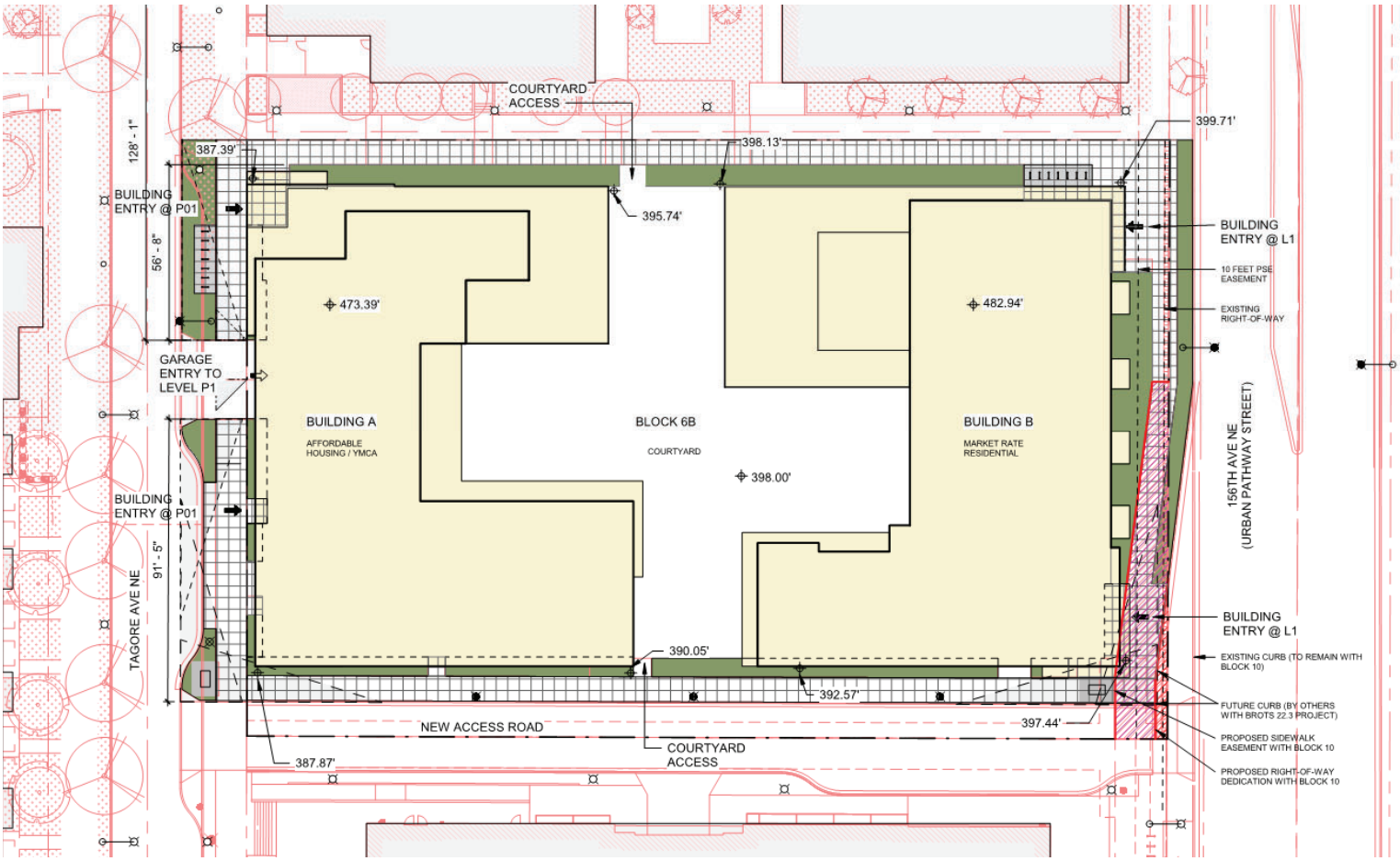
Based on the findings presented in this memo, the applicant requests the City's approval of a parking modification to provide a minimum parking supply of 0.87 stalls per unit for the residential component of the project (a minimum of 226 parking stalls), and to reserve 23 of these parking stalls within the garage between 7:00 AM and 7:00 PM to support the proposed day care center.

Please contact me at 206-498-5897 or forster@tenw.com with any questions.

cc: David Sachs, Clark I Barnes
Allen Dauterman, Imagine Housing

Attachments

ATTACHMENT A
Preliminary Site Plan



ATTACHMENT B

Local Parking Study Data
2/7/18 and 2/8/18

Market Rate Apartment Study

Location	Total Apartment Units	Parking Supply: Level/Area	Parking Supply: Parking Stalls	Number of Occupied Stalls Observed (Midnight): Wednesday 2/7/18	Number of Occupied Stalls Observed (Midnight): Thursday 2/8/18	Number of Occupied Stalls Observed (Midnight): Two-Day Average
1. Kirkland Crossing [1]	185					
		1	219	61	59	
		2		98	101	
		Surface	8	3	6	
Est. % of P&R Vehicles	50%	Other [2]	-	20	20	
		Total Vehicles =	-	182	186	184
		Parking Demand Rate =	-	0.98	1.01	0.99
					Parking Demand Rate =	**0.99**
		Parking Supply Ratio =	***1.23***			

Notes:
1. Parking cost: $100/mo first car, $75/mo second car.
2. Includes estimate of vehicles associated with the apartments that park in the adjacent park & ride lot.

Affordable Apartment Studies

Location	Total Apartment Units	Parking Supply: Level/Area	Parking Supply: Parking Stalls	Number of Occupied Stalls Observed (Midnight): Wednesday 2/7/18	Number of Occupied Stalls Observed (Midnight): Thursday 2/8/18	Number of Occupied Stalls Observed (Midnight): Two-Day Average
1. Velocity [1]	58					
		1	44	34	34	
		Surface	2	1	1	
		Other [2]	-	5	5	
		s =	-	40	40	40
		e =	-	0.69	0.69	0.69
		=	*0.79*			
2. Francis Village [1]	61					
		1	34			
		Surface	20			
		Total Vehicles =	-			
		Parking Demand Rate =	-	0.69	0.57	0.64
		Parking Supply Ratio =	*0.89*			
3. Village at Overlake [1]	308					
		1	93	75	81	
		2	249	166	163	
		Surface	37	11	12	
Est. % of P&R Vehicles	50%	Other [2]	-	49	49	
		Total Vehicles =	350	301	305	303
		Parking Demand Rate =	-	0.98	0.99	0.98
		Parking Supply Ratio =	*1.23*			

Why assume 50%? I would assume because the parking supply is low for the affordable housing that tenants in the affordable housing would more likely to park in the P&R rather than the market rate housing tenants.

up to .78 if all parking in P&R were assumed to be from the affordable units which would means the 0.79 supply interesting to know why they are parking off site, is it because of unbundled parking?

RESULTS FROM OTHER AFFORDABLE APARTMENT STUDIES (DEA, FEBRUARY 2010) [3]

Location	Total Apartment Units	Parking Supply: Level/Area	Parking Supply: Parking Stalls	Parking Demand Rates
4. Wildwood Court (Bellevue, WA)	36	Surface	70	0.64
		Parking Supply Ratio =	*1.94*	
5. Glendale Apartments (Bellevue, WA)	82	Surface	117	0.73
		Parking Supply Ratio =	*1.43*	
			Average Parking Demand Rate =	**0.74**
		Average Parking Supply Ratio =	***1.26***	

Notes:
1. Residents are not charged to park on-site.
2. Includes estimate of vehicles associated with the apartments that park in the adjacent park & ride lot.
3. Additional studies per *St. Andrew's Housing Group Totem Lake Family Project Parking Study Report* , February 2010.

Local Parking Study Summary

	Parking Statistics: Market Rate	Parking Statistics: Affordable	Parking Statistics: Combined
Unit Count	130	130	**260**
Parking Ratio	0.99	0.74	**0.87**
Estimated Demand	129	97	**226**

Esterra Park Block 6B
Parking Study - Kirkland Crossing

Apartment	Parking Location	Vehicle Type	Number of Parked Vehicles[1] Wednesday 2/7/18	Thursday 2/8/18
Velocity / Kirkland Crossing Exterior (shared with Velocity)	NE 38th Pl	Regular	2	2
	NE 37th Ct	Load / Unload	2	5
		Surface =	**4**	**7**
Kirkland Crossing Interior	Parking Garage First Floor	Regular	43	40
		Guest / Future Resident	10	9
Note: residents can park in guest stalls but get a note if they park in retail stalls		Retail	0	1
		Reserved Permit Only	1	1
		ADA	1	1
		Load Zone	3	3
		Carpool	3	3
		Motorcycles	0	0
		Illegal	0	1
		1st Floor Total =	**61**	**59**
	Parking Garage Second Floor	Regular	91	94
		ADA	0	0
		Reserved	6	6
		Motorcycles	1	1
		Illegal	0	0
		2nd Floor Total =	**98**	**101**

Notes:
1. Parking demand data collected at 12:00 AM on Wednesday 2/7/2018 and Thursday 2/8/2018.

ADJACENT PARK & RIDE

Location	Parking Location	Vehicle Type	Number of Parked Vehicles[1] Wednesday 2/7/18	Thursday 2/8/18
South Kirkland Park and Ride (Shared with Velocity)	Parking & Ride First Row	Regular	13	12
		Reserved	0	0
		ADA	3	2
		Motorcycles	0	0
		Illegal	0	0
		Other	0	0
	Parking & Ride Other Rows		not counted	12
Not including Metro / Police	Parking & Ride First Floor Garage		not counted	24
		TOTAL =	**16**	**50**

Notes:
1. Parking demand data collected at 12:00 AM on Wednesday 2/7/2018 and Thursday 2/8/2018.

Esterra Park Block 6B
Parking Study - Velocity

Apartment	Parking Location	Vehicle Type	Number of Parked Vehicles[1] Wednesday 2/7/18	Number of Parked Vehicles[1] Thursday 2/8/18
Velocity	Parking Garage	Regular	31	31
		Manager	0	0
		Maintenance	0	0
		ADA	2	2
		Motorcycles	1	1
		Illegal	0	0
		Total =	**34**	**34**

Note:
1. Parking demand data collected at 12:00 AM on Wednesday 2/7/2018 and Thursday 2/8/2018.

Esterra Park Block 6B
Parking Study - Francis Village

Apartment	Parking Location	Vehicle Type	Number of Parked Vehicles[1] Wednesday 2/7/18	Number of Parked Vehicles[1] Thursday 2/8/18
Francis Village				
	East Surface Parking	Regular	10	10
		ADA	1	1
		Motorcycles	0	0
		Illegal	1	0
		Surface =	**12**	**11**
	Parking Garage	Regular	25	19
		Employer Only	0	1
		ADA	2	0
		Motorcycles	0	0
		Illegal	0	0
		Garage =	**27**	**20**

Note:
1. Parking demand data collected at 12:00 AM on Wednesday 2/7/2018 and Thursday 2/8/2018.

Adjacent Surface Parking - Included to be Conservative

Apartment	Parking Location	Vehicle Type	Number of Parked Vehicles[1] Wednesday 2/7/18	Number of Parked Vehicles[1] Thursday 2/8/18
Adjacent Senior Housing Building				
	West Surface Parking	Regular	2	2
		ADA	1	1
		Motorcycles	0	0
		Illegal	0	1
		Surface =	**3**	**4**

Note:
1. Parking demand data collected at 12:00 AM on Wednesday 2/7/2018 and Thursday 2/8/2018.

Esterra Park Block 6B
Parking Study - Village at Overlake

Apartment	Parking Location	Vehicle Type	Number of Parked Vehicles[1] Wednesday 2/7/18	Thursday 2/8/18
Village at Overlake				
	Parking Garage First Floor	Residential	49	53
		Shared	26	28
		1st Floor Total =	**75**	**81**
	Parking Garage Second Floor	Regular	156	152
		ADA	7	7
		Motorcycles	3	4
		Illegal	0	0
		2nd Floor Total =	**166**	**163**
	North Side Exterior	Regular	3	6
		Staff	0	0
		Motorcycles	0	0
		Illegal	0	0
	East Side Exterior (N)	Staff	0	0
		Visitor	0	2
		ADA	2	1
		Motorcycles	0	0
		Illegal	0	0
	East Side Exterior (S)	Visitor	3	1
		Daycare LUL	0	0
		Motorcycles	0	0
		Illegal	0	0
	South Side Exterior	Regular	3	2
		Motorcycles	0	0
		Illegal	0	0
		Surface =	**11**	**12**

Note:
1. Parking demand data collected at 12:00 AM on Wednesday 2/7/2018 and Thursday 2/8/2018.

ADJACENT PARK & RIDE

Location	Parking Location	Vehicle Type	Number of Parked Vehicles[1] Wednesday 2/7/18	Thursday 2/8/18
Overlake Park and Ride	Parking Garage First Floor			
		Commuter ADA	not counted	2
		Commuter (nearby)	not counted	95
		Total =	**not counted**	**97**

Note:
1. Parking demand data collected at 12:00 AM on Wednesday 2/7/2018 and Thursday 2/8/2018.

ATTACHMENT C

DEA Affordable Housing Parking Study

St. Andrew's Housing Group

Totem Lake Family Project Parking Study Report

Prepared for:
ST. ANDREW'S HOUSING GROUP

Prepared by:
DAVID EVANS AND ASSOCIATES, INC.
415 - 118th Avenue SE
Bellevue, WA 98005-3518

SAHG0000-0001

February 2010

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LIST OF TABLES

1.0 INTRODUCTION

This report summarizes the findings of the parking study performed for the proposed Totem Lake Family Project located just south of NE 124th Street, approximately 1200 feet east of the intersection of 124th Street and 124th Avenue in the City of Kirkland, Washington.

The proposed development is designated as low-income and affordable housing where the residents have only 30 to 60 percent of the area median income (AMI) in King County. The project will include 61 units, of which there are 8 studios, 32 one-bedroom units, 20 two-bedroom units, and one common area unit.

The existing uses on the property are empty parking spaces. There are currently 80 parking spaces aligned on the existing property. No cars were parked there when the site visit was conducted. The existing 80 parking spaces will be demolished and the new proposed parking spaces will be re-aligned after the development is completed.

There are Metro Transit Routes 230, 236, 238, and 277 on Totem Lake Boulevard 100 feet north of NE 124th Street. The bus stop for these routes is within walking distance (approximately 1300 feet away) of the proposed site entrance. The proposed development site is close to Totem Lake Shopping Center.

2.0 METHODOLOGY

In order to identify parking utilization and demand for the proposed development, a parking review was conducted at two comparable development sites. The lower parking demand is assumed to occur at 2:30 PM and the higher parking demand occurs at 9:30 PM on a typical weekday basis. The occupied parking spaces were counted in the periods to define the lower parking demand and the higher parking demand. Parking utilization rates in terms of units were then calculated for the two comparable developments and used to estimate the parking demand for the proposed development.

Once the parking demand for the proposed development was determined, the parking supply (the provided parking spaces) was justified based on the higher parking demand plus extra capacity reserve to ensure the proposed parking spaces are adequate.

The final proposed parking spaces were then checked against the parking requirements in the City of Kirkland or other parking requirements in the neighborhood cities or agencies for comparable developments.

3.0 PARKING ANALYSIS AT COMPARABLE DEVELOPMENTS

To be qualified as a comparable development to the proposed development, the selected development must have comparable data to the proposed development in terms of number of units, residents' income level, available on-/off-site parking, transit accessibility, and shopping areas accessibility. Income level and transit accessibility are more important factors that affect the parking demand. The following existing developments were selected for comparison.

Wildwood Court in Bellevue, Washington

Wildwood Court is located at 434 - 436 102nd Avenue SE in the City of Bellevue, Washington. It provides 35 units (34 two-bedroom units and 1 three-bedroom unit) and one common area unit (a two-bedroom unit) for maintenance and leasing activity in two three-story buildings for low-income individuals and/or families. Wildwood Court is very low-income restricted housing and has subsidies available on all units for qualified applicants.

Metro Transit Routes 222 and 885 are within 1000 feet of the driveway entrance. All routes have a headway of 30 minutes. The development is five blocks from the Bellevue Square Mall and other shops.

Wildwood Court has fewer units and bedrooms than the proposed development. It has 36 units (73 bedrooms) with 70 on-site parking spaces and zero on-street parking spaces. This equates to a 1.94 spaces-provided-per-unit ratio.

Glendale Apartments in Bellevue, Washington

Glendale Apartments is located at 12640 NE 10th Place in the City of Bellevue, Washington. It provides 82 units (41 one-bedroom units and 41 two-bedroom units) for low-income individuals and/or families. Glendale Apartments is a low-income property that offers rents affordable to low-income households through the Washington State Housing Tax Credits Program. Qualified applicants are below 50 and 60 percent of Washington State Housing Finance Commission Tax Credit income limits.

Metro Transit Routes 230, 253, 261, 272, and 890 are within 200 feet of the driveway entrance. All routes have a headway of 30 minutes. The development is one-half mile from a retail shopping area.

Glendale Apartments has more units and bedrooms than the proposed development. It has 82 units (123 bedrooms) with 117 on-site parking spaces and 12 on-street parking spaces. This equates to a 1.43 spaces-provided-per-unit ratio.

Table 1 summarizes the comparable features of the selected developments and the proposed development.

Table 1. Summary of the Proposed Development and Comparable Developments

Facility	Units					Total bdrms*	Parking Spaces Provided	Income level of AMI	Transit Routes within 1300 feet	Parking Ratio Provided Per Unit
	Studio	1-bdrm*	2-bdrm*	3-bdrm*	Total					
Proposed Development	***8***	***32***	***21***	***0***	***61***	***82***	***48 (Proposed)***	***30 to 60 %***	***230, 236, 238, 277***	***0.79***
Wildwood Court	0	0	35	1	36	73	70	<50%	222, 885	1.94
Glendale Apartments	0	41	41	0	82	123	117	<60%	230, 253, 261, 272, 890	1.43

*bdrm(s)

In order to estimate the parking demand, parking data was collected at the two comparable developments during the typical early afternoon peak hour (at 2:30 PM) and the typical evening peak hour (at 9:30 PM) on January 12, 2010.

The provided parking spaces-to-units ratios at Wildwood Court and Glendale Apartments are 1.94 and 1.43, respectively. **Table 2** summarizes the actual parking demand and utilization at the selected developments based on the number of units.

At 2:30 PM on a typical weekday, the parking utilization rates (per unit) at Wildwood Court and Glendale Apartments are 0.42 and 0.46, respectively. The parking spaces were utilized 21 percent at Wildwood Court and 32 percent at Glendale Apartments in the early afternoon peak hour.

At 9:30 PM on a typical weekday, the parking utilization rates (per unit) at Wildwood Court and Glendale Apartments are 0.64, and 0.73, respectively. Parking utilization rates in the typical evening peak hour are higher than the early afternoon peak hour at both sites due to higher parking demand occurring at night; however, the parking spaces were utilized only 33 percent at Wildwood Court and 57 percent at Glendale Apartments in the evening peak hour. This indicates that the parking supplies (available parking spaces) are much greater at these sites than actual parking demand.

Table 2. Observed Parking Demand and Utilization Based on Units

Facility	Units	Parking Spaces	Parking Ratio per unit provided	Parking Demand at 2:30 PM			Parking Demand at 9:30 PM		
				Parked Vehicle Counts	Utilization rate per parking space	Utilization Rate per Unit	Parked Vehicle Counts	Utilization rate per parking space	Parking Utilization Rate per Unit
Wildwood Court	36	70	1.94	15	0.21	0.42	23	0.33	0.64
Glendale Apartments	82	117	1.43	38	0.32	0.46	60	0.57	0.73

4.0 PARKING DEMAND AND SUPPLY FOR THE PROPOSED DEVELOPMENT

The existing parking demand is below the existing parking supply in both early afternoon and evening peak hours for the selected comparable developments at Wildwood Court and Glendale Apartments; therefore, the parking utilization rates per unit in the peak hours were used to estimate the parking demand for the proposed development.

Table 3 shows the parking demand based on the number of units for the proposed development estimated from the two comparable developments in the early afternoon and evening peak hours, respectively.

The lower end and higher end of the estimated parking demand based on units is between 28 and 45 spaces. The parking demand estimated in terms of units may be over-predicted due to the lower proportion of two-bedroom units for the proposed development compared to the selected developments. The proportions of one-bedroom units and two-bedroom units are 66 and 34 percent, respectively. for the proposed development. Wildwood Court is 100 percent two-bedroom (or greater) units, and Glendale Apartments is 50 percent one-bedroom units and 50 percent two-bedroom units.

The proposed 48 parking spaces satisfy the peak evening parking demand (40 parking spaces) and still reserve 8 parking spaces, or an extra 17 percent of the parking capacity. The proposed 48 parking spaces, or equivalently 0.79 spaces per unit, are adequate for the proposed development.

Table 3. Estimated Parking Demand for the Proposed Units

Comparable Developments	Parking Utilization (Spaces/Unit)		Proposed Units	Parking Demand for Proposed Developments (Spaces)	
	2:30 PM	9:30 PM		2:30 PM	9:30 PM
Wildwood Court	0.42	0.64	61	26	39
Glendale Apartments	0.46	0.73		28	45
Max. Parking Ratio	**0.46**	**0.73**	**Max. Demand**	**28**	**45**

5.0 PARKING REQUIREMENTS IN THE CITY OF KIRKLAND

Kirkland Municipal Code (Title 23, Ch. 112) states that the required parking for affordable housing may be reduced to 1.0 space per affordable housing unit. The proposed development's parking ratio of 0.79 per unit does not meet the criteria of the Kirkland Municipal Code; however, the Parking Advisory Board in the City of Kirkland allows a lower ratio if a specific parking study is conducted to justify the alternative parking ratio.

This parking study and the following facts support reducing the required parking ratio from 1.0 to 0.75:

- The proposed 48 parking spaces, or 0.79 spaces per unit, adequately serve the evening peak parking demand.

- King County zoning codes allow a reduced parking ratio up to 50 percent if availability of convenient transportation and accessibility to public transportation and shopping facilities are provided. The proposed development is within walking distance of transit bus stops and has convenient accessibility to shopping areas; therefore, the parking ratio can be reduced.

- According to *Multifamily Requirements with Income Criteria or Location Criteria and Income Criteria* in the Seattle Municipal Code (SMC 23.54.015), the City of Seattle zoning code allows 0.75 parking spaces for each dwelling unit for multifamily structures located outside of commercial zones in urban centers with two or fewer bedrooms rented to and occupied by a household with an income at the time of its initial occupancy of between 30 and 50 percent of the AMI. The 0.75 parking space ratio per unit for a comparable development in the City of Seattle provides support for justifying the reduced parking ratio for the proposed development.

6.0 SUMMARY AND CONCLUSIONS

The 48 parking spaces proposed for the Totem Lake Family Project are reasonable and supported by the parking analysis for the two comparable developments. This equates to a 0.79 spaces-provided-per-unit ratio.

The proposed parking space ratio of 0.79 per unit is less than the Kirkland Municipal Code's suggested ratio of 1.0 parking spaces per unit. The parking analysis for the two comparable developments supports the proposed 0.79 ratio and it is further supported by the project's convenient accessibility to public transportation and shopping areas. The City of Seattle Municipal Code and King County zoning codes allow reducing the required parking space ratio from 1.0 to 0.75 spaces per unit for developments similar to the proposed development. The justifications are specifically listed as follows:

- The proposed 48 parking spaces serve the evening peak hour parking demand.

- King County zoning codes allow a reduced parking ratio of up to 50 percent if availability of convenient transportation and accessibility of public transportation and shopping facilities are provided.

- The parking requirements for multifamily housing with low-income restrictions located outside of commercial zones in urban centers in the City of Seattle strongly support the parking ratio of 0.79 per unit for the comparable proposed development in the City of Kirkland.

In summary, the proposed 48 parking spaces, or 0.79 spaces-provided-per-unit, are adequate for the proposed development.

ATTACHMENT D

Shared Parking Analysis

Esterra Park Block 6B
Shared Parking Assessment - Weekday Parking Demand

Weekday Shared Parking Demand Estimate

Use	Apartments		Day Care Center				
Size	Dwelling Units	260	Square Feet	11,500			
Peak Demand Rate		0.87		2.00			
Peak Demand		226		23			
Start Time	Hourly Variation[1]	Hourly Parking Demand	Hourly Variation[2]	Hourly Parking Demand	**Total Hourly Parking Demand**	**On-Site Parking Supply**	**Excess Parking Stalls**
6:00 AM	92%	208	50%	12	220	226	6
7:00 AM	74%	167	100%	23	190	226	36
8:00 AM	64%	145	100%	23	168	226	58
9:00 AM	64%	145	100%	23	168	226	58
10:00 AM	64%	145	100%	23	168	226	58
11:00 AM	64%	145	100%	23	168	226	58
12:00 PM	64%	145	100%	23	168	226	58
1:00 PM	44%	99	100%	23	122	226	104
2:00 PM	44%	99	100%	23	122	226	104
3:00 PM	44%	99	100%	23	122	226	104
4:00 PM	44%	99	100%	23	122	226	104
5:00 PM	59%	133	100%	23	156	226	70
6:00 PM	69%	156	100%	23	179	226	47
7:00 PM	66%	149	50%	12	161	226	65
8:00 PM	75%	170	0%	0	170	226	56
9:00 PM	77%	174	0%	0	174	226	52
10:00 PM	92%	208	0%	0	208	226	18
11:00 PM	94%	212	0%	0	212	226	14
12:00 AM	100%	226	0%	0	226	226	0
		Peak Demand (Midnight) =			**226**	**226**	

Notes:

1. The hourly variation in peak parking demand for Apartments was based on studies documented in ITE *Parking Generation manual* , 4th Edition, 2010. Hourly variation data was not provided between 9:00 AM and 3:00 PM, so conservative assumptions were made for that period.
2. The hourly variation in peak parking demand for Daycare assumes 100% occupancy (reserving the minimum code requirement of 23 stalls) between 7:00 AM and 7:00 PM. Between 6:00 AM and 7:00 AM and between 7:00 PM and 8:00 PM, we conservatively reserved 12 stalls for the daycare for staff (staff will also have off-site parking).

TENW
Transportation Engineering NorthWest

MEMORANDUM

DATE: May 15, 2018

TO: Wade Metz, Terrene Ventures

FROM: Michael Read, PE, Principal
TENW

SUBJECT: Parking Analysis for Totem Lake Apartments - Update
TENW Project No. 3563

This memorandum documents an evaluation of parking demand of the *Totem Lake Apartments*, a proposed 134-unit multistory residential apartment complex with approximately 169 on-site parking stalls (including required guest stalls) at 11903 NE 128th Street in Kirkland, WA. The analysis includes a review of City parking code requirements, parking supply recommendations given the King County Right Size Parking Model, parking demand analysis using published parking generation rates in *Parking Generation*, 4th Edition, 2010, a parking demand survey count conducted by TENW in May 2018 as requested by the City of Kirkland, and a Transportation Management Plan.

Given the planned site design/amenity features and the availability of frequent transit services approximately 1,000 feet from the site, the applicant is proposing to provide roughly 1.2 stalls per residential unit rather than the minimum code requirement of approximately 1.4 stalls per residential unit.

City of Kirkland Parking Requirements

The proposed development is located in Zone TL1A. Based upon the City of Kirkland's parking standards (Kirkland Zoning Code Section 55.09.040 – Zone TL1A Use Zone Chart), Table 1 summarizes minimum off-street parking stalls required for an attached or stacked dwelling units or residential suites. As shown, the City of Kirkland would require 189 off-street parking stalls.

Table 1 - Totem Lake Apartments Parking Requirements

Parking Component	Minimum Off-Street Parking Requirements	Size	Total
Residential Uses	1.2 per studio unit[1]	34 Units	41
Residential Uses	1.3 per 1 bedroom unit[1]	67 Units	87
Residential Uses	1.6 per 2 bedroom unit[1]	20 Units	32
Residential Uses	Affordable units	13 Units	13
Guest Parking	Minimum 10% of total number of required spaces[2]	160 Stalls	16
	Total Minimum Off-Street Parking Supply		**189**

1 – Per City of Kirkland Zoning Code, Section 55.09.040 Zone TL1A Use Zone Chart.
2 – Per City of Kirkland Zoning Code, Section 105.20 Number of Parking Spaces for 3. Guest Parking. Affordable units exempt.

Within City zoning or municipal code, there are specific allowances for a parking reduction in the minimum supply requirement (KMC 105.103) if it can be documented in an adequate parking demand and utilization study. The City's Comprehensive Plan also has clear direction to reduce parking where appropriate in *Policy LU-3.7: Consider reducing minimum parking requirements in the Zoning Code in walkable areas with convenient shops, services and good transit service*. This policy is an important direction by Council in determining parking supply to avoid over burdening development and encouraging vehicle use.

Unused parking is an inefficient use of land and imposes significant additional costs on residents and businesses. Where people have viable alternatives to car ownership and lower parking needs are demonstrated, new development should not be required to build more parking supply than the actual demand. Data collected in 2014 does not indicate reduced parking utilization based on current transit service but that should be reviewed as transit service improves over time[1].

King County Right Size Parking[2]

The supply and use of parking are influenced by—and have influences on—development practices, local policies, economic impacts on builders and households, and community goals. The supply and price of parking also have direct relationships with travel behavior. Too much parking at residential properties correlates with more automobile ownership, more vehicle miles traveled, more congestion, and higher housing costs. In addition, excess parking presents barriers to smart growth and efficient transit service.

Parking supply and pricing often have a direct impact on the ability to create compact, healthy communities. King County Metro Transit has an interest in encouraging land uses, policies, and development that lead to communities that can be served efficiently and effectively by transit. Locally credible and context-sensitive data on parking use allows jurisdictions in King County to:

- Support economic development by reducing barriers to building multifamily residential developments in urban centers near quality transit infrastructure.
- Reduce housing costs as well as household monthly expenditures, allowing a larger demographic to participate in the urban, infill housing market.
- Encourage transit use, ridesharing, biking, and walking.
- Reduce traffic congestion, vehicle miles traveled, and the amount of greenhouse gases produced.

The recently completed King County Right Size Parking Calculator lets users estimate parking use in the context of a specific site, based on a model using current local data of actual parking use correlated with factors related to the building, its occupants, and its surroundings—particularly transit, population and job concentrations. The calculator's estimates are based on a model developed from field work on data

1 Source: City of Kirkland Comprehensive Plan, D. Land Use Goals and Policies, Policy LU-37 and discussion.

2 King County Multi-Family Residential Parking Calculator, Tools to Balance Supply, 2012.

collected mostly in the winter and spring of 2012 on over 200 developments in urban and suburban localities in King County, Washington (Seattle and its suburbs). The calculator estimates a parking/unit ratio for an average residential building based on the characteristics of each location. The calculator assists analysts, planners, developers, and community members weigh factors that will affect parking use at multi-family housing sites, and assists developers and public agencies to consider how much parking is "just enough" when making economic, regulatory, and community decisions about development.

As this model considers the adjacency of mixed used, transit services, walkability, vehicle ownership factors, and other considerations in its assessment of parking demands, and is based on a comprehensive study of local surveys throughout the King County area (both urban and suburban areas), this tool is considered by most jurisdictions in the region as a best practices tool for determining parking supply at multifamily developments.

Attachment 1 provides the results of the proposed 134-unit *Totem Lake Apartments* development using the King County Right Size Parking Calculator Model, which recommends a built parking supply of 0.91 stalls per dwelling unit at this site (a total of 122 stalls), less than 1 stall per unit. If the "rent" for parking is charged as an extra expense (i.e., shown as an additional charge outside of residential rent), then the King County Right Size Parking Calculator Model recommends a built parking ratio of 0.80 stalls per unit (a total of 107 stalls). These are both well below the minimum code requirement of approximately 1.40 stalls (189 stalls) per unit as well as the proposed supply of approximately 1.26 stalls per unit (169 stalls).

Transit Availability

Within less than 1,000 feet of the project site, there are 10 different local/regional fixed routes provided by King County Metro, Community Transit, and Sound Transit. As such, the availability of quality local and regional transit services along the I-405 corridor adjacent and in the immediate site vicinity provides an opportunity for residents and guests a wide variety of options to reduce single-occupant vehicle trips. Daily, bi-directional fixed route transit service with headways averaging less than 10 minutes during peak hours and 20 minutes during off-peak hours are provided to multiple local and regional destinations throughout the greater Eastside and Seattle.

Parking Demand Survey Counts

As requested by the City of Kirkland, TENW conducted a parking survey of two apartment complexes within just over an approximate 1/2-mile radius of the project site. Existing parking demand surveys were conducted over a 3-day period on Tuesday May 8, Wednesday, May 9 and Thursday, May 10 in 2018 from 10 p.m. to 12 a.m. The following apartment complexes were surveyed (a vicinity map of their locations in relation to the project site is provided in Figure 1):

- Vue Kirkland Apartments is located at 11733 NE 131st Place, approximately 1/4 mile northwest of the project site. This apartment complex consists of 200-units with 50 studio apartments, 110 one-bedroom units, and 40 two-bedroom units. As of May 11, 2018, they are currently at 99 percent capacity (199 units occupied). This apartment complex is located approximately 800 feet to transit stops to the north on NE 132nd Street and 900 feet to the south on NE 128th Street, and approximately 1/3 mile to the Totem Lake Transit Center to the southeast and to the Kingsgate Park & Ride to the west.

Figure 1 – Vue Kirkland Apartments and Emerson Apartment Locations

- Emerson Apartments is located at 11010 NE 124th Lane, just over a 1/2 mile southwest of the project site. This apartment complex consists of 207-units with 26 studio apartments, 35 one-bedroom units, 128 two-bedroom units, and 18 three-bedroom units. As of May 11, 2018, they are currently at 96 percent capacity (199 units occupied). Transit stops are located adjacent to the apartment complex on NE 124th Street.

Tables 3 and 4 summarize the parking demand survey counts by day and time with parking demand rates. As shown, the Vue Kirkland Apartments experience an average parking demand of 225 parking stalls with a parking demand rate of 1.12 per unit for this 200-unit apartment complex. Emerson Apartments experiences an average parking demand of 296 parking stalls with a parking demand rate of 1.43 per unit for this 207-unit apartment complex.

Table 3 – Vue Kirkland Apartments – Parking Demand Survey Counts

Time	Day 1 Count Tuesday May 8, 2018	Day 2 Count Wednesday May 9, 2018	Day 3 Count Thursday May 10, 2018	3-Day Average
10:00 PM	213	223	213	216
11:00 PM	221	228	228	226
12:00 AM	223	237	236	232
Average	219	229	226	**225**
		Parking Demand Per Unit (200 Total Units)		**1.12**

Source: Parking Demand Survey Counts conducted by TENW.

Table 4 – Emerson Apartments – Parking Demand Survey Counts

Time	Day 1 Count Tuesday May 8, 2018	Day 2 Count Wednesday May 9, 2018	Day 3 Count Thursday May 10, 2018	3-Day Average
10:00 PM	280	280	284	281
11:00 PM	295	304	303	301
12:00 AM	298	315	304	306
Average	291	300	297	**296**
		Parking Demand Per Unit (207 Units)		**1.43**

Source: Parking Demand Survey Counts conducted by TENW.

The lower parking demand rate for the Vue Kirkland Apartments is indicative of its close proximity to transit routes on NE 132nd Street and NE 128th Street, and to the Totem Lake Transit Center and Kingsgate Park & Ride. Furthermore, Vue Kirkland Apartments is currently at greater capacity (99 percent versus 96 percent) than Emerson Apartments, yet experiences a parking demand rate far less than Emerson Apartments due to its close proximity to public transportation services within walking distance of its location. During parking demand survey counts, pedestrians were observed to be walking to and from transit areas as late as 11 p.m. The higher parking demand rate for Emerson Apartments could also be indicative of its location to transit stops only on NE 124th Street but no close proximity to transit centers or park and rides, therefore, residents would have more of a need to own their own vehicles. Pedestrians were seen walking to and from the adjacent QFC to the east of the apartment complex as late as 11 p.m.

The average parking demand rate for these two apartment complexes is 1.28 per total units (521 total average parking stall demand and 407 total apartment units). Applying the conservative observed average parking demand rate of 1.28 from the surveys, the proposed 134-unit Totem Lake Apartments would experience a parking demand of approximately 171 parking stalls.

However, since the existing Vue Kirkland Apartments also has studio, 1 bedroom and 2 bedrooms housing units and is also located within close proximity to public transportations services, this site is most similar to and characteristic of the proposed Totem Lake Apartments, and therefore, the expected project demand

would be similar to a peak parking ratio of 1.12 stalls per dwelling unit or 150 parking stalls. As such, the proposed supply of 169 stalls are an adequate on-site supply.

Transportation Management Plan

Based upon Kirkland's Zoning Code Section 105.103 Modifications, for multifamily parking modifications in TL zones within the Totem Lake Urban Center, the applicant must submit a Transportation Management Plan (TMP) for review and approval by the City of Kirkland. This section documents proposed program elements of the TMP.

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

TMP Program Elements

Building Features

1. The project will provide on-site bicycle parking.

Post Information

2. Install up-to-date commuter information center in visible central location. The applicant would provide this center within the main building foyer of the residential apartment complex. The information provided would include a commuter information packet with available transit services and facilities within walking distance of the site, transit route schedules, ridematching services (vanpool, carpool, etc.), on-site bicycle amenities, and contact information for the on-site Building Transportation Coordinator. A sign in each building lobby will also be posted directing residents to the commuter information center for printed materials and also identifying one or more websites with relevant information regarding transportation options.

Management & Promotion

3. Appoint Building Transportation Coordinator (BTC). The applicant shall appoint a building transportation coordinator in a permanent staff position assigned to administer the requirements of the TMP. The applicant shat provide the City of Kirkland with the name, phone/fax number, and email address of the BTC and update the contact information annually. The applicant shall see that the BTC receives support and direction from management and the instruction provided by the City that enables the BTC to carry out these responsibilities effectively. The BTC shall attend training workshops and trip reduction network group meetings provided by the City or its agent.

4. Produce and Distribute a Commuter Information Packet (CIP). A commuter benefits brochure that contains complete information about the applicant's TMP, including transportation benefits, transportation options, HOV programs, bicycling amenities, vicinity transit services, and other elements of the TMP.

5. Require tenant participation in the TMP. The applicant shall require tenants to work with the office of the BTC for trip reduction activities and to provide information to tenant employees and residents.

6. Conduct survey of TMP effectiveness in a form and manner established by the City of Kirkland and include the results in the annual report submitted to the City.

7. Submit regular reports about TMP elements as required by the City. The BTC shall submit reports to the City on an annual basis. The report shall include a copy of the complete CIP, results of the TMP effectiveness survey, survey instrument used, and other materials that may be required by the City.

Parking Management

8. As part of the total leasing cost per unit, the applicant will charge for parking at market rate for the site's vicinity for reserved stalls for residential tenants.

9. Reserved parking for tenants will be unbundled from building leases.

Transit, Carpool & Vanpool Programs

10. Within the CIP and at the commuter information center, the applicant will provide information about ride-match opportunities available from public transportation agencies or organized by the BTC.

Conclusion

The Totem Lake Apartment project proposes to provide a supply of 169 off-street parking stalls, with a minimum of 189 stalls required by the City of Kirkland. As demonstrated in our review of parking demand for the proposed Totem Lake Apartments project, standard transportation engineering methods, application of the King County Right Size Parking Model and parking demand survey counts of two existing apartment complexes in the vicinity of the project, the proposed on-site parking supply of 169 stalls by Terrene Ventures would provide excess parking capacity higher than expected peak parking demand.

If you have any questions regarding the information presented in this memo, please call me at (206) 361-7333 x 101 or mikeread@tenw.com.

Attachments: 1. King County Right Size Parking Model
2. May 2018 TENW Parking Surveys

ATTACHMENT 1
King County Right Size Parking Model

Right Size Parking

King County Multi-Family Residential Parking Calculator

TOOLS TO BALANCE SUPPLY

HELP US UPDATE | CALCULATOR | ABOUT THIS SITE

Enter a location...

Parking/Unit Ratio (Number of Stalls)

< .5 Stalls >= 1.5 Stalls

3 Parcels Selected

Parking/Unit Ratio 0.91

Building & Parking Specifications | Location Characteristics | Parking Impacts

	NUMBER OF UNITS	AVERAGE RENT ($)	RESIDENTIAL AREA (SQ FT)
STUDIOS:	38	$975	550
1 BEDROOMS:	74	$1,150	750
2 BEDROOMS:	22	$1,450	950
3+ BEDROOMS:	0	$1,575	1200
TOTAL:	134	$1,150	97,300

NUMBER OF AFFORDABLE UNITS: 13

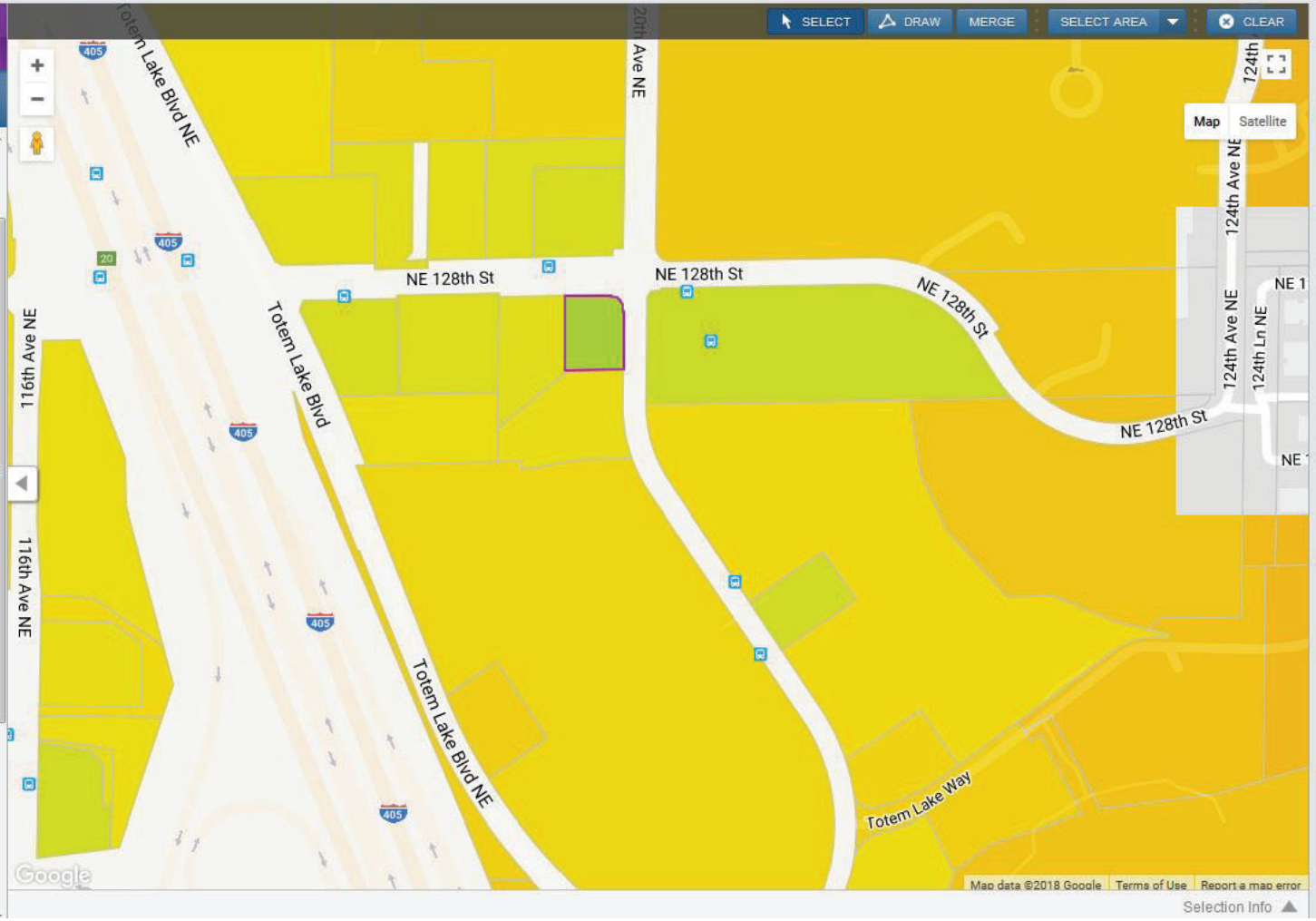
MONTHLY PRICE PER STALL: ($) $100

UPDATE RESET

How can unbundled (priced) parking influence parking/unit ratios?

The parking/unit ratios below are calculated using preset unbundled parking prices based on parcel location and rent adjustments resulting from unbundling.

PRICE OF PARKING PER STALL	ADJUSTED AVERAGE RENT	AVG. MONTHLY COST TO RESIDENT (rent+parking)	RESULTING PARKING RATIO
Bundled Parking = $0	$1,241	$1,241	1
Unbundled Parking = $275	$991	$1,211	0.8



ATTACHMENT 2
May 2018 Parking Surveys

Parking Surveys - Data Collection

Totem Lake Apts - 11903 NE 128th Street Kirkland, WA

		PARKING COUNTS			
Vue Kirkland Apartments	**TIME**	**DAY 1**	**DAY 2**	**DAY 3**	**DAILY AVERAGE**
11733 NE 131st Pl	10:00 PM	213	223	213	216
200 Units	11:00 PM	221	228	228	226
	12:00 AM	223	237	236	232
	AVERAGE	**219**	**229**	**226**	**225**
		1.10	1.15	1.13	**1.12**

Parking Demand/Unit - 200 Tot

		PARKING COUNTS			
Emerson Apartments	**TIME**	**DAY 1**	**DAY 2**	**DAY 3**	**DAILY AVERAGE**
11010 NE 124th Lane	10:00 PM	280	280	284	281
207 Units	11:00 PM	295	304	303	301
	12:00 AM	298	315	304	306
	AVERAGE	**291**	**300**	**297**	**296**
		1.41	1.45	1.43	**1.43**

Parking Demand/Unit - 207 Tot

Total Parking Demand	521	
Total Apartment Units	407	
Parking Demand Rate	1.28	Total Units
Totem Lake Apartments	134	
Parking Demand/Supply	171	

FEHR PEERS

MEMORANDUM

Date: June 18, 2014

To: Jon Regala, City of Kirkland

From: Chris Breiland, Justin Resnick, and Don Samdahl, Fehr & Peers

Subject: Right Size Parking Web Calculator Estimates in Kirkland

SE12-0248

OVERVIEW

The Right Size Parking (RSP) Web Calculator is a tool to assist transportation and land use planners in King County understand how multifamily residential parking utilization varies under different urban contexts, transit service levels, parking pricing schemes, and development programs (number of bedrooms per unit, rents, etc.). The intent of the web calculator is to provide planners with more information than traditional national parking data sources when developing and updating parking codes to reduce the oversupply of multifamily parking in the county. Given that the web calculator was developed using county-wide data, the Kirkland Planning Commission and Houghton Community Council were interested in better understanding how the tool matched observed multifamily parking utilization in Kirkland. In this memo, we compare the results of the web calculator to the observed parking utilization rates collected at 24 multi-family developments around the City of Kirkland over the last several years. Additionally, several observations from Redmond's Overlake area are included in the analysis.

General Findings

Overall, the RSP web calculator is estimating parking utilization accurately for most of the selected sites in Kirkland, with 20 of 24 sites within a 15 percent level of error. We do note, however, a slight tendency for the model to under-predict utilization. **Tables 1** through **3** below display the detailed inputs and output of the RSP Web Calculator compared to the observed parking utilization rates at the buildings. Table 1 presents the results of the original RSP data collection effort. Table 2 presents the new data collected as part of the Kirkland RSP Pilot project, which is collecting additional information specific to Kirkland. Table 3 contains parking utilization observations from multifamily projects in Downtown Kirkland that were collected as part of other transportation studies in the City. Note that since the data in Table 3 was not collected as part of the Right Size Parking Project, much of the input data for the RSP model was estimated based on similar observed data and should be taken into consideration when reviewing the results.

Table 1. Original RSP Web Calculator Kirkland Study Sites Results

Input	Output

Right Size Parking: Web Calculator										
Neighborhood:	Bridle Trails	Lakeview	Totem Lake	Totem Lake 2012 Counts	S. Juanita	S. Juanita	S. Juanita	S. Juanita	Moss Bay	N. Rose Hill
Variables	**Site 1**	**Site 2**	**Site 3**	**Site 4**	**Site 5**	**Site 6**	**Site 7**	**Site 8**	**Site 9**	**Site 10**
Studio Units	0	0	0	47	23	0	87	0	22	12
1 Br Units	32	106	59	105	92	6	207	217	89	19
2 Br Units	75	146	112	39	48	9	72	204	43	13
3+ Br Units	0	34	27	0	0	0	0	47	0	0
Studio Rent	$0	$0	$0	$815	$1,140	$0	$1,023	$0	$1,195	$1,042
1 Br Rent	$1,267	$1,845	$1,005	$900	$1,224	$1,263	$1,473	$1,088	$1,617	$1,203
2 Br Rent	$1,591	$2,420	$1,206	$1,020	$1,414	$1,508	$2,095	$1,505	$2,106	$1,573
3+ Br Rent	$0	$3,400	$1,402	$0	$0	$0	$0	$1,876	$0	$0
Avg. Sqft per Unit	845	1,011	952	649	649	1,165	828	822	838	801
Affordable Units	0	0	0	0	0	0	56	0	0	4
Mo. Parking Cost	$0	$40	$0	$0	$0	$0	$83	$0	$50	$50
Population	63,598	58,381	66,591	39,192	71,375	71,374	70,958	68,972	64,791	66,165
Jobs	44,800	50,524	36,766	36,209	31,488	31,963	32,132	39,340	39,946	41,514
Transit Service	1,248	1,228	1,277	1,311	1,225	1,269	1,299	1,160	1,264	1,238
Predicted Utilization	**1.28**	**1.31**	**1.28**	**1.20**	**1.20**	**1.30**	**1.00**	**1.31**	**1.16**	**1.06**
Observed Utilization	**1.50**	**1.38**	**1.31**	**1.12**	**1.13**	**1.07**	**0.64**	**1.35**	**0.90**	**1.25**
Percent Error	**-15%**	**-5%**	**-3%**	**7%**	**6%**	**22%**	**56%**	**-3%**	**29%**	**-15%**
Supply Using Model Code*	**1.53**	**1.53**	**1.55**	**1.34**	**1.38**	**1.50**	**1.35**	**1.49**	**1.38**	**1.58**
Supply Using Current Code	**2.20**	**2.50**	**2.20**	**2.20**	**2.20**	**2.20**	**2.20**	**2.20**	**1.45**	**2.20**
Actual Supply	**2.10**	**1.52**	**1.50**	**1.32**	**1.50**	**2.80**	**0.90**	**1.89**	**1.22**	**1.81**

**See Page 7 for Model Code Details*

Highland Park
421 Kirkland Ave.

Park Terrace
808 2nd Ave

Houghton Court
6719 106th Ave NE

Affinity
11308 124th Ave NE

Sancerre
12648 NE 144th St

Portsmith
108 2nd Ave S

Wild Glen
9927 NE 144th Ln

Table 2. New RSP Kirkland Pilot Study Site Results

Input	Estimated	Output	Condo

Right Size Parking: Web Calculator							
2014 Counts							
Variables	**Site 11**	**Site 12**	**Site 13**	**Site 14**	**Site 15**	**Site 16**	**Site 17**
Studio Units	0	0	0	0	0	0	0
1 Br Units	2	4	0	0	54	45	0
2 Br Units	2	10	24	16	81	108	48
3+ Br Units	2	0	0	20	0	0	24
Studio Rent	$1,043	$1,043	$1,043	$1,043	$1,043	$1,565	$1,043
1 Br Rent	$1,288	$1,288	$1,288	$1,288	$1,288	$1,933	$1,288
2 Br Rent	$1,644	$1,644	$1,644	$1,644	$1,644	$2,466	$1,644
3+ Br Rent	$2,226	$2,226	$2,226	$2,226	$2,226	$3,339	$2,226
Avg. Sqft per Unit	1,012	1,002	936	1,054	796	1,098	1,173
Affordable Units	0	0	0	0	0	0	0
Mo. Parking Cost	$0	$0	$18	$0	$0	$0	$0
Population	63,225	66,653	66,271	64,588	61,998	61,711	70,440
Jobs	40,373	38,836	39,207	41,587	31,079	39,327	25,701
Transit Service	1,298	1,263	1,264	1,291	1,240	1,291	1,138
Predicted Utilization	**1.33**	**1.30**	**1.29**	**1.38**	**1.32**	**1.35**	**1.51**
Observed Utilization	**0.80**	**1.40**	**1.50**	**1.70**	**1.30**	**1.20**	**1.50**
Percent Error	**66%**	**-7%**	**-14%**	**-19%**	**1%**	**12%**	**1%**
Supply Using Model Code*	**1.58**	**1.53**	**1.63**	**1.73**	**1.50**	**1.53**	**1.69**
Supply Using Current Code	**2.20**	**2.20**	**2.20**	**2.20**	**2.20**	**2.20**	**2.50**
Actual Supply	**1.50**	**1.64**	**1.75**	**2.08**	**1.56**	**1.72**	**2.31**

**See Page 7 for Model Code Details*

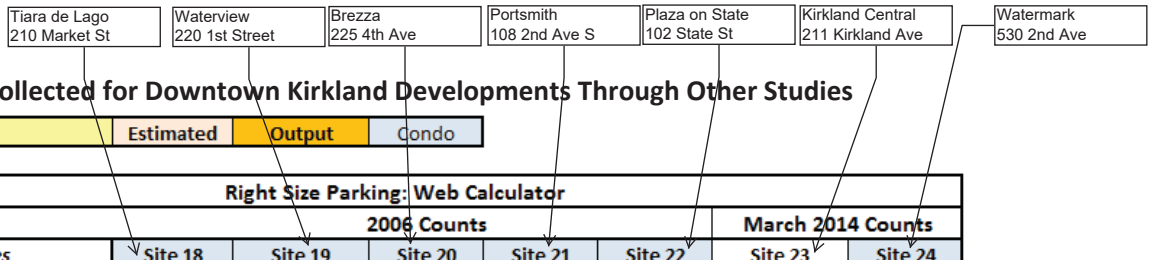


Table 3. Data Collected for Downtown Kirkland Developments Through Other Studies

Input	Estimated	Output	Condo

Right Size Parking: Web Calculator							
	2006 Counts					March 2014 Counts	
Variables	Site 18	Site 19	Site 20	Site 21	Site 22	Site 23	Site 24
Studio Units	0	0	0	0	0	0	0
1 Br Units	0	17	27	45	45	78	17
2 Br Units	13	31	48	108	36	32	43
3+ Br Units	0	0	0	0	0	0	0
Studio Rent	$1,565	$1,043	$1,043	$1,565	$1,043	$1,043	$1,565
1 Br Rent	$1,933	$1,288	$1,288	$1,933	$1,288	$1,288	$1,933
2 Br Rent	$2,466	$1,644	$1,644	$2,466	$1,644	$1,644	$2,466
3+ Br Rent	$3,339	$2,226	$2,226	$3,339	$2,226	$2,226	$3,339
Avg. Sqft per Unit	1,711	1,034	1,324	1,098	1,106	1,012	1,012
Affordable Units	0	0	0	0	0	0	0
Mo. Parking Cost	$0	$0	$0	$0	$0	$0	$0
Population	61,383	62,412	62,412	61,711	62,412	62,120	64,297
Jobs	37,969	38,187	38,187	39,327	38,187	39,379	40,439
Transit Service	1,294	1,293	1,293	1,291	1,293	1,364	1,389
Predicted Utilization	**1.47**	**1.29**	**1.33**	**1.35**	**1.27**	**1.17**	**1.26**
Observed Utilization	**1.92**	**1.31**	**1.27**	**1.17**	**1.24**	**1.23**	**1.30**
Percent Error	**-23%**	**-1%**	**5%**	**15%**	**2%**	**-5%**	**-3%**
Supply Using Model Code*	**1.63**	**1.51**	**1.51**	**1.53**	**1.44**	**1.39**	**1.53**
Supply Using Current Code	**2.10**	**1.75**	**1.74**	**1.81**	**1.54**	**1.39**	**1.82**
Actual Supply	**2.23**	**1.81**	**1.83**	**1.72**	**1.59**	**1.89**	**1.90**

See Page 7 for Model Code Details

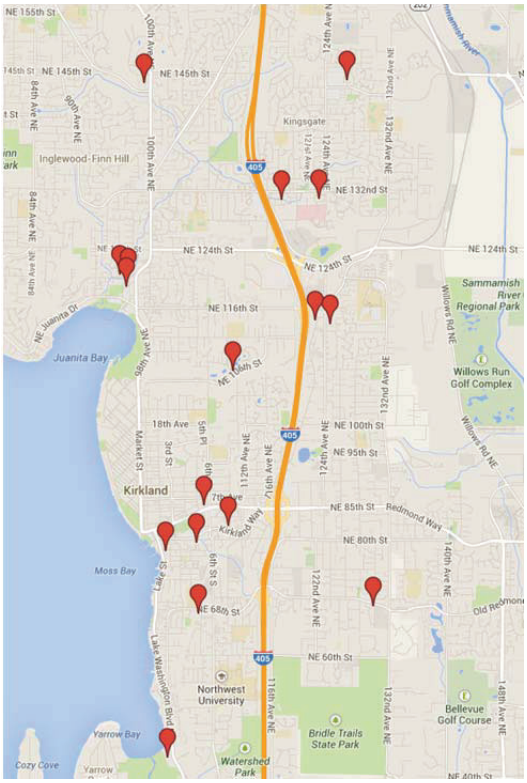
Model Inputs and Urban Form

To estimate parking utilization, the web calculator uses the number of units in a building, the number of bedrooms in each unit, the rental price, unit square footage, number of affordable units, monthly cost for parking, which are specific to each building. It also includes three characteristics of the location of the building to approximate urban form and available transportation choices available to residents of each development – population density, job density, and transit service/accessibility. Of the three location characteristic variables, the model is most sensitive to the transit service score, which does not vary substantially across the sample set of multifamily developments. Tables 1 through 3 summarize the range of input variables and Figure 1 shows the approximate locations of the multifamily sites.

Note that Table 2 has estimated data on rental rates. To facilitate the collection of data for the RSP Pilot Project, the project team elected to not collect rental rate information since this sensitive information can reduce property owner's willingness to participate in the study. This lack of rental data was not considered to be a major issue since rental rates are only marginally related to parking utilization. For example, if the rental price were 50 percent higher at Site 12, the RSP model forecasted parking utilization would increase by 0.04 stalls per unit, or about 3 percent. To fill in this missing data, the average rental rate from the other observed properties was input, with two exceptions as noted below. Additionally, rental rates are not applicable to condominium units. Therefore, rental rates are always estimated for condos. Table 3 has additional estimated data since the earlier studies did not collect information with RSP in mind. The studies did collect information about the number of bedrooms per unit, which was used to estimate the number of one versus two bedroom units in each development.

The lack of variability in transit scores shown in Tables 1 through 3 was surprising given that the surveyed sites are scattered throughout the city in locations like Downtown and Totem Lake and other areas that have less transit. The results of the investigation indicated that there is a fair degree of transit service score variation across the city, ranging from about 1,100 in Finn Hill (which represents an area with very little transit service) to more than 1,600 at the Kirkland Transit Center. However, most arterial corridors where the apartments are located in the City have a score of 1,250-1,300. In looking at Downtown Kirkland, the transit score decreases rapidly to about 1,300 by the time you are 2 blocks from the Transit Center. We also evaluated the 108th Avenue NE corridor, which is where King County Metro Route 255 travels. For the parcels that are immediately adjacent to the bus stops, the transit score is approximately 1,500, but if you travel 200 feet away from the bus stop, the transit score is about 1,250. This change in transit score can have a substantial impact on parking utilization estimates. For example, Site 9, which is in Downtown Kirkland, would have a RSP estimated utilization of 0.9 if it had a transit score of 1,500 as opposed to 1,264, making the estimated value closer to the observed value. This finding indicates that in certain transit rich environments, the web calculator may be overestimating parking utilization. Given that research on pedestrian access to transit indicates that most people are willing to walk 1,200-2,600 feet to reach frequent transit (which translates into a 5-15 minute walk), it is reasonable to manually adjust the RSP web model to more accurately consider the availability of high quality transit service in portions of Kirkland. For example, planners may wish to test a site's sensitivity to the model's range of transit scores within a couple of blocks to develop a more robust estimate of parking demand in locations like Downtown, Totem Lake, South Kirkland, or along frequent transit routes, like 255, 234/235, and 245. A recommended practice to applying a transit score adjustment is suggested at the end of this memo.

Figure 1. Kirkland Study Site Locations



Individual Site Observations

As shown in Tables 1 through 3, four sites have high levels (shaded in gray) of error that are likely due to specific and generally explainable circumstances.

Sites 6 and 11 only have fifteen and six units in total, respectively, and therefore these sites have a small sample size for measuring parking occupancy on a given day. If two additional vehicles had been present on the day of observation at Site 6, then the web calculator estimate would be within ten percent error. Site 7 is another outlier. This building charges $83 per month for parking, which is much higher than the other sites. Given the availability of street parking in the vicinity, it is possible that the high price of parking is resulting in spillover to the neighboring streets, where parking is free and generally unrestricted. The RSP model substantially under-predicts parking utilization at Site 18 (23 percent error). This site is small and to be conservative, the City included the utilization of three adjacent on-street stalls in the parking utilization total. However, even without these on-street spaces included, the utilization per unit would be about 1.65, which is considerably higher than any other apartment or condo in downtown Kirkland. The RSP model does predict higher than typical utilization for this condo, in part due to the large unit sizes. The average "rent" was also increased since the King County Assessors database indicated that these units are quite expensive ($500k-$1,000k). There is a chance that there was an event the day the count was taken, which could have increased the demand, but there are no

other clear explanations for the high demand at this site. Due to the particular characteristics of these four locations, these sites are considered unique outliers that are outside of the range of the model's ability to predict.

The web calculator also overestimates parking utilization at Site 9, which is located in downtown Kirkland and features a number of studio apartments. As described above, the walkable character and good transit accessibility of the location may be dampening the demand for parking for this type of apartment complex. There is anecdotal evidence that younger and older residents who live in smaller units in transit-rich areas tend to have considerably lower car ownership rates than other residents. It is notable that the condominium sites in downtown (largely shown in Table 3) are, for the most part, accurately predicted by the RSP web calculator. Given that most other downtown Kirkland sites are accurately predicted by the RSP web calculator, Site 9 is considered an outlier, but one that is worthy of additional monitoring given the trend to build smaller units in transit-rich areas.

Redmond Overlake Sites

The City of Kirkland obtained similar RSP observations from the City of Redmond, which is undergoing a similar analysis of parking standards throughout the city. Three sites from Overlake were featured in a recent document prepared for the City by the RSP consultant team. The analysis of the site data indicated the following:

- Overlake Village: Observed Utilization = 0.93 per unit
- Overlake Employment (Microsoft Area) = 0.99 per unit
- Overlake Residential: 1.07 per unit

A review of the RSP web calculator estimates for these areas were generally in-line with the observed utilization above. When the RSP team audited the performance of the RSP web calculator for Redmond (similar to what was done with Kirkland), similar results were found. Specifically, the RSP web calculator is generally accurate, with a few outliers both above and below the RSP estimate. Note that the observed utilization rates in Overlake Village and the Overlake Employment area are quite a bit below what was observed in Kirkland. The major difference between the two areas is the very high employment density in Overlake. The area most like Overlake in Kirkland is around the South Kirkland Park and Ride, which has fairly high employment densities (although lower than Overlake) and similar population densities.

Conclusions and Recommendations

The Right Size Parking Web Calculator generally predicts parking utilization around the City of Kirkland accurately, with most sites within +/-15 percent of the observed value. Based on the regional nature of the web model, some discretion may be necessary when applying the model in Kirkland, particularly when taking into consideration some of the subtler variations in urban form, pedestrian character, and transit service throughout Kirkland.

Specifically, the Planning Commission and Houghton Community Council raised questions about the following issues:

- Are the RSP team's recommended parking adjustments by unit type supported by the data?

  The unit type adjustments are summarized below along with the method for developing the adjustments.

  - Studio: .93 x base
  - 1 bed: base
  - 2 bed: 1.25 x base
  - 3+ bed: 1.39 x base

  The adjustments identified above were developed through the following methodology:

  1. Calculate the "base" parking utilization by inputting a hypothetical development in Kirkland (based on a citywide average of all RSP web model input data) with only one-bedroom units.

  2. Calculate parking utilization for other unit types. As was done with the one-bedroom units, hypothetical developments with only studio, two-bedroom, and three-bedroom units were entered into the RSP web model.

  3. Calculate the ratio of non-base to base parking utilization for each unit type. The parking utilization for the hypothetical studio, two-bedroom, and three-bedroom developments was divided by the one-bedroom base case. For example:

     Studio Unit Type Adjustment = 93 parking stalls utilized by hypothetical studio development / 100 parking stalls utilized by hypothetical one-bedroom development = 0.93

  4. Calculate the final base rate. The result of the RSP web model on the hypothetical one-bedroom development was an estimate of 1.11 parking spaces per unit. To account for the tendency for the RSP web model to slightly under-predict parking utilization in Kirkland, this initial estimate was increased by 15 percent, which rounds to 1.3 parking spaces per unit.

  Tables 1-3 show the parking supply that would result from applying the model code above when applying a base one-bedroom rate of 1.3 parking spaces per unit. This base was developed by using the RSP web calculator to estimate the demand for a hypothetical apartment complex with only one-bedroom units using average RSP web

model input data from across the entire city of Kirkland. As shown in Tables 1-3, this model code supply would be greater than the observed utilization in all but one case (Site 18, which is an outlier as described earlier). In many cases, the new supply would be close to the observed utilization and is considerably lower than the supply that would be developed using the current code.

- The RSP model code suggested a 25-50 percent reduction in the base parking minimum requirements if a multifamily development is within ½ mile of frequent transit (defined as service every 20 minutes or more frequently from roughly 7 AM to 6 PM during weekdays). Is this reduction justified by the analysis?

  It is important to note that the model code recommendations highlighted above were based on the RSP project team's review of best parking code practices across the country. Specifically, the cities evaluated that chose to make relatively substantial parking minimum reductions along high frequency transit lines tend to do so to support and encourage additional density along transit corridors. It is also important to recognize that the cities tend to reduce *minimum* requirements and not to establish parking maximum requirements. The goal is to facilitate those developers who feel there is a market to develop projects along transit lines with less parking and not to compel developers to provide less parking than they feel is justifiable given the market conditions.

  With the above context in mind, the analysis results of the Kirkland data are mixed. Of the 24 observed sites, 8 are located immediately along a frequent transit route and 10 others are generally within a quarter-mile of a frequent transit route. Of these 18 sites, the RSP model generally predicted parking utilization that was close to the observed values, even though the transit scores were generally not indicative of an area that has frequent transit service. As noted above, the RSP web model gives a transit score of about 1,500-1,600 for the area immediately around a bus stop, but the score is about 1,250 (which is the citywide average) for areas more than a few hundred feet from a stop. None of the observed sites were directly adjacent to a frequent transit stop, although the sites along the frequent transit lines were all within a short walk to a stop. As noted earlier, one site close to the Kirkland Transit Center was substantially over-predicted by the RSP web model, but other condos similarly close to the Transit Center were accurately predicted by the RSP web model.

  Based on these results, there is no direct evidence that multifamily properties currently along Kirkland's frequent transit routes have parking utilization rates that are substantially lower than the citywide average. Using this fact alone, one could argue that there is no justification to reducing the parking minimums along frequent transit corridors. However, given that most cities choose to reduce parking minimums along transit corridors to reflect greater transportation choices, support other planning goals, and encourage mixed-use development along corridors that have substantial investments in alternative travel modes, the project team feels that some sort of

parking minimum adjustment is reasonable for Kirkland. When applying the transit scores found at the stops along the frequent transit routes, the RSP web model's estimated parking utilization drops by about 20 percent. Therefore, a more data-based approach to reducing parking minimums along frequent transit routes in Kirkland suggests a reduction of base parking minimums of 20 percent within a ½ mile buffer around frequent transit routes. **Table 4** summarizes the results of applying the RSP transit score data for two sites in the RSP dataset. Site 3 is along Route 234/235 on Lake Washington Boulevard. Taking the average transit score of the four transit stops closest to the project indicates a transit score of 1,500. Site 9 is in downtown Kirkland near the Transit Center. The transit score at the Transit Center is 1,600. When these new scores are applied in the RSP web model, the parking utilization decreases by 15 and 20 percent, respectively for the two sites.

Table 4. Transit Adjustments Applied to Sites 3 and 9

Input	Estimated	Output	Condo

Right Size Parking: Web Calculator				
Variables	**Site 3**	**Site 3 Transit**	**Site 9**	**Site 9 Transit**
Studio Units	0	0	22	22
1 Br Units	106	106	89	89
2 Br Units	146	146	43	43
3+ Br Units	34	34	0	0
Studio Rent	$0	$0	$1,195	$1,195
1 Br Rent	$1,845	$1,845	$1,617	$1,617
2 Br Rent	$2,420	$2,420	$2,106	$2,106
3+ Br Rent	$3,400	$3,400	$0	$0
Avg. Sqft per Unit	1,011	1,011	838	838
Affordable Units	0	0	0	0
Mo. Parking Cost	$40	$40	$50	$50
Population	58,381	58,381	64,791	64,791
Jobs	50,524	50,524	39,946	39,946
Transit Service	1,228	1,500	1,264	1,600
Predicted Utilization	**1.31**	**1.13**	**1.16**	**0.94**
Observed Utilization	**1.31**	**1.31**	**0.90**	**0.90**
Supply Using Model Code*	**1.55**	**1.24**	**1.38**	**1.11**
Supply Using Current Code	**2.20**	**2.20**	**1.45**	**1.45**
Actual Supply	**1.50**	**1.50**	**1.22**	**1.22**

See Page 7 for Model Code Details

As described above, the unit-based approached to developing parking standards come much closer to matching observed utilization than the existing code. In all but one case, the unit-based approach accommodates the observed parking utilization, and in many cases with some additional room to spare. Using the unit-based approach could be a way to better match parking minimum requirements to utilization, but the RSP team would argue that minimum requirements would ideally be set at or *just below* observed utilization. This ensures that developers are not required to build parking stalls that never get used since they can always

build more than the minimum. However, setting parking minimums below observed utilization (even slightly so) may warrant additional on-street parking management by the City to ensure that short-sighted developers who do not price and manage their on-site demand well are not unduly impacting area residents and businesses. Based on the analysis of the data in the tables above (the 20 sites not identified as outliers) the average parking utilization in the city is 1.27 stalls per unit.

The transit adjustment to the parking code suggested in the document is not necessarily supported by the observed data, particularly for condominium units. If the City choses to elect this option, it may do so using similar logic to other cities that have a similar provision, which is to encourage additional density in transit corridors. This goal generally aligns with Kirkland's goals to encourage transit-supportive development and also matches King County Metro's Transit Service Guidelines. However, given that Kirkland does not appear to have as strong of a relationship between increased transit service and lower parking rates compared to other areas in the region, the City again may need to enact more strict on-street parking management in areas that have a transit service parking reduction.

RESOLUTION R-5325

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING OBJECTIVES FOR THE DEVELOPMENT OF TRANSIT-ORIENTED DEVELOPMENT AFFORDABLE HOUSING AND EXPANDED PARK AND RIDE FACILITIES AT THE KINGSGATE PARK AND RIDE SITE.

WHEREAS, the Washington Department of Transportation (WSDOT) owns the property on which the Kingsgate Park and Ride is situated; and

WHEREAS, King County Metro maintains and operates the existing 502 parking stalls at the Kingsgate Park and Ride to serve transit riders; and

WHEREAS, the voter approved regional transit system expansion plan (ST3) will provide Bus Rapid Transit (BRT) along I-405, a BRT station at the Totem Lake inline freeway station adjacent to the Kingsgate Park and Ride, and will add a 600 parking stall garage at the Kingsgate park and ride site, expanding the existing parking capacity by 400 net new parking stalls for a total of 902 stalls to serve the BRT on I-405 by 2024; and

WHEREAS, the City Council supports WSDOT, King County Metro and Sound Transit in agency efforts to make transit successful throughout the region and in Kirkland; and

WHEREAS, in 2015 the City Council adopted Ordinance O-4495 amending the Totem Lake Business District Plan to provide revised goals and policies for the Totem Lake Business District and Urban Center; and

WHEREAS, the goals and policies for the Totem Lake Business District and Urban Center support transit-oriented development (TOD) at the Kingsgate Park and Ride site and provide specific objectives for this development; and

WHEREAS, the City Council has consistently expressed its support for TOD at the Kingsgate Park and Ride site to WSDOT and Sound Transit since 2015; and

WHEREAS, in the 2017 State transportation budget (ESB 5096), the legislature directed the Washington State Department of Transportation (WSDOT) to work with agency partners to investigate opportunities for a TOD Pilot Project at its Kingsgate Park and Ride; and

WHEREAS, in April 2018 the Sound Transit board adopted its Equitable TOD policy to reflect ST3 and RCW 81.112.350 direction to implement a regional equitable TOD strategy during planning, design, construction and operation of the high-capacity transit system; and

WHEREAS, the City Council approved Resolution R-5313 in 2018, which adopted the Housing Strategy Plan and 2018-2020 Housing Strategy Work Program, supporting increased housing choices including housing related to TOD at the Kingsgate Park and Ride; and

WHEREAS, the City Council has determined that it is important to further identify the objectives for development of TOD at the Kingsgate Park and Ride site, with the most important TOD objective being the development of affordable housing on the site; and

WHEREAS, each of the provisions of this Resolution set forth below express the City Council's policy objectives related to the development of TOD at the Kingsgate Park and ride site.

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. A range of housing affordability – Ensure that housing on the site includes a combination of affordable and market rate housing. A majority of the housing should be affordable housing with a significant share affordable at moderate and/or lower income levels and including some units that are accessible to those with disabilities.

Section 2. Employment generation – Consider opportunities for uses that will contribute to Kirkland's jobs and housing balance, bringing employment to the Totem Lake Urban Center, a Kirkland economic engine and focus for jobs and activity.

Section 3. Mix of uses – Based on market feasibility, consider ground level retail to provide services and opportunities for businesses that support transit riders, residents and surrounding neighbors.

Section 4. Complete by 2024 – Proceed with the TOD project in a timeframe that aligns with the opening of BRT and associated stations on I-405 as part of a project funded by Sound Transit.

Section 5. Feasibility – Work with partners to develop a project that is financially feasible and meets the project minimum criteria for additional park-and-ride parking spaces as defined in ST 3, transit operations and consistent with Metro, WSDOT, Sound Transit and City Plans.

Section 6. Coordination – Coordinate among the City, WSDOT and Sound Transit to develop appropriate permit review and inspection processes that are efficient and avoid conflict and redundancy to the extent practical and consistent with the goals of the TOD project.

Section 7. Attractive, high quality development – Develop an attractive site and building complex that is compatible with the surrounding areas. Development should be consistent with applicable City guidelines and standards, with appropriate building scale and massing for the site and adjacent residential uses. As appropriate and feasible, apply "green" building techniques in development. Adopt Crime Prevention Through Environmental Design (CPTED) principles to help provide safe and secure facilities. Explore building, housing and parking over 116th Avenue NE at this location.

Section 8. Impact mitigation – Exercise best efforts to minimize and mitigate traffic, visual, noise and other impacts of the TOD development to surrounding streets and residential areas. Coordinate with other projects and development such as the I-405 ramps at NE 132nd Street and other Totem Lake development projects. Vehicular access points should be minimized to avoid congestion and safety problems. Encourage access to and through the site using alternative modes such as pedestrian and bike access. Develop the site to enhance these access options including bike parking and sidewalk access.

Section 9. Construction impacts – Exercise best efforts to minimize construction impacts at the site to transit operations and park-and-ride users and the surrounding areas. Coordinate construction with local projects including the I-405 BRT and 132nd ramps. Coordinate construction impacts and utilize City outreach resources. Ensure that some park and ride facilities, in as much as reasonably practicable, remain open and available at all times during construction and avoid parking impacts on the neighborhood during construction.

Section 10. Public engagement – Engage with the surrounding community and interested parties in the development of standards for TOD. Coordinate City staff with agency partners when engaging with the public.

Section 11. Expand park-and-ride capacity to meet the goals of the City and agency partners – Add park-and-ride parking spaces to meet long-range needs related to the planned I-405 BRT, Metro Connects plans and future development. Improve transit facilities at the site with enhancements that address emerging technologies for vehicle charging. Consider future flexibility of the parking structure with emerging technologies such as autonomous vehicles. Preserve the park-and-ride as a long-term use for transit service and transit riders.

Section 12. Communication with agencies – City staff shall distribute copies of the policy objectives stated in this Resolution to all regional partners.

Passed by majority vote of the Kirkland City Council in open meeting this 6th day of August, 2018.

Signed in authentication thereof this 6th day of August, 2018.

Amy Walen, Mayor

Attest:

Kathi Anderson, City Clerk

From: Aimee Voelz
To: Janice Coogan
Subject: Kingsgate park and ride TOD project
Date: Friday, July 10, 2020 1:23:40 PM

Hi Janice,

I'm writing in support of the proposed amendments to allow multi-family and affordable housing at the Kingsgate park and ride, Permit No. CAM19-00129.

The need for more affordable housing in Kirkland and East King County was enormous before COVID-19 but now it is especially critical. There were already long wait lists for the few affordable housing apartments available in the area and with so many additional people out of work, the need is greater than ever. In addition to the housing needs of people with very low incomes (30% or less of Area Median Income (AMI)), there is an increasing need for housing for workforce housing to support our teachers, healthcare workers and first responders in our own city.

TOD projects are ideal for affordable housing because people have greater transportation access to their jobs, schools, healthcare and community services, all of which provide stability.

Thanks much,
Aimee Voelz
332 5th Ave S
Kirkland, WA 98033

From: Ross Woods
To: Janice Coogan
Subject: Permit No. CAM19-00129 Kingsgate Park & Ride TOD
Date: Monday, July 13, 2020 9:53:39 AM

Hello Janice,

My recommendations for this plan:

1. Find an alternate temporary location for the parking while this project is constructed. Completely eliminating the parking as ST does elsewhere is a terrible hardship on the citizens.
2. Options 1a or 3 seem to be the best options. Housing is always in demand.
3. Office is a high-risk development now due to the number of companies that have determined how to have their teams work at home. The demand for office will be and is in decline.
4. Hotel is also a high-risk option. This location does not have the visibility or dual access from I-405 to survive. The hotel market will be slow to recover from the current situation.
5. If the parking garage is to be built, build as many stalls as possible in the space.

Thank you,

Ross Woods
Development Planning & Strategies LLC
(206) 949-2105
ross@dev-strat.com
13700 NE 136th PL
Kirkland, WA 98034-5535