

Dorian Collins

From: Masters, Lindsay <LMasters@bellevuewa.gov>
Sent: Tuesday, October 8, 2019 3:16 PM
To: Dorian Collins
Cc: Stanger, Michael
Subject: Kingsgate zoning - follow-up
Attachments: Seattle MHA - Tip257.pdf

Hi Dorian,

Thanks for chatting with me earlier this week about proposed zoning at the Kingsgate TOD site. As we discussed, I encourage the city to consider this as an opportunity to pilot application of affordable housing incentives to commercial development. Kirkland could rely on similar state statutes that allow cities to impose affordable housing requirements when giving zoning incentives like additional height/density/floor area. This type of program also can be seen as falling under the umbrella of “linkage fee” programs, which are intended to mitigate the impact of new development on the demand for lower cost housing (by virtue of directly or indirectly creating lower wage jobs). There is additional state law guidance on this approach.

While Kingsgate is a unique development opportunity, it could help create a broader framework for all commercial development in the city. For example, a broader policy could be enacted that ensures future upzones incorporate affordable housing benefits from new commercial development. ARCH would be happy to assist with gathering relevant information to inform this discussion. For now, I’m copying below some examples of other Eastside programs that were collected awhile ago, and also attaching a rather dense summary of the mandatory program in Seattle (commercial payment rates are on p.13-17). Previous to this, Seattle had a voluntary bonus program that also generated significant revenue for affordable housing.

In the context of Kingsgate, payments from a commercial developer could help to offset the subsidy gap that is anticipated in any affordable housing component.

One topic we wanted to ask more about is the idea of creating a voluntary incentive over the existing zoning. Mike noted that there is already an existing mandatory program in the underlying zoning. Can you explain how you think this could work?

Looking forward to hearing the discussion with the planning commission on the 24th.



LINDSAY MASTERS
 EXECUTIVE MANAGER | A REGIONAL COALITION FOR HOUSING
 425.861.3677 | ARCHHOUSING.ORG
 TOGETHER CENTER | 16225 NE 87TH ST., SUITE A-3, REDMOND, WA 98052

City of Bellevue

In Bellevue’s Bel-Red district, projects exceeding the base FAR by providing “FAR amenities.” In certain zones, non-residential development greater than 1.0 FAR and up to 3.5 FAR must contribute or pay a fee in lieu of park land, park improvements, trail easements, stream restoration, or rural resource land conservation. To develop 3.5 to 4.0 FAR (the maximum), the developer has other options, including a fee in lieu of affordable housing. The fee is currently \$18.06 per square foot of bonus area and is adjusted administratively from year to year using the CPI.

City of Issaquah

In the Central Issaquah district, all density bonus projects must provide a “mandatory” public benefit and an “elective” public benefit. For the mandatory portion, commercial (i.e., non-residential) developments pay a fee of \$15 per square foot for one-third of the floor area above the base height. For the elective portion they may pay \$15 per square foot of the remaining bonus area, or provide affordable housing equal to 20% of the remaining bonus area, or provide one square foot of on-site open space (outside of critical areas), or purchase open space TDR (transferable density rights) credits. The city can revise the fee based on inflation.

Density bonus fees may be spent on affordable housing or open space preservation, and although there are no precise rules controlling how much goes to each purpose, the legislative intent is that “the affordable housing and open space goals are equal priorities, (and) progress toward each goal will occur over time and not necessarily at the same pace, depending on the opportunities and needs that are presented from time to time.” Therefore, the city council must approve all expenditures of density bonus fees and staff must report each year on revenues and uses of the fees.

Seattle Permits

— part of a multi-departmental City of Seattle series on getting a permit

Developer Contributions — Mandatory Housing Affordability

Updated May 23, 2019

What is a developer contribution?

A developer contribution is payment or provision of a benefit in consideration of a proposed project. The City of Seattle requires developer contributions in certain instances to achieve extra floor area and/or mitigate the impacts of new development. Developer contributions may address local needs for affordable housing, childcare, open space, historic preservation, and preservation of regional farms and forests. Developer contributions are generally required through incentive zoning (IZ), Mandatory Housing Affordability (MHA) requirements, or both.

Where required, we expect you to document your developer contributions on the plans, before we issue a Master Use Permit (MUP) or building permit. Before we issue a building permit, you may also need to provide recorded agreements and declarations to document the ongoing terms of your contribution(s), as well as make any payments.

This Tip outlines the provisions of the MHA requirements.

Why require affordable housing?

The high cost of housing in Seattle makes it difficult for many residents to live here. In response, Seattle's land use code now requires developers to provide affordable housing or pay into a fund that supports housing affordability.

In 2014 the City convened the Housing Affordability and Livability Advisory Committee to develop an agenda to increase the quantity of affordable housing in Seattle. The advisory committee included renters, homeowners, for-profit and not-for-profit developers, and other local housing experts. The Committee published the Housing Affordability & Livability Agenda (HALA) with 65 recommendations to address the housing affordability and livability crisis in Seattle. One of the HALA recom-

mendations included ensuring growth and development brings more affordability to the City.

To achieve the goal of providing affordable housing in Seattle, development subject to the MHA requirements must contribute to affordable housing as part of most commercial, residential, or live-work projects. This contribution can be provided by including affordable housing units within new development (performance option) or paying into a fund that will support the development of affordable housing (payment option).

What are the MHA requirements?

A property is subject to the MHA requirements after the City Council approves a city-initiated rezone (legislative) or an applicant-initiated rezone (quasi-judicial) that increases the maximum height or floor area ratio (FAR), or establishes a different zoning designation. The MHA requirements are found in the standards of the zone for legislative rezones, and as part of the Property Use and Development Agreements (PUDA) associated with quasi-judicial rezones (i.e. contract rezones). Most rezoned areas will have an MHA suffix, (M), (M1), (M2) to determine the appropriate MHA payment or performance amount; however, there are some zones where MHA is effective without an MHA suffix.

You can find the MHA requirements in the land use code:

- Chapter 23.58B—Affordable Housing Impact Mitigation Program for Commercial Development (MHA-C)
- Chapter 23.58C—MHA for Residential Development (MHA-R; this chapter also applies to development that includes live-work units).

You can choose to comply with the MHA requirements through the payment option or the performance option.

- The payment option allows you to make a payment to the City as part of the permitting process which will be used for future affordable housing development.
- The performance option allows you to incorporate affordable units into the proposed development. When you choose the performance option, you



must follow the design and locational standards in the code and document compliance in the plans and housing agreement. Affordable units provided through the performance option must comply with the standards of SMC 23.58B.050 and 23.58C.050. If you have questions about these standards, please contact the Office of Housing (Housing@seattle.gov) or (206) 684-0721).

The code outlines the calculation you should use to determine the exact payment or performance amount. The calculations must be shown in the permit plans at both the MUP stage and the building permit stage. Your final contribution is always based on the final building permit plans.

How is MHA related to affordable housing provided through incentive zoning?

The primary difference between the incentive zoning (IZ) program and the MHA requirements is that IZ only applies to extra floor area proposed above a base height limit or a base FAR, and the MHA requirements apply to the entire development.

When your project is using IZ and is subject to MHA, the MHA requirements satisfy the affordable housing requirements from the IZ program (Chapters 23.49 and 23.58A). There are no changes to the standards for other public amenities provided through IZ, such as child care, open space amenities, transferable development rights and potential, and regional development credits.

How do I know if MHA applies to my project?

For your project to be subject to MHA, the standards of the zone or the project-associated PUDA must reference Chapter 23.58B and/or Chapter 23.58C. As noted above, there may or may not be an MHA suffix attached to the zoning designation. It is possible for MHA-C and MHA-R to both apply to a project when you are proposing a mix of commercial and residential uses on your site.

Once you determine that your project is subject to the MHA program, the applicability sections of Chapters 23.58B and 23.58C respectively outline the applicable development.

- For the commercial requirements, MHA-C (Chapter 23.58B), MHA generally applies to a project proposed with more than 4,000 square feet of gross floor area in commercial use.
- For the residential and live-work requirements, MHA-R (Chapter 23.58C), MHA applies to a project that has new units or increases the number of units

in an existing building. For the purposes of applying MHA, a “unit” means a principal dwelling unit, a congregate residence sleeping room, or a live-work unit.

For example, in a commercial zone with an (M) suffix, such as NC2-55 (M), Section 23.47A.517 requires that you comply with Chapters 23.58B and 23.58C. If you are proposing more than 4,000 square feet of gross floor area in commercial use, then the standards of Chapter 23.58B are applicable to the project. If the project contains any units, the standards of Chapter 23.58C also apply. When MHA is applicable to your project, you must provide the MHA calculations in the plans.

How is floor area related to the MHA calculations?

Except for the performance option for MHA-R, which uses the number of units applicable to the MHA requirements, the floor area in a development determines the total payment or total number of units you provide for your affordable housing contribution. When there is a common area in a development dedicated to both residential and commercial uses, you pro-rate the floor area and apply the prorated square footage to the respective MHA calculation.

■ MHA-C

The commercial requirements (Chapter 23.58B) use the *chargeable floor area in commercial use* as the basis for both the payment and performance options of the MHA calculation. The Floor Area Ratio (FAR) calculation determines the chargeable floor area. FAR is the relationship or ratio of the gross floor area in structures to the lot area. Only gross floor area that is not exempted from the FAR calculation is chargeable floor area. The floor area that may be exempted from FAR calculations varies by zone. There are additional MHA floor area exclusions that you subtract from the total chargeable floor area in commercial use which results in the square footage used in the MHA calculation. (See Exhibit E sheet attached to this Tip.)

■ MHA-R

For the payment option, the residential MHA requirements (Chapter 23.58C) use the *total gross floor area in residential and live-work use* as the starting point for applying any areas excluded from the MHA calculation. Since this calculation is based on total gross floor area and not chargeable floor area, the FAR floor area exemptions do not apply to this calculation.

The performance amount is based on the total number of units proposed. (See Exhibit E attached to this Tip.)

How do you calculate the MHA contribution?

You can provide your MHA affordable housing contribution through either the “payment option” or the “performance option.” Use the following formulas to calculate the amount of MHA payment or number of performance units. For these calculations, please round all area decimal dimensions to the nearest hundredth. The code requires all payment calculation amounts to be adjusted annually based on the annual percentage change in the consumer price index. The adjusted payment calculation amounts can be found at the end of this Tip.

■ MHA-C, payment option, 23.58B.040

Formula

$$(X - Y) \times Z = \text{MHA-C payment}$$

Where X is the total chargeable floor area in commercial use; Y is the chargeable floor area excluded from the MHA calculation; and Z is the MHA-C payment calculation amount per square foot.

EXAMPLE of a zone without an MHA suffix - DMC 95 zone

$[(15,200.25 \text{ square feet of chargeable floor area in commercial use}) - (4,000 \text{ square feet exclusion for street-level commercial uses})] \times (\$8.00^1) = \$89,602.00$

■ MHA-C, performance option, 23.58B.050

Formula

$$(X - Y) \times Z = \text{net unit area of MHA-C performance housing}$$

Where X is the total chargeable floor area in commercial use; Y is the chargeable floor area excluded from the MHA calculation; and Z is the MHA-C performance calculation amount per square foot.

EXAMPLE of a zone without an MHA suffix - DMC 95 zone

$[15,200.25 \text{ square feet of chargeable floor area in commercial use}) - (4,000.00 \text{ square feet excluded for street-level commercial uses})] \times (5.0\%^1) = 560 \text{ square feet, net unit area of MHA-C performance housing.}$

Per 23.58B.050.A.2, if the net unit area of MHA-C performance housing, as calculated above, yields fewer than 3 units of housing, the payment option is required for the project. To determine whether a project yields fewer than 3 units of housing, follow these steps.

If the project includes residential and/or live-work units:

Determine the average net unit area for all of the project's dwelling units, and multiply the average by 3. If the product is greater than the net unit area of MHA-C performance housing, as calculated above, then the payment option is required for the project.

If the project does not include residential or live-work units:

The presumed average net unit area for a project that does not include dwelling units is 650 square feet. Therefore, if the net unit area of MHA-C performance housing is less than 1,950 (650 x 3) square feet, then the payment option is required for the project.

■ MHA-R, payment option, 23.58C.040

Formula

$$[(X_1 + X_2) - Y] \times Z = \text{MHA-R payment}$$

Where X₁ is the total gross floor area in residential use; X₂ is the total gross floor area of live work units; Y is the floor area of residential/live-work parking located underground excluded from MHA calculation; and Z is the MHA-R payment calculation amount per square foot.

EXAMPLE of a zone with an MHA suffix- NC3-55 (M1), medium MHA payment and performance area

$[(50,000.00 \text{ gross square feet in residential use}) + (\text{zero square feet of live-work units})] - (10,000.00 \text{ gross square feet of underground parking excluded from calculation}) \times (\$20.00^1) = \$800,000.00$

■ MHA-R, performance option, 23.58C.050

Formula

$Y \times Z = \text{MHA-R performance units}$

Where Y is the total number of units in the structure; and Z is the MHA-R performance calculation amount

EXAMPLE - NC3-55 (M1), medium MHA payment and performance area

$(36 \text{ units}) \times (9\%^1) = 3.24 \text{ units}$

Since the number of required MHA-R performance units is over 2 and includes a fraction of a unit, you can either round up and provide 4 affordable units, or round down and provide 3 affordable units and a payment for the fraction of a unit not provided as described below.

The payment is calculated as follows if you choose to provide a payment for a fraction of the unit:

First determine the percentage of the contribution that is not being provided through the performance units:

$0.24 / 3.24 = 7.407\%$ (please round decimals to the nearest thousandth for this percentage)

Next, determine the total payment amount for the project:

$[(50,000.00 \text{ gross square feet in residential use}) - (\text{zero square feet of live-work units})] - (10,000.00 \text{ gross square feet of underground parking excluded from calculation}) \times (\$20.00^1) = \$800,000.00$

Finally, determine the percentage of the payment amount that is required to account for the fraction of the unit, not provided through performance:

$(7.407\%) \times (\$800,000.00) = \$59,256.00$

Section Footnote

¹ Payment and performance amounts vary by zone, MHA suffix, and MHA payment and performance area. Please refer to the code for the correct payment or performance amount for your project. In accordance with the code, the payment amounts adjust annually. See the attached tables for the adjusted payment calculation amounts.

What needs to be in the plans to demonstrate compliance with the MHA Program?

You must show compliance with the MHA requirements in the plan set for any MUP and building permit with development subject to either Chapter 23.58B or Chapter 23.58C. The floor area diagrams, FAR calculations, and MHA calculations must be in sequential pages at the beginning of your plan set. Having this information together in the plans will increase transparency to the public and make locating the information easier during project review. Sample plan set pages are attached to this Tip for reference (see Exhibits E and F). You will receive corrections from your reviewer if information is not displayed properly in the plan set.

Your application for a project located within one of the zones where compliance with 23.58B and/or 23.58C is required by the land use code, or a project associated with a contract rezone, must include the following information.

- Detailed floor area diagrams with dimensions and calculations showing the floor area used in the MHA calculations.
- Summary table(s) showing the MHA contributions, (see Exhibits A through D attached to this Tip).
- Detailed calculations for the MHA payment or performance contributions.
- The number and location of units on the floor plans (not a separate diagram) showing the configuration and area of the unit(s), if you select the performance option for MHA-C and MHA-R (construction plans only).
- A housing agreement, if you select the performance option for MHA-C and MHA-R. The Office of Housing and SDCI reviews a draft housing agreement with the Master Use Permit application. The agreement will be reviewed, finalized, and recorded at the building permit stage based on your final plans. In addition to the recorded housing agreement, you must include the housing requirements for MHA-R performance units in the plans. Your reviewer will identify the information needed when reviewing your project.

Can I choose to use the new MHA codes for my project?

The Land Use Code has specific vesting requirements in SMC 23.76.026. Projects that are vested to a code that was in place before an MHA upzone took effect on the property are not subject to MHA. If you have a project subject to Design Review that is vested to the date of your early design guidance (EDG) application submittal and want to use a new code for your project (e.g., a code in effect after an MHA-upzone), you can elect a later vesting date so long as the date is elected before a Land Use Decision is published for your project and/or before a building permit is accepted for your project. Your project will be reviewed under all Land Use regulated ordinances in effect on the date you elect. Please email the assigned SDCI Land Use and Zoning reviewer indicating the date you elect.

In downtown and SM-SLU zones, SMC 23.58B.055 and SMC 23.58C.055 allow you to “opt-in” to the MHA requirements despite your project vesting to a pre-MHA code. If you have a project vested to a pre-MHA code in these zones and have already completed the Design Review Board recommendation phase of your project or have an issued Master Use Permit, you are eligible to opt-in to those provisions associated with the MHA-upzone (Ordinance 125291). The rest of your project remains vested to the pre-MHA code. Please email the assigned SDCI Land Use and Zoning reviewers if you are interested in using the opt-in provisions for your project.

Access to Information

Links to electronic versions of SDCI **Tips**, **codes**, and **forms** are available on the “Tools & Resources” page of our website at www.seattle.gov/sdci. Paper copies of these documents are available from our Public Resource Center, located on the 20th floor of Seattle Municipal Tower at 700 Fifth Ave. in downtown Seattle, (206) 684-8467.

Exhibit A

Summary Table for MHA-C, Payment Option

Complete and include this table in the plan set for any project using the payment option to satisfy the MHA-C requirements in 23.58B.040.

MHA-C Payment Option Summary Table*		
1	Zone	<i>Enter the zoning designation for the project</i>
2	MHA area designation per Map A for 23.58B.050 outside of downtown, SM-SLU, and SM-U zones	<i>Enter Low, Medium, High, or specific area</i>
3	Associated PUDA with MHA-C requirements?	<i>Enter Yes or No</i>
4	Total gross floor area in commercial use	<i>Enter the total GROSS floor area in commercial use</i>
5	Total chargeable floor area in commercial use	<i>Enter the total CHARGEABLE floor area in commercial use (must match FAR calculation)</i>
6	Chargeable floor area in commercial use excluded from MHA-C payment calculation	<i>Enter the square feet excluded from the MHA calculation (See SMC 23.58B.040)</i>
7	Floor area for MHA-C payment calculation	<i>Enter the result of (Line 5 – Line 6)</i>
8	Payment calculation amount per code (adjusted for change in CPI) or PUDA	<i>Enter the adjusted payment calculation amount or amount noted in the PUDA</i>
9	MHA-C Payment Provided	<i>Enter the result of (Line 7 x Line 8)</i>

* SDCI may require additional information in the plans or table as needed.

Exhibit B

Summary Table for MHA-C, Performance Option

Complete and include this table in the plan set for any project using the performance option to satisfy the MHA-C requirements in 23.58B.050.

MHA-C Performance Option Summary Table*		
1	Zone	<i>Enter the zoning designation for the project</i>
2	MHA area designation per Map A for 23.58B.050 outside of downtown, SM-SLU, and SM-U zones	<i>Enter Low, Medium, High, or specific area</i>
3	Associated PUDA with MHA-C requirements?	<i>Enter Yes or No</i>
4	Total gross floor area in commercial use	<i>Enter the total GROSS floor area in commercial use</i>
5	Total chargeable floor area in commercial use	<i>Enter the total CHARGEABLE floor area in commercial use (must match FAR calculation)</i>
6	Chargeable floor area in commercial use excluded from MHA-C payment	<i>Enter the square feet excluded from the MHA calculation (See SMC 23.58B.050)</i>
7	Floor area for MHA-C calculation	<i>Enter the result of (Line 5 – Line 6)</i>
8	Performance calculation amount per code or PUDA	<i>Enter the percentage per square foot amount that must be affordable from the code or percentage noted in the PUDA</i>
9	Net unit area of MHA-C performance housing	<i>Enter the result of (Line 7 x Line 8)</i>
10	MHA-C units to be provided	<i>Enter the number of units that result from the net unit area from Line 9; if this results in fewer than 3 units, the payment option is required.</i>
11	MHA-C performance unit(s) location	<i>Enter the location of the MHA-C performance units – either “in the structure” or “on the same site but in a separate building” or “off-site” (provide addresses and project numbers if applicable)</i>

* SDCI may require additional information in the plans or table as needed.

Exhibit C

Summary Table for MHA-R, Payment Option

Complete and include this table in the plan set for any project using the payment option to satisfy the MHA-R requirements in 23.58C.040

MHA-R Payment Option Summary Table*		
1	Zone	<i>Enter the zoning designation for the project</i>
2	MHA area designation per Map A for 23.58C.050 outside of downtown, SM-SLU, and SM-U 85 zones	<i>Enter Low, Medium, High, or specific area</i>
3	Associated PUDA with MHA-R requirements?	<i>Enter Yes or No</i>
4	Total number of residential and live-work units in the structure	<i>Enter the total number of units in each structure broken out by type (i.e. dwelling units, sleeping rooms, live-work units)</i>
5	Gross floor area – residential use	<i>Enter the total GROSS floor area in residential use</i>
6	Gross floor area – live-work units	<i>Enter the total GROSS floor area of live-work units</i>
7	Gross floor area in residential or live-work use excluded from MHA-R payment	<i>Enter the square feet excluded from the MHA calculation (See SMC 23.58C.040)</i>
8	Floor area for MHA-R calculation	<i>Enter the result of [(Line 5 + Line 6) - Line 7]</i>
9	Payment calculation amount per code (adjusted for change in CPI) or PUDA	<i>Enter the adjusted payment calculation amount or amount noted in the PUDA</i>
10	MHA-R payment provided	<i>Enter the result of (Line 8 x Line 9)</i>

* SDCI may require additional information in the plans or table as needed.

Exhibit D

Summary Table for MHA-R, Performance Option

Complete and include this table in the plan set for any project using the performance option to satisfy the MHA-R requirements in 23.58C.050.

MHA-R Performance Option Summary Table*		
1	Zone	<i>Enter the zoning designation for the project</i>
2	MHA area designation per Map A for 23.58C.050 outside of downtown, SM-SLU, and SM-U 85 zones	<i>Enter Low, Medium, High, or specific area</i>
3	Associated PUDA with MHA-R requirements?	<i>Enter Yes or No</i>
4	Total number of residential and live-work units in the structure	<i>Enter the total number of units in each structure broken out by type (i.e. dwelling units, sleeping rooms, live-work units)</i>
5	Performance calculation amount per code or PUDA	<i>Enter the percentage of total units that must be affordable from the code or percentage noted in the PUDA</i>
6	Total MHA-R performance units required	<i>Enter the result of (Line 4 x Line 5)</i>
7	MHA-R performance units to be provided	<i>Enter the rounded number of units (Either round up, or round down and provide payment for the fraction of the unit not provided)</i>
8	MHA-R fraction of a unit to be addressed through payment	<i>Enter the fraction of a unit not provided through performance</i>
9	MHA-R payment provided for fraction of a unit	<i>Enter the result of [(Line 8 / Line 6) x total MHA-R payment contribution for structure]</i>

* SDCI may require additional information in the plans or table as needed.

Exhibit E

Example Plan Sheet - MHA-C Payment and MHA-R Performance Option

EXAMPLE MHA CALCULATIONS

MHA-C PAYMENT OPTION SUMMARY TABLE		
1	Zone	SM-SLU 240/125-440
2	MHA area designation per Map A for 23.58B.050	Downtown/South Lake Union
3	Associated PUDA with MHA-C requirements?	No
4	Total gross floor area in commercial use	22,000 sq ft
5	Total chargeable floor area in commercial use	20,400 sq ft
6	Chargeable floor area in commercial use excluded from MHA-C payment calculation	4,000 sq ft
7	Floor area for MHA-C payment calculation	16,400 sq ft
8	Payment calculation Amount per code (adjusted for change in CPI) or PUDA	Adjusted per CPI change to \$10.48
9	MHA-C Payment Provided	\$171,872.00

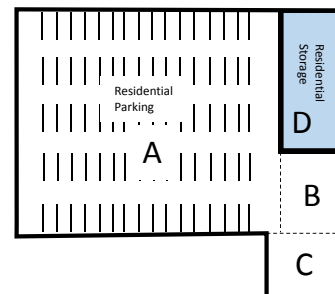
Total gross floor area in commercial use (see floor area diagrams)	22,000 sq ft
More than 4,000 gross square feet, therefore MHA-C applies	
<u>MHA-C Floor Area Calculation (see FAR calculation)</u>	
Level 1 chargeable floor area in commercial use (see floor area diagram: E + F + G + H + I + J + L)	17,100 sq ft
Level 1 Prorated common areas in commercial use (see floor area diagram: K)	900 sq ft
Level 2 chargeable floor area in commercial use (see floor area diagram: P)	2,400 sq ft
<u>MHA exemptions – 23.58B.040.A.1.b</u>	
First 4,000 sq ft of street level uses	-4,000 sq ft
<u>Total chargeable floor area for MHA calc</u>	16,400 sq ft
<u>Payment Amount Calculation</u>	
Total chargeable floor area for MHA calc	16,400 sq ft
Payment amount per 23.58B.040	\$10.00
Adjusted for CPI	x \$10.48
Total MHA-C payment	\$171,872.00

Total number of "units" in structure	134 units
At least 1 unit, therefore MHA-R applies	
<u>Performance Amount Calculation</u>	
Total number of units	134 units
Performance Calc amount per 23.58C.050	3.9%
Total MHA-R Units Required	5.23 units
Rounded units to be provided	5 units
(see floor plans for location of units)	
<u>Fraction of a Unit Payment Amount Calculation</u>	
Total gross floor area for MHA calc	158,100 sq ft
Payment Calc amount per 23.58C.040	\$10.00
Adjusted for CPI	\$10.48
100% MHA payment	\$1,656,888.00
Fraction to be provided (0.23/5.23)	4.398%
Payment to be provided	\$72,869.93
<u>MHA-R Floor Area Calculation (see floor area diagrams)</u>	
P1 gross floor area in residential use	22,500 sq ft
P2 gross floor area in residential use	22,500 sq ft
L1 gross floor area in residential use	3,600 sq ft
Prorated common areas in residential use	3,400 sq ft
L2 gross floor area in residential use	22,600 sq ft
L3-L9 gross floor area in residential use	122,500 sq ft
Total gross floor area in residential use	197,100 sq ft
<u>MHA exemptions – 23.58C.040.A.1</u>	
P1 Underground residential parking	-19,500 sq ft
P2 Underground residential parking	-19,500 sq ft
Total floor area for MHA-R calculation	158,100sq ft

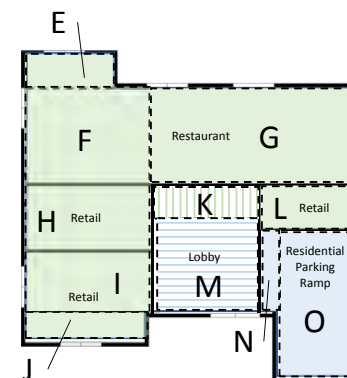
Provide dimensioned* floor area diagrams showing total gross floor area, chargeable floor area, and exempt floor area for MHA and FAR calculations. Diagrams must be broken down by use and match the floor plans.

*Dimensions not shown in example for simplicity but must be shown in plans

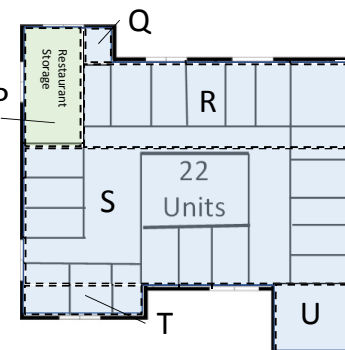
Floor Area Diagrams



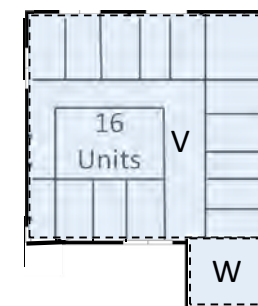
Levels P1-P2 plan



Level 1 (street level)



Level 2 plan



Levels 3-9 plan

PLAN SET TITLE BLOCK

SHEET
MHA

LEGAL DISCLAIMER: This sample plan sheet should not be used as a substitute for codes and regulations. The applicant is responsible for compliance with all code and rule requirements, whether or not described in this Tip.

LEGAL DISCLAIMER: This Tip should not be used as a substitute for codes and regulations. The applicant is responsible for compliance with all code and rule requirements, whether or not described in this Tip.

Exhibit E**Example Plan Sheet - MHA-C Payment and MHA-R Performance Option****MHA-R PERFORMANCE OPTION**

This sheet must be included
in the plan set if performance
option is selected for MHA-R

MHA-R Performance Requirements

PROVIDE PERFORMANCE REQUIREMENTS IN THE PLAN SET

Additional Performance Information:
Identify the MHA performance units on the FLOOR PLANS

PLAN SET TITLE BLOCK

SHEET
MHA

LEGAL DISCLAIMER: This sample plan sheet should not be used as a substitute for codes and regulations. The applicant is responsible for compliance with all code and rule requirements, whether or not described in this Tip.

LEGAL DISCLAIMER: This Tip should not be used as a substitute for codes and regulations. The applicant is responsible for compliance with all code and rule requirements, whether or not described in this Tip.

Exhibit F

CPI Mandatory Housing Affordability Payment Adjustments

The Land Use Code (SMC 23.58B.040 and 23.58C.040, respectively), requires the payment calculation amounts to be adjusted annually. The commercial and residential/live-work MHA requirements direct us to use the Consumer Price Index¹ (CPI) to make these adjustments on March 1 of each year in proportion to the annual change for the previous calendar year in the CPI.

The payment calculation amounts for your project depend on the date your project vested to the Land Use Code (SMC 23.76.026). You may need to know the zone, MHA suffix, and MHA payment and performance area (see Map A for SMC 23.58B.050 or 23.58C.050), or a combination of these to determine the correct payment calculation amount. The tables below show the CPI adjusted amounts from the initial dollar amounts adopted in the code to present. This tip will be updated annually to reflect the current payment calculation amounts.

For some applicant initiated rezones subject to Chapter 23.58C, you may need to refer to Director's Rule 4-2016 for the payment calculation amounts. The PUDA will ultimately determine the payment and performance amounts

You can find the following information in this exhibit:

Commercial Requirements

- Table 1 – Adjusted payment calculation amounts for Chapter 23.58B in downtown, SM-SLU, and SM-U zones
- Table 2 - Adjusted payment calculation amounts for Chapter 23.58B OUTSIDE downtown, SM-SLU, and SM-U zones

Residential and Live-Work Requirements

- Table 3 – Adjusted payment calculation amounts for Chapter 23.58C in downtown, SM-SLU, and SM-U 85 zones
- Table 4 - Adjusted payment calculation amounts for Chapter 23.58C OUTSIDE downtown, SM-SLU, and SM-U 85 zones

¹ Consumer Price Index, All Urban Consumers, Seattle-Tacoma metropolitan area, All Items (1982-84 = 100), as determined by the U.S. Department of Labor, Bureau of Labor Statistics

Table 1 - Adjusted Payment Calculation Amounts for Chapter 23.58B – commercial requirements

**Due to code changes effective April 19, 2019, the payment calculation amount may be different for your project. Please see your Zoning reviewer for more information.*

In Downtown, SM-SLU, and SM-U Zones	Initial payment calculation amount per code	Adjusted payment calculation amount			
<i>Effective Date of payment amount per 23.58B.040.A.2</i>	<i>12/17/15 through 2/29/16</i>	<i>3/1/16 through 2/28/17</i>	<i>3/1/17 through 2/28/18</i>	<i>3/1/18 through 2/28/19</i>	<i>3/1/2019 through 2/29/20</i>
DH1/45	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
DH2/55	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
DH2/75	\$15.00	\$15.33	\$15.72	\$16.27	\$16.73
DH2/85	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
DMC-75	\$8.25	\$8.43	\$8.65	\$8.95	\$9.20
DMC-95	\$8.00	\$8.17	\$8.38	\$8.68	\$8.92
DMC 85/75-170	\$8.00	\$8.17	\$8.38	\$8.68	\$8.92
DMC-145	\$10.00	\$10.22	\$10.48	\$10.85	\$11.15
DMC-170	\$8.00	\$8.17	\$8.38	\$8.68	\$8.92
DMC 240/290-440	\$10.00	\$10.22	\$10.48	\$10.85	\$11.15
DMC 340/290-440	\$12.50	\$12.77	\$13.10	\$13.56	\$13.94
DOC1 U/450-U	\$14.75	\$15.07	\$15.46	\$16.00	\$16.45
DOC2 500/300-550	\$14.25	\$14.56	\$14.93	\$15.46	\$15.89
DRC 85-170	\$13.50	\$13.79	\$14.15	\$14.65	\$15.06
DMR/C 75/75-95	\$8.00	\$8.17	\$8.38	\$8.68	\$8.92
DMR/C 75/75-170	\$8.00	\$8.17	\$8.38	\$8.68	\$8.92
DMR/C 95/75	\$17.50	\$17.88	\$18.34	\$18.99	\$19.52
DMR/C 145/75	\$17.50	\$17.88	\$18.34	\$18.99	\$19.52
DMR/C 280/125	\$14.25	\$14.56	\$14.93	\$15.46	\$15.89
DMR/R 95/65	\$14.00	\$14.30	\$14.67	\$15.19	\$15.61
DMR/R 145/65	\$16.00	\$16.35	\$16.77	\$17.36	\$17.84
DMR/R 280/65	\$16.00	\$16.35	\$16.77	\$17.36	\$17.84
IDM 65-150*	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
IDM 75-85*	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
IDM 85/85-170*	\$8.00	\$8.17	\$8.38	\$8.68	\$8.92
IDM 165/85-170*	\$20.75	\$21.20	\$21.75	\$22.51	\$23.14
IDR 45/125-270	\$8.00	\$8.17	\$8.38	\$8.68	\$8.92
IDR 170	\$8.00	\$8.17	\$8.38	\$8.68	\$8.92
IDR/C 125/150-270	\$20.75	\$21.20	\$21.75	\$22.51	\$23.14
PMM-85	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
All PSM zones	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable

Table 1 Continued- Adjusted Payment Calculation Amounts for Chapter 23.58B – commercial requirements

**Due to code changes effective April 19, 2019, the payment calculation amount may be different for your project. Please see your Zoning reviewer for more information.*

In Downtown, SM-SLU, and SM-U Zones	Initial payment calculation amount per code	Adjusted payment calculation amount			
Effective Date of payment amount per 23.58B.040.A.2	12/17/15 through 2/29/16	3/1/16 through 2/28/17	3/1/17 through 2/28/18	3/1/18 through 2/28/19	3/1/2019 through 2/29/20
SM-SLU 100/65-145	\$8.00	\$8.17	\$8.38	\$8.68	\$8.92
SM-SLU 85/65-160	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
SM-SLU 85-280*	\$8.00	\$8.17	\$8.38	\$8.68	\$8.92
SM-SLU 175/85-280	\$11.25	\$11.49	\$11.79	\$12.20	\$12.55
SM-SLU 240/125-440	\$10.00	\$10.22	\$10.48	\$10.85	\$11.15
SM-SLU/R 65/95	\$8.25	\$8.43	\$8.65	\$8.95	\$9.20
SM-SLU 100/95	\$8.00	\$8.17	\$8.38	\$8.68	\$8.92
SM-SLU 145	\$9.25	\$9.45	\$9.69	\$10.04	\$10.32
SM-U 85	\$7.00	\$7.15	\$7.34	\$7.59	\$7.81
SM-U/R 75-240	\$20.00	\$20.44	\$20.96	\$21.70	\$22.31
SM-U 75-240	\$20.00	\$20.44	\$20.96	\$21.70	\$22.31
SM-U 95-320	\$20.00	\$20.44	\$20.96	\$21.70	\$22.31

Table 2 - Adjusted Payment Calculation Amounts for Chapter 23.58B – commercial requirements

OUTSIDE Downtown, SM-SLU, and SM-U Zones	Initial payment calculation amount per code	Adjusted payment calculation amount			
<i>Effective date of payment amount per 23.58B.040.A.2</i>	<i>12/17/15 through 2/29/16</i>	<i>3/1/16 through 2/28/17</i>	<i>3/1/17 through 2/28/18</i>	<i>3/1/18 through 2/28/19</i>	<i>3/1/2019 through 2/29/20</i>
LOW AREAS					
All Industrial Buffer zones (IB)	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
All Industrial General zones (IG)	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
All Master Planned Communities - Yesler Terrace zones (MPC-YT)	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
IC 85-175	\$10.00	\$10.22	\$10.48	\$10.85	\$11.15
Zones with an (M) suffix	\$5.00	\$5.11	\$5.24	\$5.42	\$5.58
Zones with an (M1) suffix	\$8.00	\$8.17	\$8.38	\$8.68	\$8.92
Zones with an (M2) suffix	\$9.00	\$9.20	\$9.43	\$9.76	\$10.04
Other zones where provisions refer to Chapter 23.58B	\$5.00	\$5.11	\$5.24	\$5.42	\$5.58
MEDIUM AREAS					
All Industrial Buffer zones (IB)	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
All Industrial General zones (IG)	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
All Master Planned Communities - Yesler Terrace zones (MPC-YT)	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
IC 85-160	\$10.00	\$10.22	\$10.48	\$10.85	\$11.15
Zones with an (M) suffix	\$7.00	\$7.15	\$7.34	\$7.59	\$7.81
Zones with an (M1) suffix	\$11.25	\$11.49	\$11.79	\$12.20	\$12.55
Zones with an (M2) suffix	\$12.50	\$12.77	\$13.10	\$13.56	\$13.94
Other zones where provisions refer to Chapter 23.58B	\$7.00	\$7.15	\$7.34	\$7.59	\$7.81
HIGH AREAS					
All Industrial Buffer zones (IB)	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
All Industrial General zones (IG)	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
All Master Planned Communities - Yesler Terrace zones (MPC-YT)	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
IC 85-160	\$10.00	\$10.22	\$10.48	\$10.85	\$11.15
Zones with an (M) suffix	\$8.00	\$8.17	\$8.38	\$8.68	\$8.92
Zones with an (M1) suffix	\$12.75	\$13.03	\$13.36	\$13.83	\$14.22
Zones with an (M2) suffix	\$14.50	\$14.82	\$15.20	\$15.73	\$16.17
Other zones where provisions refer to Chapter 23.58B	\$8.00	\$8.17	\$8.38	\$8.68	\$8.92

Table 3 -Adjusted Payment Calculation Amounts for Chapter 23.58C – residential and live-work requirements

*Due to code changes effective April 19, 2019, the payment calculation amount may be different for your project. Please see your Zoning reviewer for more information.

In Downtown, SM-SLU, and SM-U 85 Zones	Initial payment calculation amount per code	Adjusted payment calculation amount		
<i>Effective Date of Payment Amount per 23.58C.040.A.2</i>	<i>9/16/16 through 2/28/17</i>	<i>3/1/17 through 2/28/18</i>	<i>3/1/18 through 2/28/19</i>	<i>3/1/2019 through 2/29/20</i>
DH1/45	Not applicable	Not applicable	Not applicable	Not applicable
DH2/55	Not applicable	Not applicable	Not applicable	Not applicable
DH2/75	\$12.75	\$13.08	\$13.54	\$13.92
DH2/85	Not applicable	Not applicable	Not applicable	Not applicable
DMC-75	\$12.75	\$13.08	\$13.54	\$13.92
DMC-95	\$12.75	\$13.08	\$13.54	\$13.92
DMC 85/75-170	\$20.75	\$21.28	\$22.03	\$22.65
DMC-145	\$13.00	\$13.33	\$13.80	\$14.19
DMC-170	\$5.50	\$5.64	\$5.84	\$6.00
DMC 240/290-440	\$8.25	\$8.46	\$8.76	\$9.00
DMC 340/290-440	\$8.25	\$8.46	\$8.76	\$9.00
DOC1 U/450-U	\$12.00	\$12.31	\$12.74	\$13.10
DOC2 500/300-550	\$10.25	\$10.51	\$10.88	\$11.19
DRC 85-170	\$10.00	\$10.26	\$10.62	\$10.91
DMR/C 75/75-95	\$20.75	\$21.28	\$22.03	\$22.65
DMR/C 75/75-170	\$20.75	\$21.28	\$22.03	\$22.65
DMR/C 95/75	\$12.75	\$13.08	\$13.54	\$13.92
DMR/C 145/75	\$11.75	\$12.05	\$12.48	\$12.83
DMR/C 280/125	\$13.00	\$13.33	\$13.80	\$14.19
DMR/R 95/65	\$12.75	\$13.08	\$13.54	\$13.92
DMR/R 145/65	\$11.75	\$12.05	\$12.48	\$12.83
DMR/R 280/65	\$13.00	\$13.33	\$13.80	\$14.19
IDM 65-150	Not applicable	Not applicable	Not applicable	Not applicable
IDM 75-85	Not applicable	Not applicable	Not applicable	Not applicable
IDM 85/85-170	\$20.75	\$21.28	\$22.03	\$22.65
IDM 164/85-170	\$20.75	\$21.28	\$22.03	\$22.65
All IDR and IDR/C zones*	\$20.75	\$21.28	\$22.03	\$22.65
PMM-85	Not applicable	Not applicable	Not applicable	Not applicable
All PSM zones	Not applicable	Not applicable	Not applicable	Not applicable
SM-SLU 100/65-145	\$7.75	\$7.95	\$8.23	\$8.46
SM-SLU 85/65-160	Not applicable	Not applicable	Not applicable	Not applicable
SM-SLU 85-280	\$10.00	\$10.26	\$10.62	\$10.91
SM-SLU 175/85-280	\$10.00	\$10.26	\$10.62	\$10.91
SM-SLU 240/125-440	\$10.00	\$10.26	\$10.62	\$10.91
SM-SLU/R 65/95	\$12.75	\$13.08	\$13.54	\$13.92
SM-SLU 100/95	\$7.50	\$7.69	\$7.96	\$8.19
SM-SLU 145	\$7.75	\$7.95	\$8.23	\$8.46
SM-U 85	\$13.25	\$13.59	\$14.07	\$14.46

LEGAL DISCLAIMER: This Tip should not be used as a substitute for codes and regulations. The applicant is responsible for compliance with all code and rule requirements, whether or not described in this Tip.

Table 4 - Adjusted Payment Calculation Amounts for Chapter 23.58C – residential and live-work requirements

OUTSIDE Downtown, SM-SLU, and SM-U 85 Zones	Initial payment calculation amount per code	Adjusted payment calculation amount		
		<i>3/1/2017 through 2/28/18</i>	<i>3/1/18 through 2/28/19</i>	<i>3/1/2019 through 2/29/20 Double-underlined amounts effective 4/19/19 - 2/29/20</i>
<i>Effective date of payment amount per 23.58C.040.A.2</i>	<i>9/16/2016 through 2/28/17</i>			
LOW AREAS				
Zones with an (M) suffix	See Director's Rule 14-2016	N/A	N/A	<u>\$7.64</u>
Zones with an (M1) suffix	See Director's Rule 14-2016	N/A	N/A	<u>\$12.28</u>
Zones with an (M2) suffix	See Director's Rule 14-2016	N/A	N/A	<u>\$13.64</u>
MEDIUM AREAS				
Zones with an (M) suffix	See Director's Rule 14-2016	N/A	N/A	<u>\$14.46</u>
Zones with an (M1) suffix	\$20.00	\$20.51	\$21.24	\$21.83
Zones with an (M2) suffix	See Director's Rule 14-2016	N/A	N/A	<u>\$24.29</u>
HIGH AREAS				
Zones with an (M) suffix	\$20.75	\$21.28	\$22.03	\$22.65
Zones with an (M1) suffix	\$29.75	\$30.51	\$31.59	\$32.47
Zones with an (M2) suffix	\$32.75	\$33.59	\$34.77	\$35.75

Government Facility Parking Garage		
Regulations		Design Guidelines
Review Process	Process I (Planning Director) and DR., Chapter 142 ⁱ	Design review process would be administrative (ADR). Proposal would be reviewed to ensure it is consistent with design guidelines.
Setbacks	East (116 th Way NE): 20'	Guidelines will be developed to address elements to be included in the setback area, such as a small landscaped plaza with seating area, landscaping, art, possible cover with a canopy or trellis to contribute to the pedestrian environment. Setback reductions may be possible if elements such as façade treatment, public space, landscaping, and art contribute to the pedestrian environment. ⁱⁱ
	South: 45' ⁱⁱⁱ	(See buffers) - Setback to be established at location of existing curb.
	West: 50' ⁱⁱⁱ	(See buffers) - Setback to be established at location of existing curb.
	North (NE 132 nd St.): 10'	Design guidelines will address the relationship between the parking structure and the transit-oriented development on site.
Buffers	Vegetation and berms located within the existing buffers must be retained. Buffer enhancement to be required along the south property line.	Guidelines will be developed to ensure the following: Enhancement of the south buffer to create the appearance of a natural, open area, planted with a wide range of native trees to achieve species diversity. Species such as Western red cedar, Pacific yew, Incense cedar and Coast redwood should be included to provide lower level screening over time. Trees must be distributed throughout the buffer to provide effective screening of the parking garage. Ground cover and mulch must be provided throughout the buffer. A 6-foot-high solid screening fence or wall must be provided along the south property line. A landscape plan must be submitted that indicates the quantity, location, species and size of plant materials proposed to be included in the enhancement. An agreement to ensure maintenance and replacement for a 5-year period will be required. Guidelines will note that CPTED (Crime Prevention through Environmental Design) principles should be considered in enhancement plan for south buffer.
Building Height	55' ^{iv} within 150' of the south property line. Otherwise, 60'.	See "Design" below.
Lot Coverage	70% ^v	

DRAFT

Green Building	Regulations to be included to align with Sound Transit's sustainability standards.	
Design		<p>Design guidelines to address:</p> <ul style="list-style-type: none"> • Vertical modulation: techniques to address monotonous facades, and efforts to provide variety and interest along the length of the building. Guidelines will also call for techniques to screen parked cars and headlights. Due to the more-standard floorplates necessary for a parking structure, different colors and/or materials (possibly to include a green wall along the south façade adjacent to residential use) may be used to create the illusion of smaller units along the length and to differentiate between façade planes. • Horizontal modulation: Guidelines will call for techniques to reduce the perceived mass of the building with attention to pedestrian-oriented elements (such as canopies and screens) at the ground level along the east and north facades. Techniques to address treatment of the roofline and elevator shaft will also be addressed. • Pedestrian connections^{vi}: Guidelines will address desired connections to 116th Way NE and possibly to connect with TOD development. • Lighting: Guidelines will call for a lighting plan to ensure lighting does not negatively impact adjacent residential areas. Guidelines will address lighting of the garage as well as techniques such as headlight screens, particularly on the south façade.

ⁱ Sound Transit requests that design review be administrative, due to the plan to use a “design-build” approach and the expectation that the design of a parking garage is relatively straight forward. Sound Transit suggests that the design of the garage follow design guidelines, and that DRB review be reserved for deviations if necessary (see comment letter, 10/4/19).

ⁱⁱ Sound Transit requests that if a public space or plaza is required, it would prefer to provide a space for future development and activation by the TOD developer (see comment letter, 10/4/19)).

ⁱⁱⁱ Dimension estimated pending survey (WSDOT)

^{iv} Sound Transit notes that greater height may be necessary to accommodate the elevator shaft, planned for the northeastern corner of the parking garage.

^v The lot coverage maximum may change depending on whether Sound Transit purchases or leases land from WSDOT. A land sale would result in a new parcel boundary which will affect the area of the future lot to be developed.

^{vi} Sound Transit notes that adequate non-motorized connections will be provided between the garage and existing sidewalk along 116th Way NE.

Development containing Attached or Stacked Dwelling Units		
Regulations		Design Guidelines
Review Process	DR., Chapter 142. Development must be part of a master plan for the entire subject property.	The master plan shall incorporate the design guidelines contained in the Design Guidelines for the Totem Lake Business District.
Use	<ul style="list-style-type: none"> At least 50 percent of the gross floor area of development in the master plan must be devoted to residential uses. May also include one or more of the other uses allowed in this zone. The following additional uses are also permitted: Hotel or Motel, Public or Private College or University and Related Facilities, Residential Suites and Entertainment, Cultural and/or Recreational Facility. Additional uses such as mobile food service and pop-up retail businesses are permitted where approved through the master plan. Development regulations of this section apply to all uses developed within a master plan. 	
Lot Size	≥ Two Acres	Design guidelines to address additional amenities to be required for TOD on sites ≥ four-acres: <ul style="list-style-type: none"> Public restroom Other?
Housing Affordability	1. 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: <ol style="list-style-type: none"> For renter-occupied housing: <ol style="list-style-type: none"> A minimum of 25% of the total residential units shall be affordable at no greater than 50 percent of median income and A minimum of 15% of the total residential units shall 	

DRAFT

	<p>be affordable at 80 percent of median income and</p> <p>3) A minimum of 10% of the total residential units shall be affordable at 100% of median income.</p> <p>Affordable rent levels will be determined using the same methodology used in the definition of affordable housing unit in Chapter 5 KZC.</p> <p>b. 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).</p>	
Setbacks	East (116 th Way NE): 20'	The front setback may be reduced where retail uses or other ground floor space is designed to provide direct pedestrian access to the street.
	South: 45' ⁱ	(See buffers) - Setback to be established at location of existing curb.
	West: 50' ⁱ	(See buffers) - Setback to be established at location of existing curb.
	North: (NE 132 nd St.): 10'	
Buffers	Vegetation and berms located within the existing buffers must be retained.	
Building Height	<ul style="list-style-type: none"> • 55' within 150' of the south property line. • 95' within 150 feet of 116th Way NE. • Otherwise, 75' 	
Lot coverage	80%	
Parking spacesⁱⁱ	<p>Residential:</p> <ul style="list-style-type: none"> • 1.0 per market rate unit, plus guest parking: .05 per unit. • .75 per affordable unit <p>Restaurant/tavern: 1 per 125 sq. ft of gfa.</p> <p>Retail: 1.0 per each 350 sq. ft. of gfa.</p> <p>Office: 1.0 per each 350 sq. ft. of gfa.</p> <p>Residential Suites: 1.0 per unit (with provisions to reduce to 0.5 if parking is managed).</p>	

DRAFT

	<p>Hotel/Motel: 1.0 per each room.</p> <p>Public or Private College or University and Related Facilities: KZC 105.25 (case by case)</p> <p>Entertainment, cultural, recreational: KZC 105.25 (case by case)</p> <p>Parking stalls to serve the use must be in addition to those provided as part of the expansion of capacity for the Park and Ride facility.</p>	
Green Building	<p>1. Development shall be designed, built and certified to achieve or exceed the following green building standards:</p> <ol style="list-style-type: none"> Evergreen Standard or Built Green 4 star certified for the affordable housing units and Built Green 5 star for the market rate housing units. For the parking garage and nonresidential uses, either a LEED Gold CS (Core and Shell) certified or LEED CS checklist with a third-party independent verification and inspection to meet the LEED CS Gold Standard. 	
Design	<p>This is a preliminary set of guidelines. Design guidelines for TOD will be developed and adopted in the Design Guidelines for the Totem Lake Business District. For reference, Many of the design guidelines for the YBD 1 zone that apply to the South Kirkland Park and Ride TOD may apply to development here as well.</p> <ul style="list-style-type: none"> Gateway: Building and/or landscaping features that highlight the gateway to the Totem Lake Business District shall be incorporated into development at the property corner at NE 132nd Street and 116th Way NE (mapped gateway location in Comprehensive Plan). Due to the steep topography in this area, the master plan should also indicate the installation of a new stairway at the corner from the sidewalk/roundabout improvements to provide convenient pedestrian access to 	

DRAFT

		<p>the development and on-site transit service.</p> <ul style="list-style-type: none"> • Pedestrian environment: <ul style="list-style-type: none"> ○ The master plan should create a comfortable, pedestrian-oriented environment with internal sidewalks and/or streets. ○ Site design must include installation of pedestrian linkages between public sidewalks and building entrances and between walkways on the subject property. ○ Development of a through-block pathway from 116th Way NE to interior of site (TBD) ○ The master plan should indicate efforts to stimulate the pedestrian environment with opportunities for mobile food service and pop-up retail uses. • Vertical modulation to be addressed. • Horizontal modulation (limit on façade length) to be addressed.
Gateway		<ul style="list-style-type: none"> • Guidelines will call for development to incorporate gateway features to the Totem Lake Business District at NE 132nd Street and 116th Way NE (mapped gateway location in Comprehensive Plan). • Gateway features may include providing a stairway connection at the corner from the sidewalk/new roundabout improvements to the TOD development.
Public Space	<p>At least 2,500 sq. ft. of public open space shall be provided in conjunction with new development. The space shall be in one contiguous piece and designed to be consistent with the design guidelines for public open space on site.</p> <p>A visible and welcoming pedestrian-oriented space must be located between the sidewalk/stairway and buildings in the gateway area.</p>	<ul style="list-style-type: none"> • Guidelines will address public spaces, including locations, general dimensions and amenities to be provided in the spaces. Public spaces and plazas should be located in the gateway area, near the on-site transit station and along pedestrian routes.
Air Rights	Developer may propose the use of airspace over the 116 th Way NE right-of-way for consideration of the	

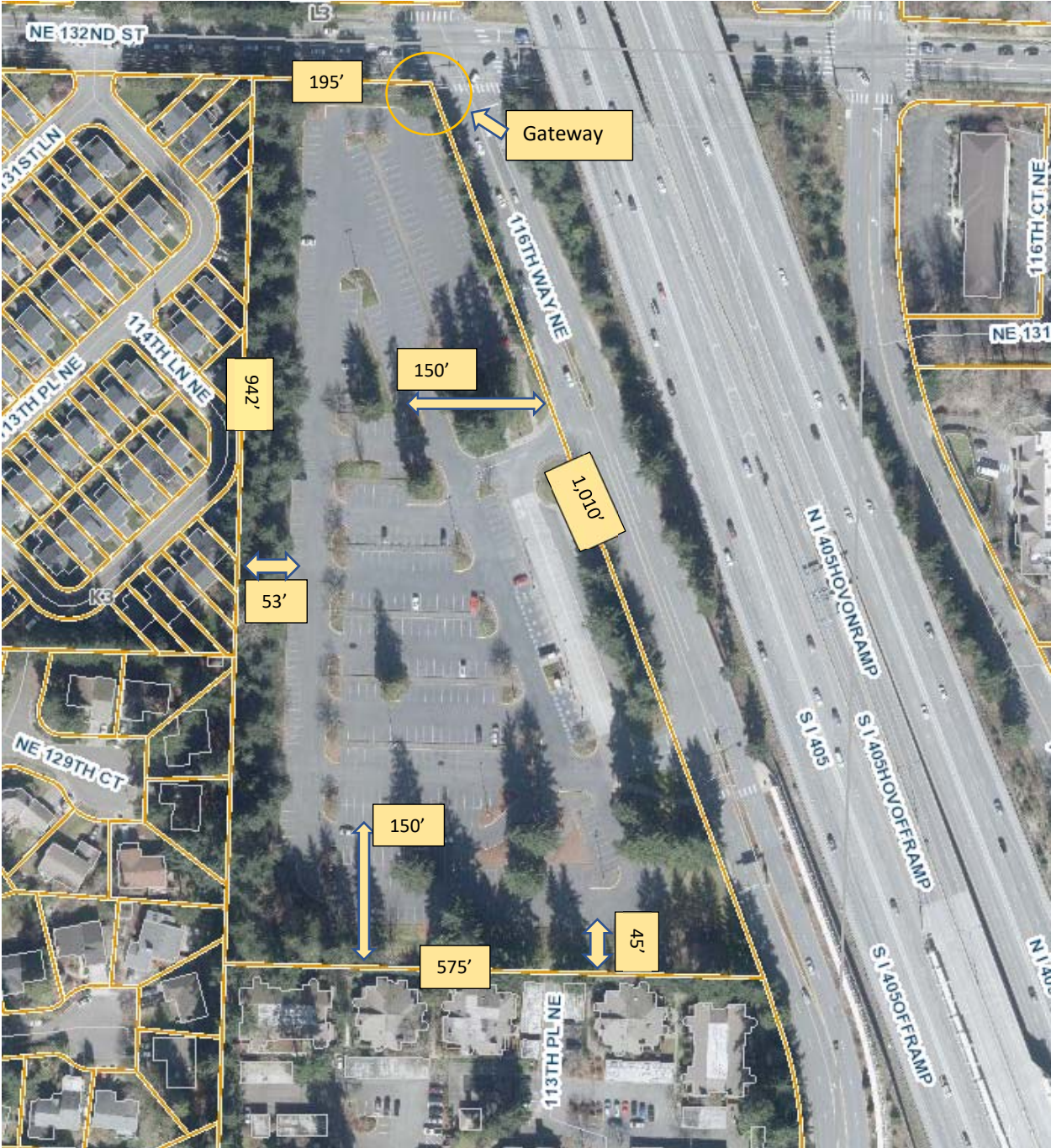
DRAFT

	City Council. Note: Planning Commission noted opportunity for requirement for public benefit if air rights are provided.	
Signs	Signs for a development proposed under this provision must be proposed within a Master Sign Plan application for all signs within a project.	

ⁱ Dimension estimated pending survey (WSDOT)

ⁱⁱ KZC 105.103 provides an opportunity for an applicant to propose a modification to the parking requirements.

Kingsgate Park and Ride
Site Dimensions



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

Study/Source	Parking Ratios (stalls per dwelling unit)		
	Affordable Units	Market Rate Units	AVERAGE
<i>Redmond Code Requirement (21.10.070 OV)</i>	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. 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
2	Mixed-Use Residential					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.
3	Dormitory					
4	Residential suite					
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.

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
<u><i>Affordable Units</i></u>		
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
<u><i>Market Rate Units</i></u>		
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.

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.

Right Size Parking
King County Multi-Family Residential Parking Calculator
TOOLS TO BALANCE SUPPLY

Enter a location...

Parking/Unit Ratio: < .5 Stalls

1 Parcel Selected

Building & Parking Specifications | Location Characteristics | Parking Impacts

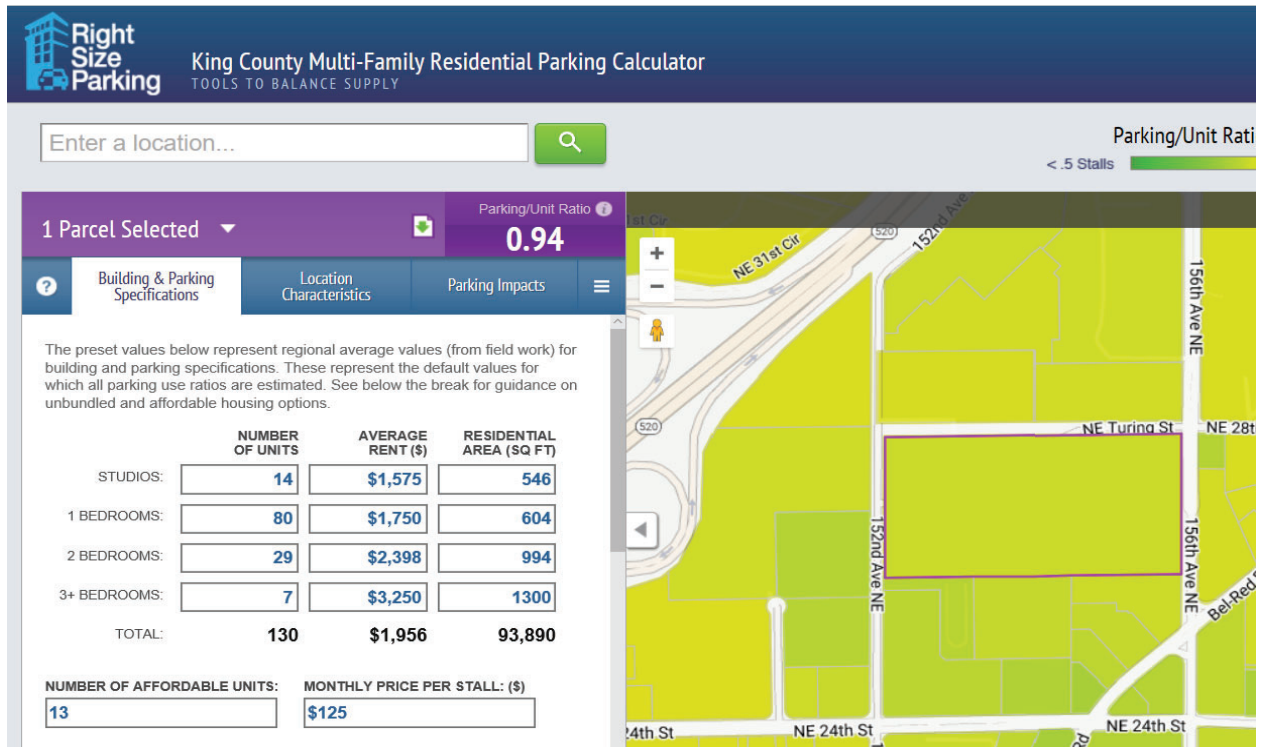
The preset values below represent regional average values (from field work) for building and parking specifications. These represent the default values for which all parking use ratios are estimated. See below the break for guidance on unbundled and affordable housing options.

	NUMBER OF UNITS	AVERAGE RENT (\$)	RESIDENTIAL AREA (SQ FT)
STUDIOS:	<input type="text" value="18"/>	<input type="text" value="\$728"/>	<input type="text" value="391"/>
1 BEDROOMS:	<input type="text" value="82"/>	<input type="text" value="\$982"/>	<input type="text" value="517"/>
2 BEDROOMS:	<input type="text" value="25"/>	<input type="text" value="\$1,063"/>	<input type="text" value="787"/>
3+ BEDROOMS:	<input type="text" value="5"/>	<input type="text" value="\$948"/>	<input type="text" value="990"/>
TOTAL:	130	\$961	74,057

NUMBER OF AFFORDABLE UNITS: MONTHLY PRICE PER STALL: (\$)

Map showing project location at the intersection of NE 31st Cir and NE 24th St, near NE Turing St and NE 15th Ave NE.

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
<i>Redmond Code Requirement (21.10.070 OV)</i>	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

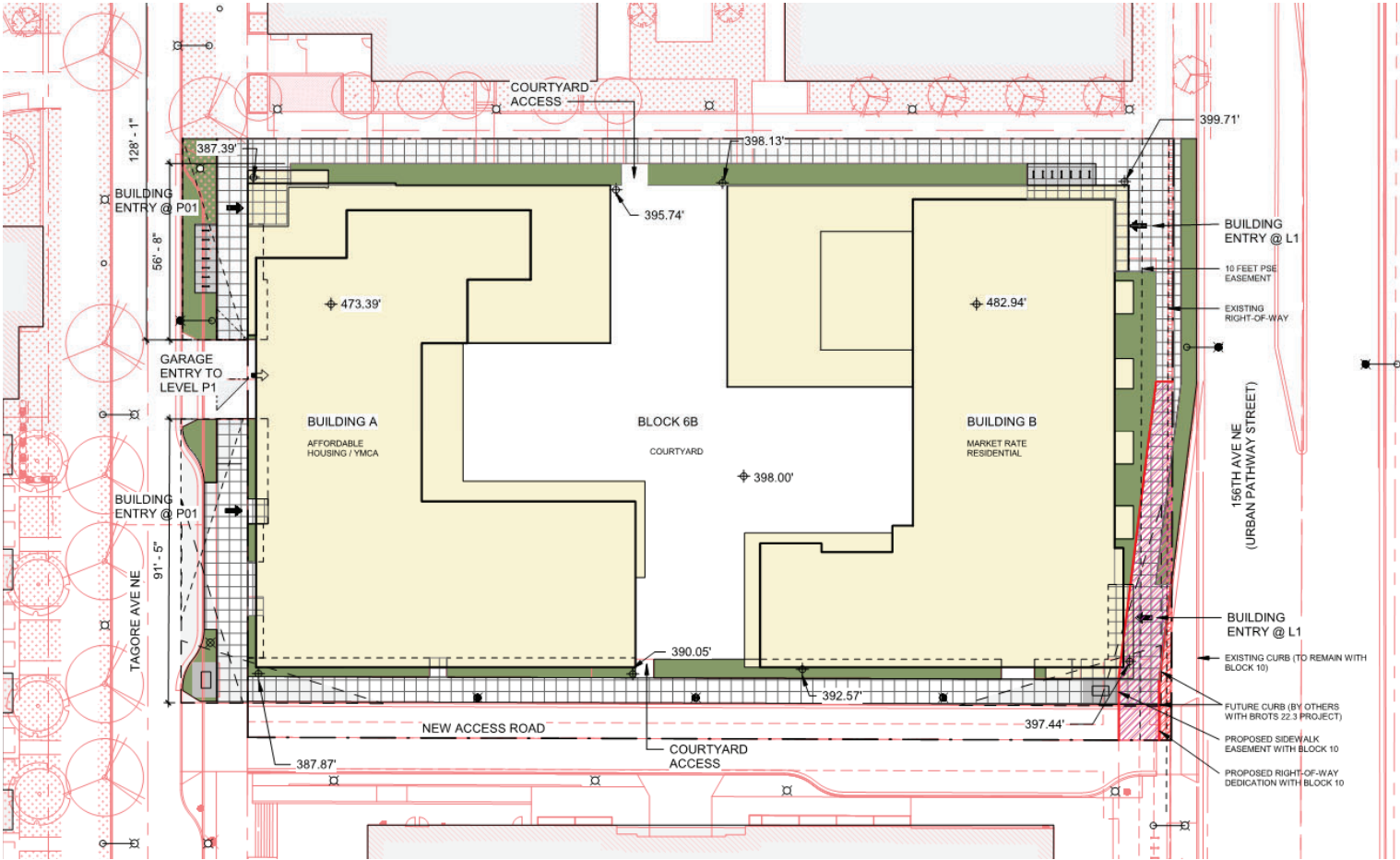
Based on the findings presented in this memo, the applicant requests the City's approval of a parking modification to provide a minimum parking supply of 0.87 stalls per unit for the residential component of the project (a minimum of 226 parking stalls), and to reserve 23 of these parking stalls within 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		Number of Occupied Stalls Observed (Midnight)		
		Level/Area	Parking Stalls	Wednesday 2/7/18	Thursday 2/8/18	Two-Day Average
1. Kirkland Crossing ¹	185	1		61	59	
		2	219	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 Supply Ratio =			1.23	Parking Demand Rate =		0.99

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		Number of Occupied Stalls Observed (Midnight)		
		Level/Area	Parking Stalls	Wednesday 2/7/18	Thursday 2/8/18	Two-Day Average
1. Velocity ¹	58	1	44	34	34	
		Surface	2	1	1	
Est. % of P&R Vehicles	50%	Other ²	-	5	5	
		Total Vehicles =	-	40	40	40
		Parking Demand Rate =	-	0.69	0.69	0.69
		Parking Supply Ratio =	0.79			
2. Francis Village ¹	61	1	34	27	20	
		Surface	20	15	15	
		Total Vehicles =	-	42	35	39
		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			
RESULTS FROM OTHER AFFORDABLE APARTMENT STUDIES (DEA, FEBRUARY 2010) ³						
Location	Total Apartment Units	Parking Supply		Parking Demand Rates		
		Level/Area	Parking Stalls			
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 Supply Ratio =			1.26	Average Parking Demand Rate =		0.74

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	Affordable	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

			Number of Parked Vehicles ¹	
			Wednesday 2/7/18	Thursday 2/8/18
Apartment	Parking Location	Vehicle Type		
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 Note: residents can park in guest stalls but get a note if they park in retail stalls	Parking Garage First Floor	Regular	43	40
		Guest / Future Resident	10	9
		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

			Number of Parked Vehicles ¹	
			Wednesday 2/7/18	Thursday 2/8/18
Location	Parking Location	Vehicle Type		
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	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	
<u>Note:</u> 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	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	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

TABLE OF CONTENTS

1.0 INTRODUCTION	1
2.0 METHODOLOGY	1
3.0 PARKING ANALYSIS AT COMPARABLE DEVELOPMENTS.....	1
Wildwood Court in Bellevue, Washington	1
Glendale Apartments in Bellevue, Washington	2
4.0 PARKING DEMAND AND SUPPLY FOR THE PROPOSED DEVELOPMENT.....	3
5.0 PARKING REQUIREMENTS IN THE CITY OF KIRKLAND.....	4
6.0 SUMMARY AND CONCLUSIONS	4

LIST OF TABLES

Table 1. Summary of the Proposed Development and Comparable Developments	2
Table 2. Observed Parking Demand and Utilization Based on Units	3
Table 3. Estimated Parking Demand for the Proposed Units.....	4

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					
<i>Proposed Development</i>	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	<u>Apartments</u>		<u>Day Care Center</u>		Total Hourly Parking Demand	On-Site Parking Supply	Excess Parking Stalls
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			
7:00 AM	74%	167	100%	23			
8:00 AM	64%	145	100%	23			
9:00 AM	64%	145	100%	23			
10:00 AM	64%	145	100%	23			
11:00 AM	64%	145	100%	23			
12:00 PM	64%	145	100%	23			
1:00 PM	44%	99	100%	23			
2:00 PM	44%	99	100%	23			
3:00 PM	44%	99	100%	23			
4:00 PM	44%	99	100%	23			
5:00 PM	59%	133	100%	23			
6:00 PM	69%	156	100%	23			
7:00 PM	66%	149	50%	12			
8:00 PM	75%	170	0%	0			
9:00 PM	77%	174	0%	0			
10:00 PM	92%	208	0%	0			
11:00 PM	94%	212	0%	0			
12:00 AM	100%	226	0%	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).