



**CITY OF KIRKLAND**  
**PLANNING AND BUILDING**  
123 Fifth Avenue, Kirkland, WA 98033  
425-587-3000

---

## MEMORANDUM

**To:** Kurt Triplett, City Manager

**From:** Adam Weinstein, AICP, Planning & Building Director  
Allison Zike, AICP, Planning & Building Deputy Director  
Martha Rubardt, Senior Planner

**Date:** March 17, 2026

**Subject:** **Adoption of Zoning Code Amendments for Minimum Parking Requirements to Comply with State Law – File No. CAM26-00009**

### RECOMMENDATION:

Staff recommends that the City Council adopts Ordinance O-4935 amending the Kirkland Zoning Code to implement parking requirements consistent with Washington State Senate Bill 5184 (SB 5184), with additional reductions in minimum parking requirements for expansions of commercial establishments citywide and for certain uses and locations in the NE 85th Street Station Area.

### EXECUTIVE SUMMARY:

- Senate Bill 5184 (SB 5184), codified as RCW 35A.21.445, sets limits on the number of on-site parking spaces that cities may require for commercial and residential uses. SB 5184 requires that cities comply by January 27, 2027.
- To ensure City compliance, staff developed proposed code amendments to reduce the number of parking spaces required for development. The Planning Commission (PC) considered the proposed code amendments and made two modifications to the staff recommendation. The PC eliminated discounted parking fees for affordable units and modified the bike parking space requirements. The PC's recommendation to the City Council is summarized in this memo.
- The proposed code amendments recommended by the PC follow the Council's guidance to implement the parking regulation changes as soon as possible through an early action ordinance, with the necessary code clean-up amendments to occur thereafter.
- If the PC-recommended code amendments are adopted, they will implement minimum compliance with SB 5184 citywide, with some additional modifications as follows:
  - Allowing commercial establishments citywide limited expansion without providing parking;
  - Harmonizing all Accessory Dwelling Units (ADUs) parking regulations by eliminating parking regulations for ADUs where they are still required;

- Eliminating parking minimums within the NE 85th Street Station Area as requested by Council (which goes beyond the SB 5184 requirements).
- Eliminating discounted parking rates for affordable units.

## BACKGROUND:

In May 2025, the Washington State legislature enacted SB 5184, subsequently codified as RCW 35A.21.445, to limit the on-site parking spaces that cities with more than 30,000 people may require for commercial and residential uses.<sup>1</sup> The legislation mandates that cities require fewer parking spaces overall (although a development can elect to provide more than the minimums), and the stated goal of the legislation was to reduce regulatory burdens on housing and commercial projects. Cities with a population of over 50,000 (such as Kirkland) must implement the requirements of SB 5184 by January 27, 2027.

The Washington State Legislature found that parking requirements increase housing costs, discourage walking, biking, and transit use, and promote reliance on automobiles. The legislature found that the number of parking spaces that a project or use provides on site should be based on actual market conditions rather than blanket parking regulations. The regulations under SB 5184 do not set limitations on the *maximum* number of parking spaces an applicant can provide; rather, they limit the number of parking spaces that cities may *require* an applicant to provide.

Kirkland's existing parking regulations set a minimum number of required parking spaces for a project based on the zoning district, the land use, the number of residential units, the square footage of the space, or, for certain land uses (e.g., recreational facilities), based on a parking study prepared by a traffic engineer.

The City's existing parking regulations for middle housing, co-living housing, and recently adopted regulations for the Juanita community-initiated amendment request locations are already compliant with SB 5184. The remaining parking regulations do not comply with SB 5184 in that they require more parking spaces than the state allows a local jurisdiction to require. Thus, these noncompliant regulations must be amended by the state deadline of January 27, 2027.

### City Council February 17 Study Session

Council held a study session on February 17, 2026, to discuss the requirements of SB 5184 and to give staff feedback on the scope and timeline of amending the City's code to be compliant with the new parking space requirements. Full background information and context for the project scope and timeline options that were presented to Council can be found in the staff memorandum for that study session.<sup>2</sup>

Council expressed support for early implementation of SB 5184 to support businesses and catalyze development. A majority of Council also supported the possibility of eliminating parking minimums in the Station Area to support the City Work Program Initiative of activating the area. Council also expressed support for adding code amendments to allow commercial spaces to expand without triggering additional parking requirements.

---

<sup>1</sup> <https://lawfilesext.leg.wa.gov/biennium/2025-26/Pdf/Bills/Session%20Laws/Senate/5184-S.SL.pdf?q=20260121160858>

<sup>2</sup> [https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2026/february-17-2026/3b\\_study-session.pdf](https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2026/february-17-2026/3b_study-session.pdf)

Council expressed support for moving forward with an early action ordinance to implement these lower parking standards citywide as soon as possible, with full Kirkland Zoning Code (KZC) amendments to clean up the impacted existing code sections to follow at a later date. Therefore, this project has been split into two phases: Phase 1 to adopt the SB 5184 parking regulation changes; and Phase 2 to clean up the remainder of the KZC and align it with the parking regulation changes. Code amendments made in Phase 1 and Phase 2 will be made through the typical legislative amendment process, including a PC public hearing, PC recommendation, and adoption by Council.

### **Planning Commission February 26 Study Session**

On February 26, 2026, PC held a study session to discuss the code amendments. Below is a summary of the topics discussed at that meeting:

#### *NE 85th Street Station Area Parking*

After some discussion, PC expressed support for staff to draft two code options for the Station Area parking regulations:

- Option 1: Eliminate parking minimums within the Station Area boundaries, except for the Urban Flex zone where the SB 5184 parking rates would apply. In this option, the Urban Flex zone would not be subject to additional parking minimum reductions. The PC's rationale for focused on the fact that the Urban Flex zone is located farther than other Station Area districts from future Bus Rapid Transit.
- Option 2: Eliminate parking minimums from all zones and uses within the Station Area boundaries except for commercial uses not otherwise exempted from SB 5184 requirements. (For instance, SB 5184 prohibits cities from requiring any parking for ground floor commercial uses in mixed-use buildings). The parking requirements of SB 5184 would apply in all districts for commercial uses only. The PC identified this option in recognition that larger, single-use commercial projects may continue to generate some parking demand, even in the walkable and transit-accessible Station Area.

#### *Commercial Space Expansion Allowance*

PC supported draft code language that staff presented that will allow commercial uses to not provide additional parking spaces in the following scenarios:

- Commercial space expansions within an existing building envelope; and
- One-time commercial space expansion per property up to 3,000 square feet in size or 10% of existing gross floor area, whichever is greater.

#### *Accessory Dwelling Unit (ADU) Parking*

With the implementation of the SB 5184 requirements, the majority of ADUs would be exempt from parking regulations. Minimum compliance with SB 5184 would result in an ADU being required to provide parking only if all of the following conditions are met:

- Two ADUs are proposed or exist on the property; and
- The site is not located within proximity to street parking and to transit; and
- At least one of the ADUs is 1,200 square feet in size or greater.

Because the number of cases where ADUs would be required to provide parking is very limited, and because layering additional SB 5184 requirements onto existing ADU parking regulations would create unnecessary complexity and confusion, staff recommended exempting all ADUs from parking requirements. The PC supported this recommendation.

### *Bicycle Parking*

Throughout the code, Kirkland's existing bicycle parking regulations establish the required number of bike parking spaces based on the number of *required* motor vehicle parking spaces for the project (i.e., 1 bicycle space is required per 12 required motor vehicle parking spaces). Thus, implementation of SB 5184 would unintentionally lead to a significant reduction in required bicycle parking absent a change to Kirkland's current bicycle parking requirements.

To address this issue, staff recommended applying on a citywide basis the bicycle parking regulations in effect in the Station Area, which base the minimum required bike parking spaces on building square footage or number of residential units. PC supported this general approach but expressed concern that the rates, particularly the requirement to provide one long-term bicycle parking stall per residential unit, are too high for areas less connected to transit and bicycle infrastructure. The discussion section of this memorandum includes a recommendation to resolve this concern.

### *Americans with Disabilities Act (ADA) Parking*

Kirkland currently applies the State Building Code requirements for ADA parking, which establishes the required number of ADA stalls based on the total number of parking stalls provided. PC expressed concern about the reduction in the number of ADA stalls if projects provide fewer parking stalls with the implementation of SB 5184.

Based on PC's concern, staff will continue to research the possibility and legality of establishing a local ADA stall count requirements that are higher than those identified in the State Building Code and, if local regulation is allowed, how the higher rates would be established, how they would be applied, and how they would interact with the remaining standards for ADA parking that are within the State Building Code. Due to the extent of research and coordination required, staff recommended this work be undertaken with Phase 2 of the project.

## **Planning Commission Public Hearing**

On March 12, the PC held a public hearing on the proposed KZC amendments and developed a recommendation to Council. The PC received written public comments but no spoken testimony during the hearing. See Attachment 1 for the written public comments, summarized below.

*Public Comment:* The PC received three written public comments on this project between February 26, 2026 and March 10, 2026. In summary, two comments were in support of the early implementation of SB 5184 and eliminating parking minimums from the Station Area, one of which was from the Master Builders Association of King and Snohomish Counties (MBAKS). MBAKS supports eliminating parking minimums from the Station Area and expanding that approach citywide, emphasizing that developers will still build parking because that is what the market demands, but lower – or no – parking standards provide them with more flexibility for site layout design and increase predictability and efficiency of the permit review process.

The second comment was from a community member who emphasized the need for viable alternatives to driving so less parking can be built.

The third comment was received from a community member sharing their concern about the parking issues that already exist in the City and suggesting that spillover parking may occur if the parking minimums are removed from the Station Area. The commenter

raised concerns about removing parking for the people who do not qualify for ADA permits but still struggle with walking long distances or using transit.

*PC Recommendation:* PC voted 7-0 to recommend the staff recommendation with the Station Area option 2 – to repeal parking minimums from all zones and uses within the Station Area boundaries *except* for commercial uses. PC also voted to remove the special regulations for affordable housing as drafted and recommended by staff. More information on parking for affordable housing is included in the discussion section of this staff memorandum.

## DISCUSSION/ANALYSIS:

### Code Amendments

The PC-recommended KZC amendments outlined below and included in proposed Ordinance O-4935 follow guidance from PC and Council for establishing parking regulations for all uses, in all zones. The early action ordinance includes all the changes in one place for adoption which supersedes existing provisions that are in conflict with the new ordinance. The proposed amendments, which are summarized in more detail below, accomplish the following:

- consolidating land uses into four groups (for purposes of parking regulations): residential, commercial, institutional, and industrial;
- incorporating the SB 5184 parking space rates;
- adding in the Station Area exemptions and the commercial space expansion allowance;
- amending the bike parking requirements citywide; and
- maintaining the existing parking requirements for all other uses.

Below is an overview of the amendments as recommended by the PC. Proposed Ordinance O-4935 provides the full text of these proposed amendments, reflecting the PC recommended code with some non-substantive modifications for clarity.

- Exemptions: The list of uses and zones that are exempt include those specifically exempted by SB 5184 (such as residential units under 1,200 square feet, daycares, commercial spaces under 3,000 square feet, and ground floor commercial space in mixed-use buildings), plus ADUs and the commercial space expansion allowances.
  - Following PC's recommendation, all four Station Area zones (UF, CMU, NMU, and CVU) are exempt from being required to provide on-site parking for all uses except for commercial uses. The SB 5184 parking requirements apply for commercial uses in the Station Area.
- Commercial Uses: The definition of commercial uses from SB 5184 is broader than the existing commercial use definition in the KZC, and is established specifically for this new code section. The commercial uses that do not meet the definition or that currently have a lower parking rate than SB 5184 establishes (e.g., manufacturing uses currently require 1 space for every 1,000 square feet of gross floor area in most zones) are listed individually to maintain the existing parking regulations. The SB 5184 parking regulations for commercial uses apply to all other commercial uses.
- Residential Uses: The SB 5184 parking requirements are established for multi-family and single-family residential units.

- Institutional Uses: SB 5184 does not contain requirements for institutional uses (e.g., schools and government buildings), so the existing parking regulations are maintained for those uses. Applicants for most institutional projects are required to provide a parking study pursuant to KZC 105.25, where parking requirements are established on a case-by-case basis.
  - Special provisions for institutional uses: To maintain the requirement that schools and daycare facilities provide on-site pick-up and drop-off areas, the existing regulations have been incorporated into this section.
- Industrial Uses: SB 5184 does not contain requirements for industrial uses (e.g., manufacturing), so the existing parking regulations are maintained for those uses, most of which are required to provide 1 parking space per 1,000 sq. ft. of gross floor area.
- Bicycle parking: The bicycle parking requirements citywide are equivalent to those currently in effect in the Station Area, with one change for the long-term bicycle parking rate for multi-family residential units. PC felt that 1 long-term bicycle space per unit was a high rate to apply citywide, so it has been reduced to 0.5 space per unit, with the exception of the Station Area and certain development in the Juanita CAR BC-1 zone, which have higher minimums. Staff concurs with this recommendation.

**Affordable Housing Parking**

At the March 12 public hearing, staff presented a recommendation to PC to incorporate affordable housing parking requirements into the proposed code amendments. Under current practice, affordable housing developments must provide one parking space per unit, and the cost of that parking is included in the capped rent for each unit.

SB 5184 prohibits cities from requiring any parking for affordable housing. Keeping in mind the past practice of bundling parking spaces into the rent of affordable units, staff crafted a recommendation that sought to mitigate the potential for parking to become unaffordable to lower-income tenants, who may have somewhat less flexibility to design their lives around car-free living. The staff recommendation would establish a requirement for projects with affordable units that provide more parking stalls than required by code to offer the parking stalls to all units, including market-rate and affordable units, on a first-come, first-served basis. This recommendation would also require that parking stalls be offered to the affordable units at no more than 50% of the cost they are offered to the market-rate units to ensure that affordability is maintained. This is similar to the approach used by the City of Redmond.

Below is the drafted code that was included in the staff recommendation for Section 105.22 in the KZC (not currently included in proposed Ordinance O-4935).

*KZC 105.22*

....

4. *Special Regulations for Affordable Housing:*  
 If a project with affordable housing units provides parking for the residential uses in excess of what is required under subsections (1) and (2) above, then the following must be met:

- a) *All parking stalls must be offered to all units in the building, including the affordable units, on a first-come first-serve basis. Market rate units shall not be prioritized for having parking stalls assigned to them.*
- b) *The parking rented to the affordable housing unit households must be at a discounted price. The discounted price must not exceed 50% of the average price of all the market rate parking stalls in the project.*

The PC ultimately expressed concerns with the potential costs this requirement may add to the development and operation of multi-unit developments, along with difficulties associated with monitoring and enforcing the requirement. As a result, PC unanimously voted to remove the language from its recommendation to Council. There is merit to regulating the price of parking for lower-income tenants, but it is also true that this type of regulation could make it more challenging to build parking and may impact the financial feasibility of multi-family projects.

### **State Environmental Policy Act (SEPA)**

A SEPA Addendum to the City of Kirkland 2035 Comprehensive Plan Update and Totem Lake Planned Action Ordinance Final Environmental Impact Statement (EIS), the NE 85th St Station Area Planned Action Final Supplemental EIS, and the 2044 Comprehensive Plan Update Final Supplemental EIS was issued on March 11, 2026, and is filed under File No. SEP26-00178. The SEPA Addendum compares the difference in impacts between the existing and revised Zoning Code amendments and concludes that the proposed amendments would not result in new adverse impacts beyond those identified in the previous environmental review documents.

### **NEXT STEPS:**

With the adoption of Ordinance O-4935, these code amendments will go into effect in April 2026 and will apply to all new development applications. Staff will work on implementation steps such as updating application forms, recording documents, updating the City website, and coordinating with the development review team on the application of the code amendments.

### **Project Phase 2**

Once Ordinance O-4935 is adopted, staff will begin Phase 2 of this project to research additional topics (including ADA parking and bicycle parking), clean up the Zoning Code, and address any other issues that arise after the adoption of O-4935. The Phase 2 KZC amendments will be scheduled for a PC public hearing and Council adoption in the coming months.

### **ATTACHMENTS:**

Attachment 1 – Public comments received between February 26, 2026 and March 10, 2026  
Ordinance O-4935, Relating to the Enactment of Minimum Vehicle and Bicycle Parking Provisions for Commercial and Residential Uses, Amending Chapter 105 of the Kirkland Zoning Code; File No. CAM26-00009



February 26, 2026

Kirkland Planning Commission  
123 5<sup>th</sup> Avenue  
Kirkland, WA 98033

RE: Parking Reform – February 26 Agenda

Dear Chair Rozmyn, Vice Chair Jacobson, and Commissioners:

The Master Builders Association of King and Snohomish Counties (MBAKS), with nearly 2,500 members, is the largest homebuilders' association in the U.S. MBAKS represents builders and developers who are working to create homes for current and future Kirkland residents. We believe everyone deserves a place to call home.

MBAKS appreciates the opportunity to support the proposed parking code amendments and early implementation of state parking updates. We also support the City's consideration of reforms that go beyond baseline state mandates. Our members will continue to build to market demand and provide parking that reflects resident needs. Added flexibility simply ensures supply aligns with real conditions rather than outdated ratios.

#### **Support for Early Implementation**

MBAKS supports early implementation to provide clarity and reduce unnecessary delay. Many parking requirements were written decades ago and no longer reflect how Kirkland functions today. Minimum parking requirements can increase development costs, reduce buildable area, and slow projects through lengthy modification processes. Moving forward now will streamline review and provide consistent expectations.

#### **Support for Expanding Reform Beyond State Requirements**

Eliminating parking minimums in the Station Area is a strong step that supports redevelopment and transit-oriented growth. Removing minimums does not eliminate parking. Builders will continue to provide parking that reflects buyer expectations and market demand. The change allows supply to be right sized based on transit access and site constraints rather than fixed ratios.

We support extending this approach citywide. A consistent framework across all zones would improve predictability and reduce barriers to housing. For single family and small infill projects, fixed parking ratios can constrain lot layout, increase driveway coverage, add grading costs, and reduce buildable area. In some cases, required stalls can make otherwise viable housing infeasible.

Together, these reforms would improve housing feasibility and better align parking supply with actual household needs over time.





### **Importance of Coordinated Implementation**

As these reforms move forward, coordinated implementation will be critical. The intended benefits of reduced parking requirements could be undermined if costs shift elsewhere through expanded frontage improvements, roadway standards, or additional development requirements. Alignment between zoning, transportation, and development regulations will help ensure these reforms genuinely reduce barriers rather than simply moving them to another part of the code.

Kirkland has an opportunity to lead with a practical and consistent approach to parking reform. Thoughtful modernization of parking standards can improve housing feasibility while maintaining predictable growth. We appreciate your thoughtful review and look forward to continuing the conversation.

Sincerely,



Veronica Shakotko  
Senior Local Government Affairs Manager  
Master Builders Association of King & Snohomish Counties

CC: Martha Rubardt, Senior Planner  
Allison Zike, AICP, Deputy Planning & Building Director  
Adam Weinstein, AICP, Planning & Building Director

## Martha Rubardt

---

**From:** Martha Rubardt  
**Sent:** Wednesday, March 4, 2026 5:41 PM  
**To:** Martha Rubardt  
**Subject:** FW: New parking regulations

---

**From:** Margaret Bull <[bullseye7734@frontier.com](mailto:bullseye7734@frontier.com)>  
**Sent:** Thursday, February 26, 2026 9:10 PM  
**To:** Allison Zike <[azike@kirklandwa.gov](mailto:azike@kirklandwa.gov)>  
**Subject:** New parking regulations

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Planning Department and Commissioners,

I listened to the meeting tonight. Many of my concerns I have expressed before but I want to share them again. Though well intended, the goal of doing away with parking and encouraging transit ridership and alternative modes of transportation has a whole host of other practical considerations. I'm a pragmatic person and speak from my life experience. Of course it makes me narrow minded because I cannot understand your vision of Kirkland in 2036 and how we will be so much better off with all the plans that you are discussing. Heck, I might not even live long enough to see those changes.

1. I believe the station area should have the same minimums required as other areas of the city. The spill-over parking situation will be uncontrollable no matter what you decide. It was mentioned ADA parking is an important concern. I agree, but I also want you to consider that not everyone with mobility issues is able to get a ADA sticker for their car. There is often limited ADA parking even for those that have a sticker. Many of my friends with limited mobility include those with MS, or Parkinsons, or a bad back, knees or hips, etc. For many people being forced to walk to a bus stop and wait for a bus is challenging when they don't have a car. Carrying groceries home compounds the problem. One thing became really obvious in 2020. Current ADA parking at many offices is geared toward people in wheelchairs. It isn't always near a front door or an elevator. This was a problem because it made a long walk for someone in a walker to get into a building when things were shutdown and only one entrance was available. So I really think someone needs to consider ADA parking requirements.
2. It isn't clear to me why the state is forcing Kirkland to change the minimums. Is it because they want it more affordable for developers to put in apartments?  
Or is because of a vision that people living in the Pacific northwest will suddenly choose to get around daily on a bicycle in place of owning a car? I was hit by a car riding a bicycle to school when I was a child. Several of my other friends were hit by cars while riding a bike at some point in their lives. I don't see a lot of highschoolers riding bikes to Lake Washington High School. It is a behavior that needs to be started at a young age in order to develop the skill of riding in traffic.  
Or is it the hope that the taxpayers are going to foot the bill for public transit that rivals that of London or Tokyo or New York? Do you think the Federal Government will send transportation improvement money to Washington State? Dream on.

3. If you are going to require charging stations in new developments they should only be short term parking. In Redmond, many of the apartment managers lease out a parking space with a charging station to one resident even if they don't have an EV car. Short term parking would give other residents or patrons of the retail or the visiting public to also use the charging station. Electric vehicles are part of the solution to our environmental challenges. If you want people to switch to electric vehicles there needs to be a place that they can easily access a charging station that is operational.
4. Friends that live in the U district say that there is a huge problem with theft of bicycle parts. Having covered and secure bike parking is great but I agree that the ratio of bike parking places per unit can be scaled back. I am not able to lift a bike off a hook. If you want to be fair it seems that requiring bike parking that doesn't require someone to lift a bike is important and to have it be flexible to accommodate electric bikes and scooters.

A related issue I feel strongly about is the need to consider people who commute by bike need a place to shower and change clothes. Microsoft and some other companies often provide this. It is really hard to bike in heels and nylons in the rain and still look fresh when you get to the office. Maybe this is something you can require when you cut out car parking in favor of bike parking. It would also benefit those people that have to walk in the rain from the transit station to get to work. I hate sitting around with wet pants and shoes.

5. The other thing related to encouraging transit ridership and the use of delivery services instead of a car is the need for more public restrooms. Maybe that could be regulated. You put in a large development: you also put in an easily accessible restroom. At Village at Totem Lake the public toilets are provided in the parking garage. The facility is sheltered and warm and includes a comfortable bench. I see delivery drivers hanging out there all the time. The garage always has delivery vehicles parked bringing goods to restaurants, apartments or businesses. Most humans need to use a toilet and wash their hands whether a bus commuter with a layover, an UberEATS driver, a FedEx worker or a landscaper. We learned how important having available facilities for handwashing was in 2020 as we fought against a disease that was killing many people. Despite this, many public restrooms in Kirkland were closed. I was appalled many years ago during a Planning Commission meeting when I was told no bathroom was planned at the remodel of Kingsgate Park and Ride because it couldn't be monitored for drug use or other nefarious activities. That trumped the needs of pregnant people and little kids and old people with leaky bladders and those struggling with IBS. Even my homeless brother preferred a toilet over using the bushes.
6. There are already parking problems in Kirkland relating to various developments. Met Market had a very full parking lot when I was there the other day. The store wasn't busy. The guy that helped me with my groceries said it was because people park there to use the trail or to walk downtown. What happens when the property across the street is developed with the new parking regulations in place? If you look at each property one by one don't you miss the big picture? What happens when a new development goes in near Juanita Village? I met a friend for a long lunch at Mongolian Grill there and had to keep checking my watch to see if my 2 hours of parking was up. Will people start using the parking at Juanita beach for overflow parking?

I will be interested to see what you decide to do with the parking regulation. In my opinion you should stick with what the state is requiring and not have areas where no regulation is required. Hopefully developers will decide it is good for business to provide adequate parking. I am very skeptical. The City wants more housing. But what will the citizens of Kirkland lose when this happens?

## Martha Rubardt

---

**From:** Martha Rubardt  
**Sent:** Monday, March 23, 2026 8:04 AM  
**To:** Martha Rubardt  
**Subject:** SB 5184

From: Kyle Sullivan <kyle@sosufamily.net>  
Sent: Tuesday, March 10, 2026 9:28 PM  
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>  
Subject: SB 5184

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear commissioners,

I fully support the early implementation approach, and the few extra things the city council provided direction on.

Changing the parking requirements is just the first step: how we get to actually needing (and building) less parking is to support viable alternatives to driving. This can be more difficult in low density areas, but our neighborhood centers and regional growth centers are places where we can absolutely pick a different path.

I hope the city continues to work towards a vision of sustainable transportation, which will improve the quality of life for all.

Kyle Sullivan