
City of Kirkland

Planning and Building Department



Land Acknowledgment

We acknowledge that the Southern Salish Sea region lies on the unceded and ancestral land of the Coast Salish peoples, the Duwamish, Muckleshoot, Puyallup, Skykomish, Snoqualmie, Snohomish, Suquamish and Tulalip tribes and other tribes of the Puget Sound Salish people, and that present-day City of Kirkland is in the traditional heartland of the Lake People and the River People. We honor with gratitude the land itself, the First People – who have reserved treaty rights and continue to live here since time immemorial – and their ancestral heritage.

Vision Statement

Kirkland is one of the most livable cities in America. We are a vibrant, attractive, green and welcoming place for everyone to be. Civic engagement, innovation and diversity are highly valued. We are respectful, fair, and inclusive. We honor our rich heritage while embracing the future. Kirkland strives to be a model, sustainable city that values preserving and enhancing our natural environment for our enjoyment and future generations.

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Kirkland Planning Commission

Agenda

Regular Meeting - Hybrid

Council Chamber and Virtual
Thursday, February 26, 2026
6:00 PM

To join the meeting via Zoom:

<https://kirklandwa-gov.zoom.us/j/84038812324?pwd=ajlnT01Fd2VHVmJvSE9SUXQ3ZDZaQT09>

Passcode: 114965

Webinar ID: 840 3881 2324

To join via telephone: +1 253 215 8782 US (Tacoma) US

To provide public comment in advance of the meeting please email planningcommissioners@kirklandwa.gov.

If you have questions about an item on the agenda, please contact the project planner listed below.

This meeting packet is also available online on the Planning and Building Department webpage:

<https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Planning-Commission>

1. **Call to Order**
2. **Roll Call**
3. **Comments From the Audience - Limited to 3 Minutes**
4. **Special Presentations**
5. **Study Session**

- a. Briefing on State-Mandated Parking Code Requirements, CAM26-00009

Address: Purpose: Staff recommends that Planning Commission (PC) receives a briefing on the early implementation of the State-mandated reduced parking minimum requirements, along with consideration to eliminate Station Area parking minimums as an economic development strategy and to add an allowance for existing commercial spaces to expand without triggering parking requirements. PC should consider and discuss staff's options and City Council's feedback for the project ahead of a public hearing on the code amendments tentatively scheduled for March 2026.

Action: Staff Contact: Martha R Rubardt, Associate Planner

6. **Public Hearings**
7. **Reading and / or Approval of Minutes**
8. **Administrative Reports and Planning Commission Discussion**
 - a. Public Meeting Calendar Update
9. **Comments From the Audience**
10. **Adjournment**
11. **Placeholder**

Note: If you would like more information on an item on this agenda, please call the Planning & Building Department at 425-587-3600. **Please refer to the file number and planner listed for that item.**

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- [Planning Commission Rules of Procedure](#)

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해당 (언어)로 이 서류의 정보를 요청하려면, 타이틀 VI 코디네이터 타이틀 VI 코디네이터.
에게titleviordinator@kirklandwa.gov 또는 425-587-3831로 연락하십시오.

Vietnamese:

Để yêu cầu thông tin từ tài liệu này bằng Tiếng Việt, vui lòng liên hệ với Điều Phối Viên Tiêu Đề VI theo địa chỉ titleviordinator@kirklandwa.gov hoặc theo số 425-587-3831.

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

MEMORANDUM

To: Planning Commission

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

Date: February 18, 2026

Subject: **Briefing on State-Mandated Parking Code Requirements, CAM26-00009**

RECOMMENDATION:

Staff recommends that Planning Commission (PC) receives a briefing on the early implementation of the State-mandated reduced parking minimum requirements, along with consideration to eliminate Station Area parking minimums as an economic development strategy and to add an allowance for existing commercial spaces to expand without triggering parking requirements. PC should consider and discuss staff's options and City Council's feedback for the project ahead of a public hearing on the code amendments tentatively scheduled for March 2026.

EXECUTIVE SUMMARY:

- This memorandum describes early 2026 implementation for the State-mandated parking requirements in Senate Bill 5184 (SB 5184) that must be in place by January 27, 2027.
- Minimum parking regulations are a regulatory tool that establishes a predetermined number of parking spaces per unit or gross floor area for various land uses and is intended to ensure that sufficient parking is provided on-site to meet peak parking demand for the use.
- The Washington State Legislature found that parking requirements increase housing costs, discourage walking, biking, and transit usage, and promote reliance on automobiles. Minimum parking requirements can be significant financial and logistical hurdles for businesses that are locating, relocating, or expanding in Kirkland.
- SB 5184 limits the number of parking spaces that cities can require for both residential and commercial uses, setting them significantly lower than what is required by current regulations in Kirkland. Early implementation could be an economic development tool.
- Staff briefed Council on this project on February 17, 2026, and presented the following project scope options:
 - Early 2026 minimum compliance with SB 5184;
 - Compliance with SB 5184 plus consider no parking minimums for the Station Area;
 - Add an allowance to either of the first two options for existing commercial spaces to expand without being required to provide on-site parking for the expansion.
- Council was supportive of early 2026 minimum compliance, considering no parking minimums for the Station Area, and for adding the expansion allowance to commercial

spaces.

- Staff is providing an opportunity for Planning Commission discussion on the project ahead of a public hearing.

BACKGROUND:

Minimum parking requirements are a regulatory tool that establishes a predetermined number of parking spaces per unit or gross floor area or various land uses. The historic intent of these regulations is to ensure that sufficient parking is provided on-site to meet the peak parking demand for the use. However, some minimum parking requirements have been set based on outdated parking demand data and do not accurately represent the parking demand for the specific use. Over time, these regulations have contributed to the building of unnecessarily large parking lots in some areas of the city that take up valuable space, have detrimental environmental impacts, and create suburban sprawl.

Minimum parking requirements, if incorrectly calculated, also add significant cost on new housing projects. Requiring excessive on-site parking reduces the amount of buildable area available for housing units, increasing development costs. Structured parking, in particular, can cost \$60,000 or more per parking space, a cost that is ultimately passed down to the owner or renter.

Although many businesses place a high value on convenient parking, Kirkland's current minimum parking requirements can negatively impact many businesses and commercial uses. When new businesses look to move into an existing tenant space, the required parking for the new use is sometimes higher than what was previously required, even if the building and site remain unchanged. This can trigger costly parking upgrades or make it infeasible for businesses to locate in otherwise suitable spaces. Many Kirkland businesses have encountered challenges meeting minimum parking requirements when establishing their initial location, relocating, or expanding, adding cost and complexity to their projects, or preventing them altogether. In parts of Downtown Kirkland, this problem was partially addressed through a recent code amendment that exempts change of use permits from having to provide additional parking. However, businesses that add new space to existing buildings still struggle to provide sufficient parking in the constrained urban fabric of Downtown. Early implementation of the new state minimum parking requirements described below can help address these issues.

Having appropriate parking minimums does lower the risk that some developments or uses may not provide sufficient on-site parking to meet demand. Too few parking spaces can result in spillover parking in the surrounding streets and increased walking distances between where people park and their destination. Some of the impacts associated with the lack of on-site parking can be at least partially mitigated through better management of on-street parking spaces (e.g., paid parking or permit parking programs). These programs would require City investments in parking management systems and may not be supported by some businesses, residents and visitors.

State Requirements under Senate Bill 5184

In May 2025, Washington State passed Senate Bill 5184 (SB 5184) to limit the on-site parking spaces that cities with more than 30,000 people may require for commercial and residential uses.¹ Cities with a population of over 50,000 must implement the requirements of SB 5184 by January

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

27, 2027. The requirements of SB 5184 have been codified as RCW 35A.21.445.³

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 restrictive blanket parking regulations.³ 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 (i.e., sets a cap on local parking minimums).

Kirkland's Existing Parking Regulations and Economic Development

Kirkland's existing parking regulations set a minimum number of parking spaces required to be provided on a project site based on the zoning district, the land use, the number of 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.

Other code requirements are based on Kirkland's existing parking regulations. For instance, the required number and design of Americans with Disabilities Act (ADA) parking spaces is determined by the Building Code, which sets the required quantity based on the number of total parking spaces actually *provided* (not required) on-site. The required number of bicycle parking spaces is based on the number of motor vehicle parking spaces *required* under current code.

Kirkland has also historically allowed developers to request reductions to the amount of code-required parking. The code currently allows applicants to pursue parking reductions if they have data that supports a lower parking supply than would be otherwise required. The City regularly approves these parking modification requests, with change of use projects being the most common development type requesting modifications. Attachment 1 includes examples of recently approved parking modifications, showing the number of spaces required, the approved modified number of spaces, and the number of spaces that would be required under SB 5184. These modifications will be significantly reduced in number when the City adopts the parking rates under SB 5184. It should be noted that parking modifications require a public process and can be very expensive and time-consuming for project applicants – requiring a professionally prepared parking report and sometimes months of review and revision time.

Most of the parking regulations in the Kirkland Zoning Code (KZC) date back to at least the 1980s and assume an urban environment that is very different than Kirkland's current environment. Since these parking regulations were established, Kirkland has grown into a larger and denser city better served by transit and bicycle infrastructure.

Kirkland did, however, update some parking regulations more recently. The parking regulations for multi-family housing were updated in 2015 based on King County's Right Size Parking (RSP) calculator, which was developed using countywide parking data. Kirkland took a conservative approach to the multi-family parking amendments and developed the rates based on the RSP calculations but then added a 15% buffer plus a 10% guest parking. Thus, these amendments did not greatly reduce parking minimums for multi-family housing.

More recently, for some uses and in certain zones, Council have opted to implement either lower parking rates or to adopt the parking rates under SB 5184 early. For example, the Station Area parking requirements are lower than in other areas of the City, but they still aren't

³ <https://app.leg.wa.gov/RCW/default.aspx?cite=35A.21.445>

compliant with SB 5184 requirements. For middle housing, co-living housing, and the Juanita community-initiated amendment request (CAR) locations, Council decided to adopt the SB 5184 parking regulations. And as noted above, the City adopted a recent code amendment that exempts change of use permits in parts of Downtown from having to provide additional parking. However, businesses that add new space to existing buildings still struggle to provide sufficient parking in the constrained urban fabric of Downtown.

Kirkland's existing parking regulations (except for middle housing, co-living housing, and the Juanita CAR locations) do not comply with SB 5184, in that they require more parking than the State will allow a local jurisdiction to require. Thus, these noncompliant regulations will need to be amended by the State deadline of January 27, 2027.

DISCUSSION/ANALYSIS:

Staff has conducted a gap analysis, included in Attachment 2, comparing Kirkland's existing parking regulations with the State-mandated requirements for minimum parking. The gap analysis includes both the requirements under SB 5184 and the parking requirements in HB 1491.

Below is a summary of the State requirements under SB 5184:

- Cities may not require more than one parking space per single-family home over 1,200 square feet.
- Cities may not require more than 0.5 parking space per multifamily unit over 1,200 square feet.
- Cities may not require more than two parking spaces per 1,000 square feet for commercial uses.
- Cities may not require *any* minimum parking for:
 - Residences under 1,200 square feet (applies to all housing types)
 - Commercial spaces under 3,000 square feet
 - Affordable housing units
 - Senior housing
 - Licensed child-care centers
 - Ground level nonresidential spaces in mixed-use buildings (i.e., ground-floor commercial)
 - A change of use from nonresidential to residential (i.e., when an existing building is converted to a residential use)
 - A change of use to a commercial use (i.e., when an existing building is converted to a commercial use)

Additionally, SB 5184 states that these limitations do not apply to requirements for ADA parking spaces, that cities may have additional parking requirements for religious organizations and carpools, and that cities may require temporary or time-restricted parking (e.g. require loading or pick-up/drop-off parking spaces for certain uses, such as daycare and schools).

There is an option in SB 5184 for cities to submit a request for a variance from the State requirements to the Department of Commerce if compliance “would be hazardous to the life, health, and safety of residents as confirmed by a building official or fire marshal, or their designees.”⁵ Staff has conducted research into this and does not believe the City has a compelling case to pursue this variance, which is consistent with the approach of Kirkland's neighboring cities as they are implementing these same State requirements.

⁵ <https://lawfilesexternal.wa.gov/biennium/2025-26/Pdf/Bills/Session%20Laws/Senate/5184-S.SL.pdf?q=20260121160858>

Kirkland's current parking minimums are set significantly higher than what SB 5184 allows, so there will be a substantial change to the parking regulations. Attachment 3 includes a table with examples of various projects, showing the number of parking spaces required under current regulations, the number provided, and the number that would be required under SB 5184. The table highlights the stark difference between existing regulations and the SB 5184 standards.

Station Area Plan Parking Minimums

The 2025-2026 City Work Program includes the initiative to “*catalyze redevelopment of the Station Area to accomplish the objectives of the NE 85th Station Area Plan to create a thriving mixed-use district with sustainable buildings, park amenities, plentiful affordable housing, family wage jobs, and commercial and retail services.*” The Council will discuss potential actions to accomplish this initiative at the February 27 Council retreat. One significant action for consideration is the elimination of parking minimums within the Station Area Plan boundaries. Although the existing parking minimums within the Station Area are already lower than in other parts of the City, developers have indicated that they still present a hurdle to redevelopment. Eliminating parking minimums could incentivize development by removing the added costs associated with meeting minimum parking requirements and would encourage the use of the transit and multimodal transportation options planned for the area. This is included as Option 2 in the Early Implementation Project Scope Options section below.

Early Implementation Project Scope Options

Staff has identified three scope options for this project:

- 1) *Option 1: Early minimum compliance with SB 5184*
Amend the KZC as soon as possible in 2026 to comply with the minimum requirements of SB 5184. This would involve removing the parking regulations from each zone's use development standards chart and creating a new section to contain the parking minimums pulled from SB 5184 in one consolidated place applicable to all zones. At a minimum, regulations for bicycle parking would need to be created and decoupled from the vehicle parking requirements. This option would significantly reduce the parking requirements for all uses in all zones but would not set limitations on the number of parking spaces that applicants *can* provide.
- 2) *Option 2: Early SB 5184 compliance (i.e., Option 1) plus eliminate Station Area parking requirements*
Amend the KZC to comply with the minimum requirements of SB 5184 in 2026, plus eliminate parking minimums in the Station Area for all land uses to support the City Work Program Initiative of catalyzing the Station Area.
- 3) *Option 3: Add an allowance to either of the first two options for existing commercial spaces to expand without being required to provide on-site parking for the expansion.*
The expansion allowance could be limited to a percentage of an existing building's floor area or a specific square footage allowance.

If Option 2 is pursued, the City would remove all parking minimums within the Station Area Plan boundaries entirely from the Zoning Code to allow the market to determine the number of parking spaces provided on-site. This option would simply remove the parking minimums and would not ban parking or limit the number of spaces that a project can provide. This option is

also in direct alignment with the Comprehensive Plan policy LU-3.6 (see Comprehensive Plan Policy Alignment section below).

If Option 3 is pursued in conjunction with either Option 1 or Option 2, there would be more flexibility for new or relocating businesses to expand their floor space to better suit their needs, which has been an issue for some businesses, particularly in the Central Business District.

With any of the three options, staff could explore mitigation options for parking supply in the right-of-way. Options could include permit parking and/or time-restricted parking in parts of the City with increased demand for on-street parking.

Comparative City Approaches

Below is a non-comprehensive list of the cities in Washington that have updated their parking regulations or are in the progress of updating them in the context of the State parking requirements:

City	Status of Parking Regulations
Bellingham	Interim ordinance in place until July 2026 that eliminates parking requirements and allows the City to evaluate the effects of the ordinance and collect feedback from the community. After the interim ordinance expires, the City will develop a permanent version considering the results of the interim ordinance.
Bellevue	Council has directed staff to explore the option of eliminating parking requirements.
Bothell	Eliminated parking requirements in July 2025.
Bremerton	Eliminated parking requirements in June 2025.
Port Townsend	Eliminated parking requirements in March 2024.
Redmond	Reformed parking requirements to lower parking minimums with the comprehensive plan update and have parking maximums established for non-low density uses. Redmond is planning to pursue minimum compliance with SB 5184.
Shoreline	Eliminated parking requirements in August 2025.
Spokane	Eliminated parking requirements in August 2024.

Continued Research

Staff has identified key areas that will likely require code amendments for the three project scope options. These areas include ADA parking, bicycle parking, EV charging parking spaces, affordable housing parking, temporary or time-restricted parking requirements, availability and impacts to street parking, and the allowances and parking requirements for changes of use with gross floor area expansion.

Some of these code amendments (i.e. bicycle parking) could be adopted as part of early implementation, while others may need additional time for research and analysis (see the Adopt Early Action Ordinance section below).

Comprehensive Plan Policy Alignment

The adopted 2044 Comprehensive Plan includes policies related to parking minimum regulations. Below are the key policies that staff has identified to be relevant to this project.

LU-3.6 Pursue reducing or removing minimum vehicle parking requirements in and near Urban Growth Centers and neighborhood centers; and for residential uses, including low-density, middle-housing, and stacked dwelling unit housing types.

LU-5.8 Identify and remove regulatory barriers to development in the City's Center Mixed Use areas including, but not limited to: reducing or eliminating minimum parking requirements, removing land aggregation or minimum parcel size requirements, increasing nearby housing densities, and removing minimum lot size per housing unit requirements.

Adopt Early Action Ordinance

If project scope Options 1 or 2 are pursued for early SB 5184 implementation, staff could draft an ordinance to implement the SB 5184 parking requirements immediately with the caveat that additional text amendments and clean-up to the Zoning Code would occur after adoption. This approach would provide the quickest outcome to comply with SB 5184, by adopting new parking standards intended to replace the existing standards citywide (including with the option to eliminate parking minimums in the Station Area to catalyze development). Thereafter, staff would engage in extensive efforts to ensure that the code accurately reflects the early implementation ordinance, consisting primarily of removing the existing parking standards from numerous individual use zone chapters in the KZC, and would return to Council with a follow-up ordinance to provide clear legislative history and documented code changes. There is also additional research to be done on the topics noted in the Continued Research section of this memo, which will all take time for staff to complete. Moving forward with this approach would implement the lower parking standards as soon as possible, while providing more time for code clean-up efforts.

Project Timeline and Public Outreach

The public outreach plan and timeline for this project will depend on the project scope of interest and the desired schedule for implementation. Outreach will include a project webpage with information, meeting dates, and resources for interested parties; information shared in the *This Week in Kirkland* newsletter; distribution of project updates to the development services email list to keep those stakeholders informed, and the normal Planning Commission and Council meeting processes.

City Council Feedback:

Staff briefed Council on this project on February 17, 2026.⁷ Council expressed support for early implementation of SB 5184 to support businesses and catalyze development. A majority of Council supported project scope Option 2 to eliminate parking minimums in the Station Area to help attract development. One councilmember expressed interest in eliminating parking minimums in select areas of the Station Area rather than applying the change district-wide. All councilmembers supported adding Option 3, to allow for commercial spaces to expand without triggering additional parking requirements.

⁷ https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2026/february-17-2026/3b_study-session.pdf

Council also expressed support for the Early Action Ordinance timeline to implement these lower parking standards citywide as soon as possible, with Zoning Code amendments to clean up the necessary code sections to follow at a later date. Council did not have feedback on the public outreach plan, and staff is moving forward with a limited outreach scope that consists primarily of informing the community of the project via existing channels.

NEXT STEPS:

Staff will draft the Early Action Ordinance to implement the SB 5184 minimum parking levels, remove parking minimums in all or part of the Station Area, and add an allowance for commercial space expansion without triggering parking requirements.

Staff will bring this draft ordinance to Planning Commission for a public hearing on March 12, 2026, and then to Council for adoption in April 2026. Thereafter, staff will continue the research on the topics listed in the Continued Research section and draft the KZC amendments for clean up and consistency with the Early Action Ordinance. These “clean up” KZC amendments will require a separate Planning Commission public hearing.

ATTACHMENTS:

Attachment 1 – Approved Parking Modifications Table

Attachment 2 – Gap Analysis

Attachment 3 – Example Projects Parking Comparison Table

Attachment 1 - Approved Parking Modifications

Attachment #1

Approved Parking Modifications						
Project name	Neighborhood	Land use	Minimum required parking under current regulations	Approved modified parking requirements based on parking study	Minimum parking requirements under SB 5184	
Foundry at Totem Lake	Totem Lake	Mixed use residential and commercial	726 spaces	686 spaces	8 spaces	
Livewell Animal Hospital	Everest	Veterinary Office	21 spaces	15 spaces	15 spaces/ No change	
Common Spirit Health	Everest	Medical & General Office	220 spaces	171 spaces	108 spaces	
Gentle Dental	Juanita	Medical office and retail	94 spaces	82 spaces	82 spaces/No change	
Modera at Bridle Trails	Bridle Trails	Mixed use residential and commercial	558 spaces	401 spaces	42 spaces	
UW Medicine	Moss Bay	Medical Office	103 spaces	78 spaces	78 spaces/No change	

Attachment #2

State Parking Requirements Implementation Gap Analysis

Gap analysis that identifies the Zoning Code chapters and that will need to be amended to comply with Senate Bill 5184*

Topic	Section	State Requirements	Existing Regulations Analysis
Residential parking	RCW 35A.21.445(1)	A city may not require more than one parking space per single-family home.	Does not comply. The parking requirement for single-family homes is a minimum of 2 spaces. These regulations will need to be amended to comply.
		A city may not require more than 0.5 parking space per multifamily unit. Guest parking is included in this calculation.	Does not comply, except for middle housing, co-living housing, and Juanita CARs. The parking requirements for multi-family units in most areas are: <ul style="list-style-type: none"> - 1.2 per studio unit - 1.3 per 1-bedroom unit - 1.6 per 2-bedroom unit - 1.8 per 3 or more-bedroom unit Plus, an additional 10% of the total parking spaces for guests. The parking regulations for the non-middle and co-living and multi-family housing uses will need to be amended to comply.
Commercial parking	RCW 35A.21.445 (2)	A city may not require more than two parking spaces per 1,000 square feet of commercial space.	Does not comply. The parking requirement for commercial uses is 1 space per 100-300 square feet, depending on the specific use. The commercial parking regulations will need to be amended to comply.
No minimum parking	RCW 35A.21.445(3)	A city may not require any minimum parking for: <ol style="list-style-type: none"> 1) Residences under 1,200 square feet; 	Does not comply. Middle housing and co-living housing regulations do comply, but the other residential uses will need to be updated to comply.
		<ol style="list-style-type: none"> 2) Commercial spaces under 3,000 square feet; 	Does not comply. Current code does not have parking exemptions for smaller commercial spaces.

Topic	Section	State Requirements	Existing Regulations Analysis
		3) Affordable housing;	Does not comply. Except for middle and co-living housing regulations, current code does not have parking exemptions for affordable housing.
		4) Senior housing;	Does not comply. Current code sets lower parking rates for Assisted Living Facilities than for other residential units but does not exempt them from parking requirements.
		5) Licensed child care centers	Does not comply. Current code determines required parking on a case-by-case basis, pursuant to KZC 105.25.
		6) Ground level nonresidential spaces in mixed-use buildings;	Does not comply. Current code applies parking minimums for each use regardless of its configuration.
		7) A change of use from nonresidential to residential	Does not comply. Current code applies the parking minimums to residential uses regardless of new or change of use.
		8) A change of use for a commercial use	Does not comply. Current code applies parking minimums to all commercial uses regardless of new or change of use.
ADA parking	RCW 35A.21.445(5) and Building Code	These regulations do not apply to requirements for ADA parking spaces.	Complies but could be updated. Currently, ADA parking requirements are included in the Building Code review of projects, which ties the required ADA parking spaces to the number of parking spaces provided. The State requirements could result in less ADA parking being provided.
Religious organizations and carpool parking	RCW 35A.21.445(7)	Cities may have additional parking requirements for religious organizations and carpools.	Complies but could be updated. Existing code sets the parking standards at 1 for every 4 people based on occupancy load for religious organizations. Existing code does not set standards for carpool parking.
Temporary and time-restricted parking	RCW 35A.21.445(8)	Cities are not prohibited from requiring temporary or time-restricted parking.	Complies but could be updated. Existing code has requirements for temporary parking to be provided on-site for daycares and schools for pick-up and drop-off. These regulations can

Topic	Section	State Requirements	Existing Regulations Analysis
			remain in place and/or be expanded to include other uses.
Bicycle Parking		The State does not have requirements for bicycle parking.	<p>Complies but could be updated. Existing code ties the number of bicycle parking spaces required to the number of vehicle parking spaces required. Therefore, unless updated, the required bicycle spaces would be significantly reduced under compliance with SB 5184.</p>

**Cities may submit a request for a variance from the SB 5184 requirements if a building official or fire marshal confirm that compliance would be hazardous to the life, health, and safety of residents.*

Attachment 3 - Example Projects Parking Comparison Table


Attachment #3

Example Projects Parking Comparison Table						
Project name	Land use	Commercial space footprint proposed	Number of residential units proposed	Market determined provided parking on-site	Minimum parking required under existing regulations	Minimum parking requirements under SB 5184
Village at Totem Lake	Mixed Use	354,799	851	2793 spaces	2609 spaces	74 spaces
Jade Residences	Residential Condos	0	136	169 spaces	155 spaces	3 spaces
Tremblay & Whitten SFR + ADUs	SFR, DADU and AADU	0	3	3 spaces	2 spaces	1 space
Isola Highland	Attached Dwelling Units	0	8	16 spaces	12 spaces	4 spaces
Google Building E	Office	136,678	0	485 spaces	456 spaces	274 spaces
Taco Truck Site	3-Story Office Building	8,752	0	28 spaces	28 spaces	18 spaces
Stone Short Plat	4 Detached Dwelling Units	0	4	16 spaces	8 spaces	4 spaces
Central Peak	Mixed Use	3,706	26	74 spaces	71 spaces	11 spaces
Voda Apartments Boardwalk	Mixed Use	13,206	128	220 spaces	220 spaces	0 spaces
Apartments	Mixed Use	19,795	171	315 spaces	312 spaces	7 spaces


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 PLANNING DEPARTMENT ITEMS ONLY. CHECK WITH OTHER DEPARTMENTS FOR THEIR MEETING AGENDA ITEMS.**

City of Kirkland - Planning & Building Department - Public Meeting Calendar				
Regular Meeting Times Unless Otherwise Noted:				
City Council: Study Session 5:30 PM; Regular Meeting 7:30 PM (1st & 3rd Tuesday)	City Council Webpage	(H) = Hearing		
Planning Commission: 6:00 PM (2nd & 4th Thursday)	Planning Commission Webpage			
Hearing Examiner: 10:00 AM (1st & 3rd Thursday)	Hearing Examiner Webpage	(S) = Study Session		
Design Review Board: 7:00 PM (1st & 3rd Monday)	Design Review Board Webpage			
March		2026		Last Updated: 2/19/26 2:09 PM
MEETING LOCATION: HYBRID VIA ZOOM (UNLESS NOTED OTHERWISE)				
Monday	Tuesday	Wednesday	Thursday	Friday
2 Design Review Board 7:00 PM MEETING CANCELLED	3 City Council 7:30 PM State of the Urban Forest/UF Management Plan Update Kickoff (AH) Planning Work Program Update (SS) (AZ/AW)	4	5 Hearing Examiner 10:00 AM	6
9	10	11	12 Planning Commission 6:00 PM 2026-2028 Planning Work Program Update (AZ/AW) *Tentative Admin: TG	13
16	17 City Council 7:30 PM Housing on Faith-Owned Land Briefing (SG) *Tentative Neighborhood Plan Amendment Request Briefing (LBL)	18	19 Hearing Examiner 10:00 AM	20
23	24	25	26 Planning Commission 6:00 PM Housing-on-Faith-Owned-Land- Briefing (SG) *Tentative	27
30	31			

**NOTE: This calendar is subject to change on a daily basis. It does not constitute legal notice.
 PLANNING DEPARTMENT ITEMS ONLY. CHECK WITH OTHER DEPARTMENTS FOR THEIR MEETING AGENDA ITEMS.**

City of Kirkland - Planning & Building Department - Public Meeting Calendar				
Regular Meeting Times Unless Otherwise Noted:				
City Council: Study Session 5:30 PM; Regular Meeting 7:30 PM (1st & 3rd Tuesday)	City Council Webpage			(H) = Hearing
Planning Commission: 6:00 PM (2nd & 4th Thursday)	Planning Commission Webpage			
Hearing Examiner: 10:00 AM (1st & 3rd Thursday)	Hearing Examiner Webpage			(S) = Study Session
Design Review Board: 7:00 PM (1st & 3rd Monday)	Design Review Board Webpage			
April		2026		Last Updated: 2/19/26 2:09 PM
MEETING LOCATION: HYBRID VIA ZOOM (UNLESS NOTED OTHERWISE)				
Monday	Tuesday	Wednesday	Thursday	Friday
		1 	2 Hearing Examiner 10:00 AM	3
6 Design Review Board 7:00 PM	7 City Council 7:30 PM 2026-2028 Planning Work Program Adoption (AZ/AW)	8	9 Planning Commission 6:00 PM Residential Lot Splitting (H) (SG)*Tentative Housing on Faith-Owned Land Briefing (SG) *Tentative	10
13	14	15	16 Hearing Examiner 10:00 AM	17
20 Design Review Board 7:00 PM	21 City Council 7:30 PM	22	23 Planning Commission 6:00 PM	24
27	28	29	30	

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 PLANNING DEPARTMENT ITEMS ONLY. CHECK WITH OTHER DEPARTMENTS FOR THEIR MEETING AGENDA ITEMS.

City of Kirkland - Planning & Building Department - Public Meeting Calendar				
Regular Meeting Times Unless Otherwise Noted:				
City Council: Study Session 5:30 PM; Regular Meeting 7:30 PM (1st & 3rd Tuesday)	City Council Webpage		(H) = Hearing	
Planning Commission: 6:00 PM (2nd & 4th Thursday)	Planning Commission Webpage			
Hearing Examiner: 9:30 AM (1st & 3rd Thursday)	Hearing Examiner Webpage		(S) = Study Session	
Design Review Board: 7:00 PM (1st & 3rd Monday)	Design Review Board Webpage			
June		2026		Last Updated: 2/19/26 2:09 PM
MEETING LOCATION: HYBRID VIA ZOOM (UNLESS NOTED OTHERWISE)				
Monday	Tuesday	Wednesday	Thursday	Friday
1 Design Review Board 7:00 PM	2 City Council 7:30 PM	3	4 Hearing Examiner 10:00 AM COM24-00201 - Monich (SS)	5
8	9	10	11 Planning Commission 6:00 PM	12
15 Design Review Board 7:00 PM	16 City Council 7:30 PM	17	18 Hearing Examiner 10:00 AM	19 JUNETEENTH HOLIDAY CITY HALL CLOSED 
22	23	24	25 Planning Commission 6:00 PM	26
29	30			