

To KAN Reps and Neighborhood Association Chairs and Co-Chairs –

Attached is your packet for the upcoming KAN meeting on Wednesday January 14, 7PM at the Peter Kirk Room at City Hall. We will begin the meeting at 7PM sharp and plan to be done by 9PM. You should have received the agenda yesterday from Kari and a copy is also in your binder. We have some very important topics on our agenda and so this memo and the related packet need your attention in advance of the meeting. **Please RSVP, thank you.**

Recent survey about items to post to the KAN website – This is not an agenda item but just a note to let you know the results. Thank you to everyone who participated. The majority wanted each of the items noted in the survey to be posted to the website – agenda and packet when available, and any items that become available at the meeting itself (powerpoints, speaker handouts, public comments provided in writing). This is in addition to the minutes which we are already determined to post in draft and in final form. One respondent suggested that perhaps someone on KAN could be responsible for uploading data onto the website and that is being explored.

7:00-7:05 Introductions and ratification of minutes – Since the minutes have already been circulated in draft and in revised form with no further comments received, this agenda item should now be a quick ratification at our meeting. *If you have any changes or corrections to the minutes, please let me know in advance of the meeting.*

7:05-7:45 Preliminary Downtown Parking Options and Next Steps – City Manager Kurt Triplett and Transportation Manager David Godfrey will lead this presentation. If you watched this week's City Council meeting, you would have seen the presentation and the Council discussion. If you didn't watch it, it would be worth your time to watch the meeting online to hear Dave's presentation and particularly the Council discussion. Please also watch the comments from the audience, there were 4 of us who made comments at the mike (none being pro or con so the 3 person limit was N/A). Your packet includes the Council packet data, a copy of Dave's slides, and a copy of various public comments which were submitted in writing. Please especially note the comments from the Market neighborhood which not only express thoughts about the recommendations but as you read back in the thread, you will learn more about the process background. Also note that I have asked, as has Mark Nelson, that KAN be one of the stakeholder groups for the next steps in public process with the consultant (or however it will be conducted).

7:45-8:00 CIP Accomplishments – Neighborhood Outreach Coordinator Christian Knight and Capital Projects Supervisor Rod Steitzer will lead this presentation. There are no packet materials as their slides were not ready yet; Christian will be sure that we have handouts at the meeting and also we will get an electronic copy out to you after the meeting (and then onto our website, as noted above).

8:00-8:10 Public Comments

8:10-8:35 Right Size Parking – The Planning Commission is recommending enactment of the proposal and it is now headed for the City Council. The info below and attached will assist in our discussion. As a group, we need to determine, at a minimum, the following at our meeting:

- Does KAN take a position on this proposal? If so, what is that position?
- Does KAN provide comments pro and con?
- How are our comments to be delivered? In writing, in person or both?
- Determine who will author the comments to be delivered and/or who will speak.
- When should those comments be offered? Early and often? Or more specific timing? See timetable for Council action noted below.

Our policies and procedures are a resource for this discussion so we will be adhering to that as part of this process.

The current schedule for City Council, per Jon Regala is:

January 20, 2015	City Council - Background on how multi-family parking is currently regulated
February 3, 2015	City Council - Study session on proposed amendments
February 17, 2015	City Council - Action on proposed amendments
March 2015	Houghton Community Council - Final action

Your packet includes the following items:

- Notes from our discussion from our September meeting
- Planning commission packet from the meeting where they approved their recommendation which includes the provisions that are moving forward to City Council.
- An addition/revision that was not included in their online packet and was brought to the planning commission by one of its members. The Staff had recommended against allowing the Downtown Transit reduction provisions for condo developments, and this amendment, as revised by one of the commissioners, was brought to the final meeting and approved as part of the proposal to refer to Council.
- Comments gathered since our September meeting by the Highlands Neighborhood (HNA).
- Letters of comment sent to the planning department that were not included in the online packet either because they arrived after the public hearing was closed or because they arrived after the Planning Commission's final action on the item.

I also want to let you know about an item that has come to our attention since the Planning Commission made their decision. As part of their decision and recommendation process, the Planning Commission reviewed data which was gathered from various multi-family sites in the City of Kirkland as to numbers of units, types of units, number of parking stalls and utilization. Early this week, it was discovered that there are likely discrepancies in the data that was compiled for the presentation to the Planning Commission. We do not know how those data items, if indeed inaccurate and if then corrected, would change the outcomes up, down or otherwise. Moreover, we do not know if re-work will be done or for that matter, if it would go back to the Planning Commission or directly to Council if re-work was done. The Planning Department is aware of the situation and is pursuing answers. To the best of my knowledge, we will know more by the time we meet on the 14th. Depending on what we learn, it seems appropriate to add one more question to the list above, namely, what does KAN recommend as next steps for this proposal and its process?

8:35-9:00 Liaison Reports and Hot Topics – Included in your packet are some items for your reference including an update from Mark Nelson about the LWSD Redistricting, a reminder about the upcoming CERT enrollment, and a copy of the Planning Commission retreat materials.

Totem Lake Update – not on our agenda specifically but there is a light at the end of this tunnel as the mall property is likely to be acquired next week by Centercal www.centercal.com. Representatives made a presentation at City Council earlier this week and they have been invited to our February meeting (we are awaiting confirmation at this time). If you watch the Council meeting, be sure to listen to Councilmember Arnold's question about the ARC siting and a very encouraging answer that was received!

Questions? Let me know. See you on the 14th!

Bea



Please consider the environment before printing this e-mail or attachments.



Kirkland Alliance of Neighborhoods Meeting

January 14, 2015 at 7:00 p.m.
New Location: Peter Kirk Room, City Hall
 123 Fifth Avenue
 (South entrance, Lower level)

AGENDA

7:00-7:05 Introductions and ratification of December meeting minutes

7:05-7:45 Preliminary Downtown Parking Options and Next Steps (with Q/A)

- Kurt Triplett, City Manager
- David Godfrey, Transportation Manager

7:45-8:00 2014 CIP Accomplishments

- Christian Knight, Neighborhood Outreach Coordinator
- Rod Steitzer, Capital Projects Supervisor

8:00-8:10 Public Comments

8:10-8:35 Right Size Parking

- Discussion and determine response for City Council consideration

8:35-9:00 Liaison Reports and Hot Topics

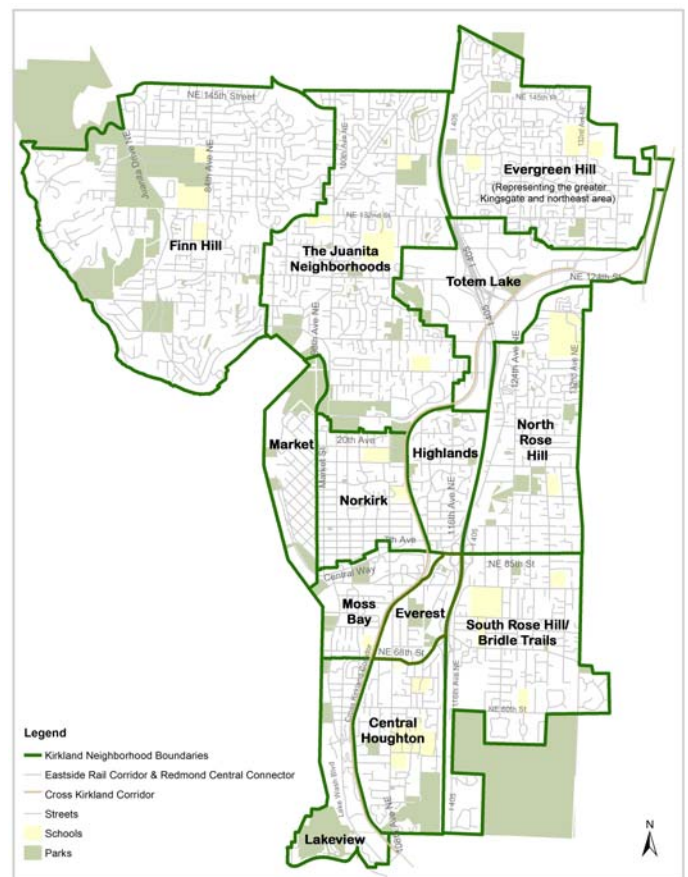
- Neighborhood Leaders
- Kari Page, Neighborhood Outreach Coordinator
 - CKC Update & Celebration
 - Neighborhood Safety Program Update
 - Neighborhood Safety Panel

Upcoming Agenda Items:

- Aquatics Recreation Community Center Project
- Planning Commission joint meeting TBD
- Fall Food Drive Committee Lead/Planning

Upcoming Events/Deadlines:

- KAN Communication Workshop, January 29, 2015 in Peter Kirk Room (City Hall)
- Neighborhood Safety Program Application Workshop, January 22, 2015 in Peter Kirk Room (City Hall)
- 2013/14 Neighborhood Matching Grant Final Report deadline, January 31, 2015
- 2015/16 Neighborhood Matching Grant Application deadline, January 31, 2015
- Neighborhood Safety Program applications due February 9, 2015
- KAN State of the City with Mayor Walen and City Manager, Kurt Triplett, February 25, 2015 in Peter Kirk Room



The Kirkland Alliance of Neighborhoods (KAN) is a coalition of the City's Neighborhood Associations. KAN fosters communication and awareness of issues affecting the neighborhoods among the Neighborhood Associations, the City and appropriate entities. KAN is an effective, collegial voice for the neighborhoods and a valued resource for the City.

KAN Meeting Minutes

12/10/2014

Peter Kirk room, City Hall

7-9:15 pm

Neighborhood Reps Attending:

Central Houghton – Lisa McConnell (KAN Co-Chair), Brian Staples (Chair)

Everest – None

Evergreen Hill – Johanna Palmer

Finn Hill Neighborhood Alliance – Jon Pascal

Highlands – Karen Story (Chair) (KAN Secretary)

Juanita Neighborhoods - Doug Rough (Co-Chair), Karen Lightfeldt

Lakeview Neighborhood - – Chuck Pilcher (Co-Chair)

Market – Dawn Morse (Chair), Mark Nelson

Moss Bay – Bea Nahon (KAN Co-Chair)

Norkirk – Janet Pruitt (Chair), Karen Edgerton

North Rose Hill – Margaret Carnegie

South Rose Hill/Bridle Trails – Don Samdahl

Totem Lake – none

Park Board Attending:

Adam White (Chair)

Kevin Quille (Vice-Chair)

Ted Marx

Rosalie Wessels

Sue Contreras

Sue Keller

City Staff Attending:

Kari Page, Neighborhood Outreach Coordinator

Jennifer Schroder, Director, Parks and Community Services

Michael Cogle, Deputy Director, Parks and Community Services

Jason Filan, Operation Manager, Parks and Community Services

Cheryl Harmon, Administrative Assistant, Parks and Community Services

Linda Murphy, Recreation Manager

(Kari Page was at the entire KAN meeting, the others were with us solely for the joint meeting portion)

Elected officials present (for Joint Study Session portion of meeting):

Mayor Amy Walen

Councilmember Shelley Kloba

Co-Chair Lisa McConnell convened the meeting at 7 pm.

Joint Study Session with Park Board Regarding Aquatic & Recreation Center (ARC)

Park Board Chair Adam White asked everyone at the table to introduce themselves and stated that the meeting was being recorded.

Jenny Schroder provided background information about the ARC planning process. Her slides will be provided via email. The ARC Concept Plan is also available in the KAN packet.

We then discussed the following three topics:

Facility Components (refer to slides for a list of proposed components)

- We asked about the cost of building the pool alone, without the other rec center components. Jenny didn't know the exact amounts, but said the pool has the highest construction cost of any of the components.
- If we build the pool and rec center separately, each would require a smaller footprint. However, Jenny said they have to be together to be financially viable. Council has stated that they want the ARC to be self-supporting. A pool alone would require ongoing subsidy. Also, two separate buildings would require extra staff support. However, the actual costs of separate facilities are not available, and Ted suggested that these costs should be calculated.

Site Criteria (refer to slides for a list of proposed siting criteria)

- Doug suggested adding two items to the site criteria: traffic impacts, and what would be lost (such as open space, if the ARC were built at Juanita Beach Park).
- Mark Nelson suggested that Peter Kirk Park be considered, because he feels the space is underutilized. Jenny says that site has been looked at and ruled out.
- Someone asked why KAN was not involved sooner in the ARC planning process. Jenny apologized for not doing so, but said we would be more included "going forward."
- If anyone has site ideas they can send them to Jenny and cc the Park Board: parkboard@kirklandwa.gov.
- The city has approached the Totem Lake mall owners about using some of that property.
- The city originally hoped to use city property because the cost of purchasing the needed 7-8 acres could be quite high. However, they are now looking at possible sites to purchase.
- Chuck suggested that the city consider a property swap.
- Could the ARC be co-located with the new fire station? This is being considered.
- Could we use school district property? They do not have enough for their own needs.
- What are local school districts contributing? If their bonds had passed (they did not), LWSD would have contributed capital funds. Schools will pay for their use of the facility.
- Bea suggested that the site criteria be weighted, since some are necessary and others are not as critical. The weighting should be reflective of "must have" vs "want to have" vs "nice to have."
- Bea stated that the first place to discuss a possible site should be with that neighborhood's association. Early collaboration could avoid later snags in the process.
- Karen Edgerton suggested that the Cross Kirkland Corridor (CKC) "Active Zone" (light industrial zone along 120th Ave NE) be considered, due to its proximity to the CKC.
- Karen Lightfeldt asked why the city could ignore the existing Juanita Beach Park master plan and Jenny responded that it's allowable to revisit a master plan and potentially make changes to it.

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Outreach

Current proposed outreach methods include direct mail to all Kirkland residents, local media, an online “virtual” open house, and presentations to neighborhoods and other groups.

- The ARC website and listserv link are at www.kirklandwa.gov/kirklandarc.
- Be sure to send information to KAN for distribution to the neighborhoods.
- 3D visuals are very important to help people visualize how a proposed site would be impacted.
- There is one Park Board member assigned to each neighborhood to attend neighborhood meetings. A list will be sent out to us under separate cover.

Adam, Lisa and Bea thanked everyone for their participation.

KAN will follow up on our discussion of the ARC at our February meeting.

At 8:00 PM, the joint meeting was concluded and the Park Board continued their meeting in Council Chambers, while KAN continued in the Peter Kirk Room.

Neighborhood Services Report, Kari Page, Neighborhood Outreach Coordinator

- Neighborhood Safety Program: Top two project “Priority and Scope” forms are due by Dec. 15. Note that these are not full proposals. The two projects together should not total more than \$50,000.
- **2015-16 grant applications and 2013-14 final reports are due January 31.**
- The Park Lane contract has been awarded. Construction will begin in January 2015 and will be substantially complete by May 2015.
- NE 85th St. sidewalk construction will begin after late January.
- The Cross Kirkland Corridor “might” be done by the end of December. However, this is a tough time of year to pour sidewalks.
- NE 124th St. track removal will probably be done by the city (rather than by the CKC contractor), and at night.
- The CKC contractor will pay daily fines to the city if they are late completing their contract.
- Kari will send monthly Capital Improvement Project (CIP) “hotsheets” to KAN.
- City Council approved a 30% neighborhood grant increase for the 2015-2016 biennium. See the KAN packet for exact dollar amounts.

Marijuana Regulations Code Amendments, Eric Shields, Director, Kirkland Department of Planning and Community Development

- See the KAN packet: “Summary of New Regulations for Marijuana Sales, Processing and Production (Codifies Existing Interim Regulations).”
- Eric explained where sales, processing, and production activities will be allowed.
- Eric is working on codifying the interim marijuana regulations to be adopted as permanent City of Kirkland code.
- Medical marijuana is currently not allowed in Kirkland.
- Odor control does not apply to private businesses such as “cannibuses” (which have been seen in Seattle).

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Neighborhood Comprehensive Plan Updates, Eric Shields, Director, Kirkland Department of Planning and Community Development

- All neighborhood associations with existing plans should have been contacted by a planner to schedule the finalizing of the interim updates that were started last year. Neighborhoods with new plans, or where multiple plans are being combined (Juanita), may take longer to finalize.
- Eric also provided us with a listing of Citizen Amendment Requests (CARs) as well as a schedule of the upcoming Planning Commission meetings regarding the interim updates and the CARs.
- Johanna asked that everyone drive by the new Toyota dealership at 13210 Northeast 124th Street to see its façade lighting at night. Neighborhoods may want to consider adding façade lighting restrictions to their list of comp plan criteria.

Public Comment

- Juanita resident Elaine Darling spoke in opposition to siting the ARC at Juanita Beach Park. She listed concerns about traffic, tree loss, and stream impacts, and handed out a letter from Ken Davidson and a memo with her own notes.
- Finn Hill resident Keith Dunbar spoke regarding the ARC:
 - Private land is preferable; park land is too valuable and should be preserved
 - The ARC should be sized for Kirkland's needs, and not regional needs
 - The Issaquah Community Center is a good example of what Kirkland could build
 - Fees should be less for Kirkland residents
 - Lake Washington School District must chip in construction capital and operating costs
 - He noted that he would follow up in writing with his notes

KAN Business

- Approval of minutes. We agreed to the following process:
 - KAN reps will have three days to submit corrections to the minutes, after which they will be posted on the KAN website as "draft."
 - The minutes will be ratified at the following KAN meeting and re-posted on the KAN website as final minutes.
- Neighborhood Communications Workshop. Karen Story will take the lead in organizing a workshop for neighborhoods to share ideas and questions regarding neighborhood communication methods.

Liaison Reports

Planning Commission (Bea)

The commission discussed their public hearing process and planned for their retreat. Lisa will be attending this week's meeting regarding Parkplace and Bea will be attending the retreat next week.

Miscellaneous

- Lisa asked each neighborhood to share any issues they are currently dealing with.
 - Lakeview, Market, Highlands: Crime is an issue, especially car prowls. Police Dept. data indicate that the rate is no higher than usual for this time of year. We need to remind our neighborhoods to remove valuables and lock cars. Crime spikes during the holidays.

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- o Evergreen Hill: The new Justice Center has a great conference room.
- o Juanita: The city has not removed lingering graffiti (on private property) so the neighborhood is working with the city to organize a citizen graffiti squad.
- o Finn Hill: Focusing on neighborhood comprehensive plan.
- o Norkirk: Requests that a council member attend each neighborhood association meeting to provide valuable council perspective and to answer questions. Karen Edgerton will email council to request this.
- o SRHBT/NRH: NE 85th construction is foremost in their minds.
- o Moss Bay: Parkplace redevelopment and the Antique Mall sale are the big projects they're keeping an eye on.
- Neighborhood Centers
 - o Lisa stated that CHNA (Houghton neighborhood) plans in 2015 to have joint meetings with Lakeview, Everest, and Moss Bay in order to get all neighborhoods "up to speed" on the issue of the Houghton-Everest Neighborhood Center before they meet with the City in 2016 to address this issue. She encouraged all neighborhoods to have joint meetings on any issues that cross neighborhood boundaries.
 - o Chuck suggested that all neighborhoods with neighborhood centers come together as a group because they will all face the same issues.

January 14 Agenda

- Downtown Parking Study (Kurt Triplett and possibly David Godfrey)
 - o Bea noted that the City Council will first have this at their January 6 meeting
 - o Mark Nelson suggested that KAN members give Kurt their perspective on existing Kirkland parking, i.e., allow more time for discussion as compared to presentation.
- Right Size Parking
 - o It was noted that this was moved from our December agenda to the January agenda because City Council had also moved the topic to their January 20 meeting.
 - o **Reminder to come prepared to present your neighborhood's input about Right Size Parking**
- Capital Projects overview (Christian Knight and Rod Steitzer)

State of the City Address will be February 25. Location tbd. Save the date!

Meeting adjourned 9:14.



CITY OF KIRKLAND

Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

www.kirklandwa.gov

Council Meeting: 01/06/2015

Agenda: New Business

Item #: 11. a.

MEMORANDUM

To: Kurt Triplett, City Manager

From: David Godfrey, P.E., Transportation Engineering Manager
Kathy Brown, Public Works Director

Date: December 11, 2014

Subject: DOWNTOWN PARKING STUDY

RECOMMENDATION:

It is recommended that City Council reviews and provides direction on the options developed in a draft downtown parking study. Also, it is recommended that Council provides direction on the public process for the study. A more complete set of questions that Council may wish to consider is presented at the end of this memo.

BACKGROUND DISCUSSION:

Introduction

The City of Kirkland has retained Rick Williams Consulting to develop a parking study that provides options for improving parking in downtown Kirkland. As other studies have determined, the Consultant found that parking in downtown Kirkland is almost 100% full during much of the day, particularly during the summer months.

The goal of the study is to develop options that make parking more available in downtown Kirkland. This goal can be accomplished through a combination of the following:

- **Increasing supply.** Example strategies include: building new parking lots; partnering with developers to build public parking; or providing more parking on-street.
- **Improving operations.** Examples of operational improvements include: creating a "brand" for easy recognition; improving wayfinding; expanding pay parking; upgrading the Library Garage; and implementing downloadable applications for paying by phone.

A draft of the Study, titled *City of Kirkland, WA Assessment of Downtown Parking Supply/Capacity, Technology and Solutions Draft Final Report*, hereafter referenced as the Draft Study, is included as Attachment 1. The Study has been intentionally left incomplete in order to solicit Council and public comments and suggestions prior to finalizing the document.

Options

A number of options have been developed and are shown in Tables 1 and 2 below and are on Page 4 and 5 of the draft report (Attachment 1). The options are listed in no particular order within their type and timing. Some options have two parts, A and B, referring to their timing, (with B coming after A). As described above, each option is characterized as "supply" or "operations." Further, options are identified for implementation in the near term or longer term. In order to help clarify the options, Table 3 shows them sorted by both type and timing so that options in the same time frame but of different types can be seen in one table.

Table 1. Summary of Supply options by time of implementation

Time	Option	Purpose	Relation to other Options	Cost ¹
Near term	1(A). Surface Lot South of City Hall. Finalize planning, costing and decision to implement new surface lot south of City Hall	Provide New parking supply. Also provides options for valet programs	May have to combine with paid employee parking elsewhere to generate demand.	Low
	2. (A) Add time limited parking on Lake Ave W Up to 45 stalls. Current permit zone becomes time limited stalls except by permit	Increase supply by allowing use of existing underutilized stalls. Targeted at providing customer parking	Increases supply for shorter term parking	Low
	2 (B) Lake Ave W Builds on option A, sell monthly leases on stalls that are not utilized in option A.	Increase supply for longer term parking.	Number of stalls is based on performance of option A	Low
	3. Add parking on the south side of Waverly way. Up to 25 stalls.	Increase supply for longer term parking.	May have to combine with paid employee (long term) parking elsewhere to generate demand.	Low
Longer term	1(B). New surface lot south of City Hall. Construction of 144 – 166 stall surface parking facility for public parking.	Increase supply for employees and possible valet use.	May require pay parking in other areas to create demand.	High (\$2 million)
	4. Investigate/implement agreements for shared use with existing or new private parking areas. Could be time-of-day specific.	Increase parking supply.	Requires substantial funding	High

¹For planning purposes, initial capital costs are estimated at **low**, (\$50,000 or less) **medium** (\$50,000 to \$500,000) or **high** (more than \$500,000).

Table 2: Summary of Operations options by time of implementation

Time	Option	Purpose	Relation to other Options	Cost ²
Near term	5 (A). Consider Expanding Pay parking to more hours and more locations. These could include on-street, off-street, employee parking, etc.	Understand how pay parking could result in better control of demand. Simplify rules, increase opportunities for customer parking.	Coordinate with supply options to increase the time when parking is utilized at 85% or less.	Low
	6. Marketing & Communications. Create on-going program of marketing and communicating parking system benefits to users requires budget. Includes creating a brand, logo, and wayfinding with static signing.	Better utilize existing capacity by more clearly conveying parking locations and improving the perception of parking system.	Ties to all other options.	Medium
	7. Improve operations at the Library Garage Open permit only stalls to all users after 5:00. Enhance cleanliness, security and improve attractiveness of facilities.	Supports increased use of existing supply. Make	Supports marketing of parking brand.	Medium
	8. Install in-lane counters at all lots	Provide data to facilitate decision making and provide platform for dynamic signage.	Needed for dynamic signing. Supports existing supply and marketing of existing brand. Data allows better decisions on other options.	Medium
Longer term	5 (B). Pricing Implementation of pricing in option 5 (A).	Influence use of supply through pricing	Coordinate with supply based options.	Medium
	6 (B). Wayfinding: Real time dynamic signage to communicate both stall availability and location. Includes possible installation of on-street sensors.	Better manage existing supply by improving data available to customers	Requires counters and integration with marketing and communications. Off-street first on-street later.	High ³
	9. Apps that provides information to users on parking supply; directs users to available parking. Could also include pay-by-phone opportunities.	Better manage existing supply by improving data available to customers	Requires data, therefore would be off-street first, on-street later. Linked to Phase 1 strategies and increase in parking supply. On-street would require relatively expensive sensors.	Medium

² For planning purposes, initial capital costs are estimated at low, (\$50,000 or less) medium (\$50,000 to \$500,000) or high (more than \$500,000)

³ A set of dynamic wayfinding signs (at off street lots and with signs at entry points to downtown) attached to loop detectors would be on the order of \$250,000 to \$300,000.

Table 3 Options sorted by Type and Timing

Option type	Option Timing	
	Near term	Longer term
Supply	1. (A). Plan and design Surface Lot South of City Hall. 2. (B) Add permit parking on Lake Ave W 3. Add parking on the south side of Waverly way. Up to 25 stalls.	1 (B). New surface lot south of City Hall. Construction 4. Investigate/implement agreements for shared use with existing or new private parking areas.
Operation	5 (A). Consider Expanding Pay parking to more hours and more locations. 6. Marketing & Communications. Includes creating branding, logo, and "identity" and wayfinding with static signing.	5 (B). Pricing Implementation of pricing in option 5 (A). 6 (B). Wayfinding: Real time dynamic signage to communicate both stall availability and location. Includes installation of on-street sensors. 9. Apps that provides information to users on parking supply; directs users to available parking.

The options are described in detail on pages 8-10 (Supply) and 11-17 (Operations) of the final report.

Public process

Who are the stakeholders?

Traditional stakeholders for downtown parking have included the following groups:

- Those who operate businesses or offices downtown
- Property owners
- Downtown residents
- Neighbors from areas surrounding downtown.

Council may wish to refine this list given the set of issues that are presently being considered.

Comments that have been received

The parking study has been structured so that public comment comes after the City Council has had a chance to respond to the options proposed by the consultant. A number of individuals have been patiently waiting for the study to be released and an opportunity for formal comment. They have offered thoughts on downtown parking in the meantime. Some of these thoughts are presented in Attachment 2.

Options for next steps in public process:

In order to have an effective public process, both the decisions to be made and the decision makers must be identified. Once this is done, the role of stakeholders can be determined.

At this point the main decisions that need to be made are as follows:

- Are there other options that should be added for consideration?
- What should be the timing for implementing options?

Public Works staff will develop and implement a plan for stakeholder engagement once preliminary feedback is received from the City Council on the draft plan. Staff is seeking feedback from Council members on recommended stakeholders to be included in our public outreach process.

Additional Considerations

1. In addition to the technical evaluation of the consultant contained in the Draft Study, there are some policy issues the City should consider:
 - **Development Impacts:**
 - **Park and Main:** Eighty-eight stalls (operated with no time limits at \$1/hour between 9:00 AM and 9:00 PM) are currently provided at the Park and Main lot through an agreement between the City of Kirkland and the property owner. The owner has recently begun the process of selling the property with the intent of redevelopment. In the short term, this will create a reduction in supply but in the longer term it offers an opportunity to partner with the developer to replace the public parking that will be lost.
 - **Parkplace:** Parking impacts and opportunities for additional parking and/or public private partnerships could be created by the planned redevelopment of Parkplace. City staff will pay special attention to these opportunities and impacts as development plans move forward.
 - **Enforcement:** There are two enforcement issues that may be, in coordination with other options useful tools in meeting the City's parking goals. The first is fuller enforcement of the Park Smart program that limits the areas of downtown where downtown employees may park. The other is a "move to evade" ordinance that could be used to discourage long term parkers from serially moving from one time limited stall to another.
2. Several improvements to the Library Garage are already planned for 2015. These improvements fit within option 7 in the Table 2 above and include:
 - Lighting: changing from high pressure sodium to LED lighting
 - Cleaning: more frequent sweeping and pressure washing
 - Painting: stall markings and selected wall areas
 - Elevator: upgrades to the elevator cab
3. To give some perspective to the effectiveness of the proposed options, it is helpful to consider the "85% rule" which is commonly used in the parking industry. It says that ideally, 85% of parking stalls are occupied at any given time. This level of occupancy indicates that stalls are available without extensive searching, yet supply is not overbuilt.

The Consultant surveyed about 1000 stalls (Table 3, page 6, Attachment 1) in the study. Assuming that occupancy reached 100% in these stalls, and that demand remained constant, an extra 150 spaces would have to be supplied in order to satisfy the 85% rule. This could be done, for example, by constructing the surface parking lot at the City Hall site.

Note that not all the stalls were surveyed by the Consultant and so the total need is likely greater than 150 stalls; this example is intended to frame the extent of the problem and its potential solutions. Having a specific capacity target helps the Council and the public identify progress towards the goal. If the Council supports setting a specific target, staff would include developing this target in the public outreach plan and bring back a recommendation for a specific target to the next Council presentation on this topic.

Questions

It would be helpful if Councilmembers could offer their thoughts on the following questions:

- Are the right issues being examined; are the goals of the study right?
- Have the options from the study been clearly described?
- Does the Council concur with setting a specific capacity target such as 150 new spaces?
- Are there other options that should be added for consideration?
- What should be the timing for implementing options?
- Do we have the right stakeholders?
- Any other issues the Council may wish to raise?

2014

City of Kirkland, WA
Assessment of Downtown Parking
Supply/Capacity, Technology and Solutions

DRAFT FINAL REPORT [v.5]



Prepared for:

City of Kirkland
Public Works Department

Submitted by:



RICK WILLIAMS CONSULTING
Parking & Transportation

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I. Introduction and Summary of Options

The issue of parking and its availability is a long standing issue in Downtown Kirkland. Anecdotal and statistical information has been gathered over the years that support the perception that (a) parking supply in Kirkland is full for sustained periods of time throughout the week and (b) parking management could be improved to help meet the growing demand for parking in the downtown. Adding supply and improving management in order to increase parking availability are the main two goals of the options proposed in this study. Increases in supply and changes to management could also improve the ease of parking downtown. This report offers options for such changes within the areas highlighted in **Figure A**.

Figure A
Project Study Area



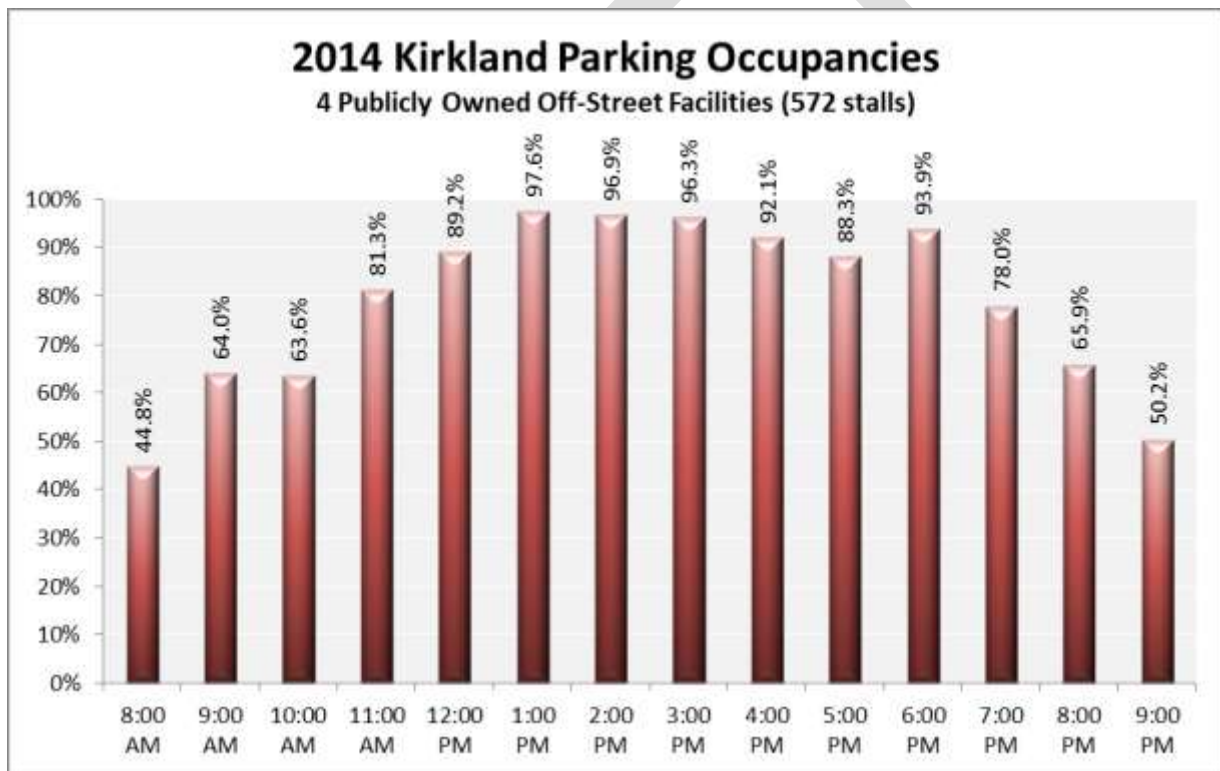
The City of Kirkland retained Rick Williams Consulting (RWC) to assess existing parking conditions and examine potential measures and strategies that could be implemented to improve access to parking, on-street and off-street. RWC interviewed staff to understand and assess parking services currently delivered by the City of Kirkland as perceived and recommended by City staff. Public comment/involvement must be considered before any options are implemented and is to be conducted by the City after this technical work is completed.

Based on these interviews, RWC completed separate assessments that were incorporated into detailed technical memoranda.¹ These assessments included evaluations of:

- Occupancy and utilization in sampled sites
- Options to maximize opportunity in existing supplies of parking
- Technology and wayfinding

Overall, these assessments found that the existing supply is routinely near capacity (see **Figure B**) and opportunities to further maximize existing supplies of parking are limited. New supply is an option that could be pursued as well, with a new surface parking site south of City Hall a possibility.

Figure B
2014 Sampled Parking Occupancies – City Facilities



A number of options are identified within this report in the areas of both supply and operations. They are categorized as either near or longer term solutions, with the near term solutions being less costly at the outset and “doable” within the context of City capacity.

We believe implementation of these options would result in more effective management of parking capacity. It would also result in improvements to the occupancy and user convenience problems that have been associated with downtown Kirkland parking for many years.

¹ See appendices.

Use of new technologies can bring efficiencies to the system, but should be combined with or preceded by a commitment to branding, marketing and communications that exceed current levels of staff time, management and budget that are devoted to parking.

Pricing parking can help realize more efficient use of new and existing supply. Though often difficult, discussion of paid parking and expanding its application in Kirkland should take place within the context of desired outcomes.

All the options come with cost and require a focused commitment to parking management that extends beyond current levels of effort. Tables 1 and 2 below list the options sorted by possible general implementation timeframes and by the categories of supply and operations; more detailed discussion of each phase and strategy is presented in Sections III and IV.

For planning purposes, initial capital costs are estimated levels of low, medium or high. Examples of Low cost items (\$50,000 or less) include a moderate amount of striping or signing, medium cost items (\$50,000 to \$500,000) require substantial signing or other capital, and high cost items (more than \$500,000) usually involve complicated infrastructure.

These proposed options should be viewed as a menu, not a final recommendation. It is expected that strategies and costs would likely be refined, modified, and prioritized through the City's internal plan review and approval processes, and possibly further adapted as implementation unfolds. In some cases, implementation would be complex, requiring an ongoing level of commitment, coordination, and resources that goes beyond what is currently in place. Public comment and involvement will also be necessary before choosing a final course.

Table 1. Summary of Supply options by time of implementation

Time	Option	Purpose	Relation to other Options	Cost
Near term	1(A). Surface Lot South of City Hall. Finalize planning, costing and decision to implement new surface lot south of City Hall	Provide New parking supply. Also provides options for valet programs	May have to combine with paid employee parking elsewhere to generate demand.	Low
	2. (A) Add time limited parking on Lake Ave W Up to 45 stalls. Current permit zone becomes time limited stalls except by permit	Increase supply by allowing use of existing underutilized stalls. Targeted at providing customer parking	Increases supply for shorter term parking	Low
	2 (B) Lake Ave W Builds on option A, sell monthly leases on stalls that are not utilized in option A.	Increase supply for longer term parking.	Number of stalls is based on performance of option A	Low
	3. Add parking on the south side of Waverly way. Up to 25 stalls.	Increase supply for longer term parking.	May have to combine with paid employee (long term) parking elsewhere to generate demand.	Low
Longer term	1(B). New surface lot south of City Hall. Construction of 144 – 166 stall surface parking facility for public parking.	Increase supply for employees and possible valet use.	May require pay parking in other areas to create demand.	High \$2 million
	4. Investigate/implement agreements for shared use with existing or new private parking areas. Could be time-of-day specific.	Increase parking supply.	Requires substantial funding	High

Table 2: Summary of Operations options by time of implementation

Time	Option	Purpose	Relation to other Options	Cost
Near term	5 (A). Consider Expanding Pay parking to more hours and more locations. These could include on-street, off-street, employee parking, etc.	Understand how pay parking could result in better control of demand. Simplify rules, increase opportunities for customer parking.	Coordinate with supply options to increase the time when parking is utilized at 85% or less.	Low
	6. Marketing & Communications. Create on-going program of marketing and communicating parking system benefits to users requires budget. Includes creating branding, logo, and “identity” and wayfinding with static signing.	Better utilize existing capacity by more clearly conveying parking locations and improving the perception of parking system.	Ties to all other options.	Medium
	7. Improve operations at the Library Garage Open permit only stalls to all users after 5:00. Enhance cleanliness, security and improve attractiveness of facilities.	Supports increased use of existing supply. Make	Supports marketing of parking brand.	Medium
	8. Install in-lane counters at all lots	Provide data to facilitate decision making and provide platform for dynamic signage.	Needed for dynamic signing. Supports existing supply and marketing of existing brand. Data allows better decisions on other options..	Medium
Longer term	5 (B). Pricing Implementation of pricing in option 5 (B).	Influence use of supply through pricing	Coordinate with supply based options.	Medium
	6 (B). Wayfinding: Real time dynamic signage to communicate both stall availability and location. Includes installation of on-street sensors.	Better manage existing supply by improving data available to customers	Requires counters and integration with marketing and communications. Off-street first on-street later.	High
	9. Apps that provides information to users on parking supply; directs users to available parking. Could also include pay-by-phone opportunities.	Better manage existing supply by improving data available to customers	Requires data, therefore would be off-street first, on-street later. Linked to Phase 1 strategies and increase in parking supply. On-street would require relatively expensive sensors.	Medium

II. Existing conditions

In July 2014, RWC sampled parking occupancies in various locations within the downtown. The sample was comprised of 1,126 stalls. **Table 3** provides a breakout of the sample sites and **Figure A** (page 1) maps their location.

Table 3
Parking Facilities Surveyed

On-Street Facilities	Number of Stalls
Market Street – East side (between Central & 4 th Ave)	14
Market Street – West side (between Central & 4 th Ave)	15
Waverly – North side (between Market & 2 nd St W)	25
Lake Avenue W – North side (from Market to 145' west of Market along Lake Ave W)	7
<i>On-Street Subtotal</i>	<i>61</i>
Off-Street Facilities	Number of Stalls
Market/Lakeshore	17
Lakefront	99
Lake/Central	54
Library Garage	
• Library use only	62
• 4-Hour visitors	163
• Permit Parking	176
Park and Main (Antique Mall)	88
Church Lot	71
Merrill Gardens	33
Accessory	35
Pay to Park	18
MG service/employee vehicles	33
2-Hour public parking	15
The 101	
Bank of America	41
Pay to Park	14
Permit Parking	13
1 st Avenue S surface lot	97
<i>Off-Street Subtotal</i>	<i>1,029</i>
Total On & Off-Street Stalls Surveyed	1,090

Based on the sampling of parking supply occupancy conducted by RWC in July 2014, it is apparent that parking utilization in the downtown is at a very high level. This is reflected in numerous locations/areas where occupancies routinely exceed the industry threshold of 85%; in many cases reaching 100%. This

finding is consistent with previous parking studies. Both the on and off-street supplies of parking are highly occupied for significant periods of the operating day. Employees often times use stalls that would be better used by customers, increasing occupancy and monopolizing prime parking for retail businesses. Opportunities to create significant new options within existing supplies will be small scale and must be strategically linked to other options and potentially increased emphasis on non-auto modes. However, the data does allow for better coordination of areas where parking “surpluses” exist.

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III. Supply options

Options summarized below would increase the net supply of parking available in the downtown. Options range from a new surface lot to adjustments in on-street supply to potential arrangements/partnerships with the private sector.

As measures are implemented to better manage and leverage capacity within the existing supply of parking, new parking supply could be added through the construction of new surface lot(s) or parking garage(s). The cost of structured parking can range from \$35,000 - \$50,000 or more per stall, depending on factors like location, above/below grade, cost of land, soil condition and design features.² Given that parking is currently provided free of charge, it is not likely that structured parking would be financially feasible in the foreseeable future without significant public discussion of multiple funding sources and/or marked changes in how parking is provided.

However, the pursuit of additional parking on a surface facility could come at a lower cost and, therefore, could be a cost effective strategy to pursue in the near term as (a) an interim approach to mitigate current constraints/deficits until a future structure can be built, and (b) leverage other options outlined in this report.

Option 1 Surface Lot South of City Hall

The City owns a property adjacent to the existing City Hall site at 123 Fifth Avenue. This property could be developed into a surface parking facility that could provide between 146 and 166 parking stalls. **Figure C** provides an aerial illustration of the site.

The engineering firm W.H. Pacific was retained to develop a cost analysis related to construction of a surface parking facility at this site. Based on a number of factors related to lot coverage, storm drainage, filtration and detention and contingency costs, W.H. Pacific estimates the cost to construct a lot at the City Hall site to be in the range of \$1.4 million to \$2.3 million.

If a surface parking facility were developed on the City Hall property, its location on a hill above downtown would not likely be attractive to customer/visitors. However, it could be effectively managed as (a) a downtown employee facility provided at a lower rate than employee parking in the library garage and/or (b) a restaurant valet facility; which could be particularly attractive for uses on evenings and weekends. It should not be used by employees working at City Hall.

² Surface lot parking is estimated at \$13,000 per stall. Garage parking is estimated at \$40,000 per stall (above grade).

Timing

(A) Near term: Refine cost estimates related to creation of a surface parking facility at the City Hall site and determine whether or not to proceed with development of this property as surface parking.

Cost: Medium

(B) Longer term: Design and construct surface parking lot (144 – 166 stalls) and coordinate operation/management of facility to provide employee and/or valet parking opportunities.

Cost: High (\$1.4 to \$2.3 million)

Figure C
City Hall Parking Area – Potential Parking Site



Option 2 Lake Avenue West

This area is currently “permit only” for residential users. These 45 stalls are largely unused during normal hours of enforcement (9:00 AM – 7:00 PM). Additional supply could be made available if these stall were time limited (e.g., 2 hours) “except by permit.” This would allow customers of downtown to use Lake Avenue West. Note that time limits could also be implemented at the eastern end of Lake Avenue W,

which is not currently Permit Only. Public comment and involvement will be necessary before making final decisions.

Depending on how customers use this space, some of it could be leased to employees. For instance, if after implementing time limits it turned out that stalls were still regularly unoccupied, a appropriate number of permits for these stalls could be made available for employees. The number of permits offered would depend on the number of stalls available.

Timing Near term:

(A) Time limit “except by permit” up to 45 existing stalls. Keep permit system for residential users making them exempt from time limits.

Cost: Low

(B) If capacity remains after (A), evaluate selling a limited number of employee permits on Lake Avenue West to increase supply for downtown employees. This would exempt authorized employee permits from the time limits during hours of enforcement.

Cost: Low

Option 3 Waverly Way

Add parking on the south side of Waverly Way (along Heritage Park). The potential impacts to bicycle traffic should be evaluated and considered prior to a final decision on this option. There is potential here for 25 new stalls that could be managed similarly to the Option 2 strategy for Lake Avenue West. Note that Waverly Way is not currently designated as Permit Only. As with Lake Avenue West, public comment and involvement will also be necessary before choosing a final course.

Timing: This option could be completed in the near term.

Cost: Low

To encourage use of underutilized parking on Lake Avenue W and Waverly Way, Options 2 and 3 may need to be considered in the context of potential pricing scenarios for the downtown, which would create a cost incentive for use of these stalls/permits as opposed to higher pricing in more “premium” stalls/permits downtown.

Option 4 Shared use with private parking

This option consists of investigating and implementing agreement for the use of existing or new parking with privately owned stalls. Data collected in the sampling exercise suggests there are some opportunities to better utilize parking supplies at Merrill Gardens and The 101. This would, of course, require input and agreement from private owners. Engaging in conversations to consider more comprehensive shared use strategies/agreements to move downtown employees into available private parking supplies will need to

be pursued. In the 2005-2006 timeframe the City leased additional supply from the lot in the northwest corner of Central Way and Third Street. This supply was not well used.

Partnering with developers to obtain new public supply built as part of redevelopment is an idea that has been considered for some time. The Park and Main site (AKA former Antique Mall) may be a candidate site for such partnership since it is currently for sale.

Timing: This option is recommended for the longer term but will depend on timing of opportunities.

Cost: High

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IV. OPERATIONS

A more strategic approach to off-street parking management can lead to better efficiencies with existing supply. However, investments in new parking technologies and programs can be costly. Therefore it is important for Kirkland to consider strategies that are most appropriate to its current level of services and resources. It is also important to recognize that, downtown Kirkland has significant parking problems that limit access to parking and affect both near-term and future vitality. Addressing these issues will require changes and/or investments that exceed status quo approaches and resources.

Option 5 Pay Parking

Given Kirkland's very high parking demand, moving to a more comprehensive system of paid parking on- and off-street would maximize the availability of parking stalls for users of the downtown and could be a tool to influence demand. For example, paid on-street parking would be effective in moving employees - who may be parking on-street in customer areas – into other areas where capacity can be enhanced or added; or into alternative modes.

Although not necessarily a reason for implementing pay parking, pricing would provide revenues that could be used to re-invest in improving downtown parking (e.g., new parking, infrastructure, communications systems and/or encourage alternative modes as a way to mitigate current parking constraints and deficits). With any pay parking implementation, it is critical that the uses of revenue are clearly defined and agreed to by a wide range of stakeholders.

The City could explore opportunities to (a) strategically expand hours during which parking is pay-to-park at existing metered stalls, (b) expand the total number of paid parking stalls in areas of high occupancy and/or (c) initiate a pilot program of on-street pay stations to test their effectiveness in influencing demand and minimizing constraints.

Exploring expanded hours for pricing in City lots makes sense because there is little difference in occupancies when parking is free (before 5:00 PM) or when pay-to-park is in effect (generally after 5:00 PM). Implementing pricing would aid in freeing up spaces and moving users to less used spaces; particularly when integrated with Phase 1 strategies.

Consideration of charging for permits in the Library Garage is another pay parking strategy. Occupancies in permit stalls in the Library Garage generally exceed 90% and with the current economic up-turn these number are increasing. This suggests that there is a rate of demand that warrants a parking charge. Implementing rates at this facility would be coordinated with options that add new capacity and would complement varied rate/pricing to encourage employees into available (and possibly more remote) supply.

Timing: Opportunities for expanding pay parking should be studied in the near term. In the longer term, it should be implemented in coordination with complementary options.

Cost: Low for expanding hours at existing pay facilities, medium to high for purchasing pay stations and expanding pay parking to other locations.

Option 6 Branding and Marketing/Communications

Most of the strategies and technologies recommended in this report require a sustained level of support to communicate them to the public and ensure their success. Investments in branding, facility identification and presentation and signage are intended to increase awareness of a parking system by customers/visitors within an integrated parking inventory. To this end, any “new technologies” implemented in Kirkland need to be integrated into a sustained marketing and communications effort for the parking system.

A successful program for marketing and communicating parking to the public maximizes the supply of parking built and establishes a resource that benefits area businesses (particularly those that have meaningful customer bases). Through marketing and communications, customers identify with a *product*, learn how to use it and what to expect. This reduces confusion and frustration and increases customer satisfaction.

Developing a parking system “Brand” is a trademark of “Best in Class” parking programs. The brand should quickly and uniquely capture a customer’s attention and communicate a positive image that distinguishes the parking product from the rest of the market. The brand is more than just a logo - a community will know it has the right brand when the brand promotes the image the community wants people to have of the parking system (e.g., for customers, clean/safe, best in market, etc.).

The 2002 *Downtown Kirkland Parking Study and Plan* specifically called for the creation of “a uniform signage package that incorporates a unique logo and color scheme for public parking facilities to establish a sense of recognition, identity and customer orientation for users of the downtown parking system.”³ A simple system was developed in 2004 but the “brand” is not distinct (see photo to the right) and marketing and communications of the brand and parking system was not pursued.



**Kirkland: Existing
Parking “Brand”**

Brand development can range in cost from \$10,000 - \$20,000, which would be the cost for designing a logo. Additional costs would be incurred as the brand is integrated into signage, collateral materials, web-sites and other communications.

Marketing and communications budgets vary by city and by size and complexity of the affected parking systems. Nonetheless, a commitment to a stable budget of funding for communicating the system will be required. Establish a marketing/communications budget and invest in on-going marketing and

³ City of Kirkland, *Downtown Parking Study and Plan* (October 2002), page 63.

communications efforts to support the Kirkland parking brand and raise awareness and use of parking assets.

- (A) Pursue a coordinated branding strategy for incorporation into a larger marketing and communications package for customer/visitor parking downtown. At present there is no unifying relationship between City owned/controlled parking assets. Branding will serve as the foundation piece for establishing a true parking system. Branding also provides a basis for launching supporting programs related to signage, wayfinding and coordinated marketing and communications with customers/users. Branding and marketing will get “the right car in the right place.”

Timing: Near term

Cost: Low to medium to create a brand and initial market/communications plan with an associated annual budget to sustain it.

- (B) Create a consistent visual standard “package” for facility entry areas that represents the Kirkland parking brand (exterior signage, coordinated message boards, etc.). This standard should then be applied to each City owned or controlled parking facility coupled with a format that labels the parking facilities by address.

Timing: Near term and subsequent to (A) above.

Cost: Medium

Option 7 Wayfinding/Dynamic Signage and Sensors

Parking guidance systems help drivers find their parking destinations more efficiently through the use of dynamic messaging street signs. Many cities now use dynamic signage within the public rights-of-way and on-site as a means to inform and direct customers to available parking. Showing drivers the right way to turn to find parking more quickly helps all drivers on the road find their way faster. That means reduced congestion, frustration, carbon emissions, and drive times. It also means happier drivers, and a greener city. It is also important that dynamic wayfinding be used where there is a reasonable assurance of available supply. As such, this is recommended as a longer term strategy, linked to efforts to increase capacity.

Dynamic signage is linked to occupancy information at individual or multiple parking sites (usually collected through loop detector/parking counter systems (see discussion of sensors below). Information is displayed on-site through reader boards/blade signs at the building entry plazas and/or at remote locations to downtown, usually major roadway entry portals. When parking stall availability changes, so do the signs. The signs provide guidance information (an address or facility name) and information on real time stall availability.



In-road Wayfinding: Portland, OR & San Jose CA

Programs that are the most successful tie into a parking “brand” (see Option 6 above). The brand is incorporated into both the on-site signage and the rights-of-way signage. This provides customers a visual cue that translates from their first encounter in the roadway to being able to conveniently identify a parking location. Such systems have been extremely effective both from a traffic/congestion point of view and in terms of stall management. Customers find the systems to be highly useful and “customer friendly.”

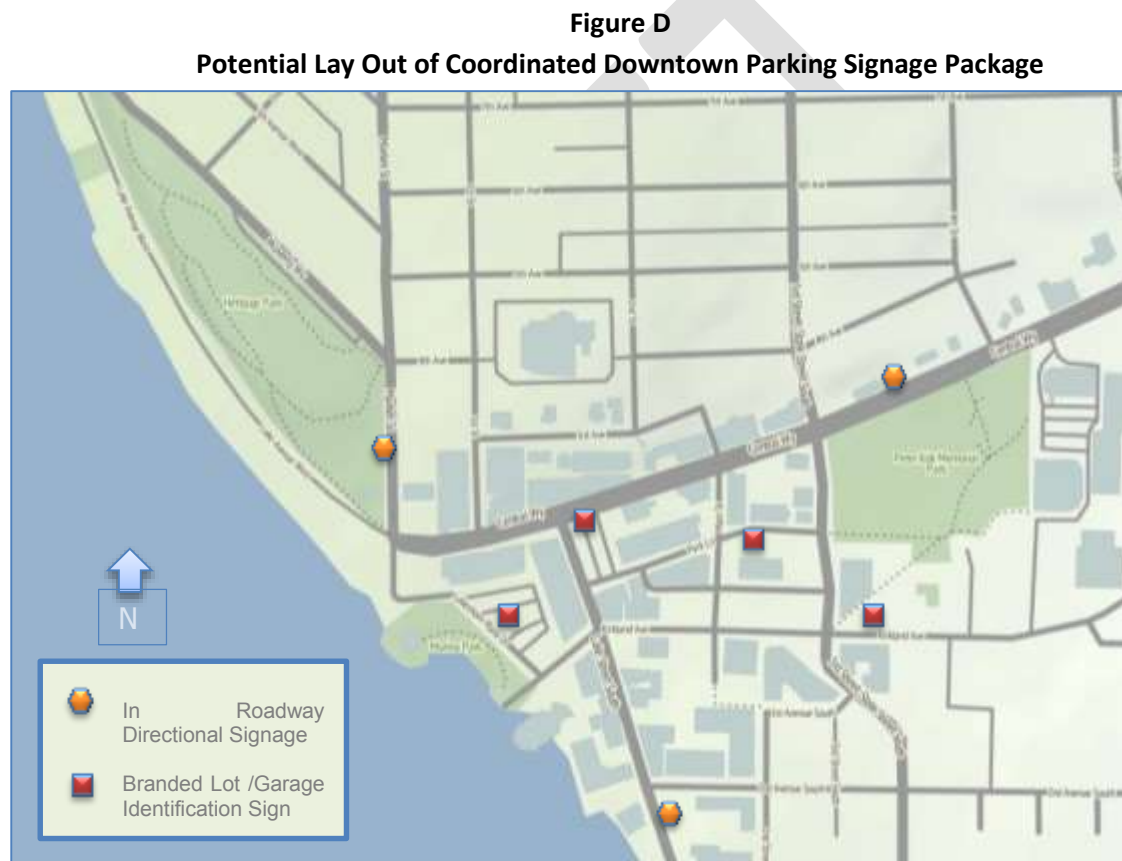
The City currently lacks the ability to track use of its off-street facilities so it is difficult to evaluate management strategies. Also, lack of usage data makes it difficult to communicate information to users in a manner that facilitates their decision-making and/or gives guidance on how to use City parking assets. Wireless counter systems (on and off- street) can generate a wealth of data, which can facilitate decision-making related to rates/demand and communicate beneficial information to users. The traditional off-street entry/exit lane counters are cost effective and have a track record of reliability and success. In-stall sensors (see recommendation 10 below) are still new to the market and relatively costly.

Install in-lane lot counter systems where feasible at City owned or controlled lots as a reasonable and cost effective strategy for (a) collecting real time data at City off-street lots and (b) creating a foundation for linking occupancy information to exterior signage or in road guidance systems.

Vendors now offer sensors integrated into smart -credit card-capable meters; but most current applications use stand-alone sensors embedded in the street (or less frequently, curbside) and linked to either multi-space pay-by-space meters, single-space credit card-capable meters and/or on-site and in-roadway informational and guidance signage. The leading firms provide robust back-end software that can take information from pay-by-space meters (and also pay-by-phone applications) to provide “real time” parking metrics data and analysis. These systems also have significant “directed enforcement” applications for on-street parking with interfaces to most major handheld vendors using open systems. This feature can improve the effectiveness of parking enforcement, reducing overall enforcement costs and/or increasing citation efficiency.

It should be recognized that much of the new sensor technology is still evolving and has not been fully proven in large-scale environments; for reliability and return on investment. Issues that are still being addressed include sensor accuracy, detection and delays in transmission of data, interference from other electrical sources, and the ability to handle all types of spaces (parallel, diagonal, and perpendicular) and all types of vehicles (motorcycles, oversized trucks, etc.). At present, the greatest obstacle to wide adoption of sensors is cost. Sensors have both substantial upfront and ongoing per-space costs.

Figure D illustrates where on-site and in-roadway signage could be placed in the downtown to coordinate and consistently communicate parking opportunities to users. The layout envisions three (3) in roadway signs and four (4) on site signs.



Timing:

Near Term: Loop detectors for data gathering

Longer term: Dynamic wayfinding signs linked to loops or possibly to other counter systems.

Cost: Medium to high

Option 8 Improve operations at the library

The implementation of a comprehensive maintenance program is critical to the on-going integrity of a facility and as a means to optimize the return on investment made by the City. Anticipating and providing for necessary maintenance and repair for any facility is an essential step (and best practice) in realizing a desired service life and maximizing the attractiveness of the site as a place to park.

Whether maintenance is provided by the City or through third party contracts, there are industry best practice standards that should be met. Many of these standards (cleanliness, lighting, safety/security and operating integrity) are no different for a parking garage than they would be the overall physical quality of any other public space.⁴

Currently, employee stalls are specifically designated for employee use at the Library Garage. After 5:00 PM these stalls are underutilized and visitors avoid them (constraining visitor stalls) because of the signage. If signage “blended” stall designations in the evenings (after 5:00 PM) for visitor use at the Library Garage; this would allow the stall to operate as a fully general use garage at night, when permit use drops and visitor demand increases. This could be accomplished through better signage and guidance systems within the garage.

Ensuring that facility conditions at public parking facilities are of the highest quality is a high priority. Ownership of public parking facilities is based upon a premise that these assets should be maintained in a manner that distinguishes them as premier locations for users (visitors, residents and employees) to park when using the downtown. Public parking facilities should be managed to the highest standard of quality, both as a reflection of the City of Kirkland and as an example of industry best practices. To this end, public lots and garages should have janitorial and maintenance guidelines that are clear, measurable and results oriented.

Timing: Near term, depending on funding

Cost: Signing changes are low cost, on-going high quality maintenance is medium cost and requires annual funding.

Option 9 Parking Applications apps including pay by phone

Another major “smart parking” innovation is the increase in public and private sector applications intended to make more parking data available to the parking public and offer new services to parkers.

⁴ See for instance the Building Owners and Managers Association (BOMA) Standards (<http://www.boma.org/standards/Pages/default.aspx>)

Made possible by the tremendous increase in smartphone usage and more recently the iPad and similar devices, all of which incorporate GPS capability, these applications can gather information about a parker's whereabouts while also offering differing levels of information about the environment in which the vehicle is located or to which it is heading.

Pay-by-phone as a parking payment option is just as it sounds – once motorists park their vehicles, they call a phone number usually located on a sign or the parking meter, enter their space or license plate number, and then hang up. Smartphones can link to an app that doesn't require a



phone call. An initial, one-time setup to link a credit card number with a phone number is required. This technology has great potential for making parking easier and providing a significant number of customer benefits in both on- and off-street parking formats. Market data shows an increasing interest in the availability of this type of technology by the growing base of younger and more “tech savvy” visitor/shopper.

Signage and communications systems would need to be implemented or augmented to ensure that customers are aware that the pay-by-phone is an option, as well as to establish start-up accounts. Additional equipment for enforcement personnel would also need to be evaluated.

Recent research conducted by CDM Smith Consultants in San Francisco indicates that pay-by-phone programs cost of \$25 - \$50 per associated stall to set up. Additional annual support costs of \$50 - \$75 per stall would accrue to the City.⁵ The number of areas where pay to park is currently in represents a small percentage of the total parking supply. If there were more pay stalls the benefit of this amenity would increase.

A parking app is best linked to a wireless system that gives real time information on parking availability. Given that Kirkland's on-street system is neither pay-to-park nor set up to wirelessly collect parking data; an on-street app is not a reasonable strategy to pursue at this time.

Timing: Longer term
Cost: High

⁵ Bill Hurrell, PE, Senior Vice President, Wilbur Smith Associates, *Technology and Parking*. Presentation to Metropolitan Transportation Commission on Design, Community & Environment, March 25, 2011.

V. SUMMARY

All cities have varying customer culture, operating and management structures and goals and objectives for their public parking systems. What may be unique to Kirkland is that its parking supply has consistently operated at high occupancies; a situation that indicates a vitality many cities would love to emulate but a situation that comes with frustrations and difficulty for those attempting to access businesses, services and amenities in downtown Kirkland.

When parking systems are highly occupied, new approaches to managing, operating, developing and pricing parking are necessary. Any of these approaches, however, requires new resources and a recognition that changes to the status quo operating system must be made. Kirkland is at a point where continued reliance on the existing supply of parking with the existing operational strategies is untenable. Unless meaningful efforts are made to direct users to specific parking areas (where new capacity may be available), transition users (particularly employees) to arrive by non-auto modes, and/or add new supply, the long-standing frustration with the system will continue.

The considerations contained in the background technical memoranda supporting this summary report were structured with this in mind. We have attempted to provide a starting point for Kirkland that is both strategic and reasonable. This begins with branding and identifying the parking system itself, followed by signage, wayfinding and marketing and communications. These initial steps, if implemented, would provide a solid foundation upon which to build additional and more sophisticated technologies. We also strongly recommend that Kirkland explore a strategic and incremental expansion of pay to park technologies. This is based on the premise that existing perceptions and realities related to parking constraints in downtown Kirkland cannot be effectively solved if the singular operating principle is that all parking remain free to all users of the public parking system. Finally, pursuing new supply is also reasonable, but expensive. New supply will function much more efficiently when linked to the overall “package” of strategies outlined here.



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MEMORANDUM

TO: David Godfrey, City of Kirkland
FROM: Rick Williams, RWC
Owen Ronchelli, RWC
DATE: July 15, 2014 [4]

RE: **Tech Memorandum: Task 5 – Evaluating Options for Increased Parking Supply**

I. BACKGROUND

The City of Kirkland is interested in evaluating opportunity sites where additional parking may be available to better serve employee and visitor parking demand, particularly during high peak demand periods. To this end, a number of off-street sites were selected for data sampling as were on-street areas on Market St., Waverly Way and Lake Avenue West. Survey crews conducted inventories of these parking resources and collected hourly occupancy data over a 14 hour period on two days, Wednesday June 25 and Thursday June 26, 2014.

II. STUDY AREA AND INVENTORY

There were a total of four on-street locations and eight off-street facilities studied as illustrated in **Figure A**.

Table 1 (page 2) details the sampled inventory.

A. On-street

The survey team sampled four on-street locations, including both sides of Market Street between Central Way and 4th Avenue, the north side of Waverly Way between Market and 2nd Street West, and the north side of Lake Avenue West from Market Street west a quarter of a mile. The on-street survey sample totaled 106 stalls.

B. Off-street

The off-street sample included nine facilities. These included Market/Lakeshore, Lakefront lot, Lake/Central lot, the Antique Mall, Saint John's Episcopal Church lot, Merrill Gardens structure, The 101 structure, and the Kirkland Waterfront Market Lot surface lot located between Merrill Gardens and The 101. There were a total of 1,103 off-street stalls in the survey sample.

Figure A
Parking Study Area – Sample Sites



Table 1
Sample Inventory: by Location

On-Street Facilities	Number of Stalls
Market Street – East side (between Central & 4 th Ave)	14
Market Street – West side (between Central & 4 th Ave)	15
Waverly – North side (between Market & 2 nd St W)	25
Lake Avenue W – North side	52
On-Street Subtotal	106
Off-Street Facilities	Number of Stalls
Market/Lakeshore	17

Lakefront	99
Lake/Central	55
Library Garage	
- Library use only	62
- 4-Hour visitors	163
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Antique Mall	88
Church Lot - Saint John's Episcopal Church	71
Merrill Gardens	
- Accessory	35
- Pay to Park	18
- MG service/employee vehicles	33
- 2-Hour public parking	15
The 101	
- Bank of America	41
- Pay to Park	14
- Permit Parking	13
Kirkland Waterfront Market Lot	97
Off-Street Subtotal	997
Total On & Off-Street Stalls Surveyed	1,103

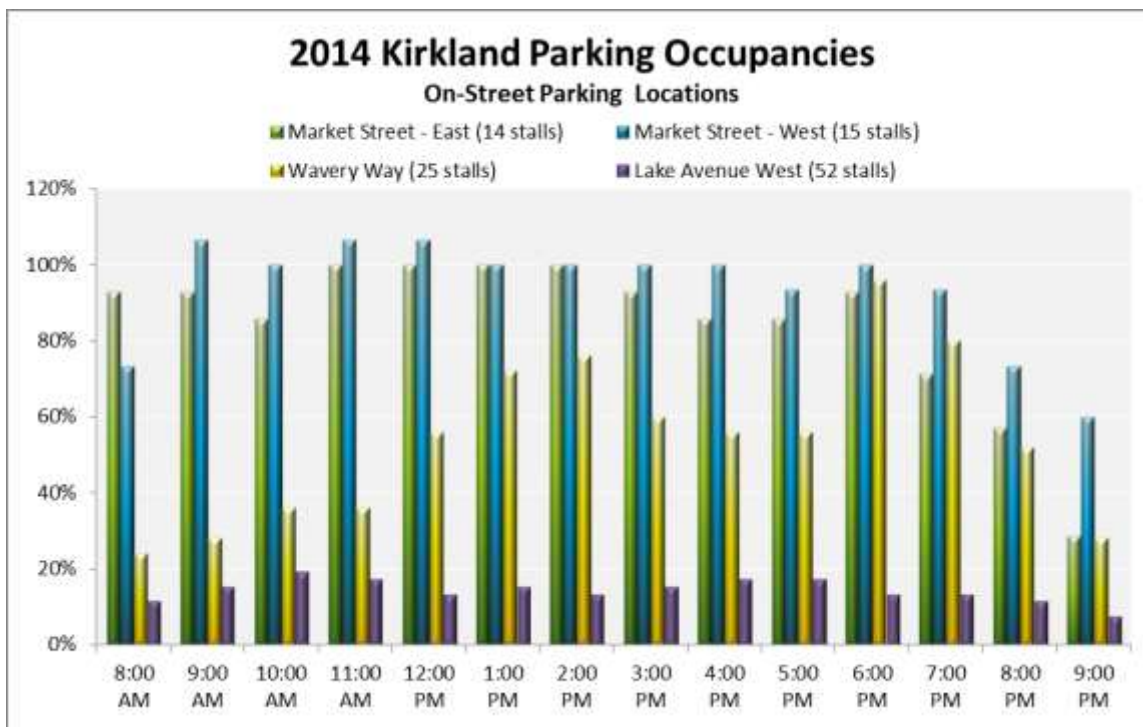
III. FINDINGS: PARKING OCCUPANCIES

The overall findings of the parking sample are outlined below for both the on-street and off-street sample sites.

A. On-street parking

On-street parking was measured hourly on Market Street, Waverly Way and Lake Avenue West between 8:00 AM and 9:00 PM. A total of 106 stalls were measured.

Figure B



As **Figure B** illustrates, occupancies on both sides of Market Street are fully maximized throughout the day.

- Parking stalls located on the west side of Market Street are 100% occupied from 9:00 AM to 7:00 PM. At certain points of the day, parking on this side of Market Street exceeds 100% as vehicles are parked illegally.
- The east side of Market Street is constrained for most of the day (85%+) but has a little more variation than the west side between 3:00 PM and 6:00 PM.
- Waverly Way is less utilized, likely due to its distance from downtown, but reaches nearly 100% at 6:00 PM.
- Lake Avenue West currently has 7 stalls that allow general public access. These 7 stalls are well used, averaging about 95% occupancy. The remaining 45 stalls (extending westward) are signed permit only (for residential uses). These 45 stalls are empty for the majority of the day and could be managed to provide other permitted uses (e.g., employees) through a managed program. Over the course of the sample day, surveyors counted less than three vehicles parked in this area of Lake Avenue West.

With the exception of areas on Lake Avenue West,, these three on-street parking areas are fully maximized, with little opportunity for attracting additional users.

1. Additional On-street Parking Opportunities

During the on-street data collection effort, the consultant team evaluated the possibility of creating additional parking capacity along the south side Waverly Way on the north side of Heritage Park. These would be “add back” stalls, stalls added to areas where parking is not currently allowed. These stalls could provide some additional parking capacity for downtown employees and potentially for some longer term visitors or waterfront event goers (e.g., Farmers Market). There may be traffic engineering reasons why these stalls cannot be added.

For Waverly Way, the crew began measuring 30 feet east of the eastern Heritage Park parking lot exit (to allow for proper site lines) and continued eastward along Waverly Way stopping approximately 90 feet west of the west Heritage Park exit. This resulted in 575 linear feet of roadway shoulder available for up to 25 parking stalls, using a standard of 23 feet for each parallel on-street stall. Parking on both sides of Waverly in this location would slow traffic speeds, provide additional parking capacity and would be consistent with the two-sided street parking further west on Waverly Way (west of 5th Street West). As with the recommendation for Lake Avenue West, these stalls could be provided in a time limited format with limited permits (sold to employees or residents) as demand dictates.

With the exception of the permit only area of Lake Avenue West, the sampled on-street sites are fully maximized, with little opportunity for attracting additional users.

Evaluating sales of limited number of employee permits on Lake Avenue West is an opportunity (up to 45 stalls). Similarly, “adding back” parking on the south side of Waverly Way (along Heritage Park) could be advantageous if there are no issues with traffic related to an add back. There is potential here for 25 new stalls.

Table 2 summarizes the field observations for the additional add-back parking opportunity.

Table 2
Additional On-Street Stall Potential – “Add-backs”

On-Street Location	Linear Feet of Roadway Available for Parking	Number of Stalls
Waverly – South side (between Market & 2 nd St W)	575	25

B. Off-street facilities

The off-street sample included nine facilities, which included the Library Garage, Market/Lakeshore Plaza, the Lakefront lot, Lake/Central Lot, the Antique Mall, Saint John's Episcopal Church, Merrill Gardens parking structure, the 101 structure, and the Kirkland Waterfront Market Lot located on 1st Avenue between Merrill Gardens and the 101. There were a total of 997 off-street stalls in the survey sample. As with the on-street sample, occupancies were measured every hour between 8:00 AM and 9:00 PM.

1. Library Garage

There are three areas within the Library Garage dedicated to specific users – Library only (62 stalls), 4HR Visitor (163 stalls) and Permit Holders (176 stalls).

Figure C provides an hour by hour look at how these areas operate over the course of a day.

As **Figure C** illustrates, the Library Garage is fully maximized for sustained periods of the day, in each designated use area. Each use category exceeds 90% occupancy for at least three hours. Visitor stalls exceed 90% occupancy between 1:00 and 6:00 PM (reaching 100% at 6:00 PM). Permit stalls remain above 85% between noon and 4:00 PM, bumping up again at 6:00 PM. General findings conclude:

- There is little opportunity to redistribute uses in the garage (between categories) for most of the day; that period between 11:00 AM and 6:00 PM.
- There is some opportunity after 5:00 PM to “re-designate” all stalls to general use. This would allow visitors to use Library only and Permit stalls in the evenings. As the figure illustrates, permit holders begin existing the facility at 4:00 PM. Transitioning uses after 5:00 PM could be accomplished through signage.
- Peak use/demand of the permit area (exceeding 85%) suggests that the price for a permit is too low.

City owned off-street facilities are fully maximized. The City should explore pricing as a means to manage access and constraints.

Evening use at the Library Garage could be better facilitated by “blending” stall designations after 5:00 PM.

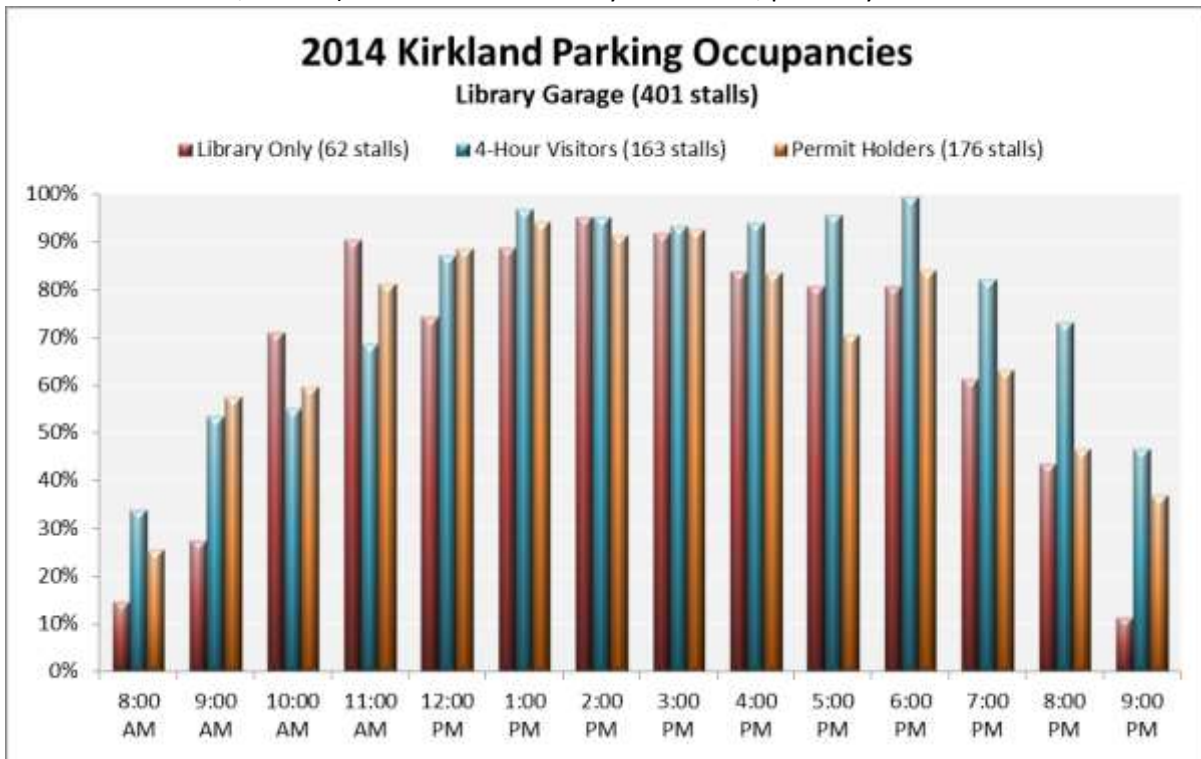
There are also opportunities to increase employee supply at the Antique Mall Lot and move (through incentive) some employees to the Church Lot. This would free up stalls for visitors in other areas of the downtown.

Finally, there are some opportunities to better utilize parking supplies at Merrill Gardens and The 101, but this would require input and agreement from private owners.

Figure C
Occupancy: Library Garage

2. City Owned Surface Lots

Occupancy samples were collected in three City-owned surface lots (i.e., Market/Lakeshore Plaza, Lakefront and Lake/Central). All three lots are fully maximized, primarily from 11:00 AM to 8:00 PM.

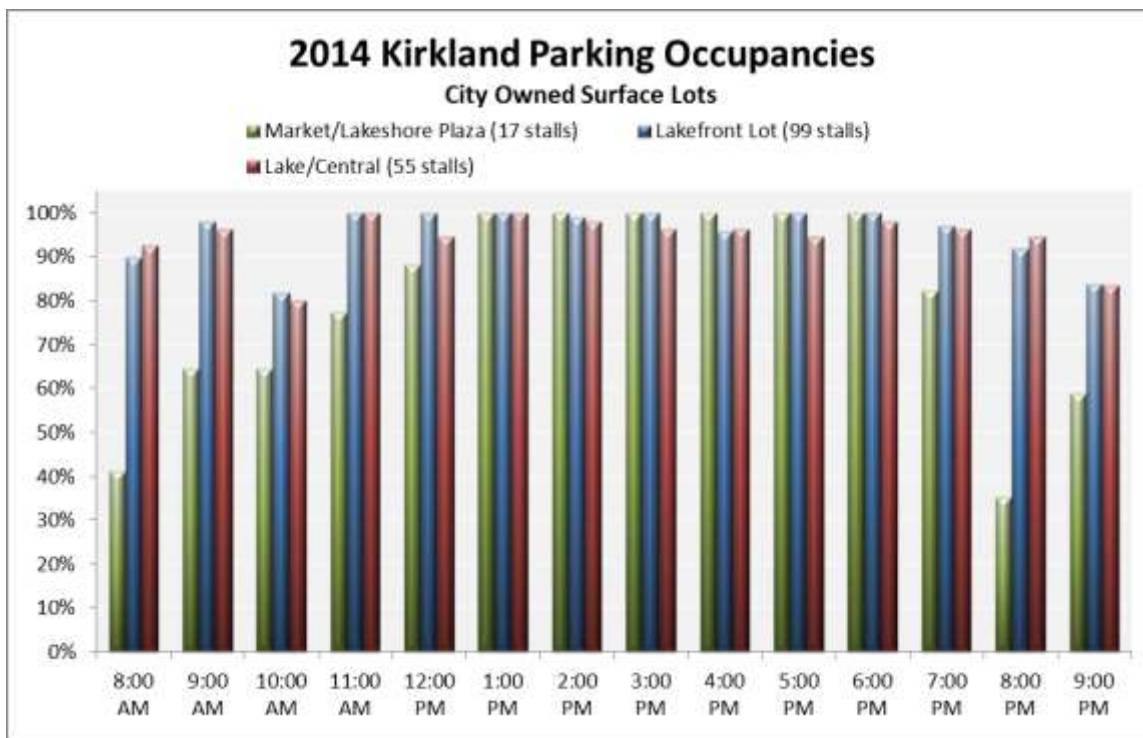


Hourly occupancy performance is summarized in **Figure D**.

As **Figure D** illustrates:

- The Lakefront and Lake/Central lots are fully maximized (over 90%) for the entire day; particularly between the hours of 11:00 AM and 8:00 PM.
- Interestingly, occupancies do not vary during periods when the parking is free (before 5:00 PM) and when it is pay-to-park (after 5:00 PM).
- These occupancies suggest that additional and expanded pay-to-park options should be explored to manage access and constraints.
- Market/Lakeshore Plaza sees decreasing use after 6:00 PM, but with only 17 stalls it does not present any significant opportunity for additional uses.

Figure D



3. Merrill Gardens

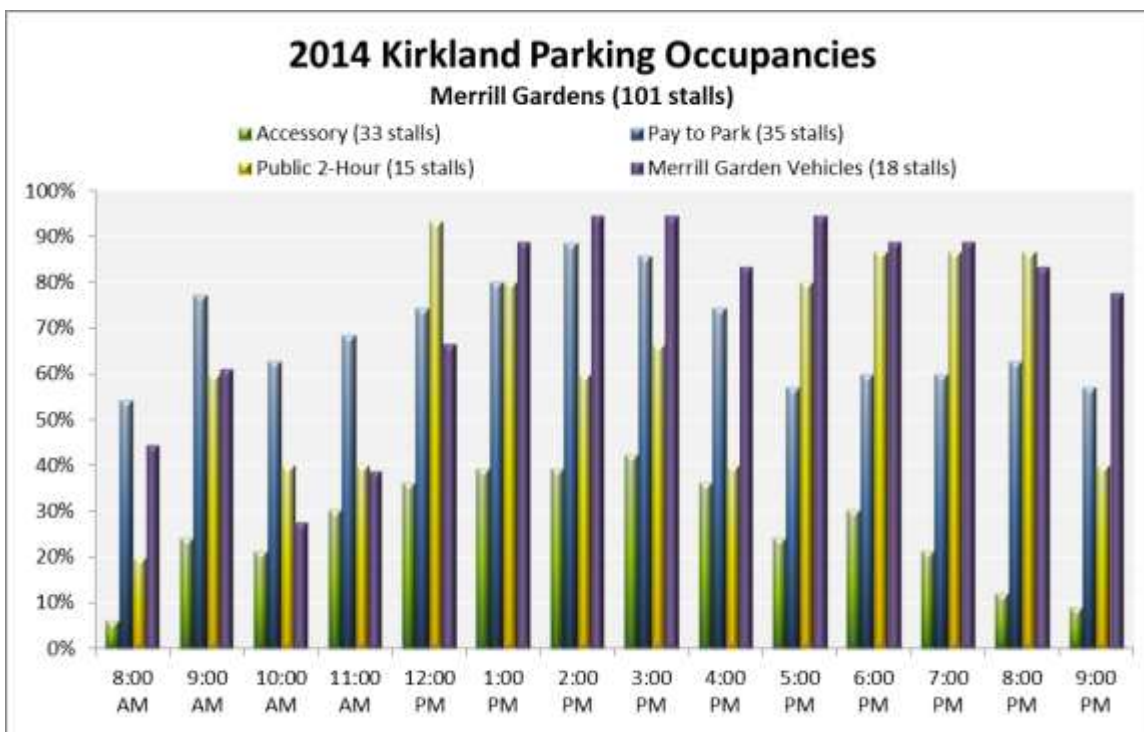
There are four parking “areas” within the Merrill Gardens parking supply. These include Public 2-hour free parking (15 stalls), “accessory” parking specifically for Merrill Gardens tenants (33 stalls),¹ pay-to-park through a slot box or by cellphone (35 stalls) and “Merrill Gardens Vehicles” (18 stalls) which is associated with senior living units. Hourly occupancies for Merrill Gardens are provided in **Figure E** (page 8).

As **Figure E** illustrates:

- The most significantly used parking at Merrill Gardens is that which is associated with the senior living units. Beginning at 1:00 PM these stalls run at or above 85% through 8:00 PM.
- The free 2-Hour parking peaks at about 94% at noon then fluctuates downward between 1:00 and 4:00 PM; raising again above 85% between 5:00 and 8:00 PM.
- Pay-to-park stalls are well utilized throughout the day, exceeding use of the 2-Hour free stalls between 1:00 and 4:00 PM. After 4:00 PM use of pay-to-park stalls stabilize at around 60% through 9:00 PM.
- Accessory stalls never exceed 45% occupancy throughout the entire day.

¹ “Accessory parking” is defined as parking that is limited to specific users only and not allowed for general public access. Accessory parking is usually identified by signage indicating “parking only for.....” In City codes, accessory parking is usually parking that is required to meet minimum parking demands of a site and is primarily intended for the users (residents, employees and/or customers) of that specific land use.

Figure E



Overall, there is some opportunity for a more evenly distributed use of stalls that allow public use (pay-to-park and 2-Hour). Given that use of pay-to-park is strong (at times exceeding use of 2-Hour free stalls) the City should consider converting the free stalls to pay-to-park. This would “equalize” the supply and distribute use to minimize peak constraints of the free stalls.

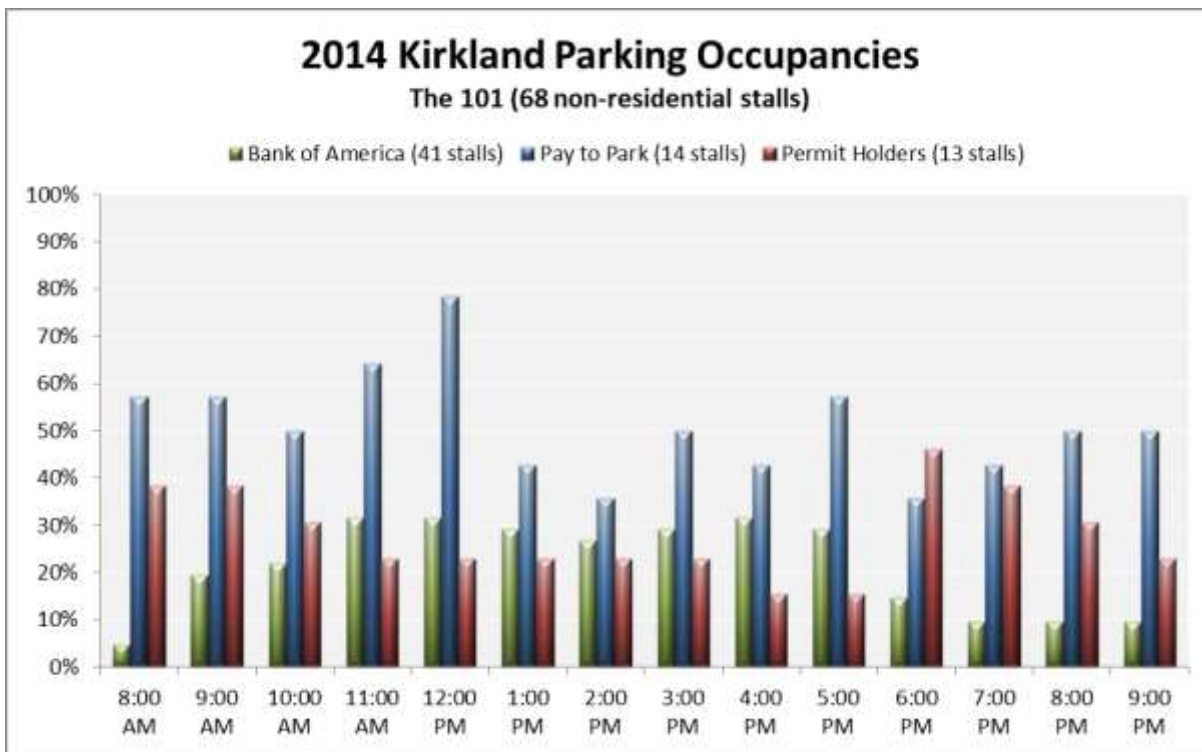
4. The 101

There are three parking “areas” within The 101 parking supply. These include “accessory” stalls intended only for users of Bank of America (41 stalls), pay-to-park (14 stalls) and permit only (13 stalls). Hourly occupancies for The 101 are provided in **Figure F** (page 9).

As **Figure F** illustrates:

- The combined supply is underutilized.
- The pay-to-park stalls are the most highly utilized, reaching 80% occupancy at noon.
- A portion of the Bank of America stalls (41 stalls) could be sold as permit stalls to employees. This would increase employee supply but have little impact on current visitor uses to the bank.
- The opportunity to explore transitioning Bank of America stalls and Permit Holder stalls to more general access pay-to-park (e.g., after 5:00 PM) should be explored. This may already be the case, but could be enhanced through signage that clearly communicates public availability after hours.

Figure F



The 101 has some opportunity to operate in a manner that better maximizes its supply. This could be accomplished through reformatting existing stalls, increasing permit stalls and consolidating uses after hours.

5. Third-Party Surface Lots

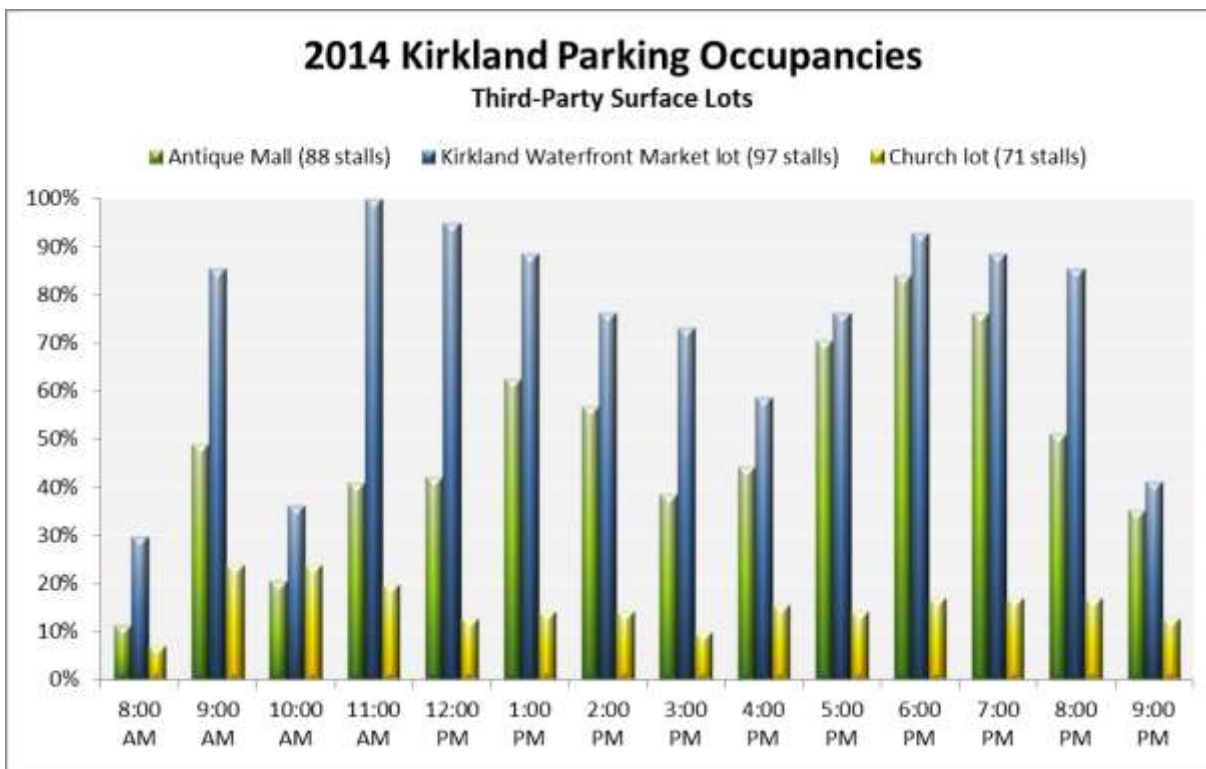
Three additional surface lots were evaluated during the study day. These included the Antique Mall (88 stalls) which is privately owned but operated by the City, the Kirkland Waterfront Market Lot (97 stalls) and the “Church Lot” (71 stalls), owned by Saint John’s Episcopal Church. Hourly occupancies for these lots are provided in **Figure G** (page 10).

As **Figure G** illustrates:

- The Kirkland Waterfront Market Lot is well used, peaking at 100% at 11:00 AM and again at 6:00 PM (93%).
- The Antique Mall Lot (which is pay-to-park) is not well used during the day (8:00 AM – 4:00 PM), but sees increased use in the evenings (after 5:00 PM). Given this, the City should consider selling an additional 15-20 employee permits that allow use between 8:00 AM and 5:00 PM. This would better maximize the lot and avoid conflicts with visitors.

- The Church lot presents itself as an opportunity for employee parking. The lot does not exceed 30% occupancy at any point throughout the day. Given its location, it is likely incentives may need to be developed to entice employees to use the lot (i.e., rate).

Figure G



The Antique Mall and Church Lots offer opportunities for enhancing access for employees. If coordinated with other lots, areas and pricing, getting employees into these lots would have beneficial impacts on the on-street supply (if employees are using that supply) and reduce conflicts with visitor parking.

IV. SUMMARY

Based on the sampled parking supplies, it is apparent that parking utilization in the downtown operates at a very high level. This is reflected in numerous constraint points by area and by location. This finding is consistent with previous parking studies.

Therefore, opportunities to create significant new options within existing supplies will be small scale and need to be strategically applied. However, the data does provide input that will allow for better coordination of areas where parking “surpluses” exist. Opportunities to pursue include:

On-street

- A. Evaluate selling a limited number of employee permits on Lake Avenue West (up to 45 stalls). This area is currently “permit only” for residential users. As such, these 45 stalls are literally unused during the business day (8:00 AM – 6:00 PM). Allowing limited use by employees would have little, if any, impact on residential access during normal weekday business hours and, potentially, relieve constraints in the central downtown.
- B. “Add back” parking on the south side of Waverly Way (along Heritage Park). This could be advantageous if there are no issues with traffic related to an add back. There is potential here for 25 new stalls. When combined with the recommendation for Lake Avenue West, the total available supply of parking would increase by 70 stalls.

Off-street

- A. Explore expanded hours for pricing in City lots as City owned off-street facilities are fully maximized and there is little difference in occupancies when parking is free (before 5:00 PM) or when pay-to-park is in effect (generally after 5:00 PM). The City should explore pricing as a means to manage access and constraints.
- B. Consider charging for permits in the Library Garage. Occupancies in permit stalls in the Library Garage generally exceed 90%. This suggests that permit rates are too low and there is a rate of demand that warrants a parking charge.
- C. “Blend” stall designations in the evenings (after 5:00 PM) for use at the Library Garage. This would allow the stall to operate as a fully general use garage at night, when permit use drops and visitor demand increases.
- D. Evaluate selling a limited number of employee permits at the Antique Mall (8:00 AM – 5:00 PM). This would fill in currently unused stalls midday without impacts on visitor use.
- E. Move (through incentive) some employees to the Church Lot. This would free up stalls for visitors in other areas of the downtown. This type of strategy will be better supported if there is more variation in employee rates for permits in the nearer in downtown.
- F. There are some opportunities to better utilize parking supplies at Merrill Gardens and The 101, but this would require input and agreement from private owners.



Draft Final Report Appendix B

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MEMORANDUM

TO: David Godfrey, City of Kirkland
FROM: Rick Williams, RWC
Owen Ronchelli, RWC
DATE: September 8, 2014 [2]

RE: **DRAFT: Technical Memorandum: Tasks 2 & 4 – Technology and Way finding**

I. BACKGROUND

As part of a general assessment for identifying parking opportunities in the downtown, the City of Kirkland is interested in evaluating potential strategies that will enhance the customer experience downtown and optimize utilization of the existing parking supply while minimizing negative impacts. Strategies of interest include infrastructure, new parking technologies and programs. The City is interested in systems that could be deployed both on- and off-street, in publicly controlled supply and that will best integrate with, and improve, current levels of parking management within the City.

II. APPROACH

This Technical Memorandum will first summarize “what options are out there now,” an outline of parking technologies (“high and low tech”) being explored by cities of similar size (and similar parking demand levels) to Kirkland. Each technology discussion is followed by a summary as to the applicability of that strategy for Kirkland. We will summarize a set of strategies and improvement considerations that would be most reasonable and feasible for Kirkland to consider and/or pursue now or in the near future.

As with any review and consideration of new technologies, it is recognized that such systems come with both cost and increased responsibility for the City in managing, marketing and maintaining them.

III. EXECUTIVE SUMMARY

Investments in new parking technologies and programs can be costly. To this end, it is important for Kirkland to consider strategies that are most appropriate to its current level of services and resources. It is also important to recognize that, many stakeholders have expressed the opinion that downtown Kirkland has significant parking problems that limit access and affect both near-term and future issues related to vitality. Addressing these issues will require changes and/or investments that exceed status quo approaches and resources.

The considerations outlined below attempt to provide a starting point for Kirkland that is both strategic and reasonable. The strategies presented should be viewed as building blocks that, once initiated, provide a framework upon which additional, and often times more complex, strategies can be layered over time, or as demand increases and resources become more available. A number of strategies were evaluated. They are outlined here in three categories that include:

Phase 1: Strategies to pursue now (0 – 12 months)

Phase 2: Explore now and consider for near-term implementation (1 – 3 years)

Phase 3: Not viable at this time (3+ years)

PHASE 1: Strategies to pursue now

Pay to Park

- The City should explore opportunities to (a) strategically expand/phase-in paid parking in high constraint areas and/or (b) initiate a pilot program of on-street smart meters to test their effectiveness in influencing demand and mitigating constraints.

Wireless Sensors (off-street)

- Install in-lane lot counter systems where feasible at City owned or controlled lots as a reasonable and cost effective strategy for (a) collecting real time data at City off-street lots and (b) creating a foundation for linking occupancy information to exterior signage or in road guidance systems.

Branding/Logo Identity/Identification

- Pursue a coordinated branding strategy for incorporation into a larger marketing and communications package for customer/visitor parking downtown.
- Create a consistent visual standard “package” for facility entry areas that represents the Kirkland parking brand. This standard should then be applied to each City owned or controlled parking facility coupled with a format that labels the parking facilities by address.

Marketing/Communications

- Establish a marketing/communications budget and invest in on-going marketing and communications efforts to support the Kirkland parking brand and raise awareness and use of parking assets.

PHASE 2: Strategies to explore now and consider for near term implementation

Wayfinding

- As Kirkland moves forward with efforts to create and implement a coordinated brand strategy for its customer/visitor parking system, consider incorporating dynamic signage/guidance systems into the overall strategy, implemented as appropriate to time and budget.
- Create a consistent visual standard “package” for facility entry areas that represents the Kirkland parking brand. This standard should then be applied to each parking facility.

Parking Applications (“apps”): Off-street

- A parking “app” linking information on real-time availability of parking in City parking assets to smart phones should be explored for the off-street system if investments are made in in-lane lot/garage counter systems as described above.
- The City could examine opportunities that might be available through apps that are not linked to data collection systems, but rather more “crowd sourcing” based, which relays information from users in an area (or at a stall) as to parking availability.

PHASE 3: Strategies not viable at this time

Wireless Sensors (on-street and interior overhead)

- Barring a system of paid on-street parking, it is doubtful that full scale use of in-ground sensors would be feasible for Kirkland given the cost to install and maintain such a system. Current applications (in paid environments) are having difficulty demonstrating cost recovery for such systems.
- An overhead sensor system is likely too expensive for use at the Library Garage, though such a system could create access and circulation efficiencies for users of the facility.

Pay-by-Phone (or Cell)

- Until there is a larger (critical mass) of pay to park options in downtown Kirkland, pay by phone is not a viable technology for Kirkland’s publicly owned parking.

Parking Applications (“apps”): On-street

- A parking app for the on-street system is likely not cost-effective given the costs for providing the connection of sensors that are necessary to the “wireless link.”

DRAFT

IV. PARKING TECHNOLOGIES – WHAT IS AVAILABLE

This section is concerned with evaluating parking management technologies and how they might be applicable or beneficial to the City of Kirkland in its coordination of the public supply of parking downtown. For purposes of this evaluation, technology options are presented in three categories that include:

Phase 1: Strategies to pursue now (0 – 12 months)

Phase 2: Explore now and consider for near-term implementation (1 – 3 years)

Phase 3: Not viable at this time (3+ years)

PHASE 1: Strategies to do now (0 – 12 months)

A. Pay to Park

Rick Williams Consulting recently completed an assessment of parking capacity in the downtown. The findings of this assessment are summarized in *Tech Memorandum: Task 5 – Evaluating Options for Increased Parking Supply* (dated July 15, 2014). General findings indicate that both on and off-street parking in the downtown is highly constrained; a finding that confirms previous studies of the downtown Kirkland parking situation. The Technical Memorandum identified a limited number of “opportunities” where unused capacity could be directed, but these totaled less than 50 stalls in City owned or controlled spaces. For the most part, City facilities and parking resources are fully maximized for significant periods of each day.

Interestingly, there is little variation in utilization in parking stalls that are currently provided free of charge and those that are provided at a cost. The City employs “smart technology” in a very limited manner in some of its off-street lots (i.e., Lake/Central and Lakefront); using wireless multi space parking meters to collect parking fees. City fees are in place during specific hours (after 5 pm) and in limited locations. When pay to park is in effect, stalls are well utilized.

Opportunities to manage constrained parking demand are likely to be ineffective without some form of pay to park. This includes demand management strategies that would include encouraging use of shared facilities, linking remote lots and encouraging use of alternative modes. Given that pay to park is already in place (in a small percentage of the supply), the City should look to expand the percentage of supply that is pay to park and expand the hours of day during which stalls are provided at a cost.

Pay to park technology is available; in formats that represent newer and more sophisticated generations of revenue collection than what the City currently has in place.

Smart meters can be provided in a “multi-space” format (MSM), whereby a single meter or pay-station serves as a revenue collection point for more than one parking stall, or a “single-space” format (SSM), which replicates traditional coin parking meters with a unique meter serving each individual stall. Cities around the country are benefiting from transitions to MSM and SSM “smart” systems. Both systems provide a variety of useful functions. These include but are not limited to:

- Local and remote reporting capabilities.
- Multiple payment methods (e.g., coins, credit/debit cards, smartcards, loyalty cards).
- Remote programming.
- Real time reporting and credit card processing
- Improved high tech design(s) versus traditional parking meters.
- Reduced downtime with fewer meter malfunctions.
- Reduced time spent on coin collection and the accurate auditing of collections.
- Increased revenue potential.
- Pay-by-space or Pay-and-display payment options (MSM’s).
- Local and centralized management of rate structures (flexibility).
- Solar powered (but can be hard wired at a higher cost).

Costs for MSM and SSM equipment can vary widely depending on type of technology and number of units purchased. There are also varying costs associated with software support, back end charges, transaction fees, warranties and on-going maintenance. Other issues to examine moving forward would be compatibility with existing enforcement procedures and equipment/software.

The average cost of an MSM pay station ranges from \$7,000 - \$10,000 per unit.¹ This translates to approximately \$700 - \$900 per parking stall, depending on number of stalls per block face served. The average cost of a wireless SSM is \$500 - \$700 per parking stall.

Table 1 provides a summary of recent research into equipment costs.

¹ This cost estimate is derived from recent request for proposal processes that RWC has been involved in within the past two years. This included the cities of Ventura and Union City, CA, Tacoma and Seattle, WA and Portland, OR. Costs will vary based on the size of the purchase involved, the vendor and package of technologies requested. Additional cost estimates were derived from direct interviews with cities across the country using MSM and SSM technology. As stated, costs will vary by City and unique circumstances inherent to unique and complex parking systems. Estimates here should be used only for purposes of increasing understanding of MSM and SSM systems and assisting in decision making as cities consider upgrades or expansions within on-street inventories.

Table 1
Cities with Recent Smart Meter Purchase – Cost to Purchase/Operate²

Type	Cost per Station (Unit) ³	Captured time Sensor ⁴	Cost of Installation (per unit)	Extended Warranty (per unit)	Annual Maintenance (per unit)	Annual Supplies (per unit)	Annual Wireless charges (per unit)	Transaction Fee	Credit Card fees
Multi-space Meter (MSM)	\$7,150 - \$10,000	Not needed	\$300 - \$833 ⁵	\$500	\$1,100 - \$1,500 per station	\$150 - \$250	\$420 - \$510	None found	\$0.025 - \$0.065 per \$1.00
Single Space Meter (SSM)	\$495 - \$600	\$200 - \$225	\$45 ⁶ (meter) \$45 (sensor)	\$50	\$30 ⁷	N/A	None found	\$0.06 - \$0.13 per transaction	\$0.025 - \$0.065 per \$1.00

New administrative functions such as back office systems, credit card processing and new approaches/requirements related to maintenance and servicing are needed to support these systems. These functions can be integrated into existing support operations or could come with new costs to a City like Kirkland that does not have an extensive in-house parking management program or division. Education and outreach must be enhanced as well to assure customer understanding and acceptance of a new technology.

Applicability to Kirkland

- *Given Kirkland's very high parking demand, moving to a more comprehensive system of paid parking on- and off-street would improve access capacity for users of the downtown and mitigate on-going constraints in the parking system.*

² All costs are estimates based on best efforts to assemble reasonable and accurate data through interviews with actual cities using the two different technologies. Information was also supplemented with on-line research and review of vendor marketing information and other sources. These estimates should only be treated as reference points, leading at a later date to refinement that would relate directly to Kirkland's needs and program requirements.

³ Per unit costs for MSM technology need to be divided by the number of stalls being controlled by the unit to derive an apples to apples comparison with SSM "units" that are deployed one per parking stall.

⁴ When a customer leaves a parking stall early, any unused time on the "meter" can either accrue to the City or to the user. With an MSM, the meter in effect "resets" once a vehicle leaves, thus unused time paid for is "captured" by the City. This does not happen with an SSM unless a sensor is placed in the parking stall that senses the vehicle and resets the meter once the vehicle leaves. If cities wanted to also use sensors to count cars or create additional options related to enforcement, then such a vehicle detection sensor would be used with MSM's as well (and its associated costs).

⁵ Cost range based on data provided by four cities that recently installed MSM systems.

⁶ Installation cost is estimated using two person teams (@ \$45/hr. fully loaded labor cost) taking 30 minutes to replace the unit (in an existing meter) and move on to the next one.

⁷ This number was derived using a recommended spare parts list (\$22.67 per meter) divided over 3 years, plus credit card reader cleaning (@ 15 minutes) twice a year.

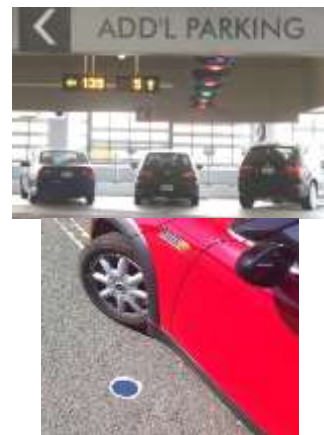
- *Paid on-street parking would be effective in moving employees - who may be parking on-street – into off-street locations and/or alternative modes.*
- *Paid on-street parking would provide revenues that could be used to increase supply (new parking, invest in other downtown access improvements and/or encourage alternative modes as a way to mitigate current parking constraints/deficits.*

B. Wireless Sensors

When discussing on-street parking technology, the emergence of wireless sensor technology is now frequently considered. Stall sensor systems for *on-street* parking are currently being piloted in many cities along the west coast (e.g., Vancouver, WA, Corvallis, OR, Los Angeles, Redwood City, San Francisco and San Mateo, CA, to name just a few) to track utilization of individual parking stalls “in real time.” The Portland, Oregon International Airport deploys overhead stall sensors with a red light/green light display to both count vehicles and alert users to available stalls (green light) in its garages “*off-street*.” This has improved circulation and congestion issues in its very large garages (i.e., garages very much like the City’s Library Garage).

“Lower technology” *off-street* garage/lot counter systems have been around for many years. These entail installing in-lane loop detectors in entry and exit lanes that service a parking facility. The loops count vehicles passing over entry lanes and deduct the number of vehicles exiting over egress lanes. The “net” quantifies available stalls, which can be transmitted to exterior reader signs or in-road directional signage.

Vendors now offer sensors integrated into smart -credit card-capable meters; but most current applications are stand-alone sensors embedded in the street (or less frequently, curbside) and linked to either multi-space pay-by-space meters, single-space credit card-capable meters and/or on-site and in-roadway informational and guidance signage. The leading firms provide robust back-end software that can take information from pay-by-space meters (and also pay-by-phone applications) to provide “real time” parking metrics data and analysis. These systems also have significant “directed enforcement” applications for on-street parking with interfaces to most major handheld vendors using open systems. This feature can improve the effectiveness of parking enforcement, reducing overall enforcement costs and/or increasing citation efficiency.



Example: Overhead and in-ground parking sensor systems.

Each of these systems (on and off- street) have proven to be very dynamic and can generate a wealth of data, which can translate into databases that facilitate decision-making related to rates/demand and communicate beneficial information to users. The traditional off-street entry/exit lane counters have (a) proven most cost effective and (b) have been in use within the industry for a long time.

It should be recognized that much of the new sensor technology is still evolving and has not been fully proven in large-scale environments; for reliability and return on investment. Issues that are still being addressed include sensor accuracy, detection and transmission latency (i.e., delays in transmission), interference from other electrical sources, and the ability to handle all types of spaces (parallel, diagonal, and perpendicular) and all types of vehicles (motorcycles, oversized trucks, etc.). At present, the greatest obstacle to wide adoption of sensors is cost. Sensors have both substantial upfront and ongoing per-space costs.



Example: Wireless Sensor System
[Source: TCS International]

Table 2 provides a summary of cost by type of sensor.

Table 2
Parking Sensors: Estimated Purchase and Operating Costs⁸

Type of Sensor	Cost to Implement	Cost to operate (annual)
In-ground (on and off-street)	\$150 - \$330 per space	\$50 - \$100 per space
Overhead (off-street: garage)	\$500 - \$1,110 per space	\$25 - \$50 per space
In-lane (off-street: lot or garage)	\$2,500 - \$5,000 per lane (i.e., entry/exit)	marginal

Kirkland may want to evaluate the usefulness of such systems through a pilot and use that information to determine the efficacy, type and interface that such sensors can provide to data collection, rate and enforcement functions for the City to the benefit of its access management program.

Applicability to Kirkland

- **PHASE 1:** *Installing in lane lot counter systems where feasible at City owned or controlled lots (and Library Garage) is a reasonable and cost effective strategy for (a) collecting real time data at City off-street lots and (b) creating a foundation for linking occupancy information to exterior signage or in road guidance systems.*

C. Branding/Logo Identity/Identification

Developing a parking system “Brand” is a trademark of “Best in Class” parking programs. The brand should quickly and uniquely capture a customer’s attention and communicate a positive image that distinguishes the parking product from the rest of the market. The brand is more than just a logo - a

⁸ Costs outlined herein are estimates derived from RWC review of parking industry literature, previous responses to requests for proposals and vendor sources. Costs are rapidly changing as technologies evolve; these estimates should be used only for informational purposes and assisting the City in considering opportunities appropriate for Kirkland.

community will know it has the right brand when the brand promotes the image the district wants people to have of the parking system (e.g., for customers, clean/safe, best in market, etc.). It should be as simple as saying “Easy Park,” “e-Park” or “SmartPark.” Ultimately, a positive patron experience should be your brand.



Branded Parking: Seattle WA

The brand should reinforce the positive aspects of the system – easy, smart, affordable and available. It should tie the system together. Finally, it should be used consistently in signage and other communications tools, reinforcing the product and providing information a customer can use. Best practices branding requires a commitment to brand all aspects of the parking program into a unified whole that makes the program look and feel professional.⁹



**Branded Parking:
Portland OR**

The 2002 *Downtown Kirkland Parking Study and Plan* specifically called for the creation of “a uniform signage package that incorporates a unique logo and color scheme for public parking facilities to establish a sense of recognition, identity and customer orientation for users of the downtown parking system.”¹⁰

As with branding, the name of parking facilities is extremely important in messaging. Names like Library Garage and Antique Lot do not communicate useful information to potential users; particularly transient customer/visitors who are infrequent users of a downtown. While such names may be identifiers of a property and important to the property owner (or easily recognizable to an employee who parks in a facility everyday), they do not convey direction or location to a transient customer/visitor seeking simple and convenient guidance to a parking stall.



**Kirkland: Existing
Parking “Brand”**

Industry best practices for naming off-street parking facilities suggests using addresses associated with the main auto ingress point into a facility. As an example, Portland, OR and Boulder, CO do a very good job in “branding” and identifying their parking facilities by location. As such, names like 10th & Walnut or 4th & Yamhill easily and intuitively communicate not just a brand (coupled with the system logo) but how to find the location. When integrated into web communications, apps, way finding signage

⁹ In 2004, Kirkland created new parking signage but did not fully develop a logo or initiate a system to communicate the Kirkland “brand.”

¹⁰ City of Kirkland, *Downtown Parking Study and Plan* (October 2002), page 63.

and other collateral materials, the name of the garage not only communicates information to the user (location) but reinforces the brand the facility name is associated with.

Kirkland's facility naming format is not customer friendly or informative. For this reason, the City should consider renaming their facilities as part of a broader effort to brand its parking system. Given that the City owns or controls four facilities (inclusive of Antique Lot) the usefulness of a brand as a means to communicate this system remains as relevant today as it did in 2002.

Brand development can range in cost from \$10,000 - \$20,000, which would be the cost for designing a logo. Additional costs would be incurred as the brand is integrated into signage, collateral materials, web-sites and other communications.

Applicability to Kirkland

- *Pursue a coordinated branding strategy for incorporation into a larger marketing and communications package for customer/visitor parking downtown. At present there is no unifying relationship between City owned/controlled parking assets. Branding will serve as the foundation piece for establishing a true parking system. Branding also provides a basis for launching supporting programs related to signage, wayfinding and coordinated marketing and communications with customers/users.*
- *Create a consistent visual standard "package" for facility entry areas that represents the Kirkland parking brand. This standard should then be applied to each parking facility coupled with a format that labels the parking facilities by address.*

D. Marketing/Communications

Most of the strategies and technologies recommended herein require a sustained level of support necessary to communicate them to the public and ensure their success. Investments in branding, facility identification and presentation and signage are intended to increase awareness of a parking system by customers/visitors and to grow parking activity within an integrated parking inventory. To this end, any "new technologies" implemented in Kirkland will need to be integrated into a sustained marketing and communications effort for the parking system.



**Coordinated Marketing:
Seattle WA's e-Park**

A commitment to a brand results in a commitment to supporting that brand through routine and broad based marketing and communications. Marketing opportunities include (but are not limited to):

- Maps
- Web Pages
- “BannerAds” or media “drop ins.”
- Co-marketing opportunities with area businesses (e.g., java jackets, cash register tent cards, event sponsorships)
- Bag stuffers (distributed at retail outlets)
- Validations programs
- Incentive programs
- Customer Rewards
- Print
- Radio/TV
- Social media



***Coordinated Marketing – Webpage example
Long Beach, CA’s RideParkPlay***

A successful program for marketing and communicating parking to the public maximizes the supply of parking built and establishes a resource that benefits area businesses (particularly those that have meaningful customer bases). Through marketing and communications, customers identify with a *product*, learn how to use it and what to expect. This reduces confusion and frustration and increases customer satisfaction.

Marketing and communications budgets vary by city and by size and complexity of the affected parking systems. Nonetheless, a commitment to a stable budget of funding for communicating the system will be required. Given Kirkland’s relatively small system size (approximately 1,000 public stalls on and off-street); a budget range of \$18 - \$25,000 per year is recommended as a minimum amount to initiate marketing and communications efforts.

Applicability to Kirkland

- *Establish a marketing/communications budget and invest in on-going marketing and communications efforts to support the Kirkland parking brand and raise awareness and use of parking assets.*

PHASE 2: Strategies to explore now and consider for near term implementation (1 – 3 years)

E. Wayfinding

Parking guidance systems help drivers find their parking destinations more efficiently through the use of dynamic messaging street signs. Many cities now use dynamic signage within the public rights-of-way and on-site as a means to inform and direct customers to available parking. Portland, OR, Seattle, WA and San Jose, CA are good examples.

Dynamic signage is linked to occupancy information at individual or multiple parking sites (usually collected through loop detector/parking counter systems as recommended for Phase 1). This information is displayed on site in reader boards/blade signs at the building entry plazas and/or at remote locations to downtown, usually major roadway entry portals. When parking stall availability changes, so do the signs (see the Portland and San Jose examples above). The signs provide guidance information (an address or facility name) and information on real time stall availability. Showing drivers the right way to turn to find parking more quickly helps all drivers on the road find their way faster. That means reduced congestion, frustration, carbon emissions, and drive times. It also means happier drivers, and a greener city.



In-road Wayfinding: Portland, OR & San Jose CA

Such systems have been extremely effective both from a traffic/congestion point of view and in terms of stall management. Customers find the systems to be highly useful and “customer friendly.” Most systems can be programmed to link wirelessly to on-site counter systems (see B above) and are reasonably priced (\$10,000 for on-site signage/\$25 - \$45,000 in rights-of-way).

Programs that are the most successful tie into a parking “brand.” The brand is incorporated into both the on-site signage and the rights-of-way signage. This provides customers a visual cue that translates from their first encounter in the roadway to being able to conveniently identify a parking location. For instance, Portland, OR (SmartPark), Vancouver, BC (EasyPark) and Seattle, WA (e-Park) have rolled out this type of branding link.

Figure A illustrates where on-site and in-roadway signage could be placed in the downtown to coordinate and consistently communicate parking opportunities to users. The layout envisions three (3) in roadway signs and four (4) on site signs. It is estimated that these signs would fall in the range of \$130,000 (i.e., \$90,000 for in roadway signs and \$40,000 for on-site signage).

Applicability to Kirkland

- *As Kirkland moves forward with efforts to create and implement a coordinated brand strategy for its customer/visitor parking system, consider incorporating dynamic signage/guidance systems into the overall strategy, implemented as appropriate to time and budget.*
- *Create a consistent visual standard “package” for facility entry areas that represents the Kirkland parking brand. This standard should then be applied to each parking facility.*

Figure A
Potential Lay Out of Coordinated Downtown Parking Signage Package



F. Parking Applications (“apps”)

Another major “smart parking” innovation is the increase in public and private sector applications intended to make more parking data available to the parking public and offer new services to parkers.

Made possible by the tremendous increase in smartphone usage (originally the iPhone and now Android-based phones) and more recently the iPad and similar devices, all of which incorporate GPS capability, these applications can gather information about a parker’s whereabouts while also offering differing levels of information about the environment in which the vehicle is located or to which it is heading.



One of the key questions for the industry going forward is the extent to which on-street data provided by intelligent meters and sensors will be made available to parking application vendors. Vendors currently earn fees by selling their applications at nominal rates and/or from advertising on their sites. Some, such as Parking In Motion, are perhaps being paid fees when users reserve parking at off-street lots. It is in the interests of cities and the vendors to have as much information publicly available as possible, but it is unclear to what extent cities will seek to

recoup their capital cost by selling such information, and whether the customer base will pay enhanced fees for applications offering real-time data.

Applicability to Kirkland

- **PHASE 2:** *A parking “app” linking information on real-time availability of parking in City parking assets should be explored for the off-street system if investments are made in in-lane lot/garage counter systems as described in B above.*

PHASE 3: Strategies to explore now and consider for near term implementation (3+ years)

G. Wireless Sensors

Applicability to Kirkland

- **PHASE 3:** *Barring a system of paid on-street parking, it is doubtful that full scale use of in-ground sensors would be feasible for Kirkland given the cost to install and maintain such a system. Current applications (in paid environments) are having difficulty demonstrating cost recovery for such systems. At approximately 350 current on-street spaces, such a system would be in the range of \$52,500 - \$115,000 to install. Additional annual costs to maintain, operate and communicate the systems would also accrue to the City.*
- **PHASE 3:** *An overhead sensor system is likely too expensive for use at the Library Garage, though such a system could create access and circulation efficiencies for users of the facility. At 339 structured spaces, such a system would be in the range of \$170,000 - \$376,000 to install.*

H. Pay-by-Phone

Pay-by-phone as a parking payment option is just as it sounds – once motorists park their vehicles, they call a phone number usually located on a sign or the parking meter, enter their space or license plate number, and then hang up. Smartphones can link to an app that doesn’t require a phone call. An initial, one-time setup to link a credit card number with a phone number is required. The system then uses caller ID to match the user with the account. This technology has great potential for making parking easier and providing a significant number of customer benefits in both on- and off-street parking formats. Market data shows an increasing interest in the availability of this type of technology by the growing base of younger and more “tech savvy” visitor/shopper. Several cities are piloting pay-by-phone systems, including Seattle and Vancouver, WA, San Francisco, CA, Pittsburg, PA, Coral Gables, Miami and Fort Lauderdale, FL, New Castle, NY and Washington, D.C. (to name a few).



Signage and communications systems would need to be implemented or augmented to ensure that customers are aware that the pay-by-phone is an option, as well as to establish start-up accounts. Additional equipment for enforcement personnel would also need to be evaluated.



Recent research conducted by CDM Smith Consultants in San Francisco indicates that pay-by-phone programs cost between \$25 - \$50 per associated stall to set up, with annual support costs of \$50 - \$75 per stall.¹¹

The number or percentage of customers that avail themselves of this parking option is not well established in any of the cities currently piloting such programs, but it can be assumed that it is relatively low at this time given the “newness” of the concept to on-street systems. This should change over time as these systems become more common within parking operations and within the industry. Also, there will likely be a correlation between use of the option and the level of operational support (marketing, communications, outreach) given to the technology.

Applicability to Kirkland

- *The number of areas where pay to park in Kirkland is very limited and represents a very small percentage of the total parking supply. If there were more stalls in play this could be a useful amenity for customers paying to park.*
- *Until there is a larger (critical mass) of pay to park options in downtown Kirkland, pay by phone is not at this time a viable technology for Kirkland’s publicly owned parking.*

I. Parking Applications (“apps”): On-street

Applicability to Kirkland

- **PHASE 3:** *A parking app for the on-street system is likely not feasible given the costs for providing the connection of sensors that are necessary to the “wireless link.”*

V. SUMMARY

All cities have unique customer culture, operating and management structures and goals and objectives for their public parking systems. What is consistent across cities is that making investments in newer and “smarter” parking technologies requires investment and a commitment to coordination and management that exceeds existing programs, services and resources. The considerations contained in

¹¹ Bill Hurrell, PE, Senior Vice President, Wilbur Smith Associates, *Technology and Parking*. Presentation to Metropolitan Transportation Commission on Design, Community & Environment, March 25, 2011.

this technical memorandum were structured with this in mind. We have attempted to provide a starting point for Kirkland that is both strategic and reasonable. This begins with branding and identifying the parking system itself, followed by signage, wayfinding and marketing and communications. These initial steps, if implemented, would provide a solid foundation upon which to build additional and more sophisticated technologies. We also strongly recommend that Kirkland explore a strategic and incremental expansion of pay to park technologies. This is based on the premise that existing perceptions and realities related to parking constraints in downtown Kirkland cannot be effectively solved if the singular operating principle is that all parking remain free to all users of the public parking system.

DRAFT

Market Neighborhood Feedback on Downtown Parking

This document outlines a number of concerns expressed by Market Neighborhood related to potential parking changes to downtown Kirkland. It has been prepared as a formal input into the parking study currently underway by the City. The neighborhood continues to be concerned that our streets serve as “spillover” parking for downtown, and potential City parking changes may further exacerbate this issue.

The document is organized into four areas:

- Area #1 – Specific Market neighborhood issues
- Area #2 – Overall concerns on reducing downtown parking
- Area #3 – Opportunity to re-use existing City parking
- Area #4 – Additional concerns related to downtown parking

Area #1 - Specific Market Neighborhood Issues

The Market neighborhood has a number of specific concerns about the parking burden currently being borne by the neighborhood due to inadequate downtown parking. These include:

- The Market neighborhood already hosts a number of parking-related needs for the City, including boat trailer parking, parking for Heritage Hall events, parking for Heritage Park, including the two tennis courts, and hosting numerous events including the Shamrock Run, 12Ks of Christmas, 3-day walk event, and 4th of July parade parking.
- Waverly Way in particular has a bike lane along the west side of Waverly, that is both a community asset and consistent with the City's goal of non-auto transit. We will want to maintain this.
- A Lake Ave W. resident has expressed concern that increased parking on Lake Ave W. will reduce the ability for fire trucks to turn around and get on to the next call, an issue that presents a safety risk to the larger community.

Area #2 - Overall Concerns on Reducing Downtown Parking

We are concerned about a plan that reduces parking downtown and encourages it in adjoining neighborhoods. There appear to be multiple initiatives underway that reduce downtown parking:

- Reduction in parking spots for Park Lane
- Potential reduction in parking requirements for multi-unit development
- Constraints on employee parking downtown that leads to overflow to surrounding areas (if library not available or desirable).

Area #3 - Opportunity to re-using existing City parking

We have counted at least 26 spots reserved for KPD at City Hall. Since KPD has moved to their new location except for the evidence room, can the City designate these spots as public parking with same rules as downtown parking, 3 hours free parking? This would have an immediate impact and show residents and businesses that the city is addressing the parking issue now.

- How many parking spots could be made available at City Hall?
- How many parking spots could be made available at the Annex location?

Area #4 - Additional Concerns Related to Downtown Parking

In addition the issues raised above, two other parking related issues will need to be considered when determining any changes to downtown parking.

- It appears the City intends to move ahead with changes to the Multi-Family Parking Requirements to limit the number of spots required for such properties. Protections may need to be put in place to ensure this does not create spill over into the neighborhoods surrounding downtown, including Market neighborhood. Do we need "Zone" parking for the surrounding neighborhoods? Do we need time-restrictions for those without zone placards? There are likely many other viable options, but the primary point is that Market Neighborhood doesn't want to "hope" that the surrounding neighborhoods are not impacted. Rather, we want to be planful about the change, and have appropriate protections in place so that the neighborhoods don't become spillover parking lots.
- As the City has likely seen, Juanita Village is receiving negative publicity due to parking shortages, causing challenges for employees and the general public.
<http://www.kirklandreporter.com/news/273064951.html>. For the Central Business District (CBD), we would be concerned about parking constraints that led employees to park in the surrounding neighborhoods (which don't currently have any time restrictions), in order to be able to come to work and do their jobs.

Downtown Parking Preliminary Options

January 6, 2015
City Council



Outline

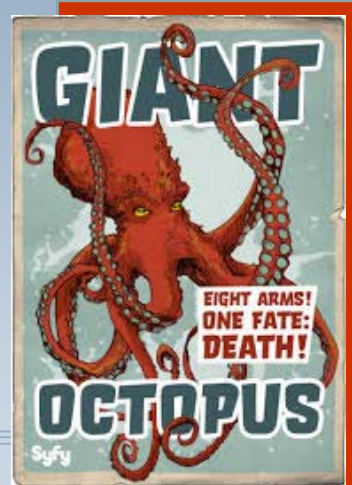
- Study goals and scope
- Options
- Public process
- Questions
- Other issues



Study Goals

- Increase supply
- Improving operations

Are there some relatively easy, quick solutions?



Scope

- Generally assess current downtown parking
 - Measure occupancy at selected locations
(Total inventory is about 1400 stalls)
- Look at options for increased supply:
 - Lake Ave W. current permit area
 - Area south of City Hall
 - Waverly Way
 - Shared use
- Recommend wayfinding improvements including dynamic signing
- Evaluate applications of advanced technology



Supply and Operations options

1. Design/Build lot south of City Hall
2. Lake Ave W
3. Waverly Way
4. Shared use agreements
5. Pay parking (discuss at end)
6. Marketing and communications
7. Improve library garage
8. Volume counting
9. Advanced technology



Supply Options

1. Lot South of City Hall

- A. Design
- B. Build

Comments

Access/location
Best use
Existing parking
Other locations



Supply Options

2. Lake Ave. W.
 - A. Time limited parking
 - B. Lease stalls
3. Waverly Way

Comments

Impacts

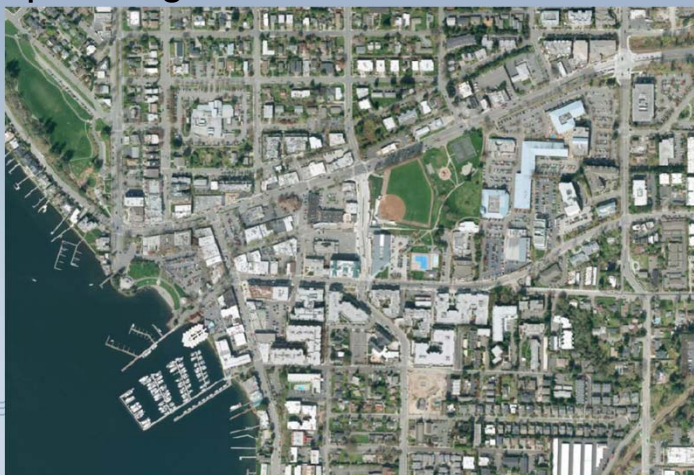
Available parking areas

Bicycle facilities



Supply Options

4. Shared use agreements for public parking.



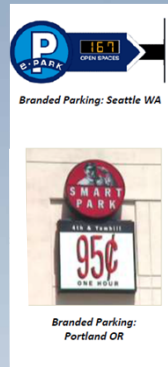
Operations Options

6. Marketing and Communications

- A. Improve static wayfinding
- B. Dynamic wayfinding

Comments

Support



Operations Options

7. Library Garage (underway)

- Lighting, Cleaning, Painting, Elevator

8. Volume counters

- Loops, cameras, wireless detectors

9. Advanced technology

- Apps that direct parkers, directed enforcement, real-time metrics, judicial system.

Comments

Support

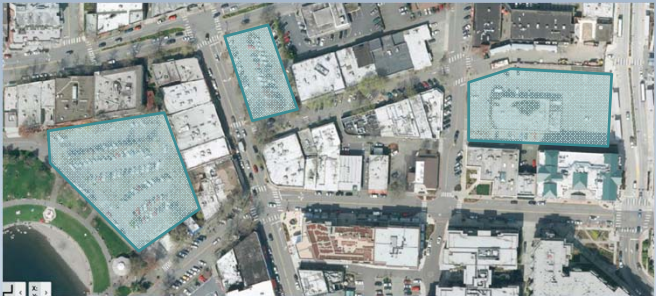


Operations Options

5. Pay parking expansion

- A. Understand/Consider
- B. Implement

Comments
Many options
Validation
Employees
Previous policy



		Option Timing	
		Near term	Longer term
Option type	Supply		
	Operation		

Option Timing		
Option type	Near term	
	Longer term	
Supply	1. (A) Design Lot South of City Hall.	1 (B) Construct of lot south of City Hall.
	2. (A) Lake Ave. W. time limited parking.	4. Shared use agreements.
	2. (B) Lake Ave W. Lease stalls.	
Operation	3. Waverly Way. Add parking on the south side.	
	5. (A) Consider Pay parking expansion.	5. (B) Implement pay parking.
	6. (A) Marketing & Communications. Improve static wayfinding.	6. (B) Marketing & Communications. Dynamic wayfinding signage.
	7. Improve Library Garage.	9. Advanced guidance (apps, etc).
	8. Counters.	

Questions to consider

- Are the right issues being examined; are the goals of the study right?
- Have the options from the study been clearly described?
- Are there other options that should be added for consideration? (auxiliary lots)
- What should be the timing for implementing options?
- Timing for implementation?



Public Process

Stakeholders

- *Parkers*
- Business operators/owners
- Residents of
 - downtown
 - adjacent neighborhoods
- Others?



Other issues

- Development
 - Park and Main (Antique Mall)
 - Parkplace
- Enforcement
 - Park Smart
 - Move-to-evade
- Interim goal for increasing capacity
- Sizing parking for multi-family residences



Other Issues (continued)

- Packaging ideas
- Outreach
- Come back to Council with plan and costs in April
- KAN January 14



Bea Nahon

From: Pat Wilburn <patrick_wilburn@hotmail.com>
Sent: 01/05/2015 9:12 AM
To: Kurt Triplett; 'Lisa McConnell'; Michelle Sailor; David Godfrey; City Council
Cc: Kari Page; Kathy Brown; Bea Nahon; Dawn Morse; Mark Nelson
Subject: RE: Feedback ahead of Council session on Jan 6th re parking
Attachments: Waverly steep hillside 2.JPG; Waverly steep hillside 1.JPG

Resending for people who were out of the office over the holidays.

Council and Staff -

Now that the [preliminary parking study is available](#), I would like to make a few comments ahead of the Council session on January 6th, specific to consideration of parking on the west side of Waverly Way.

1. The consideration of the West side of Waverly Way between Market and 2nd fails to consider that passengers in these parked vehicles would be exiting directly onto a steep hillside, as evidenced by the attached pictures showing the immediate and steep pitch from Waverly Way down to Heritage Park. It is unreasonable for safety and litigation reasons to assume that City would allow for passengers to exit a parked vehicle directly onto a steep hillside. As such, any consideration for parking for this section of Waverly Way would need to include financial budgeting for construction of a sidewalk and associated levelling to ensure safe egress and ingress for passengers. This additional cost would very likely move the potential option of additional parking on Waverly from "low" cost to "medium" or "high" cost depending on the complexity of the geotechnical engineering and construction work required.
2. When evaluating a potential surface lot south of City hall, the study states, that, "If a surface parking facility were developed on the City Hall property, its location on a hill above downtown would not likely be attractive to customer/visitors." Note that Waverly is actually further away from downtown, with similar elevation gain, from the south side of City hall. It appears inconsistent to assume that visitors to downtown would be unwilling to park/walk from a new surface lot south of City hall, but would rather be willing to walk further to park on Waverly Way.
3. As mentioned in the report, consideration of parking on the west side of Waverly Way would directly disrupt a bike lane used for non-automotive transit. This appears to directly contradict the Council's goal of encouraging non-automotive transit. Further, an attempt to re-route this bike traffic through Heritage Park would bring cyclists into conflict with dog walkers and families with strollers.

For the reasons enumerated above, the potential option to add parking on the west side of Waverly Way does not consider the litigation risk from passenger egress nor the design and construction cost to mitigate this risk, as well as the increased distance from downtown to Waverly Way versus other parking, and the need to deprecate an existing bike lane if this option were to be pursued.

Upon review, this appears to be a poor choice as an option to address any issues with downtown parking.

Thank you. I look forward to the Council conversation on the 6th.

Regards,
Pat Wilburn
Market Neighborhood Board Member

Mobile: 206-679-2626



Patrick_wilburn@hotmail.com

From: nelson.markb@gmail.com

To: pollard@talonprivate.com

CC: citycouncil@kirklandwa.gov; janetpruitt@hotmail.com; chuck@bourlandweb.com; donw@mossbay.org; DGodfrey@kirklandwa.gov; KPage@kirklandwa.gov; KBrown@kirklandwa.gov; kirby994@frontier.com; bea.nahon@nahoncpa.com; msailor@comcast.net; KTriplett@kirklandwa.gov; patrick_wilburn@hotmail.com; dnamorse@gmail.com

Subject: RE: Kirkland Parking Study

Date: Tue, 25 Nov 2014 10:17:15 -0800

Bill, thank you for taking the time last week to share with Kirkland's Market Neighborhood Talon's current concepts on next steps for Park Place.? I appreciate your candid and open sharing.? I appreciate that Talon is still developing concepts for Park Place and I especially acknowledge your willingness to receive input from Kirkland's residents.

I am forwarding this e-mail string to you as it dovetails with some of the comments at the Market Neighborhood Meeting and provides background on the basis for some of the things you heard from Market Neighborhood residents.

In order to provide perspective for others on this e-mail, I want to recap a few of the Market Neighborhood comments on November 19.

- ? Development of Park Place offers a unique opportunity to provide convenient parking for the businesses and customers of New Park Place.
- ? Explore in-depth with the City of Kirkland how to utilize space under the city-owned park west of the Park Place property.? This is a perfect opportunity to excavate under some (better-yet all) of the park, develop parking and restore the park above the below-ground parking.
- ? A new comment / idea – Transition the tenant of 434 Kirkland Way to the New Park Place and increase the size of the footprint and associated development and parking of the New Park Place.

Bill as you read the string below, I hope you come away with a sense that there are Kirkland residents who are very interested in supporting the City with development of parking solutions.? Last week people at the Market Neighborhood meeting shared ideas with you and provided a sense of how they want to be involved early in the planning and development of ideas.? You can read below continuous interest for the Market Neighborhood in engaging with the City.? Please call on the residents copied on this e-mail as Park Place plans evolve.? My desired outcome is that when Talon seeks approval of its plans by the City of Kirkland, there has been so much involvement of Kirkland residents that the residents are strongly advocating on behalf of Talon.

Those copied are:

- ✉ Members of the Kirkland City Council
- ✉ Janet Pruitt – Chair of NorKirk Neighborhood
- ✉ Dr. Chuck Pilcher – Co-Chair of Lakeview Neighborhood & Member of Evergreen Hospital Board of Commissioners
- ✉ Don Winters – Chair of Moss Bay Neighborhood
- ✉ David Godfrey – City of Kirkland Public Works Transportation Engineering Manager
- ✉ Kari Page – City of Kirkland Neighborhood Services Outreach Coordinator
- ✉ Kathy Brown – City of Kirkland Public Works Director
- ✉ Lisa McConnell – Co-Chair Central Houghton Neighborhood
- ✉ Bea Nahon – Chair of Kirkland Alliance of Neighborhoods
- ✉ Michelle Sailor – Chair of Market Neighborhood (term ends 12/31/2014)
- ✉ Dawn Morse – Chair of Market Neighborhood Associate (effective 1/1/2015)
- ✉ Kurt Triplett – Kirkland City Manager
- ✉ Pat Wilburn – Board Member Market Neighborhood

Also attached is an e-mail from Bea Nahon where she offers as the KAN Chair to engage with the City and support its initiatives concerning parking.

I am a member of the Market Neighborhood Board, its representative to KAN and may be contacted at 425-576-

5675 , should you wish to discuss.

From: Kurt Triplett [mailto:KTriplett@kirklandwa.gov]

Sent: Monday, November 24, 2014 5:54 PM

To: 'Pat Wilburn'; Mark Nelson

Cc: City Council; 'Janet Pruitt'; 'Chuck Pilcher'; 'Don Winters'; David Godfrey; Kari Page; Kathy Brown; 'Lisa McConnell'; Bea Nahon; Michelle Sailor

Subject: RE: Kirkland Parking Study

Pat – thank you for your thoughtful comments and the attachment. I know the Council will want us to explore all the issues raised in your communication. I did a quick read tonight and I will pass it on to my staff and the consultant. In the meantime, here is more information about some of the comments. First, thank you for your thoughts on the “once in a generation” opportunities the big projects provide. We agree! The City has expressed to both Park Place and the Antique Mall owner (and broker) that we are interested in partnering with them on developing public parking along with their projects. So as those projects develop the City will actively engage them. Second, the City Council has not yet set any policy parameters around the study. So there is no decision one way or the other about whether downtown parking should be “contained” downtown. The current policy throughout the City is that on-street parking is available to anyone, unless otherwise marked. I can also assure you that the City Council has not made a decision regarding the “right size parking” proposal that was recommended by the Planning Commission and Houghton Community Council. The Council will likely have several discussions of this topic in 2015 prior to making any final decision.

I also appreciate your ideas about the 26 former police parking spaces. Those spaces have been recaptured for other City Hall employees during the day. The good news is that this keeps 26 non-police employees from parking on the

streets around City Hall during the day like they used to do. So there is a net benefit to neighborhood streets. We could certainly experiment about alternative uses of some of the parking if the public is interested. In the meantime, those spaces (and ALL City Hall spaces) are available after 5pm for the general public as well as all weekend. After 5pm the downtown lots and streets are consistently full and City Hall is empty. Unfortunately most folks either don't know the spaces are available, or see them as too far away to use. Except for during big events like the 4th of July, the City Hall lot almost always has space available in the evenings and on Saturday and Sunday. Regardless of whatever other options we pursue, we intend to install better signage in City Hall to make it clear anyone can park at City Hall after 5pm and on weekends. We will also add better signage downtown to direct people to City Hall parking.

Thanks again,

Kurt

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]

Sent: Monday, November 24, 2014 4:53 PM

To: Kurt Triplett; Mark Nelson

Cc: City Council; 'Janet Pruitt'; 'Chuck Pilcher'; 'Don Winters'; David Godfrey; Kari Page; Kathy Brown; 'Lisa McConnell'; Bea Nahon; Michelle Sailor

Subject: RE: Kirkland Parking Study

Hi Kurt -

Thank you for your continued engagement on this topic.

Regarding input thus far, you are correct that most of the feedback thus far has centered around the core issue that the neighborhoods shouldn't serve as overflow parking for downtown. The attached document provides a summary of this perspective, with additional detail. It's concerning and confusing that parking on the west side of Waverly Way and parking on Lake Ave West are both considered options when the neighborhood is adamantly against both options. They both appear to violate the principle that downtown parking should be contained to downtown, and in the case of Waverly Way would interrupt the bike lane that runs the length of Waverly and is consistent with the City's goal of promoting non-vehicular transportation. Regarding your request for additional options to be considered, here are two suggestions:

1. Permit Parking

To help "protect" the neighborhoods surrounding downtown from increased overflow parking, one option is permit parking. The City of Bellevue has a nice reference page which is worth looking at: <https://www.bellevuewa.gov/parking-management.htm>. Enforcement costs could be mitigated by handling enforcement on a reactive basis (e.g. when residents call in to request enforcement). There are a variety of sub-options to be considered here, including (a) restricted times, (b) two-hour windows, (c) # of guest passes for residents, (d) seasonality, as demand is highest in summer.

2. Incentives for Park Place and the Antique Mall location to add public parking

Both of these properties are "once in a generation" opportunities to add a healthy supply of off-street parking to downtown. We heard from the potential Park Place developer last week that they see public parking as a potential way to ensure visitors come to Park Place. In the case of the Antique Mall, developer incentives to encourage public parking could add spots in the core of downtown and right near the Park Lane walkway.

Thank you for the continued dialogue on this important topic.

Regards,
Pat

From: KTriplett@kirklandwa.gov
To: nelson.markb@gmail.com
CC: citycouncil@kirklandwa.gov; patrick_wilburn@hotmail.com; janetpruitt@hotmail.com;
chuck@bourlandweb.com; donw@mossbay.org; DDodfrey@kirklandwa.gov; KPage@kirklandwa.gov;
KBrown@kirklandwa.gov; kirby994@frontier.com; Bea.Nahon@nahoncpa.com; msailor@comcast.net
Subject: RE: Kirkland Parking Study
Date: Tue, 25 Nov 2014 00:01:44 +0000

Mark – thank you for your email. After our initial meetings with the consultant we did decide to reorder the tasks to ensure that every stakeholder had the same baseline of basic information and options as the starting point. No change orders are necessary to reorder the tasks as long as all the tasks are completed. Task 1.3 will occur as soon as the Council is briefed on the preliminary report in January. Again that will report will be the starting point of the public process. There will be no recommendations included in that report, only information. We are still developing the list of 8 stakeholders. Patrick is definitely one of them. Once they are all identified, I will send you the list. I truly appreciate the interest you all have in the parking study. As before, I can assure you all that you have not missed any opportunity for input, comment or recommendation. In the meantime, since I have provided an overview of the various options below that will be included in the report, if you have any comments or observations, feel free to share them with us now if you like. We also welcome any additional options you think we should evaluate as well. So far none have been suggested but we are happy to take them at any time.

Kurt

From: Mark B. Nelson [<mailto:nelson.markb@gmail.com>]
Sent: Tuesday, November 18, 2014 8:28 PM
To: Kurt Triplett
Cc: City Council; 'Patrick Wilburn'; 'Janet Pruitt'; 'Chuck Pilcher'; 'Don Winters'; David Godfrey; Kari Page; Kathy Brown; 'Lisa McConnell'; Bea Nahon; Michelle Sailor
Subject: RE: Kirkland Parking Study

Kurt, I have silently watched all of the traffic on this topic and decided that it would be helpful to look at the Agreement between the City and Rick Williams Consulting, the firm that is conducting the Parking Study. Attached you will find Attachment A and B to the Williams Agreement.

As I look at the Task List, it appears to me that the sequence of work that is actually happening is different than the version of the Agreement that I have.

Specifically, Attachment B Task 1.3 indicates, *“Schedule, conduct and summary up to 8 external (non-staff) stakeholder interviews and 8 internal (staff) interviews.”* In early June Market Neighborhood Board Member Patrick Wilburn asked you how he (i.e. the Market Neighborhood) could engage in the process. Since June, Patrick has continued to check-in and follow-up with David Godfrey and emphasize Market Neighborhood’s interest in being involved.

Reading your description below, and the attached Task List, leaves me confused and with three questions:

1. Who are the 8 external stakeholders described in Task 1.3?
2. What Tasks have been completed?

3. Are there any Change Orders to the Attachments?

My interest is to be supportive and involved with the Parking Study. My concern is that the City has not accepted Market Neighborhood's offers, and as far as I know, has not identified who will be involved early in the project as required in Attachment B.

From: Bea Nahon [<mailto:Bea.Nahon@nahoncpa.com>]

Sent: Tuesday, November 18, 2014 7:32 AM

To: Kurt Triplett; Michelle Sailor

Cc: City Council; Patrick Wilburn; Janet Pruitt; Chuck Pilcher; Don Winters; David Godfrey; Mark B. Nelson; Kari Page; Kathy Brown; Lisa McConnell

Subject: RE: Kirkland Parking Study

Kurt, once again, your responsiveness is both impressive and appreciated.

It is challenging for citizens to provide meaningful and constructive comments when items don't become available until the Council agenda is posted, which typically doesn't happen until late on the preceding Friday. With respect to this particular report, we know the January Council meeting is just one of the first stops along the way, but all the same, there are many of us who would appreciate the ability to see the data sooner.

Is that possible? Please advise. From what you've noted below, it sounds like the report is still a work in progress so let us know what you think is reasonable and productive.

Thank you!

Bea

Sent from my Verizon Wireless 4G LTE smartphone. All typos are caused by autotype.

----- Original message -----

From: Kurt Triplett <KTriplett@kirklandwa.gov>

Date: 11/17/2014 9:32 PM (GMT-08:00)

To: Bea Nahon <Bea.Nahon@nahoncpa.com>, Michelle Sailor <msailor@comcast.net>

Cc: City Council <citycouncil@kirklandwa.gov>, Patrick Wilburn <patrick_wilburn@hotmail.com>, Janet Pruitt <janetpruitt@hotmail.com>, Chuck Pilcher <chuck@bourlandweb.com>, Don Winters <donw@mossbay.org>, David Godfrey <DGodfrey@kirklandwa.gov>, "Mark B. Nelson" <nelson.markb@gmail.com>, Kari Page <KPage@kirklandwa.gov>, Kathy Brown <KBrown@kirklandwa.gov>, Lisa McConnell <kirby994@frontier.com>, Kathy Brown <KBrown@kirklandwa.gov>

Subject: RE: Kirkland Parking Study

Michelle and Bea – Thanks for your emails. I don't have much more of an update than I did before. We are still working on getting the preliminary feasibility report and staff memo done in time for the January 6 Council meeting. Michelle asked what options we are looking at. Again, there are not too many more than I listed before. Options include looking at Lake Ave W., Waverly Way, a new parking lot on the south City Hall property, better use of City Hall parking at night, various church properties close to downtown, and trying to gain public access to some of the private parking in Merrill Gardens and the Bank of America building. We are also evaluating better signage, a potential parking branding campaign, and various technologies and electronic reader boards that can tell people where spaces are available in the public lots and the library. Finally we will be making improvements to the library garage,

including better lighting, painting, renovation of the elevator as well as evaluating changes to the permit parking/general parking allocations. That covers most of the report that will be presented to the Council. As for additional ideas, feel free to send them to us now or after you see the preliminary report. Please let me know if you have any other questions or suggestions. Thanks again!

Kurt

From: Bea Nahon [<mailto:Bea.Nahon@nahoncpa.com>]

Sent: Monday, November 17, 2014 7:55 PM

To: Michelle Sailor; Kurt Triplett

Cc: City Council; Patrick Wilburn; Janet Pruitt; Chuck Pilcher; Don Winters; David Godfrey; Mark B. Nelson; Kari Page; Kathy Brown; Lisa McConnell

Subject: RE: Kirkland Parking Study

Kurt,

Circling back to you on this, I note that the study appears to be calendared for the January 6 City Council meeting although I can't tell at what level of detail. Can you please provide an update for us?

Thank you!

Bea

Sent from my Verizon Wireless 4G LTE smartphone. All typos are caused by autotype.

----- Original message -----

From: Michelle Sailor <msailor@comcast.net>

Date: 11/06/2014 8:56 AM (GMT-08:00)

To: Kurt Triplett <KTriplett@kirklandwa.gov>

Cc: City Council <citycouncil@kirklandwa.gov>, Bea Nahon <Bea.Nahon@nahoncpa.com>, Patrick Wilburn <patrick_wilburn@hotmail.com>, Janet Pruitt <janetpruitt@hotmail.com>, Chuck Pilcher <chuck@bournlandweb.com>, Don Winters <donw@mossbay.org>, David Godfrey <DGodfrey@kirklandwa.gov>, "Mark B. Nelson" <nelson.markb@gmail.com>, Kari Page <KPage@kirklandwa.gov>, Kathy Brown <KBrown@kirklandwa.gov>

Subject: Re: Kirkland Parking Study

Thank you Kurt for thorough and prompt response. I understand how priorities change and I have personally seen Public Works staff working everywhere lately.

Is there any way that stakeholders could hear about what options the consultant is reviewing prior to conclusion of report. There may be some suggestions for other options that the consultant may not have and may want to explore further. The goal is not to pick apart the options selected but to make sure many options are explored. We have a lot of residents with local knowledge and connections who may be aware of some development or possibility that is not publicly known.

We look forward to participating in this process and appreciate all the hard work that David and the rest of his group are doing for our city.

Best,
Michelle

Sent from my iPad

On Nov 5, 2014, at 11:14 PM, Kurt Triplett <KTriplett@kirklandwa.gov> wrote:

Hi Michelle – thank you for your message. First, let me apologize that you have not heard from us in quite some time about the parking study. We have had a lot on our plate this year (more about that later) and the parking study has languished a bit longer than we had hoped. I should have done a better job providing the community with a status update. That was my task and I take responsibility for not communicating more. I will make sure we send out an update soon.

But second, let me assure you that you haven't missed anything! We have not yet begun the public outreach or the decision making. We have a briefing on the parking study scheduled for the Council on the first meeting in January, and then we intend to start the public outreach immediately thereafter. When it is launched, we will include all neighborhood and business organizations and we will be grateful to have Patrick's involvement. The purpose of the Council briefing is not to ask them for preferences or decisions at this point, but just to inform them as to what is in the report before we take it out to the public for input.

So let me provide a little more background. The report that the consultant will be providing to the Council will be a draft feasibility report only. It will not have any recommendations. The primary purpose of the report is to identify potential options for adding parking capacity, or using existing capacity more efficiently, and to identify estimated costs for each option. It will not be ranking the options or prioritizing them, simply identifying them. Choices about which options to pursue will come from the public outreach and Council deliberations that follow. So for example the report will say that if you wanted to put parking on Lake Avenue West, you could conceivably get X number of additional spaces on the West side of the street, at a cost of Y. Or if you want to create an electronic sign system that will tell folks how many spaces are available in the Library parking lot, here are several technologies that do that and here is how much each one costs. One option I have been briefed on shows that if you want to convert the lot South of City Hall to a parking lot, it could result in 150-160 new spaces at a rough cost of \$2 million. The study will then have some policy options to consider such as whether a new parking lot would be a pay lot, or reserved for downtown employees only, or 2 hour time limited, and so on.

The idea behind our process was that we needed a menu of options and costs for the Council and the public to evaluate. We intentionally chose to have a technical feasibility report as the basis for the discussion so that everyone was starting with the same information and options could be identified in an objective manner. But our process is designed so that the final decisions will be shaped by community input and Council direction.

I want to conclude with some important context. The parking study is an important task for the City and we wanted to be done sooner. However, there were quite a few other tasks that consumed Dave Godfrey's time, as well as that of the rest of Public Works. As you know, the whole government has been spending a great deal of effort on the 2015-2016 budget process, as well as the Comprehensive Plan update and the Kirkland 2035 plans. Dave this year not only had the parking study on his plate, he also was in charge of the CKC Master Plan, which he brought to a successful conclusion in 2014. He is also the primary lead on developing our first ever city-wide Transportation Master Plan, which is a huge undertaking (\$250 million over 20 years) which includes updated plans for all modes including sidewalks,

bike lanes, school walk routes, transit, as well as street maintenance and enhancement. Dave is also leading the overhaul of our traffic concurrency policies as well as being responsible for reviewing and making recommendations on Sound Transit's Long Range Plan and potential ST3 ballot measure. If that weren't enough, we also piled on Dave and the CIP team a multi-million dollar Intelligent Transportation System implementation and much more. Dave and his team also respond to neighborhood traffic calming requests throughout the city, as well as review transportation studies for new development. Public Works also had to develop utility rates this year for the budget process as well as complete the Surface Water Master Plan, and the Water and Sewer Plan updates. The 85th Street project started construction, the CKC interim trail is under way and we also completed extensive outreach and design on the Park Lane project which breaks ground in January. And we did all this in 2014 with two Interim Public Works Directors (Pam Bissonnette and Marilynne Beard) before our newest permanent Director, Kathy Brown, was able to join us in October. And that is just key highlights from one department. I didn't even mention marijuana!

I share all of this with you not to complain. On the contrary, having such an ambitious work program is very exhilarating and inspiring for staff. But PW in particular has been stretched thin. I thought it might be helpful to show why the parking study got delayed. It wasn't intentional. We just simply bit off a tiny bit more than we could chew in 2014. But we will rectify that in 2015. We are almost done and want the Market Neighborhood (and all neighborhoods) to engage in the parking study as soon as it is released in January.

I hope this helps. Please let me know if you have any questions or insights. We welcome your thoughts!

Kurt

From: Michelle Sailor [<mailto:msailor@comcast.net>]

Sent: Wednesday, November 05, 2014 8:47 PM

To: City Council; Kurt Triplett

Cc: Bea L. Nahon; Patrick Wilburn; Janet Pruitt; Chuck Pilcher; Don Winters; David Godfrey; Mark B. Nelson; Kari Page

Subject: Fwd: Kirkland Parking Study

Hello City Council Members and Kurt Triplett,

I am writing to you as I have concerns that our neighborhood association is not being included in the parking study process. While David has responded promptly to our emails, we have not been included in the early stages of this process. Patrick has been trying to represent the Market Neighborhood in this process as our neighborhood could be impacted by decisions made and we want to have our concerns and issues represented from the beginning. We contacted the city as soon as this parking study was announced and were told input from stakeholders was wanted.

When we are only involved towards the end of the process, it is harder to make changes and it puts us in an adverse position. Patrick, as a member of the Market Neighborhood Association Board, volunteers his time to represent us. He has taken the time to research this issue for us and I think he should have the opportunity to at least meet with the consultant. How can the consultant get background information and options without at least talking with stakeholders outside of the city staff? I have included other neighborhood leaders in case this issue is of interest to them too. I am sure downtown businesses would be interested too.

I would appreciate any assistance that you can offer. I have great respect for David and the work he does but I do not like how this process has dragged on over the months without our input being considered by the consultant.

Best,
Michelle Sailor
MNA Chair

Sent from my iPad

Begin forwarded message:

From: David Godfrey <DGodfrey@kirklandwa.gov>
Date: October 30, 2014 at 2:49:43 PM PDT
To: 'Pat Wilburn' <patrick_wilburn@hotmail.com>
Cc: Mark Nelson <nelson.markb@gmail.com>, Michelle Sailor <msailor@comcast.net>, Marilynne Beard <MBeard@kirklandwa.gov>, Jon Regala <JRegala@kirklandwa.gov>, Kathy Brown <KBrown@kirklandwa.gov>, Kari Page <KPage@kirklandwa.gov>
Subject: RE: Kirkland Parking Study

Hi Pat:

We'll get some direction from Council on public outreach in January. We'll certainly inform Council of your interest and I'm sure they will want to hear from you.

As background, here's a snippet from earlier emails you and I exchanged:

1. We requested in August that representatives from Market neighborhood be included as one of the 8 external (non-staff) stakeholder interviews, per Task 1.3 in Appendix B? Have the interviews been determined yet? How do we confirm our role as an interviewee? Can you send the full list of external interviewees?
As mentioned in previous email (Aug 13)

Since the parking study is more technical in nature, we will do the external stakeholder work after the consultant has come up with some background information and options that we can use as a foundation for our conversation with stakeholders. I agree that Market neighborhood residents are definitely an important group that should weigh in on any proposed changes to parking before any decisions are reached.

David Godfrey, P.E.
Transportation Engineering Manager
City of Kirkland Public Works Department

(425) 587-3865

Cell (425) 531-8877

Caring for your infrastructure to keep Kirkland healthy, safe and vibrant.

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Sunday, October 26, 2014 4:41 PM
To: David Godfrey
Cc: Mark Nelson; Michelle Sailor; Marilynne Beard; Jon Regala; Kathy Brown; Kari Page
Subject: RE: Kirkland Parking Study

Hi David -

Has Task 1.3 in Appendix B been completed? Recall that we have requested Market neighborhood representatives be included as one of the eight external (not-staff) interviews as part of this task.

Thank you,
Pat

From: DGodfrey@kirklandwa.gov
To: patrick_wilburn@hotmail.com
CC: nelson.markb@gmail.com; msailor@comcast.net; MBeard@kirklandwa.gov; JRegala@kirklandwa.gov; KBrown@kirklandwa.gov; KPage@kirklandwa.gov
Subject: RE: Kirkland Parking Study
Date: Fri, 24 Oct 2014 22:37:37 +0000
Hi Pat:

Thanks for staying in touch. We are going to continue to refine the study and take it to Council in January. This is not for them to approve anything, but rather to simply share potential options. We'll also bring them some options for how to move forward on public involvement. We want Council to have a chance to understand what the study says before taking it out to the community and the next opening on their calendar is after the first of the year.

If you have any questions please let me know.

David Godfrey, P.E.
Transportation Engineering Manager
City of Kirkland Public Works Department

(425) 587-3865

Cell (425) 531-8877

Caring for your infrastructure to keep Kirkland healthy, safe and vibrant.

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Friday, October 17, 2014 5:50 PM
To: David Godfrey; Kari Page

Cc: Mark Nelson; Michelle Sailor; Marilynne Beard; Jon Regala

Subject: RE: Kirkland Parking Study

Hi David -

Checking in to see if the consultant's findings are available. Please let us know.

We remain keen to provide formal stakeholder input as part of the process.

Thanks,

Pat

From: DDGodfrey@kirklandwa.gov

To: patrick_wilburn@hotmail.com; KPage@kirklandwa.gov

CC: nelson.markb@gmail.com; msailor@comcast.net; MBeard@kirklandwa.gov; JRegala@kirklandwa.gov

Subject: RE: Kirkland Parking Study

Date: Wed, 24 Sep 2014 18:40:36 +0000

Thanks for resending and all your previous comments.... See below for answers to your questions.

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]

Sent: Wednesday, September 24, 2014 11:12 AM

To: Kari Page; David Godfrey

Cc: Mark Nelson; Michelle Sailor; Marilynne Beard; Jon Regala

Subject: RE: Kirkland Parking Study

Hi David and Kari - Can you take a look and reply to the questions below?

Thanks,

Pat

From: patrick_wilburn@hotmail.com

To: kpage@kirklandwa.gov; dgodfrey@kirklandwa.gov

CC: nelson.markb@gmail.com; msailor@comcast.net; mbeard@kirklandwa.gov; jregala@kirklandwa.gov

Subject: RE: Kirkland Parking Study

Date: Wed, 17 Sep 2014 16:23:22 -0700

Hi David and Kari -

Checking in for a status update on the parking study.

A few specific questions:

1. We requested in August that representatives from Market neighborhood be included as one of the 8 external (non-staff) stakeholder interviews, per Task 1.3

in Appendix B? Have the interviews been determined yet? How do we confirm our role as an interviewee? Can you send the full list of external interviewees?

As mentioned in previous email (Aug 13)

Since the parking study is more technical in nature, we will do the external stakeholder work after the consultant has come up with some background information and options that we can use as a foundation for our conversation with stakeholders. I agree that Market neighborhood residents are definitely an important group that should weigh in on any proposed changes to parking before any decisions are reached.

2. From prior communication, the expectation was that the consultant's findings would be available for review in September. How is the timing looking?

Consultant sent a draft for me to review this week. I've started to look at it, and there are some changes needed. It looks like it will now be at least mid-October, I'll try and get you a more precise answer on this.

Thanks,
Pat

From: KPage@kirklandwa.gov
To: DGodfrey@kirklandwa.gov
CC: patrick_wilburn@hotmail.com; nelson.markb@gmail.com;
msailor@comcast.net; MBeard@kirklandwa.gov; JRegala@kirklandwa.gov
Subject: Re: Kirkland Parking Study
Date: Fri, 29 Aug 2014 23:54:19 +0000
Thank you! I will look into this more when I return from vacation Tuesday.

Sent from my iPhone

On Aug 29, 2014, at 4:47 PM, "David Godfrey" <DGodfrey@kirklandwa.gov> wrote:

Thank you Pat.

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Friday, August 29, 2014 10:27 AM
To: David Godfrey; Mark Nelson
Cc: Kari Page; Michelle Sailor; Marilynne Beard; Jon Regala
Subject: RE: Kirkland Parking Study

Hi David -

I wanted to add a couple of other inputs into the early thinking on potential parking changes to the downtown area.

I am including Jon Regala on this mail as well, so that this feedback is seen by the Multi-Family Parking committee as well.

1. It appears the City intends to move ahead with changes to the Multi-Family Parking Requirements to limit the number of spots required for such properties. Can you help us understand what protections will be put in place to ensure this does not create spill over into the neighborhoods surrounding downtown, including Market neighborhood? Do we need "Zone" parking for the surrounding neighborhoods? Do we need time-restrictions for those without zone placards? There are likely many other viable options, but the primary point is that we don't want to "hope" that the surrounding neighborhoods are not impacted. Rather, we want to be planful about the change, and have appropriate protections in place so that the neighborhoods don't become spillover parking lots.

2. As you may have seen, Juanita Village is receiving negative publicity due to parking shortages, causing challenges for employees and the general public. <http://www.kirklandreporter.com/news/273064951.html>.

For the Central Business District (CBD), we would be concerned about parking constraints that led employees to park in the surrounding neighborhoods (which don't currently have any time restrictions), in order to be able to come to work and do their jobs.

Thank you,
Pat Wilburn

Mobile: 206-679-2626



<~WRD000.jpg>

From: DDodfrey@kirklandwa.gov
To: patrick_wilburn@hotmail.com; nelson.markb@gmail.com
CC: KPage@kirklandwa.gov; msailor@comcast.net;
MBeard@kirklandwa.gov
Subject: RE: Kirkland Parking Study
Date: Wed, 13 Aug 2014 23:40:48 +0000
Thank you for putting that information together Pat. I will send it to the Consultant.

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Wednesday, August 13, 2014 4:36 PM

To: David Godfrey; Mark Nelson
Cc: Kari Page; Michelle Sailor; Marilynne Beard
Subject: RE: Kirkland Parking Study

Great thanks David.

Since it sounds like the current phase of the study is background information, I thought I would provide some (hopefully) helpful background for the consultant to incorporate. It would be great if you can forward the below information on to the consultant. We're happy to meet with him/her in person as well if that's helpful.

Background Area #1 - Overall Question on Reducing Downtown Parking

There appear to be multiple initiatives underway that reduce downtown parking:

- * Reduction in parking spots for Park Lane
- * Potential reduction in parking requirements for multi-unit development
- * Constraints on employee parking downtown that leads to overflow to surrounding areas (if library not available or desirable).
- * We would generally be concerned about a plan that reduces parking downtown and encourages it in adjoining neighborhoods.

Background Area #2 - Opportunity to re-using existing City parking

- * How many parking spots could be made available at City Hall?
- * How many parking spots could be made available at the Annex location?

Background Area #3 - Specific Market Neighborhood Issues

- * The Market neighborhood already hosts a number of parking-related needs for the City (Boat trailer parking, parking for Heritage Hall events, parking for Heritage Park, including the two tennis courts, and hosting numerous events including the Shamrock Run, 12Ks of Christmas, 3-day walk event, and 4th of July parade parking)
- * Waverly Way in particular has a bike lane along the west side of Waverly, that is both a community asset and consistent with the City's goal of non-auto transit. We will want to maintain this.
- * A Lake Ave W. resident has expressed concern that increased parking on Lake Ave W. will reduce the ability for fire trucks to turn around and get on to the next call, an issue that presents a safety risk to the larger community.

Thanks,
Pat

From: DDGodfrey@kirklandwa.gov
To: patrick_wilburn@hotmail.com; nelson.markb@gmail.com
CC: KPage@kirklandwa.gov; msailor@comcast.net;
MBeard@kirklandwa.gov
Subject: RE: Kirkland Parking Study
Date: Wed, 13 Aug 2014 23:14:10 +0000

Hi Pat:

I apologize for the delayed response.

Since the parking study is more technical in nature, we will do the external stakeholder work after the consultant has come up with some background information and options that we can use as a foundation for our conversation with stakeholders. I agree that Market neighborhood residents are definitely an important group that should weigh in on any proposed changes to parking before any decisions are reached.

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Sunday, August 10, 2014 3:49 PM
To: David Godfrey; Mark Nelson
Cc: Kari Page; Michelle Sailor; Marilynne Beard
Subject: RE: Kirkland Parking Study

Sure. Happy to help. Specific to the parking study, has Task 1.3 in Appendix B been scheduled or completed yet? This task refers to "Schedule, conduct, and summary up to 8 external (non-staff) stakeholder interviews & 8 internal (staff) interviews". I would submit that Market neighborhood residents are a primary stakeholder and should be included in the external stakeholder interviewers. Can you let us know which non-staff stakeholders were selected for this Task and how we include neighborhood feedback?

Thanks,
Pat

From: DDGodfrey@kirklandwa.gov
To: patrick_wilburn@hotmail.com; nelson.markb@gmail.com
CC: KPage@kirklandwa.gov; msailor@comcast.net;
MBeard@kirklandwa.gov
Subject: RE: Kirkland Parking Study
Date: Fri, 8 Aug 2014 23:56:34 +0000
Okay. I understand where you are coming from. Thanks for those comments.

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Friday, August 08, 2014 4:42 PM
To: David Godfrey; Mark Nelson
Cc: Kari Page; Michelle Sailor; Marilynne Beard
Subject: RE: Kirkland Parking Study

Thanks David. Does that mean that the consultant evaluated overflow parking from downtown activity and determined that Waverly Way was being impacted by increased overflow parking?

It's likely no surprise that we would have concerns about a City approach that assumes a solution for downtown parking is to overflow into the neighborhoods. Worse yet would be a solution that encourages such activity by expanding parking in the neighborhood versus addressing parking issues within the downtown/waterfront area.

Our goal at this point is to be proactive in providing this input rather than reacting to a proposal towards the end of the process.

Thanks,
Pat

From: DDGodfrey@kirklandwa.gov
To: patrick_wilburn@hotmail.com; nelson.markb@gmail.com
CC: KPage@kirklandwa.gov; msailor@comcast.net;
MBeard@kirklandwa.gov
Subject: RE: Kirkland Parking Study
Date: Fri, 8 Aug 2014 23:11:29 +0000
Looks like Waverly Way is well used and there is little parking on Lake Ave. W.

That's a very quick summary, not sure if it answers your question.

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Friday, August 08, 2014 4:00 PM
To: David Godfrey; Mark Nelson

Cc: Kari Page; Michelle Sailor; Marilynne Beard

Subject: RE: Kirkland Parking Study

Thanks for the quick response David. Can you give a bit of insight into the scope of the consultant's research as it relates to overflow parking in the neighborhoods? Is this being studied (and if so, how)?

Thanks,
Pat

From: DDGodfrey@kirklandwa.gov
To: patrick_wilburn@hotmail.com; nelson.markb@gmail.com
CC: KPage@kirklandwa.gov; msailor@comcast.net;
MBeard@kirklandwa.gov
Subject: RE: Kirkland Parking Study
Date: Fri, 8 Aug 2014 19:46:55 +0000
Hi:

The consultant is still working on putting their findings together I expect we'll have something to share in September.

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Friday, August 08, 2014 12:28 PM
To: David Godfrey; Mark Nelson
Cc: Kari Page; Michelle Sailor; Marilynne Beard
Subject: RE: Kirkland Parking Study

Hi David - I wanted to check-in on the current status of the parking study. Can you let us know where things are at?

From a Market neighborhood perspective, we are keen to proactively provide our input as early in the process as feasible.

Thanks,
Pat

From: DDGodfrey@kirklandwa.gov
To: nelson.markb@gmail.com
CC: KPage@kirklandwa.gov; msailor@comcast.net;
MBeard@kirklandwa.gov; patrick_wilburn@hotmail.com
Subject: RE: Kirkland Parking Study
Date: Thu, 12 Jun 2014 22:01:04 +0000
Hi Mark:

Yes I'm the contact and we are already underway.

I should add that this is more of a technical study to provide City Council with information. For example, what would it cost to place signs that indicate the number of open parking stalls in the library garage or what are common practices for neighborhood parking zones, etc. Public process will be the next phase based on Council direction.

Hope that helps.

From: Mark B. Nelson [<mailto:nelson.markb@gmail.com>]
Sent: Wednesday, June 11, 2014 9:29 AM
To: David Godfrey
Cc: Kari Page; 'Michelle Sailor'; 'Patrick Wilburn'
Subject: Kirkland Parking Study

Dave, thanks very much.

When do you expect to kick-off this project, and will you be Kirkland's project leader?

From: David Godfrey [<mailto:DDGodfrey@kirklandwa.gov>]
Sent: Wednesday, June 11, 2014 8:53 AM
To: 'Mark B. Nelson'
Cc: Kari Page; Michelle Sailor; Patrick Wilburn
Subject: RE: Market Neighborhood Meeting May 21, 2014 - City of Kirkland Handouts

Sorry for the confusion. Yes, 1.A should refer to attachment A. Attachment B is attached here.

From: Mark B. Nelson [<mailto:nelson.markb@gmail.com>]
Sent: Monday, June 09, 2014 11:37 AM
To: David Godfrey
Cc: Kari Page; Michelle Sailor; Patrick Wilburn
Subject: FW: Market Neighborhood Meeting May 21, 2014 - City of Kirkland Handouts

Dave, it seems we are getting closer. Thank you. In the PSA with Rick Williams Consulting:

- ? Section I. A. refers to "...services described in Attachment B...." I do not find an Attachment B.
- ? Section II. A. refers to Attachment B.

In Section I.A. should the PSA indicate Attachment A?

Please provide Attachment B.

<http://www.rickwilliamsconsulting.com/>

From: David Godfrey [<mailto:DDGodfrey@kirklandwa.gov>]
Sent: Monday, June 09, 2014 11:20 AM
To: 'Mark B. Nelson'
Cc: Kari Page; Michelle Sailor; Patrick Wilburn
Subject: RE: Market Neighborhood Meeting May 21, 2014 - City of Kirkland Handouts

Sorry again for the delay.

See attached. Not sure if this is what you have in mind, but this is the document that refers to the scope. Let me know if you're looking for something else. I think you also wanted an electronic version of the scope; that's attached.

From: Mark B. Nelson [<mailto:nelson.markb@gmail.com>]
Sent: Monday, June 09, 2014 9:24 AM
To: David Godfrey
Cc: Kari Page; Michelle Sailor; Patrick Wilburn
Subject: RE: Market Neighborhood Meeting May 21, 2014 - City of Kirkland Handouts

Dave, please use Reply All when you send the document.

From: David Godfrey [<mailto:DDGodfrey@kirklandwa.gov>]
Sent: Monday, June 09, 2014 7:49 AM
To: Kari Page
Cc: 'Mark B. Nelson'
Subject: RE: Market Neighborhood Meeting May 21, 2014 - City of Kirkland Handouts

Sorry for the delay. Yes I will send it to you.

From: Kari Page
Sent: Friday, June 06, 2014 2:49 PM
To: David Godfrey
Cc: 'Mark B. Nelson'
Subject: FW: Market Neighborhood Meeting May 21, 2014 - City of Kirkland Handouts

Hi Dave

I just tried to call you. I'm wondering if you could provide Mark (cc'd on this email) with the document that this lists of tasks/Attachment A came from (attached PDF)?

He was thinking it might provide some background for people who are interested in this study. Is it the RFP?

Could you send that along for them to see?

Let me know,

THANKS

Kari

Kari Page

Neighborhood Outreach Coordinator

City of Kirkland

City Manager's Office/Public Works Department

Office: 425-587-3011



<~WRD000.jpg>

Cell: 425-736-6477



<~WRD000.jpg>

Email: kpage@kirklandwa.gov

[Neighborhood E-Bulletins](#) | [Kirkland on Twitter](#) | [Capital Projects](#) | [Neighborhood Services](#)

--Forwarded Message Attachment--

From: Bea.Nahon@nahoncpa.com

To: KTriplett@kirklandwa.gov; nelson.markb@gmail.com

CC: citycouncil@kirklandwa.gov; patrick_wilburn@hotmail.com; janetpruitt@hotmail.com;
chuck@bourlandweb.com; donw@mossbay.org; DGodfrey@kirklandwa.gov; KPage@kirklandwa.gov;
KBrown@kirklandwa.gov; kirby994@frontier.com; msailor@comcast.net

Subject: RE: Kirkland Parking Study

Date: Mon, 24 Nov 2014 16:36:50 -0800





Bea Nahon

From: ROBBROWN1@aol.com
Sent: 01/06/2015 10:04 PM
To: Bea Nahon
Subject: Fwd: Comment concerning the new Parking Study

these were my intended comments tonight

From: ROBBROWN1@aol.com
To: citycouncil@kirklandwa.gov
CC: ktipplett@kirklandwa.gov, kbrown@kirklandwa.gov
Sent: 1/6/2015 10:02:43 P.M. Pacific Standard Time
Subj: Comment concerning the new Parking Study

To: Kirkland City Council
Kirkland City Manager
Kirkland Public Works Director

Following are the comments that I intended to share during this evening's Council meeting but was unable to due to the limit on public comment. .

=====

As you saw, I emailed all of you yesterday regarding two aspects of parking in the downtown area, the dramatic increase in spillover parking into the surrounding neighborhoods and the Parking Study that you are going to discuss tonight.

I am not going to repeat my comments, but I would like to ask that after you have digested the comments in the parking study that you set high expectations for community input. We have had a history of lots and lots of input regarding parking with very little change to show for it.

We have gone from the extreme of internal comments that we don't really have a problem, to this study that says we are probably 150 spaces under where we should be. The missing ingredient in recent years has been input from the very businesses that rely on their customers having access to them.

Many of these same business people participated in the Downtown Parking Advisory Committee until it was abruptly disbanded a few years back. It is interesting that the fact that this study was commissioned has bubbled up rather quietly through neighborhood communication. I spoke to one of the most active downtown business people today who is very active in the Chamber of Commerce.....he had no idea this study had even been done!

We need an outreach program specifically to understand the retailers and restaurants as well as the property owners along our downtown streets. We need to listen to them, really hear what they have to say. Similar to my comments about the Antique Mall parking lot, this retailer thought that more signage had been promised to lead people to the lot.

So, bottom line, we need more inclusion.....we need to show full respect for those that are the drawing cards to our downtown. As I have stated before, Kirkland needs to be "customer-centric", that is the key to success in most relationships. Not only are the citizens your customers, the downtown businesses are your customers. It is time to again have a Parking

Committee, but one with some teeth. You have a lot of very valuable experience three blocks south of you; you should draw on their knowledge.

Providing parking is not simply an expense which is how it has been treated. It is an investment with a payback in increased sales tax receipts! We need to make some investments to keep attracting sales dollars to our downtown! (side note - it was interesting to hear that the Totem Lake "investment" is intended to be offset by added revenues as a return on that investment - same thing I am asking here!)

thanks,

Rob Brown
206-226-5078

Bea Nahon

From: City Council <citycouncil@kirklandwa.gov>
Sent: 01/05/2015 10:02 AM
To: Council
Cc: Kurt Triplett; Marilynne Beard
Subject: FW: Parking_Lake Ave West

Council,
I have acknowledged receipt of the email below and forwarded to staff for response.
Thank you.

AMY BOLEN
EXECUTIVE ASSISTANT, CITY MANAGERS OFFICE CITY OF KIRKLAND
123 5TH AVENUE, KIRKLAND, WA 98033
P: 425.587.3007
ABOLEN@KIRKLANDWA.GOV

-----Original Message-----

From: Luay Joudeh [<mailto:luayj@me.com>]
Sent: Sunday, January 04, 2015 8:24 PM
To: City Council
Subject: Parking_Lake Ave West

Madame Mayor,
Ladies and Gentlemen of the Council,

Offering public parking on Lake Ave West by the City is not a well thought out proposal for many reasons:

1. Lack of pedestrian safe walk facilities (trails, lighting, sidewalks, etc..) is one reason to keep vehicular traffic volumes to a minimum.
2. The traffic movement in and out of houses on the west side, cars pulling out of garages, could be greatly impeded by cars trying to locate a parking space on the east side.
3. The shoulder condition (gravel, undefined edge) is not suitable for heavy parking volumes.
4. Access to and from Lake Ave West is located at an awkward intersection. Increasing the volumes of traffic will only mean an increase to the probability of accidents at that intersection. It would behoove the City to limit traffic to and from the Ave to the residents of that area. In other words, the Average Daily Trips generated by the residents should not be increased by inviting others to travel through that intersection.
5. Most homes on that street lack the necessary driveway depth to allow for guest parking.
6. The Ave is a dead end street with inadequate turnaround near the park. Most cars will most likely use driveways to turn around which, in addition to being illegal, is a safety issue for the residents trying to use their driveways.
7. The Ave is home to a bald eagle nest. Inviting traffic by opening that street for public parking will increase noise.
8. Finally, and yes selfishly, residents on that street pay more than fair share of property taxes, and it is only fair to be able to find guest parking next to their houses. If we lose that parking area, then it is us or our guests that will be driving around block after block, and street after street to find parking.

Respectfully Yours,

Luay and Laila Joudeh
201 Lake Ave West

Bea Nahon

From: Bea Nahon
Sent: 01/02/2015 5:40 PM
To: 'citycouncil@kirklandwa.gov'
Cc: Kurt Triplett; David Godfrey (DGodfrey@kirklandwa.gov); Kathy Brown (KBrown@kirklandwa.gov)
Subject: Downtown Parking preliminary options

Happy new year!

Some thoughts to share as I read thru the Downtown Parking preliminary options report for your upcoming Council meeting:

1. Stakeholders for next steps – KAN should be one of the stakeholders so that we get a broad based citizen perspective. By the way, thank you in advance to Kurt Triplett and David Godfrey who are coming to the next KAN meeting to discuss this report.
2. The report, Table 3, includes a count of off-street facilities at 1029 spaces. This table should also include the lot at 2nd Street and Central Way (north side of the street), where the City has an easement for public parking. That's not a lot of spaces, but there are some there. That is, if you don't mind parking several degrees off of plumb.
3. Staying with Table 3, there are 61 spaces noted as on-street, those being spaces on Market, Waverly & Lake. I'm not sure why the table did not also include the street parking on other downtown streets such as Central Way, Kirkland Ave, etc. For example, the spaces on 3rd Avenue are always full during the day and typically throughout the evening as well. During the day, we can tell that there are many who park on 3rd Avenue to use the facilities at Bassline Fitness on Central Way, based on their attire of leggings and athletic shoes.
4. To get to 85%, the report seems to be grossing up solely from the off-street spaces to arrive at a shortfall of about 150 spaces. To consider 85% utilization in our downtown, though, wouldn't you also have to include the on-street spaces as noted above? When the public is looking for parking, they are looking not just at the lots, but also for the on-street spots that may be open.
5. Pay parking has been noted as a means of creating turnover and that is true, it will enhance turnover. The concern of course, is whether that turnover comes at a cost where visitors leave sooner than they would otherwise or does it cause them to not come at all. We must consider various factors here, such as:
 - a. Adjacent cities have abundant free parking - and we absolutely compete against those cities. Our landlords compete against Bellevue and Redmond for retail tenancies and then the tenants compete against Bellevue and Redmond for customers. True enough that there is no such thing as free parking, those other locations are incorporating the "free parking" into the rent but it is the public that is the ultimate consumer - and will they pay for parking in Kirkland in the expanded hours that are suggested here? Perhaps in this improved economy they will but are we willing to grapple with the perceived (and in many cases, real) loss of business it will create? This needs much more direct discussion with merchants who are in the core. This is not downtown Seattle or downtown Portland; Kirkland must seriously evaluate the suburban context when there are Bellevue Square, Lincoln Square, Old Main and Redmond Town Center nearby.
 - b. Even more important, in my opinion – Parkplace (Talon) is proposing that their retail parking will be free. Yes, free. Assuming that is the case, having free parking a few blocks away from the downtown core for that retail experience (Parkplace) and then having pay parking downtown, causes us to compete with ourselves! That is nonproductive and a losing proposition for downtown.

- c. Pay parking, even to the extent that we have it now, would be better perceived if there was a parking validation program downtown for shoppers and diners. Have we ever seriously pursued this?
- 6. The creation of a surface lot to the South of City Hall – as a resident and managing agent of one of the condominium properties directly across the street, I'd suggest that if the City moves forward with this, we should all collaborate – City, Brezza, Marina Heights, Point Overlook, the Livengood firm and Waterview – so that we can work together to discuss and mitigate impacts of noise, lighting (lot lighting and headlights) and security so that this can be done successfully from the get-go. The price tag is steep so this is an option that the City may not even move forward with but if it does, it's a process that the entire adjacent community should work on together. Not sure if the price estimate also included undergrounding the utilities but that would be a positive item to consider as well.

Thank you for your consideration of these comments! Please feel free to call or e-mail your thoughts or questions.

Respectfully submitted,

Bea Nahon
129 Third Ave
Kirkland WA

(425) 828-4747
(425) 696-0032 my direct fax



Please consider the environment before printing this e-mail or attachments.

Bea Nahon

From: Glenn Peterson <glenn.peterson@comcast.net>
Sent: 01/05/2015 12:37 PM
To: City Council
Cc: Kurt Triplett; David Godfrey; Kathy Brown
Subject: Downtown Parking Study - moving forward

Mayor Walen, Deputy Mayor Sweet and Councilmembers-

The new draft Downtown Parking Study contains a lot of productive and useful information. We can use it as a starting point to develop some new policies and strategies for the city.

Without getting into every detail at this stage, here are some of my thoughts on the report and accompanying staff memo.

More fringe parking locations - There are more options for the use of other lots and areas around downtown, both city streets and private lots. For example, Lake Street South and Kirkland Avenue beyond the downtown time limited zones could be reserved for employee parking. Those streets would be convenient for people who worked in the adjoining parts of downtown. Indeed, many of them are used by employees already

Employee parking problems will not be solved by these suggestions. I don't believe that employees will pay for parking, especially on Waverly Way or the City Hall block. Even with the library garage with adequate free stalls, many have steadfastly refused to register as employees. Were most of the business owners and managers proactive in preventing their employees from violating ParkSmart rules, this problem could be reduced.

City Hall lots - A parking lot on the south side of City Hall is too inconvenient to be useful unless a number of other changes are made so that the numerous alternatives are all less desirable. I suggest getting some idea of potential usage by first heavily promoting the City Hall and Annex lots as free evening and weekend parking. Although they are a little bit further from downtown, they are proposed as public parking anyway, so they would provide useful data.

Meters - I feel that Single Space Meters are far preferable to multispace pay stations, and it appears that their purchase price would be even cheaper on a per space basis. SSM's can be used to selectively put a few meters in one block, or even just a single meter. I have previously advocated for "One Metered Space Per Block" as a way to introduce a small amount of pay parking spread evenly through the downtown. I can provide details on that concept if there is interest.

Specific Target Capacity - Adding a predetermined number of spaces would be arbitrary. Adding capacity is great, but that is only one possibility, and could be quite expensive. It has to be considered within the context of other changes.

Parking Advisory Board poll data and reports - The Parking Advisory Board did a lot of useful work from 2004 when it was formed until 2012 when it was disbanded. There An easy way to get more useful data is to go back and look at back and look at the extensive polling done by the city for the Parking Advisory Board in 2007 and 2011. I doubt that the public sentiment has changed markedly since then, but in any case, these are reference points. There are also reports with recommendations that the PAB made that could be helpful.

Stakeholders - In the public process, I would urge the addition of several more groups for feedback. The Kirkland Downtown Association, the neighborhood associations of Moss Bay, Market and Norkirk, the Transportation Commission, the Planning Commission, and the former members of the Parking Advisory Board would be useful. I particularly suggest the last group for their extensive experience with this subject. However, the most useful person stakeholder that has not been mentioned is the *typical person parking here* - mostly people driving downtown to do business, shop, or just visit. I would also include employees, perhaps viewing their input in a separate way.

If an ad hoc committee or working group is formed from among stakeholders, et al, I would gladly serve on such a task force.

I welcome further discussion with any City Councilmember or staff member.

Respectfully,
Glenn Peterson
(206) 660-8424

Bea Nahon

From: Toby Nixon <TNixon@kirklandwa.gov>
Sent: 01/04/2015 6:47 PM
To: David Godfrey; Kathy Brown
Cc: Kurt Triplett
Subject: FW: Downtown Parking

Follow Up Flag: Follow up
Flag Status: Flagged

FYI. Dan raises some good issues.

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washington
tnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999
Emails to and from city council members are subject to disclosure under the Public Records Act, RCW 42.56

From: [Dan Ryan](#)
Sent: 1/4/2015 6:18 PM
To: [Amy Walen](#); [Penny Sweet](#); [Jay Arnold](#); [Shelley Kloba](#); [Toby Nixon](#); [Dave Asher](#); [Doreen Marchione](#)
Cc: [Kurt Triplett](#)
Subject: Downtown Parking

I read with interest the Assessment of Downtown Parking in your packet. There are a lot of mostly good ideas in there. I particularly like the suggestion for more efficient uses of Church parking lots, for way-finding improvements, and remedying the anomalous treatment of Lake Ave W.

But the report is disappointing in some important respects.

PAID ON-STREET PARKING

The report takes a very timid approach with respect to paid parking, particularly on-street.

Many of the most desirable parking spots in town are free on-street locations. Prices should be highest in the most in-demand spots where the need to rationally assign parking access is greatest, and should decline to zero as one moves out from the core. Why do we have free parking in front of restaurants on Park Lane, while drivers who park two blocks over are paying? It's entirely backwards. Charges would mean that parking would be available for those who are unwilling or unable to walk further. Today, it's a random lottery with far too much cruising for parking around Park Lane and neighboring streets.

While I don't disagree with charging for library permits, it's a higher priority to charge for on-street spots on Park Lane and Lake Street, and perhaps adjacent streets too.

SURFACE PARKING FACILITY NEAR CITY HALL

The report suggests a surface lot near City Hall with a supposed cost of \$13,000 per stall. Nowhere do I see a discussion of alternative uses for this land.

We need to stop treating City-owned land as a free resource. The same error drove us to consider placing the ARC at Juanita Beach Park to 'reduce' costs. It turned out the community really did value that park a great deal more than the City did.

Land this close to downtown has considerable development potential, so that the real cost of a parking lot here is a significant multiple of the quoted \$13,000 in construction costs. Condos across the street have taxable valuations up to \$1.3 million. Adding parking here may even be comparable to the cost of having the City purchase additional underground spots at new developments. How much are we really willing to spend subsidizing parking on a surface lot that depreciates the rest of the neighborhood?

If yet another surface parking lot (which may not even see high usage) is the highest and best use the City can come up with for this space, it is time to release that land to the marketplace where a developer will be able to come up with something more productive.

OTHER PARKING

Why are we not even considering the Marina Park multi-level lot? Like any structured parking, it's expensive, but it comes with significant public benefits in the form of added park space and space for businesses around the edge. It deserves a look even if it's a more ambitious project than the others in this portfolio.

It's time too to look at the Lake and Central lot. Parking, and highly visible surface parking in particular, should not be cluttering up the heart of the city. If there's a perceived need to add parking elsewhere, perhaps the proceeds from a sale might go toward that.

Regards,
Dan Ryan
493 2nd Ave S
Kirkland WA 98033

Mark B. Nelson
299 Lake Avenue West
Kirkland, WA 98033

January 6, 2015

Kirkland City Council
City Manager
Director of Public Works
123 Five Avenue
Kirkland, WA 98033

Re: Downtown Parking Study

I have reviewed the January 6, 2015 City Council Meeting Agenda Item # 11.a. concerning the Downtown Parking Study and offer the following comments and request for your consideration.

Background In May 2014 I became aware that the City of Kirkland intended to study parking in the downtown area. I obtained from the City its April 2014 contract with Rick Williams Consulting (RWC) and reviewed the Scope of Work and Tasks.

I was pleased to see the contract with RWC required that as part of the first of seven tasks, 8 external (non-staff) stakeholders would be interviewed. I and others from the Market Neighborhood immediately offered to serve as one of the external stakeholders.

During the second half of 2014, I contacted City representatives several times inquiring about when stakeholders would be engaged. As Market Neighborhood's representative to KAN (Kirkland Alliance of Neighborhoods), I updated KAN and supported KAN as residents of downtown neighborhoods expressed interest in being selected as stakeholders.

In early November 2014, the Market Neighborhood Association Chair contacted the City Council and expressed concern that the neighborhood was not represented in the study and the consultant was preparing the study based only on input from City representatives. *Contrary to the RWC contract requirement, this is exactly what has been done.*

The Draft Final Report lacks input from residents or business owners.

Comments on Draft Final Report [v.5] The RWC report has omitted available capacity, failed to identify users of parking and does not substantiate the basis for its conclusion that opportunities to further maximize existing supplies of parking are limited.

Omitted Capacity The report describes the project study area and summarizes parking facilities which were surveyed. The study understates available capacity and did not include:

- Parking Lots
 - City Hall
 - Heritage Park
 - Kirkland Performance Center / Peter Kirk Pool / Teen Union Building
 - North Side of Central Way at 2nd Street Parking Lot

- On-Street Parking
 - Central Way
 - Kirkland Ave
 - Lake Street South
 - Lakeshore Plaza Drive
 - Main Street
 - State Street South
 - Park Lane
 - 1st Ave S
 - 1st St
 - 2nd Ave S
 - 2nd St
 - 2nd St S
 - 3rd St
 - 3rd Ave
 - 4th Ave
 - 4th St
 - 5th Ave
 - 5th Ave W
 - 6th Ave

Users of Parking In June 2014, over a period of several days, my wife and I documented occupants of parking places at the south end of Lake Avenue West. We often identified the same cars parked on various days and on more than one occasion watched as the occupants of the cars walked to the bus stop at Market Street and Waverly Way. No doubt Rick Williams Consulting has far more skill and proven methodology to identify users of parking spaces than our observations. My wife and I believe that some spaces on Lake Avenue West and Market Street are being used each day as transit parking. We suspect other parking spaces are also used by commuters.

Maximize Existing Supplies of Parking Based on RWC's report, the existing supplies of parking are understated, users of the parking are not identified, and methods to ensure turnover of parking have not been examined.

Request to City Council Many of the items included in this document could have been provided to the City and RWC had the City been willing to engage with residents and business owners prior to giving RWC direction concerning the content of its Draft Final Report. I request that the City Council direct the City Manager to pause any further work on the contract with RWC, request that KAN and the affected neighborhoods provide representatives to support the study of parking and provide the Public Works Department and RWC with areas to examine concerning the utilization and availability of existing parking capacity.

Should you have questions, my phone is 425-576-5675 and my e-mail is nelson.markb@gmail.com.

Very truly yours,

Mark B. Nelson

Mark B. Nelson

I appreciate the opportunity to speak today as a:

- A faith community leader and founding director of IMAN Center located on 515 State Street.
- A business owner who owns commercial property on Central Way a block or so away from here
- A soon to be new Kirkland resident on Lake Ave W

I am pleased to note that the City of Kirkland is looking into improving parking situation in the downtown. That is good for business and good for the community.

In the little time I have had since I became aware of the work done in this regard, I want to offer the following thoughts:

- (a) The City needs to invest in good long term viable solution in partnership with stakeholders. Short term band aids may be cost expedient but will not solve the problem and could in fact make things worse if traffic safety and neighborhood security issues are not adequately provided addressed
- (b) I want to register a serious concern on traffic safety and neighborhood security as well as cost/benefit concerns with creating parking stalks on Lake Ave W
- (c) The City has the opportunity to explore outside the box solutions. For example, is it possible on how they can forge win/win partnerships with faith communities which might have underutilized parking. I am not sure if this option has been considered and/or explored at all. I know, no one has approached us at the IMAN Center.

I hope the City will engage all the stakeholders as early as possible before getting vested in a particular direction to that the solution we arrive is a good for business, good for residents and good for the community at large.

Addendum B

Kirkland Alliance of Neighborhoods

Notes from Discussion

Right Size Parking

September 10, 2014

Norkirk

- Limiting parking in MF near transit center makes it difficult for their neighborhood.
- They already get spill over parking from the transit center.

Juanita

- Methodology is flawed – didn't count spill over parking already happening in MF complexes (only counted vacant parking in their garages).
- Does count events/parties and other factors that bump up the need for parking in MF
- Transit in Kirkland is going down – losing two more bus routes. Needs to be factored into the formula.
- Asked the neighborhood at the meeting if they wanted the City to implement the right size parking recommendations – and 100% (24 people) in the audience said no.

South Rose Hill/Bridle Trails

- How was the "average" level of parking in MF counted? What day of the week, what time of the day, etc.
- Could we encourage MF managers to offer parking as an option on the rent/ shows true cost of parking.

Evergreen Hill/Kingsgate

- Haven't had a meeting since June – so hasn't asked her group
- We don't have on street parking in many areas where MF exists today
- Can't decrease the requirement because we don't have adequate parking now.

Central Houghton

- Mostly single family homes
- New trend has retail below and MF above – which makes the issue of parking much more complex with many retail factors that should be considered too
- Even if you use transit – you leave your car at home/in the garage
- Mostly people say don't reduce parking requirements
- Neighborhoods experience parking upstream from the transit centers – how is this counted
- There are multiple reasons for spill over parking in neighborhoods

Market

- Electronic surveys
- City shouldn't be in the business of pricing parking (versus popularity of development)
- Residential streets shouldn't be the parking for transit or MF
- Increase – not decrease – parking requirements
- Juanita Village is a problem. If we reduce requirements it will get worse and we will have more areas like this around town.
- No reductions near transit centers
- Add parking in retail area (waterfront)

- Market asked their neighborhood which of the following options the City should spend money on: 68 Survey Respondents
Ranking from most (5) to least (1) preferred place City should spend \$40 -50 million
 - 3.50 Cross Kirkland Corridor – bike/pedestrian only
 - 3.40 Cross Kirkland Corridor – bike/pedestrian and transit
 - 3.24 Parking facility in the waterfront district
 - 2.86 Aquatic Center
 - 2.00 Other

North Rose Hill

- No opinion at this time
- Not a lot of parking problems in NRH

Lakeview

- No objection to apartments (buy parking or not)
- Problems with the formula – as some use street parking for specific reasons
 - o Their garage is being used as storage
 - o They have more than 2 cars
 - o Business vehicles often park on the street
- Opposed to right size parking

Highlands

- Posted to list serve today so don't have input from neighborhood
- Mostly benefits the developers – not residents
- If the reason is to reduce carbon footprint – Then I am supportive
- Overflow parking is a concern
- Maybe we should sit tight and watch to see what happens to other communities who do this before we decide
- Like the motivation to get people to bike and walk more but perhaps this goes too far

Moss Bay

- Concern about areas near transit, with service unpredictable into the future
- Still have to have a car – so where does it park?
- Survey needs to count cars on the street to fully understand the impacts
- Think hard about this now because if it fails – the building can't be retrofitted to accommodate more parking afterwards
- How did the survey account for reserved spaces – they aren't first come first serve
- What would this do to the price of housing?
- How does this impact merchants?
- There are cars on the street at 2am all around MF complexes so you know people are parking on the streets

Everest (notes provided after meeting as Rep had to leave before discussion)

1. Should the City be reducing the minimum requirements for parking in our multi-family developments? Why or why not?

No, parking is already an issue and you cannot find parking at peak hours downtown. Reducing the minimum requirements would defeat the purpose of supporting our business core. The developers care about making money and once the project is finished they do not care about parking.

2. If the City does reduce the minimum requirements, what do you think the public benefits would be for Kirkland neighborhoods? Your own neighborhood?

- No benefits at all. Our neighborhood already has limited to no parking at all from 8- 6 6 days a week.

3. If the City does reduce the minimum requirements, what are your concerns about impacts to Kirkland neighborhoods? Your own neighborhood?

- More traffic on gridlocked streets, people going elsewhere instead of the Kirkland core. Drive to Bellevue where you can find parking in the core.

4. What are you currently seeing in your own neighborhood vis a vis on-street parking?

- Bus riders and employees park on our streets which results in residents not being able to park. The idea in point #1 is just awful

5. What do you think about the studies in the materials? Are these in line with your own observations, if you have any?

- Not realistic.

6. Should the requirements differ for each neighborhood or apply city-wide? If so, why?

7. Should the requirements be different for garden-style apartments than for multi-story with underground parking?

- No people are not going to park in their gardens.

8. Should the requirements be different for rental properties than for condominium developments?

- No again why should you segregate rentals, garden apts etc.. I do not understand the rationale of this by the city or a developer.

9. This comes from a pilot project from King County. If a change is enacted to Kirkland's requirements for parking, should there be a sunset date and if so, when?

- What does this mean?

10. What about the additional 15% reduction within a one-half mile of the Downtown Transit Center? What benefits do you foresee and what concerns does this raise for you?

- I don't believe the stats and frankly people have to drive to get to the "core" . Metro just does not service enough of the neighborhoods at dinner or on the weekend when Kirkland is jammed.

11. If you would change this proposal, what would you change or recommend instead, and why?

- Provide normal parking for our community not bow to the developers.

Notes compiled primarily by Kari Page with the Everest notes added after the meeting as the Everest KAN rep was unable to stay for this part of the meeting.



CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225
www.kirklandwa.gov

MEMORANDUM

DATE: October 16, 2014

TO: Planning Commission

FROM: Jon Regala, Senior Planner
Jeremy McMahan, Planning Supervisor

FILE NO.: CAM13-02032

SUBJECT: AMENDMENTS TO MULTI-FAMILY PARKING REQUIREMENTS
CONTINUED DELIBERATIONS

I. RECOMMENDATION

At its October 23, 2014 meeting, we recommend that the Planning Commission continue deliberations on the proposed Kirkland Zoning Code (KZC) amendments to multi-family parking requirements and make a recommendation to the City Council for their consideration.

II. BACKGROUND INFORMATION

The meeting packets provided for the August 28, 2014 public hearing and September 25, 2014 study meeting should be referred to for all background information on the proposed amendments to multi-family parking requirements. Please bring these packets to the upcoming deliberation meeting for your reference. The packets can also be accessed by their respective meeting dates online:

http://www.kirklandwa.gov/depart/planning/Boards_and_Commissions/Planning_Commission.htm

The proposed code amendments have been included as Attachment 1 and 2 for easy reference. See Section II.C below for the requested revisions regarding the proposed transit related parking reduction amendments.

At the previous Planning Commission meeting, the Commissioners requested additional information prior to making a recommendation on the proposed code amendments. Below is the requested information organized by topic.

- A. Policy & Goal Support.** Historically, the basis for the City's current general multi-family parking requirement is not clear. The goal of this project is to update Kirkland's multi-family parking requirements and bring them in line with actual parking demand. Updating to a demand-based parking requirement would also reduce the need for parking modifications/reduction requests (see Section II.B below).

Another aspect of the project is to provide an option for reducing the required amount of parking for multi-family developments where frequent transit is available, in this case Downtown Kirkland. A parking covenant would be required which among other things would require the property owner to subsidize a number of

transit passes equal to the number of parking stalls being reduced. This is currently being proposed for developments within ½ mile of the Downtown Kirkland Transit Center.

The following Kirkland Comprehensive Plan goals and policies provide support for parking requirements that reflect multi-family parking demand and thereby reducing the need for parking modifications. The goals and policies below also support reducing parking requirements where transit is frequent. Each category is followed by staff comment.

FRAMEWORK GOALS

- **FG-17:** Establish development regulations that are fair and predictable.

Staff Comment: Requiring multi-family parking based on parking demand information will result in fair and predictable regulations and will eliminate the expense and time for applicants to seek individual parking modifications. Requiring too many parking stalls can lead to unnecessary construction and material costs.

LAND USE

- **Goal LU-4:** Protect and enhance the character, quality, and function of existing residential neighborhoods while accommodating the City's growth targets.
- **Policy LU-5.1:** Access
 - Promote non-SOV travel by reducing total parking area where transit service is frequent.
- **Policy LU-5.3:** Maintain and enhance Kirkland's Central Business District (CBD) as a regional Activity Area, reflecting the following principles in development standards and land use plans:
 - Create a compact area to support a transit center and promote pedestrian activity.

Staff Comment: Based on the King County Countywide Planning Policies growth targets, Kirkland is expected to accommodate approximately 7,300 new multi-family housing units by 2035. Bringing the City's parking requirements more in line with actual parking demand supports and promotes compact development, multimodal transportation options, green building policies, environmental stewardship, economic development, and various land/use growth policies all of which contribute to a sustainable and high quality character to residential neighborhoods.

However, having too few parking stalls can lead to spillover parking into residential neighborhoods and puts pressure on the public supply of on-street parking. To address this concern, the proposed code amendments are based on actual parking counts from both the King County RSP project and more localized Kirkland data, then using a conservative approach, reflect a 15% increase and a requirement for visitor parking. Analysis of this information was done by experts in the field of parking and transportation.

Given the City's goals to encourage mixed-used development and promote other modes of transportation, the Planning Commission asked staff to pursue the approach of allowing a parking reduction, limited to the CBD (given that the Downtown Kirkland Transit Center had the most options in terms of destinations served by frequent transit) and to condition such a reduction on the requirement of

a parking covenant to include a transit pass subsidy creating a nexus between reduced car use and transit use.

HOUSING

- **Policy H-2.6:** Streamline the City's development review and approval processes, while ensuring that the integrity of the planning process is not compromised

Staff Comment: Over the years, the City has approved parking modifications for multi-family developments that have allowed an applicant to reduce the number of parking stalls based on parking demand information. Codifying what the practice has been over a number of years of will streamline the development review and approval process. See Section II.B below for additional discussion on parking modifications.

TRANSPORTATION

- **Increasing Travel Options** - Kirkland's vision for transportation promotes the movement of people throughout the City and region by expanding opportunities to use transit, ridesharing, and nonmotorized facilities...Alternate modes of travel reduce energy consumption, air pollution, and noise levels. By encouraging high occupancy vehicles and other modes of travel, the City may be able to save the capital expense of road construction and maintenance and enhance the environment. For these reasons, the City should pursue all possible alternatives to the single-occupant vehicle.
- **Policy T-5.2:** By the year 2022, strive to achieve a mode split of 65 percent single-occupant vehicle (SOV) and 35 percent transit/other mode.

The mode splits described in this policy are the level of service standard for transit. They represent a long term goal for the City to achieve through providing improved transit accessibility, transportation demand management programs, efficient nonmotorized systems, locating shops and services close to home, and other strategies to get people out of single-occupant vehicles. The standard is expressed in terms of a desired percentage of peak-hour home to work trips by single-occupant vehicles and transit/other mode.

- **Policy T-5.6:** Promote transportation demand management (TDM) strategies to help achieve mode split goals. TDM may include incentives, programs, or regulations to reduce the number of single- occupant vehicle trips.

Transportation demand management seeks to modify travel behavior and encourage economical alternatives to the single-occupant vehicle. Transportation demand management strategies try to influence behavior in a way that keeps expansion of the transportation system at a minimum. The more successful TDM strategies are, the more successful the City will be at achieving the mode split goals described in Policy T-5.2.

The following are some TDM strategies: (1) working cooperatively with employers to implement programs that encourage employees not to drive alone; (2) requiring certain new developments to implement programs to reduce single-occupant vehicle use; (3) adjusting parking standards to meet existing demand and reducing them further when transportation options increase; and (4) supporting paid parking or other parking policy measures.

Staff Comment: As previously stated, the approach of allowing a parking reduction, limited to the CBD and to condition such a reduction on the requirement of a parking covenant to include a transit pass subsidy, furthers the City' goals to encourage mixed-

used development, TDM strategies, and promotion of other modes of transportation (requirement of bicycle parking). Reduced car use will also have environmental benefits by helping reduce energy consumption, air pollution, and noise levels. See Section II.D below for a summary of METRO route changes in Kirkland.

- B. Parking Modifications.** The KZC generally requires a minimum 1.7 parking stalls per multi-family residential unit. The City also requires up to an additional 0.5 parking stalls per unit for guest parking depending on availability of guest parking onsite. These standards may be reduced by an applicant if it can be shown by a parking study that the proposed number of spaces is sufficient to fully serve the use. The parking study is required to be prepared by a licensed transportation engineer or other qualified professional and may be based on nationally accepted Transportation Demand Management (TDM) measures. Staff's decision is based on the recommendation of the City traffic engineer's review of the applicant's parking study.

The Planning Commission asked for information that compares the proposed parking requirements with approved parking modifications. This information has been provided in Attachment 3. Also included in the comparison were two projects in the North Rose Hill Business District for which parking is required to be determined on a case by case basis and consequently the required parking was determined based on parking studies (Luna Sol and Slater 116). The results show that the proposed parking requirements provide a similar or slightly higher supply as compared to what was approved with the parking modifications.

The information supports several of the Commissioner's assumption that the code changes are essentially codifying the results of parking modifications over the years. On average, the proposed parking amendments would require 1.53 stalls/unit including visitor parking. The parking modifications approved by the City have required on average 1.32 stalls/unit including visitor parking. The proposed parking rates would require on average approximately 14% more parking stalls than the approved modifications.

Attachment 4 contains more detailed background information regarding the approved parking modifications. Something interesting to note is the high number of available parking stalls to residential tenants and visitors at mixed-use sites when the commercial portion of the development is closed. As a result, the onsite parking supply should well exceed the minimum parking requirement thereby reducing impacts to overflow street parking.

- C. Include Condos with Transit Related Parking Reductions.** In regards to the parking reductions related to frequent transit, the proposed amendments were written to accomplish the following:
- Have the owner of the property (other than tenants in the case of condos) provide the subsidy.
 - Given the limited number of passes, have a priority system for distributing the passes to those who do not own a car, then 1-car, and so on.
 - Have the subsidy available to tenants for the life of the project.
 - Keep the subsidy program language general so that there is flexibility in the choice of program used.

As requested, staff has provided an option to include condominium developments as being able to benefit from a parking reduction if located within ½ mile of the

Downtown Kirkland Transit Center and being subject to the proposed parking covenant conditions (includes a transit pass subsidy). The changes can be found in Attachment 5. An important change involves requiring the establishment of a fund from which the money for the transit subsidies can be drawn from to be later managed by the home owner's association. Additional clarifying language was added based on conversations with Daniel Rowe with King County METRO to the first paragraph in Subsection 4.A. An example of a transit pass program for multi-family projects has been provided in Attachment 6 and is currently being offered by King County METRO.

However, concerns remain regarding implementation of the transit subsidy program for condominiums given the change of ownership to multiple owners. Questions include:

- How much money should be put into the account initially? When?
- What if the account runs out of money or is used for other purposes?
- Who is responsible for adding funds to the account?
- Who should manage the account? City or the home owners association?
- How should violations be enforced? Are the condo owners responsible?

Currently, staff does not have an answer to these questions. Therefore, staff recommends deferring including condominiums as part of this subsidy approach until such time that this approach can be studied further.

Staff however recommends keeping the clarifying language in the first paragraph of subsection 4.A as recommended by King County METRO.

D. King County METRO Route Changes. A comprehensive summary of the proposed cuts as related to transit routes in Kirkland is provided in Attachment 7 utilizing the information on King County METRO's website. In April 2014, a number of Kirkland bus route revisions were proposed to go into effect in several phases over the next year. Additional changes to the list were made in July 2014. The first round of changes went into effect recently in September 2014. According to the King County METRO website, the County Council has delayed making a decision on the February 2015 service cuts. The webpage states, "Financial policy issues, as well as the need for any additional bus service cuts, will be determined as part of the Council budget deliberations taking place over the next several weeks."

E. Response to Public Comment. The following background information relates to three topics consistently being raised by public comment.

Existing Parking Problems in Juanita Village and CBD. Kirkland's right-size parking project and the proposed code amendments only apply to multi-family development. Some of the recent public comments expressed concern regarding the lack of parking in Downtown Kirkland and in Juanita Village. Because the on-street parking in both locations are time-limited, it is unlikely that the parking problems are a result of lack of parking for the existing multi-family developments. Some reasons for the current parking problems in both areas could be attributed to lack of parking for employees, the fact that older buildings in Downtown Kirkland do not have associated off-street parking, and inadequate way-finding/signage to available public parking stalls in parking garages.

Flawed Methodology. Questions continue to be raised regarding the methodology used in gathering the data for this project. King County followed methods

established by national academics and experts in the field. The protocol for data collection can be found on the County's website under the 'Deliverables' tab in several documents:

<http://metro.kingcounty.gov/up/projects/right-size-parking/>

Another concern regarding the data, is that street parking was not included as part of the parking counts. Looking back at the data, staff found that street parking was included in the counts for all developments found in Table 3 of Fehr & Peer's memo dated June 18, 2014 (Attachment 2 of the August 21, 2014 staff memo). This method took a conservative approach of attributing all cars parked on the adjoining block face to the project. See also below the row titled 'Observed Utilization'.

The parking counts for Sites 18-22 was conducted by Public Works in 2006 and were used as the basis for the 2010 CBD parking amendments. Attachment 8 contains the recent parking demand study for Site 23 and 24 conducted earlier this year that reflect their methodology.

The sites for which adjoining street parking was included in the parking demand averaged 1.25 stalls/unit as compared to the other study sites (found in Table 1 and 2 of the same memo) where street parking was not included resulting in an average of 1.36 stalls/unit. Sites identified as outliers were not included in the average calculation.

	Flara de Lago 210 Market St	Waterview 220 1st Street	Brezza 225 4th Ave	Portsmouth 108 2nd Ave S	Plaza on State 102 State St	Kirkland Central 211 Kirkland Ave	Watermark 530 2nd Ave
Table 3. Data Collected for Downtown Kirkland Developments Through Other Studies							
Input	Estimated	Output	Condo				
Right Size Parking: Web Calculator							
	2006 Counts				March 2014 Counts		
Variables	Site 18	Site 19	Site 20	Site 21	Site 22	Site 23	Site 24
Studio Units	0	0	0	0	0	0	0
1 Br Units	0	17	27	45	45	78	17
2 Br Units	13	31	48	108	36	32	43
3+ Br Units	0	0	0	0	0	0	0
Studio Rent	\$1,505	\$1,043	\$1,043	\$1,505	\$1,043	\$1,043	\$1,505
1 Br Rent	\$1,933	\$1,288	\$1,288	\$1,933	\$1,288	\$1,288	\$1,933
2 Br Rent	\$2,466	\$1,644	\$1,644	\$2,466	\$1,644	\$1,644	\$2,466
3+ Br Rent	\$3,339	\$2,226	\$2,226	\$3,339	\$2,226	\$2,226	\$3,339
Avg. Sqft per Unit	1,711	1,034	1,324	1,098	1,106	1,012	1,012
Affordable Units	0	0	0	0	0	0	0
Mo. Parking Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Population	61,383	62,412	62,412	61,711	62,412	62,120	64,297
Jobs	37,969	38,187	38,187	39,327	38,187	39,379	40,439
Transit Service	1,294	1,293	1,293	1,291	1,293	1,364	1,389
Predicted Utilization	1.47	1.29	1.33	1.35	1.27	1.17	1.26
Observed Utilization	1.92	1.31	1.27	1.17	1.24	1.23	1.30
Percent Error	-23%	-1%	5%	15%	2%	-5%	-3%
Supply Using Model Code*	1.63	1.51	1.51	1.53	1.44	1.39	1.53
Supply Using Current Code	2.10	1.75	1.74	1.81	1.54	1.39	1.82
Actual Supply	2.23	1.81	1.83	1.72	1.59	1.89	1.90

Parking Management. Many of the comment emails state that street parking is hard to find around multi-family developments. Yet, the collected information shows that the properties have parking stalls that are not being used during the peak residential hours. A reason that parking stalls are not being used could be a result of how each property manages parking. Many properties assign parking spaces to individual units and/or charge tenants for parking spaces. As one commenter mentioned, the most efficient use of parking would be to have all parking stalls unassigned. The least efficient would be to assign all spaces. A compromise would be to assign one space to each unit and have the remaining spaces available for tenants and visitors. Another parking management strategy includes pricing parking separately from the cost of housing. However, both the Houghton Community Council and Planning

Commission did not want the City to get into managing parking for multi-family developments.

III. ATTACHMENTS

1. General MF Parking Requirements
2. Changes to KZC 105.20 & 105.103.3.c
3. Parking Modification Comparison
4. Parking Modification Spreadsheet
5. Condos & Transit Subsidy changes
6. ORCA program
7. METRO Route change summary
8. 324 Central Parking Study

As proposed in public hearing packet dated August 21, 2014

TABLE 6. GENERAL MULTI-FAMILY PARKING REQUIREMENTS - PROPOSED CHANGES
(stalls per unit unless noted)

Zone	Applicable Zoning Code Section	Current MF Parking Req.	Current MF Visitor Parking Req.	Proposed Required Parking Spaces	Proposed Visitor Parking Requirement
Waterfront District I & III	WDI-30.15.020*** WDIII-30.35.020***	2	Up to 0.5	1.2/studio 1.3/1-bedroom 1.6/2-bedrooms 1.8/3+bedrooms	Additional 10% of total
Medium Density Residential*	RM/RMA-20.10.020*** PLA2-60.17.010*** PLA6F-60.82.020 PLA6G-60.87.130 PLA6H-60.92.020 PLA6K-60.107.020 PLA7C-60.112.020 PLA9-60.132.030 PLA15B-60.177.020*** PLA17-60.187.020	1.7	Up to 0.5		
	PLA3B-60.22.020***	2			
High Density Residential**	RM/RMA-20.10.020 PLA 5A-60.32.020 PLA5D-60.47.020 PLA5E-60.52.020 PLA6A-60.57.020 PLA6D-60.72.020 PLA6I-60.97.020 PLA6J-60.102.020 PLA7A/B-60.112.020	1.7	Up to 0.5		
Commercial & Office Zones					
BC, BC1, BC2, & BCX Business Commercial	BC, BC1, BC2-45.10.110*** BCX-47.10.110	1.7	Up to 0.5	1.2/studio 1.3/1-bedroom 1.6/2-bedrooms 1.8/3+bedrooms	Additional 10% of total
BN & BNA Neighborhood Business	BN/BNA-40.10.100	1.7	Up to 0.5		
PR & PLA Professional Residential & Planned Areas	PR/PRA-25.10.020*** PLA5B-60.37.020 PLA5C-60.42.020 PLA6B-60.62.020 PL15A-60.172.020*** PLA17A-60.192.020	1.7	Up to 0.5		
Business Districts					
CBD Downtown Kirkland	CBD1A/1B-50.12.080 CBD2-50.17.090 CBD3-50.27.070 CBD4- 50.32.080 CBD5-50.35.110 CBD6-50.42.080 CBD7-50.47.120 CBD8-50.52.110	1 per bedroom - Must average 1.3 per unit	0.1 per bedroom – minimum 2 per development	1.2/studio 1.3/1-bedroom 1.6/2-bedrooms 1.8/3+bedrooms	Additional 10% of total
	CBD 5A-50.38.010 Special Regulation 7.a	1.7	Up to 0.5		
MSC Market Street Corridor	MSC1/4-51.10.020 MSC2-51.20.060 MSC3-51.30.070	1.7	Up to 0.5	1.2/studio 1.3/1-bedroom 1.6/2-bedrooms 1.8/3+bedrooms	Additional 10% of total
JBD Juanita Business District	JBD1-52.12.090 JBD2-52.17.090	1.7	Up to 0.5		

	JBD3-52.22.020 JBD4-52.27.070 JBD5-52.32.070 JBD6-52.42.060				
RHBD Rose Hill Business District	RH1A-53.06.080 RH2A/2B/2C-53.24.080 RH3-53.34.120 RH4-53.44.020 RH5A/5B-53.54.090 RH7-53.74.070 RH8-53.84.050	1.7	Up to 0.5		
NRHBD North Rose Hill Business District	N/A	Demand based	Demand based	No Change	No Change
TL - Totem Lake					
TL1A to 8	N/A	Demand based	Demand based	No Change	No Change
TL 5, 9B to 11	TL5-55.39.110 TL9B-55.64.020 TL10B-55.75.010 TL10C-55.81.010 TL10D-55.87.100 TL11-55.99.010	1.7	Up to 0.5	1.2/studio 1.3/1-bedroom 1.6/2-bedrooms 1.8/3+bedrooms	Additional 10% of total
YBD - Yarrow Bay Business District					
YBD 1 (TOD site)	N/A	1.1	0.05	No Change	No Change
YBD 2, 3	YBD2/3-56.20.060***	1.7	Up to 0.5	1.2/studio 1.3/1-bedroom 1.6/2-bedrooms 1.8/3+bedrooms	Additional 10% of total

*** Medium density** - The following zones: RM 5.0; RMA 5.0; RM 3.6; RMA 3.6; TL 9B; PLA 2, 3B; PLA 6F, H, K; PLA 7C; PLA 9; PLA 15B; and PLA 17.

**** High density** - The following zones: RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, D, E; PLA 6A, D, I, J; PLA 7A, B; and TL 1B.

***** Within HCC Jurisdiction**

PROPOSED CODE AMENDMENTS
FILE NO. CAM13-02032

In addition to required parking for medium and high-density residential uses, visitor parking shall be required as follows:

KZC Section 105.20 Number of Parking Spaces – Minimum

1. The number of parking spaces required for a use is the minimum required. The applicant shall provide at least that number of spaces, consistent with the provisions of this chapter. If the required formula for determining the number of parking spaces results in a fraction, the applicant shall provide the number of spaces equal to the next higher whole number.
2. The square footage of pedestrian, transit, and/or bicycle facilities, and/or garages or carports, on the subject property shall not be included in the gross floor area calculation used to determine required number of parking stalls. ~~See also KZC 105.103(3)(c).~~
3. ~~For medium and high-density residential uses, guest parking spaces are required as follows:~~
 - A. A minimum 10% of the total number of required parking spaces, calculated prior to any parking reductions, shall be provided for visitor parking and located in a common area accessible by visitors.
 - B. A detached or attached dwelling unit with an associated garage containing its required number of parking stalls is excluded from the visitor parking calculation required in subsection A above provided that the dwelling unit also has a driveway that meets the parking stall dimensional standards of this chapter and the driveway can be used to provide visitor parking for that dwelling unit.
 - C. Visitor parking stalls shall not be leased or assigned to residents.
 - D. Visitor parking stalls shall not be gated and be accessible by visitors between 6:00 a.m. and 11:00 p.m.
4. The number of required parking stalls for a development consisting of for-rent detached, attached, and/or stacked dwelling units may be reduced by 15% if the subject property is located with ½ mile of the Downtown Kirkland Transit Center and the City approves a Parking Covenant for the development. The ½ mile distance shall be determined by taking the shortest walk route from the subject property to the Downtown Kirkland Transit Center as measured along public walkways. The property owner shall submit the Parking Covenant on a form approved by the City for recording with King County. The Parking Covenant shall be binding on all future owners and assignees and include the following requirements:
 - A. The owner to provide two-zone bus passes or equivalent alternative transportation mode subsidy in an amount equal to the number of reduced parking stalls. The owner shall provide to the City a plan for review and approval that specifies the distribution of the bus passes or equivalent subsidy. Preference on transit subsidy distribution shall be to driving age residents that do not have cars.
 - B. Provide one secured and sheltered bicycle parking space for each unit in the development. The parking reductions allowed in KZC Section 105.34 – Covered Bicycle Storage cannot be used if the parking reduction described in this section is being applied.
 - C. Designation of a Transportation Coordinator to manage the Parking Covenant, distribution of the two-zone bus pass or equivalent subsidy, provide commute information to all new residents, and be a point of contact for residents and the City.

- D. All required parking within a project shall be under common ownership and management.
- E. Prohibition on the conversion of the property to a condominium unless the number of required parking stalls are provided as calculated prior to the transit related reduction allowed by this section.
- F. Acknowledgement by the property owner that it shall be a violation of this code to fail to comply with the provisions of the Parking Covenant.

Delete the following KZC Section and move into KZC Section 105.20.1 above.

~~105.30 Number of Parking Spaces—Fractions~~

~~If the required formula for determining the number of parking spaces results in a fraction, the applicant shall provide the number of spaces equal to the next higher whole number.~~

Changes to Parking Modification Text – KZC 105.103.3.c

For a modification to KZC 105.20 and 105.45, a decrease in the required number of spaces may be granted if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study to be sufficient to fully serve the use. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the proposed use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City traffic engineer. The study shall provide at least two (2) days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City traffic engineer. Approval of a parking reduction shall be solely at the discretion of the City. A decrease in the minimum required number of spaces may be based in whole or part on the provision of nationally accepted TDM (transportation demand management) measures. Data supporting the effectiveness of the TDM measures shall be provided as part of the parking demand and utilization study and approved by the City traffic engineer.

For multi-family parking modifications, the parking demand rate result shall be increased by 15% to account for the variation in multi-family parking demand and shall be subject to the visitor parking requirements in KZC Section 105.20.3.

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

PARKING MODIFICATION AND PROPOSED CODE REQUIREMENT COMPARISON TABLE
October 15, 2014

	Tera Apts.	Soho	West Water Apts.	Kirkland Central	Boulevard	128 State Apts.	The 101 Apts.	324 Central Way	Ondine	Luna Sol*	Slater 116*	Juanita Bay Apts.
Address	538 Central Way	511 7th Avenue	221 1st Street	211 Kirkland Avenue	375 Kirkland Avenue	128 State Street	117 Kirkland Avenue	324 Central Way	11702 98th Avenue NE	11415 Slater Avenue NE	12345 NE 116th Street	9720 NE 120th Place
Studio	22	0	8	10	0	9	10	0	40	16	18	0
1-bedroom	92	42	28	68	89	81	42	59	50	20	90	2
2-bedroom	46	16	24	32	30	33	13	14	6	16	0	14
3-bedroom	1	0	2	0	0	0	1	0	0	0	0	0
Total Units	161	58	62	110	119	123	66	73	96	52	108	16
Total Bedrooms	209	74	90	142	149	156	81	87	102	68	108	30
PARKING MODIFICATIONS OR CASE-BY-CASE REVIEW												
Parking Mod.												
Parking Rate per Unit (includes visitor parking)	1.26	1.57	1.52	1.47	1.28	1.37	1.41	1.23	1.41	1.10	0.72	1.44
+15%	1.45	1.81	1.75	1.69	1.47	1.58	1.62	1.41	1.62	1.27	0.83	1.66
PROPOSED PARKING REQUIREMENT												
Base Parking Supply based on Proposed Code	222	81	88	152	164	169	90	100	123	71	139	25
Parking per Unit	1.38	1.40	1.42	1.38	1.38	1.37	1.36	1.37	1.28	1.37	1.29	1.56
Visitor Supply based on Proposed Code (+10%)	23	9	9	16	17	17	9	10	13	8	14	3
TOTAL Stalls Required	245	90	97	168	181	186	99	110	136	79	153	28
Required Parking per Unit (TOTAL)	1.52	1.55	1.56	1.53	1.52	1.51	1.50	1.51	1.42	1.52	1.42	1.75

* Case-by case parking review (not approved as a parking modification)

PARKING MODIFICATION (REDUCTION) AND PARKING DEMAND PROJECTS
SUMMARY SPREADSHEET
October 15, 2014

Project	Year Complete	Residential Units	No. of Bedrooms	Required Residential Parking ⁴	Retail Square Footage (gfa)	Required Parking (1/350 or 300 s.f. depending on zone)	Restaurant Square Footage	Required Restaurant Parking (1/100 or 125 s.f. depending on zone)	TOTAL Required Parking per Code	Residential Tenant Parking Provided	Residential Tenant Rate: stalls/unit	Guest Parking Provided	Guest Parking Rate (per unit)	Parking Provided TOTAL ¹	Total Parking Rate (per unit)
CENTRAL BUSINESS DISTRICT (Parking Modification)															
Tera Apartments ²	1999	161	209	274	6,925	20	0	0	294	168	1.04	35.00	0.22	226	1.26
Soho Condominiums	2001	58	74	99	0	0	0	0	99	79	1.36	12.00	0.21	91	1.57
West Water Apartments ²	2002	62	90	106	11,900	34	0	0	140	94	1.52	0.00	0.00	122	1.52
Kirkland Central Condominiums ²	2006	110	142	187	9,168	27	0	0	214	152	1.38	10.00	0.09	179	1.47
Boulevard Condominiums ²	2006	119	149	203	8,869	26	0	0	229	152	1.28	0.00	0.00	178	1.28
128 State Apartments	2007	123	156	210	0	0	0	0	210	156	1.27	12.00	0.10	168	1.37
Bank of America/Merrill Gardens ²	2010	66	81	113	12,368	36	0	0	149	81	1.23	12.00	0.18	136	1.41
324 Central Way ⁶	Under Construction	73	87	95	5,090	15	2,050	17	127	81	1.11	9.00	0.12	117	1.23
JUANITA BUSINESS DISTRICT (Parking Modification)															
Juanita Bay Apartments ²	1998	16	30	28	9,128	31	0	0	59	23	1.44	0.00	0.00	50	1.44
Ordine	2012	96	102	164	4,139	14	0	0	178	123	1.28	12.00	0.13	158	1.41
NORTH ROSE HILL BUSINESS DISTRICT (Case-by-case parking)															
Luna 507 ^{2,5} (37 commercial stalls available to residents and guests after 5 p.m. and on weekends)	2010	52	68	52	9,888	33	0	0	85	52	1.00	5.00	0.10	94	1.10
Slater 116 ^{2,5} (55 commercial stalls available to residents and guests after 6 p.m. and on weekends)	2013	108	108	73	8,133	28	2,033	21	128	73	0.68	5.00	0.05	128	0.72

Notes:

- 1) Totals include guest and commercial parking. Actual # of designated stalls and management of those stalls should be determined through site surveys
- 2) Residential projects with commercial use have shared parking opportunities, particularly for guest parking. Actual utilization/management should be determined through site surveys.
- 3) Actual rate per bedroom may be lower or higher than approved rate due to shared parking opportunities or surplus stalls were provided
- 4) Guest parking not included. See 'Guest Parking Provided' column
- 5) Parking determined case-by-case based on demand study
- 6) Based on current CBD code requirement of 1/bedroom with 1.3 minimum average

**CHANGES TO PARKING REDUCTIONS RELATED TO FREQUENT TRANSIT
KZC Section 105.20.4**

4. The number of required parking stalls for a development consisting of ~~for rent~~ detached, attached, and/or stacked dwelling units may be reduced by 15% if the subject property is located within ½ mile of the Downtown Kirkland Transit Center and the City approves a Parking Covenant for the development. The ½ mile distance shall be determined by taking the shortest walk route from the subject property to the Downtown Kirkland Transit Center as measured along public walkways. The property owner shall submit the Parking Covenant on a form approved by the City for recording with King County. The Parking Covenant shall be binding on all future owners and assignees and include the following requirements:
 - A. The owner to provide annual and regional two-zone ~~bus-transit~~ passes or equivalent alternative transportation mode subsidy in an amount equal to the number of reduced parking stalls. The owner shall provide to the City a plan for review and approval that specifies the distribution of the bus passes or equivalent subsidy, method for communicating the opportunity to residents, and a method to report on pass distribution to the City. Preference on transit subsidy distribution shall be to driving age residents that do not have cars.
For condominium developments, the owner prior to establishing the condominium, shall establish and fund an account to meet the requirements of this section which shall be later managed by the Home Owners Association.
 - B. Provide one secured and sheltered bicycle parking space for each unit in the development. The parking reductions allowed in KZC Section 105.34 – Covered Bicycle Storage cannot be used if the parking reduction described in this section is being applied.
 - C. Designation of a Transportation Coordinator to manage the Parking Covenant, distribution of the two-zone bus pass or equivalent subsidy, provide commute information to all new residents, and be a point of contact for residents and the City.
 - ~~D. All required parking within a project shall be under common ownership and management.~~
 - ~~E. Prohibition on the conversion of the property to a condominium unless the number of required parking stalls are provided as calculated prior to the transit related reduction allowed by this section.~~
 - ~~FD.~~ Acknowledgement by the property owner that it shall be a violation of this code to fail to comply with the provisions of the Parking Covenant.

ORCA Multifamily Development Passport Pilot Program

About ORCA Multifamily Development Passport: A comprehensive, annual transportation pass program for multifamily property owners or managers.

Includes full fare on:

- Regular transit services on Community Transit, Everett Transit, Kitsap Transit, Metro Transit, Pierce Transit, and Sound Transit (including Link light rail and Sounder commuter rail), Seattle Streetcar, King County Water Taxi, Kitsap Transit Foot Ferry, and Access Transportation on Kitsap Transit and Metro Transit (eligible riders only)

Benefits to multifamily property owners and managers include ability to:

- Offer residents an annual comprehensive transportation pass program within a single card
- Support lease up and help retain tenants through this attractive amenity
- Build less parking and/or manage existing parking by supporting resident's use of transit
- Secure LEED points and market environmental sustainability elements of property

Benefits to residents include ability to:

- Have daily flexibility in choosing how to get to work, run errands, or visit family and friends
- Receive low cost or fully subsidized transit benefits
- Use a single, easy-to-use pass to access many different modes of transportation

How much does it cost?

Cost varies depending on the location of your multifamily development(s). A first year price is estimated based on the existing transit use in the neighborhood (see below for example first year price estimate). Subsequent years are priced based on actual use of the Passport cards from the previous year. The program requires that a pass be purchased for every residential unit and offered to that unit. The property must cover at least 50% of the per unit cost. Participation by residents is not mandatory. Passport is available to individuals only through their participating property owner or manager.

Example First Year Pricing:

For a 100 unit multifamily building in Shoreline, WA at SR 99 and North 175th Street:

- 20% transit use for residents commuting to work¹ = 20 transit users
- 20 transit users x \$1,296² = \$25,920
- Total cost including 100 ORCA cards and fees = **\$27,000 (\$270 per residential unit)**
- Value of ORCA Multifamily Passport = \$129,600 (assumes 100 peak two-zone retail passes)

To estimate pricing for your property, visit this website to find the existing transit use reported by the U.S. Census: <http://census.socialexplorer.com/commute/>.

Interested?

Please contact Daniel Rowe for more information (206-477-5788; Daniel.rowe@kingcounty.gov)

¹ From U.S. Census American Community Survey, Journey To Work by transit, 5 year average (2008-2012)

² Current price of Metro retail peak two-zone monthly pass is \$108 x 12 = \$1,296

SUMMARY OF METRO TRANSIT CHANGES (source: King County METRO website)

Route	2014 Route Description	Potential for Major Reduction	April 2014 Proposed Reduction Summary			July 2014 Proposed Reduction		
			Reason for Change	Reduction Action	Phase	Sept. 2014 (in effect 9/27/2014)	Feb. 2015**	Sept. 2015
234	Kenmore - Kirkland TC - Bellevue	Low	Restructure	Revised	Feb-15	N/A	Removed from list of changes	N/A
235	Kingsgate - Kirkland TC - Bellevue	Low	Restructure	Revised	Feb-15	N/A	Removed from list of changes	N/A
236	Woodinville - Totem Lake - Kirkland	High	Restructure	Revised	Sept. 2014/ Feb. 2015	Approved	N/A	N/A
237	Woodinville - Bellevue	Low	Restructure	Deleted	Feb-15	N/A	Removed from list of changes	N/A
238	Bothell - Totem Lake - Kirkland	High	Restructure	Deleted	Sept. 2014/ Feb. 2015	Approved	N/A	N/A
245	Kirkland - Overlake - Factoria	Low	Restructure	Unchanged	N/A	N/A	N/A	N/A
248	Avondale - Redmond TC - Kirkland	Low	Low performing	Revised	Sep-15	N/A	N/A	?
249	Overlake - South Kirkland - South Bellevue	Medium	Lowest performing	Revised	Sept. 2014/ Sept. 2015	Approved*	N/A	N/A
252	Kingsgate - Seattle CBD	Low	Restructure	Unchanged	N/A	N/A	N/A	N/A
255	Brickyard - Kirkland TC - Seattle CBD	Medium	Restructure	Revised	Feb-15	N/A	Removed from list of changes	N/A
257	Brickyard - Seattle CBD	Low	Restructure	Unchanged	N/A	N/A	N/A	N/A
260	Finn Hill - Seattle CBD	High	Lowest performing	Deleted	Sep-14	Approved	N/A	N/A
265	Overlake - Houghton - First Hill	High	Lowest performing	Deleted	Sep-14	Approved	N/A	N/A
277	Juanita - University District	Low	Lowest performing	Deleted	Sep-15	N/A	N/A	?
311	Duvall - Woodinville - Seattle CBD	Low	Restructure	Revised	Feb-15	N/A	Removed from list of changes	N/A
342	Shoreline - Bellevue TC - Renton	Low	Restructure	Revised	Feb-15	N/A	Removed from list of changes	N/A
244EX	Kenmore - Overlake	Low	Low performing	Deleted	Sep-15	N/A	N/A	?
930DART	Kingsgate - Redmond	Low	Restructure	Deleted	Feb-15	N/A	Recommended	N/A
935DART	Totem Lake - Kenmore	High	Lowest performing	Deleted	Sep-14	Approved	N/A	N/A

* May be deleted with future service change

** Decision delayed

█ = Frequent Kirkland transit routes

MEMORANDUM

Date:	March 28, 2014	TG:	13079.00
To:	Thang Nguyen – City of Kirkland Tony Leavitt – City of Kirkland		
From:	Kurt Gahnberg and Stefanie Herzstein – Transpo Group		
cc:	Ed Segat, 4th & Central LP		
Subject:	324 Central Way – Parking Modification		

This memorandum supports a request for Parking Modification for the 324 Central Way mixed use project in downtown Kirkland. The proposal includes 73 apartment units, 7,140 square-feet of commercial/retail space, and 118 garage parking spaces accessed from Central Way. A total of nine additional on-street parking spaces are also proposed along the Central Way and 4th Street project frontages.

The complimentary mix of residential and commercial uses provides the ability to share parking. Shared parking analysis for the development is based on using peak parking demand rates consistent with observations of actual parking demands at similar residential projects in downtown Kirkland. The intent and scope of this study, including the selection of the identified parking survey locations, was pre-approved by City of Kirkland Planning and Public Works staff. The parking survey information is integrated into a shared parking analysis that demonstrates that the project, as-proposed, will meet its anticipated peak parking demands, with the requested Parking Modification.

The balance of this memorandum is organized to first summarize the parking code requirements compared. Then parking observations at two residential sites are presented as a basis of the peak parking demand rate for use in the shared parking analysis. Next, the shared parking analysis is presented, which integrates both the time-based complimentary nature of the proposed uses and the peak parking demand rate for the residential use based on the local data. In addition, on-street peak parking demand surrounding the 324 Central Way site was observed to determine the level of current parking utilization in the event that off-site parking occurs.

City of Kirkland Parking Code Requirements

Table 1 summarizes the code-required parking supply compared to the proposed development parking.

Table 1. Comparison of Code and Proposed Parking

Land Use	Proposed Project Size	Code Required Parking ¹
Resident	73 units with 87 bedrooms	95 spaces (resident)
Guest		9 spaces (guest)
Commercial Retail	5,090 square-feet	15 spaces
Commercial Restaurant	2,050 square-feet	16 spaces
Total		135 spaces

1. Based on City of Kirkland Municipal Code for Zone CBD-7, which requires 1space per 350 square-feet for retail and office, 1 space per 125 square-feet of restaurant, and 1.3 spaces per unit for residential plus 0.1 spaces per bedroom for guest.

Parking Observations

Transpo worked closely with Public Works and Planning staff to identify sites that had similar attributes to the proposed project, had largely identifiable parking, and could be accessed for purposes of the survey. The study was completed in March 2014 with data collected after 10:00 p.m. to reflect a time period consistent with peak accumulation of residential parking demand. The locations studied are described in **Table 2**¹. To assure that all possible demands were captured in the surveys, both on- and off-site parking was observed surrounding each site.

Table 2. Parking Study Locations

Location	Name	Address	Type of Units	Building Size (Units)	Bedrooms
1	Kirkland Central	211 Kirkland Ave	Condominiums	110	142
2	Watermark Apartments	530 2nd Ave	Rental Apartments	60	103

On-site Parking Observations

Table 3 summarizes the observed peak on-site residential parking demand at each study location. Detailed worksheets documenting the parking study are shown in **Attachment A**.

Table 3. Observed On-Site Residential Peak Parking Demand Rate

Location	Vehicles/Unit	Vehicles/Bedroom
Kirkland Central	0.98	0.76
Watermark	<u>1.23</u>	<u>0.72</u>
Average	1.11	0.74

1. Parking demand observed after 10:00 PM, March 2014 (2 survey days).

As shown in **Table 3**, observed on-site peak parking demand was substantially less than the code requirement described in **Table 1**.

Off-site Parking Observations

In addition to observing parking on each of the survey sites, data was collected for parking usage on block faces surrounding the projects. It was not possible to identify whether all of the off-site parking was attributable to the surveyed properties. If 100 percent of the observed off-site demand was assumed to be associated with these properties, and if that demand was added to the on-site demands, the cumulative results would likely overestimate the actual demands associated with the Kirkland Central and Watermark properties. At the very least, it would reflect a worst case estimate of possible peak demands. **Attachment A** summarizes the off-site observed parking demands.

Cumulative Considerations

If 100 percent of the off-site parking observations are added to the on-site demands to determine a cumulative peak residential parking rate, the resulting average based on the two properties surveyed would be 1.27 vehicles per unit and 0.86 vehicles per bedroom. Actual residential peak parking demand may exceed the on-site observations, but would be less than the cumulative peak parking that includes the off-site observations since off-site parking is likely impacted by other local demands.

¹ Peak parking demand can be impacted by the way parking is managed. Both locations surveyed include one-space with the lease or purchase of the unit and have additional spaces available for purchase.

Shared Parking Analysis

Table 4 summarizes an illustration of worst case shared parking demand associated with the proposed project. It reflects variation in hour by hour demand associated with each on-site use. The estimates of peak parking demand assume unadjusted Kirkland code demands for the commercial uses and the observed peak parking for residential demands (inclusive of off-site demands) described above. **Attachment B** provides an additional summary of the weekday shared parking demand analysis.

Table 4. Hourly Shared Parking Demand – Weekday

Land Use ³	Retail		Residential		Reserved Residential		Restaurant		Total Hourly Demand
Size	5,090 sf		73 units				2,050 sf		
Rate ¹	2.86 / 1,000 sf		1.27 / unit ³				8.00 / 1,000 sf		
	Hourly Demand								
Time	Percent ²	Vehicles	Percent ²	Vehicles	Percent ²	Vehicles	Percent ²	Vehicles	
6:00 AM	-	-	92%	11	100%	81	-	-	92
7:00 AM	5%	1	74%	9	100%	81	-	-	91
8:00 AM	18%	3	64%	7	100%	81	-	-	91
9:00 AM	38%	6	61%	7	100%	81	5%	1	95
10:00 AM	68%	10	58%	7	100%	81	7%	1	99
11:00 AM	91%	14	55%	6	100%	81	16%	3	104
12:00 PM	100%	15	52%	6	100%	81	49%	8	110
1:00 PM	97%	15	49%	6	100%	81	39%	6	108
2:00 PM	95%	14	46%	5	100%	81	27%	4	104
3:00 PM	88%	13	44%	5	100%	81	19%	3	102
4:00 PM	78%	12	44%	5	100%	81	22%	4	102
5:00 PM	62%	9	59%	7	100%	81	60%	10	107
6:00 PM	64%	10	69%	8	100%	81	94%	15	114
7:00 PM	77%	12	66%	8	100%	81	100%	16	117
8:00 PM	70%	11	75%	9	100%	81	81%	13	114
9:00 PM	42%	6	77%	9	100%	81	84%	13	109
10:00 PM	-	-	92%	11	100%	81	-	-	92
11:00 PM	-	-	94%	11	100%	81	-	-	92
12:00 AM	-	-	100%	12	100%	81	-	-	93

1. Parking rates based on Kirkland requirements for all uses except residential, which is based on parking study.

2. Hourly time of day parking demand percent based on ITE Parking Generation, 4th Edition. Retail assumed land use code 820, Residential assumed land use code 221, and Restaurant assumed land use code 932 (with a bar or lounge) based on ITE Parking Generation, 4th Edition. The apartment land use does not have time-of-day information for the period between 9:00 a.m. and 3:00 p.m.; therefore, straight line interpolation was used to develop this portion of the curve.

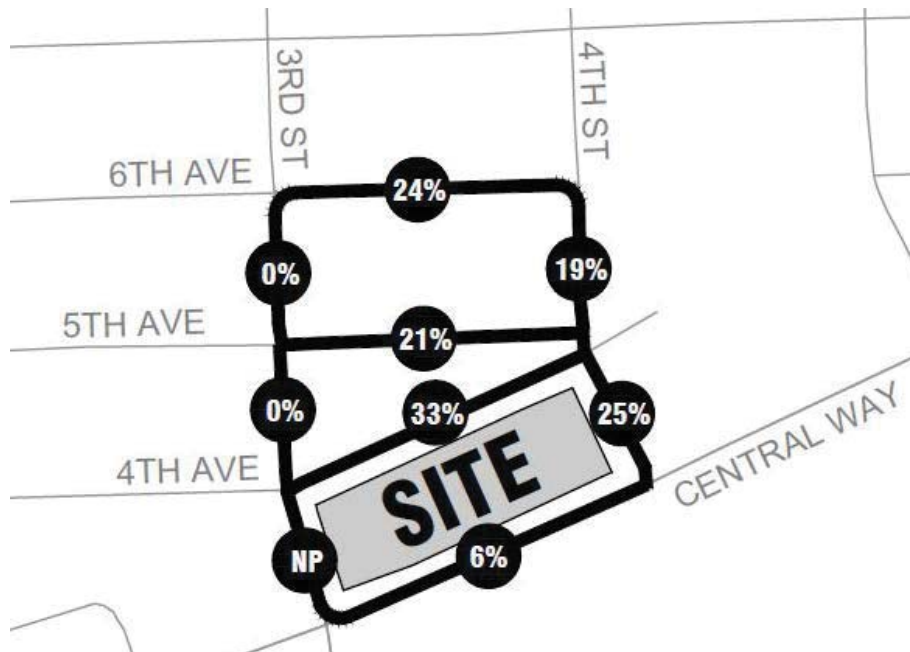
3. Worst case peak residential parking rate based on the combination of observed on-site and off-site parking at Kirkland Central and Watermark residential projects. No reduction was made for non-project parking off-site not associated with the projects.

As shown in the table, the anticipated worst case peak parking demand for the site would be 117 spaces, which is less than the available supply of 118 spaces.

Near Site On-Street Parking

Although, with the proposed modification, the proposal would provide sufficient parking to accommodate all of the project's parking demand on-site, it is possible that some tenants or guests could choose to park on-street. In the event that this behavior occurs, existing on-street parking occupancy data was collected in March 2014 for two-days in the immediate vicinity of the site. **Figure 1** illustrates the percent parking utilization (observed demand divided by effective parking supply), by street, in the immediate vicinity of the site. Detail related to the near site parking is provided in **Attachment C**.

Figure 1. On-Street Average Parking Utilization



Notes: NP = No Parking and X% = percent utilization for the section indicated.

As shown, there is on-street parking available to accommodate additional demand. In addition, the project would increase on-street parking supply by nine spaces including provision of eight spaces along Central Way frontage and one additional space for a total of three spaces along the 4th Street frontage.

Summary

The shared parking analysis clearly demonstrates that the proposed parking supply of 118 spaces, with 81 spaces reserved and the balance available for sharing between uses will be more than adequate to accommodate probable demands. The analysis assumed a peak residential parking demand that very conservatively assumed *both* on- and off-site observed parking over two survey days at two similar sites, and demonstrates that the proposed on-site parking is adequate to fully contain expected demands. No significant adverse impact to surrounding parking is forecasted based on this analysis. This analysis contains a number of conservative assumptions, that provide security to City decision makers, including:

- The proposed peak parking demand rate for residential was based on surveys of appropriate residential projects, and included 100 percent of observed on-site and off-

site peak parking accumulations. No reduction for parking associated with non-site uses was made and factored in to a reduced parking demand rate.

- The streets immediately surrounding the 324 Central Way project were also surveyed and found to have surplus parking spaces available that could easily accommodate off-site parking, in the event of an unusual parking demand condition.
- The project itself, in addition to the 118 on-site spaces will also create an additional 9 curb spaces along its project frontage which are not relied on in this calculation.

Based on this, it is recommended that a parking modification be granted to this development application to provide 118 parking spaces, operated as proposed, based on the preceding analyses.

Watermark (60 units and 103 Bedrooms)

Location	Side	Supply	Demand (vehicles)	
			3/18/2014	3/19/2014
On-Street Parking				
6th St between 4th Ave and Kirkland Way	W	0	0	0
6th St between 4th Ave and Kirkland Way	E	0	0	0
2nd Ave between 6th St and Continental Plaza	N	5	4	4
2nd Ave between 6th St and Continental Plaza	S	0	0	0
Total On-Street		5	4	4
Site Parking				
P-garage Secured P1		58	38	30
P-garage Secured P2		43	31	36
Front Door Unsecured		8	7	5
Total Off-Street		109	76	71
Total Parking		114	80	75

Two-Day Average Demand (vehicles)		
<i>Off-Street</i>		74
<i>Off-Street and On-Street</i>		78

Parking Rates	per unit	per bedroom
Based on Off-Street Demand	1.23	0.72
Based on Off- and On-Street Demand	1.30	0.76

Kirkland Central (110 Units and 142 Bedrooms)

Location	Side	Supply	Demand (vehicles)	
			3/20/2014	3/25/2014
On-Street Parking				
Kirkland Ave between Main St and 3rd St	N	8	4	2
Kirkland Ave between Main St and 3rd St	S	7	2	0
State St S between Kirkland Ave and 1st Ave S	W	5	2	0
State St S between Kirkland Ave and 1st Ave S	E	1	0	2
1st Ave S between 2nd St S and State St S	N	14	11	11
1st Ave S between 2nd St S and State St S	S	4	3	2
2nd St S between 1st Ave S and 2nd Ave S	W	7	5	6
2nd St S between 1st Ave S and 2nd Ave S	E	5	0	4
Total On-Street		51	27	27
Site Parking				
Gated Parking Garage 1		100	50	49
Gated Parking Garage 2		79	48	50
Commercial paid parking 0		29	9	10
Total Off-Street		208	107	109
Total Parking		259	134	136

Two-Day Average Demand (vehicles)		
<i>Off-Street</i>		108
<i>Off-Street and On-Street</i>		135

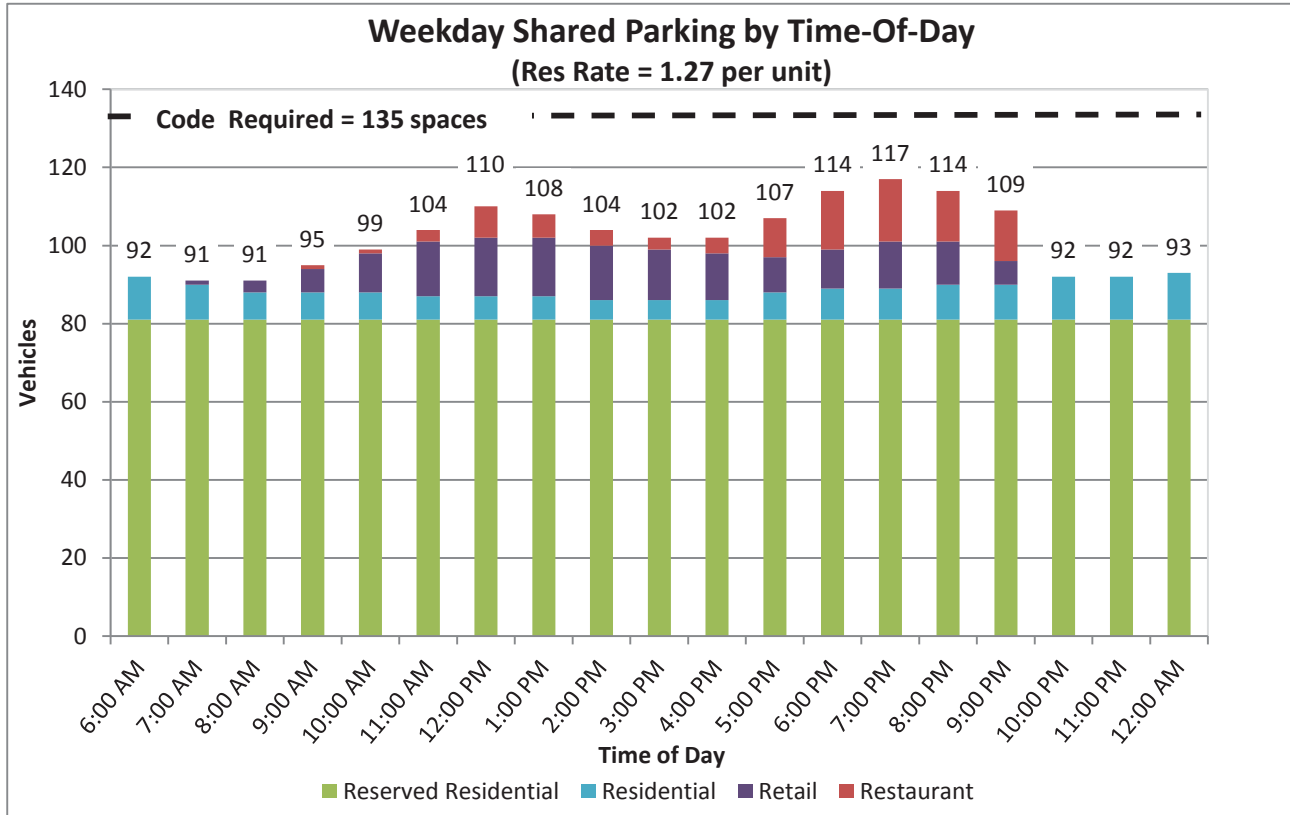
Parking Rates	per unit	per bedroom
Based on Off-Street Demand	0.98	0.76
Based on Off- and On-Street Demand	1.23	0.95

Weekday Shared Parking Estimate - Residential Rate 1.27 per unit

Land Use ³ Proposed Land Use Size Units Rate ¹	Retail 5.090 /ksf 2.86		Residential 73 /unit 1.27		Reserved Residential		Restaurant 2.050 /ksf 8.00		Shared Parking by Hour
	hourly parking stall demand (%) ²	hourly supply utilized (# of stalls)	hourly parking stall demand (%) ²	hourly supply utilized (# of stalls)	hourly parking stall demand (%) ²	hourly supply utilized (# of stalls)	hourly parking stall demand (%) ²	hourly supply utilized (# of stalls)	
6:00 AM	-	-	92%	11	100%	81	-	-	92
7:00 AM	5%	1	74%	9	100%	81	-	-	91
8:00 AM	18%	3	64%	7	100%	81	-	-	91
9:00 AM	38%	6	61%	7	100%	81	5%	1	95
10:00 AM	68%	10	58%	7	100%	81	7%	1	99
11:00 AM	91%	14	55%	6	100%	81	16%	3	104
12:00 PM	100%	15	52%	6	100%	81	49%	8	110
1:00 PM	97%	15	49%	6	100%	81	39%	6	108
2:00 PM	95%	14	46%	5	100%	81	27%	4	104
3:00 PM	88%	13	44%	5	100%	81	19%	3	102
4:00 PM	78%	12	44%	5	100%	81	22%	4	102
5:00 PM	62%	9	59%	7	100%	81	60%	10	107
6:00 PM	64%	10	69%	8	100%	81	94%	15	114
7:00 PM	77%	12	66%	8	100%	81	100%	16	117
8:00 PM	70%	11	75%	9	100%	81	81%	13	114
9:00 PM	42%	6	77%	9	100%	81	84%	13	109
10:00 PM	-	-	92%	11	100%	81	-	-	92
11:00 PM	-	-	94%	11	100%	81	-	-	92
12:00 AM	-	-	100%	12	100%	81	-	-	93
Maximum		15		12		81		16	117

Notes:

1. Parking rates based on Kirkland requirements for all uses except residential, which is based on parking study.
2. Hourly time of day parking demand percent based on ITE *Parking Generation*, 4th Edition.
3. Retail assumed land use code 820, Residential assumed land use code 221, and Restaurant assumed land use code 932 (with a bar or lounge) based on ITE *Parking Generation*, 4th Edition.



On-Street Parking Survey Near 324 Central Way						
Location	Side	Supply	Demand (vehicles)		Average	Occupancy
			3/18/2014	3/19/2014		
3rd St between 6th Ave and 5th Ave	W	10	0	0	0	0%
3rd St between 6th Ave and 5th Ave	E	3	0	0	0	0%
6th Ave between 3rd St and 4th St	N	13	2	2	2	15%
6th Ave between 3rd St and 4th St	S	16	5	5	5	31%
4th St between 6th Ave and 5th Ave	W	8	1	1	1	13%
4th St between 6th Ave and 5th Ave	E	8	2	2	2	25%
2nd St between 3rd St and 4th St			No Parking			
2nd St between 3rd St and 4th St			No Parking			
5th Ave between 3rd St and 4th St	N	11	3	3	3	27%
5th Ave between 3rd St and 4th St	S	18	4	2	3	17%
3rd St between 5th Ave and 4th Ave	W	1	0	0	0	0%
3rd St between 5th Ave and 4th Ave	E	4	0	0	0	0%
4th Ave between 3rd St and 4th St	N	20	5	7	6	30%
4th Ave between 3rd St and 4th St	S	16	6	6	6	38%
3rd St between 4th Ave and Central Way			No Parking			
3rd St between 4th Ave and Central Way			No Parking			
4th St between 4th Ave and Central Way	W	4	0	1	1	25%
4th St between 4th Ave and Central Way	E	4	1	1	1	25%
Central Way between 3rd St and 4th St	N	12	0	3	2	17%
Central Way between 3rd St and 4th St	S	21	0	0	0	0%
Total		169	29	33	32	19%

CHANGES TO PARKING REDUCTIONS RELATED TO FREQUENT TRANSIT
KZC Section 105.20.4

4. The number of required parking stalls for a development consisting of ~~for-rent~~ detached, attached, and/or stacked dwelling units may be reduced by 15% if the subject property is located within ½ mile of the Downtown Kirkland Transit Center and the City approves a Parking Covenant for the development. The ½ mile distance shall be determined by taking the shortest walk route from the subject property to the Downtown Kirkland Transit Center as measured along public walkways. The property owner shall submit the Parking Covenant on a form approved by the City for recording with King County. The Parking Covenant shall be binding on all future owners and assignees and include the following requirements:
 - A. The owner to provide annual and regional two-zone ~~bus-transit~~ passes or equivalent alternative transportation mode subsidy in an amount equal to the number of reduced parking stalls. The owner shall provide to the City a plan for review and approval that specifies the distribution of the bus passes or equivalent subsidy, method for communicating the opportunity to residents, and a method to report on pass distribution to the City. Preference on transit subsidy distribution shall be to driving age residents that do not have cars.

For condominium developments, the owner and/or developer prior to establishing the condominium, shall establish and initially fund an account to meet the requirements of this section which shall be later funded and managed by the Home Owners Association.

The requirements of this section shall be stated in the Home Owners Association Covenants, Conditions, and Restrictions and cannot be modified and amended without the written authorization from the City. The statement shall be reviewed and approved by the City prior to issuance of the Certificate of Occupancy for the development.
 - B. Provide one secured and sheltered bicycle parking space for each unit in the development. The parking reductions allowed in KZC Section 105.34 – Covered Bicycle Storage cannot be used if the parking reduction described in this section is being applied.
 - C. Designation of a Transportation Coordinator to manage the Parking Covenant, distribution of the two-zone bus pass or equivalent subsidy, provide commute information to all new residents, and be a point of contact for residents and the City.
 - ~~D. All required parking within a project shall be under common ownership and management.~~
 - ~~E. Prohibition on the conversion of the property to a condominium unless the number of required parking stalls are provided as calculated prior to the transit related reduction allowed by this section.~~
 - ~~FD.~~ Acknowledgement by the property owner that it shall be a violation of this code to fail to comply with the provisions of the Parking Covenant.

Highlands Neighborhood Input Regarding Right Size Parking

11 responses received: 1 in favor, 10 opposed

I am a proponent of reducing parking requirements in certain circumstances. We have to start somewhere to give incentive to reduced auto use. Further, current parking requirements in the downtown will push smaller lots to aggregate resulting in larger homogenous development. I think this will result in the loss of smaller buildings with character.

I analyzed this as an owner of a 3800 square foot lot in the fringe of the downtown (I bought the house in the early 80s as a personal home and am not a professional developer). I am struggling to make a 3 or 4 unit sustainable (green) building work but current parking requirements require one stall per bedroom plus a minimum of 2 stalls for visitors (a three bedroom unit requires 3 stalls plus the minimum 2 visitor stalls, not a total of 2.0 stalls per unit as suggested in the cover email). This results in up to 2.7 or more stalls per unit depending on the configuration.

As you may see, this is an incentive to aggregate lots resulting in larger scale development. So I hope people just don't react to the perceived inconvenience that may ensue, but consider how this may affect the character of our community. My hope is that at a minimum the council will act to preserve smaller scale development in the housing mix.

I don't like the proposal. I agree that we should promote transit use, especially denser areas like downtown. But I don't think that artificially making a bad situation worse is the way to do it. Many developments already have a shortage of parking, creating a mess on the surrounding streets and making it difficult for visitors to park. Even in my townhouse development, every unit has a two car garage and many residents still park in guest spots and on the street.

The way to promote transit is to promote transit.

As someone who lived in a townhome early in my career i can say that you need to maintain the higher limit. It forces lower income people to park cars in more unsafe situations increasing the risk of theft of damage to that audience when they already struggle more financially.

If someone makes the choice to not have a car they can then rent that space putting money back in their pocket and providing a true incentive for them to not own a car and use public transport.

Do not reduce number of parking stalls. Transit capabilities are far from satisfactory at this time and does not encourage people to use them. I have tried it and went back to driving my car.

Reducing the required parking, which already seems on the low side, is a bad idea. Taking away parking does not mean people will suddenly starting using buses, instead it does just create a parking crunch. It is already hard at times to park in downtown Kirkland, please don't make it worse.

I am vehemently opposed to the parking reduction. You stated it clearly. This is an urban community where everyone owns cars because they have to commute to work. Also not everyone who visits downtown lives in walking distance. There is not enough parking now for the downtown area so it overflows into residential. And the residential runs up to and through downtown. So parking is needed right up to the downtown area. Much of this is drive to reduce is championed by developers like those who want to build the Potala (sp) village, cramming 98 units in the space for much less and they don't have the space for the required parking So they push for reductions. We can't even drive along LW blvd during rush hours now and with all those added living here it will be a parking lot most of the time. How do they figure it will encourage transit use when we have the worst transit system in the nation for a metro are our size. People are not going to take the bus to visit the city and shop or go to restaurants. We are not that kind of destination local like Bellevue. This will hurt business owners and overcrowd the city. Reducing parking spaces does not encourage transit use. Building effective transit does and we simply do not have that option.

I am OPPOSED to reducing the number of parking stalls. It will put cars all over our neighborhoods!!

I would urge KAN to oppose this zoning change which will impact neighborhoods around the downtown and new multi-family projects and will make it more difficult for the rest of us to find parking in the downtown. I have worked in downtown Kirkland for over 40 years and the consistent complaint from businesses and customers is that there is not enough parking. Recently I have had friends complain that they wanted to have dinner in downtown Kirkland but could not find a place to park. I own an interest in an apartment project built 20 years ago under the current parking ratio requirements. Our current tenants own as many cars and have guests with as many cars as my tenants 20 years ago. The parking is adequate but tight and if there are a lot of guests on a given night the street parking in front of the complex fills up. So, what is the justification for reducing the ratios now. There is an unrealistic hope by some planners that if parking is scarce, then it will spur folks to use public transit. I do no thing that dynamic will work in Kirkland where transit service is not as good as Seattle and where most tenants own cars. Making parking in downtown more scarce will only hurt businesses and neighbors and those who need to drive to the downtown to enjoy it.

The idea of reducing the amount of parking necessary for the dwellers of condominiums or apartments is dreadful. Every time I drive into Seattle and try to park in Queen Anne, I am faced with the "parking dilemma" and I am reminded of how grateful I am to live in Kirkland where I can easily park! This being said, if the parking requirement in Kirkland is reduced, we will be faced with the same problems Seattle residents are faced with.

While we have a great transit system in Seattle and the surrounding area, it is not adequate for residents to be able to get to all the places they need to get to. Therefore, most couples need more than one car. Even when my husband and I lived in a condo next to a single man, he had a motorcycle and a sports car. He needed two parking spots for his two vehicles. Fortunately, our condo had adequate parking. When a building does not offer enough parking for their residents, it forces the extra vehicles to be parked on the street and that impacts the neighborhood. If parking gets too difficult, residents will go other places to do their shopping and business. Every home, should have at least two parking spaces, period!

Adequate parking is essential for thriving retail and a healthy real estate market, both of which support the tax base we rely on. Don't reduce parking requirements!

Even people who take the bus still own a car and need a place to park it. Even if you can take a bus to work, you often can't use a bus for errands. Kirkland just isn't a dense enough city for people to be able to live without cars.

Jon Regala

From: Dan Ryan <dan.ryan@gmail.com>
Sent: Thursday, September 25, 2014 12:11 AM
To: Planning Commissioners
Cc: Jon Regala
Subject: Right Size Parking

I am, perhaps, arriving rather late to a party that's almost over, but I'd like to offer a few comments on the Right Size Parking effort.

When I first encountered this initiative, I hoped Kirkland would find a way to benefit, and was consequently pleased when the City agreed to participate in the pilot. It's been a constructive effort to bring a data-based approach to parking requirements and, by extension, to development in Kirkland.

But I can't help feeling it's gone off the rails somewhere. I wonder how we have progressed from a factual finding that Kirkland has 40% excess parking in multi-family, to a recommendation that increases or maintains parking requirements for many common configurations (1bds and studios in downtown, or 2+ bedrooms generally).

Mechanically, I understand why it happened. We've laden down the data-driven initial findings with a 15% comfort level to capture every outlier, and then another 10-15% for guest parking. And Houghton is still caviling about the very modestly reduced requirements for downtown. I still wonder whether we shouldn't just adopt the Redmond standards, particularly their downtown standards. They've avoided residential parking 'problems' for 30 years, and Redmond has a fast-developing and successful downtown to show for it.

Some specific comments follow.

GUEST PARKING

There is nothing in the data that supports any additional guest parking requirement. The RSP study correctly recognized that early evening is not the peak parking time even if some residents occasionally make heavier demands at this time. On net, people are going out, not inviting additional people in. So why are we overlaying the overnight parking counts with hearsay assumptions about evening guest usage? Who exactly are the people hosting all of these dinner parties? Don't they ever go out? Don't they ever get invited back by the people for whom they prepare dinner? The whole guest parking discussion seems unmoored from how real (or at least, typical) people live in multifamily.

I realize that guest usage is variable, and it can take a lot of parking to accommodate the highest peaks. My neighbors in a six-unit multi-family development have hosted Independence Day parties and it gets pretty busy. But July 4th happens once a year. Everybody has a vivid story, but those are outliers rather than normal usage. It seems terribly wasteful to require that we build expensive parking around anecdotes of occasional large parties.

At a minimum, we should have been more creative in finding ways to encourage guests to use vacant stalls that might be reserved or associated with other units. We don't need parking for all of the residents AND all of the guests if we can sensibly manage around the reality that many residents are out when most guests are in. I lived in a maybe 200-unit apartment complex in downtown Redmond, and went three years without ever lacking a parking spot at any hour. There was no reserved guest parking other than maybe two spots by the leasing office. Every spot was open for use by every resident or visitor and it averaged out well.

(And yes, overnight was the peak usage time, not the evening hours. Parking use built up gradually during the evening and evening use never approached the overnight levels).

TRANSIT/DOWNTOWN

It was inappropriate for Houghton to comment in any way on the downtown modification for transit. It's simply not their area of expertise or jurisdiction. In any case, you should reject their recommendation on this issue.

First, the proposed general requirements are far too high for a downtown area. Neighboring cities have had much lower downtown requirements for decades. If you prefer not to rely on the transit effects from the RSP study, then why not just rely on similar downtowns for their experiences?

It's helpful, but not essential, that downtown has workable transit service. Denser walkable neighborhoods have lower car demand even when they're not well-served by transit. Households may not go car-free very often, but it's easy in downtown to go 'car-lite'. I live a little outside of downtown. Our cars rarely leave the garage on weekends, even though we don't take transit for most trips (Our jobs are not conveniently reached that way). But there's just a lot within walking distance. If we had workable transit service to our offices as many do, we could get by with one car rather easily.

It's not social engineering to recognize that walkable places need fewer cars.

Most development in downtown has come with very few bedrooms (an obvious outcome of today's parking regulations - demand for higher bed-count residences has gone into single family adjacent to downtown). It would be an absurd outcome to a Right Size Parking program if similar future buildings in the CBD ended up with requirements higher than today given the observed under-utilization of existing parking. But a building with mostly one-bedroom units could well see that.

However, it is a positive that downtown parking rules will no longer be absurdly punitive to higher bed-count units for families with children. We may see some of these now, and that's a step forward.

PARKING STUDIES

I don't recall these having been discussed in your previous meetings, (perhaps I missed it), but there was a recommendation from Houghton on Monday night that estimated parking needs from parking studies be inflated by 15% when reviewing modifications.

This highlights the nonsense of inflating the original RSP numbers in this way, and I guess there's a consistent argument for being consistently wrong. But there's nothing that I've seen in the record to suggest that requirements based on parking studies have ever produced any spillover issues. Technically, there's no logic to support extending the variances from one modelling effort to an entirely different process. You should leave the current data-based practices in place.

PARKING MANAGEMENT

The recommendation is silent on flexibility for reductions associated with better parking management. I concur that the City shouldn't be mandating unbundled pricing. (As an economist, I do find it conceptually interesting that we're so happy to aggressively regulate quantity, and so reluctant to regulate prices. These are not such different exercises as we think).

But I think there's a role for parking management as an option for developers and building managers.

It's not clear to me where a building like Arete would even fit in this recommendation (I assume that you'd continue to permit it as some sort of exception case). There needs to be a middle ground in the code for building configurations that fall between micro-housing and the over-parked "regular" housing. It should be possible to build something bigger than 200-300 sq ft with 0.5 spots, and not immediately leap to 1.2+ and guest parking.

If you adopt the Houghton recommendation to apply the general rules to downtown, the gap in requirements between micro- and "regular" housing will be much larger than today. Logically, this seems backwards.

AFFORDABLE HOUSING

Smarter parking requirements are a boon to the City's affordable housing goals. I've seen the observation elsewhere that we are a small city that can't affect a regional housing market much. That's true as far as it goes, but it's simply not our place to opt out of the regional effort to maintain reasonably priced housing proximate to employment centers. More importantly, it's explicitly not the goal of the City or the region to have all of our lower income workers commuting in from Kent and Everett.

BALANCE OF RISKS/CONSUMER BEHAVIOR

A lot of emphasis has been placed on the risk of spillover parking, and very little on the risks of discouraging development and preventing people from living in Kirkland. This process generally hasn't given enough credit to how consumers react to incentives. Neither has it given enough credit to the incentives for developers to provide more than the minimum parking if the minimum is below market.

Obviously, given today's inflated minimums, nobody builds any more than required. But I find it far-fetched that buyers of \$400K+ condos would leave their cars on the street if the garage doesn't have enough storage. Who pays that kind of money, and then spends years scurrying around limited-time parking zones every night?. It's much more likely that they'll either live elsewhere, or residents with lower parking needs will select into these developments, or developers will build more than the minimum so as to support the prices of their units.

So we shouldn't be so afraid to risk that a development might end up with less parking than some selection of today's residents might want. They'll adjust, or they'll select out.

We see ample evidence of both developers and consumers reacting rationally to current requirements. In downtown, the parking regulations taxed 3+ bedroom units out of existence. The predictable result has been that downtown has been exclusively developed with living units catering to those most willing to pay high prices for units with few bedrooms (retirees and young childless couple and singles). Meanwhile, the streets around downtown have filled up with very expensive single-family homes. State St is dominated by new single-family developments, several within a block or two of the transit center.

Apart from being a historic policy failure, it's evidence that both the supply- and demand-side of the market are highly adaptable. Why do we believe we have to inflate parking standards so far above current average usage? Why not recognize that there is no real risk of under-providing parking because the residents will select developments that meet their needs?

Thank you for your time, and for your service.

Dan Ryan

493 2nd Ave S

Kirkland WA 98033

425.260.9441

Jon Regala

From: Michael Radcliff <mradcliff7@comcast.net>
Sent: Tuesday, September 23, 2014 4:02 PM
To: Jon Regala
Subject: Multi-family structure parking

Follow Up Flag: Follow up
Flag Status: Flagged

Jon: West of Market neighborhood met with Jeremy McMahan last week. He discussed the parking proposals. Please note, every citizen at that meeting is against reducing the parking requirements for multi-family construction. Jeremy referred us to a study to review. Jeremy also stated that the City reviews requirements from time to time.

1: If no request has been made, why change something that has worked for years.

2: In reviewing the study, it appears that when the structure is any distance from the downtown core, parking is more utilized. I note the study actually shows the code required 2.2 parking places using the current code. The 1.7 always discussed is a model. The present proposal of numbers less than that is not wise. Younger people in condos or apartment usually have to commute to work by auto, and normally commute in the different directions. If a couple has 1 stall, but two cars, one will be on the street.

In closing, I have personal experience with condos at NE 92nd St and 124th Ave NE. There is never enough parking in the evenings or weekends. People park on the side street with their 2nd car. Please do not change the current code or we will have cars jamming the streets like San Francisco. Thanks Michael Radcliff



To: Kirkland Planning Commission and Houghton Community Council
From: Kirkland Alliance of Neighborhoods
Re: Right Size Parking - Amendments to Multi-Family Parking, File No. CAM13-02032
Date: September 22, 2014

Thank you for allowing the Public Hearing to remain open to receive additional written comments on this matter.

Jon Regala attended the KAN meeting on August 13 and presented this subject. Present at that meeting were the KAN Representatives and/or Neighborhood Association Chairs representing 9 of the City's 12 Neighborhood Associations. We had an opportunity to hear the information, ask questions and have preliminary discussion of the matter. Following that meeting, various Associations and/or Association Boards reviewed the materials and considered the matter with the objective of informing their residents, discussing the proposed changes, and gathering comments and recommendations to bring back to KAN.

KAN held its next meeting on September 10. That meeting was attended by KAN Representatives and/or Neighborhood Association Chairs representing all 12 of the City's Neighborhood Associations. One representative indicated that their neighborhood did not have parking issues and one recused himself from the discussion.

KAN believes that this is an important issue for Kirkland neighborhoods and accordingly, provides its comments to you for your consideration.

Overall the neighborhood associations were not in favor of a reduction in parking requirements for multi-family developments, even near Transit Centers, primarily because of existing overflow parking into the neighborhoods and the lack of adequate or dependable public transit options.

The positive comments included:

- A desire to reduce our carbon footprint.
- A desire to reduce traffic congestion.
- Consideration of imposing costs on development.
- Other (see Addendum attached).

The concerns included:

- Spillover parking that already exists from multi-family development which would be increased by this proposal. These comments included real-life examples of seeing numerous vehicles parked on the street adjacent to multi-family developments at times which could not be explained otherwise (e.g. guests or nearby employees), at least not for the quantity observed.

- Concerns were noted with the survey which was used as the basis of the proposal. Participants noted that cars parked on-street adjacent to the studied sites should have also been counted and factored into the recommendation.
- In addition, they noted that they could not find where reserved or deeded parking stall occupancy was studied separately from “first come first serve” parking i.e. with reserved or deeded parking, an unoccupied stall is not necessarily available for other occupants and its unoccupied status is likely temporary.
- Accessibility to transit, with the accompanying proposed transit management, was not supported as a justification for even further reduction of the parking requirements. Participants noted the reductions in transit service and that even if residents used transit for commuting, they would still have cars parked at home for use for other purposes. Of note, the Board of the one Neighborhood Association most impacted by the proposed additional 15% reduction, did not support this portion of the proposal.
- Other (see Addendum attached).

It was also noted that developers already have the ability to conduct studies in order to request reductions of the existing parking requirements on a case-by-case basis. Research on right-size parking should also consider the impact where some of these reductions have already been placed in service in nearby developments.

A copy of the notes which were taken on the flip chart is attached for your reference and identified as “Addendum B” from our September 10 meeting. Addendum A is not attached, as it was not related to this topic.

Thank you for your consideration of these comments. A representative of KAN is planning to attend the September 25 meeting of the Planning Commission and can respond to questions, if any.

KAN’s mission statement provides as follows: *The Kirkland Alliance of Neighborhoods (KAN) is a coalition of the City’s Neighborhood Associations. KAN fosters communication and awareness of issues affecting the neighborhoods among the Neighborhood Associations, the City and appropriate entities. KAN is an effective, collegial voice for the neighborhoods and a valued resource for the City.*

Addendum B

Kirkland Alliance of Neighborhoods

Notes from Discussion

Right Size Parking

September 10, 2014

Norkirk

- Limiting parking in MF near transit center makes it difficult for their neighborhood.
- They already get spill over parking from the transit center.

Juanita

- Methodology is flawed – didn't count spill over parking already happening in MF complexes (only counted vacant parking in their garages).
- Does count events/parties and other factors that bump up the need for parking in MF
- Transit in Kirkland is going down – losing two more bus routes. Needs to be factored into the formula.
- Asked the neighborhood at the meeting if they wanted the City to implement the right size parking recommendations – and 100% (24 people) in the audience said no.

South Rose Hill/Bridle Trails

- How was the "average" level of parking in MF counted? What day of the week, what time of the day, etc.
- Could we encourage MF managers to offer parking as an option on the rent/ shows true cost of parking.

Evergreen Hill/Kingsgate

- Haven't had a meeting since June – so hasn't asked her group
- We don't have on street parking in many areas where MF exists today
- Can't decrease the requirement because we don't have adequate parking now.

Central Houghton

- Mostly single family homes
- New trend has retail below and MF above – which makes the issue of parking much more complex with many retail factors that should be considered too
- Even if you use transit – you leave your car at home/in the garage
- Mostly people say don't reduce parking requirements
- Neighborhoods experience parking upstream from the transit centers – how is this counted
- There are multiple reasons for spill over parking in neighborhoods

Market

- Electronic surveys
- City shouldn't be in the business of pricing parking (versus popularity of development)
- Residential streets shouldn't be the parking for transit or MF
- Increase – not decrease – parking requirements
- Juanita Village is a problem. If we reduce requirements it will get worse and we will have more areas like this around town.
- No reductions near transit centers
- Add parking in retail area (waterfront)

- Market asked their neighborhood which of the following options the City should spend money on: 68 Survey Respondents
Ranking from most (5) to least (1) preferred place City should spend \$40 -50 million
 - 3.50 Cross Kirkland Corridor – bike/pedestrian only
 - 3.40 Cross Kirkland Corridor – bike/pedestrian and transit
 - 3.24 Parking facility in the waterfront district
 - 2.86 Aquatic Center
 - 2.00 Other

North Rose Hill

- No opinion at this time
- Not a lot of parking problems in NRH

Lakeview

- No objection to apartments (buy parking or not)
- Problems with the formula – as some use street parking for specific reasons
 - o Their garage is being used as storage
 - o They have more than 2 cars
 - o Business vehicles often park on the street
- Opposed to right size parking

Highlands

- Posted to list serve today so don't have input from neighborhood
- Mostly benefits the developers – not residents
- If the reason is to reduce carbon footprint – Then I am supportive
- Overflow parking is a concern
- Maybe we should sit tight and watch to see what happens to other communities who do this before we decide
- Like the motivation to get people to bike and walk more but perhaps this goes too far

Moss Bay

- Concern about areas near transit, with service unpredictable into the future
- Still have to have a car – so where does it park?
- Survey needs to count cars on the street to fully understand the impacts
- Think hard about this now because if it fails – the building can't be retrofitted to accommodate more parking afterwards
- How did the survey account for reserved spaces – they aren't first come first serve
- What would this do to the price of housing?
- How does this impact merchants?
- There are cars on the street at 2am all around MF complexes so you know people are parking on the streets

Everest (notes provided after meeting as Rep had to leave before discussion)

1. Should the City be reducing the minimum requirements for parking in our multi-family developments? Why or why not?

No, parking is already an issue and you cannot find parking at peak hours downtown. Reducing the minimum requirements would defeat the purpose of supporting our business core. The developers care about making money and once the project is finished they do not care about parking.

2. If the City does reduce the minimum requirements, what do you think the public benefits would be for Kirkland neighborhoods? Your own neighborhood?

- No benefits at all. Our neighborhood already has limited to no parking at all from 8- 6 6 days a week.

3. If the City does reduce the minimum requirements, what are your concerns about impacts to Kirkland neighborhoods? Your own neighborhood?

- More traffic on gridlocked streets, people going elsewhere instead of the Kirkland core. Drive to Bellevue where you can find parking in the core.

4. What are you currently seeing in your own neighborhood vis a vis on-street parking?

- Bus riders and employees park on our streets which results in residents not being able to park. The idea in point #1 is just awful

5. What do you think about the studies in the materials? Are these in line with your own observations, if you have any?

- Not realistic.

6. Should the requirements differ for each neighborhood or apply city-wide? If so, why?

7. Should the requirements be different for garden-style apartments than for multi-story with underground parking?

- No people are not going to park in their gardens.

8. Should the requirements be different for rental properties than for condominium developments?

- No again why should you segregate rentals, garden apts etc.. I do not understand the rationale of this by the city or a developer.

9. This comes from a pilot project from King County. If a change is enacted to Kirkland's requirements for parking, should there be a sunset date and if so, when?

- What does this mean?

10. What about the additional 15% reduction within a one-half mile of the Downtown Transit Center? What benefits do you foresee and what concerns does this raise for you?

- I don't believe the stats and frankly people have to drive to get to the "core" . Metro just does not service enough of the neighborhoods at dinner or on the weekend when Kirkland is jammed.

11. If you would change this proposal, what would you change or recommend instead, and why?

- Provide normal parking for our community not bow to the developers.

Notes compiled primarily by Kari Page with the Everest notes added after the meeting as the Everest KAN rep was unable to stay for this part of the meeting.

Jon Regala

From: Laurie Hanson <laurie.hanson4@frontier.com>
Sent: Saturday, September 13, 2014 9:30 AM
To: Jon Regala
Subject: regarding potential parkin changes

I would like to register my disapproval of the parking changes proposed. I've lived in Kirkland for over 40 years and have watched as we build more and more condensed housing and less parking. It just gets more difficult for patrons to park downtown so they can support the local businesses. We have to make it easier for business owners as they are the lifeblood of Kirkland. Last night to I tried to park in the library parking lot and found exactly 2 spaces at 7:00pm. Force employees to park offsite and increase public parking

Jon Regala

From: Mary Ousley <maousley@frontier.com>
Sent: Thursday, September 11, 2014 4:37 PM
To: Jon Regala
Subject: Concerns regarding lowering parking requirements for multi-family residences

Follow Up Flag: Follow up
Flag Status: Flagged

Greetings, Jon,

I'm concerned about the proposal to lower parking requirements for multi-family residences in all neighborhoods including those near the Kirkland Transit Center. Although Metro is the ideal way to travel to Seattle or other job centers on the Eastside, it is far from convenient for other destinations or at certain times of day and at night. I don't think that one can assume that those living close to the transit center, even if they use the bus to go to work, would not have a car. Nor can one assume that their visitors would arrive via Metro.

Even now, it appears that current parking requirements do not provide enough parking: Several mornings a week, I walk from my condo near Doris Cooper Park to downtown Kirkland and observe that most on-street parking in front of multi-family units on Lake Washington Blvd. is occupied. When I've visited a friend at the Portsmouth, there is usually no on-street parking available.

From time to time at my condo complex, we've faced issues with residents having more cars than their allotment of spots. It wouldn't be out of the question for future developers to plan for two parking spots for one bedroom units.

As a long-time Kirkland resident, I know that the lack of parking especially in the downtown area has been a constant concern. Let's not exacerbate this problem by reducing the requirements for parking at proposed multi-family residences.

Regards,
Mary Ousley

Jon Regala

From: outlook_d6b972515f7a91bf@outlook.com on behalf of Bill Weinberger
<bill@billw.net>
Sent: Monday, November 17, 2014 6:05 AM
To: City Council
Subject: parking reduction proposal

I have read the proposal to amend the parking requirements for multi-family buildings in the City of Kirkland.

I don't like the proposal. I agree that we should promote transit use, especially denser areas like downtown. But I don't think that artificially making a bad situation worse is the way to do it. Many developments already have a shortage of parking, creating a mess on the surrounding streets and making it difficult for visitors to park.

The proposal quotes a study that shows an oversupply of parking spots. That may be factual, but it doesn't mean there is or will be an abundance of parking space in a neighborhood. Even in my townhouse development, where every unit has a two car garage and most homes have only one or two cars, many residents regularly park in guest spots and on the street, crowding out space needed for guests.

The way to promote transit is to promote transit. Let's focus on that.

Thanks for listening,
Bill Weinberger

Jon Regala

From: Eric Shields
Sent: Friday, October 24, 2014 1:46 PM
To: Jon Regala; Jeremy McMahan
Subject: FW: Parking Regulations

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Eric Shields

From: Chuck Pilcher [mailto:chuck@bourlandweb.com]
Sent: Friday, October 24, 2014 1:41 PM
To: City Council
Cc: Planning Commissioners; Maureen Kelly
Subject: Parking Regulations

Maureen Kelly has said this so well that I can only say "Ditto." And she knows as much about this as any simple citizen.

Thanks for all you do.

Chuck Pilcher
Lakeview Neighborhood

This is the email I sent to the Planning Commission and City Council late yesterday afternoon. It was written on the fly but I wanted to get it to the PC before the meeting last night. Did anyone attend? Are minutes from the PC meetings available? I think I made my point and offered up a solution - I feel very strongly about the solution being at the corner of Lake and Central. If you haven't visited U Village, do...the above ground garages on the south end are magnificent. John Pascal acknowledged the email. I plan to dog the council about this (and other issues, time permitting) so will resend it to the council and resend it.

I still think it questionable and inappropriate that the city is allowing Dargey to use the council chambers to introduce his new proposal. Am I wrong? I won't be in town for the presentation. Please take photos of his presentation board? He will probably present on the projector, if so, we need a copy of the renderings and specs.

From: Maureenkelly@outlook.com
To: awalen@kirklandwa.gov; psweet@kirklandwa.gov; jarnold@kirklandwa.gov; skloba@kirklandwa.gov; tnixon@kirklandwa.gov; dasher@kirklandwa.gov; dmarchione@kirklandwa.gov
Subject: Parking
Date: Thu, 23 Oct 2014 15:47:26 -0700

I've scanned the Oct 6, 2014 document from Jon Regala and Jeremy McMahan regarding Amendments to Multi-Family Parking Requirements Continued Deliberations. My comments are basic and simple, slanted toward condominium multi-family based on 25 years of personal experience listing/selling Kirkland condominiums in the CBD, Lakeview and Moss Bay zones.

Condominium Parking Space Allotment: Condominium market values would be significantly diminished if the following baseline minimum criteria is not met:

- * 3 bedroom / 2 parking spaces
- * 2 bedroom / 2 parking spaces
- * 1 bedroom / 1 parking space (many 1 bedroom apartments/condos will have two adults)
- * Visitor parking for guests of owners only. Additional public parking must be separate. (Who manages the large Portsmith visitor parking? Who would manage a mid-size condominium complex parking - the city, the board or the off-site building property manager? Without an on-site manager none are feasible and even with an on-site manager it would be problematic.)

Transit Subsidy. A Transit Subsidy for condominium owners is not fair and, if implemented, should include retail business. A Transit Subsidy for either would be a penalty that would do nothing to attract small businesses and discourage retail. Our "charming" retail shops and restaurants attract people to Kirkland - take that away and we will not sustain a vibrant, thriving environment.

Overflow: *I hope the CBD is never large enough to attract high density business.* The notion of a high percentage of residents riding bikes to work is a pipe dream - we will never be downtown Copenhagen or North Lake Union. Get real about this.

Pay for Parking Space Option. The result would be an opt-out and spill over on downtown streets and non-metered residential streets. This applies to rental units and affordable housing condominiums. Think Capitol Hill.

Where To Park for Retail/Restaurants: All one has to do is visit *University Village*. The recent addition of above retail parking disguised by innovative architecture has solved their parking problem. Note: Customers will not walk two blocks to shop or dine, it is a fact. Another fact is that customers prefer above ground parking - it feels safer and more connected to the town. This concept can work with city owned land at the corner of Central and Lake Street, and will pay for itself over the long term with the increase in business tax revenue. A roof top "park" with views would be a bonus.

Respectfully submitted,

Maureen Kelly

Windermere Real Estate | Kirkland Yarrow Bay

residence 6201 Lake Washington Blvd NE #102

direct 206 465 5550

mkelly@windermere.com

maureenkelly@outlook.com

Jon Regala

From: Eric Shields
Sent: Wednesday, November 12, 2014 3:20 PM
To: Jon Regala; Jeremy McMahan
Subject: FW: Right-sized parking

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Eric Shields

From: dougrough@aol.com [mailto:dougrough@aol.com]
Sent: Wednesday, November 12, 2014 12:42 PM
To: Planning Commissioners
Cc: klightfeldt@comcast.net; patrick.fitzgerald.st2s@statefarm.com; ken.albinger@casne.com; ken.albinger@gmail.com; amanda@theroughs.com
Subject: Right-sized parking

I am co-chair of the Juanita Neighborhoods Association as well as a representative on the Kirkland Alliance of Neighborhoods. Both of these groups have expressed their opposition to the right-sized parking proposal. I wanted to make some personal observations on the proposal that I have not yet put before these groups, and so they are my opinion only (at least for now).

There are six benefits I saw listed in the right-sized parking proposal (officially the Multi-Family Parking Amendments Deliberation Memo

File No. CAM13-02032). I disagree with five of them. They are:

1. It "promotes compact development";

I disagree. One aspect that has not been addressed is the likelihood that there will be more illegal parking, as fewer spaces are available. Thus, there will be increased towing and a need for more parking at tow yards. Also, there will be more tickets, conflicts, fights and arguments over parking spots. Police will be forced to increase patrols. Nearby businesses are likely to lose money as frustrated potential customers take their business elsewhere. Increased towed vehicles, parking tickets, conflicts and frustrated businesses do not "promote compact development," quite the opposite. I have spoken to more than one business owner in Juanita Village, for example, who feels that limited parking near their business has hurt their profitability.

2. "multimodal transportation options";

I disagree. I have an ORCA card and rode the bus to work for 30 years. However, the one time I tried to go to a Mariner's game via bus, I had to leave in the 5th inning to make the last bus back to Kirkland. I could visit very few friends and could do only limited shopping via the bus in Kirkland. Until the bus can totally replace a car, people need to have a car and a parking place for it. Recent bus schedule cuts have made this problem worse.

3. "green building policies";

I disagree. They are not going to plant flowers where the parking spot would have been. There will be increased traffic as cars slowly drive around longer looking for fewer spots. More fuel will be burned as cars circle and park farther away in neighborhoods. Fuel will also be burned as more cars are towed, and as police are called for inevitable increased conflicts.

4. "environmental stewardship";

I disagree. More pollution, conflicts, tickets, and frustration does not promote environmental stewardship.

5. "economic development";

I agree here. More money in the developer's pocket. I don't see who else benefits.
and

6. "sustainable" and "high-quality character to residential neighborhoods"

I disagree. More conflicts, towed cars, tickets and frustrated businesses do not add high-quality character. People in existing nearby neighborhoods are unlikely to claim the extra cars on their streets making it more difficult for them to park

adds "high-quality character" to their neighborhoods. Nor is it sustainable until the transportation system allows a person to do without a car. Downtown Seattle may have a bus system with enough capacity that someone might be able to do without a car, which is required to make this work. Not in Kirkland.

--Doug Rough 425-821-5529 RoughHouse.org -- RetreatsAndReunions.com

Jon Regala

From: Amy Bolen
Sent: Tuesday, November 25, 2014 9:29 AM
To: 'Essie Swanson'
Cc: Jon Regala
Subject: FW: Parking and new apartment development

Follow Up Flag: Follow up
Flag Status: Flagged

Ms. Swanson,

The proposed change to parking regulations is scheduled for review by the City Council at their January 20, 2015 meeting. Your email will be included as part of the informational packet to be provided to the City Council for their review that evening. For more information, please visit the project website at:

http://www.kirklandwa.gov/depart/planning/Code_Updates/Projects/MF_Parking_Amendments.htm

Jon Regala, Senior Planner
City of Kirkland Planning Department
123 5th Avenue
Kirkland, WA 98033
P: 425.587.3255 F: 425.587.3232
E: jregala@kirklandwa.gov I: www.kirklandwa.gov/planning.htm

AMY BOLEN
EXECUTIVE ASSISTANT, CITY MANAGERS OFFICE CITY OF KIRKLAND
123 5TH AVENUE, KIRKLAND, WA 98033
P: 425.587.3007
ABOLEN@KIRKLANDWA.GOV

-----Original Message-----

From: Essie Swanson [<mailto:swansonessie@gmail.com>]
Sent: Monday, November 24, 2014 6:17 PM
To: City Council
Subject: Parking and new apartment development

I am responding to a proposal from a developer who is requesting a decrease in the number of the required parking stalls . If the residents of the newly built apartments can only find parking on the street it will have a negative impact on the neighborhood. In regard to increasing the use of public transit, my impression is that most people who are utilizing the downtown area are residents of the greater Kirkland area. In most cases there is no public transportation from their neighborhood to downtown Kirkland, therefor they will drive to downtown. If the developers are granted their requests and the City is acting in the best interest of it's citizens, then the developer would be required to pay for the cost of increasing or creating, public transit from those neighborhoods to downtown Kirkland. Essie Swanson

Jon Regala

From: Fred Boyce <fred.boyce@frontier.com>
Sent: Monday, November 17, 2014 3:24 PM
To: City Council
Subject: Reduction of Parking Stalls

Do not reduce number of parking stalls. Transit capabilities are far from satisfactory at this time and does not encourage people to use them. I have tried it and went back to driving my car.

Jon Regala

From: Grant Erwin <grant@nwnative.us>
Sent: Sunday, November 16, 2014 2:17 PM
To: City Council
Subject: reducing parking proposal

I worked in the building trades in Seattle during 2003-2008. During that time Seattle adopted radical new less-parking-required building codes. There is no question as to how that has affected life in Seattle. It is now enormously harder to park in many places.

I believe that Seattle's leaders were acting under the belief that if it gets hard enough to park then people will start going without cars entirely.

Only if people completely abandon car ownership or they will need parking even when riding the bus, no matter how much better the bus situation gets. (And have any of you tried parking at any of Kirkland's Park-N-Ride lots lately? Fat chance!)

My point is simple. Kirkland isn't San Francisco or New York. Almost nobody here will go without a car. But the proposed rule changes would certainly make life here a lot worse.

I realize you are under severe pressure to comply with the Growth Management Act, and I further realize that making life miserable for auto drivers is a fashionable new trend among local governments. But please, don't give in to this. Kirkland has barely enough parking as it is!

Grant Erwin
Kirkland Highlands

Jon Regala

From: City Council
Sent: Monday, November 17, 2014 11:26 AM
To: Council
Cc: Kurt Triplett; Marilynne Beard
Subject: FW: HNA: Seeking input on parking reduction proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Council,
I have acknowledged receipt of the email below, and forwarded to staff.

AMY BOLEN

EXECUTIVE ASSISTANT, CITY MANAGERS OFFICE
CITY OF KIRKLAND
123 5TH AVENUE, KIRKLAND, WA 98033
P: 425.587.3007
ABOLEN@KIRKLANDWA.GOV

From: Jeff Lyon [mailto:lyonjeff@hotmail.com]
Sent: Sunday, November 16, 2014 5:23 PM
To: karen@nwnative.us; City Council
Subject: RE: HNA: Seeking input on parking reduction proposal

Hi Karen. Thanks for this opportunity to comment regarding the proposed parking reductions. I am totally opposed to this idea, for the reasons you cited: people are still going to have cars and under this misguided strategy, and they're going to park them out in the surrounding neighborhoods wherever they can. Kirkland needs way more parking than we have today; not less. This is especially true if the City Council is going to keep approving multi-family developments in areas that are already overly congested and short on parking.

In my view the City Council has lost their way over the past few years. They seem to live in a fantasy world where crazy ideas like granting every developer the right to bring more congestion to an already congested city, and punitive approaches like reducing the carrying capacity of our streets with "traffic calming" techniques, and now reducing the amount of parking that developers are required to build in a lame attempt to incent people to use transit... are all somehow supposed to improve the situation for the rest of us.

I've lived in this town for over 30 years now, and I long ago got the feeling that there's no one on the City Council who's thinking about the best interests of the long term residents who are already here. Instead, the focus is always about catering to developers to bring more people and more congestion into Kirkland, while making the rest of us pay for the resulting problems.

This idea of reducing parking spaces is right up there with the never-ending efforts to build a new aquatic center. When did the citizens of Kirkland decide that an aquatic center was a top priority, over, say, creating more free downtown parking, creating more carrying capacity on our crowded streets, providing more police and fire protection, etc.? Is anyone thinking about the percent of Kirkland residents who would actually use another municipal pool, vs. how many of us would benefit from another 100-200 free parking stalls downtown?

I can only assume that it's the developers who are asking to be relieved of their responsibility to build adequate parking for their buyers, in order save money, and to generate more income from the additional housing units that could be built in that same space. And the City Council is just trying to mask their support of the developers with a ridiculous argument about transit incentives.

Bottom line: the Council members don't appear to think much about what's best for the citizens of Kirkland, as much as they think about the projects they want to build, and the developers they want to support.

Simply put, we already have severe traffic and parking problems in Kirkland -- they're getting worse by the day -- and you don't solve those problems by allowing the building of even more multi-unit housing, bringing ever more people and cars into the city, and then taking away parking. At best I would call this "management by wishful thinking", and there's been too much of this in Kirkland over the past few years. This City Council needs to get their head out of the clouds and start focusing on what the real residents of Kirkland need from them in today's real world, in order to solve today's real problems with real solutions.

Thanks again for the opportunity to share my thoughts.

Jeff

Date: Sun, 16 Nov 2014 09:02:06 -0800

From: karen@nwnative.us

To: kirklandhighlands@googlegroups.com

Subject: HNA: Seeking input on parking reduction proposal

The City of Kirkland is considering reducing the number of parking stalls required for multifamily housing (apartments and condos).

Currently 1.3 to 2.0 stalls per unit are required (depending upon the number of bedrooms), plus guest parking. The proposal is to reduce this to 1.2 to 1.8 stalls per unit plus guest parking. (That's a reduction of 10 to 20 stalls for a 100-unit development.) The proposal also includes an additional 15% reduction for developments within a half-mile walk of the Downtown Transit Center if the development offers a transit subsidy.

See <http://www.kirklandwa.gov/Page8852.aspx> for details about the proposal. (Please note that this proposal does not apply to commercial properties such as office, retail, restaurant.)

The goal of these changes is to reduce vehicle use and encourage transit use. However, there are concerns that reducing the number of parking stalls causes overflow parking into neighborhoods (since most people still own cars even if they use buses).

The [Kirkland Alliance of Neighborhoods](#) (KAN) will provide a recommendation to the City Council regarding this proposal, so I need input from our neighborhood. Because the Highlands has limited multifamily development, overflow parking may not affect us directly, but it could affect our ability to park downtown or in other parts of town. **Please send me your input as soon as possible. You can also email comments to citycouncil@kirklandwa.gov.**

Thanks!

Karen

--

You received this message because you are subscribed to the Google Groups "Highlands Neighborhood Association" group.

To unsubscribe from this group and stop receiving emails from it, send an email to

kirklandhighlands+unsubscribe@googlegroups.com.

For more options, visit <https://groups.google.com/d/optout>.

Jon Regala

From: Amy Bolen
Sent: Thursday, November 20, 2014 10:39 AM
To: Council
Cc: Kurt Triplett; Marilynne Beard; Jon Regala
Subject: FW: Parking In Residential Buildings

Follow Up Flag: Follow up
Flag Status: Flagged

Council,
Below is staff response to Mr. Jung's recent email. This response has been altered from previous responses, per Kurt's request, to only state there will be "review" on Jan. 20 (no action).
Thank you.

AMY BOLEN
EXECUTIVE ASSISTANT, CITY MANAGERS OFFICE
CITY OF KIRKLAND
123 5TH AVENUE, KIRKLAND, WA 98033
P: 425.587.3007
ABOLEN@KIRKLANDWA.GOV

From: City Council
Sent: Thursday, November 20, 2014 10:36 AM
To: 'Jim Jung'
Subject: RE: Parking In Residential Buildings

Mr. Jung,
Thank you for your email. It has been forwarded to Councilmembers and appropriate City staff for consideration.

The proposed change to parking regulations is scheduled for review by the City Council at their January 20, 2015 meeting. Your email will be included as part of the informational packet to be provided to the City Council for their review that evening. For more information, please visit the project website at:

http://www.kirklandwa.gov/depart/planning/Code_Updates/Projects/MF_Parking_Amendments.htm

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123 5TH AVENUE, KIRKLAND, WA 98033
P: 425.587.3007
ABOLEN@KIRKLANDWA.GOV

From: Jim Jung [<mailto:jimjungcpa@yahoo.com>]

Sent: Wednesday, November 19, 2014 4:27 PM

To: City Council

Subject: Parking In Residential Buildings

Kirkland City Council,

I am against reducing the required number of parking spaces required for Kirkland residential buildings. My wife and I toured a number of retirement communities last year and noticed that those with limited parking had real parking problems in the surrounding areas.

The cities assumed that retired people would drive less or use public transportation. Wrong. The residents wanted their cars and they kept their cars. So they just parked them on the streets and created parking problem for the surrounding communities. We in the PNW are great at doublespeak. We will reduce the carbon footprint by limiting garage space causing people to burn more gasoline while driving around looking for places to park.

You see the same thing in the Rainier Valley with the Link-Rail. King County limited parking around the Link-Rail stations and even prevented private citizens from offering parking to commuters. However, it didn't work and the city had to back off.

Jim Jung

Jon Regala

From: Eric Shields
Sent: Thursday, October 23, 2014 8:10 AM
To: Jon Regala; Jeremy McMahan
Cc: Paul Stewart
Subject: FW: 1) HCC & Planning Comm INSUFFICIENT Parking Ratios

[Let's discuss.](#)

[Eric Shields](#)

From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, October 23, 2014 7:40 AM
To: Bill Goggins; Betsy Pringle; Rick Whitney; Lora Hein; Elsie Weber; Brian Gawthrop; John Kappler; Houghton Council
Subject: 1) HCC & Planning Comm INSUFFICIENT Parking Ratios

Please review information sent previously to Planning Commission.

Also please note that previously KAN asked Planning Commission to hold for more public comment. I also agreed to get public comments that have been made previously and that should be in front of the Council and the Commission prior to making their decision.

-----Original Message-----

From: Levenson <uwkkg@aol.com>
To: gpeterson <gpeterson@kirklandwa.gov>; jpascal <jpascal@kirklandwa.gov>; callshouse <callshouse@kirklandwa.gov>; Elaliberte <Elaliberte@kirklandwa.gov>; Cbagg <Cbagg@kirklandwa.gov>; Ccullen <Ccullen@kirklandwa.gov>; Mmiller <Mmiller@kirklandwa.gov>; 'Robin Jenkinson' <RJenkinson@kirklandwa.gov>; cao <cao@kirklandwa.gov>; coa <coa@kirklandwa.gov>; 'Kurt Triplett' <KTriplett@kirklandwa.gov>
Cc: uwkkg <uwkkg@aol.com>; neighboringproperties <neighboringproperties@gmail.com>
Sent: Tue, Oct 21, 2014 9:44 am
Subject: Planning Comm Mtg: Parking Ratios

Dear Planning Commissioners:

Thank you for the work you do and the thoughtfulness with which you receive public input.

It is appreciated that you pushed off deliberations of proposed changes to required parking ratios due to input from KAN. We also appreciate hearing back from some commissioners and their anticipation of the results of our public records request. This was to provide you input that has been ongoing from citizens regarding parking. These citizens are anticipating that their prior comments be part of your record for review.

UNFORTUNATELY...

Even though a request for emails on this subject was made in September, we have just received the following notice that the request will not be fulfilled until December 12, 2014. We find this to be unacceptable since we also offered to have the request broken into smaller chunks in order to get at least some of the public emails to you in a more timely manner.

PLEASE PUSH OFF DELIBERATIONS until such time that the public comment on the topic of parking is in front of you.

- 1) We believe you will see that there is great concern about insufficient parking requirements even at current rate
- 2) We believe that the planning staff never received instruction by Council to participate as one of two cities in the “pilot project”
- 3) We believe that the parking survey by “ninja staff” was a flawed manner to access parking ratio (and likely was trespass onto private property)
- 4) We believe that true parking survey could be done by noting the number of cars that are forced to park overnight on city streets
- 5) We believe that decreasing parking ratios does not decrease automobile ownership but only decreases street parking for customers and visitors
- 6) We believe that decreasing parking ratios (if done along LWB/Lake St) will create a barrier to later creating a “Boardwalk” as envisioned
- 7) We believe that decreasing parking ratios causes vehicle clutter along our streets. Rather than looking at the neighbor’s house, landscape and trees we end up looking at weather-worn cars parked in front of our houses.


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Attachments: [Clarification - Re Public Records Request P003256-092514.docx](#)

Save **Cancel** **New Message**

Message History

On 10/17/2014 3:45:50 PM, City of Kirkland wrote:

10/17/2014

Karen Levenson

RE: Public Records Request dated: 9/21/2014; P003256-092514

Dear Karen:

We are writing to update you on the status of your public records request. The City of Kirkland requires additional time to:

1. Identify responsive records, and/or
2. Assemble responsive records, and/or
3. Review the responsive records to determine whether any of the information is exempt from disclosure.

At this time we believe that records responsive to your request will be available on or before 12/12/2014. We will provide you with a status report on your request on or before that date.

Should you have any questions, please feel free to respond to this email or call our Public Records department at 425-587-3990.

Sincerely,

Kirkland Public Records

123 Fifth Avenue • Kirkland, Washington 98033-6189 • 425-587-3900 • www.kirklandwa.gov

Again, we recognize that staff could have taken the initiative to provide you with public input by doing a records search of their own (not subject to the public records queue). They did not do that. We respectfully

ask, therefore, that you wait on your deliberations until you have public input on this matter. The public input has already been provided, we are just trying to make sure that you have it.

Thank you,
Karen Levenson
On Behalf Of Numerous Citizens and Citizen Groups

Jon Regala

From: Eric Shields
Sent: Thursday, October 23, 2014 8:13 AM
To: Jon Regala; Jeremy McMahan
Subject: FW: (2) HCC & Planning Commission Insufficient Parking Ratios

[More from Karen.](#)

[Eric Shields](#)

From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, October 23, 2014 8:10 AM
To: Bill Goggins; Betsy Pringle; Rick Whitney; Lora Hein; Elsie Weber; Brian Gawthrop; John Kappler; Houghton Council
Cc: uwkkg@aol.com; neighboringproperties@gmail.com
Subject: (2) HCC & Planning Commission Insufficient Parking Ratios

I'm going to break out the review of INSUFFICIENT Parking Ratios into 3 sections (2) (3) and (4)

- (2) Flawed decision to participate in the "pilot project" and flawed study
- (3) Negative Impacts of insufficient parking ratios
- (4) Withholding of public comments by City

So here's (2)

FLAWED DECISION TO PARTICIPATE IN "PILOT" PROJECT

So the understanding of the neighborhood participants that I represent is that it is City Council that gives direction to staff. This ensures that staff time and our tax dollars are spent on things that the KCC has identified rather than pet project to support the beliefs (or goals) of our planning staff. We have reviewed city council meeting videos from the study sessions to the council meetings themselves (and even the retreat) and we cannot find any instruction or agreement by City Council that would have our staff agreeing to place us in a "test case" with one other city. It is our opinion that planning staff finds accommodating growth in a more shared manner throughout the urban areas is more challenging to them than allowing uber high density in a couple of areas. Reducing the parking ratio allows them to take the easy path towards allowing very high density in any parcel where the number of units is constrained mostly by the need to provide parking. We feel that staff's decision to enter into this "pilot project" was motivated mostly by trying to please developers who would rather build a ultra dense box building than a graceful addition to Kirkland.

FLAWED RESEARCH STUDY

So look to the methods used to determine whether a multi family building had sufficient or too much parking

- 1) There was only a small number of multifamily developments under review
 - 2) City claims that they had permission for going onto these properties, but not all of this appears documented (in our review)
 - 3) It appears that if the parking lot was full, the lot was not counted (please confirm)
 - 4) It appears there was no inquiry to the multifamily unit to investigate the reason for any vacant parking spots
- ****If your spot(s) were vacant overnight because you were on a trip, it was counted as oversupply. This gives away a parking space because of your vacation
- ****If your spot(s) were vacant because you work the night shift, it was counted as oversupply. Better not hold a night job or you are no longer entitled to a stall.
- ****If your unit was vacant because your previous renters moved out with their 2 cars and your next were not moved in yet. SORRY, no spots for your future renters.
- ****If you were in a relationship and decided to stay overnight at their house.... Hope the lovin' was worth it because you just lost the right to park at your home!!!
- ****Older couple has "mom" in hospital & "dad" is by her side. They have too much to deal with, they shouldn't worry about maintaining a car at home for the "count"

REALITY

If you look at the city streets around our neighborhoods that are primarily multifamily you will see that they are full of street parkers. If you run the license plates you will see that many of these vehicles belong to residents in the nearby buildings. WHY? Because there is insufficient parking even with current parking ratios. Having served as my Condo HOA President for 9 years I would testify on a stack of bibles that our #1 problem was parking. We had flared tempers and attorney involvement in parking issues. We had owners park on the street because someone arrived home and took their parking spot... then the owner parking on street got a ticket and wanted the HOA to pay for it.

If we had oversupply of parking spaces in our multifamily units we would not have all this residential spillover parking onto city streets... PERIOD. The nighttime "Ninja" parking monitors should have done a survey of the cars parked on city streets rather than trespassing onto private property and making faulty presumptions.

Karen Levenson
On Behalf of Neighboring Properties

Jon Regala

From: Eric Shields
Sent: Thursday, October 23, 2014 8:27 AM
To: Jon Regala; Jeremy McMahan
Subject: FW: (3) HCC & Planning Commission Insufficient Parking Ratios

[More...](#)

[Eric Shields](#)

From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, October 23, 2014 8:26 AM
To: Bill Goggins; Betsy Pringle; Rick Whitney; Lora Hein; Elsie Weber; Brian Gawthrop; John Kappler; Houghton Council
Cc: uwkkg@aol.com; neighboringproperties@gmail.com
Subject: (3) HCC & Planning Commission Insufficient Parking Ratios

So here's the next point for review:

(3) Negative Impacts of insufficient parking ratios

Please compare your experiences in city's where parking along the arterials is not allowed or where parking on neighborhood streets is either discouraged or not allowed. I think you may have had the same experience as many of us have

- 1) It sure looks a lot more appealing to have streets that are not cluttered with cars
- 2) It makes getting into and out of driveways much safer as you are not inching forward to see around the car parked on the street
- 3) It makes biking much safer as there is generally a wider shoulder on which to bike and car doors are not opened into your path
- 4) You can look out of the window of your home and enjoy the view of your neighborhood rather than staring at Joe's weathered vehicle parked in front of your house

Businesses would prefer that street parking is not consumed by residents but might be monitored parking allowing visitors enough time to visit their shops, restaurants or service businesses. If residential cars are consuming the spaces, this allows for less street parking for commerce.

Additionally, let us comment on an area that is within HCC Jurisdiction....

You may, or may not, be aware that for several years there has been movement towards creating a boardwalk along Lake Washington Boulevard. As we understand it, this would remove parking from at least one side of the street to allow some widening of "boardwalk" features. It may even require removing parking from both sides of the street. While Houghton Beach park has some parking, there is still Houghton Beach parking that spills out onto the street (in addition to residential parkers). Marsh Park has only about 7 stalls of parking and depends on street parking as well as that which is filled by residential parkers. David Brink Park has no parking stalls. We ask you to consider the extreme importance of having multifamily units along Lake Washington Blvd/Lake Street with parking ratios that provide really strong parking stall ratios. This is so that we can continue to accommodate as many visitors to our parks (and to our shops/restaurants that they walk to). If we allow building that pushes cars onto the streets surrounding the boulevard, we restrict the number of visitors that are attracted to this area. We also make it harder to eventually consider removing car parking in order to create a "Boardwalk"

Thank you,
Karen Levenson

On Behalf of Neighboring Properties

Jon Regala

From: Eric Shields
Sent: Thursday, October 23, 2014 10:47 AM
To: Jon Regala; Jeremy McMahan
Subject: FW: (4) HCC & Planning Commission Insufficient Parking Ratios

[And one more.](#)

[Eric Shields](#)

From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, October 23, 2014 8:44 AM
To: Bill Goggins; Betsy Pringle; Rick Whitney; Lora Hein; Elsie Weber; Brian Gawthrop; John Kappler; Houghton Council
Subject: (4) HCC & Planning Commission Insufficient Parking Ratios

Here's the final comments

(4) Withholding of public comments by City

So KAN asked for the opportunity to get public comments in front of Planning Commission and HCC and PC agreed to give more time for that. I then submitted a public records request to gather relevant emails/letters that have been submitted by the public.

As you will have seen, my request will not be fulfilled until December 12th yet you are being asked to provide direction to the City Council before then. WHY?

While I wanted to make sure and gather as much of the public input as possible, I described the need for some of the information in a timely manner. I offered to have public records reduce the size of my request and provide installments so as to make my request actionable at an earlier time.... Still I got nothing.

Also, while Public Records Requests must be queued with other requests, there is nothing that keeps the city from doing their own research and providing you with the comments that they've received over the years. This would seem to be the fair and appropriate thing to do. City research doesn't need to wait for a public records request delay. Technology makes it very easy to run a search on all communication that relates to parking. We consider it to be less than honest for the city not to have supplied the public comments from the outset. It should not even require a public records request!!! We believe that city staff is withholding important public comment that you have the right (and duty) to review prior to making any decisions.

We hope that you will either throw out the current consideration for parking ratios. If you do not do that we hope you will postpone your decisions until you have the public comments from the records request. And we hope you will require the city to provide an overnight survey of parked cars on city streets matched with the license plate (which will validate current need of residents to use city streets). We finally urge caution and strongly discourage parking ratio reductions around the area of the potential future "Boardwalk."

Thank you for your thoughts and for firmly addressing these points in tonight's discussion. We look forward to listening to the dialog on this topic.

Best,
Karen Levenson
On Behalf of Neighboring Properties

Jon Regala

From: City Council
Sent: Monday, November 17, 2014 11:26 AM
To: Council
Cc: Kurt Triplett; Marilynne Beard
Subject: FW: Opposition to Right Size Parking proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Council, FYI:

AMY BOLEN

EXECUTIVE ASSISTANT, CITY MANAGERS OFFICE
CITY OF KIRKLAND
123 5TH AVENUE, KIRKLAND, WA 98033
P: 425.587.3007
ABOLEN@KIRKLANDWA.GOV

From: Karen Story [mailto:karen@nwnative.us]
Sent: Monday, November 17, 2014 7:20 AM
To: City Council
Subject: Opposition to Right Size Parking proposal

Dear Council,
I am forwarding this on request of my neighbor, Katie Perez (no postal reply needed).

----- Original Message -----

Subject:Re: HNA: Seeking input on parking reduction proposal
Date:Sun, 16 Nov 2014 18:03:11 +0000
From:Katie Stone Perez <kstone@microsoft.com>
To:karen@nwnative.us <karen@nwnative.us>

As someone who lived in a townhome early in my career i can say that you need to maintain the higher limit [of parking stalls]. It forces lower income people to park cars in more unsafe situations increasing the risk of theft of damage to that audience when they already struggle more financially.

If someone makes the choice to not have a car they can then rent that space putting money back in their pocket and providing a true incentive for them to not own a car and use public transport.

Thanks,
Katie

Jon Regala

From: Duekerk@aol.com
Sent: Sunday, November 02, 2014 10:53 PM
To: Jon Regala
Subject: right size parking

Follow Up Flag: Follow up
Flag Status: Flagged

Jon,

When does Right Size Parking go to the Council? I would like the following second opinion to go with the staff report.

The statement in the Right Size Parking report “both the Houghton Community Council and Planning Commission did not want the City to get into managing parking for multi-family developments”

should not preclude encourage developers of condominiums and managers of apartments to manage parking efficiently.

Correctly, the City should not manage parking in multi-family developments, but the City should only reduce parking requirements if the parking is managed efficiently, privately.

Parking requirements should not be reduced without influencing more efficient utilization of parking spaces. More efficient utilization can be achieved by selling or assigning one space per unit and having the remaining spaces pooled for use by all residents. Developers unwilling to agree to manage parking in this manner would not be given a reduction.

Without influencing how parking is privately managed well, and underutilized spaces will exist and spillover parking will be a growing problem.

Ken Dueker
501 Kirkland Ave #302
Kirkland WA 98033
425-889-4427
duekerk@aol.com

Jon Regala

From: Laurie Hanson <laurie.hanson4@frontier.com>
Sent: Monday, November 17, 2014 9:18 PM
To: City Council
Subject: Regarding the proposed change in parking requirements

I am vehemently opposed to the parking reduction as outlined in the notice below. Kirkland is an urban community where everyone owns cars because they have to commute to work, or simply have options for travel. Also not everyone who visits downtown lives in walking distance. There is not enough parking now for the downtown area so it overflows into residential. And the residential runs up to and through downtown. Many condo owners park on the street now. So residential parking is needed right up to the downtown area. Much of this drive to reduce is championed by developers like those who want to build the Potala (sp) village, cramming 98 units in the space for much less and they don't have the space for the required parking. So they push for reductions. We can't even drive along LW blvd during rush hours now and with all those added living here it will be a parking lot most of the time. How do they figure it will encourage transit use when we have the worst transit system in the nation for a metro area our size? I lived in the DC area for 8 years and their mass transit is a thing of beauty compared to our archaic bus system. People are not going to take the bus to visit the city and shop or go to restaurants. We are not that kind of destination location, like Bellevue. This will hurt business owners and overcrowd the city. Reducing parking spaces does not encourage transit use. Building effective transit does, and we simply do not have that option.

Laurie Hanson
40 year Kirkland Resident

The City of Kirkland is considering reducing the number of parking stalls required for multifamily housing (apartments and condos).

Currently 1.3 to 2.0 stalls per unit are required (depending upon the number of bedrooms), plus guest parking. The proposal is to reduce this to 1.2 to 1.8 stalls per unit plus guest parking. (That's a reduction of 10 to 20 stalls for a 100-unit development.) The proposal also includes an additional 15% reduction for developments within a half-mile walk of the Downtown Transit Center if the development offers a transit subsidy.

See <http://www.kirklandwa.gov/Page8852.aspx> for details about the proposal. (Please note that this proposal does not apply to commercial properties such as office, retail, restaurant.)

The goal of these changes is to reduce vehicle use and encourage transit use. However, there are concerns that reducing the number of parking stalls causes overflow parking into neighborhoods (since most people still own cars even if they use buses).

Jon Regala

From: riversinc@netzero.com
Sent: Sunday, November 16, 2014 8:05 PM
To: City Council
Subject: reduction in parking stall requirements

Reducing the required parking, which already seems on the low side is a bad idea. Taking away parking does not mean people will suddenly starting using buses, instead it does just create a parking crunch. It is already hard at times to park in downtown Kirkland, please don't make it worse.

Lynda Myra / Kirkland Resident

Oct 28, 2014

Dear City Council members,

This was intended to be a short letter but it looks like I didn't meet that goal.

I have already said enough about Right Size Parking policies in general. I am almost positive that you will all agree with the Planning Commissioners and approve the new policies.

We will always have parking problems in the downtown core of the city. Once a development is built there won't be a chance for a do-over. Your guess is as good as mine in what degree street parking will be affected by the lack of free parking for all residents in new multifamily developments. Since the 'right size parking' plan is made up of percentages, future city council members can control some of the street parking issues by disallowing buildings that have an increase in height and density over what is allowed by zoning codes at this time. It is my understanding that 'Right Size Parking' is a pilot program. There doesn't seem to be any provisions for evaluating the success of the program and making adjustments at some future date.

I have one major concern: item #4 KCZ section 105.20. I realize that this provision relates to very few property owners. In summary: a fully subsidized 2 zone transit pass will only be provided to residents in proportion to the amount of reduced parking (15%) that a developer within the ½ mile radius (measured by the shortest distance along public walkways) is allowed. Mixed-use developments are not discussed in any great detail and don't seem to be a part of the same parking formulas as stand-alone multifamily developments.

One of my concerns is how fair the whole idea of providing transit passes is. The policy states that it only applies to 'driving age' residents that don't 'have' a car. Do they have to prove that they do or don't have a driver's license? What if they are in high school but of driving age? Someone might not own a car but have access to one. It doesn't say anything about them actually being the owner of a car. They might park the car that they use on the street if not enough parking spaces are allowed by the property owner. Would they still qualify for a parking pass if they commute by bus since they park on the street instead of the apartment garage? What if a resident is given a pass but later is forced to get a car in order to commute to work. Is their pass taken away? There may be more than 15% of the residents that qualify. Does more than one resident in an apartment get to be considered for a pass? Some people get a transit pass from their employer. Does the additional person in the apartment without a car qualify to receive a pass? It is a confusing regulation. Will there be a lottery for the few passes available? How can they be distributed fairly if everyone that doesn't use a parking space in the garage qualifies? This transit subsidy requirement will not change people's behavior. People who can't afford an Orca pass or a car are not likely to be able to afford any market rate housing within ½ a mile of the transit center.

There are a few other aspects of the policy that I question.

Section B, regarding bicycle parking doesn't really make sense. What does it mean? "Covered bike storage cannot be used if the parking reduction described in this section is being applied"?

Section C, regarding a transportation coordinator within the City of Kirkland (in perpetuity) seems to me to be a waste of time and money on the city's part. We have already seen how budget cuts were needed during a recession for much more important positions. Should the city spend time monitoring the parking situation in various developments in order to enforce the code?

I disagree with the reduction of 15% of the required parking stalls for multifamily developments in the downtown core because it seems unfair to other developers that might be $\frac{3}{4}$ of a mile or more away from the transit center. Houghton Center doesn't have a transit center but is served by several major bus lines within $\frac{1}{2}$ mile radius. Why shouldn't they get a special exception too? I think it would be better to have a consistent policy that minimizes applying one set of rules to one developer and another set of rules to another based on the location of the current transit center. At some point developers building near park and ride transit centers may also ask for special considerations. For example, the area around the new South Kirkland Park and Ride facility is ripe for redevelopment. We have no idea what the future of public transportation in Kirkland will be. Or where the money will come from to provide an expanded transportation system that will allow more people to commute to work and school. At some point the transit center could outgrow its current location and be moved to somewhere else. An introduction of light rail may result in radical changes to how commuters are transported and the location of needed connections to bus service. Who knows?

My concerns may not be enough for you to consider striking out the 'Changes to parking reductions related to frequent transit KZC Section 105.20.4' from the proposed code amendment package. But I ask that you at least seriously consider dropping the convoluted adjustment formula in regards to the requirement for the developer, and subsequent building owners, to subsidize transit passes in exchange for reduced parking considerations in perpetuity.

There is one last thing I would like to mention. Some of the goals of the Planning Department are well meaning. But I question the thinking behind them:

Policy T-5.6

: Promote transportation demand management (TDM) strategies to help achieve mode split goals. TDM may include incentives, programs, or regulations to reduce the number of single- occupant vehicle trips.

Transportation demand management seeks to modify travel behavior and encourage economical alternatives to the single-occupant vehicle.

Transportation demand management strategies try to influence behavior in a way that keeps expansion of the transportation system at a minimum. The more successful TDM strategies are, the more successful the City will be at achieving the mode split goals described in Policy T-5.2.

The following are some TDM strategies: (1) working cooperatively with employers to implement programs that encourage employees not to drive alone; (2) requiring certain new developments to implement programs to reduce single-occupant vehicle use; (3) adjusting parking standards to meet

existing demand and reducing them further when transportation options increase; and (4) supporting paid parking or other parking policy measures.

What the city wants is for people to change their behavior. It isn't a vehicle that is an SOV. Most cars have at least 4 seat belts. Many drivers transport children (and other family members that are not able to drive) in SOVs because using the bus with children is a big challenge. The fact that there is often only one person in the car is the issue. There is no policy that the city can come up with that will truly influence a life-style change. The city is not in the business of providing public transportation options. Without more options people will be forced to use SOVs. There really aren't economical alternatives to the 'single occupant' vehicle. No matter what type of transportation is being used someone has to pay for it—either the taxpayer or the transit user. If you have 5 people in your family, buying them all transit passes isn't economical.

It is very hard for the city to do anything that will truly modify travel behavior under the current transportation situation. Metro buses are overcrowded and pass up commuters waiting at bus stops because they are overloaded. It doesn't matter that their employer or apartment owner has given them an Orca pass if they can't get on a bus that will get them to work on time. You can promote non-motorized options all you want. It won't mean a big surge in bike ridership. Often people waiting at the bus stop with bicycles are left at the curb because the bike racks on buses are already full. Can you influence Metro to change more buses to include bike racks? Workers at the local hospitals work odd shifts. Can you influence Metro to add more buses in the middle of the night? Can you influence the school district to provide better school bus service to its students? Why would :Transportation demand management strategies try to influence behavior in a way that keeps expansion of the transportation system at a minimum? It seems to me that we need a better transportation system which necessitates expansion.

How does the City of Kirkland work cooperatively with employers to implement programs that encourage employees not to drive alone? I'd like to see an example of how that has worked in the past on a large scale. Do you have a program to encourage more Boeing employees living in Kirkland to buy a subsidized Orca pass and take the custom Metro bus to Everett? Not everyone living in Kirkland can work in Kirkland. And not everyone working in Kirkland can afford to live on a bus line that comes directly into Kirkland. Do the taxpayers want the City of Kirkland to subsidize an Orca pass for all their employees? Why don't the City Council members and Planning Commissioners take the bus for night meetings at City Hall? Probably for the same reasons that other citizens are unwilling to make a lifestyle change. The people that work for the city should set an example by modifying their travel behavior.

There are so many opportunities out there that Kirkland residents don't think about. Why not require restaurants and shops in Kirkland to provide subsidized Orca passes to all minimum wage workers, legal and illegal? Why doesn't the city require mixed use developments to provide free parking in their garages for low wage workers that carpool? The obvious answer is that no one would want to spend the money to do that. There is a real limitation to how much the City of Kirkland can influence businesses to work on TMD strategies. Businesses exist to make money, not to make life easier for their employees. The problem with reducing parking standards when transportation options increase, is that you don't usually have a way to increase parking standards when things change and transportation options diminish.

TMD strategies to modify behavior are not realistic goals. Modifying behavior has to take in account life style choices and societal issues that the City of Kirkland has absolutely no control over. Some of the strategies that the Planning Department suggests may do more harm than good. Paying for parking is one of those. Most people don't want their friends to have to pay for parking or get a parking pass when they come to a party.

We need to think more out of the box.

The City could work with State government to change the driver's license requirement age limit to 18. That would take more SOVs off the road and free up space in high school parking lots and adjacent roadways. More students would develop a life-long habit of taking public transportation or walking and biking. An additional benefit would be the reduction in auto related fatalities.

We could require new office buildings to include daycare within their facilities. We could encourage employers to implement flextime schedules and telecommuting. These arrangements let employees care for their families' needs in a way that reduces car trips dramatically.

We could encourage neighbors especially those living in multifamily developments to get to know each other better. That is a lifestyle issue. If there are ten people that work at Boeing or Microsoft or Amazon in the same apartment complex, but have never met, than they may be missing an opportunity to carpool. We need to take into account the fact that they may all need to have a place to park their cars at the apartment complex. Carpooling would at least be reducing the amount of cars on the road and the need for parking at their place of business. Often people have days where they can't carpool because they have to travel between sites and go to appointments. This is part of the reason I object to reducing parking requirements in order to change behavior.

What is the goal? Are you trying to keep people from owning cars or just want them to find ways to limit their use? I don't feel that the city is in the position to force Americans to give up car ownership. We really need to think about the fact that one of the main goals of limiting parking in multifamily housing is to give a developer a break so he doesn't have to spend as much money providing for future parking needs. Property in the downtown core will be developed whether or not you let the developer put in less parking than is required in another part of Kirkland.

Sincerely,
Margaret Bull

Jon Regala

From: Eric Shields
Sent: Thursday, October 23, 2014 3:39 PM
To: Jon Regala
Subject: FW: Parking

Importance: High

Eric Shields

From: Maureen Kelly [mailto:maureenkelly@outlook.com]
Sent: Thursday, October 23, 2014 3:35 PM
To: Planning Commissioners
Cc: Jeremy McMahan
Subject: Parking
Importance: High

I've scanned the Oct 6, 2014 document from Jon Regala and Jeremy McMahan regarding Amendments to Multi-Family Parking Requirements Continued Deliberations. My comments are basic and simple, slanted toward condominium multi-family based on 25 years of personal experience listing/selling Kirkland condominiums in the CBD, Lakeview and Moss Bay zones.

Condominium Parking Space Allotment: Condominium market values would be significantly diminished if the following baseline minimum criteria is not met:

- * 3 bedroom / 2 parking spaces
- * 2 bedroom / 2 parking spaces
- * 1 bedroom / 1 parking space (many 1 bedroom apartments/condos will have two adults)
- * Visitor parking for guests of owners only. Additional public parking must be separate. (Who manages the large Portsmouth visitor parking? Who would manage a mid-size condominium complex parking - the city, the board or the off-site building property manager? Without an on-site manager none are feasible and even with an on-site manager it would be problematic.)

Transit Subsidy. A Transit Subsidy for condominium owners is not fair. If implemented, the subsidy should include retail business. A Transit Subsidy for either would be a penalty that will do nothing to attract more small businesses and would discourage retail. "Charming" retail shops and restaurants attract people to Kirkland - take that away and we will not sustain a vibrant, thriving environment.

Overflow: I hope the CBD is never large enough to attract mass high density business. The notion of a high percentage of residents riding bikes to work is a pipe dream - we will never be downtown Copenhagen or North Lake Union. Get real about this.

Pay for Parking Space Option. The result would be an opt-out and spill over on downtown streets and non-metered residential streets. This applies to rental units and affordable housing condominiums. Think Capitol Hill.

Where To Park for Retail/Restaurants: All one has to do is visit University Village. The recent addition of above retail parking disguised by disguised innovative architecture has solved their parking problem. Note: Customers will not walk two blocks to shop or dine, it is a fact. Another fact is that customers prefer above ground to below ground parking. This concept can work with city owned land at the corner of Central and Lake Street, and will pay for itself over the long term with the increase in business tax revenue.

Please pardon typos or incorrect grammar as I'm writing this on the fly.

Respectfully submitted,

Maureen Kelly

Windermere Real Estate | Kirkland Yarrow Bay

direct 206 465 5550

mkelly@windermere.com

maureenkelly@outlook.com

Jon Regala

From: Rodney Rutherford <rodneyr@gmail.com>
Sent: Wednesday, November 12, 2014 10:08 PM
To: Bea Nahon; Jon Regala; Jon.Pascal@transpogroup.com
Subject: bus pass idea for right-size parking

Follow Up Flag: Follow up
Flag Status: Flagged

Perhaps Kirkland could work with King County Metro to extend the bus pass deals currently offered to employers so that multi-family buildings could also take advantage of the program. In Kirkland that would come out to [\\$293 annually per bus pass](#). That'd be even less expensive than buying [Puget Passes valued at \\$0.75 per ride](#), which obviously wouldn't offer much of an incentive for residents to ride.

Jon Regala

From: Jeremy McMahan
Sent: Friday, November 21, 2014 2:48 PM
To: Jon Regala
Subject: FW: Plan for Moss Bay and downtown

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----

From: Virginia DeForest [mailto:ginniedeforest@yahoo.com]
Sent: Thursday, November 20, 2014 9:28 AM
To: Jeremy McMahan
Cc: donw@mossbay.org
Subject: Plan for Moss Bay and downtown

You can't support a thriving downtown retail shops and restaurants etc by reducing the amount of parking required of developers as they need customers from beyond the downtown area. Are you going to provide more public parking? Seems to me development should include underground parking with some of it for public, underground to keep ground level appealing to walking, but provide for downtown users beyond those living downtown.

Ginnie De Forest
945 1st St. So., #101
Ginniedeforest@yahoo.com

Sent from my iPad

Jon Regala

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Monday, November 03, 2014 10:06 AM
To: Jon Regala; Eric Shields; Jeremy McMahan
Subject: FW: Would love your feedback on this proposed regulatory change in Kirkland

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Green Category

Jon, Eric and Jeremy,

At this point, I am sending this communication just to the three of you - Before sharing it with the Planning Commission, HCC and/or City Council, I wanted your feedback. This relates to extending the proposed 15% reduction in required parking spaces for condominiums which are in the vicinity of the Transit Center.

As much as I would truly love having fewer cars on the streets and would be delighted to see increases in transit use, I am very concerned about the potential consequences and impacts of the Planning Commission's recommendations with respect to the 15% reduction for multi-family developments within a ½ mile walk of the Transit Center. This part of the proposal is tenuous enough for multi-family rental properties – and while I appreciate the desire to make this provision available to condominiums as well, and with all due respect to the Commission and its deliberations in this area, I believe it is an overreach.

Being connected to the Condominium Association community, I have forwarded the text (as approved by the Planning Commission) out to various professionals in that community who work extensively or exclusively in this area for some feedback. I will continue to keep you informed as I receive comments.

Below is a communication that I received from Brian McLean - and with his permission, I am forwarding this on to you. He is an attorney practicing in Seattle where he works extensively with condo associations <http://leahyps.com/our-people/brian-p-mclean/>. He is also the owner of a blog regarding condominiums and legal issues <http://www.wahoalaw.com/about/>

I've not met Brian however ironically, during my outreach for information, I was referred twice to Brian, once by a CPA who works exclusively with condo associations and then by the WSCAI Executive Director <https://wscai.org/> where Brian is co-chair of their Legislative Action Committee.

Brian has seen the proposed code changes with respect to the 15% reduction and he has provided his comments below. Although his examples refer to smaller developments, the same issues will also apply for larger developments as well.

I will also note that there are some drafting issues with the language as it was approved by the Planning Commission. Although I don't support this particular change, I also believe strongly that should City Council enact the change, it should be administratively feasible (for the City and for the Associations and their managers) and consistent with the Washington Condominium Act. To that end, I hope to send you some proposed amendments to the text for your consideration, not to change the outcome, but to make them workable should the provisions be enacted.

Best regards to all,

Bea

From: Brian P. McLean [<mailto:brianmclean@leahyps.com>]
Sent: 10/31/2014 11:54 AM
To: Bea Nahon
Subject: RE: Would love your feedback on this proposed regulatory change in Kirkland

Hi, Bea,

Thanks for reaching out to me. I like the City of Kirkland and I applaud their efforts to try to balance the policies of encouraging greater use of public transit. I also think urban living is cool!

The proposal being floated decreases the number of parking stalls required by code by one for each alternative transportation subsidy. That subsidy would be a perpetual right, in a condominium development apparently funded initially by the developer then funded and administered in perpetuity by the homeowner association. There are some drafting issues as well. A condominium is created when the declaration of condominium is recorded. I don't think it's recorded until the City issues a certificate of occupancy. The Owners association is created at the same time. So, the developer will never really have a duty to "fund" the account.

I think the concept being floated is impractical for condominium associations as they are currently developed and run. Parking is a sensitive issue for owner associations, a common source of dispute, and owner associations are ill-equipped to manage, administrate, and enforce such requirements. Imagine the City trying to enforce this. Now imagine a small volunteer board of directors trying to enforce this *with one difficult owner*.

Insufficient parking is a problem that plagues most of our urban condominium association clients. The solution that works best is to provide sufficient parking.

Let's look at some examples and see how the proposal works. Developer approaches city and asks for a permit to develop a six-unit condominium. City says, development approved subject to a parking covenant. The recorded parking covenant must be included in the declaration of condominium and shall require the association in perpetuity to (a) fund an account for the sole purpose of meeting the requirement under KZC 105.20.4 that the association provide a transit pass (or equivalent) to one of the occupants, (b) provide adequate notice to the owners of the availability of the one transit pass, and (c) report the distribution of the pass to the City. The parking covenant may not be amended without written authorization from the City. Parking administration and enforcement is handled by a three-person board of directors made up of half of the unit owners.

Scenario One. Developer sells six units with five resident parking stalls and one guest stall, all located in the common area. No stall is assigned to any unit but board has rule-making power. **Result:** in the typical development the six owners will not understand the significance of the parking covenant until they've all purchased units. They will not realize that the development was permitted without sufficient parking provided for all units. No single owner will willingly give up a parking stall, the sixth stall will always be used by one of the occupants, the owners will argue about why they all have to pay the \$600 transportation subsidy for the benefit of one owner, and the owners will not be able to agree which owner should be able to use the annual transportation subsidy.

Scenario Two. Developer sells six units. Five of those units are assigned a parking stall. One unit (unit 6) is sold without a parking stall for \$20,000 less, because it has no parking stall. The *unit 6* owner is entitled, however, to one annual transportation subsidy. **Result:** The sixth stall will always be used by one of the occupants. The owners will get in disputes over the parking subsidy if the *unit 6* owner uses the guest parking spot occasionally for moving furniture, receiving deliveries, etc. The owners will get into an escalated dispute if the *unit 6* owner insists on parking in the guest spot. The Transportation Coordinator, being asked to resolve the issue, will say, this is a civil matter between the owners and the owners need to resolve this under their own covenants.

Other Scenarios. The *unit 6* owner, who rents the unit, keeps the subsidy for her own use and her tenant parks in the guest stall. The association brings a lawsuit and \$25,000 later in legal fees the court finds that the *unit 6* owner doesn't have a parking spot but is entitled to a transportation subsidy. The court will be unable to amend the covenants because City Code won't allow it. The sixth stall will still always be used by one of the occupants. Or the *Unit 6* occupant becomes disabled and can no longer rely on public transportation, making it mandatory under Federal Law that the association reasonably accommodate the *Unit 6* owner by permitting her to park in the guest spot and not enforce the parking covenant.

Just my thoughts.

Brian P. McLean | Attorney at Law



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brianmclean@leahyps.com

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Memorandum

January 7, 2015

To: Bea Nahon – Co-Chair
Lisa McConnell – Co-Chair

From: Mark B. Nelson – Market Neighborhood Representative

Re: Lake Washington School District School Boundary Revision Update

Background Lake Washington School District (LWSD) is in the process of reviewing and adjusting boundaries for each of the schools. Boundaries are being reviewed in order to balance student enrollment and school capacity.

In early September 2014, LWSD started to evaluate how to accommodate students in schools without funding to build additional schools. Voters did not approve LWSD requests for funds to develop additional capacity as the district has grown faster than any other school district in King County since 2012.

Process LWSD modified its web-site to provide timely and comprehensive information concerning the boundary adjustment process. <http://www.lwsd.org/News/Reboundary/Pages/default.aspx> The web-site includes a blog and question and answer section.

LWSD conducted an on-line survey and has held meetings in each of the four *Learning Communities* to provide boundary change alternatives and to solicit input and feedback from residents, students and parents.

On January 13 LWSD will post two scenarios for each of the four *Learning Communities*. LWSD will also post a comment form at its web-site which must be responded to by January 14. Comments provided on January 13 and 14 will be utilized to develop a final recommendation on boundary changes.

On January 26 the school district superintendent will make a recommendation to the School Board.

Kindergarten registration will be in early February and the revised boundaries will be in effect for the start of the 2015-2016 school year.

Additional Information Start with the LWSD web-site. It includes answer to many questions and background information.

Katheryn Reith is LWSD's Director of Communications. Phone 425-936-1342, e-mail kreith@lwsd.org.

Jon Holmen is LWSD's Associate Superintendent and is managing the boundary adjustment process. Phone 425-935-1310, e-mail jholmen@lwsd.org.

My phone is 425-576-5675, e-mail nelson.markb@gmail.com.



CERT TRAINING COURSE

TRAINING COURSE = 8 CLASSES

- Disaster Preparedness
- CERT Organization
- Fire Suppression
- Disaster Medical Operations & Triage
- Light Search & Rescue
- Disaster Psychology
- Terrorism Awareness
- Followed by a realistic Disaster Simulation Drill



SPRING 2015 CLASS SCHEDULE

Wednesday	February 25	6:00-9:00pm
Wednesday	March 4	6:00-9:00pm
Wednesday	March 11	6:00-9:00pm
Wednesday	March 18	6:00-9:00pm
Wednesday	March 25	6:00-9:00pm
Wednesday	April 1	6:00-9:00pm
Wednesday	April 15	6:00-9:00pm
Wednesday	April 22	6:00-9:00pm
Saturday	April 25	Time TBA

Graduation May 5th 7:00pm at City Hall.

**Classes will be held at Kirkland Justice Center
11750 NE 118th St. Kirkland, WA 98034**

COST: \$35 for Kirkland residents; \$50 for non-residents. Class fees are non-refundable.

REGISTRATION INFORMATION:

Course is limited to 32 participants on a first come, first served basis. Register online at www.KirklandCERT.com.
Registration will open on Monday, January 5, 2015.



For more information contact:
Christina Brugman
City of Kirkland Volunteer
Office of Emergency Management
CBrugman@kirklandwa.gov



~Be prepared for an emergency at home, work or in your community~



CITY OF KIRKLAND

Planning and Community Development Department

123 Fifth Avenue, Kirkland, WA 98033 425.587.3225

www.kirklandwa.gov

MEMORANDUM

Date: November 12, 2014

To: Planning Commission

From: Paul Stewart, AICP Deputy Planning Director

Subject: Planning Commission Retreat Topics

Recommendation

Planning Commission identify proposed agenda topics for consideration at the upcoming annual retreat.

Background

December 18th is the date we are scheduling for the annual Planning Commission Retreat. The retreat usually begins at 6:00 with dinner. The retreat is typically the time when staff proposes the Planning Work Program for the Commission's consideration and recommendation to the City Council at a joint meeting to be scheduled early in the new year. Attached is the current adopted 2014-2016 Work Program. Staff will be bringing a revised 2015-2017 work program to the retreat for review by the Commission.

The retreat is also an opportunity to discuss other issues of interest. These could range from such topics as procedural items, commission/staff interaction, public outreach approaches, lessons learned from 2014 or any variety of subjects that the Commission would like to consider.

In addition to the draft Planning Work Program, staff would suggest a couple of other items to discuss:

- 2015 Schedule for the Comprehensive Plan Update
- Neighborhood Plan approaches

Are there other items, the Commission would like to include on the agenda for discussion at the retreat?

Attachment: Adopted 2014-2016 Planning Work Program.

ADOPTED 2014 – 2016 PLANNING WORK PROGRAM: LONG RANGE TASKS Adopted April 1, 2014

2014

2015

2016

TASK		PROJECT MANAGER	2014 STAFF	J	F	M	A	M	J	J	A	S	O	N	D	1st	2nd	3rd	4th	1st	2nd	3rd	4th
POLICIES, PLANS & REGULATIONS																							
1.0	Comp Plan Update	Swan/Coogan	5.0 FTE																				
1.1	• Community Profile/GIS Data	Coogan																					
1.2	• LU Capacity Analysis	Shields																					
1.3	• Scoping & Visioning	Swan/Coogan																					
1.4	• Public Involvement	Coogan																					
1.5	• SEPA/EIS	Swan																					
1.6	• Totem Lake Plan Update	Collins																					
1.7	• General Elements Update Work	Various																					
1.8	• Neighborhood Plans Revisions	Various																					
1.9	• Code Amendments																						
1.10	• MRM PAR	Ruggeri	.3																				
2.0	Economic Development		.3 FTE																				
2.1	• Totem Lake TDR Analysis	Collins																					
2.2	• Infrastructure Financing Tools	Finance																					
2.3	• Industrial Lands Study	Wolfe/Collins																					
2.4	• Totem Lake Action Plan	Wolfe																					
3.0	Code Amendments																						
3.1	• Misc. Code Amendments	Brill	.6																				
3.2	• Fast Track. Code Amendments	Cox	.1																				
3.3	• Reformat Zoning Code	Cox	.2																				
3.4	• MF Parking Requirements	McMahan	.2																				
3.5	• CKC Regulations	McMahan	.1																				
3.6	• SEPA Revisions	Cox																					
3.7	• Traffic Impact Standards																						
3.8	• Sign Regulations																						
3.9	• Review Design Regs /Guidelines																						
3.10	• Marijuana Regs																						
3.11	• FAR Regulations																						
4.0	Subarea & Other Plans																						
4.1	• Cross Kirkland Corridor Plan	Godfrey																					
4.2	• Other Plans/Projects	Various	.1																				
5.0	Housing																						
5.1	• Housing Preservation																						
5.2	• Affordable Housing Strategies	Nelson/ARCH	.1 FTE																				
6.0	Env Stewardship/Sustainability																						
6.1	• Urban Forestry/Mgmt Plan	Powers	.5 FTE																				
6.2	• Critical Areas Regulations																						
6.3	• Green Team	Barnes	.1 FTE																				
7.0	Database Management	GIS/Goble	.1 FTE																				
8.0	Regional Coordination	Shields	.1 FTE																				
	<i>Planning Commission Tasks</i>																						
	<i>Other City Tasks</i>																						