

ORDINANCE O-4935

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO THE ENACTMENT OF MINIMUM VEHICLE AND BICYCLE PARKING PROVISIONS FOR COMMERCIAL AND RESIDENTIAL USES, AMENDING CHAPTER 105 OF THE KIRKLAND ZONING CODE; FILE NO. CAM26-00009.

1 WHEREAS, Washington State Senate Bill 5184, codified as RCW 35A.21.445, requires
2 cities to establish requirements for a minimum number of on-site parking stalls that are no
3 higher than the state limitations for commercial and residential projects and land uses; and
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5 WHEREAS, the City of Kirkland must implement the minimum parking limitations in
6 RCW 35A.21.445 no later than January 27, 2027; and
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8 WHEREAS, the City Council desires to promptly implement the parking changes
9 required by SB 5184 in order to support businesses and catalyze development within the city;
10 and
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12 WHEREAS, currently the City's parking regulations are incorporated throughout the
13 Kirkland Zoning Code in each individual zone's use development standards chart, which will
14 take a substantial amount of staff time to fully amend to be consistent with RCW 35A.21.445;
15 and
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17 WHEREAS, the City Council desires to consolidate the general parking requirements
18 for vehicles and bicycles rather than continue to have those requirements detailed in each
19 individual zone's use development standards chart, and Council intends that the provisions of
20 this ordinance will control over any pre-existing general parking requirements contained
21 elsewhere in the Kirkland Zoning Code or City ordinances; and
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23 WHEREAS, the Planning Commission held a public hearing on March 12, 2026, on the
24 amendment proposal and considered the comments received at the public hearing; and
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26 WHEREAS, after the public hearing on the amendment proposal, the Planning
27 Commission prepared a recommendation to the City Council as set forth in the staff report
28 dated March 3, 2026, bearing Kirkland Planning and Building Department File No. CAM26-
29 00009; and
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31 WHEREAS, the City Council has received the Planning Commission's
32 recommendation, which is to adopt an early action ordinance to implement the State-mandated
33 parking requirements as soon as possible, plus exempt from any minimum parking
34 requirements all uses except commercial uses within the NE 85th Street Station Area from
35 parking requirements and allow existing commercial spaces limited expansion without being
36 required to provide additional parking for the expansion; and
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38 WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has been a
39 SEPA Addendum to the City of Kirkland 2035 Comprehensive Plan Update and Totem Lake
40 Planned Action Ordinance Final Environmental Impact Statement (EIS), the NE 85th St.
41 Station Area Planned Action Final Supplemental EIS, and the 2044 Comprehensive Plan
42 Update Final Supplemental EIS, including supporting environmental documents, that was
43 issued by the responsible official pursuant to WAC 197-11-625 on March 11, 2026; and
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WHEREAS, in the public meeting on April 7, 2026, the City Council considered the SEPA determination made by the City's SEPA Responsible Official, together with the report and recommendation of the Planning Commission; and

WHEREAS, the City Council recognizes that these new regulations and changes are consistent with the Comprehensive Plan land use policies and that these provisions are necessary in order to comply with the requirements of RCW 35A.21.445; and

WHEREAS, the City Council intends to consider further amendments to the Kirkland Zoning Code in order to eliminate existing minimum parking requirements that are inconsistent with this ordinance.

NOW, THEREFORE, the City Council of the City of Kirkland do ordain as follows:

Section 1. A new section entitled "General Vehicle Parking Space Requirements for All Zones" is hereby created, to be added to Chapter 105 of the Kirkland Zoning Code (KZC) and codified as KZC 105.22, which shall read as follows:

105.22 General Vehicle Parking Space Requirements for All Zones

This section establishes the minimum number of general vehicle parking spaces required for all uses in all zones. In the event of a conflict between the standards established in this section and any other provision of the Kirkland Zoning Code or City ordinances relating to minimum parking requirements preexisting adoption of this section, the requirements of this section shall control.

For the purposes of this section, "commercial uses" are uses that serve nonresidential business purposes, including retail, office, general merchandise, and food service uses, but not including institutional or industrial uses.

1. Exemptions:

- a) All uses are exempt from any requirement of a minimum number of general vehicle parking spaces in the following zones: UF, CMU, NMU, and CVU.
- b) The following uses are exempt from any requirement for a minimum number of general vehicle parking spaces:
 - i) All residential units under 1,200 square feet
 - ii) Accessory Dwelling Units
 - iii) Assisted Living Facilities
 - iv) Nursing Homes
 - v) Affordable housing as defined in KZC 5.10.023 (see subsection 4 below)
 - vi) Ground level nonresidential space in mixed-use buildings
 - vii) Commercial uses if the cumulative gross floor area is less than 3,000 square feet on the subject property.
 - viii) Day-Care Centers and Mini Day-Care Centers (see subsection 3 below)
- c) For changes of use or expansions of existing buildings, existing parking spaces must be retained to the extent required for the subject use in subsection (2) below but no additional off-street general vehicle parking will be required in the following scenarios:
 - i) Changes of use from commercial to commercial
 - ii) Changes of use from nonresidential to residential

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

2. Minimum Off-Street Vehicle Parking Space Requirements:

The number of general vehicle parking spaces required for a use by this section is the minimum required. If the required number of parking spaces results in a fraction, the applicant shall provide the number of spaces equal to the next higher whole number.

a) Residential uses:

- i) Detached dwelling units: 1 space per unit
- ii) Attached, or stacked dwelling units, co-living units, and middle housing units: 0.5 space per unit.

b) Commercial uses:

- i) Kennel: 1 space per 1,000 sq. ft. of gross floor area
- ii) Breweries, Wineries and Distilleries: 1 space per 1,000 sq. ft. of gross floor area
- iii) Marina: 1 space per 2 slips
- iv) All other water related uses: See KZC 105.25
- v) Golf Course: See KZC 105.25
- vi) Commercial Equestrian Facility: See KZC 105.25
- vii) Professional Football, Baseball, or Soccer Practice or Play Facility: See KZC 105.25
- viii) All other commercial uses with cumulatively over 3,000 square feet of gross floor area on the subject property: 1 space per 500 sq. ft.

c) Industrial uses:

- i) Wholesale and Manufacturing Uses: 1 space per 1,000 sq. ft. of gross floor area
- ii) Hazardous Waste Treatment and Storage Facilities: 1 space per 1,000 sq. ft. of gross floor area
- iii) Industrial Laundry Facilities: 1 space per 1,000 sq. ft. of gross floor area
- iv) Warehouse Storage Services: 1 space per 1,000 sq. ft. of gross floor area
- v) Recycling Centers: See KZC 105.25
- vi) All other industrial uses: 1 space per 1,000 sq. ft. of gross floor area

d) Institutional uses:

- i) Faith-based facility: 1 space for every 4 people based on maximum occupancy load of worship space. No parking is required for day-care or school ancillary to the use.
- ii) Schools and Mini Schools: See KZC 105.25 and subsection 3 below.
- iii) All other institutional uses: See KZC 105.25.

3. Special Regulations for Institutional Uses:

For school and/or childcare uses, an on-site passenger loading area must be provided unless otherwise approved by the Public Works Official. The Public Works Official shall determine the appropriate size of the loading areas on a case-by-case basis, depending primarily on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading times, right-of-way improvements, or other means may be required to reduce traffic impacts on the nearby uses and rights-of-way.

Section 2. A new section entitled "Bicycle Parking Requirements" is hereby created, to be added to Chapter 105 KZC and codified as KZC 105.30, which shall read as follows:

105.30 Bicycle Parking Requirements

This section establishes the requirements for bicycle parking minimums for all uses in all zones except the following: UF, CMU, NMU, CVU, and development in the BC 1 zone subject to KZC 35.10.030(7). See KZC 57.25.060 for bicycle parking standards for UF, CMU, NMU, and CVU. In the event of a conflict between the standards established in this section and any other provision of the Kirkland Zoning Code or City ordinances relating to minimum parking requirements preexisting adoption of this section, the requirements of this section shall control.

Bicycle parking spaces shall be provided in all new development to encourage the use of bicycles as a form of transportation by providing safe and convenient places to park bicycles. Both short-term and long-term bicycle parking shall be provided. Short-term bicycle parking is intended to serve visitors or business patrons who visit the project site for a short time period, meaning approximately four hours or less. Short-term bicycle parking must be located near the site entrance in a visible location that makes it easy to find for visitors. Long-term bicycle parking is intended to serve residents or employees who may need to store bikes on site during a typical workday or overnight. Long-term bicycle parking must be secured and weatherproof to provide a safe and comfortable storage place for longer periods.

1. General Bicycle Parking Standards.

- a) Short- and long-term bicycle parking shall be provided based on the following rates:

TABLE 1: BICYCLE PARKING RATES

Use	Short-Term Bicycle Parking Rate (spaces per bed or per sq. ft of gross floor area)	Long-Term Bicycle Parking Rate (spaces per bed or sq. ft. of gross floor area)
Residential: Detached Dwelling Unit, Middle Housing	Not required	Not required
Residential: Co-Living Housing Units, Attached or Stacked Dwelling Units	0.05/unit	0.5/unit
Residential: Assisted Living Facility	0.05/unit	0.08/unit
Residential: Convalescent Center	0.05/bed	0.08/bed
Commercial: General	0.50/1,000 SF GFA	0.33/1,000 SF GFA
Commercial: Office	0.07/1,000 SF GFA	0.33/1,000 SF GFA
Industrial	0.01/1,000 SF GFA	0.08/1,000 SF GFA
Institutional	As determined by City Transportation Engineer under KZC 105.25	As determined by City Transportation Engineer under KZC 105.25

- b) Commercial development, both general commercial and office uses, and institutional development required to provide 25 or more long-term bike parking spaces shall also provide at least one shower for commuters. Shower facilities shall be provided at a rate of one shower per 25 required long-term bike parking spaces. Showers should be

provided adjacent to bike parking although showers provided on site as part of other facilities may satisfy this requirement; provided, that wayfinding signage is included.

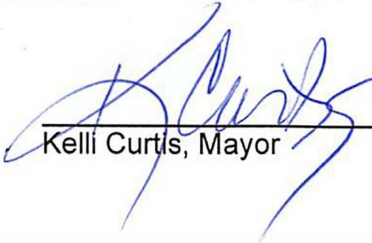
- c) The required number of short-term bicycle parking spaces shall be rounded up to the nearest even number.
- d) The required number of long-term bicycle parking spaces shall be rounded up to the nearest whole number.
- e) The Planning Official may modify the required amount of bicycle parking according to size of development and anticipated pedestrian and bicycle activity as determined by the City Transportation Engineer. Lack of existing bicycle and pedestrian activity shall not be considered as sufficient criteria to provide less than the minimum required amount of bicycle parking.
- f) Design of bike parking is subject to approval by the Public Works Official.

Section 3. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance or the application of the provision to other persons or circumstances is not affected.

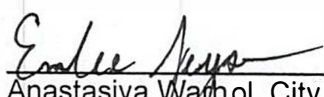
Section 4. This ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication, as required by law, in the summary form attached to the original of this ordinance.

Passed by majority vote of the Kirkland City Council in open meeting this 7th day of April, 2026.

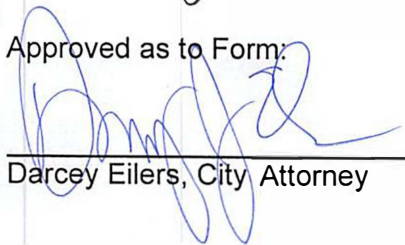
Signed in authentication thereof this 7th day of April, 2026.


Kelli Curtis, Mayor

Attest:


Anastasiya Warnol, City Clerk
Emilee Ferguson, Deputy City Clerk

Approved as to Form:


Darcey Eilers, City Attorney

Publication Date: April 13, 2026

PUBLICATION SUMMARY
OF ORDINANCE NO. O-4935

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO THE ENACTMENT OF MINIMUM VEHICLE AND BICYCLE PARKING PROVISIONS FOR COMMERCIAL AND RESIDENTIAL USES IN ALL ZONES, AMENDING CHAPTER 105 OF THE KIRKLAND ZONING CODE; FILE NO. CAM26-00009.

1 SECTION 1. Adds a new section to the Kirkland Zoning Code (KZC) to be codified as
2 section 105.22 establishing general vehicle parking requirements citywide.
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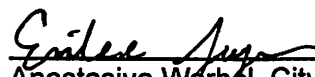
4 SECTION 2. Adds a new section 105.30 KZC establishing bicycle parking
5 requirements.
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7 SECTION 3. Provides a severability clause for the ordinance.
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9 SECTION 4. Authorizes publication of the ordinance by summary and establishes the
10 effective date as five days after publication of summary.
11

12 The full text of this Ordinance will be mailed without charge to any person upon request
13 made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City
14 Council at its meeting on the 7th day of April 2026.
15

16 I certify that the foregoing is a summary of Ordinance O-4935 approved by the Kirkland
17 City Council for summary publication.



Anastasiya Warhol, City Clerk
Emilee Ferguson, Deputy City Clerk