

Chapter 113 – COTTAGE, CARRIAGE AND MULTIPLEX HOUSING

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113.05 User Guide

This chapter provides standards for alternative types of housing in Single-Family zones. If you are interested in proposing cottage, carriage or multiplex single family housing units or you wish to participate in the City's decision on a project including these types of housing units, you should read this chapter.

113.10 Voluntary Provisions and Intent

The provisions of this chapter are available as alternatives to the development of typical detached single family homes. These standards are intended to address the changing composition of households, and the need for smaller, more diverse, and often, more affordable housing choices. Providing for a variety of housing types also encourages innovation and diversity in housing design and site development, while ensuring compatibility with surrounding single family residential development.

113.15 Housing Types Defined

The following definitions apply to the housing types allowed through the provisions in this Chapter:

1. Cottage – A detached, single-family dwelling unit containing 1,500 square feet or less of gross floor area.
2. Carriage Unit – A single-family dwelling unit, not to exceed 800 square feet in gross floor area, located above a garage structure.
3. Multiplex – A structure containing two dwelling units (duplex) or three dwelling units (triplex), designed to look like a detached single-family home.

113.20 Applicable Use Zones

ATTACHMENT	<u>1</u>
<u>HOC</u>	<u>9/24/07</u>

The housing types described in this chapter may be used only in the following low density zones: RS 7.2, RSX 7.2, RS 8.5, RSX 8.5, RS 12.5 and RSX 12.5 (see Section 113.25 for further standards regarding location of these housing types).

113.25 Parameters for Cottages, Carriage Units and Multiplex Housing Types

Please refer to Sections 113.30, 113.35 and 113.40 for additional requirements related to these standards.

	Cottage	Carriage	Multiplex
Max Unit Size ¹	1,500 square feet ²	800 square feet	1,000 square feet Structure total: Duplex: 2,000 s.f. Triplex: 3,000 s.f. <i>(Note: see staff recommendation in memo)</i>
Density	2 times the maximum number of detached dwelling units allowed in the underlying zone ^{3 & 4}		
Max Floor Area Ratio (FAR) ^{5, 6}	Option 1: .28 Option 2 (Recommended by Staff): .30 FAR for developments that include affordable housing may be increased to .35 (see Section 113.40).		

¹ A covenant restricting any increases in unit size after initial construction shall be recorded against the property. Vaulted space may not be converted to habitable space.

² Maximum size for a cottage which includes an attached garage is 1,700 square feet.

³ Existing detached dwelling units may remain on the subject property and will be counted as units.

⁴ When the conversion from detached dwelling units to equivalent units results in a fraction, the equivalent units shall be limited to the whole number below the fraction.

⁵ FAR Exemptions: The exemptions noted in Sections 115.42.1.a and b, and 115.42.2 shall also apply to the development of cottage housing projects. In addition, the following floor area shall be exempt from the total gross floor area of development on the site used in the calculation of FAR:

- Up to 1,000 square feet of the gross floor area of any community building or other indoor community space.
- Up to 300 square feet per dwelling unit of the space in detached garages.

⁶ FAR regulations are calculated using the entire development site. FAR for individual lots may vary.

	Cottage	Carriage	Multiplex
Development Size	Min. 4 units Max 24 units Maximum cluster ⁷ : 12 units	Must be part of a cottage development, unless approved through Process IIA, Chapter 150.	
Review Process	Process I	Process IIA ⁸	
Location	May not be located within 1,500' of another cottage housing development approved under the provisions of this Chapter.	A development consisting of only one multiplex may be no closer than 500' to another similar multiplex development approved under the provisions of this Chapter. Developments containing more than one multiplex structure (e.g., two duplexes within a project) must be located at least 1,500' from another development containing either more than one multiplex or a cottage project.	
Parking Requirements	Units under 700 square feet: 1 space per unit Units between 700-1,000 square feet: 1.5 spaces per unit Units over 1,000 square feet: 2 spaces per unit. Must be provided on the subject property.		
Minimum Required Yards (from exterior property lines of subject property)	Front:	20'	
	Other	10'	

⁷ Cluster size is intended to encourage a sense of community among residents. A development site may contain more than one cluster, with a clear separation between clusters.

⁸ See Section 113.45. Carriage units and multiplexes may be included within a cottage housing proposal to be reviewed through Process 1 provided that the number of multiplex and cottage units does not exceed 20% of the total number of units in the project.

	Cottage	Carriage	Multiplex
Minimum Distance Between Structures (including accessory structures)	10'		
Lot coverage (all impervious surfaces) ⁹	50%		
Height Dwelling Units Accessory Structures	25' (RS Zones) and 27' (RSX Zones) maximum above A.B.E., (where minimum roof slope of 6:12 for all parts of the roof above 18' are provided). Otherwise, 18' above A.B.E. One story, not to exceed 18' above A.B.E.		
Tree Retention	Standards contained in Section 95.35 for Tree Plan III shall apply to development approved under this Chapter.		

⁹ Lot coverage is calculated using the entire development site. Lot coverage for individual lots may vary.

	Cottage	Carriage	Multiplex
Common Open Space	400 square feet per unit. Private open space is also encouraged (See Section 113.35)		
Community Buildings	Community buildings are encouraged. See Section 113.30 for further regulations.		
Attached Covered Porches	Each unit must have a covered porch with a minimum area of 64 square feet per unit and a minimum dimension of 7' on all sides		
Development Options	Subdivision Binding Site Plan Condominium Rental or Ownership		
Accessory Dwelling Units (ADUs)	Not permitted as part of an innovative housing development.		

113.30 Community Buildings and Community Space in Cottage Developments

Community buildings and community space are encouraged in cottage developments.

1. Community buildings or space shall be clearly incidental in use and size to the dwelling units.
2. Building height for community buildings shall be no more than one story. Where the community space is located above another common structure, such as a detached garage or storage building, standard building heights apply.
3. Community buildings must be located on the same site as the cottage housing development, and be commonly owned by the residents.

113.35 Design Standards and Guidelines

1. Cottage Projects

a. Orientation of Dwelling Units

Dwellings within a cottage housing development should be oriented to promote a sense of community, both within the development, and with respect to the larger community, outside of the cottage project. A cottage development should not be designed to "turn its back" on the surrounding neighborhood.

1. Where feasible, each dwelling unit that abuts a common open space shall have a primary entry and/or covered porch oriented to the common open space.
2. Each dwelling unit abutting a public right-of-way (not including alleys) shall have an inviting façade, such as a primary or secondary entrance or porch, oriented to the public right-of-way. If a dwelling unit abuts more than one public right-of-way, the City shall determine to which right-of-way the inviting façade shall be oriented.

b. Required Common Open Space

Common open space should provide a sense of openness, visual relief, and community for cottage developments. The space must be outside of wetlands, streams and their buffers, and developed and maintained to provide for passive and/or active recreational activities for the residents of the development.

1. Each area of common open space shall be in one contiguous and useable piece with a minimum dimension of 20 feet on all sides.
2. Required common open space may be divided into no more than two separate areas per cluster of dwelling units.
3. Common open space shall be located in a centrally located area and be easily accessible to all dwellings within the development.
4. Fences may not be located within required open space areas.
5. Landscaping located in common open space areas shall be designed to allow for easy access and use of the space by all residents, and to facilitate maintenance needs. Where feasible, existing mature trees should be retained.
6. Unless the shape or topography of the site precludes the ability to locate units adjacent to the common open space, the following standards must be met:

- a. The open space shall be located so that it will be surrounded by cottages or multiplexes on at least two sides;
 - b. At least 50% of the units in the development shall abut a common open space. A cottage is considered to "abut" an area of open space if there is no structure between the unit and the open space.
7. Surface water management facilities shall be limited within common open space areas. Low Impact Development (LID) features are permitted, provided they do not adversely impact access to or use of the common open space for a variety of activities. Conventional stormwater collection and conveyance tools, such as flow control and/or water quality vaults are permitted if located underground.
- c. Shared Detached Garages and Surface Parking Design

Parking areas should be located so their visual presence is minimized, and associated noise or other impacts do not intrude into public spaces. These areas should also maintain the single family character along public streets.

1. Shared detached garage structures may not exceed four garage doors per building, and a total of 1,200 square feet.
 2. For shared detached garages, the design of the structure must be similar and compatible to that of the dwelling units within the development.
 3. Shared detached garage structures and surface parking areas must be screened from public streets and adjacent residential uses by landscaping or architectural screening.
 4. Shared detached garage structures shall be reserved for the parking of vehicles owned by the residents of the development. Storage of items which preclude the use of the parking spaces for vehicles is prohibited.
 5. Surface parking areas may not be located in clusters of more than 4 spaces. Clusters must be separated by a distance of at least 20 feet.
 6. The design of carports must include roof lines similar and compatible to that of the dwelling units within the development.
- d. Low Impact Development

The proposed site design shall incorporate the use of low impact development (LID) strategies to meet stormwater management standards. LID is a set of techniques that mimic natural watershed hydrology by slowing, evaporating/transpiring, and filtering water, which allows water

to soak into the ground closer to its source. The design should seek to meet the following objectives:

1. Preservation of natural hydrology.
2. Reduced impervious surfaces.
3. Treatment of stormwater in numerous small, decentralized structures.
4. Use of natural topography for drainageways and storage areas.
5. Preservation of portions of the site in undisturbed, natural conditions.
6. Reduction of the use of piped systems. Whenever possible, site design should use multifunctional open drainage systems such as vegetated swales or filter strips which also help to fulfill landscaping and open space requirements.

e. Multiplex and Carriage Units within Cottage Projects

Multiplex and carriage units may be included within a cottage housing development. Design of these units should be compatible with that of the cottages included in the project.

f. Variation in Unit Sizes, Building and Site Design

Cottage projects should establish building and site design that promotes variety and visual interest that is compatible with the character of the surrounding neighborhood.

1. Projects should include a mix of unit sizes within a single development.
2. Proposals are encouraged to provide a variety of building styles, features and site design elements within cottage housing communities. Dwellings with the same combination of features and treatments should not be located adjacent to each other.

g. Private Open Space

Open space around individual dwellings should be provided to contribute to the visual appearance of the development, and to promote diversity in landscape design.

h. Pedestrian Flow through Development

Pedestrian connections should link all buildings to the public right of way, common open space and parking areas.

2. Multiplexes not included in Cottage Developments

Duplexes and triplexes are an allowed use on individual lots in the zones listed in Section 113.20. Multiplexes should be consistent in height, bulk, scale and style with surrounding single-family residential uses.

a. Entries

Multiplexes shall maintain the traditional character and quality of detached single-family dwelling units by using design elements such as the appearance of single points of entry addressing the street, pitched roofs, substantial trim around windows, porches and chimneys. Ideally, the multiplex will have no more than one entry on each side of the structure.

b. Low Impact Development (LID)

Projects containing two or more multiplexes shall follow the LID standards set forth in Section 113.35 of this Chapter.

c. Garages and Surface Parking Design

1. Garages and driveways for multiplexes shall meet the standards established in Sections 115.43 and 115.115.5 of this Zoning Code. In addition, no more than three garage doors may be visible on any façade of the multiplex.
2. Surface parking shall be limited to groups of no more than three stalls. Parking areas with more than two stalls must be visually separated from the street, perimeter property lines and common areas through site planning, landscaping or natural screening.

113.40 Affordable Housing

1. Affordability Requirement –

- **Option 1 (Staff Recommendation):** Projects including 10 or more housing units shall be required to provide 10% of the units as affordable to households earning 100% or less of the King County median income. Any fraction resulting from the calculation of required affordable units shall be rounded down to the nearest whole number. In order to accommodate the affordable unit(s) and provide for additional floor area, the total allowable FAR for the development will be increased from .30 to .35. *(If the Planning Commission prefers the .28 base FAR, this option could be revised to include the .28 base FAR, with an increase to .33).*
- **Option 2:** Projects including 10 or more housing units shall be required to provide 10% of the units as affordable to households earning 100% or less of the King County median income. Any

fraction resulting from the calculation of required affordable units shall be rounded down to the nearest whole number.

- **Option 3:** Applicants are encouraged to provide for affordability in their developments. Projects including 10 or more housing units that set aside 10% of the units as affordable to households earning 100% or less of the King County median income shall be granted an increase in the maximum FAR allowed on the site (see Section 113.25). Any fraction resulting from the calculation of affordable units provided shall be rounded down to the nearest whole number.
- **Option 4:** Projects including 10 or more housing units shall be required to provide 10% of the units as affordable housing. The level of affordability shall be determined according to the following schedule:
 - 10 unit project: 1 unit affordable to households earning 100% of King County Median Income
 - 11 unit project: 1 unit affordable to households earning 98% of King County Median Income

And so forth, until a project with 19 units will provide 1 unit affordable to households earning 82% of King County median income. For projects with 20 units or more, the following schedule will apply:

- 20 unit project: 2 units affordable to households earning 100% of King County Median Income
- 21 unit project: 2 units affordable to households earning 98% of King County Median Income
- 22 unit project: 2 units affordable to households earning 96% of King County Median Income
- 23 unit project: 2 units affordable to households earning 94% of King County Median Income
- 24 unit project: 2 units affordable to households earning 92% of King County Median Income

Affordable dwelling units shall have the same general appearance and use the same exterior materials as the market rate dwelling units, and shall be dispersed throughout the development.

The type of ownership of the affordable housing units shall be the same as the type of ownership for the rest of the housing units in the development.

2. Affordability Agreement – Prior to issuance of a certificate of occupancy, an agreement in a form acceptable to the City Attorney shall be recorded with King County Department of Records and Elections. The agreement shall address price restrictions, homebuyer or tenant qualifications, long-term affordability, and any other applicable topics of the affordable

housing units. The agreement shall be a covenant running with the land and shall be binding on the assigns, heirs and successors of the applicant.

Affordable housing units that are provided under this section shall remain as affordable housing for a minimum of 30 years from the date of initial owner occupancy for ownership affordable housing units and for the life of the project for rental affordable housing units.

113.45 Review Process

1. Approval Process – Cottage Housing Development

- a. The City will process an application for cottage development through Process I, Chapter 145.
- b. Public notice for developments proposed through this Section shall be as set forth under the provisions of Chapter 150 (Process IIA).

2. Approval Process – Carriage Unit and Multiplex Development

- a. Multiplexes and carriage units that are part of a cottage project shall be reviewed through Process I provided that the number of multiplex and cottage units does not exceed 20% of the total number of units in the project. Noticing requirements shall be as described in paragraph 1.b, above.
- b. All other developments containing carriage and multiplex units shall be reviewed using Process IIA.

3. Approval Process – Requests for Modifications to Standards

- a. Minor Modifications: Applicants may request minor modifications to the general parameters and design standards set forth in this Chapter. The Planning Director or Hearing Examiner may modify the requirements if all of the following criteria are met:
 - i. The site is constrained due to unusual shape, topography, easements or sensitive areas.
 - ii. The modification is consistent with the objectives of this Chapter.

- iii. The modification will not result in a development that is less compatible with neighboring land uses

4. Review Criteria

- a. In addition to the criteria established for review of development proposals in Chapter 145 and 150, the applicant must demonstrate that:
 - i. The proposal is compatible with and is not larger in scale than surrounding development with respect to size of units, building heights, roof forms, setbacks between adjacent buildings and between buildings and perimeter property lines, number of parking spaces, parking location and screening, access and lot coverage.
 - ii. Any proposed modifications to provisions of this Chapter are important to the success of the proposal as an alternative housing project and are necessary to meet the intent of these regulations.

113.50 Additional Standards

- 1. Application fees for the Process I or IIA review of the proposed project shall be based on the number of single-family units that would be allowed by the underlying zoning, regardless of the number of units proposed under this Chapter.
- 2. Impact fees under Kirkland Municipal Code Chapters 27.04 and 27.05 for the proposed project shall be assessed at the rates for multifamily dwelling units, as identified in Appendix A of Kirkland Municipal Code Chapters 27.04 and 27.06.
- 3. The City's approval of a cottage housing or multiplex housing project does not constitute approval of a subdivision, a short plat, or a binding site plan. A lot that has cottage, carriage or multiplex single family housing may not be subdivided unless all of the requirements of the Zoning Code and Title 22 of the Kirkland Municipal Code are met. A lot containing a multiplex may not be subdivided in a manner that results in the multiplex dwelling units being located on separate lots.