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MEMORANDUM

To: Houghton Community Council

From: Sean LeRoy, Planner
Adam Weinstein, AICP, Planning and Building Director

Date: May 22, 2019

Subject: Missing Middle Housing (MMH)
Kirkland Zoning Code (KZC) 113 – Cottage, Carriage and Two-/Three-Unit Homes and Miscellaneous Zoning Code Amendments in Zones Requiring Density Minimums
Code Amendments, File Number CAM19-00152

Staff Recommendation
Receive staff briefing on proposed amendments and provide recommendation to the Planning Commission.

Background
This project, scheduled for the first half of this year, is part of the 2019-2021 Planning Work Program, which was adopted by the City Council on April 2, 2019. The Work Program indicates that the "project involves amending the City's duplex, triplex, and cottage regulations to encourage an expansion of the supply of these housing types. This project is also a follow-up to the updated neighborhood plans, which contain policies promoting more compact housing." Amendments to the City's Accessory Dwelling Unit (ADU) regulations are also in progress as an independent project.

The provisions of KZC 113, in their current form, are applicable within the jurisdiction of the Houghton Community Council, with the exception of the allowance of stand-alone two-/three-unit homes. In the adoption of KZC 113, Houghton Community Council chose to exempt properties within its jurisdiction from this provision.

<u>The "Missing" Middle</u>
Communities across the U.S. are experimenting with ways to increase housing affordability that reflects the differing needs and income levels of residents. In Kirkland, housing affordability challenges are exacerbated by the relative scarcity and cost of land. In lieu of traditional upzoning, whereby low-density residential areas are re-zoned to allow for more intensive, multi-family housing construction, some communities are opting for a more neighborhood-compatible approach to encouraging residential infill that is of a smaller scale and looks and functions more like single-family residential housing. The term "Missing Middle Housing" (MMH) typically refers to a range of housing types, compatible in design and scale with single-family homes, which fill the gap between conventional single-family homes and apartment or condominium units in multi-story buildings. Typically, MMH units (by nature of their relatively smaller size and clustered nature) are designed to be more affordable than conventional single-family units and supportive of walkable neighborhoods, transit, and local-serving commercial uses. Historically, MMH was common prior to World War II, when neighborhoods in many

cities were designed to be mixed-income. Communities as diverse as Olympia, Washington; Minneapolis, Minnesota; and Montgomery County, Maryland have recently sought to encourage MMH alongside single-family residences, in order to increase housing supply and meet demand for this type of housing.

History of KZC 113

In 2002, endeavoring to encourage variety in housing size, stock and affordability, the City drafted interim regulations allowing the construction of cottage, carriage and two/three-unit homes, within prescribed low-density zones. These regulations, applicable within the jurisdiction of Houghton Community Council, with the exception of stand-along two-/three-unit homes, were crafted with the acknowledgement that they would not likely yield housing affordable to lower-income households, but could encourage more compact housing that would be relatively more affordable than conventional single-family units. The interim regulations resulted in the construction of the Danielson Grove project, located in the Rose Hill neighborhood. Danielson Grove (see photo), described as a blend of "privacy and community," consists of 16 one-, two-, and three-bedroom compact homes. Each home is on a single lot, carefully planned around garden courtyards and a "Commons" building. The City codified the original interim regulations in 2004, resulting in the construction of other developments, such as the Juanita Farmhouse Cottages and a couple of duplex and triplex projects.

In its current iteration, KZC 113, while allowing a variety of housing types, limits location and restricts design elements and massing more stringently than for single-family homes. As a result, development of MMH under KZC 113 has been fairly limited since initial adoption of the regulations. Other factors that may have influenced the relatively low production of MMH in Kirkland include high land values, a strong market for larger, more expensive homes, lack of developer experience in developing MMH, and cultural preferences for conventional single-family houses.

Policy Support

Proposed amendments to Chapter 113 are supported by the following existing City Plans and Policies.

Comprehensive Plan

The City's Comprehensive Plan includes a Housing Element with the intended purpose of preserving the neighborhood quality of the City, while also improving housing opportunities for all residents. A variety of housing types and sizes is essential if Kirkland is to meet the needs of households that want to live in the community.

Below is a list of Goals and Policies relevant to the proposed amendments to KZC 113.

> **Goal H-1**: Maintain and enhance the unique residential character of each City neighborhood.
> *Policy H.1.1: Incorporate neighborhood character and design principles into standards for new development.*

Goal H-2: Ensure that Kirkland has a sufficient quantity and variety of housing to meet projected growth and needs of the community.
Policy H-2.3: Create flexible site and development standards, and maintain efficient development and review systems, that balance the goals of reduced housing development costs with other community goals.

Policy H-2.4: Allow a broad range of housing and site planning approaches in single-family areas to increase housing supply and choice, to reduce cost, and to ensure design quality and neighborhood compatibility.

Neighborhood Plans
As part of the 2018 North and South Rose Hill Neighborhood Plan and Bridle Trails Neighborhood Plan update process, the community developed specific policies to retain the residential character of the neighborhoods while accommodating new and innovative compact housing opportunities (including two- and three-unit housing, cottages, and ADUs) to serve a diverse population.

Housing Strategy Plan
The City's Housing Strategy Plan provides specific strategies to implement the goals in the Housing Element of the City's Comprehensive Plan. A major theme of the Housing Strategy Plan is expansion of housing choices thought empowerment of the private market to achieve an overall diversity in housing supply and type.

Research and Outreach
As part of the amendment process, staff has reached out to and received input from a variety of public- and private-sector stakeholders. Staff has held briefings with the Kirkland Alliance of Neighborhoods (generally as part of the neighborhood plan update process), the Planning and Economic Development Committee, visited a recently-constructed triplex project at 7423 132nd Avenue NE and discussed development challenges with the owner/developer. Staff has also established a web page for the code amendment project on the Planning and Building Department website.

At the May 20 meeting with the Master Builders Association of King County, staff provided a briefing on the proposed amendments to KZC 113. Feedback provided by members was generally positive, and several clarifying questions were posed. Below is a summary, followed by a brief staff response.

- What is meant by "stand-alone two-/three-unit homes" as referenced to the exclusion in KZC 113.25 footnote 1?
    - Under the current code, two-/three-unit homes are only allowed within the jurisdiction of Houghton Community Council as part of a cottage housing project. Staff is proposing that stand-alone two-/three-unit homes be allowed in Houghton; see Table 2 below.
- Is the City amenable to receiving analysis on the market viability of MMH projects in single-family zones?
    - Staff will provide a summary sheet of proposed amendments to the developers who attended the May 20 meeting for feedback on market viability analysis.
- Would the City allow a duplex to be short platted?
    - The current iteration of KZC 113 allows the following development/ownership options for MMH projects: subdivision, condominium, rental or ownership. Staff is proposing to retain this provision; see Table 1 below.
- What ownership structure would an ADU take as part of a cottage development?

    - As part of the KZC 113 amendments, staff recommends allowing attached ADUs as part of a cottage housing development; see Table 1 below. While an ADU cannot be located on a separate parcel from the cottage unit to which it is attached, it can be owned or rented as part of the cottage unit.
- Does the City have concerns about MMH projects being used as short-term rentals?
    - The City has detailed regulations (approved in 2017) currently in place to govern short-term rentals; see KMC 7.02.300 and 7.02.310.
- Why is the City separating ADU code amendments from KZC 113 amendments?
    - Staff agrees that ADUs are an integral part of MMH, and represent an important solution to increase housing affordability using market forces. Amendments to the City's ADU code will be a separate process due to the fact that it resides in a separate section of the zoning code, with related but divergent effects on other zoning standards. The ADU code amendments are currently in-progress.

Planning Commission Study Sessions

In addition to conducting outreach and briefing key stakeholders, staff has also presented proposed amendments at two Planning Commission study sessions. At the April 11 study session, staff presented potential amendments to KZC 113 for each zoning topic as currently reflected in the Zoning Code. The Commission requested that staff revisit initial proposed amendments by considering options for a "bolder" approach to the core zoning topics, as well as proposing design guidelines, to ensure that new MMH is compatible with single-family residences.

At the May 9 study session, staff presented "bolder" approaches to several key zoning topics, including maximum unit size, parking and common open space. Staff also presented proposed design guidelines for Cottage and Carriage homes and Two-/Three-Unit homes. In general, the Planning Commission recommended that staff move forward with the bolder approach for each topic.

Proposed Amendments

The City's goals in amending KZC 113 are summarized below:

1. Develop amendments that incentivize development of MMH which is both economically viable and reflects Kirkland's community values; and
2. Draft clear, concise and actionable code, that is responsive to the needs of the development community, the market and the public, and can be administered by City staff in a consistent and predicable manner.

The following tables include staff's initial proposed amendment, a "bolder" option, where applicable, and considerations related to each proposed amendment.

Table 1: Concept Amendments to KZC 113

Topic	Cottage	Carriage	Two-/Three-Unit Home	Proposed Amendment	Bolder Option	Staff Notes
Applicable Use Zones	The housing types described in this chapter may be used only in the following low-density zones: RSA 4, RSA 6, RS 7.2, RSX 7.2, RS 8.5, RSX 8.5, RS 12.5 and RSX 12.5			Allow in all low-density zones (including in Houghton)	NA	
Maximum Unit Size	1,500 square feet	800 square feet	1,000 square feet average unit size Structure total: Two-Unit: 2,000 sf; Three-Unit: 3,000 sf	Eliminate maximum unit size provisions for two-/three-unit homes. Allow maximum sizes of two-/three-unit homes to be dictated by underlying floor area ratio (FAR) maximum. Within the jurisdiction of Houghton Community Council, MMH housing developments would be regulated and/or limited by lot coverage, maximum allowed height and required setbacks	Same as Initial Staff Option, but increase maximum size of Cottages to 1,700 square feet (not to include attached ADUs)	Unit size will further be controlled by lot coverage, setbacks and height

Topic	Cottage	Carriage	Two-/Three-Unit Home	Proposed Amendment	Bolder Option	Staff Notes
Density	2 times the maximum number of detached dwelling units allowed in the underlying zone			Retain existing provisions	NA	No density amendment is warranted in order to preserve compatibility with single-family neighbor-hoods
Max Floor Area Ratio (FAR)	0.35			Allow the same FAR as would apply to a single-family house built on the property.	Grant an additional 10% FAR bonus above that which is allowed for single-family development, including: -5% for developing MMH - An additional 5% FAR will be allowed if at least two of the design elements below are used: -Roof form is peaked at a minimum pitch of 4 feet vertical to 12 feet horizontal -All structures are set back from side property lines by at least 7 ½ feet	FAR not applicable in Houghton The additional 5% FAR increase tied to design elements, derives from recent amendments to the City's FAR regulations (KZC 115.42)

Topic	Cottage	Carriage	Two-/Three-Unit Home	Proposed Amendment	Bolder Option	Staff Notes
					-The gross floor area of any floor above ground level shall be reduced by a minimum of 15 percent of the floor area on the ground floor	
Develop-ment Size	For cottage: Min. 4 units Max. 24 units Maximum cluster: 12 units	Allowed when included in a cottage project	Must be limited to either one (1) two-unit home or one (1) three-unit home, or be part of a cottage develop-ment, unless approved through Process IIA, Chapter 150 KZC	Reduce to 2 units; or delete minimum but keep maximum)	NA	Provides the potential to construct a cottage development on smaller lots
Review Process	Process I Planning Director decision, appeal-able to the Hearing Examiner	Allowed when included in a cottage project	Single two-unit home or single three-unit home: Process I Develop-ments containing more than one two-unit or one three-unit	Retain existing provisions	Process Cottage and Two-/Three-unit homes through the same review process as a single-family residences	Removing the requirement for zoning permit approval would allow for a more streamlined and expeditious approval, similar to a single-family residence

Topic	Cottage	Carriage	Two-/Three-Unit Home	Proposed Amendment	Bolder Option	Staff Notes
			home (other than a cottage project): Process IIA (Hearing Examiner Decision, appealable to the City Council)			
Location	Developments containing cottage, carriage and/or two/three-unit homes may not be located closer than the distance noted below to another development approved under the provisions of KZC 113 or under Ordinance 3856 (Interim Regulations - Innovative Housing Demonstration): 1 to 9 Units: 500' 10 – 19 Units: 1,000' 20 – 24 Units: 1,500'			Eliminate location requirements (i.e., restrictions on proximity to another similar housing type)	NA	Staff did not identify adverse impacts associated with clusters of MMH
Minimum Lot Size	Beyond density restrictions, there is no required minimum lot size for lots created through the subdivision process. (The number of allowed units on the subject property is determined by the density provision of this chart.)			Retain existing provisions	NA	Limited and/or regulated by density (see above)
Parking Require-ments	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.			Reduce parking requirement to 1 space/unit if unit is located within ¼ mile of transit service with 15-minute headways during commute hours	Reduce parking requirement to 1 space per unit within ½ mile of transit service with 15-minute headways during commute hours For units more than ½ mile	Staff believes that current and projected transit service in Kirkland is not sufficient to support parking ratios below 1 space/unit

Topic	Cottage	Carriage	Two-/Three-Unit Home	Proposed Amendment	Bolder Option	Staff Notes
					away from transit service with 15-minute headways during commute hours: Units 1,000 square feet or less = 1 space per unit Units over 1,000 square feet = 1.5 spaces per unit See KZC 105.20 for visitor parking Attached ADU = no additional on-site space required	
Minimum Required Yards (from exterior property lines of subject property)	Front: 20' Other: 10'	Must be included in a cottage project	Front: 20' Other: 10'	Revise to: Front: 20' Rear: 10' Side: 5'	NA	This would provide more development flexibility; already allowed in some residential zones (w/ larger structures)
Lot coverage (all impervious surfaces)	50%	Must be included in a cottage project	50%	Retain existing provisions	NA	Staff does not see a compelling reason at this point to change this regulation

Topic	Cottage	Carriage	Two-/Three-Unit Home	Proposed Amendment	Bolder Option	Staff Notes
Height	25' (RS Zones) and 27' (RSA and RSX Zones) maximum above average building elevation (ABE), (where minimum roof slope of 6:12 for all parts of the roof above 18' are provided). Otherwise, 18' above ABE			RS zones – 25' RSA and RSX – 30'	NA	Raising the height allowance in the RSA and RSX districts would equate to current allowances for single-family residences
Accessory Structures - Height	One (1) story, not to exceed 18' above ABE			Retain existing provisions	NA	
Tree Retention	The tree retention plan standards contained in KZC 95.30 apply to development approved under this chapter			Retain existing provisions	NA	
Common Open Space	400 square feet per unit. Private open space is also encouraged (see KZC 113.35)			Retain existing provisions	300 feet per unit for Cottage developments of 5 or more units and not required for duplexes Can be reduced to 200 feet per unit if a permanent recreational or communal feature, such as cooking facilities, play equipment or permanent outdoor furniture, is provided	Provides more land area for parking and/or structures, while allowing for community and common use
Comm. Buildings	Community buildings are encouraged. See KZC 113.30 for further regulations			Retain existing provisions	NA	
Attached Covered	Each unit must have a covered porch with a minimum area of 64 square feet			Retain existing provisions	NA	

Topic	Cottage	Carriage	Two-/Three-Unit Home	Proposed Amendment	Bolder Option	Staff Notes
Porches	per unit and a minimum dimension of 7' on all sides.					
Develop-ment Options	Subdivision, Condominium, Rental or Ownership			Retain existing provisions	NA	
Accessory Dwelling Units (ADUs)	Not permitted as part of a cottage, carriage or two/three-unit home development			Allow attached ADUs	NA	

Table 2: Other KZC 113 Proposed Amendments

Topic	Initial Staff Option	Bolder Option	Staff Notes
Prohibition in Houghton of stand-alone two/three-unit homes	Allow stand-alone two/three-unit homes within Houghton	NA	Provides potential for construction of MMH which is compatible with single-family residences
Limitations on single-family zones	Allow in all single-family zones, including RSX 35, RS 35 and PLA 16 zones	NA	Maintain paddock requirements in applicable zones

Table 3: Design Guidelines: Cottage Developments

Topic	Existing	Initial Staff Option	Staff Notes
Building Orientation	Oriented to promote a sense of community Where feasible, each dwelling unit that abuts a common open space shall have a primary entry and/or covered entry porch, oriented to the common open space	Retain existing provisions	

Topic	Existing	Initial Staff Option	Staff Notes
	Each dwelling unit abutting a public right-of-way shall have an inviting facade		
Required Common Open Space	Required Common Open Space: Provide a sense of openness and visual relief, being centrally located with prescribed dimensions	300 feet per unit for Cottage developments of 5 or more units and not required for duplexes Required open space may be reduced to 200 feet per unit if a permanent recreational/commun al feature, such as outdoor furniture, pool, cooking facilities, play equipment, is provided	
Shared Detached Garages	Parking clusters must be separated by a distance of at least 20 feet	Surface parking clusters must be separated by a distance of at least 10 feet (113.35.5)	Reduces amount of subject property dedicated to parking area, while allowing for sufficient landscape buffers around parking areas
Low Impact Develop-ment (LID)	Must employ LID strategies (techniques that mimic natural watershed hydrology)	MMH developments shall comply with current King County Surface Water Design Manual (2016); LID techniques shall be employed if feasible	Surface Water Design Manual (2016) requires LID techniques if feasible
Variation in Unit Sizes, Building and Site Design	Cottage projects should establish building and site design that promotes variety and visual interest, compatible with the character of the surrounding neighborhood	NA	Retain current guidelines

Table 4: Design Guidelines: Two-/Three-Unit Homes

Topic	Existing	Initial Staff Option	Staff Notes
Two and three-unit homes should be consistent in height, bulk, scale and style with surrounding single-family residential uses			
Entries and materials	Maintain the traditional character of detached single-family dwelling units by using elements such as the appearance of single points of entry addressing the street, pitched roofs, substantial trim around windows, porches and chimneys	To maintain and reflect the traditional character of single-family dwelling units, projects shall include at least two of the following design elements: • Appearance of single points of entry • Covered entry porch (not permitted to extend into a required front yard within Houghton) • Peaked roof with a minimum pitch of 3:12 • Façade modulation; • Entry features and front doors should be dominant elements facing the street • Provide second story step back or modulation • Utilize a variety of materials with decorative or textural qualities • Provide	

Topic	Existing	Initial Staff Option	Staff Notes
		trimming around windows • Divided window panes	
Low Impact Development	Must employ LID strategies (techniques that mimic natural watershed hydrology)	MMH developments shall comply with current King County Design Manual (2016); LID techniques shall be employed if feasible	SWDM 2016 requires LID techniques if feasible
Shared Detached Garages and Surface Parking Design	Must meet the standards established in KZC 115.43 and 115.115.5 and no more than three (3) garage doors may be visible on any façade of the structure Surface parking limited to no more than three (3) stalls; areas with more than two (2) stalls must visually separate from the street, perimeter parking lines and common areas through site planning, landscaping or natural screening	NA	Retain current guidelines

Miscellaneous MMH Proposed Amendments (Medium- and High-Density Residential Uses)
Regulations in several medium-density and high-density zones within the City of Kirkland, such as RM 3.6 and RM 5.0, establish density maximums for new development. Density is calculated by dividing the lot area by the minimum lot size required in the respective zone.

As the housing market has continued to favor larger detached single-family residences, properties located in medium- and high-density zones have often developed at a density less than the maximum allowed. As a result, areas which the City has previously determined can accommodate density and thereby contribute toward MMH stock, have been underutilized. The concepts presented in Table 5 would establish minimum densities in the City's medium- and high-density zoning districts, promoting the development of more compact housing in these areas.

Table 5: Density Requirements for Medium- and High-Density Development

Topic	Existing	Initial Staff Option	Bolder Option	Staff Notes
Minimum Density in Medium- and High-Density Residential Zones	Properties can be developed at any density proposed by an applicant, as long as the maximum allowable density isn't exceeded	New projects shall develop at 80% of the maximum density allowed in the underlying zone	New projects shall develop at 100% of the maximum density allowed in the underlying zone	Potential for increased density in areas zoned for MMH type housing. The Planning Commission supports the initial staff option in order to provide development flexibility.

Staff would like to leave this meeting with clear feedback and input from the Houghton Community Council on the following questions:

- Do the recommendations contained within this staff memo reflect the City's stated objectives to encourage the creation of more affordable housing and MMH?
- Do you think the design guidelines would help achieve compatibility with single-family residences?
- Does the Houghton Community Council have sufficient information to make a recommendation to the Planning Commission?

Following the May 30 Houghton Community Council meeting, staff intends to begin the process of preparing code amendments and schedule a public hearing with the Planning Commission.

Attachments:
1. Existing KZC 113 Code

cc: CAM19-00152

Chapter 113 – COTTAGE, CARRIAGE AND TWO/THREE-UNIT HOMES

Sections:

113.05 User Guide

113.10 Voluntary Provisions and Intent

113.15 Housing Types Defined

113.20 Applicable Use Zones

113.25 Parameters for Cottages, Carriage Units and Two/Three-Unit Homes

113.30 Community Buildings and Community Space in Cottage Developments

113.35 Design Standards and Guidelines

113.40 Median Income Housing

113.45 Review Process

113.50 Additional Standards

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 two/three-unit homes or you wish to participate in the City's decision on a project including these types of housing units, you should read this chapter.

(Ord. 4152 § 1, 2008; Ord. 4120 § 1, 2007)

113.10 Voluntary Provisions and Intent

The provisions of this chapter are available as alternatives to the development of typical detached single-family homes. In the event of a conflict between the standards in this chapter and the standards in KZC 15 or 17, the standards in this chapter shall control. 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.

(Ord. 4152 § 1, 2008; Ord. 4120 § 1, 2007)

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 in a cottage housing development.

3. Two/Three-Unit Home – A structure containing two (2) dwelling units or three (3) dwelling units, designed to look like a detached single-family home.

(Ord. 4152 § 1, 2008; Ord. 4120 § 1, 2007)

113.20 Applicable Use Zones

The housing types described in this chapter may be used only in the following low density zones: RSA 4, RSA 6, RS 7.2, RSX 7.2, RS 8.5, RSX 8.5, RS 12.5 and RSX 12.5 (see KZC 113.25 for further standards regarding location of these housing types).

(Ord. 4196 § 1, 2009; Ord. 4152 § 1, 2008; Ord. 4120 § 1, 2007)

113.25 Parameters for Cottages, Carriage Units and Two/Three-Unit Homes

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

	Cottage	**Carriage**	**Two/Three-Unit Home1**
Max Unit Size2	1,500 square feet3	800 square feet	1,000 square feet average unit size Structure total4: Two-Unit: 2,000 s.f. Three-Unit: 3,000 s.f.
Density	2 times the maximum number of detached dwelling units allowed in the underlying zone5, 6, 7, 8		
Max Floor Area Ratio (F.A.R.)9	.35		
Development Size	Min. 4 units Max. 24 units	Allowed when included in a	Must be limited to either one (1) two-unit home or one (1) three-unit home, or be part of a

	Cottage	Carriage	Two/Three-Unit Home1
	Maximum cluster10: 12 units	cottage project.	cottage development, unless approved through Process IIA, Chapter 150 KZC.
Review Process	Process I		Single two-unit home or single three-unit home: Process I11 Development containing more than one two-unit or one three-unit home (other than a cottage project): Process IIA12
Location	Developments containing cottage, carriage and/or two/three-unit homes may not be located closer than the distance noted below to another development approved under the provisions of this chapter or under Ordinance 3856: 1 to 9 Units: 500' 10 – 19 Units: 1,000' 20 – 24 Units: 1,500'		
Minimum Lot Size	Beyond density restrictions, there is no required minimum lot size for lots created through the subdivision process. (The number of allowed units on the subject property is determined by the density provision of this chart.)		
Parking Requirements13	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'	Must be included in a cottage project.	Front: 20' Other: 10'
Lot coverage (all impervious surfaces)14	50%	Must be included in a cottage project.	50%
Height Dwelling Units Accessory Structures	 25' (RS Zones) and 27' (RSA and 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 (1) story, not to exceed 18' above A.B.E.		
Tree Retention	The tree retention plan standards contained in KZC 95.30 shall apply to development approved under this chapter.		

	Cottage	Carriage	Two/Three-Unit Home1
Common Open Space	400 square feet per unit. Private open space is also encouraged (see KZC 113.35).		
Community Buildings	Community buildings are encouraged. See KZC 113.30 for further regulations.		
Attached Covered Porches15	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 Condominium Rental or Ownership		
Accessory Dwelling Units (ADUs)	Not permitted as part of a cottage, carriage or two/three-unit home development.		

1 Within the jurisdiction of the Houghton Community Council, this housing type is only allowed where it is included in a cottage project.

2 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.

3 Maximum size for a cottage is 1,500 square feet. A cottage may include an attached garage, not to exceed an additional 250 square feet.

4 Maximum size for a two-unit home is 2,000 square feet. A two-unit home may include an attached garage, not to exceed an additional 500 square feet. The maximum size for a three-unit home is 3,000 square feet. A three-unit home may include an attached garage, not to exceed an additional 750 square feet.

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

6 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.

7 See KZC 90.170 for density calculation on a site which contains a wetland, stream, minor lake, or their buffers.

8 To determine equivalent units for a two- or three-unit home, the following formula will be used: Lot area/min. lot size per unit in underlying zone x 2 = maximum units (always round down to nearest whole number). Example (RS 7.2 zone): 10,800/7200 = 1.5 x 2 = 3 units

9 FAR regulations:

a. FAR regulations are calculated using the "buildable area" of the site, as defined in KZC 90.170. Where no critical areas regulated under Chapter 90 KZC exist on the site, FAR regulations shall be calculated using the entire subject property, except as provided in subsection (b) of this footnote.

b. Where Native Growth Protective Easements (NGPEs) for slopes result in a restricted area for development, density may be limited to ensure that the FAR on the developed portion of the site remains compatible with surrounding development and generally consistent with the FAR limitation of this chapter.

c. FAR for individual lots may vary. All structures on site, other than median income units and any attached garages for the median income units provided under KZC 113.40, shall be included in the FAR calculation for the development.

10 Cluster size is intended to encourage a sense of community among residents. A development site may contain more than one (1) cluster, with a clear separation between clusters.

11 Stand-alone two/three-unit homes are not allowed within the jurisdiction of the Houghton Community Council.

12 See KZC 113.45. Carriage units and two/three-unit homes may be included within a cottage housing proposal to be reviewed through Process I; provided, that the number of two/three-unit homes and carriage units does not exceed 20 percent of the total number of units in the project.

13 See KZC 105.20 for requirements related to guest parking.

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

15 Requirements for porches do not apply to carriage or two/three-unit homes.

(Ord. 4551 § 4, 2017; Ord. 4238 § 2, 2010; Ord. 4196 § 1, 2009; Ord. 4152 § 1, 2008; Ord. 4120 § 1, 2007)

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 (1) 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.

(Ord. 4152 § 1, 2008; Ord. 4120 § 1, 2007)

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 facade, such as a primary or secondary entrance or porch, oriented to the public right-of-way. If a dwelling unit abuts more than one (1) public right-of way, the City shall determine to which right-of-way the inviting facade 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 (1) contiguous and usable piece with a minimum dimension of 20 feet on all sides.

2) Land located between dwelling units and an abutting right-of-way or access easement greater than 21 feet in width may not serve as required common open space, unless the area is reserved as a separate tract, and does not contain pathways leading to individual units or other elements that detract from its appearance and function as a shared space for all residents.

3) Required common open space may be divided into no more than two (2) separate areas per cluster of dwelling units.

4) Common open space shall be located in a centrally located area and be easily accessible to all dwellings within the development.

5) Fences may not be located within required open space areas.

6) 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.

7) 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 two/three-unit homes on at least two (2) sides;

b) At least 50 percent 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.

8) 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 (4) 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 four (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. Two/Three-Unit Homes and Carriage Units within Cottage Projects

Two/three-unit homes 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. Two/Three-Unit Homes Not Included in Cottage Developments

Two and three-unit homes are an allowed use on individual lots in the zones listed in KZC 113.20. These homes should be consistent in height, bulk, scale and style with surrounding single-family residential uses.

a. Entries

Two and three-unit homes 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 multiple-unit home will have no more than one (1) entry on each side of the structure.

b. Low Impact Development (LID)

Projects containing two (2) or more two/three-unit homes shall follow the LID standards set forth in this section.

c. Garages and Surface Parking Design

1) Garages and driveways for two/three-unit homes shall meet the standards established in KZC 115.43 and 115.115(5). In addition, no more than three (3) garage doors may be visible on any facade of the structure.

2) Surface parking shall be limited to groups of no more than three (3) stalls. Parking areas with more than two (2) stalls must be visually separated from the street, perimeter property lines and common areas through site planning, landscaping or natural screening.

(Ord. 4152 § 1, 2008; Ord. 4120 § 1, 2007)

113.40 Median Income Housing

1. Requirement to Provide Median Income Housing – Projects including 10 or more housing units shall be required to provide 10 percent of the units as affordable to median income households. 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

12-unit project:	1 unit affordable to households earning 96% of King County median income
13-unit project:	1 unit affordable to households earning 94% of King County median income
14-unit project:	1 unit affordable to households earning 92% of King County median income
15-unit project:	1 unit affordable to households earning 90% of King County median income
16-unit project:	1 unit affordable to households earning 88% of King County median income
17-unit project:	1 unit affordable to households earning 86% of King County median income
18-unit project:	1 unit affordable to households earning 84% of King County median income
19-unit project:	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

Median income 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 median income housing units shall be the same as the type of ownership for the rest of the housing units in the development.

As noted in KZC 113.25, any median income units, and any attached garages for the median income units, provided under this section shall not be included in the floor area ratio (F.A.R.) calculation for the development.

2. Agreement for Median Income Housing Units – Prior to issuance of a certificate of occupancy, an agreement in a form acceptable to the City Attorney shall be recorded with King County Recorder's Office. The agreement shall address price restrictions, homebuyer or tenant

qualifications, long-term affordability, and any other applicable topics of the median income 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.

Median income housing units that are provided under this section shall remain as median income housing for a minimum of 50 years from the date of initial owner occupancy for ownership median income housing units and for the life of the project for rental median income housing units.

(Ord. 4491 § 11, 2015; Ord. 4152 § 1, 2008; Ord. 4120 § 1, 2007)

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 KZC.

b. Public notice for developments proposed through this section shall be as set forth under the provisions of Chapter 150 KZC (Process IIA).

2. Approval Process – Carriage Unit and Two/Three-Unit Home Development

a. Single two/three-unit homes shall be reviewed through Process I. Developments containing two/three-unit homes and carriage units that are part of a cottage project shall also be reviewed through Process I; provided, that the number of two/three-unit homes and carriage units does not exceed 20 percent of the total number of units in the project. Noticing requirements shall be as described in subsection (1)(b) of this section.

b. All other developments containing carriage and two/three-unit homes 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:

1) The site is constrained due to unusual shape, topography, easement or critical areas.

2) The modification is consistent with the objectives of this chapter.

3) 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 Chapters 145 and 150 KZC, the applicant must demonstrate that:

1) 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.

2) 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.

(Ord. 4551 § 4, 2017; Ord. 4372 § 1, 2012; Ord. 4152 § 1, 2008; Ord. 4120 § 1, 2007)

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 27.06 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 two/three-unit home development does not constitute approval of a subdivision or short plat. An applicant wishing to subdivide in connection with a development under this chapter shall seek approval to do so concurrently with the approval process under this chapter. To the extent there is a conflict between the standards set forth in the chapter and Title 22 of the Kirkland Municipal Code, the standards set forth in this chapter shall control. A lot that has existing cottage, carriage or two/three-unit homes 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 two/three-unit home may not be subdivided in a manner that results in the dwelling units being located on separate lots.

(Ord. 4152 § 1, 2008; Ord. 4120 § 1, 2007)