

ORDINANCE O-4912

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO THE ENACTMENT OF CO-LIVING HOUSING PROVISIONS, AMENDING CHAPTERS 5, 30, 45, 50, 55, 57, 111, AND 112 OF KIRKLAND ZONING CODE AND SECTION 15.12.063 OF THE KIRKLAND MUNICIPAL CODE; FILE NO. CAM25-00302.

1 WHEREAS, RCW 36.70A.535 requires cities to allow for co-living housing on any lot
2 that could develop at least six dwelling units with the underlying zone and establish
3 development standards consistent with State code; and
4

5 WHEREAS, the City Council has received a recommendation from the Planning
6 Commission to amend Chapters 5, 30, 45, 50 55, 57, 111, and 112 of the Kirkland Zoning
7 Code (KZC) and Section 15.12.063 of the Kirkland Municipal Code (KMC) as set forth in the
8 staff report dated August 21, 2025, bearing Kirkland Planning and Building Department File
9 No. CAM25-00302; and
10

11 WHEREAS, prior to making the recommendation to amend the KZC and KMC and
12 following the noticing requirements of KMC 22.04.050, the Planning Commission held a public
13 hearing on August 28, 2025, on the amendment proposals and considered the comments
14 received at the public hearing; and
15

16 WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has been a
17 SEPA Addendum to the City of Kirkland 2035 Comprehensive Plan Update and Totem Lake
18 Planned Action Ordinance Final Environmental Impact Statement (EIS), the NE 85th St.
19 Station Area Planned Action Final Supplemental EIS, and the 2044 Comprehensive Plan
20 Update Final Supplemental EIS, including supporting environmental documents, that was
21 issued by the responsible official pursuant to WAC 197-11-625 on August 25, 2025; and
22

23 WHEREAS, in regular public meeting on September 16, 2025, the City Council
24 considered the SEPA determination made by the City's SEPA Responsible Official, together
25 with the report and recommendation of the Planning Commission; and
26

27 WHEREAS, the City Council recognizes that these code changes are consistent with
28 the Comprehensive Plan land use and housing policies and that these changes are necessary
29 in order to comply with the requirements of RCW 36.70A.535.
30

31 NOW, THEREFORE, the City Council of the City of Kirkland do ordain as follows:
32

33 Section 1: A new definition of "Co-Living Housing" is added to chapter 5.10 of the
34 Kirkland Zoning Code, to be codified as KZC 5.10.177.1, which shall read as follows:

35 **.177.1 Co-Living Housing**

36 A residential use with sleeping units that are independently rented and lockable and provide
37 living and sleeping space, and where residents share kitchen facilities with other sleeping units
38 in the building. Co-Living Housing is distinct from dwelling units and does not include units
39 within assisted living facilities, bed and breakfast houses, convalescent centers, nursing
40 homes, facilities housing individuals who are incarcerated as the result of a conviction or other
41 court order, or secure community transition facilities.

Section 2. KZC 5.10.778 is hereby repealed.

Section 3. Chapter 30.20 KZC is hereby amended as follows, with the new text shown in underline, deletions shown in ~~strikethrough~~, and the intentional omission of unchanged sections or parts of tables indicated with three asterisks (* * *); all other provisions of these sections remain unchanged and in full force, and these provisions for tracking changes apply throughout this ordinance:

30.20 Permitted Uses

Permitted Uses Table – Office Zones

(PO; PR 8.5; PR 5.0; PR 3.6; PR 2.4; PRA 2.4; PR 1.8; PRA 1.8; PLA 5B, PLA 5C; PLA 6B; PLA 15A; PLA 17A)

(See also KZC 30.30, Density/Dimensions Table, and KZC 30.40, Development Standards Table)

Use		Required Review Process:						
		PO	PR, PRA	PLA 5B	PLA 5C	PLA 6B	PLA 15A	PLA 17A
***	***	***	***	***	***	***	***	***
30.20.300	Transit Oriented Development Containing Attached or Stacked Dwelling Units or Residential Suites	NP	DR in PR 1.8 TOD zone 41	NP	NP	NP	NP	NP

Permitted Uses (PU) Special Regulations:

PU-41. A transit oriented development containing attached or stacked dwelling units ~~or residential suites~~ use in the PR 1.8 TOD zone within the Totem Lake Business District (TLBD) shall meet the following requirements:

Development must be part of a conceptual master plan (CMP) for the entire subject property. The proposed CMP shall be reviewed using the design review process provisions of KZC 142.35. Subsequent development proposals shall follow DR or ADR as set forth in the notice of approval for the conceptual master plan. The conceptual master plan shall incorporate the design guidelines contained in the design guidelines for the Totem Lake Business District and include the following:

- a. At least 50 percent of the gross floor area of development in the master plan must be residential uses.

b. Residential development within the master plan shall result in a minimum of 51 percent of total residential units, not including co-living units, being affordable with affordability levels as follows:

1) For renter-occupied housing:

i. A minimum of 25 percent of the total residential units, not including co-living units, shall be affordable at no greater than 50 percent of median income; and

ii. A minimum of 15 percent of the total residential units, not including co-living units, shall be affordable at 80 percent of median income; and

iii. A minimum of 10 percent of the total residential units, not including co-living units, shall be affordable at 100 percent of median income.

iv. Affordable rent levels will be determined using the same methodology used in the definition of affordable housing unit in Chapter 5 KZC.

2) For owner-occupied housing: a minimum of 51 percent of the total residential units, not including co-living units, shall be affordable housing units as defined in KZC 5.10.023(1)(a).

3) Shall provide a portion of affordable housing units for people with disabilities consistent with the applicable State of Washington Low Income Housing Tax Credit (LIHTC) funding criteria.

4) See affordability requirements in Chapter 5 KZC.

5) See Chapter 112 KZC for additional affordability housing requirements and incentives. The following provisions of Chapter 112 KZC do not apply to this zoning district: KZC 112.20.3, and 112.20.4 (Alternate Affordability Levels and Dimensional Standards Modifications); 112.25 (Additional Affordable Housing Incentives); 112.30 (Alternative Compliance).

6) The City Council may consider an alternative approach to meet the affordability objectives including flexibility in parking requirement through approval of a development agreement.

~~c. For residential suites development standards see special regulation PU-2 and PU-42 for additional standards. Reserved.~~

d. May also include one (1) or more of the other uses allowed in this zone.

e. The following uses are prohibited:

1) Drive-through facilities.

2) Retail establishments involving the sale, service, repair or storage of automobiles, trucks, boats, motorcycles, recreational vehicles, heavy equipment and similar vehicles.

3) Vehicle service stations.

f. Any commercial uses on the street level floor of a building shall be designed to provide a minimum 13 feet in height and oriented toward fronting streets and pedestrian pathways.

g. Circulation system for vehicles and pedestrians that integrates existing and planned circulation throughout the zone including shared vehicular and pedestrian connections to 116th Way NE, government facility parking structure to the south, and transit facilities. The Public Works Official shall review the design of the main east-west road between the government facility and the TOD property based on the following design standards.

- 1) Two (2) travel lanes (one (1) lane each way);
- 2) May include on-street parking;
- 3) Eight (8) foot-wide sidewalk on each side of the road with street trees placed in five (5) foot wide landscape strip planted 30 feet on-center;
- 4) The Public Works Official may modify these standards if:
 - i. The modification will not affect the ability to provide any property with police, fire, emergency medical, or other essential services, and
 - ii. The modification will produce landscaping and site design superior to that which would result from adherence to the adopted standard.

h. Pedestrian connections from 116th Way NE to public plazas and between buildings to the TOD pursuant to requirements of KZC 105.18.

i. Landscape and tree retention plan. See Special Regulation DS-13.

j. Where parking garages are not located below grade, provide design techniques for above grade parking structure facades to mitigate visible impacts from adjacent streets and residential uses such as a combination of intervening uses, solid walls, perforated metal or mesh panels or decorative grills, or dense landscape screening. Provide techniques to minimize the visibility of parked cars within a structure to screen headlights and visible garage lighting sources.

k. Submit a lighting plan for site, pedestrian, garage and roof lighting to ensure lighting minimizes light transfer of rooftop and garage lighting to adjacent residential use to the south and west (techniques such as: cut-off light shields, sensors).

l. Locate service and storage functions to generally not be visible from the street or sidewalks.

m. Design and install a City gateway feature to the Totem Lake Business District at the corner of NE 132nd Street and 116th Way NE. The features shall contain elements such as a sign, art, landscaping and lighting and/or a visible and welcoming pedestrian-oriented space between the sidewalk, stairway, and buildings. See Totem Lake Business District Design Guidelines and Totem Lake Enhancement Plan. The specific location and design of the gateway shall be evaluated through the Design Review Process.

n. Provide publicly accessible space(s) and private common recreation open spaces. Public spaces should have a width and depth of at least 15 feet. Developments with fewer than 50 dwelling units shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500 to 2,000 square feet in size. A children's play area with equipment shall be provided. The City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art, landscaping and water features) proposed for the publicly accessible space(s) as part

of the design review approval. The City may also require or permit modification to the required publicly accessible space as part of the design review approval.

o. The Design Review Board may approve variations of the above design standards if the proposal is consistent with the Totem Lake Business District Design Guidelines.

p. Development shall be designed, built and certified to achieve or exceed the high performing building standards described in KZC 115.62.

q. ~~A residential suite shall meet the following requirements:~~

~~1) Development shall be designed, built and certified to achieve or exceed the high performing building standards described in KZC 115.62.~~

~~2) Developments containing this use shall provide common living area available to all residential suite residents. Common living area shall consist of areas such as shared kitchens, dining areas, and community rooms. Areas such as bathrooms, laundries, utility rooms, storage, stairwells, mailrooms, and hallways shall not be counted as common living area. The minimum amount of common living area for each project shall be 250 square feet plus an additional 20 square feet per living unit.~~

Section 4. Chapter 30.30 KZC is hereby amended as follows:

0.30 Density/Dimensions

Density / Dimensions Table – Office Zones

(PO; PR 8.5; PR 5.0; PR 3.6; PR 2.4; PRA 2.4; PR 1.8; PRA 1.8; PLA 5B, PLA 5C; PLA 6B; PLA 15A; PLA 17A)

(Refer to KZC 30.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 30.40, Development Standards Table)

USE		Minimum Lot Size	REQUIRED YARDS (See Ch. 115 KZC)			Maximum Lot Coverage	Maximum Height of Structure ABE = Average Building Elevation
			Front	Side	Rear		
***	***	***	***			***	***
30.30.300	Transit Oriented Development Containing Attached or Stacked Dwelling Units or Residential Suites	None	PR 1.8 TOD zone; see DD-34, DD-35, and DS-15			80%	PR 1.8 TOD: 85' above ABE ^{34,35}

Density/Dimensions (DD) Special Regulations:

DD-34 For transit oriented development containing attached or stacked dwelling units or residential suites use in a PR 1.8 TOD zone within the Totem Lake Business District (TLBD), the minimum required yards and where they are measured from shall be as follows:

a. East: 20'. The Design Review Board may approve a reduction of the east required yard along 116th Way NE to 0' (zero feet) for portions of the structure where the street floor of the building contains:

1) Commercial use is designed with a pedestrian-oriented facade with direct access to 116th Way NE. Facade treatments shall include overhead weather protection; public spaces with seating, landscaping, and art; and transparent storefronts; or

2) Residential uses or lobbies that incorporate front entries, porches, and stoops oriented to 116th Way NE.

b. South: 10' along common property line with TOD.

c. West: 50' See Special Regulation DS-15.

d. North: 20'.

DD-35 For transit oriented development containing attached or stacked dwelling units ~~or residential suites~~ use in a PR 1.8 TOD zone within the Totem Lake Business District (TLBD), no portion of a structure located within 10' of the east property line shall exceed 45' above average building elevation.

Section 5. Chapter 30.40 KZC is hereby amended as follows:

30.40 Development Standards

Development Standards Table – Office Zones

(PO; PR 8.5; PR 5.0; PR 3.6; PR 2.4; PRA 2.4; PR 1.8; PRA 1.8; PLA 5B, PLA 5C; PLA 6B; PLA 15A; PLA 17A)

(Refer to KZC 30.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 30.30, Density/Dimensions Table)

Use		Landscape Category (Chapter 95 KZC)	Sign Category (Chapter 100 KZC)	Required Parking Spaces (Chapter 105 KZC)
***	***	***	***	***
30.40.300	Transit Oriented Development Containing Attached or Stacked Dwelling Units or Residential Suites	DS-15 and PU-41	¹⁶	¹⁷

Development Standards (DS) Special Regulations:

DS-15. A Transit Oriented Development Containing Attached or Stacked Dwelling Units ~~or Residential Suites~~ use in the PR 1.8 TOD zone within the Totem Lake Business District (TLBD) shall meet the following requirements:

a. Retention of all existing trees (unless deemed hazard or nuisance), vegetation and berming within the required buffers located within the west required yard. Add replacement trees and vegetation in the buffers for any trees and vegetation removed deemed to be hazard or nuisance.

b. Along the 116th Way NE property frontage, install tree species that will achieve a tall height with a significant amount coniferous to mitigate view of freeway. Install decorative pedestrian lighting pursuant to City pre-approved plans.

DS-16. Signs for a development approved under this provision must be proposed within a Master Sign Plan application (KZC 100.80) for all signs within the development.

DS-17. A transit oriented development containing attached or stacked dwelling units or residential suites use in the PR 1.8 TOD zone within the Totem Lake Business District (TLBD) shall meet the following parking rates:

Market rate residential: 1.0 per unit, plus guest parking at .05 stall per unit

Affordable housing: .75 stall per affordable unit

Restaurant/tavern: 1 stall per 125 sq. ft of gfa.

Retail: 1.0 stall per each 350 sq. ft. of gfa.

Office: 1.0 stall per each 350 sq. ft. of gfa.

Hotel/Motel: 1.0 stall per each room.

Public or private college or university and related facilities: see KZC 105.25.

Entertainment, cultural, recreational: see KZC 105.25.

Co-Living Housing: Zero parking spaces if the unit is less than 1,200 square feet, located within one-half mile of a Major Transit Stop, or affordable per KZC 112. Otherwise, 0.25 parking spaces per unit.

Residential Suites:

a. ~~Parking shall be provided at a rate of one stall per living unit plus one per on-site employee, and modifications to decrease the parking requirement are prohibited. However, if parking is managed as provided below, parking shall be provided at a rate of 0.5 per living unit plus one per on-site employee.~~

b. ~~The required parking shall be 0.5 per living unit where the parking is managed as follows and the property owner agrees to the following in a form approved by the City and recorded with King County:~~

~~1) Rentals shall be managed such that the total demand for parking does not exceed the available supply of required private parking. If the demand for private parking equals or exceeds the supply of required private parking, the property owner shall either restrict occupancy of living units or restrict leasing to only tenants who do not have cars.~~

~~2) The property owner shall prepare a transportation management plan (TMP) for review and approval by the City and recording with King County. At a minimum the TMP shall include the following requirements:~~

~~i. Charge for on-site parking, unbundled from the rent, for tenants who have cars, or bus pass or equivalent alternative transportation mode subsidies for tenants who do not have cars.~~

~~ii. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.~~

~~iii. Adequate secured and sheltered bicycle parking to meet anticipated demand.~~

~~iv. Designation of a transportation coordinator to manage the TMP, provide commute information to all new tenants, and be a point of contact for the City.~~

~~v. At the time the project attains 90 percent occupancy, the property owner shall provide an accurate and detailed report of initial resident parking demand and alternative commute travel. The report format shall be reviewed and approved by the City.~~

~~vi. Following the initial survey, the property owner shall submit a biennial survey of residents prepared and conducted by a licensed transportation engineer or other qualified professional documenting on-site and potential off-site parking utilization and alternative~~

commute travel. The Planning and Building Director may increase or decrease the frequency of the survey based on the documented success of the TMP.

vii. Acknowledgment by the property owner that it shall be a violation of this code for the actual parking demand for the project to exceed the available supply of required parking or to fail to comply with the provisions of the TMP or reporting requirements.

viii. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City Transportation Engineer. The study shall provide at least two days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City Transportation Engineer.

e. All residential suites and all required parking within a project shall be under common ownership and management.

Section 6. Chapter 45.20 KZC is hereby amended as follows:

45.20 Permitted Uses

Permitted Uses Table – Institutional Zones (P, PLA 1, PLA 14)
(See also KZC 45.30, Density/Dimensions Table, and KZC 45.40, Development Standards Table)

Use		Required Review Process:		
		P	PLA 1	PLA 14
* * *		* * *	* * *	* * *
45.20.080	Public College or University	NP	NP	IIB 18
45.20.090	Public Park	See KZC 45.50 for required review process.		

Use		Required Review Process:		
		P	PLA 1	PLA 14
45.20.100	Public Utility	None	IIA 4	1, 4
45.20.110	School or Day-Care Center	NP	NP	1, 2, 7, 8, 9, 10

Permitted Uses (PU) Special Regulations:

PU-18. If the development is consistent with the Master Plan adopted in R-3571, and with the Planned Unit Development adopted in O-3197, or with a subsequently approved Master Plan, then no zoning process is required. The Master Plan must show building placement, building dimensions, roadways, utility locations, land uses within the Master Plan area, parking locations, buffering and landscaping.

A subsequent expansion of the master plan shall include the following additional requirements:

a. Site plan that is designed to be an active, walkable, transit-supportive campus environment.

b. May include detached, attached, stacked, ~~residential suites~~ co-living units and/or dormitory housing for students, staff or employees or other public agencies as part of this use. Development creating four or more new dwelling units, not including co-living units, shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing incentives and requirements.

c. Provide bike and pedestrian routes through the campus that connect with the surrounding neighborhoods, integrate with, and help expand the City's network of Neighborhood Greenways described in the Rose Hill Neighborhood Plan including: connection on campus between 132nd Avenue NE on the east to Slater Avenue NE to the west, and connect the campus to NE 113th Place at the southwest corner.

d. Protect the natural greenbelt easement on the west slope of campus. Prioritize the redevelopment potential of existing surface parking areas before considering expansion into the natural greenbelt easement. Allow additional building height in lieu of expansion into the greenbelt easement. Allow limited encroachment into the greenbelt easement only if sufficient development potential cannot be achieved in the

298 already-developed area outside the greenbelt easement and subject to environmental
299 assessment.

300 e. Ensure new development is compatible with the surrounding residential
301 neighborhood.

302 f. Allow no additional driveway access to 132nd Avenue NE to maintain traffic flow
303 and safety on the arterial.

304 g. Mitigation may be required for impacts of the proposed expansion and existing
305 nonconformances regarding code compliance including, where feasible, correcting
306 parking lot design and landscaping deficiencies consistent with code requirements.

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308 * * *

309
310 Section 7. KZC 50.12.085, providing the Central Business District (CBD) CBD-1 Zone
311 use chart for "Residential Suite," is hereby repealed.

312
313 Section 8. KZC 50.17.095, providing the CBD-2 Zone use chart for "Residential Suite,"
314 is hereby repealed.

315
316 Section 9. KZC 50.27.075, providing the CBD-3 Zone use chart for "Residential Suite,"
317 is hereby repealed.

318
319 Section 10. KZC 50.32.085, providing the CBD-4 Zone use chart for "Residential
320 Suite," is hereby repealed.

321
322 Section 11. KZC 50.47.125, providing the CBD-7 Zone use chart for "Residential
323 Suite," is hereby repealed.

324
325 Section 12. KZC 50.52.115, providing the CBD-8 Zone use chart for "Residential
326 Suite," is hereby repealed.

327
328 Section 13. KZC 55.09.045, providing the TL-1A Zone use chart for "Residential Suite,"
329 is hereby repealed.

330
331 Section 14. KZC 55.15.055 providing the TL-1B Zone use chart for "Residential Suite,"
332 is hereby repealed.

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334 Section 15. KZC 55.21.065 providing the TL-2 Zone use chart for "Residential Suite,"
335 is hereby repealed.

336
337 Section 16. KZC 55.33.105, providing the TL-4A, 4B, and 4C Zone use chart for
338 "Residential Suite," is hereby repealed.

339
340 Section 17. KZC 55.39.115, providing the TL-5 Zone use chart for "Residential Suite,"
341 is hereby repealed.

342
343 Section 18. KZC 55.45.105, providing the TL-6A and 6B Zone use chart for
344 "Residential Suite," is hereby repealed.

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346 Section 19. KZC 55.51.098, providing the TL-7A and 7B Zone use chart for
347 "Residential Suite," is hereby repealed.

Section 20. KZC 55.57.075, providing the TL-8 Zone use chart for "Residential Suite," is hereby repealed.

Section 21. KZC 55.81.010 and KZC 55.81.015 are hereby amended as follows, with the intent to repeal those provisions of and relating to "Residential Suites" in KZC 55.81.015:

Section 55.81

Zone
TL 10C

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.81	USE ↓ REGULATIONS →	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
010	Attached or Stacked Dwelling Units See Spec. Reg. 1	D.R., Chapter 142 KZC	None	10'	5' but 2 side yards must equal at least 15'. See Spec. Reg. 5.	10' See Spec. Reg. 5.	80%	Where adjoining a low density zone, 30' above average building elevation. Otherwise, up to 55' above average building elevation.	D	A	1.2 per studio unit. 1.3 per 1 bedroom unit. 1.6 per 2 bedroom unit. 1.8 per 3 or more bedroom unit. See KZC 105.20 for visitor parking requirements.	1. This use is permitted only in Housing Incentive Area 4 (see Plate 37, Chapter 180 KZC). 2. For Attached or Stacked Dwelling Units, at least 10 percent of the units provided in new residential developments of four units or greater shall be affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. 3. No portion of a structure may exceed the following heights above the elevation of NE 116th Street, as measured at the midpoint of the frontage of the subject property on NE 116th Street: a. Within 20 feet of NE 116th Street, 35 feet. b. Within 30 feet of NE 116th Street, 45 feet. c. Within 40 feet of NE 116th Street, 65 feet. 4. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. 5. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet. 6. The rear yard may be reduced to zero feet if the rear of the dwelling unit is attached to a dwelling unit on an adjoining lot. 7. KZC 105.103(3)(c) provides a process to grant a decrease in the required number of parking spaces. 8. For Residential Suites, the Planning Official may approve a parking reduction if a parking demand and utilization study has been approved by the City for this use within five years of the submittal of an application for development. The scope of the prior study must have included the zone in which the proposed development is located. The Planning Official may require an update to the prior study if warranted, or grant an extension to the original five-year effective term of the study. The required parking rate shall be as established in the study, where the parking is managed as follows and the property owner agrees to the following in a form approved by the City and recorded with King County: a. Rentals shall be managed such that the total demand for parking does not exceed the available supply of required private parking. If the demand for private parking equals or exceeds the supply of required private parking, the property owner shall either restrict occupancy of living units or restrict leasing to only tenants who do not have cars. b. The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording with King County. At a minimum the TMP shall include the following requirements: 1) Charge for on-site parking, unbundled from the rent, for tenants who have cars. 2) Bus pass or equivalent alternative transportation mode subsidies for tenants who do not have cars. 3) Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges. 4) Adequate secured and sheltered bicycle parking to meet anticipated demand. 5) Designation of a Transportation Coordinator to manage the TMP, provide commute information
015	Residential Suites							See Spec. Reg. 3.				

Section 22. KZC 55.87.100 and KZC 55.87.015 are hereby amended as follows, with the intent to repeal those provisions of and relating to “Residential Suites” in KZC 55.87.015 is hereby amended as follows:

Zone
TL 10D

Section 55.87	 USE REGULATIONS	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)			
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure		
				Front	Side	Rear								
010	Attached or Stacked Dwelling Units See Spec. Reg. 1	D.R., Chapter 142 KZC	None	10'	5' but 2 side yards must equal at	0'	80%	Where adjoining a low density zone, 30' above average building elevation. Otherwise, 65' above average building elevation.	D	A	1.2 per studio unit. 1.3 per 1 bedroom unit. 1.6 per 2 bedroom unit. 1.8 per 3 or	1. This use is permitted only in Housing Incentive Area 4 (see Plate 37, Chapter 180 KZC). 2. Developers and residents in this zone should be aware that this property lies within a district containing and allowing future development of uses of a light industry/office nature, and impacts typically associated		

015	Residential Suites See Spec. Reg. 4.			at least 15'. See Spec. Reg. 5.	See Spec. Reg. 1.		more bedroom unit. See KZC 105.20 for visitor parking requirements.	with these uses, such as noise and odor, may be experienced by residents 3. For Attached or Stacked Dwelling Units, at least 10 percent of the units provided in new residential developments of four units or greater shall be affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. 4. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. 5. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet. 6. KZC 105.103(3)(c) provides a process to grant a decrease in the required number of parking spaces. 7. For Residential Suites, the Planning Official may approve a parking reduction if a parking demand and utilization study has been approved by the City for this use within five years of the submittal of an application for development. The scope of the prior study must have included the zone in which the proposed development is located. The Planning Official may require an update to the prior study if warranted, or grant an extension to the original five-year effective term of the study. The required parking rate shall be as established in the study, where the parking is managed as follows and the property owner agrees to the following in a form approved by the City and recorded with King County: a. Rentals shall be managed such that the total demand for parking does not exceed the available supply of required private parking. If the demand for private parking equals or exceeds the supply of required private parking, the property owner shall either restrict occupancy of living units or restrict leasing to only tenants who do not have cars. b. The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording with King County. At a minimum the TMP shall include the following requirements: 1) Charge for on-site parking, unbundled from the rent, for tenants who have cars. 2) Bus pass or equivalent alternative transportation mode subsidies for tenants who do not have cars. 3) Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges. 4) Adequate secured and sheltered bicycle parking to meet anticipated demand. 5) Designation of a Transportation Coordinator to manage the TMP, provide commute information to all new tenants, and be a point of contact for the City. 6) At the time the project attains 90 percent occupancy, the property owner shall provide an accurate and detailed report of initial resident parking demand and alternative commute travel. The report format shall be reviewed and approved by the City. 7) Following the initial survey, the property owner shall submit a biennial survey of residents prepared and conducted by a licensed transportation engineer or other qualified professional documenting on-site and potential off-site parking utilization and alternative commute travel. The Planning Director may increase or decrease the frequency of the survey based on the documented success of the TMP. 8) Acknowledgment by the property owner that it shall be a violation of this code for the actual parking demand for the project to exceed the available supply of required parking or to fail to comply with the provisions of the TMP or reporting requirements. c. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City Transportation Engineer. The study shall provide at least two days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City Transportation Engineer. 8. For residential suites with reduced parking approved pursuant to Special Regulation 6 or 7: a. All residential suites and all required parking within a project shall be under common ownership and management; and b. Development shall be designed, built and certified to achieve or exceed one or more of the following green
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													building standards: Built Green 5-Star certified, LEED Gold certified, or Living Building Challenge certified; and e. Developments containing this use shall provide common living area available to all residential suite residents. Common living area shall consist of areas such as shared kitchens, dining areas, and community rooms. Areas such as bathrooms, laundry, utility rooms, storage, stairwells, mailrooms, and hallways shall not be counted as common living area. The minimum amount of common living area for each project shall be 250 square feet plus an additional 20 square feet per living unit.
...	...	...	...	...	...	...	...	...	...	...	...	...	...

Section 23. KZC 57.05.070 is hereby amended to read as follows:

57.05.070 Relationship to Other Regulations

Development in regulating districts contained in this chapter is subject to the below common code regulations. Unless otherwise stated below, where a provision in a referenced section below conflicts with a specific district or districtwide regulation contained in this chapter, the regulation of that specific district, or districtwide regulation shall govern.

Common Code Regulations. Refer to:

1. Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. KZC 45.50 for public park development standards.
3. Chapter 90 KZC for regulations regarding development near streams, minor lakes (e.g., Forbes Lake), wetlands, fish and wildlife habitat conservation areas and frequently flooded areas.
4. Chapter 85 KZC for regulations regarding development on property containing geologically hazardous areas.
5. Chapter 92 KZC for design regulations.
6. Chapter 95 KZC for regulations regarding tree retention and landscape standards for development on private property.
7. Chapter 100 KZC for sign regulations.
8. Chapter 105 KZC for parking areas, vehicle and pedestrian access, and related improvements.
9. Chapter 111 KZC for regulations regarding co-living housing.
- ~~9~~10. Chapter 112 KZC for regulations regarding affordable housing standards.
- ~~40~~11. Chapter 113 KZC for regulations regarding cottage, carriage, and two-/three-unit homes housing types.
- ~~44~~12. Chapter 115 KZC for applicable miscellaneous use development and performance standards.
- ~~42~~13. KZC 115.24 for development standards adjoining the Cross Kirkland Corridor. Regulating standards of KZC 115.24 govern where provisions in district or district-wide standards conflict.
- ~~43~~14. Chapter 142 KZC for regulations regarding the design review process.

4415. Chapter 162 KZC for regulations regarding nonconformances.

Section 24. KZC 57.25.060 is hereby amended to read as follows:

57.25.060 Parking

1. General Provisions

a. Off-Street Parking

- 1) **Required Parking:** The following off-street parking requirements apply to uses in the regulating districts as shown in Table 6.

Table 6: Off-Street Parking Requirements

Land Use	Minimum Required Parking Spaces
Residential: Detached Dwelling Unit	2/unit
Residential: Residential Suites Co-Living Housing Units, Attached or Stacked Dwelling Units	0/affordable studio unit or residential suite 0/affordable one-bedroom unit 0.75/studio unit or residential suite ^a 1/one-bedroom unit 1.25/two-bedroom unit 1.5/three- or more bedroom unit <u>See KZC 111 for minimum required parking for co-living units.</u>
Residential: Assisted Living Facility	0.5/unit
Residential: Convalescent Center	0.5/bed
Commercial	2/1,000 SF GFA

Table 6: Off-Street Parking Requirements

Land Use	Minimum Required Parking Spaces
Industrial	1/1000 SF GFA Breweries, wineries or distilleries shall apply the minimum required industrial parking rate only for the portion of the building engaged in industrial uses. Tasting rooms for breweries, wineries, or distilleries shall provide parking at 2/1000 SF GFA.
Institutional	Set by the City Transportation Engineer under KZC 105.25

~~a) Market rate residential suite parking may be reduced to 0.5/suite if the following transportation demand management strategies are implemented in addition to the required transportation demand management strategies identified in KZC 57.25.07:~~

~~(1) Provide a bus pass or equivalent alternative transportation mode subsidies for tenants who do not have cars.~~

~~(2) Include lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off site to avoid parking charges.~~

2) Shared Parking Reduction: Shared parking is allowed in accordance with the provisions in KZC 105.45.

3) Modification to Minimum Required Parking: For a modification to subsection (1)(a)(1) of this section, a decrease in the required number of spaces may be granted by the Planning Official 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 applicant's licensed transportation engineer or other qualified professional and approved by the City Transportation Engineer. The study shall provide at least two days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City Transportation 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 Transportation Engineer.

4) **Parking Space Reductions Near Transit:** For senior citizen households or housing units specifically for people with disabilities that are located within one-quarter mile of a transit stop that receives transit service at least four times per hour for 12 or more hours per day, minimum parking space requirements are eliminated for residents. Parking requirements for staff and visitors of such housing units will be established pursuant to KZC 105.25. The city will require an applicant to record a covenant that prohibits the rental or sale of a unit subject to this parking restriction for any purpose other than providing for senior citizen households or housing for people with disabilities.

5) **Guest Parking:** Refer to Chapter 105 KZC.

b. **Parking Location:** Refer to Chapter 105 KZC.

c. **Parking Area Design:** Refer to Chapter 105 KZC, as well as KZC 57.25.070, Sustainability Standards, for relevant requirements and incentives.

d. **Parking Dimensional Standards:** Refer to Chapter 105 KZC.

e. **Bike Parking:** 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, around four hours or less. Short-term bicycle parking is 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 is 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 7: Bicycle Parking Rates

Use	Short-Term Bicycle Parking Rate (spaces per suite/unit/bed or per sq. ft. of gross floor area)	Long-Term Bicycle Parking Rate (spaces per suite/unit/bed or per sq. ft. of gross floor area)
Residential: Detached Dwelling Unit	Not required	Not required
Residential: Residential Suites Co-Living Housing Units, Attached or Stacked Dwelling Units	0.05/suite or unit	1/suite or unit
Residential: Assisted Living Facility	0.05/unit	0.08/unit
Residential: Convalescent Center	0.05/bed	0.08/bed

Table 7: Bicycle Parking Rates

Use	Short-Term Bicycle Parking Rate (spaces per suite/unit/bed or per sq. ft. of gross floor area)	Long-Term Bicycle Parking Rate (spaces per suite/unit/bed or per sq. ft. of gross floor area)
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 Breweries, wineries or distilleries shall apply the minimum required industrial parking rate only for the portion of the building engaged in industrial uses. Tasting rooms for breweries, wineries, or distilleries shall provide parking at 0.50/1,000 SF GFA	0.08/1,000 SF GFA Breweries, wineries or distilleries shall apply the minimum required industrial parking rate only for the portion of the building engaged in industrial uses. Tasting rooms for breweries, wineries, or distilleries shall provide parking at 0.33/1,000 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 Public Works Official.

f. **Loading and Driveways:** Refer to KZC 115.47. Additionally, the following standards apply in the regulating districts:

1) Wherever practical, vehicular access for loading or parking should not be provided along the following street types: main street, major thoroughfare.

2) Refer to Public Works Policy R-4 for driveway location standards, subject to approval by the Public Works Official.

g. **Special Regulations for Institutional Uses:** For school and/or childcare uses greater than 5,000 GSF, 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 on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on the network.

Section 25. A new chapter is added to the Kirkland Zoning Code, to be codified as Chapter 111 and entitled "Co-Living Housing Regulations."

Section 26. A new section entitled "User Guide" is hereby created, to be added to Chapter 11 KZC and codified as 111.05, to read as follows:

111.05 User Guide

This chapter provides standards for Co-Living Housing, an alternative residential use to typical multi-unit housing types. If you are interested in proposing Co-Living Housing, you should read this chapter.

Section 27. A new section entitled "Purpose and Intent" is hereby created, to be added to Chapter 11 KZC and codified as 111.10, to read as follows:

111.10 Purpose and Intent

The purpose of this chapter is to provide regulations specific to Co-Living Housing. In the event of a conflict between this chapter and the zoning chapter applicable to a subject property, the provisions in this chapter shall take precedence. The regulations that apply to the Attached or Stacked Dwelling Units in each zone will apply to Co-Living Housing unless specifically stated in this chapter.

The standards in this chapter are tailored to Co-Living Housing and its sleeping units and communal facilities since they function differently from the typical independent multi-unit housing. These regulations stem from and refer to the State regulations for Co-Living Housing under RCW 36.70A.535.

Section 28. A new section entitled "Applicable Use Zones" is hereby created, to be added to Chapter 11 KZC and codified as 111.15, to read as follows:

111.15 Applicable Use Zones

Co-Living Housing, as described in this chapter, must be allowed on any lot that could develop six or more units under the base zone, as required by RCW 36.70A.535(1).

Therefore, Co-Living Housing may be allowed on select lots in the zones that allow for six units in Chapters 15, 20, 25, 30, 35, 50, 51, 52, 53, 54, 55, 56, and 57. Under Chapter 15, Co-Living Housing is only permitted on lots located within one-quarter of a mile walking distance of a Major Transit Stop.

Section 29. A new section entitled "Process" is hereby created, to be added to Chapter 11 KZC and codified as 111.20, to read as follows:

111.20 Process

The review process for Co-Living Housing will be the same as the required review process for the permitted multi-unit use (detached, attached, or stacked dwelling units) for the underlying zone.

Section 30. A new section entitled "Development Standards" is hereby created, to be added to Chapter 11 KZC and codified as 111.25, to read as follows:

111.25 Development Standards

Below are the development standards specific to Co-Living Housing. As required by RCW 36.70A.535(4), the development standards for Co-Living Housing shall not be any more restrictive than the development standards applied to other multi-unit uses in the same zone.

1. Density: In zones with established maximum and/or minimum density requirements, each Co-Living Housing sleeping unit shall be counted as one-quarter of a dwelling unit for the purpose of calculating density.
2. Parking: The minimum required off-street parking for Co-Living Housing is as follows:
 - a. Zero parking spaces if the unit is:
 - i. Less than 1,200 square feet,
 - ii. Located within one-half mile of a Major Transit Stop, or
 - iii. Affordable per KZC 112
 - b. Otherwise, 0.25 parking spaces per unit.

All other development standards, including, but not limited to, setbacks, lot coverage, maximum height, landscape category, mixed-use requirements, and common open space requirements, shall be those established for multi-unit uses (detached, attached, or stacked dwelling units) in the underlying zone. Refer to the development standards, General Regulations, and Special Regulations for the detached, attached, or stacked dwelling unit use listing in the applicable zone chapter.

Section 31. A new section entitled "Additional Standards" is hereby created, to be added to Chapter 11 KZC and codified as 111.30, to read as follows:

111.30 Additional Standards

The affordable housing requirements outlined in KZC 112.15 shall not apply to Co-Living Housing. However, the incentives provided in KZC 112.20 and KZC 112.25 are available to Co-Living Housing developments that include on-site affordable housing.

Section 32. Section 112.15 KZC is hereby amended to read as follows:

112.15 Affordable Housing Requirement

1. Affordable housing requirements in low density residential zones.
 - a. Minimum Requirement – Beginning on January 1, 2027, for all new dwelling units more than 2,000 square feet in low-density residential zones, 10 percent of the unit(s) will be affordable housing units and comply with the provisions of this chapter. Provided, any replacement less than or equal to 2,000 square feet, and any remodel, rehabilitation, conversion, or alteration that does not add more than 100 percent of the existing square footage of an existing dwelling unit is exempt from this requirement. An option for in-lieu fee payment is provided in Section 112.30.4.b of this chapter.

- b. Alternative Requirement – No later than June 30, 2026, the Planning and Building Director will propose for City Council consideration alternative affordable housing methodologies for affordable housing requirements in low density residential zones. The City Council may adopt an alternative program to that set forth in subsection (a) above. The alternative program should not impose minimum affordable housing requirements that are more burdensome than those in subsection (a) above.
- c. If the City provides additional development capacity, the minimum affordable housing requirement may be increased.
- d. The Planning and Building Director will provide a report to the Council in January of 2028 evaluating whether the affordable housing fee-in-lieu program in low-density residential zones has impacted housing development and recommending potential changes to the program for City Council consideration if impacts are identified.
2. Affordable housing requirements medium-density residential zones, high-density residential zones, commercial zones, office zones, and transit-oriented development zones.
- a. Minimum Requirements –
- 1) All developments creating four or more new dwelling units in commercial, high density residential, medium density and office zones shall provide at least 10 percent of the units as affordable housing units and comply with the provisions of this chapter as established in the General Regulations or the Special Regulations for the specific use in Chapters 20 through 56 KZC. For transit oriented development in the PR 1.8 zone, see the permitted uses for the minimum amount of affordable housing to be provided and other requirements of this chapter that do not apply.
- 2) All developments creating new dwelling units in the Neighborhood Mixed Use (NMU), Civic Mixed Use (CVU), or Urban Flex (UF) zones regulated in Chapter 57 KZC shall set aside the following minimum percentage of their residential units as affordable units at the indicated average median income (AMI) levels, based on the maximum allowed height for each zone shown in the NE 85th St. Station Area Regulating Plan in Figure 2, KZC 57.10.030:

Station Area - Base Affordable Housing Requirements		
Maximum Allowed Zone Height	Renter-Occupied: Minimum Percentage of Affordable Housing Units and AMI Requirements	Owner-Occupied: Minimum Percentage of Affordable Housing Units and AMI Requirements
Less than 65'	10% at 50% AMI	10% at 80% AMI
65' and Above	15% at 50% AMI	15% at 80% AMI

Note that the minimum requirements for affordable housing units are applicable to the full development, including any units provided within the base height or

capacity allowed for the zone. Options for alternative compliance with these requirements, and pioneer unit provisions, are shown in KZC 112.20(3)(c).

3) The affordable housing minimum requirements shall not apply to Co-Living Housing units developed under Chapter 111.

b. Voluntary Use – All other provisions of this chapter are available for use in developments where the minimum requirement does not apply; provided, however, the provisions of this chapter are not available for use in developments located within the BN zone.

3. Calculation in Density-Limited Zones – Except for developments in low-density residential zones, for developments in density-limited zones, the required amount of affordable housing shall be calculated based on the number of dwelling units proposed prior to the addition of any bonus units allowed pursuant to KZC 112.20.

4. Calculation in CBD 5A, RH8, HENC 2, TL, Transit Oriented Development in PR 1.8, FHNC, BCX, NMU, CMU, UF, and PLA 5C Zones – For developments in the CBD 5A, RH8, TL, FHNC, BCX, TOD in PR 1.8, HENC 2, NMU, CMU, UF, and PLA 5C zones, the required amount of affordable housing shall be calculated based on the total number of dwelling units proposed.

5. Rounding and Alternative Compliance – In all zones, the number of affordable housing units required is determined by rounding up to the next whole number of units if the fraction of the whole number is at least 0.66. KZC 112.30 establishes methods for alternative compliance, including payment in lieu of construction for portions of required affordable housing units that are less than 0.66 units.

Section 33. Section 15.12.063 of the Kirkland Municipal Code (KMC), and the corresponding portions of Ordinance No. 4617 § 1 (2017), is hereby amended as follows:

15.12.063 Sewer capital facilities charges (SCFC)—Definitions.

The sewer connection charge(s) must be paid prior to issuance of the permit and shall be determined as to each requested connection by the application of the criteria set forth below.

(1) For all sewer connections a sewer capital facilities charge will be assessed and shall consist of the following:

(a) Each sewer connection will be assigned a “residential customer equivalent” (RCE) factor. The RCE has a base of one for a three-fourths-inch by five-eighths-inch water meter; i.e., a building served by a five-eighths-inch by three-fourths-inch meter will be given a sewer RCE factor of one.

(b) The RCE for each sewer connection is as follows:

Single-Family/Multifamily Sewer Fees

Single-family	(1 RCE)
2-unit multi	(1.6 RCE, 0.8 RCE per unit)
3-unit multi	(2.4 RCE)
4-unit multi	(3.2 RCE)

5 or more units Number of units x 0.64 x 1
 RCE (0.64 RCE per unit)
 One half of a multi-family

For the purposes of calculating sewer connection charges, a Co-Living Housing unit, as defined in KZC 5.10.177, shall count as one-half the RCE value of a multi-family dwelling unit described herein.

(c) Other use (commercial, office, light industrial, churches, school, etc.) shall be based on the water meter size serving the property:

Meter Size	RCE
5/8" x 3/4"	1
1"	2.5
1-1/2"	5
2"	8
3"	16
4"	25
6"	50
8"	80

(d) Each property will be assessed an SCFC for each domestic water meter service or as determined by the department of public works.

(e) Sewer connection charge(s) as provided for in this section may be waived with respect to the construction of any shelter or low-income housing project found by the city manager to serve low-income persons.

Section 34. 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 35. This ordinance shall be in force and effect at 5:00 p.m. PST on December 31, 2025, after its passage by the Kirkland City Council and publication in the summary form attached to the original of this ordinance and by this reference approved by the City Council.

Section 36. A complete copy of this ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

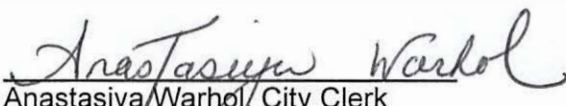
668 Passed by majority vote of the Kirkland City Council in open meeting this 16th day of
669 September, 2025.
670
671

Signed in authentication thereof this 16th day of September, 2025.



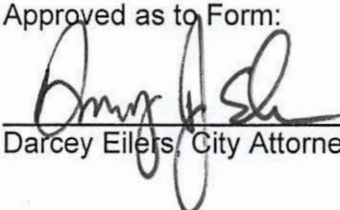
Kelli Curtis, Mayor

Attest:



Anastasiya Warhol, City Clerk

Approved as to Form:



Darcey Eilers, City Attorney

Publication Date: September 22, 2025

PUBLICATION SUMMARY
OF ORDINANCE NO. O-4912

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO THE ENACTMENT OF CO-LIVING HOUSING PROVISIONS, AMENDING CHAPTERS 5, 30, 45, 50, 55, 57, 111, AND 112 OF KIRKLAND ZONING CODE AND SECTION 15.12.063 OF THE KIRKLAND MUNICIPAL CODE; FILE NO. CAM25-00302.

SECTION 1. Adds a new KZC section 5.10.177 defining Co-Living Housing.

SECTION 2. Repeals KZC section 5.10.778.

SECTION 3. Amends Chapter 30.20 KZC related to permitted uses in office zones.

SECTION 4. Amends Chapter 30.30 KZC related to density dimensions in office zones.

SECTION 5. Amends Chapter 30.40 KZC related to development standards in office zones.

SECTION 6. Amends Chapter 45.20 KZC related to permitted uses in institutional zones.

SECTIONS 7 - 12. Repeal various sections of Chapter 50 KZC to eliminate "Residential Suite" from the zone use charts for Central Business District (CBD) Zones 1, 2, 3, 4, 7, and 8.

SECTIONS 13 - 20. Repeal various sections of Chapter 55 KZC to eliminate "Residential Suite" from the zone use charts for Totem Lake (TL) Zones 1A, 1B, 2, 4A, 4B, 4C, 5, 6A, 6B, 7A, 7B, and 8.

SECTION 21. Amends KZC Sections 55.81.010 and 55.81.015 to eliminate "Residential Suites" from the zone use chart for the TL 10C Zone.

SECTION 22. Amends KZC Sections 55.87.100 and 55.87.015 to eliminate "Residential Suites" from the zone use chart for the TL-10D Zone.

SECTION 23. Amends KZC Section 57.05.070 related to the relationship to other code regulations.

SECTION 24. Amends KZC Section 57.25.060 related parking.

SECTIONS 25 - 31. Establish co-living housing regulations, adding a new Chapter 111 to the KZC.

SECTION 32. Amends KZC Chapter 112.15 related to affordable housing requirements.

SECTION 33. Amends Section 15.12.063 of the Kirkland Municipal Code related to sewer capital facilities charges definitions.

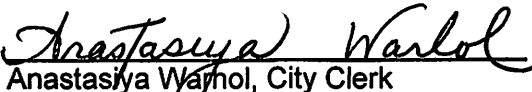
SECTION 34. Provides a severability clause for the ordinance.

45 SECTION 35. Authorizes publication of the ordinance by summary and establishes the
46 effective date as 5:00 pm PST on December 31, 2025, after publication of summary.
47

48 SECTION 36. Directs the City Clerk to certify and forward a complete certified copy of
49 this ordinance to King County Department of Assessments.
50

51 The full text of this Ordinance will be mailed without charge to any person upon request
52 made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City
53 Council at its meeting on the 16th day of September, 2025.
54

55 I certify that the foregoing is a summary of Ordinance O-4912 approved by the Kirkland
56 City Council for summary publication.
57


Anastasiya Warnol, City Clerk