



City of Kirkland

# Final Draft Housing Inventory and Analysis

Kirkland 2044 Comprehensive Plan Update

Michael Stanger (ARCH), Cissi Xu (ARCH), and Scott  
Guter (City of Kirkland)  
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## Contents

Introduction .....	3
Summary of Key Findings.....	3
ARCH/East King County Subarea .....	4
Income and Housing Affordability Reference .....	4
Population Characteristics.....	6
Population estimates and projections.....	6
Race and Ethnicity.....	7
Age Distribution and Comparison.....	9
Populations with special housing needs.....	13
Workforce Characteristics .....	15
Jobs and earnings .....	15
Commute patterns .....	17
Household Characteristics .....	18
Growth in Households .....	18
Household sizes .....	19
Household types.....	21
Median Household Incomes .....	23
Household income distributions.....	24
Displacement risk .....	25
Other Housing Demand Characteristics .....	29
Housing Supply .....	31
General Housing Inventory .....	31
Special Housing Inventory .....	37
Housing Market Conditions.....	41
Land Capacity .....	43
Land available to meet housing demand.....	43
Gap analysis: Housing Needs .....	48
Housing for Local Workers .....	48
Housing for Older Adults.....	50
Local History of Racially Exclusive and Discriminatory Land Use and Housing Practices ....	51
Racial Displacement and Disparate Impacts Findings .....	55
Housing cost-burden.....	56
Permanent housing needs.....	60
Emergency Housing Needs.....	61

State Requirements & City Development Standards and Permitting Gap Analysis .....	61
Partnerships and Strategies .....	74
Dedicated resources .....	74
Appendix .....	78
Household Incomes .....	78
Created through Land Use and/or Multifamily Tax Exemption Programs and Currently in Service or Development: .....	79
Created through the ARCH Trust Fund and/or City of Kirkland Funding and Currently in Service or Development: .....	80
Income- or Cost-Restricted through Sources Other than ARCH, the City of Kirkland, and King County Housing Authority: .....	80
Housing for homeless individuals; shelters, transition, etc. ....	80
Adequate provisions checklists .....	82

## Introduction

All cities and counties planning under Washington's Growth Management Act (GMA) must include in their comprehensive plan housing elements "an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth, as provided by the department of commerce, including (i) Units for moderate, low, very low, and extremely low-income households; and (ii) Emergency housing, emergency shelters, and permanent supportive housing" (RCW 36.70A.070(2)). King County Countywide Planning Policies (CPPs) prescribes many specific data points for the inventory and analysis, including several to examine historical impacts of discriminatory housing and land use practices. This report fulfills GMA and CPP requirements and supplements them with other key housing demand and supply indicators to provide insight for guiding policy decisions in the 2044 Comprehensive Plan update.

## Summary of Key Findings

Kirkland, Washington has experienced significant growth and changes in its community demographics and housing conditions. The city has seen a population growth of 13.9% between 2015 and 2023, with a notable increase in the non-white population, now constituting 30.7% of the residents. The median household income stands at \$130,620, and the city has been proactive in tracking housing developments, including affordable housing targets and the supply of various housing types. These demographic shifts and housing trends are crucial for understanding the city's needs and planning for its future. Below are some additional key findings from the housing needs assessment.

- The city of Kirkland needs to plan for a 33% increase in housing units by 2044 along with a 52% increase in employment.
- Housing is needed at all affordability levels, but in greatest numbers below 80% AMI and especially by Black and Hispanic/Latino households, who are disproportionately housing-cost burdened.
- The city's housing supply is still a majority homeownership, although rental housing has steadily increased its share.
- Kirkland offers a high number of income- and price-restricted units for its size, due to a combination of inclusionary zoning, city funding, and public housing.
- Like most ARCH cities, Kirkland does not yet have a significant supply of permanent supportive or emergency housing units.

## ARCH/East King County Subarea

The city of Kirkland is a founding member of A Regional Coalition for Housing (ARCH), a partnership of King County and 15 east King County cities. The map below illustrates current ARCH membership – colored-in city jurisdictions and the unincorporated area within the blue boundary.<sup>1</sup> ARCH formed so that members could share resources, including funding, and collaborate to address housing issues across their subarea housing market. To help Kirkland decision-makers with planning in this context, this report includes several data points that combine the city-member jurisdictions as “East King County Cities.”

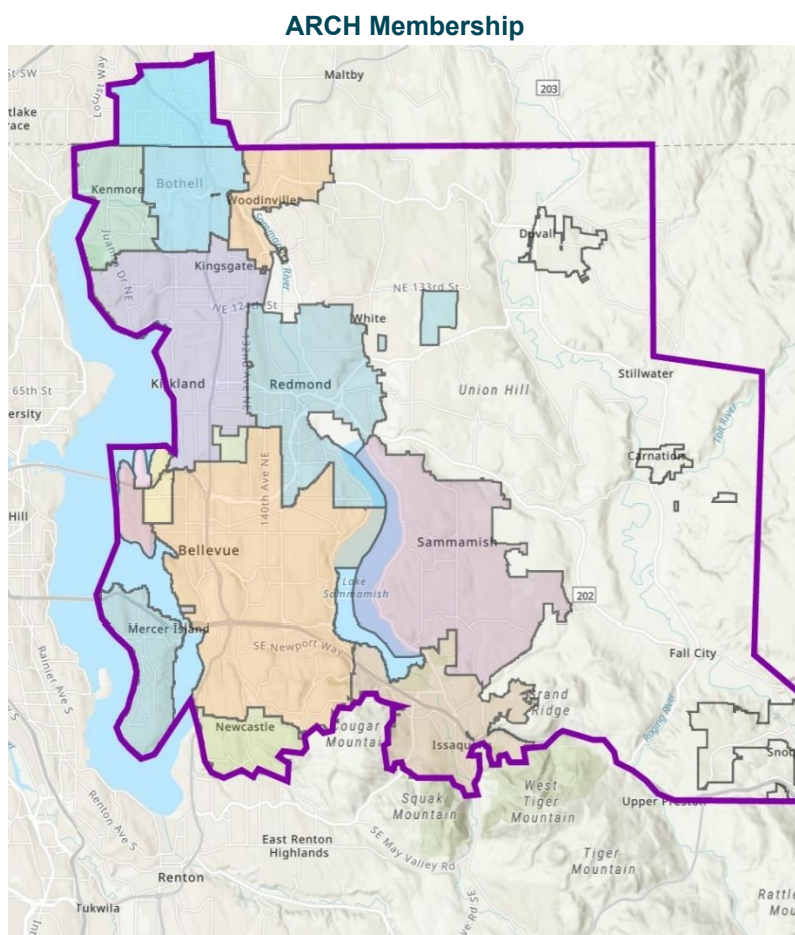


Figure 1 - Source: A Regional Coalition for Housing (ARCH).

## Income and Housing Affordability Reference

Much of the data in this report refers to household incomes or housing prices as a percentage of Area Median Income, or AMI. This section explains the use of AMI for housing needs inventory and analysis.

The Area Median Income means the midpoint of all family incomes in a geographic area defined by the U. S. Department of Housing and Urban Development (HUD). Kirkland is part of the area that HUD calls the Seattle-Bellevue HFMA, which comprises King and Snohomish counties. AMI is the standard from which affordable housing programs set income limits for household eligibility and the housing expense limits for affordable housing units. That is, “the AMI” means the median income for a four-person household. ARCH and most other affordable housing programs derive income limits and expense limits by adjusting this number up or down for the number of people in

<sup>1</sup> Those member cities are Beaux Arts Village, Bellevue, Bothell, Clyde Hill, Hunts Point, Issaquah, Kenmore, Kirkland, Medina, Mercer Island, Newcastle, Redmond, Sammamish, Woodinville, and Yarrow Point.

the household or number of bedrooms in the affordable home and for the affordability level the jurisdiction wants to achieve.

#### Household Income Limits

	1 person	2 people	3 people	4 people
30 AMI	\$30,954	\$35,376	\$39,798	\$44,220
50 AMI	\$51,590	\$58,960	\$66,330	\$73,700
80 AMI	\$82,544	\$94,336	\$106,128	\$117,920
100 AMI	\$103,180	\$117,920	\$132,660	\$147,400
120 AMI	\$123,816	\$141,504	\$159,192	\$176,880

Table 1- Source: A Regional Coalition for Housing (ARCH), 2024.

For Kirkland and other ARCH members, the 2024 Area Median Income is \$147,400. A four-person household wishing to qualify for an affordable home that the city has set the affordability level at 100 percent of AMI will have to have an income less than \$147,400. If the city sets the affordability level at 80 percent of AMI (or “80 AMI”), the income limit would be \$117,920. Smaller households would have lower income limits to qualify.

#### Housing Expense Limits

	No bedrms	1 bedrm	2 bedrms	3 bedrms
30 AMI	\$774	\$829	\$995	\$1,150
50 AMI	\$1,290	\$1,382	\$1,658	\$1,916
80 AMI	\$2,064	\$2,211	\$2,653	\$3,066
100 AMI	\$2,580	\$2,764	\$3,317	\$3,832
120 AMI	\$3,095	\$3,317	\$3,980	\$4,599

Table 2 - Source: A Regional Coalition for Housing (ARCH), 2024.

Housing expenses in affordable housing are typically limited to 30 percent of an eligible household’s income. Some housing programs (public housing, mostly) allow residents to pay a percentage of their actual income, while others (usually those where affordable units are mixed with market-rate housing) allow landlords to charge up to 30 percent of the income limit for the number of people assumed, based on the number of bedrooms. For example, ARCH sets the maximum expense for a one-bedroom home assuming that, on average, 1.5 people occupy a one-bedroom unit. The 80 AMI income limit midway between one and two people is \$88,440. On a monthly basis, 30 percent for housing costs equals \$2,211; so, the maximum expense for an “80 AMI” one-bedroom unit is \$2,211.

The tables above may be useful to reference when reading some of the following data on wages and housing affordability. State law and some local programs use the following terms in conjunction with certain income and housing affordability levels:

- “Moderate income:” greater than 80 but not higher than 120 AMI.
- “Low-income:” greater than 50 but not higher than 80 AMI.
- “Very low-income:” greater than 30 but not higher than 50 AMI.
- “Extremely low-income:” 0 to 30 AMI.

An additional note about data reported in the following tables and charts: Percentages are rounded to integers for easy legibility. As a result, some totals do not equal 100%.

## Population Characteristics

### Population estimates and projections

As of 2023, Kirkland's population estimate is 96,920 (Washington Office of Financial Management). In 2011 the city experienced a significant population increase by annexing the last of its allocated unincorporated areas, the Finn Hill, North Juanita, and Kingsgate neighborhoods. With no more land to incorporate future population growth within the city will occur as infill urbanization.

Kirkland's 2023 Community Profile ([kirklandwa.gov](http://kirklandwa.gov)) details many demographic characteristics of the city's population in addition to those used here for evaluating housing needs.

#### Projections

According to projections by the Puget Sound Regional Council, by the end of this planning cycle (2044) Kirkland's population will rise 34 percent, to about 116,900. PSRC bases its forecast on land use modeling that incorporates housing and employment targets as well as regional data and forecasts.

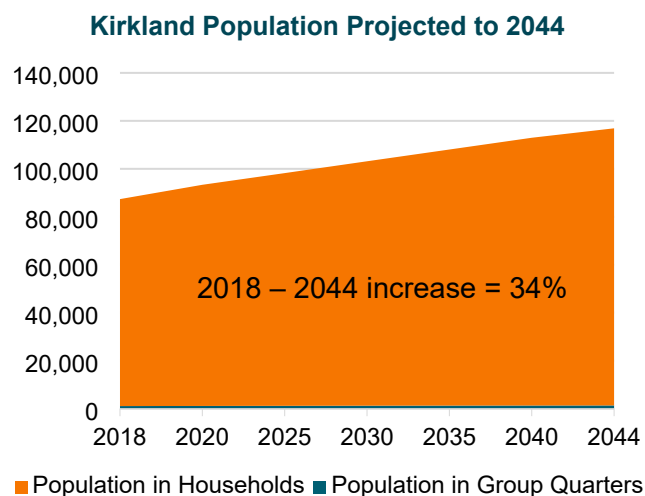


Figure 2 - Source: Puget Sound Regional Council, 2023 Land Use Vision - Implemented Targets.

Expected population growth in east King County cities is somewhat greater at a combined 44 percent.

#### East King County Cities Population Projected to 2044

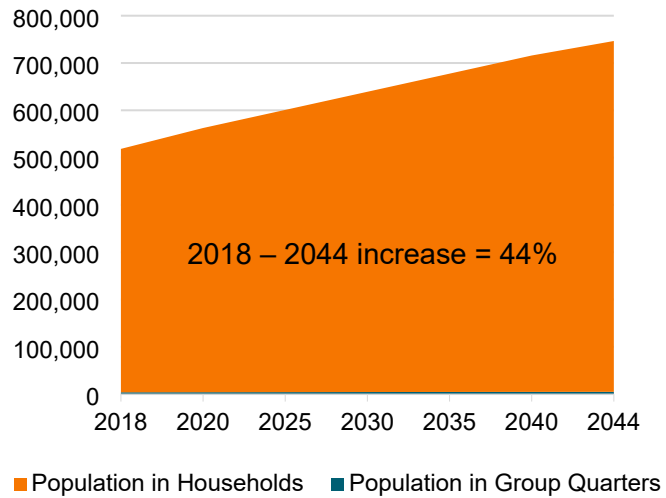


Figure 3 - Source: Puget Sound Regional Council, 2023 Land Use Vision - Implemented Targets.

## Race and Ethnicity

White residents make up the largest share of Kirkland's population, 69 percent in 2020; however, Kirkland's white population as decreased as a share of total population by 17 percentage points between 2000 and 2020, while Asian and Hispanic populations have nearly doubled their shares.

#### Kirkland Population by Race and Ethnicity, 2022

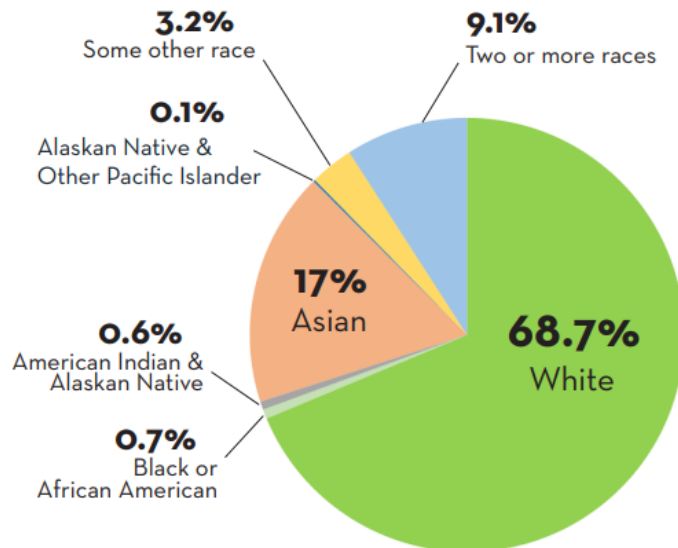
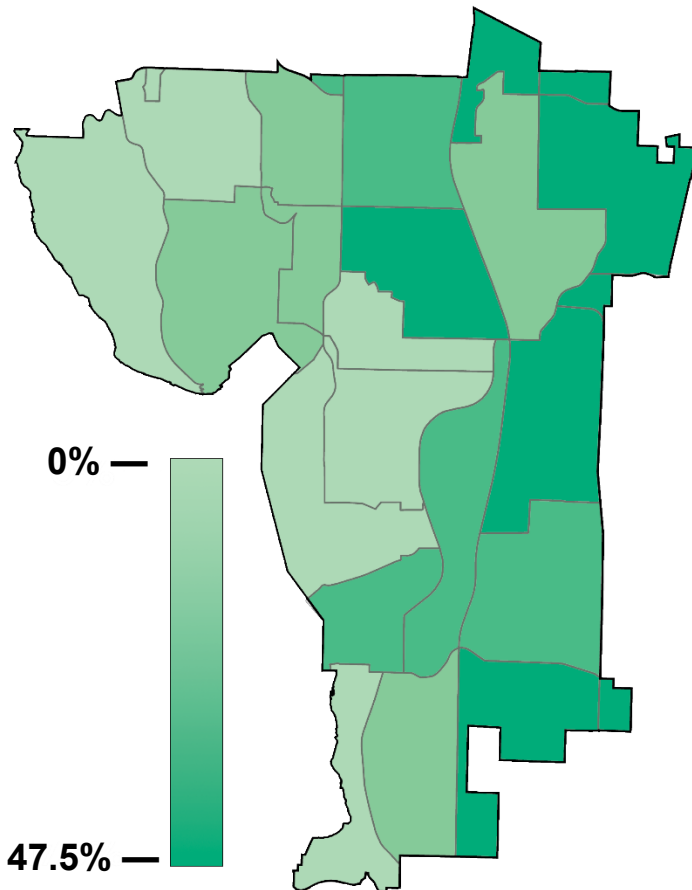


Figure 4 - Source: City of Kirkland, 2023 Community Profile.



As shown to the right, concentrations of non-white residents generally increase with distance from Lake Washington, i.e., as property values decrease. Neighborhoods with the highest percentage of residents of color are Kingsgate, Juanita, North Rose Hill, Bridle Trails, and parts of Totem Lake.

**Kirkland Residents of Color by Census Tract, 2020**



*Figure 5 - Source: City of Kirkland, 2023 Community Profile.*

## Age Distribution and Comparison

Most Kirkland residents are of “working age populations” (64 percent), ages between 20 and 64, but that percentage is declining as the population 65 and older grows in proportion. At the other end of the spectrum, the community’s school-age population has grown in percentage, but only slightly.

Kirkland has a similar age distribution as King County. (See Community Profile, Page 12, Figure 2-O - Regional Age Composition: % of Total.) Compared to surrounding municipalities, Kirkland has the highest growth of people under the age of 18 between the years 2000 and 2022 (18 percent) and the highest growth of people over the age of 65 (45 percent); much of this, however, occurred as a result of annexations.

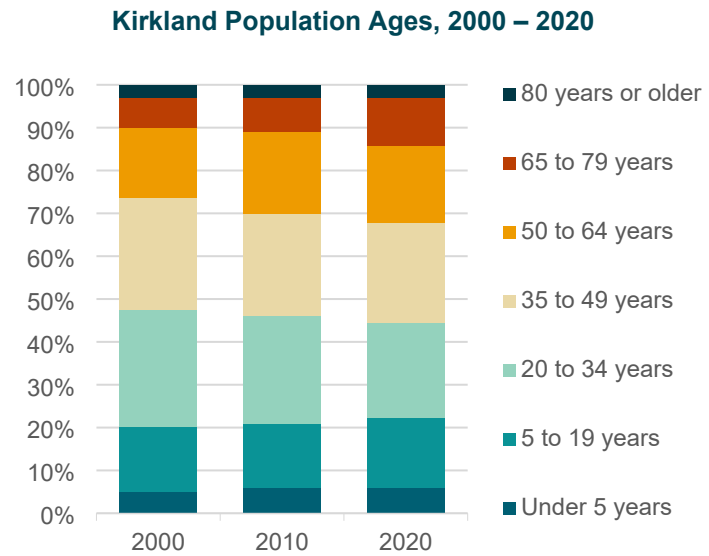


Figure 6 – Source: U.S. Census Bureau, Decennial Censuses.

### ... and race/ethnicity

The working age group constitutes the majority across all racial and ethnic categories. Among people of color, the age groups of 5 to 19 years and 20 to 34 years are the most populous, except Native Hawaiians or other Pacific Islanders that have a predominantly portion of 65 to 74 years age range.

Other racial groups and those identifying with multiple races have a large proportion of younger populations, with a significant concentration in the 5 to 19 years age group. Higher populations in younger age groups indicate the potential racial and ethnic composition of the community in the future, depending on their ability to afford suitable housing.

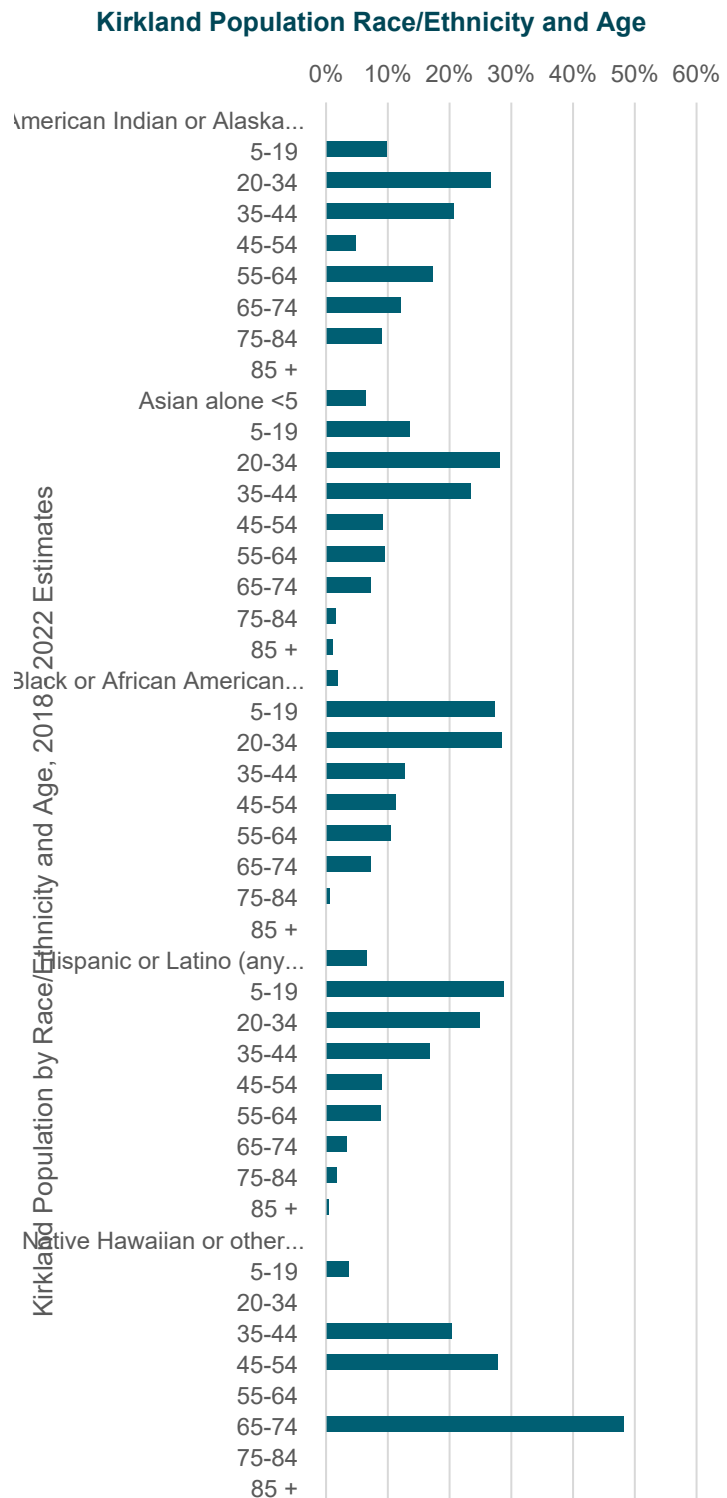


Figure 7 - Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.

The White population exhibits a more even distribution, with the 20 to 34 years age group being the largest, followed by progressively smaller groups in subsequent age ranges. This may reflect the longevity of White families in Kirkland; that is, more White families have lived in Kirkland longer than non-White families. This long-term residency implies that White families have maintained a continuous presence in the community, contributing to an even age distribution and a stable demographic profile over time.

#### Kirkland Population Race/Ethnicity and Age, continued

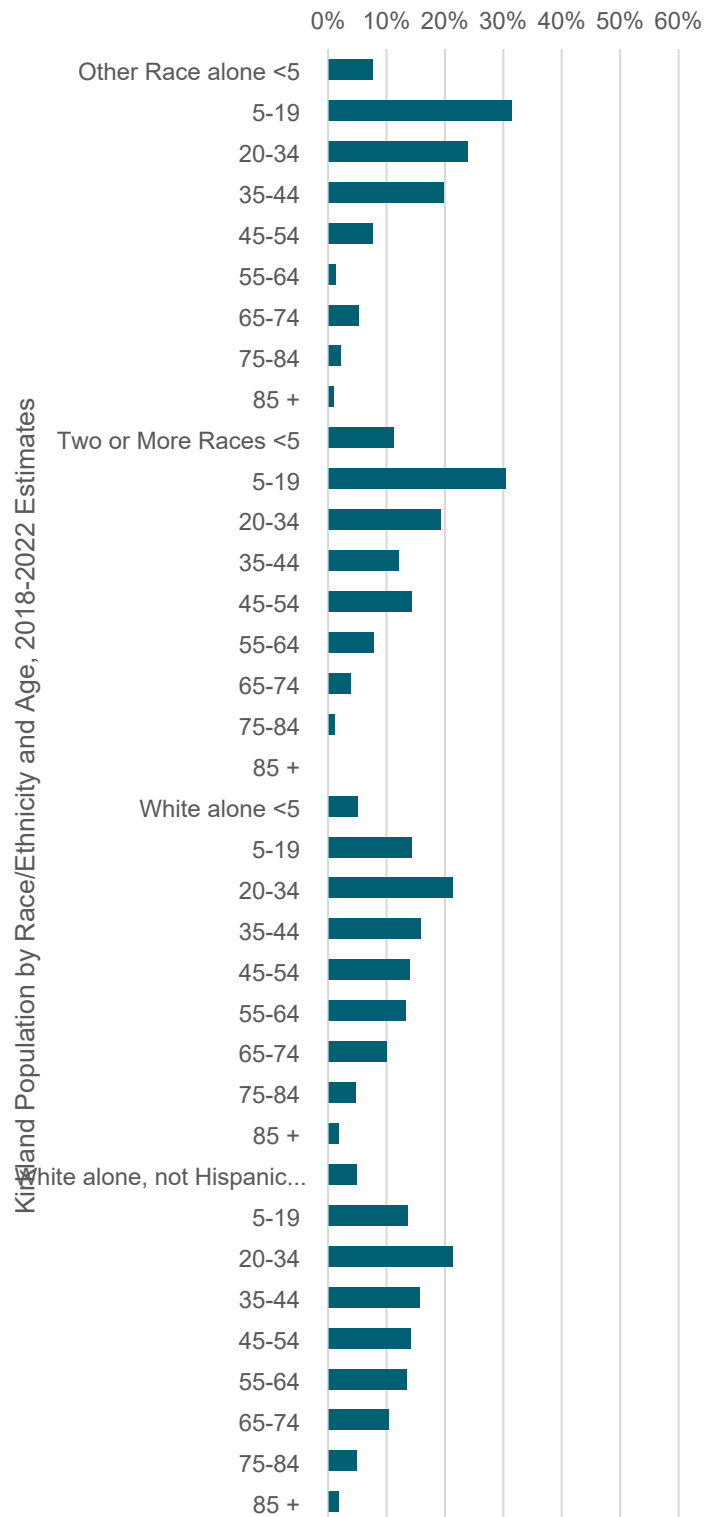


Figure 8 - Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.

### Population Age Forecast

The U. S. Census Bureau's National Population Projections forecast age distributions from 2022 to 2100. Staff applied the rates of change through 2044 in each age group to Kirkland's expected population growth.

The results reveal notable shifts. Overall, the working age population (20 to 64 years) would remain about the same at 62 percent. The school and pre-school populations (19 years or younger) is expected to fall gradually from 22 percent to 19 percent. The 65 to 79 years group would continue to grow as it has in the past decade and then begin to decline in the 2040s. Aging Baby Boomers will boost the 80 years or older group, doubling their percentage to 6 percent by 2044.

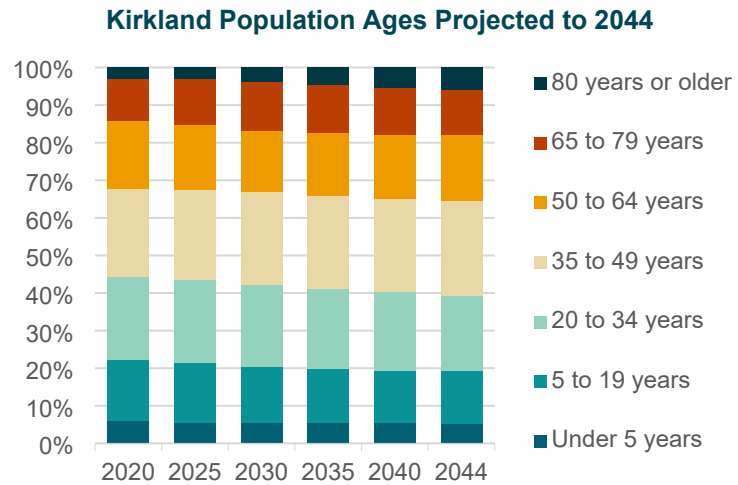


Figure 9 - Sources: U.S. Census Bureau, 2023 National Population Projections, and A Regional Coalition for Housing (ARCH).

## Populations with special housing needs

Kirkland has a slightly lower percentage of residents with disabilities (8 percent) than King County as a whole (10 percent) and both increased modestly on a percentage basis from 2012 to 2022. Numerically, however, the population with disabilities more than doubled for both, to over 7,400 people in Kirkland.

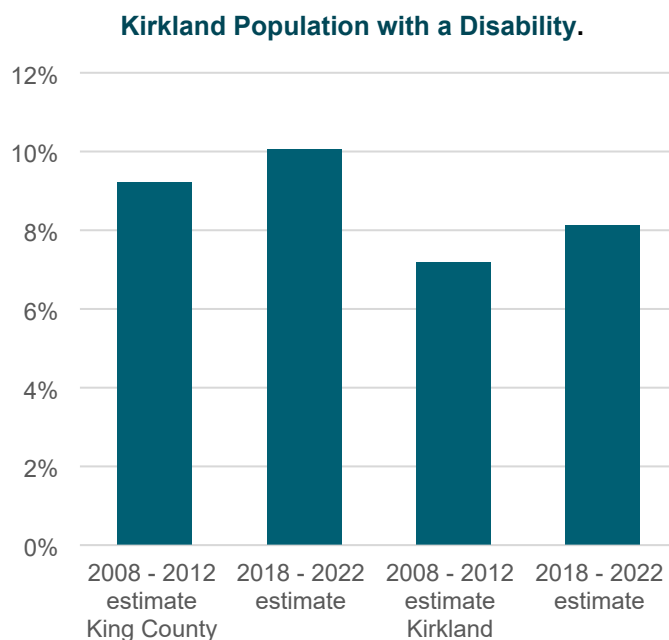


Figure 10- Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.

People aged 35 to 64 years and those aged 75 and older have the highest rates of disability in Kirkland, which projects to greater numbers in the future for those 65 and older.

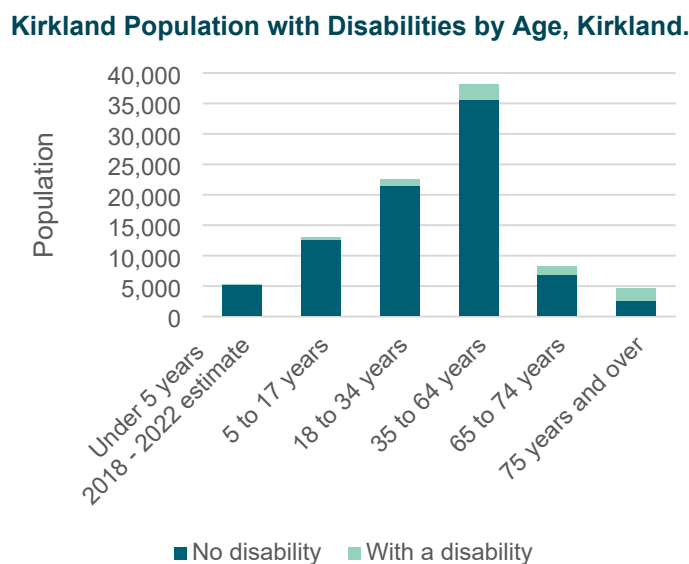


Figure 11 - Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.

### Population in group quarters

Group quarters, according to the Census Bureau, are places where people live or stay, in group living arrangements, that are owned or managed by entities or organizations providing housing (and

sometimes services) for the residents. This population is additional to the population living in households.

### East King County Population in Group Quarters

	Institutionalized population				Noninstitutionalized population			Total
	Correctional facilities for adults	Juvenile facilities	Nursing facilities	Other institutional facilities	College student housing	Military quarters	Other noninstitutional facilities	
Beaux Arts Village	-	-	-	-	-	-	-	-
Bellevue	-	-	223	-	200	-	1,017	1,440
Bothell	-	-	117	-	149	-	204	470
Clyde Hill	-	-	-	-	-	-	-	-
Hunts Point	-	-	-	-	-	-	-	-
Issaquah	36	-	374	-	-	-	118	528
Kenmore	-	-	-	-	67	-	139	206
<b>Kirkland</b>	<b>-</b>	<b>36</b>	<b>85</b>	<b>-</b>	<b>622</b>	<b>-</b>	<b>402</b>	<b>1,145</b>
Medina	-	-	-	-	-	-	-	-
Mercer Island	-	-	129	-	-	-	35	164
Newcastle	-	-	13	2	-	-	17	32
Redmond	-	-	230	-	-	-	192	422
Sammamish	-	-	-	-	-	-	116	116
Woodinville	-	-	-	-	-	-	43	43
Yarrow Point	-	-	-	-	-	-	-	-
<b>Total</b>	<b>36</b>	<b>36</b>	<b>1,171</b>	<b>2</b>	<b>1,038</b>	<b>0</b>	<b>2,283</b>	<b>4,566</b>

Table 3 - Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.

## Workforce Characteristics

Employment location and wages are among the most significant and fundamental factors of housing demand. All other things being equal, workers tend to try to live closer rather than farther from work.

### Jobs and earnings

As context for the Kirkland employment data that follows, Figure 2 illustrates wages for many public sector and support service jobs that policy makers often strive to help through affordable housing programs. It shows, for example, that a typical middle school teacher's salary is greater than 80 AMI if that teacher lives alone; but if that teacher is the only wage-earner in a family of four, their income is less than 80 AMI. The chart also shows several jobs which typically earn less than 50 AMI, even working full-time and living alone.

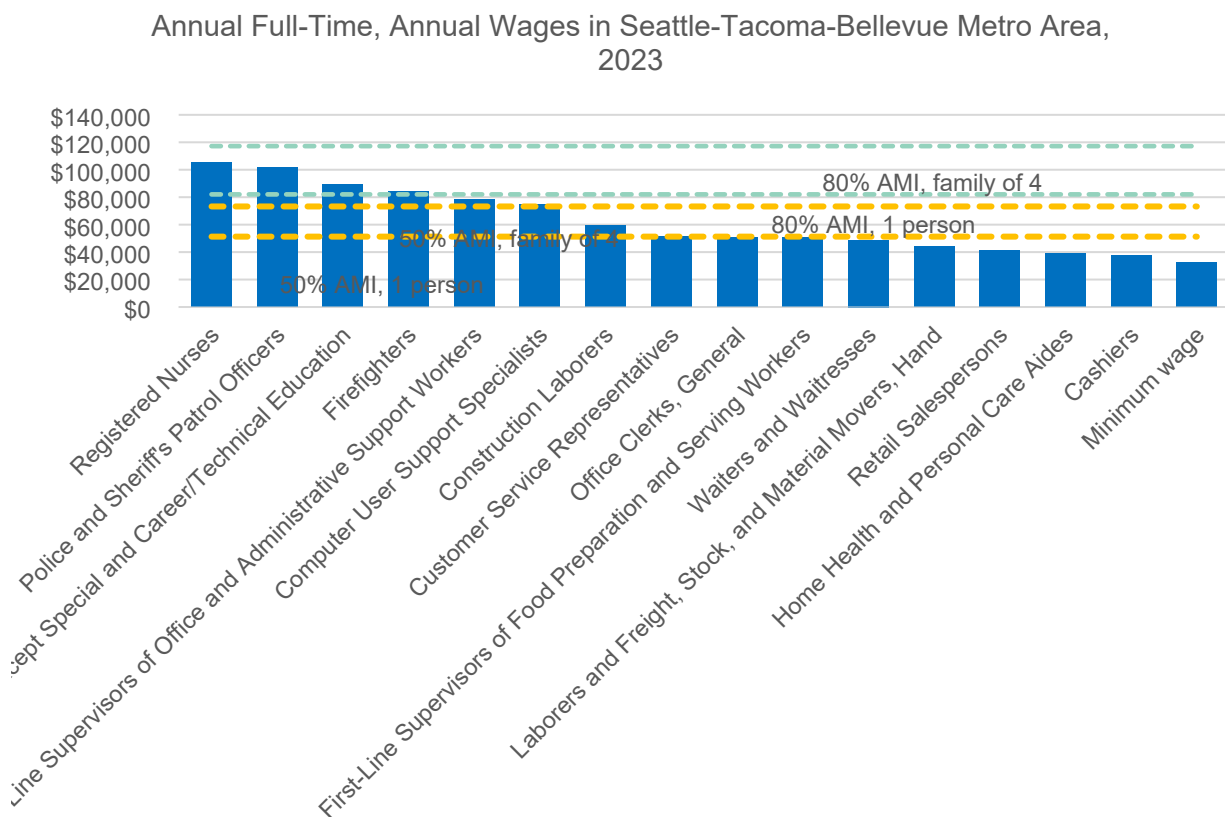


Figure 12 - Source: Washington State Employment Security Division, 2023, Occupational Employment and Wage Statistics.



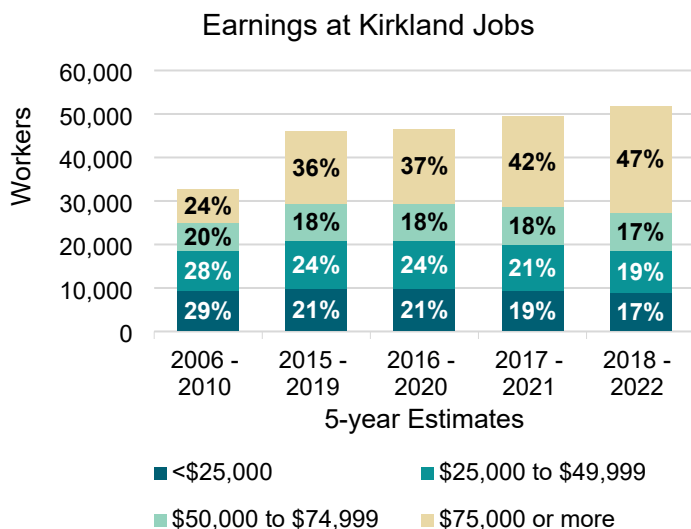


Figure 13 – Sources: U.S. Census Bureau, 2010 – 2022, American Community Survey 5-year Estimates.

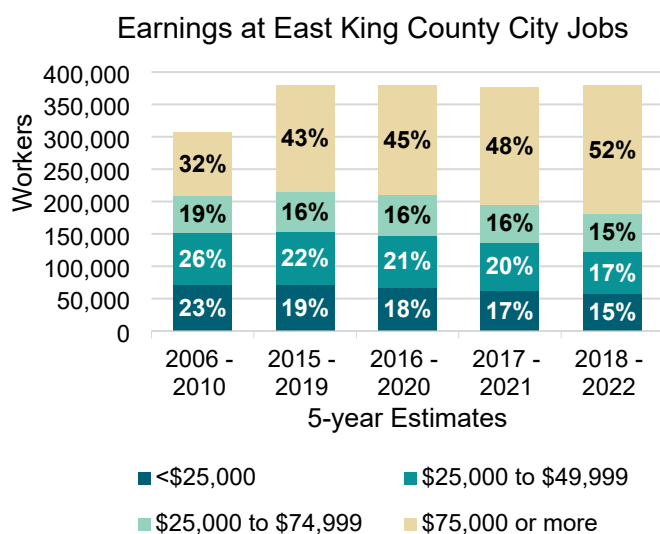


Figure 14 – Sources: U.S. Census Bureau, 2010 – 2022, American Community Survey 5-year Estimates.

Kirkland experienced a 23 percentage-point increase in jobs earning \$75,000 or more between 2010 and 2022.

(Wages are adjusted for inflation to the last year in each period.)

The number of Kirkland jobs paying less than \$50,000 (18,461) is nearly the same as 12 years before but has declined as a percentage of the total.

Jobs paying more than \$75,000 now make up more than half of all employment across east King County. Jobs paying less than \$50,000 declined by about 28,000 in 12 years.

Because people tend to prefer living closer to work, higher wages usually contribute to higher housing prices.

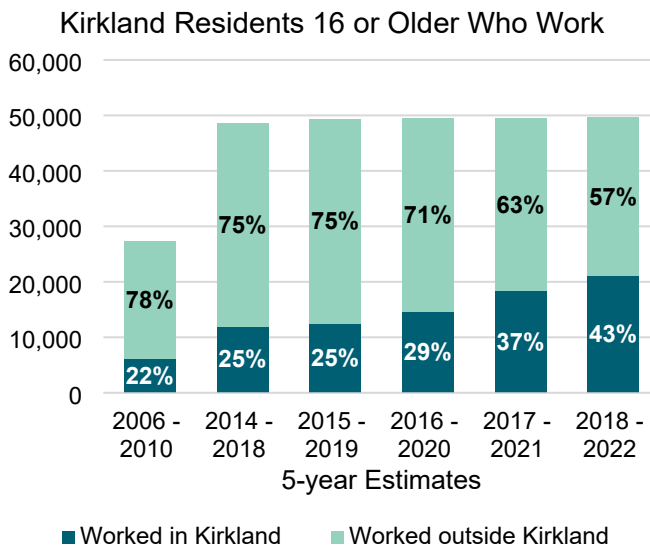
## Commute patterns

### Commuting to Kirkland Jobs

	Jobs	Pct
Total Kirkland employment	51,842	100%
Workers commuting into Kirkland	30,764	59%
Kirkland residents working in Kirkland	21,078	41%
Commute to work in Kirkland	8,747	
Working at home	12,331	

A majority (59 percent) of workers commute into Kirkland, ...

Table 4 – Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.



... but the portion of working Kirkland residents who commuted out of the city has fallen to 57 percent.

Figure 15 – Source: U.S. Census Bureau, 2010 - 2022, American Community Survey 5-year Estimates.

A major source for working locally has been the ability to work at home. Nearly one-quarter of working Kirkland residents worked from home during the period 2018 – 2022, as seen in the following chart.

### Kirkland Workers and Selected Means of Transportation

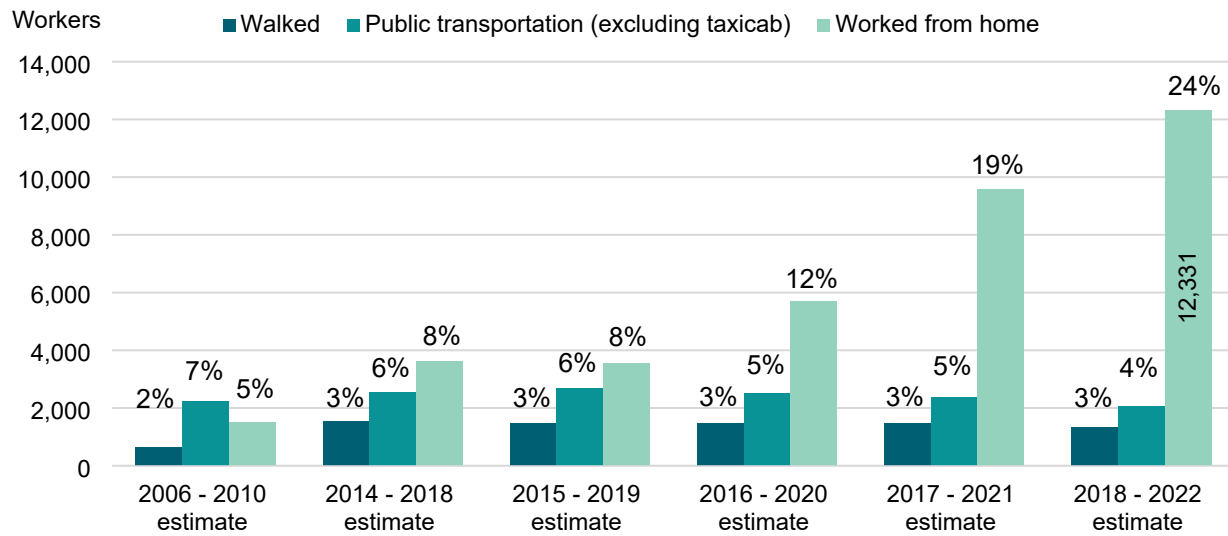


Figure 16: U.S. Census Bureau, 2010 - 2022, American Community Survey 5-year Estimates.

## Household Characteristics

### Growth in Households

As of 2023, Kirkland's total number of households is 39,983, nearly double that of the households in the city prior to the 2011 annexation of Finn Hill, North Juanita, and Kingsgate neighborhoods.

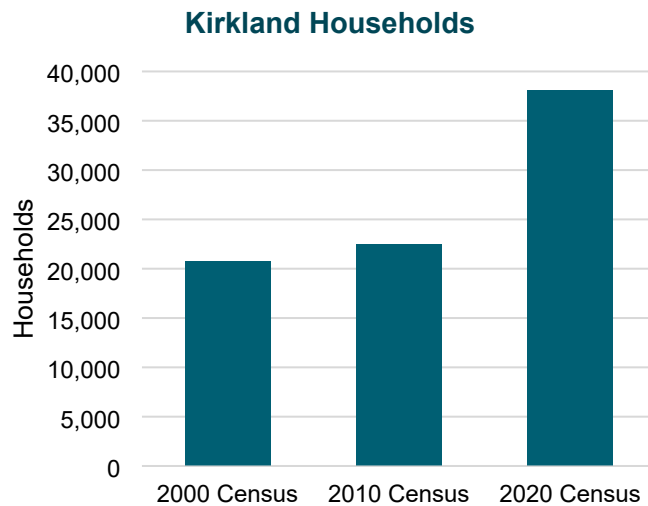


Figure 17 – Source: U.S. Census Bureau, 2000 - 2020 Decennial Census and 2016 - 2020 American Community Survey 5-year Estimates.

### ... and race/ethnicity

Between 2016 – 2020, 70 percent of Kirkland's heads of households were white compared to 60 percent in other east King County cities.

Heads of Kirkland Households

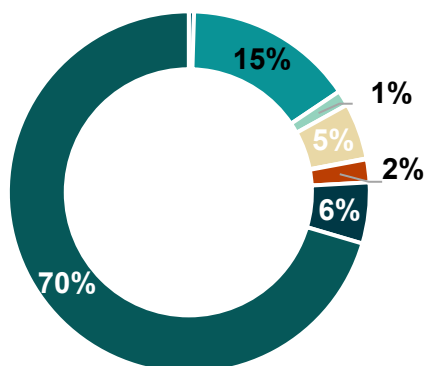
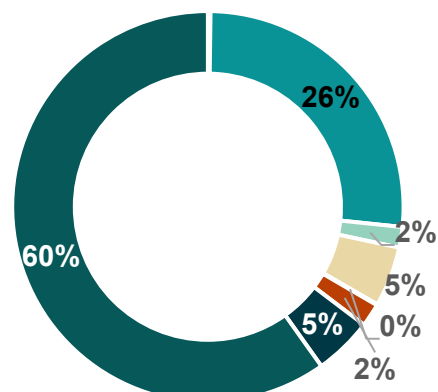


Figure 18– Source: U.S. Housing and Urban Development, 2020 Comprehensive Housing Affordability Strategy 5-year Estimates.

Heads of EKC City Households



- American Indian or Alaska Native alone
- Asian alone
- Black or African American alone
- Hispanic or Latino, any Race
- Native Hawaiian or other Pacific Islander
- Other Race alone
- Two or More Races
- White alone

Figure 19 - Source: U.S. Housing and Urban Development, 2020 Comprehensive Housing Affordability Strategy 5-year Estimates.

## Household sizes

Larger households (three or more people) grew in proportion to others in Kirkland between 2010 and 2020 due largely to the annexation of Finn Hill, North Juanita, and Kingsgate neighborhoods, where most of the housing are single-family detached homes. On the other hand, one-person households dropped from 36 percent to 28 percent of total households in 2020 (while growing in number from 8,000 to 10,600).

Across east King County, household sizes kept about the same distribution as in 2010, with a smaller decline in one- and two-person households.

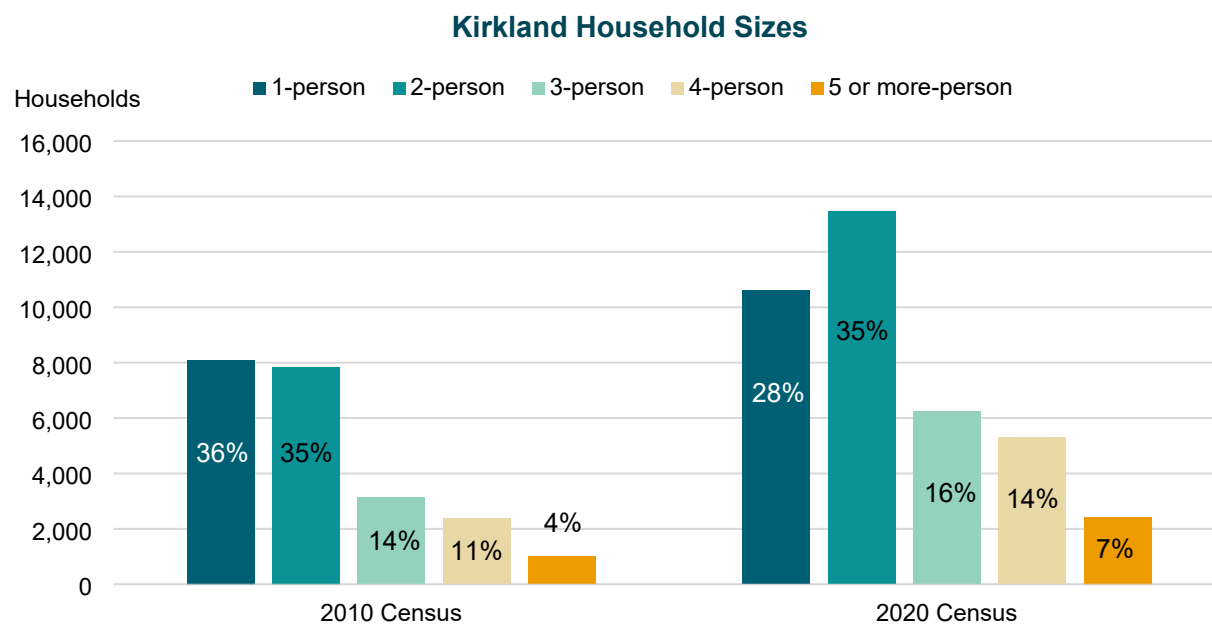


Figure 20 – Source: U.S. Census Bureau, 2022, American Community Survey 5-year Estimates.

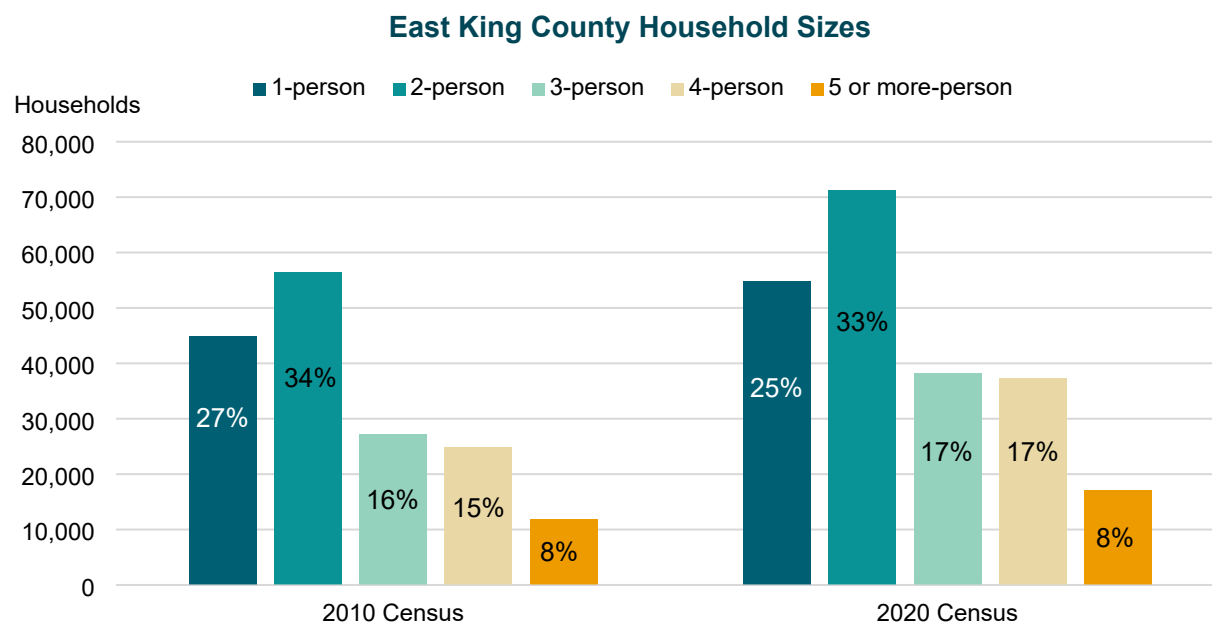


Figure 21 – Source: U.S. Census Bureau, 2022, American Community Survey 5-year Estimates.

## Household types

### Living arrangements

From 2010 and 2020 the share of households that identified as married with no children grew by 4 percentage points, equal in proportion to other east King County cities.

While households identifying as married with children has increased to 22 percent of total households, this household type is smaller in Kirkland than other east King County cities, which is 27 percent.

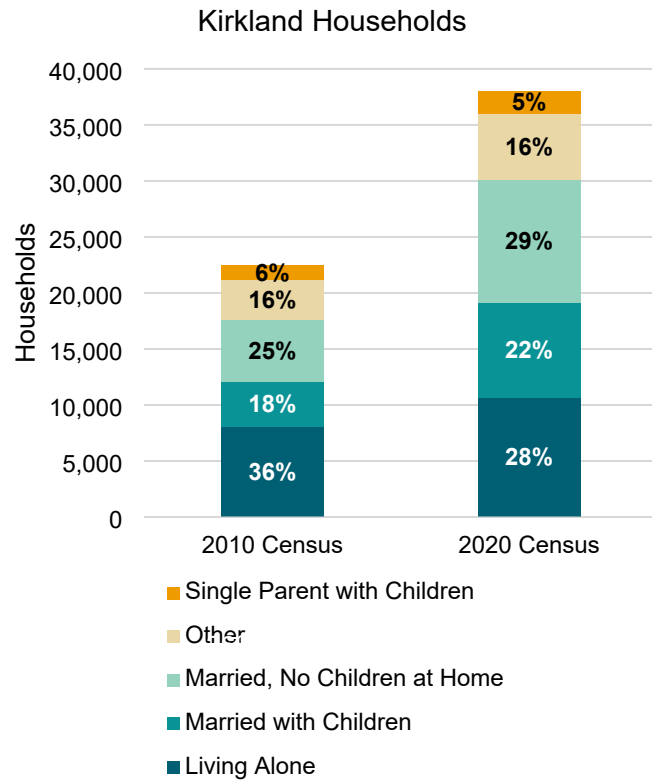


Figure 22 – Sources: U.S. Census Bureau, 2010 and 2020, U.S. Decennial Census.

Households that identified as living alone decreased by 8 percentage points in Kirkland, but this type still a higher percentage than other east King County cities, 28 percent to 25 percent respectively.

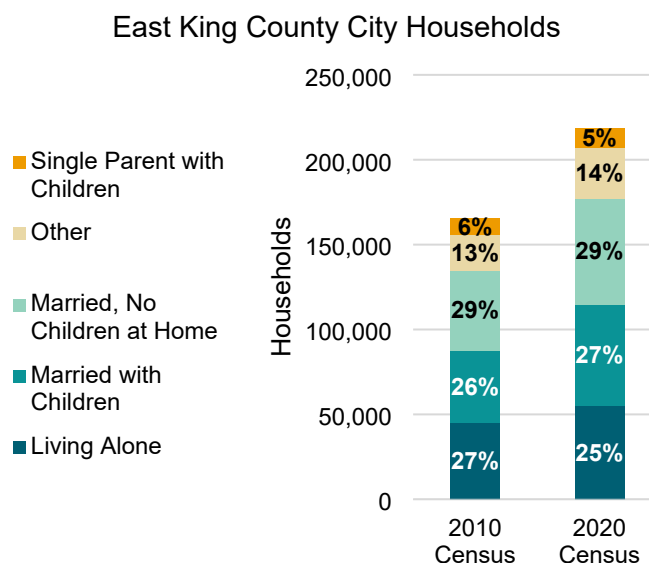


Figure 23 - Sources: U.S. Census Bureau, 2010 and 2020, U.S. Decennial Census.

### Other types

Particularly interesting in the following table are the growth in “elderly, non-family” households (primarily living alone) who rent and “small families” (two to four people, none of them 62 years or older) who own homes. Some of the latter accrued through annexations in 2011. The former could be concerning when they have little or no income in retirement.

### Kirkland Households

	2006 - 2010 estimate		2016 - 2020 estimate	
	HHs	Pct	HHs	Pct
<b>Elderly family (2 persons, with either or both age 62 or over)</b>	<b>1,894</b>	<b>9%</b>	<b>4,184</b>	<b>11%</b>
Owner occupied	1,509	80%	3,439	82%
Renter occupied	385	20%	745	18%
<b>Elderly non-family</b>	<b>2,360</b>	<b>11%</b>	<b>4,555</b>	<b>12%</b>
Owner occupied	1,610	68%	2,840	62%
Renter occupied	750	32%	1,715	38%
<b>Large family (5 or more persons)</b>	<b>670</b>	<b>3%</b>	<b>1,988</b>	<b>5%</b>
Owner occupied	450	67%	1,329	67%
Renter occupied	220	33%	659	33%
<b>Other household type (non-elderly non-family)</b>	<b>7,920</b>	<b>36%</b>	<b>8,905</b>	<b>24%</b>
Owner occupied	3,480	44%	3,170	36%
Renter occupied	4,440	56%	5,735	64%

	2006 - 2010 estimate		2016 - 2020 estimate	
	HHs	Pct	HHs	Pct
<b>Small family (2 persons, neither person 62 years or over, or 3 or 4 persons)</b>	<b>9,324</b>	<b>42%</b>	<b>17,068</b>	<b>47%</b>
Owner occupied	6,115	66%	12,174	71%
Renter occupied	3,209	34%	4,894	29%
<b>Total</b>	<b>22,168</b>	<b>100%</b>	<b>36,700</b>	<b>100%</b>

Table 5 - Source: U.S. Housing and Urban Development, 2010 and 2020 American Community Survey 5-year Estimates.

## Median Household Incomes

In Kirkland, there are significant variations in household incomes among different racial and ethnic groups (Figure 21). All groups report median household incomes greater than \$100,000, yet disparities remain pronounced. Households headed by people identifying as Asian have a median income 25 percent above the city-wide median. Median incomes in households headed Black or Hispanic/Latino residents run 20 to 23 percent below the city-wide median.

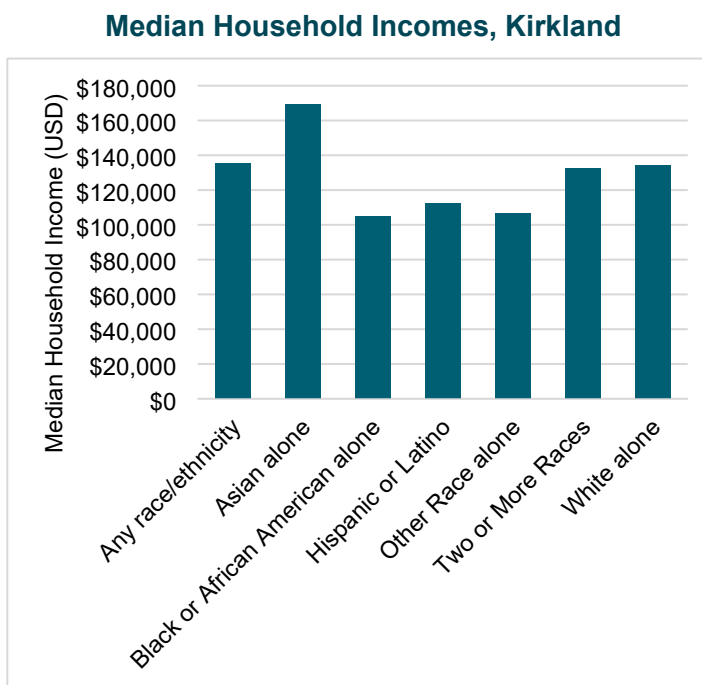


Figure 24 - Source: U.S. Census Bureau, 2022, American Community Survey 5-year Estimates.



The adjacent map shows median incomes for Census tracts in Kirkland overlayed by neighborhood boundaries. Household incomes are highest along Lake Washington and to the south, in Houghton and Bridle Trails.

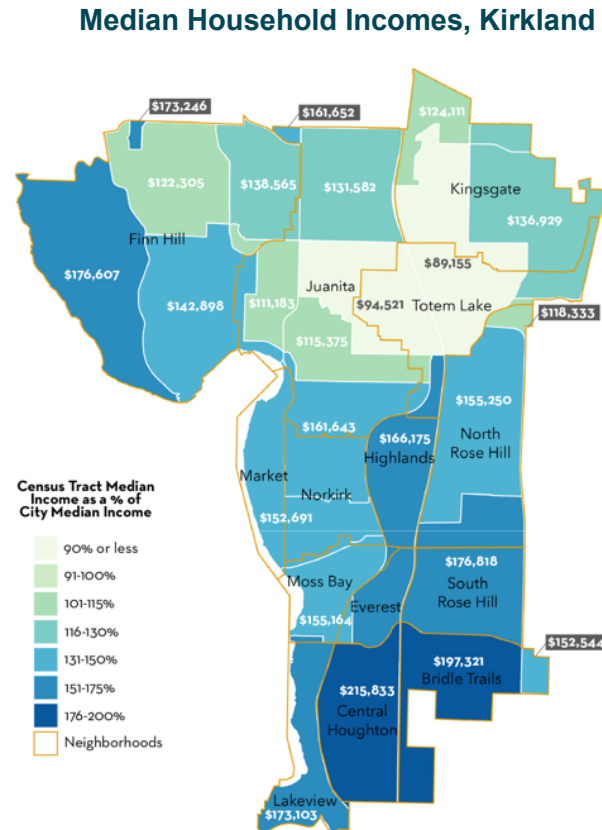


Figure 25 - U.S. Census Bureau, 2022 American Community Survey 1-year Estimates. Mapping by city of Kirkland.

## Household income distributions

Households earning 30 AMI or less increased to 11 percent in the latest estimates. In addition to 2011 annexations that added lower-income households to Kirkland, another factor may be population aging. Those with incomes greater than 120 AMI now account for 54 percent of Kirkland households, a slightly lower percentage but 7,200 more in number.

A table with greater detail, including east King County data, is found in the Appendix.

### Household Income Distributions, Kirkland

Table 6 - U.S. Housing and Urban Development, 2020

	2006 – 2010 estimate	2016 – 2020 estimate
≤ 30% AMI	8%	11%
> 30% but ≤ 50% AMI	8%	7%
> 50% but ≤ 80% AMI	11%	11%
> 80% but ≤ 100% AMI	6%	9%
> 100% but ≤ 120% AMI	9%	8%
> 120% AMI	57%	54%

Comprehensive Housing Affordability Survey 5-year Estimates.

### ... and race/ethnicity

Most Kirkland households headed by White-alone (not Hispanic or Latinx) and Asian-alone (not Hispanic or Latinx) residents make more than 100 AMI. Black and Native-headed households, while small in number, tend to have much lower incomes.

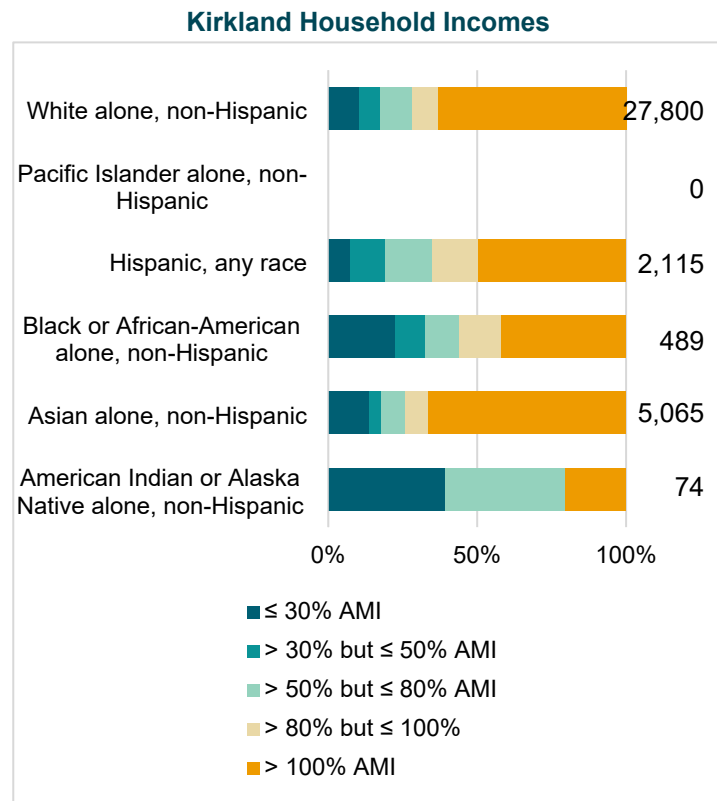


Figure 26 - Sources: U.S. Housing and Urban Development, 2022 Comprehensive Housing Affordability Strategy 5-year Estimates

### Displacement risk

Displacement risk means residents are vulnerable to involuntary relocation because their housing may become too expensive for them or redeveloped for new housing or other uses. Puget Sound Regional Council (PSRC) produced a displacement index using a composite set of risk indicators, including socio-demographics, transportation qualities, neighborhood characteristics, housing, and civic engagement.

Parametrix (a consulting firm whom the city hired) used

PSRC's index to forecast Kirkland's potential housing displacement by 2044, illustrated in the adjacent map. The following factors are considered when measuring displacement risk.

Direct displacement is the estimated number of housing units that would be directly displaced by redevelopment and have a potential impact to current Kirkland residents. Potential for direct displacements is estimated based on the residential development capacity of parcels identified as redevelopment in the Development Capacity Analysis. The overall residential unit yield on redevelopable properties compared to the number of existing units on those properties gives an average displacement rate per unit.

Potential displacements in low-income areas where the estimated number of housing units that would be directly displaced in census block groups that have a higher share of low-income residents than the countywide average. For the purposes of this analysis, low-income was defined as 200% of the federal poverty level, a measure of household income available in U.S. Census Bureau 5-year estimates based on federal poverty guidelines for the contiguous 48 states. This generally corresponds to between 30% and 40%

### Direct Displacements by Census Block Group in the Growth Alternative

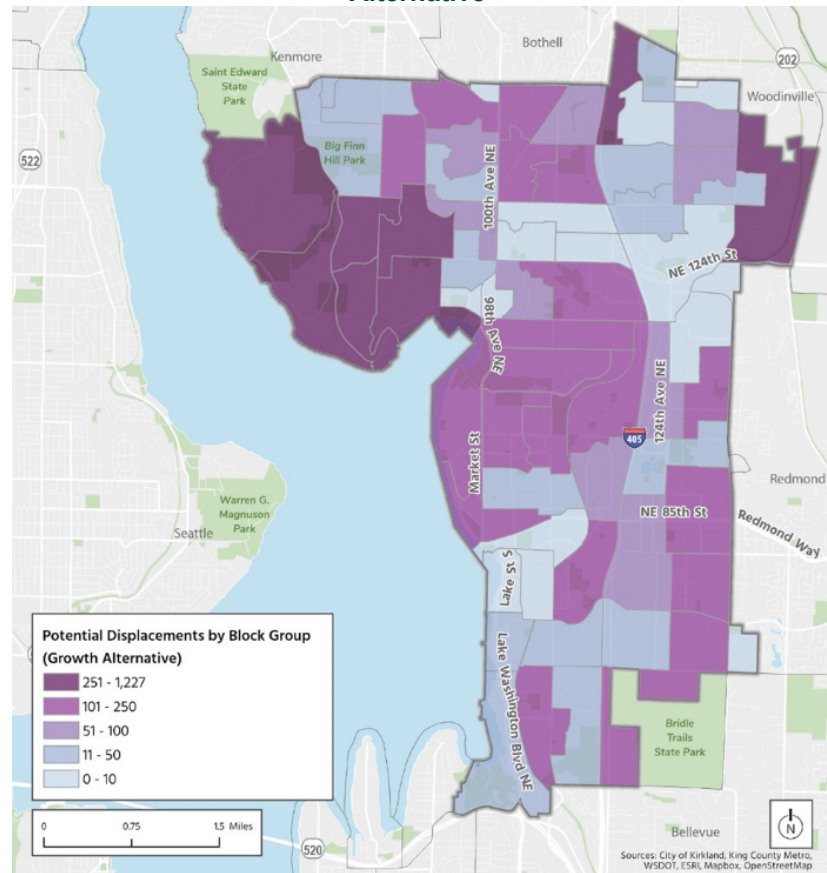


Figure 27 - Source: Parametrix.

area median income for one-to three-person households in King County. The countywide average share of residents living in households earning under 200% of the federal poverty level is 17.9%.

The diversity of future housing options available in a given census block group. The greater the diversity of future housing options would be a benefit to current and future Kirkland residents, while a lack of diversity in future housing types would be an impact.

The number of new affordable housing units available in a given census block group. Production of new affordable housing units would be a benefit to current and future Kirkland residents. These potential benefits are measured by the estimated number of new affordable housing units created as a result of Kirkland's affordable housing requirements.

In general, there is greater potential for direct displacements in neighborhoods that are expected to see more new single-unit development and redevelopment. These neighborhoods offer fewer housing alternatives for low-income residents to remain in the neighborhood when redevelopment occurs.

Neighborhoods like Totem Lake, North Rose Hill, and Central Houghton are expected to see significant growth in multi-unit developments.

However, the estimated displacement figures might be understated as they do not factor in the potential impact of specific large-scale projects. In addition, newly adopted upzoning policy for the North and South Rose Hill neighborhoods, along the NE 85th Street, may not be considered in both table and maps, which may lead to more housing opportunities but higher displacement risk in those areas.

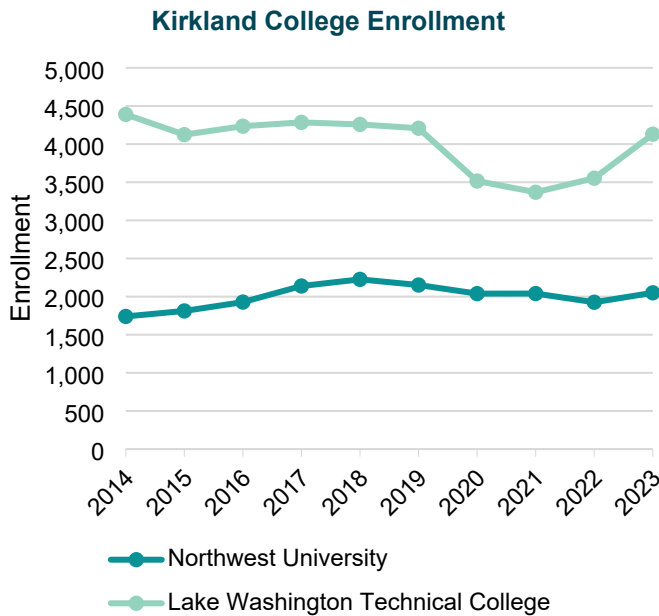
**Kirkland Housing Units, Growth Alternative Forecast, 2044**

Neighborhood	Addition al Housing Units by 2044	Estimate d Net New Single- Family Units	Estimate d Net New Multi-Unit Housing Units	Estimate d Total Displace- ment
Bridle Trails	398	22	375	10
Central Houghton	1,133	24	1,109	12
Everest	130	4	125	2
Finn Hill	423	389	34	175
Highlands	37	25	12	11
Juanita	845	115	730	52
Kingsgate	310	121	189	55
Lakeview	487	5	482	3
Market	653	33	620	15
Moss Bay	470	-	470	-
Norkirk	496	22	475	10
North Rose Hill	1,493	44	1,448	21
South Rose Hill	732	25	707	12
Totem Lake	2,465	-	2,465	3
<b>Citywide Total</b>	<b>10,071</b>	<b>829</b>	<b>9,242</b>	<b>382</b>

*Table 7 - Source: City of Kirkland, 2044 Comprehensive Plan Update and Transportation Strategic Plan: Development Capacity Analysis, 2024.*

## Other Housing Demand Characteristics

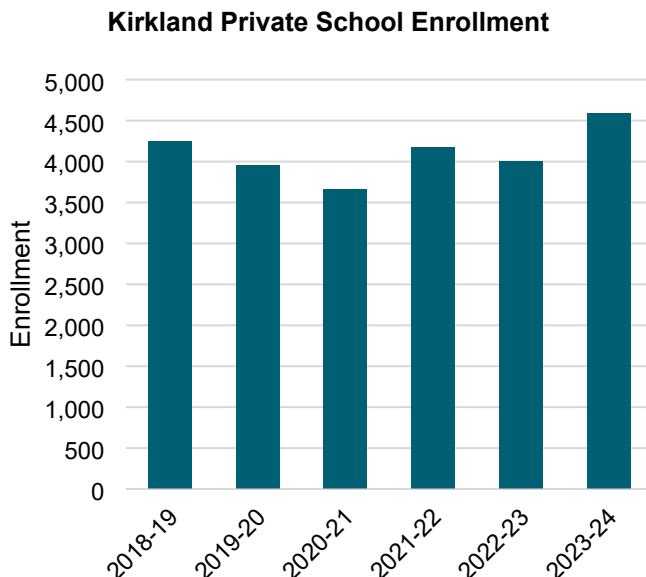
### College enrollment



College students (especially full-time students) create housing demand both on and off-campus. College enrollment trends at Northwest University and Lake Washington Technical College show a dip around 2020-2021, potentially influenced by the pandemic, but a rebound in 2023 suggests a recovery, indicating that student housing demand could also be stabilizing or increasing after recent fluctuations.

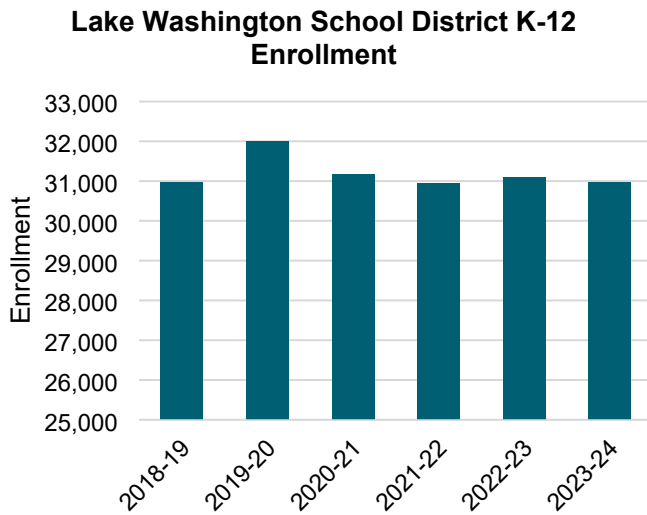
Figure 28 - Source: Washington State Board of Community and Technical Colleges, 2024 Enrollment Data Dashboard; Northwest University, 2023 Fall Enrollment Report.

### Private school enrollment



Private elementary and secondary schools do not tend to affect housing demand the same way as colleges and universities but may attract families for various reasons. Kirkland private schools saw a decline (or inconsistent report) during the pandemic but have since rebounded, reflecting a recovery in housing interest near these schools.

Figure 29 - Source: the Washington State Board of Education, Private School Enrollment, 2024.



Families often cite public school quality among their top reasons for choosing where to live. According to the Washington Office of Superintendent of Public Instruction, student enrollment of Lake Washington School District has remained stable, indicating consistent housing demand in this area.

*Figure 30 - Source: Washington Office of Superintendent of Public Instruction, 2024 Report Card Enrollment.*

## Housing Supply

### General Housing Inventory

#### Overall housing supply and building type

Kirkland's housing inventory rose to 42,956 homes in 2023. Single-family, detached homes still make up the majority of Kirkland's housing supply, but the percent of multi-unit housing has increased steadily.

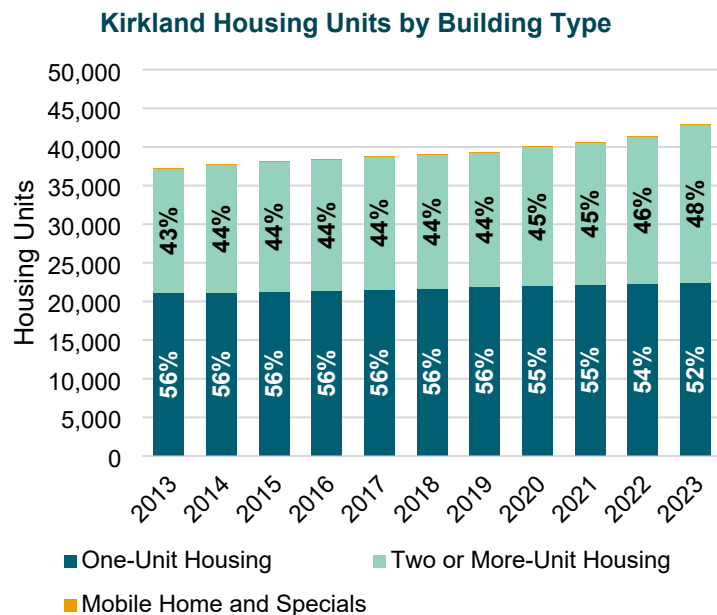


Figure 31 – Source: Washington Office of Financial Management, 2023, Postcensal Estimates of Housing.

#### Housing supply and building type in the urban centers

Kirkland will direct much of its housing growth into its designated Urban Centers where existing and planned transportation and infrastructure has been identified in the Comprehensive Plan Transportation Element, Capital Facilities Element, Utilities Element, and related functional plans.

#### Existing Housing Units in the Urban Centers by Type

Housing Type	Greater Downtown Urban Center Units	Totem Lake Urban Center Units
Single-unit	396	9
Duplex	31	0
Triplex	12	3
Stacked Apartment/Condo (3 floors or <40 ft.)	1,164	1,775
Stacked Apartment/Condo (4-8 floors or 40-85 ft.)	1,542	1,732
Stacked Apartment/Condo (9+ floors or >85 ft.)	0	0
Other*	884	447



Housing Type	Greater Downtown Urban Center Units	Totem Lake Urban Center Units
Citywide Total	4,611	5,021

Table 8 - Sources: King County Tax Assessor; City of Kirkland, 2044 Comprehensive Plan Update and Transportation Strategic Plan: Development Capacity Analysis, 2024.

\*Note: Parcels in the data classified as something other than the categories listed. For example, a parcel classified as commercial that also has several housing units above.

### Housing age

Kirkland has a larger share of housing built between 1970 – 1989 (42 percent) than other east King County cities (34 percent). Twenty-two (22) percent of the housing stock is 55 years old or older, i.e., built before 1970. Older homes tend to be smaller than newer homes and many are found on larger lots (e.g., 9,600 square feet or more), which make them candidates for addition or replacement.

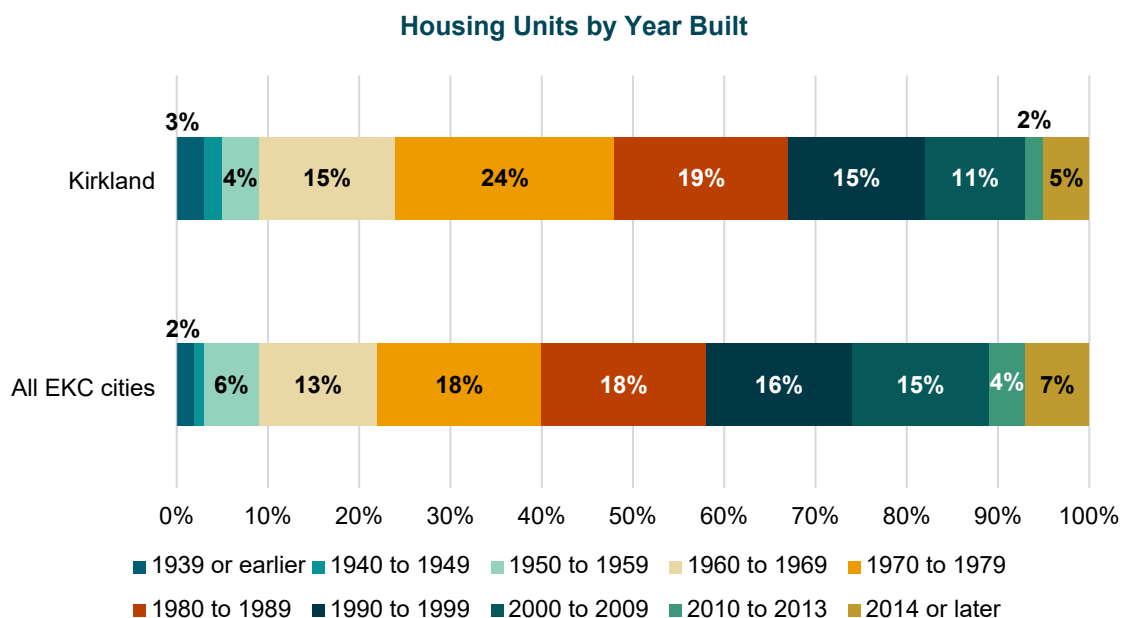


Figure 32 – Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.

### Unit Sizes; Bedrooms

Over the past ten to twelve years, the stock of four-or-more-bedroom homes has grown faster than smaller homes – for both owner- and renter-occupancy. Some of this, again, results from annexations and some from the larger sizes of new construction.

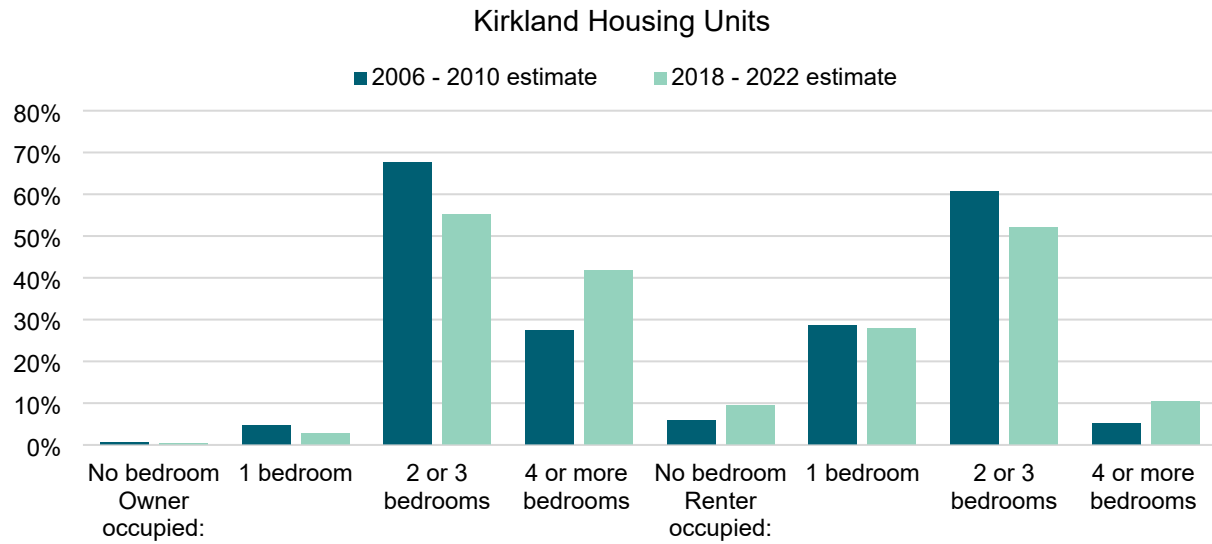


Figure 33 - Source: U.S. Census Bureau, 2010 and 2022 American Community Survey 5-year Estimates.

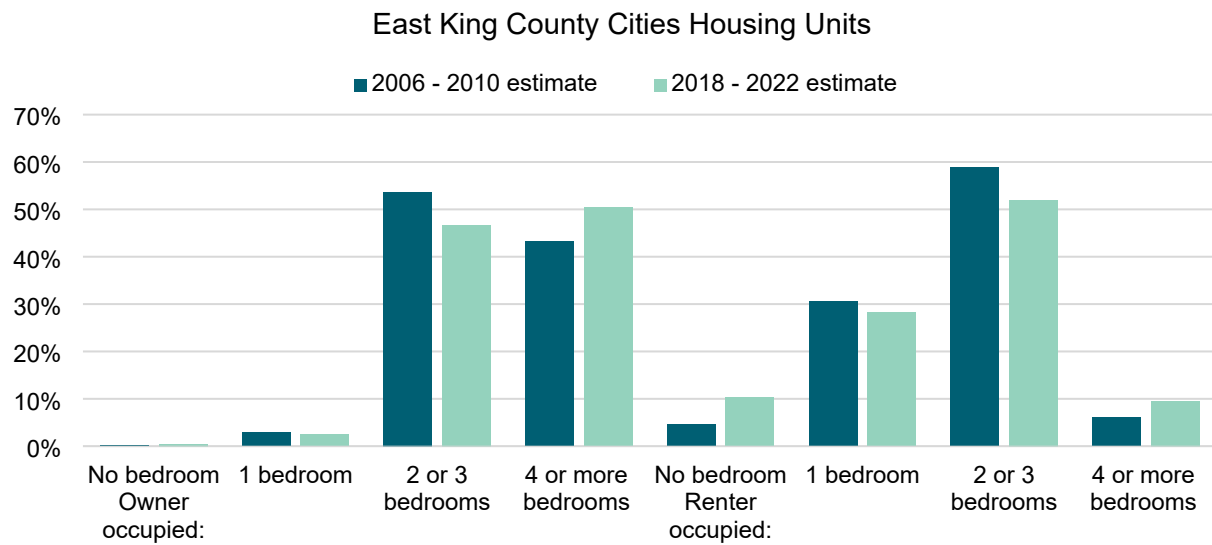


Figure 34 - Source: U.S. Census Bureau, 2010 and 2022 American Community Survey 5-year Estimates.

### Housing condition

Kirkland, as in east King County overall, has a very small number of homes lacking complete plumbing or kitchen facilities.

#### Housing Units Lacking Complete Plumbing Facilities

	Owner occupied	Renter occupied
Kirkland	0.2%	0.3%
East King County	0.2%	0.4%

*Plumbing Facilities: hot and cold running water, a bathtub or shower.*

*Table 9 - Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.*

#### Housing Units Lacking Complete Kitchen Facilities

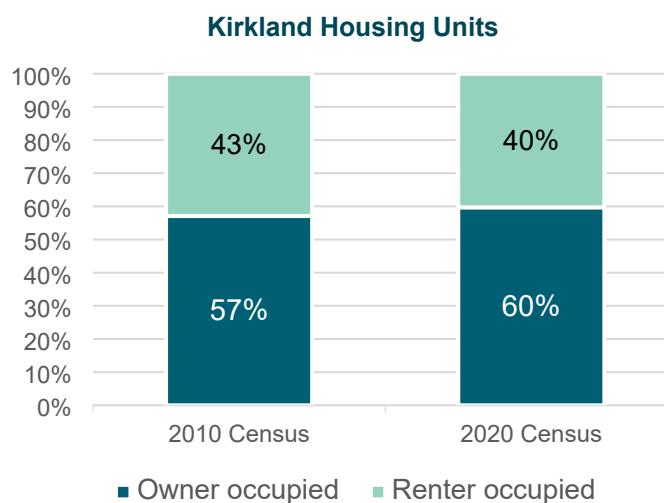
	Owner occupied	Renter occupied
Kirkland	0.3%	2.6%
East King County	0.3%	2.1%

*Kitchen Facilities: a sink with a faucet, a stove or range, a refrigerator.*

*Table 10 - Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.*

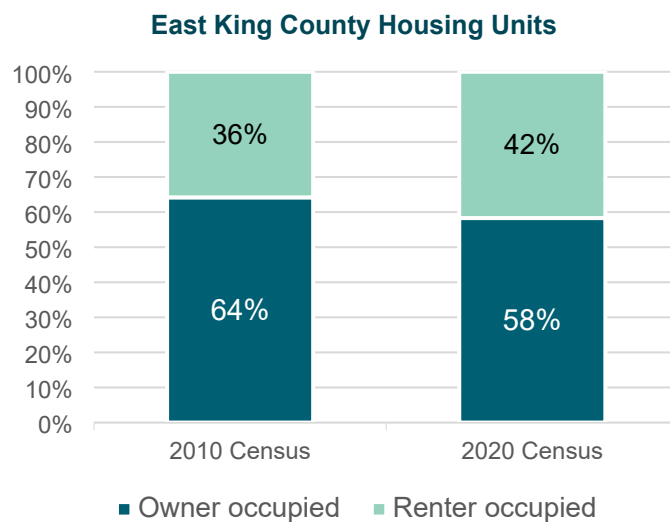
### Housing tenure

Even with significant multifamily housing construction, Kirkland added more owner-occupied than renter-occupied housing since 2010, primarily due to the annexation of Finn Hill, North Juanita, and Kingsgate neighborhoods in 2011. (Finn Hill and Kingsgate contain more than 40 percent of the city's single-family homes in 2022; Community Profile Table 5.D.).



*Figure 35 - Sources: U.S. Census Bureau, 2010 and 2020, U.S. Decennial Census.*

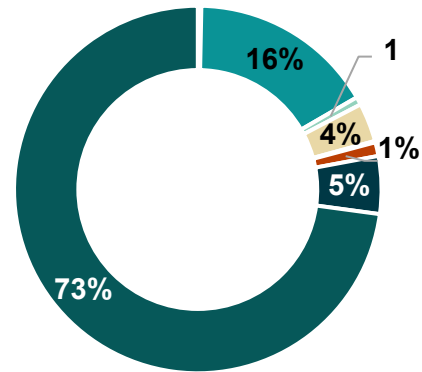
East King County overall has gained a considerable number of renter-occupied units, but owner-occupied homes still predominate.



*Figure 36 - Sources: U.S. Census Bureau, 2010 and 2020, U.S. Decennial Census.*

**... and race/ethnicity**

The vast majority of homeowners are white alone population at 73 percent, followed by 16 percent from Asian- alone homeowners. The demographics of renters are slightly more dispersed, with 70 percent of the White-alone population, followed by 13 percent Asian-alone and 8 percent Hispanic/Latinx.

**Heads of Kirkland Homeowner Households**

- American Indian or Alaska Native alone
- Asian alone
- Black or African American alone
- Hispanic or Latino, any Race
- Native Hawaiian or other Pacific Islander
- Other Race alone
- Two or More Races
- White alone

Figure 37 - Source: U.S. Housing and Urban Development, 2020 Comprehensive Housing Affordability Strategy 5-year Estimates.

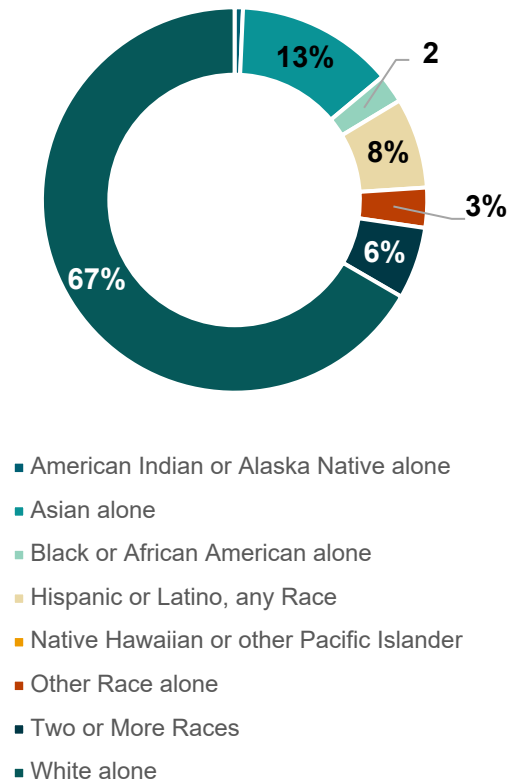
**Heads of Kirkland Renter Households**

Figure 38 – Source: U.S. Housing and Urban Development, 2020 Comprehensive Housing Affordability Strategy 5-year Estimates.

## Special Housing Inventory

### ***Income- or price-restricted units in Kirkland***

These are housing units with affordability connected to legally binding agreements between owners and the City of Kirkland, funders, or other parties. The Partnerships and Strategies section of this report describes in more detail the programs (land use, multifamily tax exemption (MFTE), funding) that the city employs to create these units.

Through a combination of regulations, incentives, and funding, the city has helped create 758 affordable homes for low- and very low-income residents throughout Kirkland, and that number increases each year.

The King County Housing Authority owns 217 units of public housing in Kirkland along with 348 other units they refer to as “workforce housing.”

The Appendix has a complete list of these properties.

#### Kirkland Income- or Price-Restricted Units<sup>1</sup>

	Land Use <sup>2</sup> and/or MFTE	ARCH Trust Fund or Direct City Funding	King County Housing Authority <sup>1</sup>	Other Providers or Sources	Total
Subsidized Housing <sup>2</sup>	-	-	217	-	217
≤30 AMI	-	169	*	-	169
>30 – 49 AMI	-	73	*	-	73
50 AMI	138	160	*	45	343
60 – 70 AMI	39	87	136	75	337
80 AMI	75	-	212	-	287
>80 AMI – 100 AMI	17	-	-	-	17
>100 – 120 AMI	-	-	-	-	-
<b>Total</b>	<b>269</b>	<b>489</b>	<b>565</b>	<b>120</b>	<b>1,443</b>

Table 11 - Source: A Regional Coalition for Housing (ARCH), 2024.

<sup>1</sup> Excludes units funded by ARCH Trust Fund or city of Kirkland directly.

<sup>2</sup> Land Use refers here to affordable housing created by zoning requirements or incentives.

<sup>3</sup> KCHA uses the term “Subsidized Housing” for housing units where rents are determined by the occupant’s household income rather than a percentage of AMI.

\* KCHA does not report specific rent or income limits for Subsidized Housing, but most or all would qualify in these income categories.

Nine hundred (900), or 63 percent, of Kirkland’s income- and price-restricted units are reasonably accessible to transit service and represent about five (5) percent of the total housing units in those transit corridors.

#### Housing Units within a Half-Mile Walkshed of High-Capacity or Frequent Transit Service by Neighborhood

Transit Corridor	Income- and cost-restricted units	All dwelling units
NE 124 <sup>th</sup> St/NE 128 <sup>th</sup> St from 100 <sup>th</sup> Ave NE to Totem Lake Transit Center	432	4,140
NE 68 <sup>th</sup> St/NE70 <sup>th</sup> Pl from 6 <sup>th</sup> St S to 132 <sup>nd</sup> Ave NE	19	1,305
NE 85 <sup>th</sup> St from Downtown Transit Center to 132 <sup>nd</sup> Ave NE	76	4,116
Market St/98 <sup>th</sup> Ave NE from Downtown Transit Center to NE 124 <sup>th</sup> St	82	3,180
108 <sup>th</sup> Ave NE/6 <sup>th</sup> St/98 <sup>th</sup> Ave NE from Downtown Transit Center to S Kirkland Park & Ride	69	1,093

Lake St/Lake Washington Blvd NE from Downtown Transit Center to S Kirkland Park & Ride	63	2,916
124 <sup>th</sup> Ave NE/Totem Lake Blvd from NE 85 <sup>th</sup> St to Totem Lake Transit Center	159	1,861
<b>All Transit Corridors</b>	<b>900</b>	<b>18,611</b>

Table 12 - Sources: A Regional Coalition for Housing (ARCH) and City of Kirkland, March 26, 2024, Memorandum: 2044 Comprehensive Plan Update and Transportation Strategic Plan: Development Capacity Analysis.

Forty-two (42) percent of Kirkland's income- and price-restricted units are located within the city's two designated urban centers, composing five (5) percent of all the housing in those centers.

#### Kirkland Housing Units within Urban Centers

Urban Center	Income- and cost-restricted units	All dwelling units
Greater Downtown	130	9,700
Totem Lake	474	3,320
Elsewhere	839	29,940
<b>Total</b>	<b>1,443</b>	<b>42,960</b>

Table 13 - Sources: A Regional Coalition for Housing (ARCH) and Puget Sound Regional Council, 2024.

#### Emergency housing, shelters, and permanent supportive housing beds

Kirkland has about 25 percent of the emergency housing and shelter beds available in east King County and 6 percent of the permanent supportive housing (PSH) units, i.e., long-term housing with services addressing the needs of people experiencing homelessness, such as health care and case management.

#### Emergency and Permanent Supportive Housing (PSH) Units

Jurisdiction	Housing Type	Beds
Kirkland	Emergency	149
	PSH	12
EKC cities	Emergency	605
	PSH	192
King County	Emergency	6,071
	PSH	6,168

Table 14 - Sources: King County, 2023 Countywide Planning Policies.



### Group homes or care facilities

Group homes are licensed by the state of Washington to provide housing and certain levels of care, depending on classification. Some of the homes in this table are income- or cost-restricted and counted in those tables as well. Many are not income- or cost-restricted.

**Licensed Beds in Group Homes**

Jurisdiction	Adult Family Homes	Assisted Living	Nursing Home	Grand Total
Bellevue	765	934	69	1,768
Bothell	496	472	99	1,067
Issaquah	70	441	302	813
Kenmore	162	100	-	262
Kirkland	343	486	190	1,019
Mercer Island	31	337	43	411
Newcastle	60	225	-	285
Redmond	147	555	200	902
Sammamish	55	15	-	70
Woodinville	62	53	-	115
<b>Total</b>	<b>2,191</b>	<b>3,618</b>	<b>903</b>	<b>6,712</b>

Table 15 - Source: Washington Department of Social and Health Services, 2023.

### Other housing reserved for older adults

Independent living facilities are not licensed the way that assisted living facilities are. The properties shown in this table are not income- or cost-restricted. One used public funding, a state “80/20 bond program” for which the facility promises to set aside units for people with disabilities.

**Kirkland Independent Living Facilities**

Neighborhood	Facilities	Units
Lakeview	1	76
Moss Bay	2	221
Totem Lake	3	282
<b>Total</b>	<b>6</b>	<b>579</b>

Table 16 - Source: City of Kirkland, 2024.

### Housing for homeless individuals; shelters, transition, etc.

Most of these have received funding from the city of Kirkland through the ARCH Trust Fund. (The counts vary from those in Table 13, above, due to the different sources and dates from which the information was gathered.)

**Kirkland Housing for Unhoused Families or Individuals**

	Emergency Shelter	Transitional Housing	Other Permanent Housing	Permanent Supportive	Total
Adult-Only Beds	-	-	27	21	<b>48</b>
Child-Only Beds	16	4	-	-	<b>20</b>
Chronic Beds	-	-	-	-	-
Family Beds	52	72	8	3	<b>135</b>

	Emergency Shelter	Transitional Housing	Other Permanent Housing	Permanent Supportive	Total
Overflow / Voucher	-	-	-	-	-
Seasonal	-	-	-	-	-
Veteran Beds	-	-	-	24	24
Youth Beds	51	4	-	-	55
<b>Total Beds</b>	<b>103</b>	<b>76</b>	<b>35</b>	<b>24</b>	<b>238</b>
Family Units	10	17	3	1	31

Table 17 - Source: U.S. Housing and Urban Development, 2023, Housing Inventory Count.

## Housing Market Conditions

### Sales prices

Resale prices can be a better indicator of house price inflation than new home prices. Resale prices in all parts of Kirkland increased significantly in the past ten years, as they have across east King County. In 98033, the more expensive of Kirkland's two ZIP codes, sales prices were 150 percent higher in 2023 than in 2013. In 98034 the increase was 168 percent over the same period.

Prices rose 142 percent across all east King County cities.

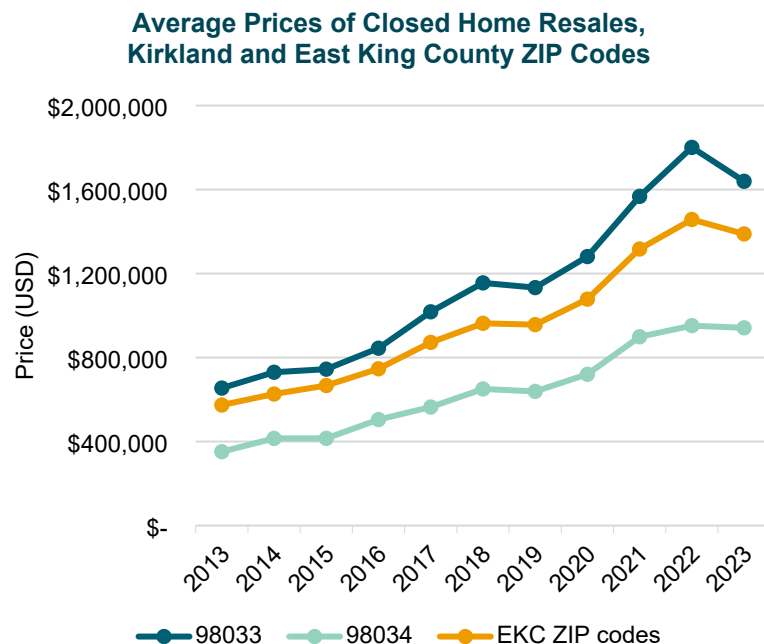


Figure 39 - Source: Redfin, 2024, custom tabulation.

In both areas of Kirkland, resale prices rose more for detached single-family homes than for condos and townhomes. In 98033, for example, detached homes sold for 43 percent more, on average, than condos and townhomes; but in 2023, this increased to 67 percent. No doubt this was affected by the difference in sizes and prices of newer homes during the period.

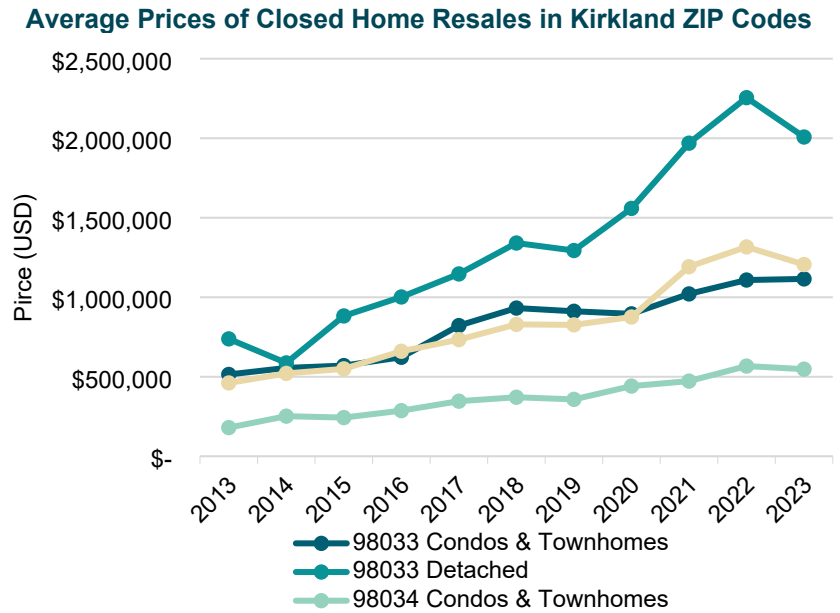


Figure 40 - Source: Redfin, 2024, custom tabulation.

## Land Capacity

### Land available to meet housing demand

#### ***Residential land zoned for moderate- and high-density housing and accessory dwelling units.***

Percent of Residential-Only-Zoned Land, Kirkland			
Area	Zoned for Medium- or High-Density		Zoned for Accessory Dwelling Units
	Pct of Area	Pct of City Total	
Bridle Trails	77%	16%	100%
Central Houghton	6%	2%	100%
Everest	28%	3%	100%
Finn Hill	4%	6%	100%
Highlands	8%	2%	100%
Juanita	21%	25%	100%
Kingsgate	10%	9%	100%
Lakeview	52%	7%	100%
Market	2%	0%	100%
Moss Bay	77%	8%	100%
Norkirk	8%	2%	100%
Rose Hill	14%	12%	100%
Totem Lake	96%	8%	100%
City Total		100%	100%

Kirkland's zoning strategies vary considerably by neighborhood to meet the diverse housing needs of our community. Totem Lake stands out with 96 percent of its area zoned for medium- or high-density. Bridle Trails and Moss Bay are heavily zoned for medium- or high-density residential use, with both areas accounting for 77 percent of their respective lands dedicated to such developments.

Table 18 - Source: City of Kirkland, 2024 Community Profile.

#### ***Existing housing development capacity within a half-mile walkshed of high-capacity or frequent transit service:***

Existing Development Capacity (Housing Units)	
Transit Corridor	
NE 124 <sup>th</sup> St/NE 128 <sup>th</sup> St from 100 <sup>th</sup> Ave NE to Totem Lake Transit Center	993
NE 68 <sup>th</sup> St/NE 70 <sup>th</sup> PI from 6 <sup>th</sup> St S to 132 <sup>nd</sup> Ave NE	100
NE 85 <sup>th</sup> St from Downtown Transit Center to 132 <sup>nd</sup> Ave NE	2,820
Market St/98 <sup>th</sup> Ave NE from Downtown Transit Center to NE 124 <sup>th</sup> St	372

108 <sup>th</sup> Ave NE/6 <sup>th</sup> St/98 <sup>th</sup> Ave NE from Downtown Transit Center to S Kirkland Park & Ride	86
Lake St/Lake Washington Blvd NE from Downtown Transit Center to S Kirkland Park & Ride	651
124 <sup>th</sup> Ave NE/Totem Lake Blvd from NE 85 <sup>th</sup> St to Totem Lake Transit Center	998

<b>All Transit Corridors</b>	<b>6,020</b>
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Table 19 - Source: City of Kirkland, March 26, 2024, Memorandum: 2044  
Comprehensive Plan Update and Transportation Strategic Plan:  
Development Capacity Analysis.

### **Housing needs and existing housing development capacity by Income segment served:**

The following analysis uses development capacity analysis<sup>2</sup>, prepared by the City's Planning and Building Department and Parametrix consultants and *housing typologies to income segments served* methodology from the Guidance for Updating Your Housing Element, by the WA Dept. of Commerce<sup>3</sup>.

Table 20 groups likely housing types under existing zones. Existing zoning is then related to potential income levels served (see Table 21). Staff uses Department of Commerce's income level to housing type categories based on levels for high-cost communities like Kirkland. Table 22 compares Kirkland's projected housing needs by income level as allocated by King County's Countywide Planning Policies<sup>4</sup> to existing zoned capacity.

The resulting analysis in Table 22 shows that under existing zoned capacity the city has a deficit of 1,382 units serving households earning less than 50% AMI. The studied upzone capacity indicates a surplus of housing serving all income segments. The studied upzone capacity includes potential land use changes studied in the growth alternative which included community-initiated amendment requests: Par Mac Business Park, Goodwill, and Michael's sites, as well as the Par Mac expanded study area consisting of the Totem Lake Southern Industrial Commercial Subarea.

**Table 20: Existing zone categories and related housing types**

Zone Category	Typical housing types	Existing Zones
<b>Single Family Zones</b>	Single-Family - duplex, triplex, cottage, ADU	Low Density Zones: RS & RSX 5.0, PLA 6C & E, RS 6.3, RS & RSX 7.2, RS & RSX 8.5, RS & RSX 12.5, WD II, RS & RSX 35, RSA 1, RSA 4, RSA 6, PLA 3C, RSA 8, PLA 16
<b>Multi-family Residential Zones</b>	<u>Attached/Stacked Multifamily</u> – Townhomes, duplex, triplex, quadplex, apartment/condominiums (2-3 floors)	Multi-Family Residential Zones: PLA 2, PLA 15B, RM & RMA 5.0, PLA 9, PLA 6H, RM & RMA 3.6, WD-I & WD-III, PLA 3B, PLA 6 F, & 7C, RM & RMA 2.4, PLA 6I & K, PLA 7A, RM & RMA 1.8, PLA 5A, D & E, PLA 6A, D & J, PLA 7B, PLA 17

<sup>2</sup>[https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-people/land-use/pdfs/k2044\\_capacityanalysismemo\\_final2024-03-26.pdf](https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-people/land-use/pdfs/k2044_capacityanalysismemo_final2024-03-26.pdf)

<sup>3</sup> <https://deptofcommerce.app.box.com/s/1d9d5l7g509r389f0mjpowh8isjpirh>

<sup>4</sup> [https://cdn.kingcounty.gov/-/media/king-county/depts/dchs/housing/affordable-housing-committee/ahccompplanreview/kc\\_2021\\_cpss\\_ord\\_19660\\_113021.pdf?rev=194224480ab14c61b76d89f03603b7eb&hash=0BAA96D98BEEDC6A1987DEF283C53C3D](https://cdn.kingcounty.gov/-/media/king-county/depts/dchs/housing/affordable-housing-committee/ahccompplanreview/kc_2021_cpss_ord_19660_113021.pdf?rev=194224480ab14c61b76d89f03603b7eb&hash=0BAA96D98BEEDC6A1987DEF283C53C3D)

<b>Office/Commercial Zones</b>	<u>Attached/Stacked Multifamily</u> - Townhomes, duplex, triplex, quadplex, apartment/condominiums (2-3 floors)	Office Zones: PO, PR, PR 8.5, PR 5.0, PR 3.6, MSC 1, PLA 6B, PLA 17A, PR 2.4, PRA 2.4, PR 1.8, PRA 1.8, PLA 5B, MSC 4, PLA 5C, PLA 15A Commercial Zones: BN, BNA, MSC 2, BC 1, BC 2, MSC 3, CBD 2, JBD 1, JBD 2, JBD 3, JBD 4, JBD 5, JBD 6, RH 8, UF, TL 5, TL 9B
<b>Commercial Zones 1</b>	<u>Stacked/Mixed Use Multifamily</u> - Apartment/condominiums (4-8 floors or 40-85 ft.)	Commercial Zones: BCX, FHNC, HENC 1, HENC 2, HENC 3, CBD 1A, CBD 1B, CBD 3, CBD 4, CBD 5, CBD 5A, CBD 6, CBD 7, CBD 8, NMU, TL 2 TL 4A, TL 4B, TL 4C, TL 6A, TL 6B, TL 7A, TL 7B, TL 8, TL 10B, TL 10C, TL 10D, TL 10E, YBD 2, YBD 3
<b>Commercial Zones 2</b>	<u>Stacked/Mixed Use Multifamily</u> - Apartment/Condominiums (9+, or >85 ft.)	Commercial Zones: NMU (40'/150' and 40'/125'), TL 1A, TL 1B

Table 20 - Source: City of Kirkland Zoning Code.

Table 21: Existing zone categories, related housing types and income levels served

Zone Category	Typical Housing Types	Lowest Potential Income Level Served		Assumed Affordability Level for Capacity Analysis
		Market Rate	With Subsidies and/or incentives	
<b>Single Family Zones</b>	Single-Family - Detached single-family, duplex, triplex, cottage, ADU	Higher Income (>120% AMI)	Not feasible at scale <sup>5</sup>	Higher Income (>120% AMI)
<b>Multi-family Residential Zones</b>	<u>Attached/Stacked Multifamily</u> - Townhomes, duplex, triplex, quadplex, apartment/condominiums (2-3 floors)	Higher Income (>120% AMI)	Moderate Income (>80-120% AMI)	Higher Income (>120% AMI)
<b>Office/Commercial Zones</b>	<u>Attached/Stacked Multifamily</u> - Townhomes, duplex, triplex, quadplex, apartment/condominiums (2-3 floors)	Higher Income (>120% AMI)	Moderate Income (>80-120% AMI)	Moderate Income (>80-120% AMI)
<b>Commercial Zones 1</b>	<u>Stacked/Mixed Use Multifamily</u> - Apartment/condominiums (4-8 floors or 40-85 ft.)	Moderate Income (>80-120% AMI)	Extremely Low, Very Low and Low Income (0-80% AMI)	Low Income (0-80% AMI) and PSH

<sup>5</sup> Current regulations for cottage, carriage and two/three-unit homes do require some level of income restricted housing with developments of 10-units or greater. Future income restricted middle housing requirements may yield more affordable housing units, but affordable housing assumptions of future middle housing are not included in this capacity study.

<b>Commercial Zones 2</b>	<u>Stacked/Mixed Use Multifamily</u> - Apartment/Condominiums (9+, or >85 ft.)	Higher Income (>120% AMI)	Moderate Income (>80-120% AMI)	Moderate Income (>80- 120% AMI)
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Table 21 - Source: WA Department of Commerce.

**Table 22: Projected housing need by income level and existing zoned land capacity**

Income Segment	K2044 Target (by income segment)	Building Type Serving Income Segment (# of floors)	K2044 Target (aggregated by income segment served)	Surplus or Deficit (existing zoned capacity)	Surplus or Deficit (studied upzone capacity)
≤30% AMI; PSH	2,546	<u>Stacked/Mixed Use Multifamily</u> (4-8 floors)	11,462	-1,382	2,558
≤30% AMI; non-PSH	4,842				
>30-50% AMI	3,052				
>50-80% AMI	1,022				
>80-100% AMI	228	<u>Attached/Stacked Multifamily</u> (2-3 floors)	487	1,654	2,762
>100-120 AMI	259	<u>Single-Family &amp; Stacked/Mixed Use Multifamily</u> (9+ floors)	1,251	2,461	2,461
>120% AMI	1,251				
<b>Grand Total</b>	<b>13,200</b>				

Table 22 - Source: Source: King County, 2023, Countywide Planning Policies; City of Kirkland Land Capacity Analysis.

### Emergency Housing Needs Analysis

If the city plans for enough capacity to meet their entire allocation of permanent housing needs at each income level (including permanent supportive housing) and planned for enough additional capacity to accommodate its full allocation of emergency housing needs, then the city would be providing more than sufficient capacity to accommodate all projected housing needs.

Per RCW 35A.21.430 a city may not prohibit indoor emergency housing (which includes traditional shelter arrangements) in any zones in which hotels are allowed.

Cities are not required to do a quantitative analysis if there is sufficient capacity (described above) and both of the following conditions are true:

- The jurisdiction has one or more zones that allow hotels, all of which allow for emergency housing by right.

*Kirkland allows for both hotel and motel use in the following zones: CBD1A and B, CBD2, CBD3, CBD4, CBD5, CBD5A, CBD6, CBD7, CBD8, BC1, BC2, BCX, FHNC, HENC1, HENC3, JBD1, JBD2, JBD4, MSC3, NRH1A, NRH1B, NRH4, NRH6, PLA 3B, PLA 15A, TL2, TL4A, 4B, and 4C, TL5, TL7A and 7B, TL8, TL10A, YBD2 and 3, and NE 85th St Station Area zones CMU, UF, NMU, and CVU (as commercial).*

- b. The jurisdiction has no regulations that limit the occupancy, spacing or intensity of emergency housing.

*Kirkland has no regulations that limit the occupancy, spacing or intensity of emergency housing.*

A high-level emergency housing needs analysis has been conducted by calculating bed counts of the available hotel capacity for the zones that allow for hotels. This analysis converts the floor area ratio land capacity into square feet. That square footage is converted into beds (1 bed per 120 square feet), and subtracting assembly space from the bed count (assembly is 1 person per 15 square feet).

*Example:*

*10,000 sf lot with a 1.5 FAR = 15,000 sf of developable space =  $15,000/120 = 125$  beds. Assembly space equals  $125 \times 15 = 1,875$  square feet. Subtract assembly space from total bed count and divide result from minimum bed square footage (120 sf) to get an approximate net bed count ( $15,000 - 1,875 = 13,125/120 = 109$  beds).*

Based on this analysis Kirkland has capacity for 241,349 beds.



## Gap analysis: Housing Needs

### Housing for Local Workers

For workers earning under \$50,000 annually, affordable housing options are limited. Ideally, these individuals should spend no more than 30% of their income on housing, equating to about \$1,350 per month. However, given the current housing market in Kirkland, finding suitable housing within this budget is increasingly difficult due to rising prices driven by demand from higher earners.

The influx of higher-paying jobs has escalated housing demand, pushing up prices and reducing affordable options. Professionals earning \$75,000 or more can afford higher rents or mortgages, leading to a focus on housing development for this group and exacerbating affordability issues for lower-income workers. This dynamic drives gentrification, reducing the availability of affordable housing and making it challenging for lower-income residents to find suitable accommodation.

### Jobs-housing balance

Kirkland's relatively high housing-job ratio indicates a better balance between jobs and housing compared to the entire east king county and surrounding cities like Bellevue and Redmond, with nearly 1.25 jobs for every housing unit. However, the slight decrease in this ratio over time in Kirkland suggests that job growth is starting to outpace housing development.

It is important to clarify that the jobs-housing balance measures are more meaningful at a subregional level than locally, as regional commuting patterns and economic connections often blur the lines between where people live and work.

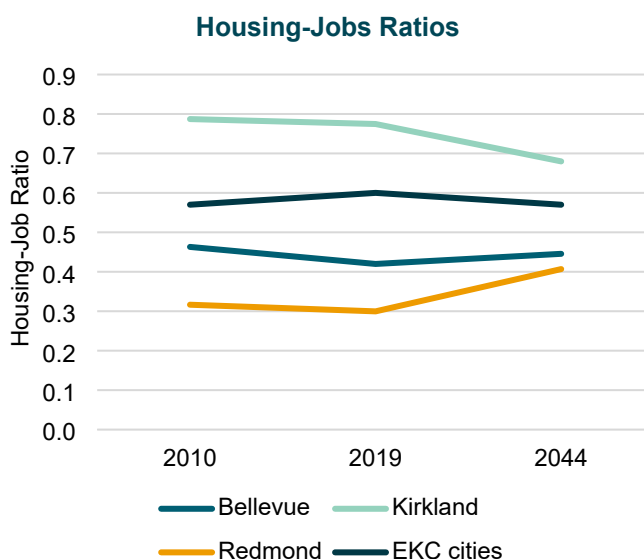


Figure 41 – Sources: King County, 2023, *Countywide Planning Policies*; Washington State Office of Financial Management, 2023, *April 1 Housing Estimates*; Puget Sound Regional Council, 2023, *Covered Employment*.

Simple housing-to-jobs ratios can be difficult to interpret. The adjacent chart uses workers per household data to convert the number of jobs to an estimate of the housing demand created by jobs. Dividing the housing demand by the housing supply gives a ratio for comparison to a “balanced” ratio of 1.0. Ratios greater than 1.0 mean that the jurisdiction has more housing demand from jobs than housing units to meet the demand. Ratios below 1.0 mean that the jurisdiction has more than enough housing units for the local workforce and probably has a relatively high percentage of workers commuting to other places for work. By this measure, Kirkland has a virtually ideal jobs-housing balance.

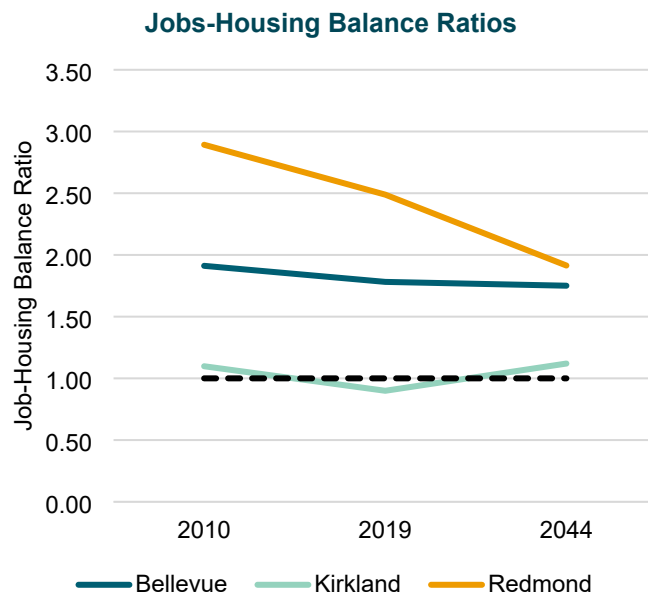


Figure 42 - Sources: King County, 2023, Countywide Planning Policies; Washington State Office of Financial Management, 2023, April 1 Housing Estimates; Puget Sound Regional Council, 2023, Covered Employment.

### Alignment of household size to housing unit sizes

While Kirkland offers an array of housing options, there are notable misalignments between the availability of certain unit sizes and the demographics of household sizes. Simply on the basis of one person per bedroom, surpluses of three-bedroom and four-bedroom units exist in Kirkland, where smaller households may occupy larger homes than needed. Conversely, one-bedroom units are underrepresented, suggesting unmet demand.

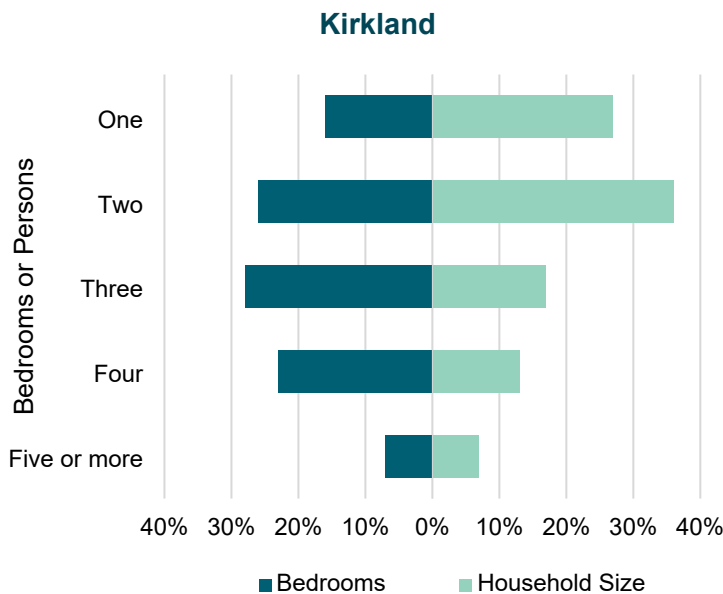


Figure 43 - Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.

The phenomenon is similar across east King County. A common cause is “empty nester” households; many of these can afford their current housing costs but not the alternatives in their present communities.

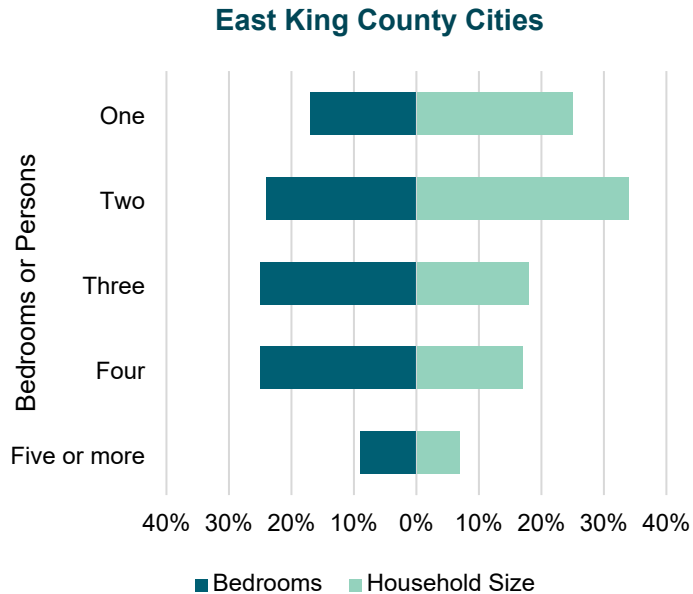


Figure 44 - Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.

Running counter to the idea of “right-sizing” homes to household sizes is the trend toward working at home. Extra bedrooms can be useful as home offices, for example. This may extend the demand for more bedrooms or, perhaps, new floor plans with work spaces designed in.

## Housing for Older Adults

As Kirkland's demographic projections indicate, the population aged 65 to 79 will increase to 13 percent by 2030, and those aged 80 and older will rise to 6 percent by 2044. This shift underscores a critical need to address housing accommodations tailored to the needs of an aging population.

The expansion of age-appropriate housing is imperative. There needs to be an increase in both quantity and variety of housing options such as single-level homes, senior living communities, and facilities that provide medical and daily living support. This expansion will ensure that seniors have the ability to remain in their

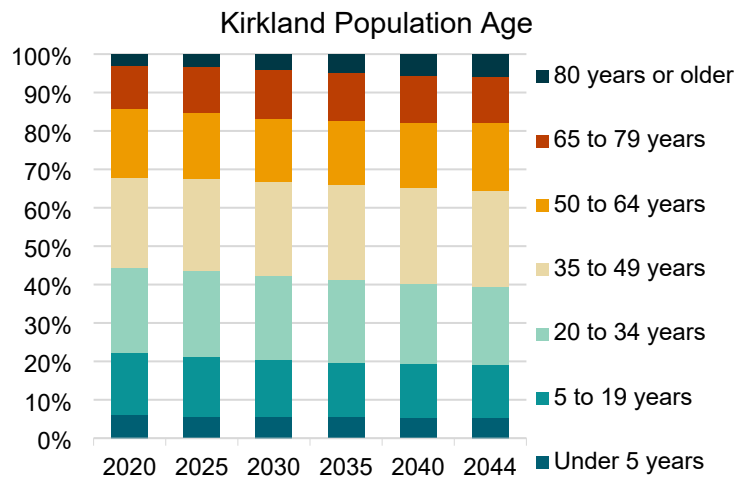


Figure 45 - Sources: U.S. Census Bureau, 2023 National Population Projections, and A Regional Coalition for Housing (ARCH).

community as their living needs evolve, thereby fostering a stable and supportive environment for this growing segment of the population.

## Local History of Racially Exclusive and Discriminatory Land Use and Housing Practices

Many of the racially exclusive and discriminatory land use and housing practices of the region existed well before Kirkland became a city. The following are some examples of racially exclusive and discriminatory practices, in the United States, in the Pacific Northwest, and in Kirkland, which impact land use, housing, and property. This list draws from selected sources of the Resources for Documenting the Local History of Racially Exclusive and Discriminatory Land Use and Housing Practices produced by King County. Additional sources are drawn from *Kirkland Yesterday, Today, Tomorrow*, by historian Dr. Lorraine McConaghy, produced for the 2044 Kirkland Comprehensive Plan, and located in Appendix C.

### ***Treaties with Indigenous People and American Colonialism (1850-60s)***

In the mid-1800s, settlers – primarily from eastern America, Europe, and East Asia – arrived in areas of the Pacific Northwest where Indigenous Coast Salish peoples have lived since time immemorial. Present-day Kirkland is in the traditional heartland of the Lake People and the River People. At least three indigenous village or longhouse sites existed in Kirkland, at Yarrow Bay, on the central waterfront of Kirkland, and at Juanita Bay.

The Treaties of Medicine Creek in 1854 and Point Elliot in 1855 resulted in the ceding of millions of acres of land previously used and occupied by Coast Salish peoples. These treaties recognized sovereign tribal nations and established reservation homelands and laid out a complex set of land use rights for federally recognized tribes. They established title to indigenous land and water to free it for newcomer settlement. The settlers' idea of land as a commodity to be bought, sold, and owned by individuals was unfamiliar to indigenous people, and the practice – codified by treaty – would eventually dispossess them. Since the signing of treaties federal and state policies also infringed upon tribal authority and destabilized tribal communities through assimilation or termination.

### ***Black Exclusion Laws in Oregon Territory (1844-1853)***

Before territorial status in 1853 and statehood in 1889, Washington State was part of the Oregon Territory, which forbade Black people from settling in the area. Black exclusion laws covered what now encompasses King County until 1853 and stayed in place until the end of the American Civil War and the passage of the Fourteenth Amendment in 1868.

***Chinese Exclusion and Alien Land Laws (1882-1965)***

Federal and state governments severely limited the ability of immigrants of Chinese, Japanese, and other East Asian descents to naturalize, own land, conduct business, and/or otherwise access the same rights offered to White Americans. Federal and state exclusion and alien land laws lasted well into the 20th century and affected all jurisdictions within King County. For example, first generation Japanese residents in Kirkland living on farms on Rose Hill, in Juanita, and in the Yarrow Bay wetlands were forbidden by law to become citizens or to own land and their “property” was lease-held.

***Exclusionary Zoning (1910s-Present)***

Starting in the early 20th century, municipalities around the country began to use zoning as an explicit tool of racial segregation. Even upon the Supreme Court ruling in *Buchanan v. Wiley* (1917) that racial zoning was unconstitutional, city planners continued to use zoning restrictions that limited the types and density of buildings (e.g., minimum lot size requirements, minimum square footage, prohibitions on multifamily homes, and height limits) to covertly exclude low-income and BIPOC communities from wealthier and Whiter residential districts. In tandem with other racially exclusive and discriminatory practices, like racially restrictive covenants, exclusionary zoning policies produced systemic barriers to homeownership and educational opportunities for BIPOC, particularly Black residents. These practices also contributed to the racial wealth gap by limiting housing supply and excluding BIPOC communities from wealth generation opportunities that homeownership confers. Today, many exclusionary zoning restrictions developed as covert methods of racial exclusion in the early 20th century still exist in residential districts across King County.

While Kirkland has developed more multifamily in recent years, its history of single-family exclusionary zoning has made the city largely a lower-density residential community. Today, 56 percent of Kirkland land use is single-family residential.

***Racially Restrictive Covenants (1926-1948)***

Racially restrictive covenants refer to documents such as deeds, plats, and homeowners’ association bylaws used by property owners to restrict the sale of a property to someone based on their race. Starting in the early 20th century, racial covenants on property deeds gained popularity as a tool for restricting racial mixing in residential neighborhoods. To date, it is known that at least three Kirkland-area housing subdivisions were racially restricted through property deed provisions or restrictive covenants: Kirkland Heights (1930), Gov. Lot 3, Sec. 17, Township 25, Range 5 (1939), and Juanita Crest (1947). These legal documents restricted the right of ownership and rental to those “only those of the Caucasian race.”

***Federal Mortgage Discrimination and Redlining (1934-1968)***

Throughout the 1930s and 1940s, the federal government created several agencies and programs to encourage homeownership for American citizens, but largely refused to offer these homeownership opportunities to BIPOC borrowers. The Federal Housing Administration (FHA), created in 1934, encouraged racial segregation in a variety of ways such as using racially restrictive covenants and denying mortgages in areas with racially mixed populations. This federal action denied BIPOC communities the opportunity to participate in the wealth accumulation offered to White

Americans, enforced racial segregation, fueled White flight and suburbanization, and set precedents for the devaluing of Black neighborhoods and assets in the present day.

After World War II the Servicemen's Readjustment Act of 1944 – better known as the G.I. Bill – opened the door to new home ownership for veterans. The Bill's opportunities were open to all veterans, by federal policy, but they were denied to some veterans, in local practice, as the Bill was administered state by state. Realtors colluded by racially steering Black veterans who were told that they wouldn't be comfortable in certain neighborhoods and effectively barring them in "redlining" from the opportunities of the G.I. Bill. Black home buyers, who qualified for the G.I. Bill, were often denied bank mortgages for capricious reasons, and they were often prohibited from purchasing a given home because of a racial covenant in the deed, that forbade sale to any "Asian, Jew, or Negro" purchaser. The G.I. Bill built middle-class America, training veterans for better jobs and bankrolling crucial home ownership, but the benefits were not equitably shared on racial grounds.

### ***Japanese Internment (1941-1946)***

Six months after the bombing of Pearl Harbor in 1941, President Roosevelt signed Executive Order 9066, which authorized the forced evacuation of citizen and non-citizen residents of Japanese ancestry living along the West Coast to internment camps in the interior of the continent. Overall, the federal government, with support from state and local governments, incarcerated 12,892 persons of Japanese ancestry in Washington State. On May 20 – 21, 1942, five hundred Japanese residents from the Eastside boarded the first passenger trains to depart the Kirkland station in sixteen years, bound for Fresno, California and then on to other internment camps.

Many of those interned did not return to their communities after internment and those who did often faced continued discrimination, along with property loss or damage.

### ***Urban Renewal and Transportation Infrastructure (1950s-1990s)***

Starting in the 1950s, the federal government sought to unite metropolitan areas across the United States with a federally subsidized highway system, as well as to alleviate dilapidation in urban centers through a process known as "urban renewal." Both transportation infrastructure and urban renewal projects at the time caused displacement in BIPOC communities.

### ***Suburbanization (1950s-1990s)***

Nationally, suburban migrants were primarily White, leading to the characterization of migration out of cities as "White flight." This pattern was fueled in part by the racially selective availability of mortgage capital and by racial prejudice. In King County, mandatory school integration ordinances in Seattle in the 1960s spurred White flight to suburban cities.

In Kirkland, post-war suburbanization was largely embraced as the city and its neighboring communities dealt with the closing of the naval shipyards, located in what is today's Carillon Point as well as the loss of the Lake Washington ferry system which stopped in 1950. The Houghton area thrived as a postwar residential suburb increasing its residential population by 141 percent between 1950 and 1960. Not all benefited from this suburban future. Stewart Heights, a wartime housing project and now the location of Northwest University, which in 1950 contained low-rent housing and included Black and Hispanic households, was torn down by 1952. With the opening of the Evergreen Point Floating Bridge in August, 1963, and Interstate-405, constructed between 1956



– 1965, Kirkland was well on its way in becoming a suburban city. Kirkland has since built out or incorporated through annexation many of its suburban neighborhoods.

### ***Gentrification and Displacement (1970s-Present)***

Gentrification refers to the process where neighborhoods previously disinvested in and/or occupied by low-income residents (particularly BIPOC residents) experience an influx of wealthy (usually White) residents moving in. This leads to an increase in housing costs. Displacement is a common consequence of gentrification. In King County, neighborhoods such as the Central District – a once majority Black neighborhood that received limited investment from public and private entities over the course of its history and that had been the site of urban renewal projects – started to experience gentrification and displacement pressures as early as the 1970s. Gentrification and displacement contributed to the relocation of many of the County's Black residents to south King County cities. Today, gentrification pressures remain in neighborhoods throughout the King County, as economic growth continues to put upward pressure on the regional housing market.

### ***Predatory Lending and Foreclosure Crisis (1990s-2010s)***

Between 2007 and 2010, over 3.8 million households lost their homes to foreclosure throughout the United States, resulting in a widespread economic collapse known as the "Great Recession." Nationally, the impact of the foreclosure crisis fell disproportionately on Black and Latinx neighborhoods and households, who, previously excluded from the mortgage market during the age of redlining, were targeted by lenders for subprime mortgage loans. These loans incurred high, variable interest rates and were often issued without consideration of the ability of a household to afford monthly payments. The Black-White wealth gap widened nationally to 26.7 percent from 2007 to 2015. While King County residents did not suffer as acutely from foreclosures compared to other areas of the country, research has found that south King County cities, which have higher BIPOC populations than other municipalities in the region, saw the highest rates of foreclosure.

### ***Devaluation of Black Assets and Racist Real Estate Appraisals (1940s-Present)***

Homeownership is a generator of wealth for many households in the United States. Although the 1968 Fair Housing Act outlawed racial discrimination in real estate transactions, racial bias is still present in the real estate industry through the devaluation of real estate assets in Black neighborhoods and racist real estate appraisals, which reduces the generational wealth of Black households.

### ***Evictions and Landlord-Tenant Relations (1960s-Present)***

Renters experience higher rates of housing instability than homeowners because renters are vulnerable to rent increases, change in use of the property, etc. In King County, BIPOC households are more likely to rent than White households, contributing to racial disparities in who experiences housing instability. Evictions disproportionately impact BIPOC tenants. For example, local research found that BIPOC tenants are more likely to be evicted for smaller amounts of money than White tenants.

The history of land use and housing regulations in Kirkland, like many other cities, is complex and often reflects broader societal attitudes. While explicit racist policies may not be evident in the city's documents, it is important to recognize that discriminatory practices can be subtle and systemic. Efforts to address and rectify these issues are ongoing, as seen in the discussions

throughout the Kirkland 2044 Comprehensive Plan. Understanding the past, including the less explicit forms of exclusion, is crucial for creating more equitable and inclusive communities in the future.

There are many contributors to racial discrimination and inequality. The following are the greatest contributors within Kirkland today.

- The historical impacts of systemic racism as outlined above.
- Exclusionary development restrictions in portions of residential zoning that limit the types and density of buildings (e.g., minimum lot size requirements, minimum square footage, prohibitions on certain types of multi-unit homes, and height limits, etc.), which results in more expensive housing.
- The high cost of housing contributes to economic exclusion, particularly in areas of the city where development restrictions limit housing supply. This scarcity is exacerbated by the concentration of high-income jobs, which contribute to higher property values and rents, making it increasingly difficult for lower-income individuals to afford housing.

The historical context of racially discriminatory practices in land use and housing has had long-lasting effects, contributing to present-day racial inequities. These practices have led to issues like segregation and wealth disparities, which in turn affect homelessness, eviction rates, and access to resources. Acknowledgment of these historical injustices requires the implementation of policies aimed at healing and rectifying the long-standing disparities caused by systemic racism. Furthermore, addressing these complex challenges requires multifaceted solutions, including the creation of affordable housing and the strengthening of community ties, particularly in historically underserved areas. Such efforts are vital in working towards greater racial equity and inclusion in our society. Within Kirkland, efforts to produce more affordable housing and foster strong relationships with underserved communities can be one piece of addressing racially disparate impacts.

## Racial Displacement and Disparate Impacts Findings

While there is no evidence of explicit racial exclusion in official city documents that does not mean that none existed. There is plenty of evidence of racial displacement, exclusion, and disparate impacts in the history of Kirkland.

Research into Kirkland's history discovered some examples of racial displacement and culturally exclusive practices within current city limits. Such as the prohibition of Black Lake Washington Shipyards workers from housing by the King County Housing Authority during World War II. This housing did become integrated after the war but it was removed by 1952. "Black Kirkland residents Arline and Letcher Yarbrough, experienced discrimination when trying to move to Kirkland in 1950. Eastside realtors simply wouldn't show them houses; they would make appointments and not show up. The Yarbrough's found a Kirkland home on their own, bought it, and moved in. Some of their neighbors welcomed them; some circulated a petition to protest their presence in the home and the neighborhood" (McConaghy). These historic examples of racial exclusion show that Kirkland was indeed not immune from these discriminatory practices and likely contributes to the racial diversity in today's Kirkland which is 68.7 percent white, the highest among neighboring cities.



To this point, Kirkland has experienced minimal displacement of Black or African American and Native Hawaiian or Alaskan Native populations due to the low numbers of these populations. The number of residents identified as Black or African American in 2000, 2010, and 2020 represented 1.2, 1.8, and 1.9 percent of the total population, respectively. Native Hawaiian or Alaskan Native populations in 2000, 2010, and 2020 represented 0.6, 0.4, and 0.1 percent of the total population, respectively (Figure 2.H, Community Profile). Looking forward, however, areas in the city with a higher risk of displacement have higher populations of BIPOC households (see Race and Ethnicity and Displacement Index figures).

Economic exclusion is evident from the high cost of housing as shown in the average resale price of homes in the Kirkland areas which increased 150 percent from 2013 to 2023 (see Sale Price Figure).

Today, the disparities in homeownership and housing cost burdens among different racial and ethnic groups are a significant concern. This is evident in Kirkland which has lower home ownership rates of Black or African American households and higher rates of levels of housing cost burden.

The interplay between housing affordability and racial equity is a critical issue in many communities. In Kirkland, the economic factors, such as regional housing market trends and historical zoning practices, have contributed to racial disparities. Addressing these through the expansion of affordable housing can be a significant step towards fostering a more inclusive community. Increasing the supply of affordable housing is not only a matter of economic necessity for cost burdened BIPOC communities, but also a catalyst for advancing racial equity. This approach aligns with broader efforts to dismantle systemic barriers and promote equal opportunities for all residents.

## Housing cost-burden

### *Housing Cost Burden by Tenure*

Overall, renters are more likely than homeowners to be moderately or severely burdened by housing costs. In Kirkland, 23 percent of owner-occupied households are moderately or severely burdened, compared to 38 percent of renter-occupied households. In East King County, the figures are 22 percent for owner-occupied and 34 percent for renter-occupied households.

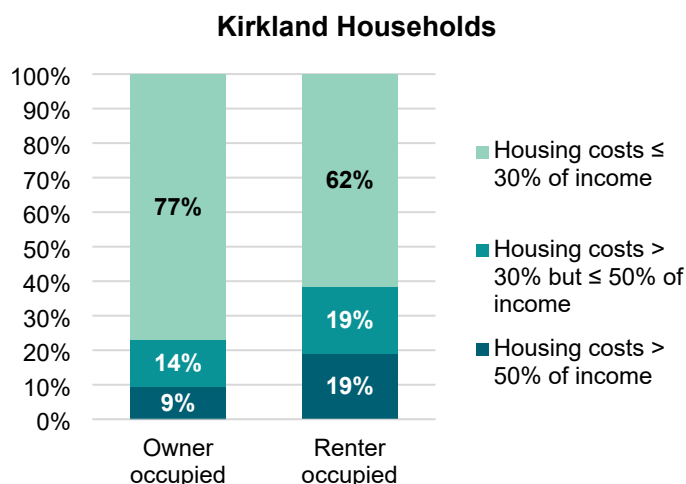


Figure 46 – Sources: U.S. Housing and Urban Development, 2010 and 2020, Comprehensive Housing Affordability Strategy 5-year Estimates.

Generally, Kirkland shows a similar pattern to East King County, albeit with slightly higher rates of households facing moderate and severe housing cost burdens.

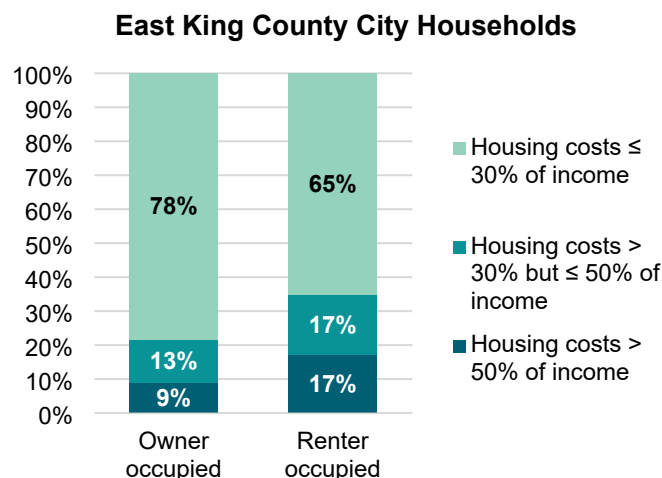


Figure 47 – Sources: U.S. Housing and Urban Development, 2010 and 2020, Comprehensive Housing Affordability Strategy 5-year Estimates.

### Housing Cost Burden by Household Income

Housing cost burden (i.e., when housing expenses exceed 30 percent of the household's gross income) is significantly more common as household income declines, particularly for renters. Of even greater concern are households spending more than 50 percent of their incomes for housing, known as "severely cost burdened."

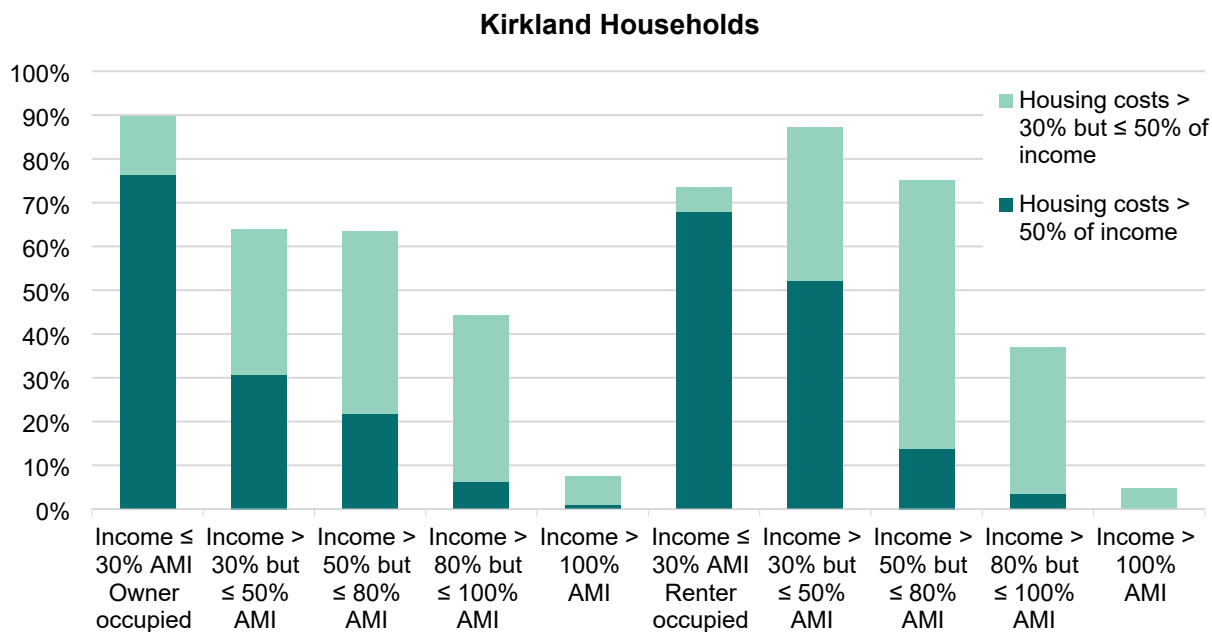


Figure 48 – Sources: U.S. Housing and Urban Development, 2010 and 2020, Comprehensive Housing Affordability Strategy 5-year Estimates.

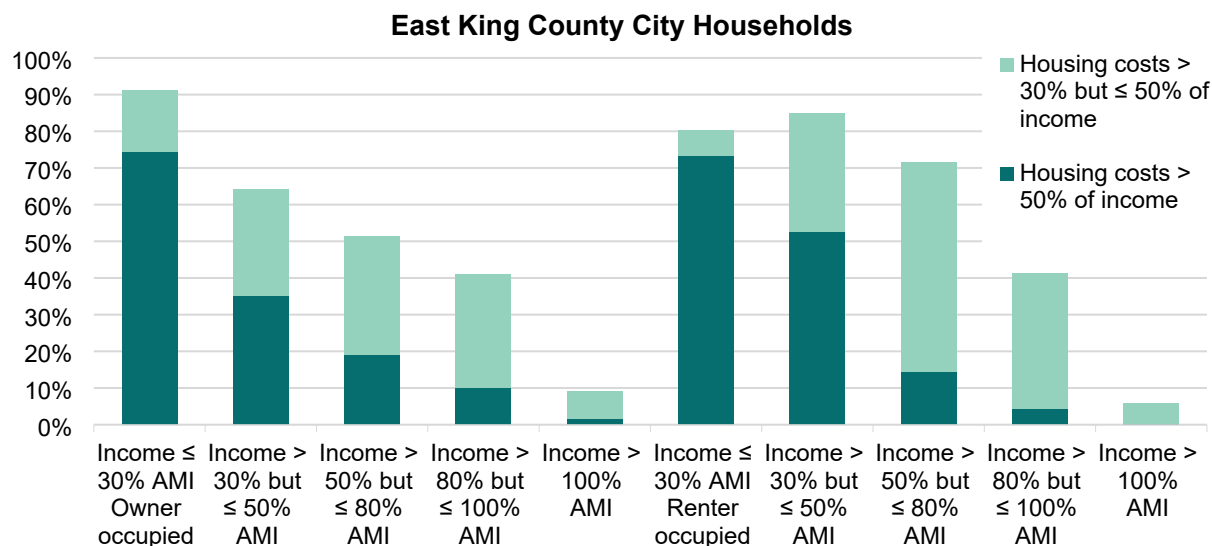


Figure 49 – Sources: U.S. Housing and Urban Development, 2010 and 2020, Comprehensive Housing Affordability Strategy 5-year Estimates.

### Housing Cost Burden by Race/Ethnicity

Kirkland has a larger percentage of its Black or African American rental households with housing costs greater than 50 percent of household income than other east King County cities.

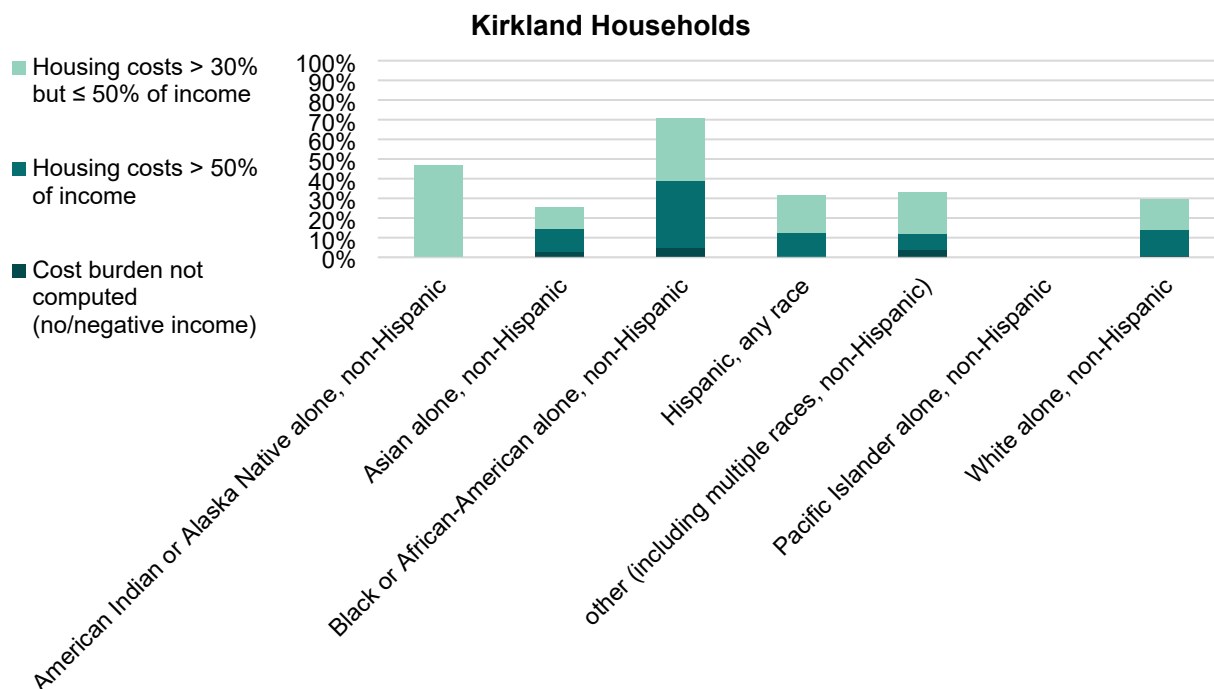


Figure 50– Sources: U.S. Housing and Urban Development, 2010 and 2020, Comprehensive Housing Affordability Strategy 5-year Estimates.

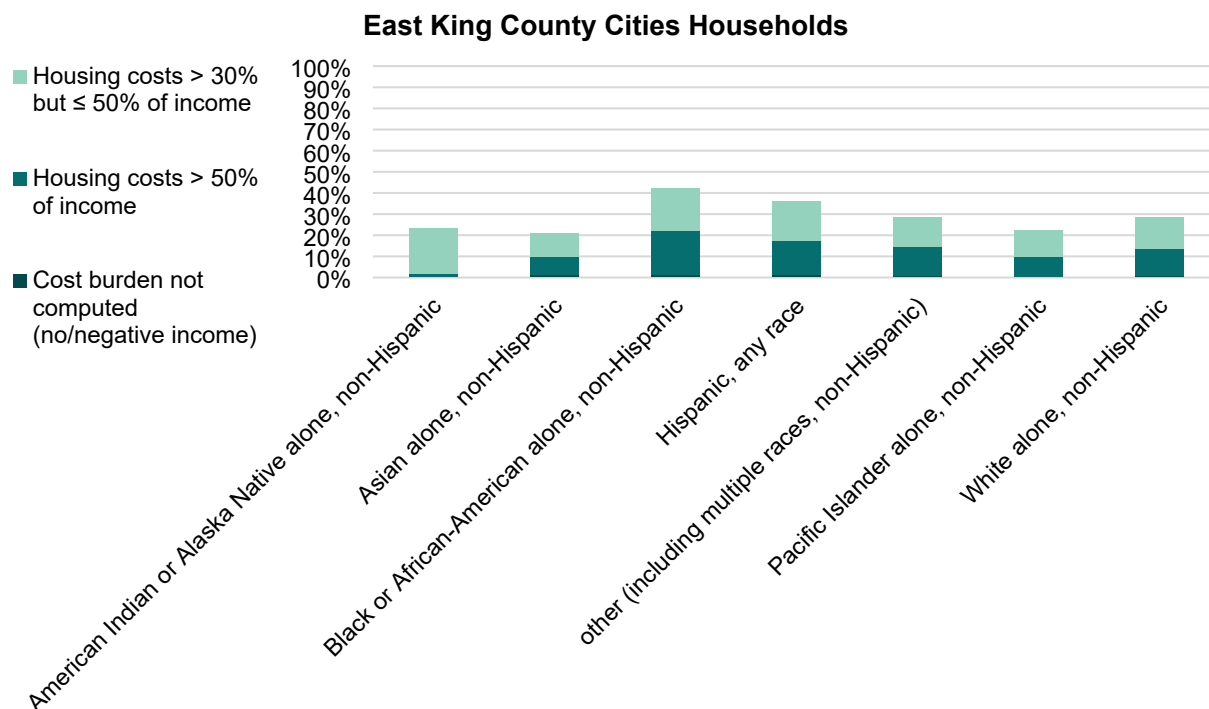


Figure 51 – Sources: U.S. Housing and Urban Development, 2010 and 2020, Comprehensive Housing Affordability Strategy 5-year Estimates.

### Explanation

The adjacent table helps explain the incidence of housing cost burden. Higher-income households, for several reasons including income growth after purchasing a home, often live in housing that is affordable to people with much lower incomes, shown in yellow-shaded cells of the table. The low supply of less expensive housing means that lower-income households have only housing choices that are unaffordable to them, highlighted in the red-shaded cells.

### Buying-Down Matrix – Kirkland Housing Units

Household Incomes (Pct of AMI)	Housing Affordable to Incomes as a Pct of Area Median Income (AMI)				Total
	≤ 30%	> 30% but ≤ 50%	> 50% but ≤ 80%	> 80%	
≤ 30%	750	390	740	2,160	4,040
> 30% but ≤ 50%	105	285	625	1,385	2,400
> 50% but ≤ 80%	190	275	755	2,670	3,890
> 80% but ≤ 100%	70	260	655	2,345	3,330
> 100%	80	520	1,830	20,590	23,050
<b>Total Units</b>	<b>1,195</b>	<b>1,730</b>	<b>4,605</b>	<b>29,150</b>	<b>36,680</b>

Table 23 - Source: U.S. Housing & Urban Development, 2020 Comprehensive Housing Affordability Strategy 5-year Estimates.

## Permanent housing needs

Kirkland needs to plan for and accommodate nearly 9,000 housing units affordable to households with incomes at or below 80 AMI by 2044, 35 percent more than the existing supply.

Almost 5,900 of that need is for permanent supportive housing (PSH), i.e., long-term housing with services addressing needs of people experiencing homelessness, such as health care and case management.

These needs have been allocated in King County Countywide Planning Policies at the recommendation of the county's Affordable Housing Committee.

**Kirkland Housing Needs**

	Existing (2020)	Need	2044 total need
≤ 30 AMI; PSH	12 <1%	<b>2,546</b>	2,558 5
≤ 30 AMI; non-PSH	1,040 3%	<b>4,842</b>	5,882 11%
>30 – 50 AMI	1,784 4%	<b>3,052</b>	4,836 9%
>50 – 80 AMI	3,734 9%	<b>1,022</b>	4,756 9%
>80 – 100 AMI	8,141 20%	<b>228</b>	8,369 16%
>100 – 120 AMI	5,213 13%	<b>259</b>	5,472 10%
>120 AMI	20,094 50%	<b>1,251</b>	21,345 40%
<b>Total</b>	<b>40,018</b>	<b>13,200</b>	<b>53,218</b>

Table 24 - Source: King County, 2023, Countywide Planning Policies.

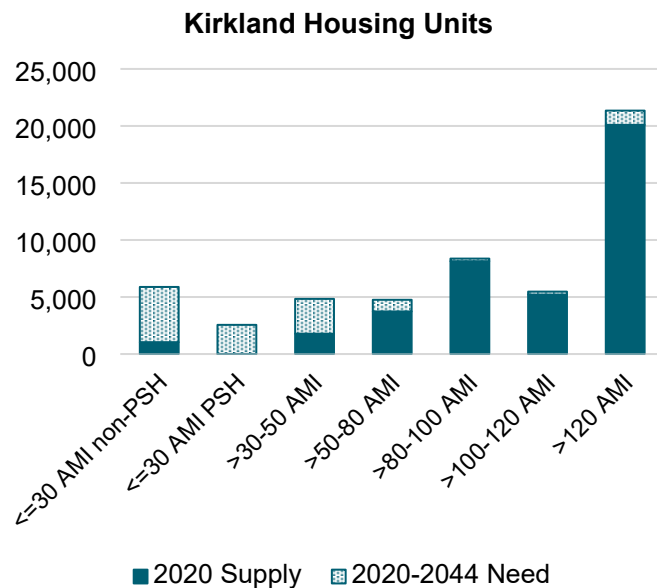


Figure 52 – Source: King County, 2023, Countywide Planning Policies.

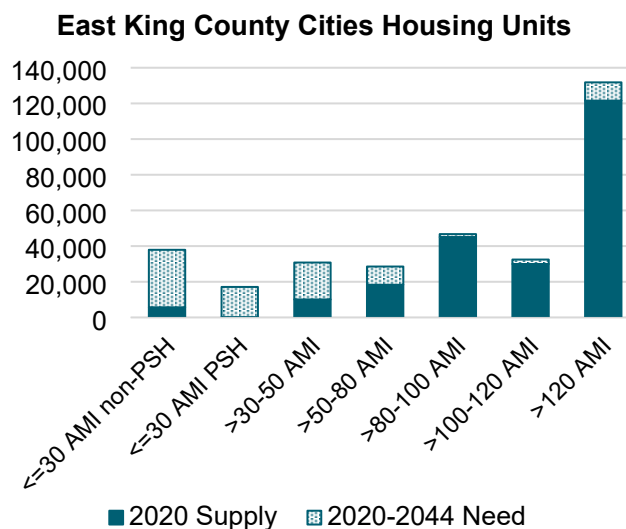


Figure 53– Source: King County, 2023, Countywide Planning Policies.

## Emergency Housing Needs

In addition to planning for permanent housing, cities and counties also need to plan for prescribed numbers of emergency housing and emergency shelter beds.

### Emergency Housing

Jurisdiction	Baseline Supply: 2020	Net New Need: 2020-2044
Kirkland	149	2,522
ARCH cities	605	17,145
King Co	6,071	58,983

Table 25 - Source: King County, 2023, Countywide Planning Policies.

## State Requirements & City Development Standards and Permitting Gap Analysis

Tables 26 – 30 identify development standard and permitting gaps between recently adopted State requirements and City standards and processes for moderate density residential development.

Table 26: Compliance with Middle Housing Requirements (HB 1110 and ESHB 2321)

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
Minimum number of middle housing units that must be allowed in predominately	RCW 36.70A.635 <sup>6</sup> (b) Cities with a population of at least 75,000	---
	(i) ≥4 du/lot <sup>7</sup>	<b>Does Not Comply:</b> Current zoning is not uniformly

<sup>6</sup> Minimum residential density: <https://app.leg.wa.gov/RCW/default.aspx?cite=36.70A.635>

<sup>7</sup> Unless zoning permits higher densities

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
residential zones (low-, medium-, high-density residential zones)		permissive of the State unit-lot density requirement. While lots in low-density zones comply with this requirement pursuant to the City's middle housing allowances in 113 KZC, lots with minimum lot size standards in residential zones where 113 KZC is not applicable may not meet State requirements of minimum unit-lot density.
	(ii) ≥6 du/lot <sup>8</sup> within ¼ mile walking distance of major transit stop <sup>9</sup>	<b>Does Not Comply:</b> As noted above, current zoning is not uniformly permissive of the State unit-lot density requirement. At the time of this analysis Kirkland has one major transit stop under construction, the I-405/Northeast 85th Street Interchange and Inline BRT Station Project <sup>10</sup> (State requirements will also need to be met once King County Metro's Rapid Ride K Line stops are under construction.

<sup>8</sup> Unless zoning permits higher densities

<sup>9</sup> Under section RCW 36.70A.030(25) the definition of "major transit stop" includes stops on bus rapid transit routes, including those stops that are under construction: <https://app.leg.wa.gov/RCW/default.aspx?cite=36.70A.030>

<sup>10</sup> <https://wsdot.wa.gov/construction-planning/search-projects/i-405-northeast-85th-street-interchange-and-inline-brt-station-project>

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
<b>Affordable housing</b>	RCW 36.70A.635(2) – (3) <ul style="list-style-type: none"> <li>Density can increase from four units per lot to six (unless the zoning permits higher density), if two of the units are affordable.</li> <li>Applicable to rental and ownership units</li> <li>Affordable for a term of at least 50 years</li> <li>Requires a covenant or deed restriction to maintain affordable housing</li> <li>Affordable units must be comparable in size, and when practicable, number of bedrooms, to other units in the development. Affordable units must generally be distributed throughout the development</li> <li>Affordable housing requirements may vary if the city has enacted an affordable housing program under RCW 36.70A.540.</li> </ul>	<b>Complies:</b> The City has adopted affordable housing requirements for both middle housing and multifamily development in most, but not all, areas of the City that allow for multi-unit developments. The City should consider adjusting these requirements to maximize value capture (i.e., potential new affordable housing units) of the City's affordable housing provisions given the new density allowances.
<b>Alternative density requirements</b>	RCW 36.70A.635(4) <ul style="list-style-type: none"> <li>A city may choose to limit implementation of the density requirements to 75% of lots that are primarily dedicated to detached single-family houses, subject to specific conditions included in the new state law. Applicable exemptions include<sup>11</sup>:               <ul style="list-style-type: none"> <li>Areas that lack of infrastructure capacity</li> <li>Critical areas and their buffers</li> <li>Areas within 100-year flood plane</li> <li>Geological hazardous areas</li> <li>Density requirements can be reduced in lots within a city that don't have adequate water</li> </ul> </li> </ul>	<b>Notes on Application of Provision:</b> This alternative to density requirements would be limited to low-density zones. Any request for exemption would need to be analyzed under the limitations of this section of the RCW and taken into consideration.

<sup>11</sup> Unless identified as having a higher risk of displacement, exempted areas may not include: any areas for which the exclusion would further racially disparate impacts or result in zoning with a discriminatory effect; any areas within ½ mile walking distance of a major transit stop; or any areas historically covered by a covenant or deed restriction excluding racial minorities from owning property or living in the area, as known to the city at the time of each comprehensive plan update.



TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
	<p>supply or public sewer service</p> <ul style="list-style-type: none"> <li>Areas identified having a higher risk of displacement under RCW 36.70A.070(2)(g)</li> </ul>	
<b>Required middle housing types</b>	<p>RCW 36.70A.635(5) City must allow at least 6 of 9 types of middle housing<sup>12 13 14</sup>:</p> <ol style="list-style-type: none"> <li>Duplexes</li> <li>Triplexes</li> <li>Fourplexes</li> <li>Fiveplexes</li> <li>Sixplexes</li> <li>Townhouses</li> <li>Stacked flats</li> <li>Courtyard apartments</li> <li>Cottage housing</li> </ol>	<p><b>Does Not Comply:</b> Many of the housing types are allowed in Kirkland's residential zones; however, not all are allowed in any one low-, medium-, or high-density residential zone. As part of this amendment process the City should analyze these different housing types and determine which types are permitted in a given zone category.</p>
<b>Design requirements</b>	<p>RCW 36.70A.635(6) (a) (b) Design requirements may only be administrative and may not be more restrictive than that required for detached single-family houses. The city may apply objective development regulations that are required for detached single-family residences such as:</p> <ul style="list-style-type: none"> <li>setbacks</li> <li>lot coverage</li> <li>stormwater</li> <li>clearing</li> <li>tree canopy and retention</li> </ul>	<p><b>Does Not Comply:</b> The City administers design requirements for middle housing in section 113.35 KZC that are more restrictive than those required for single-family houses. As part of this amendment process the City should analyze these standards and compare them to the design standards allowed in the State's middle housing model ordinance<sup>15</sup>.</p>
<b>Development &amp; permitting processes</b>	<p>RCW 36.70A.635(6) (c) Same as detached single-family residences unless otherwise required by state law including, but not limited to, shoreline regulations under chapter 90.58 RCW, building codes under chapter 19.27 RCW, energy codes under chapter 19.27A RCW, or electrical codes under chapter 19.28 RCW.</p>	<p><b>Does Not Comply:</b> While middle housing is allowed by-right, some housing types identified in RCW 36.70A.635(5) require additional permit review processes.</p>

<sup>12</sup> HB 1110 amended RCW 36.70A.030 – Definitions defining many housing types. The Department of Commerce's Model code adopts these definitions and includes some additional definitions the City could consider for adoption with code amendments. State model code: <https://deptofcommerce.app.box.com/s/tfivrrq4t97nggquanr3syaz4zeo8nxd>

<sup>13</sup> A city may allow accessory dwelling units (ADUs) to achieve the unit density requirement.

<sup>14</sup> A city must also allow zero lot line short subdivision where the number of lots created is equal to the unit density requirement.

<sup>15</sup> <https://deptofcommerce.app.box.com/s/tfivrrq4t97nggquanr3syaz4zeo8nxd>

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
<b>Parking<sup>16</sup></b>	RCW 36.70A.635(6) (d) – (f) No on-site parking requirement within ½ mile of major transit stop <sup>17</sup> ; no more than 1 space/unit on lots of 6,000 sq. ft. or less; no more than 2 spaces/unit on lots larger than 6,000 sq. ft.	<b>Does Not Comply:</b> Parking requirements will need to be reduced near “major transit stops” once planned stops are under construction to comply with State requirements for lots 6,000 sq. ft. or less. Additionally, KZC 113.25 currently bases parking requirements on unit size and requires additional parking for guests, both of which will need to be amended to comply.
<b>Minimum lot size, subdivision and unit density requirement</b>	RCW 36.70A.635(6) (g) Cities are not required to achieve the per unit density on lots after subdivision below 1,000 square feet unless the city chooses to enact smaller allowable lot sizes.	<b>Does Not Comply:</b> Kirkland’s smallest minimum lot size is 1,800 square feet; therefore, existing residential zones are not exempt from the unit density requirements.
<b>Exemption from minimum density requirements</b>	RCW 36.70A.635(8) <ul style="list-style-type: none"> <li>• Portions of a lot, parcel, or tract designated with critical areas and critical area buffers</li> <li>• Areas designated as sole-source aquifers</li> <li>• A watershed serving a reservoir for potable water</li> <li>• Designated urban separators lots</li> <li>• A lot that was created through the splitting of a single residential lot.</li> </ul>	<b>Notes on Application of Provision:</b> As part of the amendment process the City should conduct an analysis of lands containing critical areas and buffers, urban separators etc.

Table 26 - 2024 Staff analysis of House Bills 1110 and 2321.

<sup>16</sup> Compliance with State parking requirements by if cities can demonstrate through study that parking limitations will be less safe for vehicle drivers or passengers, pedestrians, or bicyclists than if the jurisdiction's parking requirements were applied to the same location for the same number of detached houses.

<sup>17</sup> Kirkland has no existing “Major Transit Stops.” Future Major Transit Stops will include stops along the STRIDE (I-405) Bus Rapid Transit line and K Line (connecting Totem Lake to Bellevue).

**Table 27: Compliance with State Accessory Dwelling Units Requirements (EHB 1337)**

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
<b>Impact Fees</b>	RCW 36.70A.681 <sup>18</sup> (1) (a) Cities may not assess impact fees on the construction of accessory dwelling units (ADUs) that are greater than 50 percent of the impact fees that would be imposed on the principal unit.	<b>Complies:</b> ADUs are exempt from impact fees (Chapter 27 KMC).
<b>Owner Occupancy</b>	RCW 36.70A.681 (1) (b) Cities may not require the owner of a lot on which there is an ADU to reside in or occupy the ADU or another housing unit on the same lot.	<b>Complies:</b> Code does not require owner occupancy.
<b>Number and Configurations of Accessory Dwelling Units</b>	RCW 36.70A.681 (1) (c) (d) Cities must allow at least two ADUs on all lots that are located in all zoning districts within an urban growth area that allow for single-family homes. Must allow the following: <ul style="list-style-type: none"> <li>• 1 attached accessory dwelling unit (AADU) and 1 detached accessory dwelling unit (DADU)</li> <li>• 2 AADUs</li> <li>• 2 DADUs, which may be comprised of either one or two detached structures.</li> <li>• ADUs in structures detached from the principal unit.</li> </ul>	<b>Complies:</b> Code allows for two ADUs consistent with State mandated configurations.
<b>Minimum Lot Size</b>	RCW 36.70A.681 (1) (e) Cities must allow an ADU on any lot that meets the minimum lot size required for the principal unit.	<b>Complies:</b> Code does not have minimum lot size requirements.
<b>Size</b>	RCW 36.70A.681 (1) (f) Cities may not establish a maximum gross floor area requirement for ADUs less than 1,000 square feet.	<b>Does Not Comply:</b> Code restricts accessory structures to 1,200 +10% of lot area that exceeds 7,200 sf (see 115.08 KZC). Lots not containing enough land area restrict at least one ADU to less than 1,000 sf.
<b>Height</b>	RCW 36.70A.681 (1) (g)	<b>Does Not Comply:</b> KZC 115.08 limits accessory structure height to

<sup>18</sup> Accessory dwelling units—Limitations on local regulation:  
<https://app.leg.wa.gov/RCW/default.aspx?cite=36.70A.681>

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
	Cities may not establish roof height limits on an accessory dwelling unit of less than 24 feet.	15 feet above the existing height of the primary residence, or the maximum height in the underlying zone, whichever is less. Minimum residential maximum height is 25 feet, but ADUs can be restricted to maximum heights lower than 25 feet based on current code.
<b>Dimensional Standards</b>	RCW 36.70A.681 (1) (h) Cities may not impose setback requirements, yard coverage limits, tree retention mandates, restrictions on entry door locations, aesthetic requirements, or requirements for design review for ADUs that are more restrictive than those for principal units.	<b>Does Not Comply:</b> Code contains location and entrance requirements inconsistent with State requirements (see KZC 115.07.4 and 5).
<b>Location</b>	RCW 36.70A.681 (1) (i) Cities must allow detached accessory dwelling units to be sited at a lot line if the lot line abuts a public alley, unless city routinely plows snow on the public alley.	<b>Does Not Comply:</b> Code allows ADUs within 5 feet of an alley (see KZC 115.115.3.o(4))
<b>Conversions</b>	RCW 36.70A.681 (1) (j) Cities must allow ADUs to be converted from existing structures, including but not limited to detached garages, even if they violate current code requirements for setbacks or lot coverage.	<b>Does Not Comply:</b> While code anticipates conversion (see permitting section of KZC 115.07.8) some conversions may require a variance (see KZC 120.12 - Expansion or Modification of an Existing Structure). The nonconformance chapter 162 limits the ability for ADU conversions (see KZC 162.35.7 (setbacks), KZC 162.35.13 (lot coverage), and 162.45 (prohibition on increasing/intensifying/compounding nonconformance)).
<b>Condominium Sales</b>	RCW 36.70A.681 (1) (k) Cities may not prohibit the sale or other conveyance of a condominium unit independently of a principal unit solely on the grounds that the condominium unit was originally built as an ADU.	<b>Complies:</b> Code allows for condominium sales per KZC 115.07.2.
<b>Street Improvements</b>	RCW 36.70A.681 (1) (l) Cities may not require public street improvements as a condition of permitting ADUs.	<b>Does Not Comply:</b> Code does not exempt ADUs from street improvement requirement. For the purposes of determining public improvements, an ADU project is classified as a single-family dwelling addition/alteration. Per KZC 110.70,

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
		public improvements are required if the total addition/alteration value exceeds \$268,000, based on building construction (alteration)...(see KZC 110.70 Modifications, Deferments and Waivers, and Construction-in-Lieu).
<b>Parking<sup>19</sup></b>	RCW 36.70A.681 (2) (a) Cities may not require: <ul style="list-style-type: none"> <li>• off-street parking as a condition of permitting development of accessory dwelling units within one-half mile walking distance of a major transit stop</li> <li>• more than one off-street parking space per unit as a condition of permitting development of accessory dwelling units on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits</li> <li>• more than two off-street parking spaces per unit as a condition of permitting development of accessory dwelling units on lots greater than 6,000 square feet before any zero lot line subdivisions or lot splits</li> </ul>	<b>Does Not Comply:</b> The parking standards of KZC 115.07.6 will need to be updated to comply with the restriction on off-street parking requirements within ½ mile of a major transit stop requirement.

Table 27 - Staff analysis of House Bill 1337.

<sup>19</sup> Compliance with State parking requirements by if cities can demonstrate through study that parking limitations will be less safe for vehicle drivers or passengers, pedestrians, or bicyclists than if the jurisdiction's parking requirements were applied to the same location for the same number of detached houses.

**Table 28: Compliance with State Residential Parking Regulations (SB 6015)**

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
<b>Garages</b>	RCW 36.70A.622 (1) (a) Garages and carports may not be required as a way to meet minimum parking requirements for residential development.	<b>Complies:</b> City code does not require garages and carports to meet parking requirements.
<b>Enclosed and Unenclosed Parking</b>	RCW 36.70A.622 (1) (b) Parking spaces that count towards minimum parking requirements may be enclosed or unenclosed.	<b>Complies:</b> City code allows for enclosed and unenclosed parking to meet requirements.
<b>Tandem Parking</b>	RCW 36.70A.622 (1) (c) Parking spaces in tandem must count towards meeting minimum parking requirements at a rate of one space for every 20 linear feet with any necessary provisions for turning radius. For purposes of this subsection, "tandem" is defined as having two or more vehicles, one in front of or behind the others with a single means of ingress and egress.	<b>Does Not Comply:</b> City code does not uniformly regulate tandem parking. KZC 105 contains no standards pertaining to tandem parking.
<b>Gravel Surfaces</b>	RCW 36.70A.622 (1) (d) Existence of legally nonconforming gravel surfacing in existing designated parking areas may not be a reason for prohibiting utilization of existing space in the parking area to meet local parking standards, up to a maximum of six parking spaces.	<b>Does Not Comply:</b> City code's surface material requirement does not allow for use of nonconforming gravel as parking area (KZC 105.100). Currently, if gravel parking exists, it must be brought into conformance if any of the three criteria in KZC 162.35.6 apply.
<b>Size of Parking</b>	RCW 36.70A.622 (1) (e) Parking spaces may not be required to exceed eight feet by 20 feet, except for required parking for people with disabilities.	<b>Does Not Comply:</b> City code on dimensions of parking exceeds the standards of State requirements (see 105.60, 115.115.5, and 180)
<b>Parking and Trees</b>	RCW 36.70A.622 (1) (f) Cities may not require off-street parking as a condition of permitting a residential project if compliance with tree retention would otherwise make a proposed residential development or redevelopment infeasible.	<b>Complies:</b> The City's code does not preclude the maximum development potential (see KZC 95.30.2.b)

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
<b>Grass Block Pavers</b>	RCW 36.70A.622 (1) (g) Parking spaces that consist of grass block pavers may count toward minimum parking requirements.	<b>Does Not Comply:</b> City code's surface material requirement does not allow for grass block parking area (KZC 105.100).
<b>Nonconforming Parking</b>	RCW 36.70A.622 (2) Existing parking spaces that do not conform to the requirements of this section by June 6, 2024, are not required to be modified or resized, except for compliance with the Americans with disabilities act. Existing paved parking lots are not required to change the size of existing parking spaces during resurfacing if doing so will be more costly or require significant reconfiguration of the parking space locations.	<b>Does Not Comply:</b> City nonconforming code related to parking and associated landscaping per KZC 95.47, KZC 162.25, KZC 162.35.4, and KZC 162.35.6 are inconsistent with State Requirement.

Table 28 - Staff analysis of Senate Bill 6015.

**Table 29: Compliance with State Local Design Review Requirements and Restrictions (ESHB 1293)<sup>20</sup>**

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
<b>Design Review</b>	RCW 36.70A.630 <sup>21</sup> (1) For purposes of this section, "design review" means a formally adopted local government process by which projects are reviewed for compliance with design standards for the type of use adopted through local ordinance.	---
<b>Clear and Objective Development Regulations</b>	RCW 36.70A.630 (2) Cities planning may apply in any design review process only clear and objective development regulations governing the exterior design of new development.	<b>Does Not Comply:</b> The City's middle housing code contains subjective standards that are not clear and may be interpreted differently between user and administrator (see KZC 113.35).
<b>Measurable Guidelines &amp; Standards</b>	RCW 36.70A.630(2)(a) Must include one or more ascertainable guideline, standard, or criterion by which an applicant can determine	<b>Does Not Comply:</b> Some of the City's middle housing code is not uniformly verifiable by reference to an external and uniform benchmark or criterion.

<sup>20</sup> Note: this table reflects the application of ESHB 1293 as it relates to middle and multi-unit housing types in low-, medium-, and high-density residential zones only and does not reflect citywide compliance with State requirements in office and commercial zones.

<sup>21</sup> Local design review – Requirements and restrictions <https://app.leg.wa.gov/RCW/default.aspx?cite=36.70A.630>



	whether a given building design is permissible under that development regulation.	
<b>Dimensional Impacts</b>	RCW 36.70A.630(2)(b) May not result in a reduction in density, height, bulk, or scale below the generally applicable development regulations for a development proposal in the applicable zone.	<b>Does Not Comply:</b> Both the City's middle housing and ADU design standards affect massing outcomes of these building types beyond what is allowed under general development standards.
<b>Exceptions</b>	RCW 36.70A.630(3) The provisions of subsection (2) of this section do not apply to development regulations that apply only to designated landmarks or historic districts established under a local preservation ordinance.	<b>Complies:</b> There are no conflicts between the city's historic residence designation standards and the city's middle housing and ADU regulations.
<b>Decision Process</b>	RCW 36.70A.630(4) Any design review process must be conducted concurrently, or otherwise logically integrated, with the consolidated review and decision process for project permits set forth in RCW 36.70B.120(3), and no design review process may include more than one public meeting.	<b>Complies:</b> The design requirements of middle housing and ADUs are administrative and reviewed concurrently.

Table 29 - Staff analysis of House Bill 1293.

Table 30: Compliance with State Co-Living Housing Requirements (ESHB 1998)

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
<b>Allowance of co-living</b>	RCW 36.70A.535 <sup>22 23</sup> (1) Cities must allow co-living housing as a permitted use on any lot that allows at least six multifamily residential units, including on a lot zoned for mixed-use development.	<b>Does Not Comply:</b> The City regulates co-living facilities as "residential suites" as defined in KZC 5.10.778. This use is only allowed in specific zones within the city.
<b>Room dimensions, unit mixture, and other uses</b>	RCW 36.70A.535 (2) Cities may not require co-living housing to: <ul style="list-style-type: none"> <li>Contain room dimensional standards larger than that required by the state building code, including dwelling unit size, sleeping unit</li> </ul>	<b>Does Not Comply:</b> Residential suites have specific dimensional standards and are often required with mixed use developments.

<sup>22</sup> Co-living housing: <https://app.leg.wa.gov/RCW/default.aspx?cite=36.70A.535>

<sup>23</sup> This RCW contains an Intent and Findings section that may be useful to review when considering amending City standards on co-living requirements.



TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
	<p>size, room area, and habitable space.</p> <ul style="list-style-type: none"> <li>• Provide a mix of unit sizes or number of bedrooms.</li> <li>• Include other uses.</li> </ul>	
<b>Parking<sup>24</sup></b>	<p>RCW 36.70A.535 (3) Cities may not require co-living housing to:</p> <ul style="list-style-type: none"> <li>• Provide off-street parking within one-half mile walking distance of a major transit stop.</li> <li>• Provide more than 0.25 off-street parking spaces per sleeping unit.</li> </ul>	<b>Does Not Comply:</b> Residential Suites have higher parking standards than State requirements allow.
<b>Restrictive use standards</b>	<p>RCW 36.70A.535 (4) Cities may not require through development regulations any standards for co-living housing that are more restrictive than those that are required for other types of multifamily residential uses in the same zone.</p>	<b>Does Not Comply:</b> Residential Suites often have more stringent development standards compared to other multifamily uses.
<b>Permitting</b>	<p>RCW 36.70A.535 (5) Cities may only require a review, notice, or public meeting for co-living housing that is required for other types of residential uses in the same location, unless otherwise required by state law including, but not limited to, shoreline regulations under chapter 90.58 RCW.</p>	<b>Does Not Comply:</b> Residential Suites often have more stringent permitting requirements compared to other types of residential uses.
<b>Affordable housing</b>	<p>RCW 36.70A.535 (6) Cities may not exclude co-living housing from participating in affordable housing incentive programs under RCW 36.70A.540.</p>	<b>Complies:</b> Residential Suites may participate in affordable housing incentive program.
<b>Unit density</b>	<p>RCW 36.70A.535 (7) Cities may not treat a sleeping unit in co-living housing as more than one-quarter of a dwelling unit for purposes of calculating dwelling unit density.</p>	<b>Does not Comply:</b> Existing unit density requirements will need to be amended in zones where Residential Suites are allowed.
<b>Fees</b>	<p>RCW 36.70A.535 (8)</p>	<b>Does Not Comply:</b> Residential Suites are not distinguished from

<sup>24</sup> Compliance with State parking requirements by if cities can demonstrate through study that parking limitations will be less safe for vehicle drivers or passengers, pedestrians, or bicyclists than if the jurisdiction's parking requirements were applied to the same location.

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
	<p>Cities may not treat a sleeping unit in co-living housing as more than one-half of a dwelling unit for purposes of calculating fees for sewer connections, unless the city or county makes a finding, based on facts, that the connection fees should exceed the one-half threshold.</p>	<p>other multi-family residential uses per the Public Works fee schedule.</p>
<p><b>Definitions</b></p>	<p>RCW 36.70A.535 (11)  The following definitions apply:</p> <ol style="list-style-type: none"> <li>1. "Co-living housing" means a residential development with sleeping units that are independently rented and lockable and provide living and sleeping space, and residents share kitchen facilities with other sleeping units in the building. Local governments may use other names to refer to co-living housing including, but not limited to, congregate living facilities, single room occupancy, rooming house, boarding house, lodging house, and residential suites.</li> <li>2. "Major transit stop" means: <ol style="list-style-type: none"> <li>a. A stop on a high capacity transportation system funded or expanded under the provisions of chapter 81.104 RCW;</li> <li>b. Commuter rail stops;</li> <li>c. Stops on rail or fixed guideway systems, including transitways;</li> <li>d. Stops on bus rapid transit</li> </ol> </li> </ol>	<p><b>Notes on Application of Provision:</b> City should make reference to or adopt State definitions.</p>

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
	routes or routes that run on high occupancy vehicle lanes; or e. Stops for a bus or other transit mode providing actual fixed route service at intervals of at least 15 minutes for at least five hours during the peak hours of operation on weekdays.	

Table 30 - Staff analysis of House Bill 1998.

## Partnerships and Strategies

### Dedicated resources

#### ***ARCH funding and other city expenditures***

Kirkland contributes cash annually to the ARCH Trust Fund for land acquisition, pre-development funding, and capital improvements of affordable housing projects in Kirkland and other ARCH communities. In addition, the city has on several occasions donated land, waived local fees, and contributed other sources of value to support affordable housing projects within Kirkland.

#### Land use regulations and tax incentives

#### ***Inclusionary zoning and MFTE***

Kirkland adopted inclusionary zoning (mandatory affordability) in 2009 in conjunction with a new multifamily tax exemption (MFTE) program. All medium and higher density zones are subject to inclusionary zoning except portions of Central Kirkland and Totem Lake, where voluntary incentives are available. These programs, detailed in the following table, have remained largely unchanged until 2023, when the city rezoned the 85<sup>th</sup> Street Station Area for greater housing and commercial growth capacity.

**Table 31: Kirkland Land Use Regulations and Tax Incentives**

<b>KIRKLAND</b>	<b>Land Use Regulations</b>	<b>MFTE Regulations</b>
Height-limited zones (Totem Lake, North Rose Hill, CBD 5)	Rental—Mandatory 10% units affordable @ 50% AMI for life of project.	Rental—Voluntary 8-year tax exemption: 10% units affordable @ 50% AMI for life of the project.  12-year tax exemption: 10% units affordable @ 50% AMI <u>and</u> 10% @ 80% AMI for life of the project.
	Ownership—Mandatory 10% units affordable @ 80% AMI for 50 years.	Ownership—Voluntary 8-year tax exemption: 10% units affordable @ 80% AMI for life of the project.  12-year tax exemption: 10% units affordable @ 80% AMI <u>and</u> 10% @ 110% AMI for life of the project.
85 <sup>th</sup> Street Station Area zones (NMU, UF, CVU) where <u>allowed</u> height is 65 ft or greater (adopted 2023)	Rental—Mandatory 15% units affordable @ 50% AMI for life of project.	Rental—Voluntary 8-year tax exemption: 15% units affordable @ 50% AMI for life of the project.  12-year tax exemption: 10% units affordable @ 50% AMI <u>and</u> 10% @ 60% AMI for life of the project.
	Ownership—Mandatory 15% units affordable @ 80% AMI for 50 years.	Ownership—Voluntary 8-year tax exemption: 15% units affordable @ 80% AMI for life of the project.  12-year tax exemption: 10% units affordable @ 80% AMI <u>and</u> 10% @ 100% AMI for life of the project.
Density-limited zones	Rental—Mandatory 2 units bonus: 1 unit affordable @ 50% AMI for life of project, and at least 10% units affordable.	Rental—Voluntary 8-year tax exemption: 10% units affordable @ 50% AMI for life of the project.  12-year tax exemption: 10% units affordable @ 50% AMI <u>and</u> 10% @ 80% AMI for life of the project.
	Ownership—Mandatory 2 units bonus: 1 unit affordable @ 100% AMI for 50 years, and at least 10% units affordable.	Ownership—Voluntary 8-year tax exemption: 10% units affordable @ 100% AMI for life of the project.  12-year tax exemption: 10% units affordable @ 100% AMI <u>and</u> 10% @ 130% AMI for life of the project.
Zones where affordable housing isn't required	n/a	Rental & Ownership—Voluntary 8-year tax exemption: 10% units affordable @ 80% AMI for life of the project.  12-year tax exemption: 10% units affordable @ 50% AMI <u>and</u> 10% @ 80% AMI for life of the project.

Table 31 - Source: A Regional Coalition for Housing (ARCH).

**Table 32: Summary of affordable housing created since 2009**

	Homeownership Units	Rental Units	Total Affordable Units
<b>Mandatory</b>	<b>36</b>	<b>149</b>	<b>185</b>
No MFTE	36	1	37
8-year MFTE	-	148	148
<b>Voluntary</b>	<b>-</b>	<b>6</b>	<b>6</b>
8-year MFTE	-	2	2
12-year MFTE	-	4	4
<b>Development Agreement</b>	<b>-</b>	<b>3</b>	<b>3</b>
12-year MFTE	-	3	3
<b>No land use conditions</b>	<b>-</b>	<b>39</b>	<b>39</b>
8-year MFTE	-	16	16
12-year MFTE	-	23	23
<b>Total</b>	<b>36</b>	<b>197</b>	<b>233</b>

Table 32 - Source: A Regional Coalition for Housing (ARCH).

### ADU regulations

Seeing opportunity to enable homeowners to build accessory dwelling units (ADUs), Kirkland adopted zoning code amendments in 2020, as follows:

**Table 33: Kirkland ADU Regulations**

Regulation	Old	New
<b>Number allowed</b>	<b>1</b>	<b>2</b>
<b>Owner occupancy</b>	Required (either unit)	Not required
<b>Parking</b>	One off-street space	No requirement for first ADU; one space for second
<b>Size/Scale</b>		
Attached ADU	≤40% of primary residence and ADU combined	No restriction
12-year MFTE	≤40% of primary residence and ADU combined, and ≤ 800 sq ft	1,200 sq ft
<b>Entrance</b>	ADU entrance must appear secondary	No change
<b>Height</b>	Max height of zone but not more than 15 ft above primary residence	No change
<b>No. of unrelated residents</b>	<b>≤5</b>	One ADU: ≤ 8 Two ADUs: ≤12
<b>Separate ownership</b>	Not permitted	Allowed for detached ADU (condo, not subdivision)

Table 33 - Source: Kirkland Planning and Building Department.

### ***Duplex, Triplex, and Cottage regulations***

Following the ADU amendments, Kirkland amended its code again in 2020 to stimulate development of certain “middle housing types.”

The chart below, from Kirkland’s permit records, shows preliminary results from these code amendments, with a notable increase in cottage housing and accessory dwelling units (ADUs).

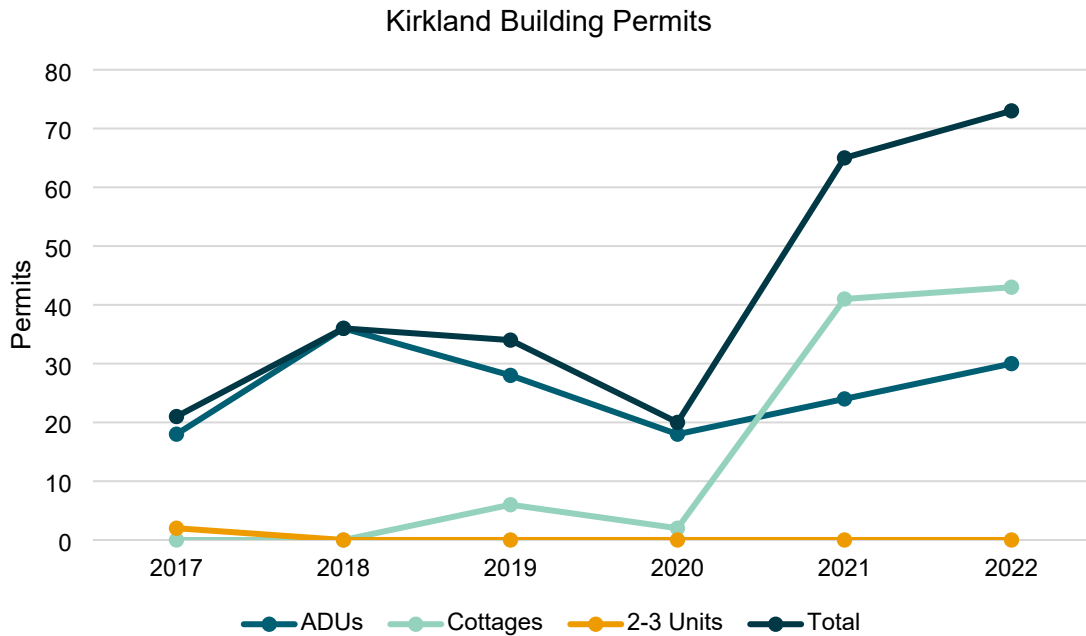


Figure 54 - Source: Kirkland Planning and Building Department.

## Appendix

### Household Incomes

	2006 - 2010 estimate		2016 - 2020 estimate	
	Households	Pct	Households	Pct
<b>EKC cities</b>	<b>162,572</b>	<b>100%</b>	<b>210,789</b>	<b>100%</b>
<b>≤ 30% AMI</b>	<b>12,285</b>	<b>8%</b>	<b>19,365</b>	<b>9%</b>
≤ 20%	7,385	5%	12,486	6%
> 20% but ≤ 30%	4,900	3%	6,879	3%
<b>&gt; 30% but ≤ 50% AMI</b>	<b>11,703</b>	<b>7%</b>	<b>14,558</b>	<b>7%</b>
> 30% but ≤ 40%	5,502	3%	6,818	3%
> 40% but ≤ 50%	6,201	4%	7,740	4%
<b>&gt; 50% but ≤ 80% AMI</b>	<b>16,445</b>	<b>10%</b>	<b>18,184</b>	<b>9%</b>
> 50% but ≤ 60%	6,456	4%	9,057	4%
> 60% but ≤ 65%	3,341	2%	4,396	2%
> 65% but ≤ 80%	6,648	4%	4,731	2%
<b>&gt; 80% but ≤ 100% AMI</b>	<b>13,584</b>	<b>8%</b>	<b>17,574</b>	<b>8%</b>
> 80% but ≤ 95%	10,163	6%	12,695	6%
> 95% but ≤ 100%	3,421	2%	4,879	2%
<b>&gt; 100% but ≤ 120% AMI</b>	<b>13,326</b>	<b>8%</b>	<b>16,198</b>	<b>8%</b>
> 100% but ≤ 115%	10,153	6%	12,390	6%
> 115% but ≤ 120%	3,173	2%	3,808	2%
<b>&gt; 120% AMI</b>	<b>95,229</b>	<b>59%</b>	<b>124,910</b>	<b>59%</b>
> 120% but ≤ 140%	13,365	8%	16,552	8%
> 140%	81,864	50%	108,358	51%
<b>Kirkland</b>	<b>22,205</b>	<b>100%</b>	<b>37,145</b>	<b>100%</b>
<b>≤ 30% AMI</b>	<b>1,770</b>	<b>8%</b>	<b>4,185</b>	<b>11%</b>
≤ 20%	1,110	5%	2,500	7%
> 20% but ≤ 30%	660	3%	1,685	5%
<b>&gt; 30% but ≤ 50% AMI</b>	<b>1,750</b>	<b>8%</b>	<b>2,470</b>	<b>7%</b>
> 30% but ≤ 40%	760	3%	1,080	3%
> 40% but ≤ 50%	990	4%	1,390	4%
<b>&gt; 50% but ≤ 80% AMI</b>	<b>2,550</b>	<b>11%</b>	<b>4,010</b>	<b>11%</b>
> 50% but ≤ 60%	955	4%	2,200	6%
> 60% but ≤ 65%	525	2%	960	3%
> 65% but ≤ 80%	1,070	5%	850	2%
<b>&gt; 80% but ≤ 100% AMI</b>	<b>1,435</b>	<b>6%</b>	<b>3,405</b>	<b>9%</b>
> 80% but ≤ 95%	1,035	5%	2,450	7%
> 95% but ≤ 100%	400	2%	955	3%
<b>&gt; 100% but ≤ 120% AMI</b>	<b>1,970</b>	<b>9%</b>	<b>3,105</b>	<b>8%</b>
> 100% but ≤ 115%	1,555	7%	2,470	7%
> 115% but ≤ 120%	415	2%	635	2%
<b>&gt; 120% AMI</b>	<b>12,730</b>	<b>57%</b>	<b>19,970</b>	<b>54%</b>
> 120% but ≤ 140%	1,765	8%	2,790	8%

2006 - 2010 estimate		2016 - 2020 estimate	
Households	Pct	Households	Pct

&gt; 140%

10,965

49%

17,180

46%

Table 34 - Source: U.S. Housing and Urban Development, 2020 Comprehensive Housing Affordability Strategy 5-year Estimates.

## Created through Land Use and/or Multifamily Tax Exemption Programs and Currently in Service or Development:

	50 AMI	60 AMI	70 AMI	80 AMI	100 AMI	Total
<b>Homeownership</b>	-	-	5	30	17	52
128 Kirkland	-	-	-	-	1	1
Crosswater	-	-	-	-	1	1
Jade Residences	-	-	-	13	-	13
Kirkland Commons	-	-	-	-	1	1
Lakeview Park	-	-	-	2	-	2
Magnolia at Moss Bay	-	-	-	-	1	1
Parkside at Juanita [Kirkland Villas]	-	-	-	-	2	2
Plaza on State	-	-	-	7	-	7
Rosehaven at Bradford Place	-	-	-	-	2	2
Steeple Rock	-	-	-	-	2	2
Summer Grove II	-	-	-	-	2	2
The Walk	-	-	-	-	2	2
Vantage on Market	-	-	-	-	1	1
Vareze	-	-	5	-	-	5
Waterstone [Cobblestone Court]	-	-	-	8	-	8
Woodlands Reserve Townhomes	-	-	-	-	2	2
<b>Rental</b>	<b>138</b>	<b>16</b>	<b>18</b>	<b>45</b>	<b>-</b>	<b>217</b>
9040 NE Juanita Dr	2	-	-	-	-	2
Aspen Townhomes	1	-	-	-	-	1
Bayshore View Apartments	3	1	-	-	-	4
Bloom	14	-	-	-	-	14
Boardwalk	17	-	-	-	-	17
Grata at Totem Lake	88	37	-	-	-	125
Jefferson House	8	-	-	-	-	8
Kirkland Crossing	-	-	3	-	-	3
Morningstar	15	-	-	-	-	15
Plaza (Natural Built)	-	-	-	23	-	23
Rose Hill Cottages (City Ministries)	-	-	-	6	-	6
SK Apartments [Luna Sol]	-	-	-	5	-	5
Slater 116	-	-	-	11	-	11
The Bower	4	15	15	-	-	34
The Pine	14	-	-	-	-	14
Uptown at Kirkland Urban	19	-	-	-	-	19
Windsor Totem Lake (Uplund)	41	-	-	-	-	41
<b>Total</b>	<b>138</b>	<b>16</b>	<b>23</b>	<b>75</b>	<b>17</b>	<b>269</b>

Table 35 - Source: A Regional Coalition for Housing (ARCH).



## Created through the ARCH Trust Fund and/or City of Kirkland Funding and Currently in Service or Development:

	30 AMI	40 AMI	45 AMI	50 AMI	60 AMI	Total
<b>Renter-occupancy</b>						
<b>Beds</b>	<b>36</b>	-	-	<b>98</b>	-	<b>134</b>
Friends of Youth Campus	30	-	-	-	-	30
New Bethlehem Shelter	-	-	-	98	-	98
New Ground Kirkland	6	-	-	-	-	6
<b>Dwelling Units</b>	<b>133</b>	<b>67</b>	<b>6</b>	<b>62</b>	<b>361</b>	<b>635</b>
Athene	46	22	-	-	23	91
Crestline Apartments	-	-	6	-	15	21
FFC Group Home 7	4	-	-	-	-	4
FFC Group Homes II, 13311	4	-	-	-	-	4
FFC Group Homes II, 6515	4	-	-	-	-	4
FOY Foster Care Home	-	-	-	5	-	5
Francis Village	15	30	-	-	15	60
Houghton Apartments	-	-	-	-	15	15
Kirkland Heights	-	-	-	-	274	274
Kirkland Plaza Apartments	-	-	-	23	-	23
Petter Court	-	-	-	4	-	4
Plum Court Apartments	25	-	-	30	5	60
Porchlight Men's Home	6	-	-	-	-	6
Velocity	29	15	-	-	14	58
<b>Total</b>	<b>169</b>	<b>67</b>	<b>6</b>	<b>160</b>	<b>361</b>	<b>763</b>

Table 36 - Source: A Regional Coalition for Housing (ARCH).

## Income- or Cost-Restricted through Sources Other than ARCH, the City of Kirkland, and King County Housing Authority:

	50 AMI	60 AMI	70 AMI	80 AMI	100 AMI	Total
<b>Rental</b>						
Salisbury Court	12	-	-	-	-	12
Woodlands at Forbes Lake	33	75	-	-	-	108
<b>Total</b>	<b>45</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>120</b>

Table 37 - Sources: Washington State Housing Finance Commission.

## Housing for homeless individuals; shelters, transition, etc.

	Adult -Only Beds	Child -Only Beds	Chro nic Beds	Famil y Beds	Over- flow / Vouc her	Sea- sonal	Veter an Beds	Yout h Beds	Total Beds	Famil y Units
<b>Emergency Shelter</b>	-	16	-	52	-	-	-	51	103	10
New Bethlehem Place	-	-	-	52	-	-	-	-	52	10

	Adult -Only Beds	Child -Only Beds	Chronic Beds	Family Beds	Over- flow / Voucher	Seasonal	Veteran Beds	Youth Beds	Total Beds	Family Units
Willows Youth Services Center	-	-	-	-	-	-	-	35	35	-
Youth Haven Shelter	-	16	-	-	-	-	-	16	16	-
<b>Other Permanent Housing</b>	<b>27</b>	-	-	<b>8</b>	-	-	-	-	<b>35</b>	<b>3</b>
Athene Apartments	20	-	-	-	-	-	-	-	20	-
Salisbury Court	-	-	-	8	-	-	-	-	8	3
Velocity	7	-	-	-	-	-	-	-	7	-
<b>Permanent Supportive</b>	<b>21</b>	-	-	<b>3</b>	-	-	<b>24</b>	-	<b>24</b>	<b>1</b>
Francis Village	9	-	-	3	-	-	12	-	12	1
Velocity	12	-	-	-	-	-	12	-	12	-
<b>Transitional Housing</b>	-	<b>4</b>	-	<b>72</b>	-	-	-	<b>4</b>	<b>76</b>	<b>17</b>
Petter Court	-	-	-	36	-	-	-	-	36	8
Salisbury Court	-	-	-	36	-	-	-	-	36	9
Youth Haven Shelter	-	4	-	-	-	-	-	4	4	-
<b>Total</b>	<b>48</b>	<b>20</b>	-	<b>135</b>	-	-	<b>24</b>	<b>55</b>	<b>238</b>	<b>31</b>

Table 38 - Source: U.S. Housing and Urban Development, 2023, Housing Inventory Count. Note: Some beds are counted in more than one column.

#### Existing Emergency Shelter, Permanent Supportive Housing, Transitional Housing in Kirkland's Urban Centers

Bed Count	
Greater Downtown Urban Center	52
Totem Lake Center	67
<b>Citywide Total</b>	<b>238</b>

Table 39 - Source: U.S. Housing and Urban Development, 2023, Housing Inventory Count.

## Adequate provisions checklists

### Summary

The City has many comprehensive plan policies in the Land Use and Housing Element addressing the housing needs discussed in this document. Implementation strategies enacting these policies aim to overcome barriers to housing supply, diversity, and affordability. Some of these strategies are currently being implemented as discussed in the forthcoming tables. Some of these strategies are in development<sup>25</sup>.

The following checklists are to use in documenting barriers and programs and actions to achieve housing availability (RCW 36.70A.070(2)(d)). These checklists include the following:

- Table 40: Moderate Density housing barrier review checklist
- Table 41: Low-Rise or Mid-Rise housing barrier review checklist
- Table 42: Supplemental barrier review checklist for PSH and emergency housing
- Table 43: Accessory dwelling unit barrier review checklist
- Table 44: Checklist for local option tools for addressing affordable housing funding gaps

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<sup>25</sup> Future Work Plan: A [draft version of this future code implementation](#) was reviewed by City Council at their September 3, 2024 (see Attachment 3). The Planning Commission discussed, and City Council will adopt housing-focused implementation projects in the 2025-2027 Planning Work Program in early 2025.

*Barrier review checklists***Table 40: Moderate Density housing barrier review checklist**

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barrier.
<b>DEVELOPMENT REGULATIONS</b>			
<b>Unclear development regulations</b>	Yes	The city's development regulations contain many discretionary and subjective development standards (see Tables 26, and 27)	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway.
<b>Prohibiting some moderate density housing types, such as:</b> <ul style="list-style-type: none"> <li>• Duplexes</li> <li>• Triplexes</li> <li>• Four/five/six-plexes</li> <li>• Townhomes</li> <li>• Cottage housing</li> <li>• Live-work units</li> <li>• Manufactured home parks</li> </ul>	Yes	Many of the housing types are allowed in Kirkland's residential zones; however, not all are allowed in any one low-, medium-, or high-density residential zone. As part of this amendment process the City should analyze these different housing types and determine which types are permitted in a given zone category (see Table 26)	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway.
<b>High minimum lot sizes</b>	Yes	Kirkland's smallest minimum lot size is 1,800 square feet; therefore, existing residential zones	Implementation of code revisions to comply with State-requirements identified

		are not exempt from the unit density requirements (See Table 26).	in Tables 26-30 is currently underway.
<b>Low maximum densities or low maximum FAR</b>	Yes	0.5 FAR is applied in low-density residential zones for all residential building types. It does not allow for an increase FAR with an increase in unit density.	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway.
<b>Low maximum building heights</b>	Yes	Residential building heights are not uniformly applied throughout residential zones. Accessory Dwelling Units carry a more restrictive building height (see Table 26).	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway.
<b>Large setback requirements</b>	Yes	Residential zones largely consist of similar perimeter setback requirements regardless of density allowance.	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway.
<b>High off-street parking requirements</b>	Yes	City parking standards do not meet new State residential parking requirements (see Tables 26, 27, 28, and 30).	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway.

<b>High impervious coverage limits</b>	Yes	Regulations vary, lot coverage standards may constitute barriers; many exist in zones that accommodate moderate-density residential development with higher unit/lot densities. Increase of onsite impervious coverage will increase onsite stormwater management requirements. Additional impervious surfaces may be difficult to site on the property while meeting on-site stormwater management requirements.	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway.
<b>Lack of alignment between building codes and development codes</b>	No	The only item that we have identified as conflicting between the 2021 IRC provisions and the Zoning code is the definition of dwelling unit. The conflict results in Planning registering ADUs that are not considered legal dwelling units per the State Codes.	N/A

		ADU registration does not pose any significant barriers to ADU production.	
<b>Other (for example: complex design standards, tree retention regulations, historic preservation requirements)</b>	Yes	Many design standards are discretionary and are subjective (see Table 29)	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway.
<b>PROCESS OBSTACLES</b>			
<b>Conditional use permit process</b>	No	Conditional use largely not applied to residential development. Conditional use permits may be applied to residential development seeking flexibility to development standards set in the City's Shoreline Master Program.	N/A
<b>Design review</b>	Yes	Many design standards are discretionary and are subjective (see Table 26)	<p>Implementation of code revisions to comply with State-requirements identified in Tables 23-27 is currently underway.</p> <p>A separate code revision project is underway for full compliance with State design review process requirements.</p>

<b>Lack of clear and accessible information about process and fees<sup>26</sup></b>	No	Permit fees and review timelines are easily accessible on the city's website.	N/A
<b>Permit fees, impact fees and utility connection fees</b>	Yes	Current fees are not compliant with current State requirement related to co-living and calculating fees for sewer connections.	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway.
<b>Processing times and staffing challenges</b>	Yes	Processing times and staffing challenges are likely to always be contributing factors to the ease of building housing. The City's development review services are currently fully-staffed and the City has put measures in place in the last few years (over-hiring staff to absorb unanticipated reductions in staffing, for instance) to ensure that staffing levels are consistent.	The City is currently building a permit dashboard and implementing other SB5290 implementation measures that will more easily allow it to address logjams in the permit review process.
<b>SEPA process</b>	Yes	The city as not adopted the	Future code optimization is planned which can include

<sup>26</sup> For example: guidance resources are unclear or difficult to find, no digital permit tracking system, staff do not provide fee estimates or permitting time estimates are unavailable or inaccurate.



		maximum allowed SEPA exemptions for residential development.	adopting the maximum allowed SEPA exemptions for residential development.
<b>LIMITED LAND AVAILABILITY AND ENVIRONMENTAL CONSTRAINTS</b>			
<b>Lack of large parcels for infill development</b>	No	The city as redevelopable land available to meet the City's assigned growth targets (see Land Capacity section of this report).	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 will assist the City continuing to meet its housing needs for moderate density housing.
<b>Environmental constraints</b>	No	Environmental conditions do not limit the city's ability to meet it assigned growth targets.	N/A

**Table 41: Low-Rise or Mid-Rise housing barrier review checklist**

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barrier.
<b>DEVELOPMENT REGULATIONS</b>			
<b>Unclear development regulations</b>	Yes	Regulations vary, the city's development regulations contain many discretionary and subjective development standards. Many of these standards differ across 28 multifamily residential zones and 33 Office/Commercial zones suitable for low-rise residential development. There are 30 commercial zones suitable for mid-rise residential development.	Future code optimization will address unclear development regulations (see above Future Work Plan footnote for more information).
<b>High minimum lot sizes</b>	Yes	Regulations vary, high-density residential zones minimum lot sizes should be reevaluated for barriers to low-rise development. The smallest minimum lot size in the City's residential zones is 1,800 square feet. This minimum lot size does not meet State-mandated minimum lot standards for moderate density residential development for lot's less than 9,900 square feet per the unit rounding standard of KZC 115.125.	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway.  Future housing-focused implementation projects will address any minimum lot size constraints affecting mix-use residential zones (see above Future Work Plan footnote for more information).

<b>Low maximum densities or low maximum FAR</b>	No	There are no FAR barriers for Low-rise or mid-rise housing.	N/A
<b>Low maximum building heights</b>	Yes	<p>Regulations vary, some existing low-rise residential zones contain low maximum building heights that constitute barriers to low-rise residential development.</p> <p>Most of the City's housing needs are supported by mid-rise development (see Table 18). This is accommodated by not yet rezoned studied upzone capacity. This added capacity should be optimized to accommodate mid-rise building heights.</p>	Future code optimization will address building height barriers in low- and mid-rise housing zones (see above Future Work Plan footnote for more information).
<b>Large setback requirements</b>	Yes	Regulations vary, some existing low-rise residential zones contain larger front setbacks that constitute barriers to low-rise residential development.	Future code optimization will address setback barriers in low- and mid-rise housing zones (see above Future Work Plan footnote for more information).
<b>High off-street parking requirements</b>	Yes	Regulations vary, many existing zones that accommodate low- to mid-rise have high by-right off-street parking standards that often require parking modifications to adjust.	<p>Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway.</p> <p>Future code optimization will</p>

			address off-street parking barriers in mix-use residential zones (see above Future Work Plan footnote for more information).
<b>High impervious coverage limits</b>	Yes	Regulations vary, lot coverage standards may constitute barriers many exist in zones that accommodate low-rise residential development. Increase of onsite impervious coverage will increase onsite stormwater management requirements. Additional impervious surfaces may be difficult to site on the property while meeting on-site stormwater management requirements.	Future code optimization will address lot coverage barriers in residential and mix-use residential zones (see above Future Work Plan footnote for more information).
<b>Lack of alignment between building and development codes</b>	No	No conflicts between Zoning Code and the 2021 IBC residential provisions have been identified.	N/A
<b>Other (for example: ground floor retail requirements, open space requirements, complex design standards, tree retention regulations, historic preservation requirements)</b>	Yes	Current design review processes and standards do not meet State standards. The City contains many mix-use residential zones that support mid-rise development that require ground floor retail.	Current code revisions and future optimization projects should address many barriers related to design review and ground floor retail requirements (see above Future Work Plan footnote for more information).

PROCESS OBSTACLES			
Conditional use permit process	No	Conditional use largely not applied to residential development. Conditional use permits may be applied to residential development seeking flexibility to development standards set in the City's Shoreline Master Program.	N/A
Design review	Yes	The City's current design review processes does not meet State requirements in RCW 36.70A.630.	A code revision project is underway for full compliance with State design review process requirements.
Lack of clear and accessible information about process and fees	No	Permit fees and review timelines are easily accessible on the City's website.	N/A
Permit fees, impact fees and utility connection fees	No	There are no identified permit, impact, or utility connections fees that present barriers to low- and mid-rise housing production.	N/A
Process times and staffing challenges	Yes	Processing times and staffing challenges are likely to always be contributing factors to the ease of building housing. The City's development review services are currently fully-staffed and the City has put measures in place in the last few years (over-hiring staff to absorb unanticipated	The City is currently building a permit dashboard and implementing other SB5290 implementation measures that will more easily allow it to address logjams in the permit review process.

		reductions in staffing, for instance) to ensure that staffing levels are consistent.	
<b>SEPA process</b>	Yes	The city as not adopted the maximum allowed SEPA exemptions for residential development.	Future code optimization is planned which can include adopting the maximum allowed SEPA exemptions for residential development (see above Future Work Plan footnote for more information).
<b>LIMITED LAND AVAILABILITY AND ENVIRONMENTAL CONSTRAINTS</b>			
<b>Lack of large parcels for infill development</b>	No	The city as redevelopable land available to meet the City's assigned growth targets (see Land Capacity section of this report).	Some areas of the City zoned for low- to mid-rise housing will be studied to increase housing options to meet the City's housing needs best suited for lower incomes (see above Future Work Plan footnote for more information).

<b>Environmental constraints</b>	No	Environmental conditions do not limit the city's ability to meet it assigned growth targets.	N/A
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**Table 42: Supplementary barrier review checklist for PSH and emergency housing**

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barriers.
<b>DEVELOPMENT REGULATIONS</b>			
<b>Spacing requirements (for example, minimum distance from parks, schools or other emergency/PSH housing facilities)<sup>27</sup></b>	No	The city does not differentiate emergency or permanent supportive housing from other residential or hotel uses.	N/A
<b>Parking requirements</b>	Yes	See notes on parking in Tables 40 and 41.	<p>Current code revisions to comply with State-requirements identified in Tables 26-30 will address off-street parking barriers in residential zones.</p> <p>Future code optimization will address off-street parking barriers in mix-use residential zones (see above Future Work Plan footnote for more information).</p>
<b>On-site recreation and open space requirements</b>	No	The city does not differentiate emergency or permanent supportive housing from other residential or hotel uses.	N/A

<sup>27</sup> Note that RCW 35A.21.430 expressly states requirements on occupancy, spacing, and intensity of use may not prevent the siting of a sufficient number of permanent supportive housing, transitional housing, indoor emergency housing or indoor emergency shelters necessary to accommodate each code city's projected need for such housing and shelter under RCW 36.70A.070(2)(a)(ii). The restrictions on these uses must be to protect public health and safety.



<b>Restrictions on support spaces, such as office space, within a transitional or PSH building in a residential zone</b>	Yes	The city does not differentiate transitional and permanent supportive housing from other residential where non-residential use is limited.	Future code optimization will address restrictions on non-residential activities within residential zones (see above Future Work Plan footnote for more information).
<b>Arbitrary limits on number of occupants (in conflict with RCW <a href="#">35A.21.314</a>)</b>	No	Neither the 2021 IBC or IRC have any limits that violate RCW 35A.21.314. The City has not made any local amendments to the State Codes that affect occupant loads.	N/A
<b>Requirements for PSH or emergency housing that are different than the requirements imposed on housing developments generally (in conflict with <a href="#">RCW 36.130.020</a>)</b>	No	The City does not impose any requirements on permanent supportive housing or emergency housing that conflict with RCW 36.130.020.	N/A
<b>Other restrictions specific to emergency shelters, emergency housing, transitional housing and permanent supportive housing</b>	No	The City does not impose any additional restrictions on emergency shelters, emergency housing, transitional housing and permanent supportive housing.	N/A

**Table 43: Accessory dwelling unit barrier review checklist**

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barriers.
<b>DEVELOPMENT REGULATIONS</b>			
<b>Consistent with HB 1337 (2023)</b> <ul style="list-style-type: none"> <li>• Must allow two ADUs on each lot in urban growth areas;</li> <li>• May not require the owner to occupy the property, and may not prohibit sale as independent units, but may restrict the use of ADUs as short term rentals;</li> <li>• Must allow an ADU of at least 1,000 square feet;</li> <li>• Must set parking requirements based on distance from transit and lot size;</li> <li>• May not charge more than 50% of the impact fees charged for the principal unit;</li> <li>• Must permit ADUs in structures detached from the principal unit;</li> <li>• May not restrict roof heights of ADUs to less than 24 feet, unless that limitation applies to the principal unit;</li> <li>• May not impose setback requirements, yard coverage limits, tree retention mandates, restrictions on entry door locations, aesthetic requirements, or requirements for design review for ADUs that are more restrictive than those for principal units;</li> <li>• Must allow an ADUs on any lot that meets the minimum lot size required for the principal unit;</li> <li>• Must allow detached ADUs to be sited at a lot line if the lot line abuts a public alley, unless the city or county routinely plows snow on the public alley;</li> <li>• Must allow conversions from existing structures, even if they violate current code requirements for setbacks or lot coverage; and</li> <li>• May not require public street improvements as a condition of permitting ADUs.</li> </ul>	Yes	The City does not comply with size, height, dimensional standards, location, conversion, street improvement, and parking requirements established by the State (see Table 27)	Implementation of code revisions to comply with State-requirements identified in Table 27 is currently underway.
<b>Unclear development regulations</b>	Yes	In addition to the items identified above, some regulations related to location and permitting should be reviewed for consistency with State	Implementation of code revisions to comply with State-requirements identified in Table 27 is currently underway.

		requirements and for clarity.	
<b>Large setback requirements</b>			
<b>Off-street parking requirements</b>	Yes	The City does not comply with the State's off-street parking requirements.	Implementation of code revisions to comply with State-requirements identified in Table 27 is currently underway.
<b>Other (for example: burdensome design standards, tree retention regulations, historic preservation requirements, open space requirements, etc.)</b>	No	No additional standards beyond what has been identified above.	N/A
<b>PROCESS OBSTACLES</b>			
<b>Lack of clear and accessible information about process and fees</b>	No	The City provides additional informational support on ADUs on its website. Permit fees and review timelines are easily accessible on the City's website.	N/A
<b>Permit fees, impact fees and utility connection fees that are not proportionate to impact</b>	No	The City currently waives transportation, park and school impact fees for accessory dwelling units.	N/A
<b>Processing times and staffing challenges</b>	Yes	Processing times and staffing challenges are likely to always be contributing factors to the ease of building housing. The City's development review services are currently fully-staffed and the City has put measures in place in the last few years (over-hiring staff to absorb unanticipated	The City is currently building a permit dashboard and implementing other SB5290 implementation measures that will more easily allow it to address logjams in the permit review process.

		reductions in staffing, for instance) to ensure that staffing levels are consistent.	
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**Table 44: Checklist for local option tools for addressing affordable housing funding gaps**

Local option tools for addressing affordable housing funding gaps*	Implementation status	Plans for implementation
<b>Housing and related services sales tax (<a href="#">RCW 82.14.530</a>)</b>	Not Implemented	Implemented by County.
<b>Affordable housing property tax levy (<a href="#">RCW 84.52.105</a>)</b>	Not Implemented	Have not considered at this time.
<b>REET 2 (<a href="#">RCW 82.46.035</a>) – GMA jurisdictions only and only available through 2025</b>	Implemented	N/A
<b>Affordable Housing Sales Tax Credit (<a href="#">RCW 82.14.540</a>) – was only available to jurisdictions through July 2020</b>	Implemented	N/A
<b>Lodging Tax (<a href="#">RCW 67.28.150</a> and <a href="#">RCW 67.28.160</a>) to repay general obligation bonds or revenue bonds</b>	Not Implemented	RCW prohibits Kirkland from using lodging tax for this purpose. Restricted to specific uses related to tourism promotion.
<b>Mental Illness and Drug Dependency Tax (<a href="#">RCW 82.14.460</a>) – jurisdictions with a population over 30,000</b>	Not Implemented	Implemented by County.
<b>Donating surplus public lands for affordable housing projects (<a href="#">RCW 39.33.015</a>)</b>	Not Implemented	Will consider site-by-site.
<b>Impact fee waivers for affordable housing projects (<a href="#">RCW 82.02.060</a>)</b>	Implemented	N/A
<b>Application fee waivers or other benefits for affordable housing projects (<a href="#">RCW 36.70A.540</a>)</b>	Implemented	Implemented for eligible projects that meet affordable housing criteria in the zoning code.  Further amendments are expected with either code revisions to comply with State-requirements identified in Tables 26-30 is currently underway or with future code and permitting optimization (see above Future Work Plan footnote for more information).
<b>Multifamily Tax Exemption (MFTE) with affordable housing requirement (<a href="#">RCW 84.14</a>)</b>	Implemented	N/A
<b>General funds (including levy lid lifts to increase funds available)</b>	Implemented	N/A

\* Some tools may be unavailable for certain jurisdictions. For example, only GMA jurisdictions can use REET 2, or the surrounding county may have already implemented the housing and related services sales tax. See MRSC's summary of [Affordable Housing Funding Sources](#) for more details and the Association of Washington Cities (AWC)/MRSC booklet on [Homelessness & housing toolkit for cities](#) (2022).