



Middle Housing Code Amendments

Planning Commission Public Hearing May 8, 2025



Agenda for Discussion

- Receive a staff briefing on the proposed zoning amendments.
- Hold a public hearing to receive public testimony on these amendments.
- Deliberate and make a recommendation to the City Council.



Project Overview

Compliance with State Legislation:

- Minimum Density & Middle Housing: Mandates minimum densities and inclusion of diverse middle housing in all residential zones.
- Easier ADU Development: Reduces barriers to building accessory dwelling units.
- Flexible Parking: Implements more permissive residential parking standards.
- Objective Design Standards: Requires clear design rules that don't limit development capacity.



Phased Approach

During the Comprehensive Plan update, community input emphasized:

Strong desire for involvement for future zoning changes.

Phase 1 - Minimum Compliance (2024-2025)

Due to limited time to implement new state housing requirements (Kirkland must adopt new housing-related codes by the end of June 2025), the City will first aim to meet the minimum requirements in the initial code amendments. This involves less public engagement.

Phase 2 - Optimization (2026)

A future phase of code amendments will optimize residential zoning to increase housing supply and diversity. This will involve more public engagement.



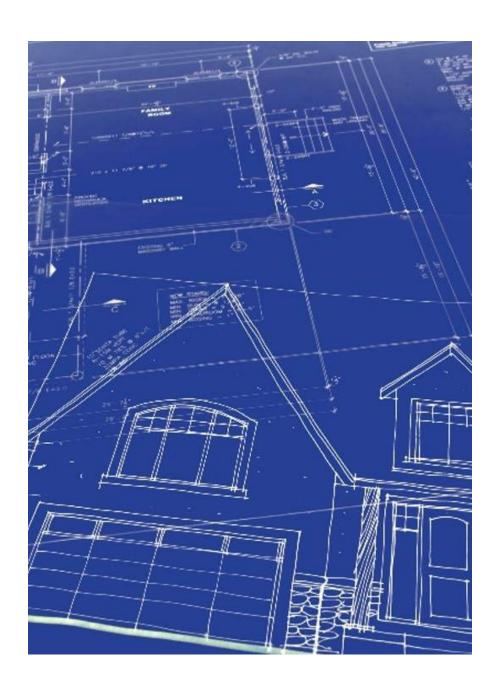
Public Comments

- 1. General support for phased approach to code updates.
- General support for base density and limited housing types in low density residential zones.
- 3. Some public support for Council affordable housing option.
- 4. Some pushback on Council affordable housing option by Master Builders Association.



Planning Commission Decisions Recap

- •Housing Types and Density:
- •The PC supports limiting housing types to 6 in low-density zones.
- •Agreed on ADU density exemption with a two-per-development limit.
- •Parking Standards: The PC supports retaining current parking standards outside ½ mile of major transit stops.
- •Affordable Housing: The PC voted to recommend deferring new inclusionary requirements to Phase 2 of middle housing zoning code amendments.



Draft Code Amendments

Middle Housing Code + PC Recommended Affordable Housing Requirements: Revised Chapter 113 with the PC recommended affordable housing requirements.

Middle Housing Code + Council Affordable Housing Requirements: Revised Chapter 113 with affordable housing requirements based on Council feedback.

Parking and General Clarity and Consistency Code
Updates: Parking design and allowance standards, ADU
zoning standards and general code amendments to make it
all work together.

KZC 113 Middle Housing

Middle Housing (PC)

PC Recommended Affordable Housing Option:

 Retains existing affordable housing requirements (KZC 113.40) starting at 10+ units.

Changes since March 27, 2025:

- Minor edits to definition of multiplex.
- Excludes greenbelt/urban separator zones (RSA 1) from middle housing codes.
- Minor amendments to density standards
- Adds "middle housing project site" definition
- Updates parking standards
- Makes clarification adjustments to middle KZC 113.25 footnotes and KZC 113.35 and 113.50 standards.

Parking Comparisons

Existing	Draft Code	SB 5184
	Zero parking Within ½-mile of Major Transit Stop	Zero space per unit for: • 1,200 sf or less
1 space per unit Within ½-mile of frequent transit	1 space per unit Within ½-mile of frequent transit	 Affordable units Senior housing units 0.5 space per multifamily unit 1 space per detached dwelling unit
1 space per unit 1,000 sf or less; otherwise, 1.5 per unit. + visitor parking Outside ½-mile of frequent transit	1 space per unit 1,000 sf or less; otherwise, 1.5 per unit. + visitor parking Outside ½-mile of frequent transit	
Zero parking for the first ADU	Zero parking for ADUs	

KZC 113 Middle Housing KZC 112 Affordable Housing

Middle Housing (Council Affordable Housing Option)

Removes existing affordable housing requirements in KZC 113.40.

Adds new affordable housing requirements for low density zones:

- Sets a start date of June 30, 2026
- Applies to all new residential development except for:
 - Dwelling units that are 2,000 square feet or less.
 - Additions and/or alterations that do not add more than 100% of the existing square footage to the dwelling unit.
- 10% of all unit(s) shall be affordable.

Affordable Housing Payment In Lieu

Table 1: Representative In-lieu fee for a newly-built single-family house

1.	Local land acquisition	\$359,946
2.	Construction and land development (including public infrastructure)	\$325,000
3.	Other development costs	\$256,830
4.	Total development costs (sum of rows 1 to 3) =	\$941,776
5.	Revenue generated by an affordable housing unit (i.e., sales price to a median-income household)	\$490,600
6.	Fee in lieu of construction for 10 newly-built single-family houses (difference between rows 4 and 5) =	\$451,176
7.	Fee in lieu of construction for one newly-built single-family house (10% of row 6) =	\$45,118

151 Single-Family Building Permits Issued in 2024

Example application:

- Approximate payment collected per unit: \$45,000
- Approximate annual collection: \$6.8 million



KZC 15, 20, 25 Residential Zones

Draft Code Amendments

Adds and amends definitions:

- Amends "lot" to not include "unit lots" to clarify access standard requirements in KZC 105.
- Adds "Major Transit Stop", "Middle Housing" to clarify intent of provisions in KZC 113.
- Adds "Middle Housing Project Site", and "Related Party" to codify interpretation 21-4 (Required Common Open Space).
- Adds "Tandem Parking" to comply with State Parking requirements.

Amends Permitted Use Special Regulations for Detached Dwelling Unit:

- Adds reference to middle housing as an alternative use.
- Adds accessory dwelling units as an accessory use.



KZC 105
Parking,
Access &
Improvem
ents

Draft Code Amendments

Amends Chapter to include:

- New reference to middle housing.
- Adjustments to language referencing parking pad reductions for tree preservation.
- Exempts nonconforming landscape parking buffers for residential uses from conformance requirements

Amends Chapter to include:

- Replaces "dwelling unit" with "lot" to clarify access easement standards for subdivisions.
- Adjusts residential parking standards to meet State parking requirements.
- Adds tandem parking standards to meet State parking requirements.
- Allows for grass modular pavement for residential parking to meet State parking requirements.

KZC 110 Required Public Improvements

KZC 115

Misc.
Development &
Performance
Standards

Draft Code Amendments

Amends Chapter to include:

 Exempts accessory dwelling units from required street improvements to meet State Accessory Dwelling Unit requirements.

Amends Chapter to include:

- Adjusts accessory dwelling unit and accessory structure provisions to meet State Accessory Dwelling Unit requirements.
- New reference to middle housing.
- Clarifies application of Floor Area Ratio requirements, including added flexibility for FAR bonus and accessory dwelling units.
- Makes density calculation reference back to KZC 113.





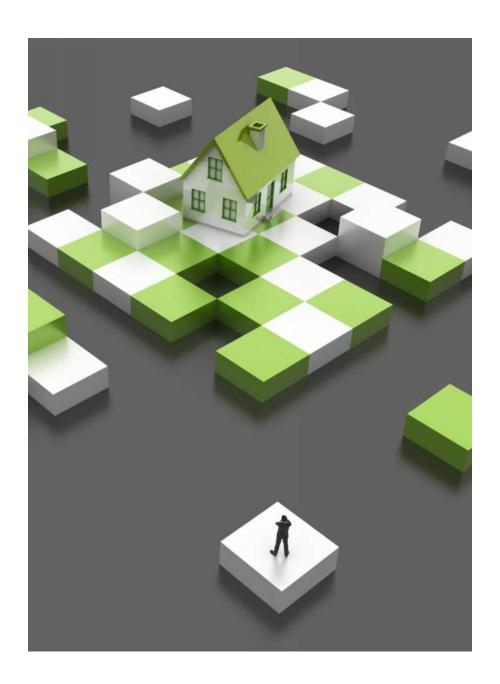
Draft Code Amendments

Amends Chapter to include:

 Exempts nonconforming parking lot surface material or under-sized residential parking from nonconformance requirements to meet State parking requirements.

Amends Chapter to include:

- Adds new residential parking stall size standards to meet State parking requirements.
- Amends Vehicular Access plate 21 replacing "Dwelling Unit" with "Lot" to clarify access standard requirements in KZC 105.



Next Steps

Tonight

- Hold a public hearing to receive public testimony on these amendments.
- The PC should deliberate on draft code and make a recommendation to the City Council.

City Council, June 3, 2025

 City staff will present draft code, affordable housing options, and Planning Commission recommendation to City Council.

Questions

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Proposed Updates to KZC 113.25 Draft Amendments

Parking

If development is within one-half mile of a major transit stop: no on-site parking is required.

If development is more than one-half mile from a major transit stop, and:

- The development is within one-half mile of transit service with 15-minute headways during commute hours:
 - 1 space per unit.
 - See KZC 105.20 for visitor parking
- The development is more than one-half mile from transit service with 15-minute headways during commute hours:
 - Units that are over 1,000 square feet or less: 1 space per unit
 - Units which are over 1,000 square feet: 1.5 spaces per unit
 - See KZC 105.20 for visitor parking

Accessory Dwelling Unit (ADU) = no on-site space required

Proposed Updates to KZC 113.25 Draft Amendments

⁸ Units may be subdivided via the subdivision process or unit lot subdivision process in KMC 22. Units may only be subdivided if they are not stacked.

Proposed Updates to KZC 105.18 Draft Amendments

2. Pedestrian Access – Location – All new development, except detached single-family and duplex middle housing uses, shall comply with the following pedestrian access requirements pursuant to the standards in subsection (3) of this section:

Proposed Updates to KZC 112 Draft Amendments – Commissioner Jacobson

112,20

- b. Applicability Applies to all new residential development except for the following:
 - 1) Dwelling units that are The first 2,0500 square feet of a dwelling unit. or less.

112.30.4

b. In low-density residential zones, payment in lieu shall be charged on a per square foot for new construction above 2,500 square feet for each unit. The methodology for calculating the per-square-foot in lieu fee shall be based on the difference between the cost of construction for a prototype affordable housing unit on the subject property, including land costs and development fees, and the revenue generated by an affordable housing unit, divided by 2,000 square feet.

bc. In all other zones, Ppayments...