Seattle

Interim Legislation | Friday, March 28, 2025

Agenda

- Background on new state requirements
- Overview of interim legislation
- Topics omitted from interim legislation

Purpose of legislation

The primary purpose of interim legislation is to comply with House Bill 1110.

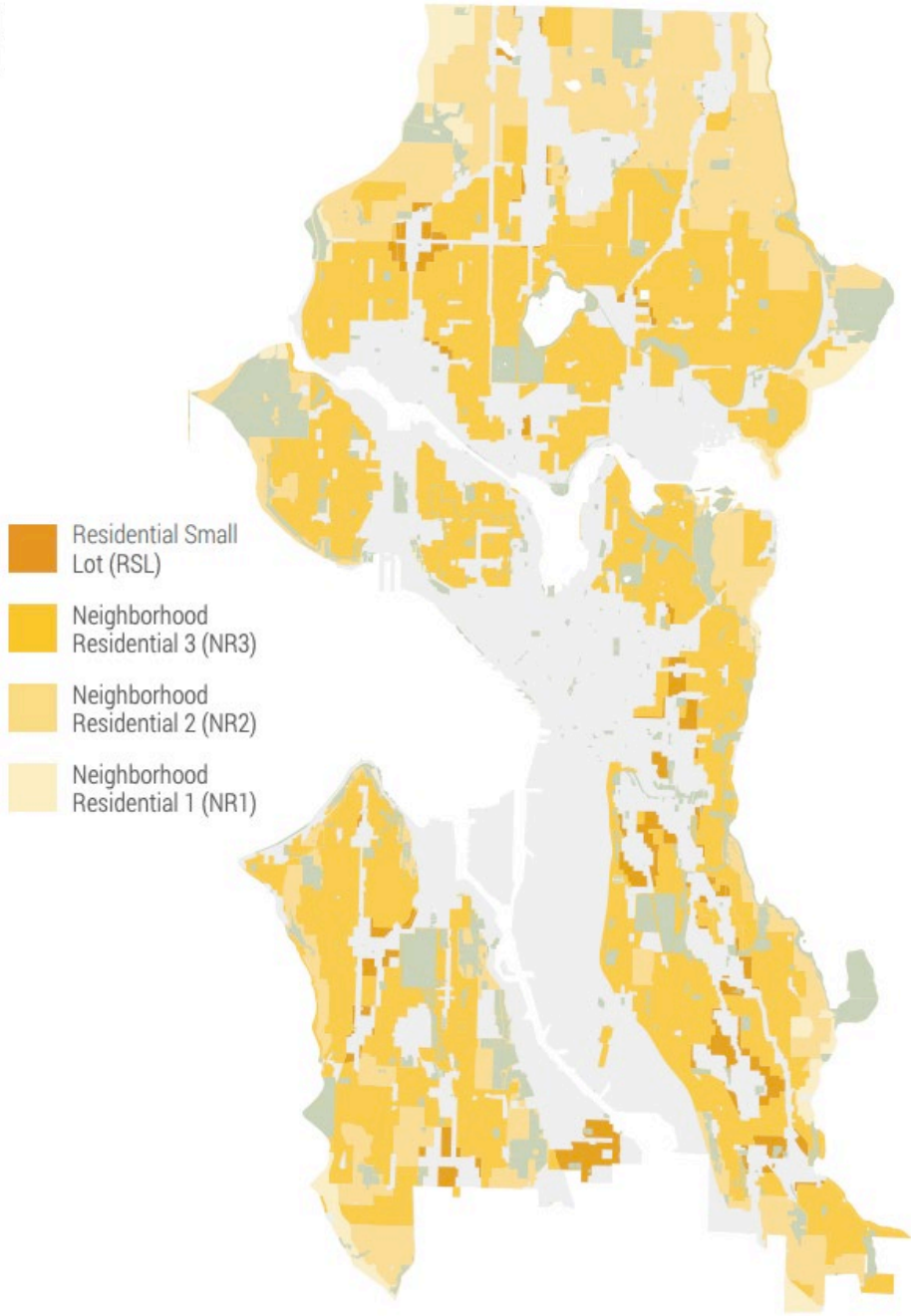
It would also implement changes to comply with:

- **House Bill 1293:** Design Standards
- **Senate Bill 6015:** Off-street Parking
- **House Bill 1287:** Electric Vehicle Charging

Key Provisions of HB 1110

- On all lots zoned for residential uses, zoning must allow:
  - Six of nine housing types (duplex, triplex, fourplex, fiveplex, sixplex, courtyard apartments, cottage housing, townhouses, stacked flats)
  - At least four units per lot
  - At least six units per lot if within 1/4-mile walking distance of a major transit stop **or** at if at least two units are affordable
- Design review for middle housing may only be administrative
- Middle housing development standards and permit review may not be more restrictive than those for single-family homes
- Parking may not be required within a half mile of a major transit stop
- **If changes are not adopted by June 30, 2025, state's Model Ordinance will go into effect**

Neighborhood Residential Zones



Duplex
Triplex
Fourplex
Fiveplex
Sixplex
Courtyard Apartments
Cottage Housing
Townhouses
Stacked Flats

General Approach

- Interim legislation only modifies those standards that:
  - Are addressed in the HB 1110 model ordinance; or
  - Are otherwise needed to comply with state law
- Where the State's Model Ordinance and proposed permanent legislation are generally similar, we use the specific standards proposed in the draft permanent legislation.
- Interim legislation is required to include:
  - Context and rationale for interim legislation
  - Length of time interim legislation would be in effect
  - Workplan to prepare permanent legislation

Changes to Neighborhood Residential zones

	Interim Legislation	Permanent Legislation
Number of Units	Up to 4 units per lot or 6 units near major transit or if two are affordable Only applies to existing lots	**Density of 1 unit per 1,250 square feet**
FAR	1 unit on a lot: 0.6 2 units on a lot: 0.8 3 units on a lot: 1.0 4 or more units: 1.2	Same as interim except with **additional bonuses for stacked flats and low-income housing**
Height	32 feet plus pitched roofs	Same as interim
Lot coverage	50 percent	Same as interim
Front Setback	10 feet	Same as interim
Rear Setback	10 feet, 0 on alley	Same as interim
Side Setback	5 feet, 0 feet on alley	Same as interim

Changes to RSL

- Update density limits to comply with HB 1110 requirements
- Increase height in LR1 zones from 30 feet to 32 feet (similar to NR zones)
- Increase the floor area ratio (FAR) so it would be equal to the proposed FAR in NR zones

Other Changes

- Update various LR zone standards to comply with HB 1110 and HB 1293
- Remove residential parking requirements for middle housing within ½ mile of major transit stops as required by HB 1110
- Modify parking space size and tandem parking requirements to comply with SB 6015
- Modify standards for pedestrian access and circulation and access easement requirements consistent with HB 1110
- Exempt middle housing from bike parking requirements consistent with HB 1110
- Update EV charging requirements to meet requirements in HB 1287

Not Included in Interim Legislation

- Consolidation of NR zones
- Rezones from NR to RSL
- Bonuses for stacked flats and low-income housing
- Corner store allowance
- Amenity Area
- Building separation requirements
- Accessory dwelling units
- Tree planting requirements and tree preservation incentives
- Allowances for stormwater features
- Parking location and screening
- Parking requirements outside of major transit areas
- Facade length
- New design standards
- Institutions
- Essential public facilities
- Adult family homes
- Numerous edits to improve clarity and accuracy

Questions?