



REQUIREMENTS OF HB 1110

PIERCE COUNTY REGIONAL COUNCIL

JUNE 15, 2023

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AGENDA

- Definition of Middle Housing
- Density Requirements
- Alternative Requirements
- Development Regulations
- Parking
- New Definitions
- Timeline

DEFINITION OF MIDDLE HOUSING

Middle housing is defined as: buildings that are compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes including **duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing.**

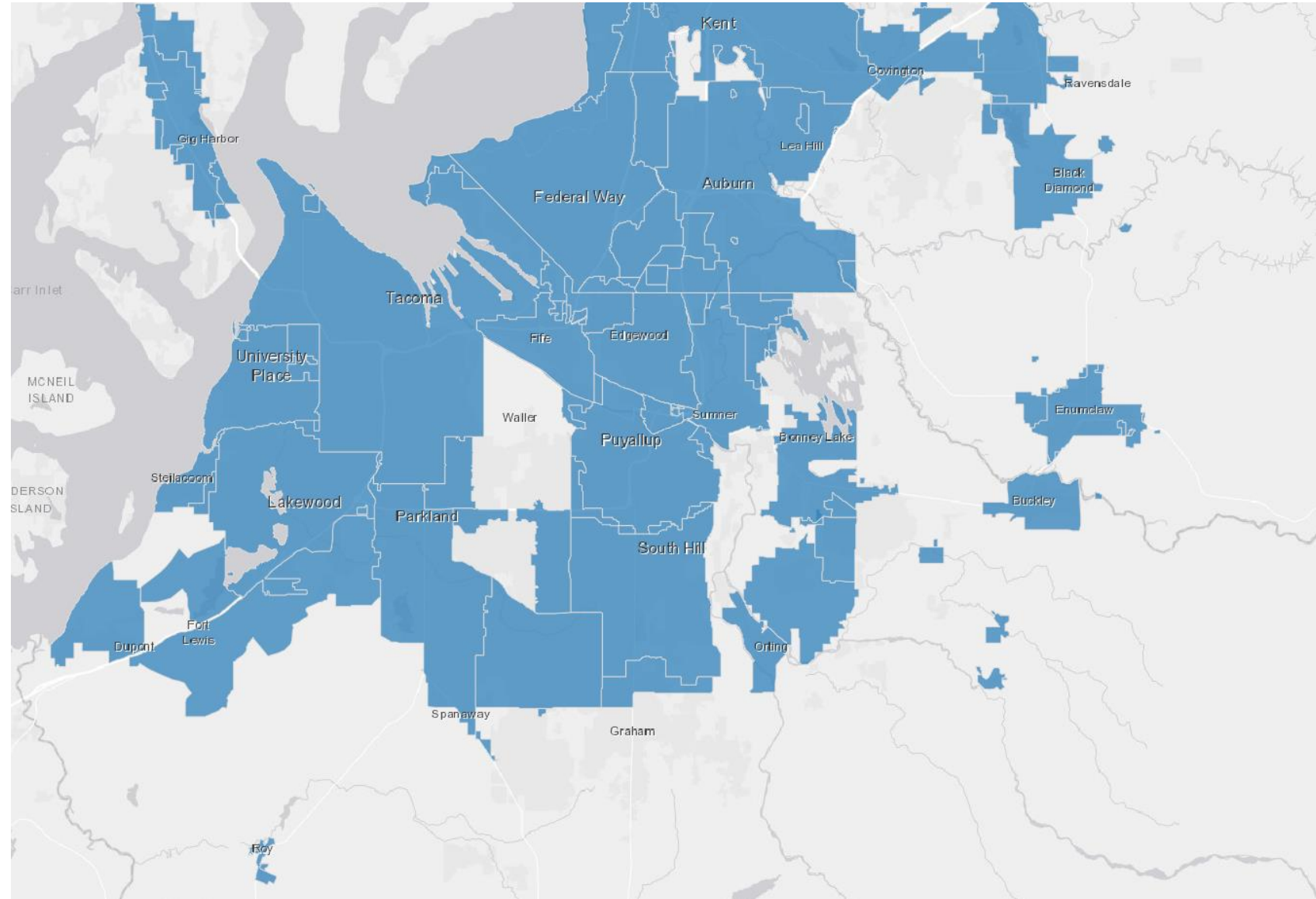
- **Cottage housing** means residential units on a lot with a common open space that either:
 - Is owned in common; or
 - has units owned as condominium units with property owned in common and a minimum of 20 percent of the lot size as open space.
- **Courtyard apartments** means up to four attached dwelling units arranged on two or three sides of a yard or court.
- **Stacked flat** means dwelling units in a residential building of no more than three stories on a residential zoned lot in which each floor may be separately rented or owned.
- **Townhouses** means buildings that contain three or more attached single-family dwelling units that extend from foundation to roof and that have a yard or public way on not less than two sides.

DENSITY REQUIREMENTS

Population	All Residential Lots	¼ Mile From Major Transit Stop	Affordability	PCRC Effected Members
75,000 +	4 units per lot	6 units per lot	6 units per lot if at least two are affordable (60% AMI for rental, 80% AMI for homeownership)	City of Tacoma
25,000 – 74,999	2 units per lot	4 units per lot	4 units if 1 is affordable (60% AMI for rental, 80% AMI for homeownership)	City of Lakewood City of Puyallup City of University Place
Less than 25,000 and contiguous with the largest city in a county, if county population is over 275,000	2 units per lot	N/A	N/A	City of DuPont City of Edgewood City of Fife City of Fircrest City of Milton City of Pacific Town of Ruston City of Sumner Town of Steilacoom

1. A city must allow at least six of the nine types of middle housing to achieve the unit density requirements.
2. A city may allow accessory dwelling units to achieve the unit density requirements.

CONTIGUOUS URBAN GROWTH AREA



ALTERNATIVE REQUIREMENTS

- As an alternative to the bill's density requirements a city may:
 - Implement middle housing density on 75% of SFH lots
 - The other 25% of lots primarily dedicated to single family residences cannot include, unless identified as a displacement risk:
 - lots previously covered by racially restrictive covenants,
 - areas for which exclusion would further racially disparate impacts,
 - or areas within ½ mile of a major transit stop.
 - The other 25% of SFH lots must include, but are not limited to:
 - Risk of displacement to residents (certification requirements)
 - Lack infrastructure capacity (certification requirements)
 - Critical area buffers
 - Subject to sea level rise, increased flooding, wildfires, or geological hazards

DEVELOPMENT REGULATIONS

- Cities may not impose development regulations that applying standards for middle housing that are more restrictive than those required for detached single-family residences, but may apply objective requirements for:
 - Set-backs
 - Lot coverage
 - Stormwater
 - Clearing
 - Tree canopy
 - Critical areas
 - Public healthy and safety
- Cities must apply the same development permit and environment review processes for middle housing that apply to detached single-family residences
- If a City applies design review for middle housing, only administrative design review shall be required

PARKING

- Cities may not require off-street parking as a condition of permitting development of middle housing within one-half mile walking distance of a major transit stop
- Cities shall not require more than one off-street parking space per unit as a condition of permitting development of middle housing on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits.
- Cities shall not require more than two off-street parking spaces per unit as a condition of permitting development of middle housing on lots greater than 6,000 square feet before any zero lot line subdivisions or lot splits.
- Cities may submit an empirical study prepared by a credentialed transportation or land use planning expert that clearly demonstrates, and the department finds and certifies, that the application of the parking limitations for middle housing will be significantly 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.

NEW DEFINITIONS

Major transit stop is defined as:

- A stop on a high-capacity transportation system funded or expanded under the provisions of chapter 81.104 RCW;
- Commuter rail stops;
- Stops on rail or fixed guideway systems; or
- Stops on bus rapid transit routes.

Administrative design review means a development permit process whereby an application is reviewed, approved, or denied by the planning director or the planning director's designee based solely on objective design and development standards without a public pre-decision hearing, unless such review is otherwise required by state or federal law, or the structure is a designated landmark or historic district established under a local preservation ordinance. A city may utilize public meetings, hearings, or voluntary review boards to consider, recommend, or approve requests for variances from locally established design review standards.

Single-family zones means those zones where single-family detached housing is the predominant land use.

TIMELINE

- Cities have until six months after their next comprehensive plan update, December 31, 2024, to comply with the bill requirements, based on their 2020 population.
- The bill also requires Commerce to publish model middle housing ordinances no later than six months following the effective date of the bill.