

# Summary of Interim State Zoning Compliance Legislation

## As Passed by Council

### May 27, 2025

On May 27, the City Council passed Ordinance 127219 to implement interim regulation to comply with Washington State House Bill 1110. This legislation made temporary changes to development standards in Neighborhood Residential, Residential Small Lot, and Lowrise zones as well as citywide parking requirements that will be in place until permanent legislation is passed. This legislation will become effective on June 30, 2025.

This legislation would make the following changes to the existing code. Amendments made by Council are shown in ***bold and italics***.

#### Changes to **Neighborhood Residential (NR)** zoning

Below is a summary of the proposed updated development standards for NR zones:

Uses	Multifamily uses are allowed
Density	<p>Four units are allowed per lot except that six units are allowed per lot if within 1/4-mile walking distance of a major transit stop or at least two units on the lot are affordable.</p> <p>ADUs count toward the density limits.</p> <p>Density on lots with Environmentally Critical Areas (ECAs) would be reduced in portion to percentage of lot that contains ECAs</p>
FAR	<p>1 unit on a lot: 0.6</p> <p>2 units on a lot: 0.8</p> <p>3 units on a lot: 1.0</p> <p>4 or more units on a lot: 1.2</p>
Height	32 feet plus pitched roofs
Front setback	<p>10 feet <b><i>except:</i></b></p> <ul style="list-style-type: none"> <li>• <b><i>15 feet for lots with one or two dwelling units and</i></b></li> <li>• <b><i>20 feet for all lots on Queen Anne Boulevard</i></b></li> </ul>
Rear setback	<p>10 feet, except:</p> <ul style="list-style-type: none"> <li>• 0 feet if the rear setback abuts an alley</li> <li>• <b><i>15 feet for lots with one or two dwelling units</i></b></li> </ul>
Side Setback	5 feet, except 0 feet if the side setback abuts an alley
Garage setback	20 feet
Lot coverage	<p>50 percent, <b><i>except that for lots that have only one dwelling unit it is following:</i></b></p> <ul style="list-style-type: none"> <li>• <b><i>For lots 5,000 square feet or greater, 35% of lot area</i></b></li> <li>• <b><i>For lots less than 5,000 square feet, 1000 square feet plus 15% of lot area, provided that lot coverage cannot exceed 50 %</i></b></li> </ul>

#### Changes to **Residential Small Lot (RSL)** zoning

- Update density limits in RSL zones to comply with the requirement to allow at least 4 units on all lots and 6 units within ¼ mile of major transit stops or if two units are affordable; similar to NR zones, density on lots with Environmentally Critical Areas (ECAs) would be reduced in portion to the percentage of lot that contains ECAs
- Increase height in RSL 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 on lots with 2 or more units

#### Changes to **Lowrise (LR)** zoning

- Update density limits in LR1 zones to comply with the requirement to allow at least 4 units on all lots and 6 units within ¼ mile of major transit stops or if two units are affordable; similar to NR zones, density on lots with Environmentally Critical Areas (ECAs) would be reduced in portion to the percentage of lot that contains ECAs
- Increase height in LR1 zones from 30 feet to 32 feet similar to NR zones
- Shift from setbacks that vary by different building types into a single set of setbacks that apply to all projects in order to comply with HB 1110 standards that development standards can't be more strict for middle housing than for single-family residences, as summarized below:
  - Front setback: 7 feet average, 5 feet minimum
  - Rear setback: 7 feet average, 5 feet minimum, except 0 feet if alley
  - Side setback: 5 feet
- Shift from maximum structure widths that vary by different building types into single maximum structure width of 90 feet for LR1 and LR2 zones and 150 feet for LR3 in order to comply with HB 1110 standards that development standards for middle housing can't be more strict than for single-family residences
- Remove certain design standards relating to façade articulation and location of windows to comply with the requirements of HB 1293 that design standards must be clear and objective
- Consolidate design standards that vary by housing type into a single set of standards relating to pedestrian pathways and entrances

#### Additional changes affecting **multiple zones**

- Remove residential parking requirements for middle housing within ½ mile of major transit stops
- Modify parking space size and tandem parking requirements to comply with SB 6015 as follows:
  - Reduce minimum width of largest required parking space from 8.5 feet to 8 feet
  - Allow tandem parking to count as two spaces
- Modify standards for pedestrian access and circulation and access easements requirements so they are based on number of units rather than type of unit to comply with HB 1110 requirement that development standards for middle housing can't be more strict than for single-family residences
- Exempt middle housing from bike parking requirements to comply with HB 1110 standards that development standards for middle housing can't be more strict than for single-family residences
- Update EV charging requirements to meeting requirements in HB 1287