

Key provisions	AWC Housing Solutions Group Proposal	HB 1110 (as introduced)	E2SHB 1110
Base zoning requirement	<p>All cities over 20,000:</p> <ul style="list-style-type: none"> At least 2 units per residential lot within a walking ¼ mile from schools and community parks. 	<p>Cities of at least 6,000 or within contiguous UGA of a city of 200,000+:</p> <ul style="list-style-type: none"> At least 4 units per lot on all lots zoned for residential use. 	<p>All cities 25,000-75,000 that are <i>not</i> in contiguous UGA of largest city within county of 275,000 population.</p> <ul style="list-style-type: none"> At least 2 units per lot on all lots zoned predominantly for residential use. <p>All cities 75,000+ or <i>any</i> city within contiguous UGA of largest city within county of 275,000 population.</p> <ul style="list-style-type: none"> At least 4 units per lot on all lots zoned predominantly for residential use.
Zoning around transit	<p>All cities with rapid transit:</p> <ul style="list-style-type: none"> No maximum density allowed within a walking ½ mile of rapid transit if at least 20% of units are affordable. <p>All cities without rapid transit:</p> <ul style="list-style-type: none"> At least 3 units per lot within a walking ¼ mile of principle arterials. <p>Rapid transit defined as rail-based and BRT.</p>	<p>Cities of at least 6,000 or within contiguous UGA of a city of 200,000+:</p> <ul style="list-style-type: none"> Exactly 6 units within a ½ mile to major transit <p>Major transit defined as rail based, BRT, high-capacity systems, frequent bus stops, or ferry terminal.</p>	<p>All cities 25,000-75,000 that are <i>not</i> in contiguous UGA of largest city within county of 275,000 population.</p> <ul style="list-style-type: none"> At least 4 units within a walking ½ mile to major transit. <p>All cities 75,000+ or <i>any</i> city within contiguous UGA of largest city within county of 275,000 population.</p> <ul style="list-style-type: none"> At least 6 units within a walking ¼ mile to major transit. <p>Major transit defined as rail based, BRT, and high capacity systems.</p>

<p>Affordability requirements and levels</p>	<p>For rapid transit density: To access “no maximum density,” 20% of units must be set aside for rental at 80% AMI or below for fifty years.</p> <p>Cities can adopt higher standards.</p>	<p>Cities of at least 6,000 or within contiguous UGA of a city of 200,000+:</p> <ul style="list-style-type: none"> Exactly 6 units if at least 2 units are affordable. <p>Affordability is 60% AMI for rental and 80% for ownership for fifty years.</p>	<p>All cities 25,000-75,000 that are <i>not</i> in contiguous UGA of largest city within county of 275,000 population.</p> <ul style="list-style-type: none"> At least 4 units per lot if at least 1 unit is affordable. <p>All cities 75,000+ or <i>any</i> city within contiguous UGA of largest city within county of 275,000 population.</p> <ul style="list-style-type: none"> At least 6 units per lot if at least 2 units are affordable. <p>Affordability is 60% AMI for rental and 80% for ownership for fifty years.</p> <p>Cities can adopt higher standards.</p>
<p>Alternative compliance pathways</p>	<p>For non-rapid transit density: 75% of residential lots must allow by permitted use at least 3 units, in any configuration.</p>	<p>None – only grandfathering provision: Commerce may approve actions for cities that have, by the effective date of the bill, adopted permanent development regulations that are substantially similar to the requirements.</p>	<p><u>Alternative option 1:</u> All cities</p> <ul style="list-style-type: none"> Implement the density requirements above for at least 75% of the lots primarily dedicated to single-family housing. Inclusions and exclusions of remaining 25% of lots. The rest of requirements in Section 3 apply. Can request timeline extensions for infrastructure. Can request timeline extension for displacement risk. <p><u>Alternative option 2:</u> Under 75,000 within contiguous UGA</p> <ul style="list-style-type: none"> At least 3 units per lot on all lots zoned predominantly for residential use. At least 6 units within a walking ½ mile to major transit. At least 4 units if at least 1 unit is affordable. The rest of the requirements in Section 3 apply.

			<p><u>Alternative option 3: All cities</u></p> <ul style="list-style-type: none">• Early action for “substantially similar” local regulations approved by Commerce.• By January 1, 2023, adopted a comp plan that is “substantially similar” to the requirements of the act.• By July 14, 2024, adopts development regulations that are “substantially similar” to the requirement of the act:<ul style="list-style-type: none">○ Result in increase in housing in single-family zones that is at least 75% of the increase that would have occurred had the city implemented the density and development requirements above;○ Allow for middle housing throughout the city; and○ Allow for additional density:<ul style="list-style-type: none">▪ Near major transit▪ Near community amenities▪ For affordable housing projects <p><u>Alternative option 4: All cities</u></p> <ul style="list-style-type: none">• Future action and past actions approved by Commerce: Can demonstrate “substantially similar” if comp plan and development regulations that were adopted will result in greater increase in middle housing in single-family zones that had the city implemented the density and development requirements above.
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<p>Development Regulations</p>	<p>Other than requirement for maximum density and unit counts, cities may otherwise regulate through local development standards—including minimum density, height, and envelope limitations.</p> <p>Flexibility on housing form to meet unit density.</p>	<p>Parking restrictions.</p> <ul style="list-style-type: none"> • No off-street parking requirements within ½ mile of a major transit stop. • No more than one off-street parking spot per unit for lots under 6,000 square feet. • No more than two parking spots per unit for lots greater than 6,000 square feet. <p>Only objective and administratively applied design standards on middle housing.</p> <p>Standards cannot be more stringent on middle housing than single family.</p>	<p>Must authorize all but two middle housing forms that can meet unit requirement.</p> <p>Parking restrictions.</p> <ul style="list-style-type: none"> • No off-street parking requirements within ½ mile of a major transit stop. • No more than one off-street parking spot per unit for lots under 6,000 square feet. • No more than two parking spots per unit for lots greater than 6,000 square feet. <p>Only objective and administratively applied design standards on middle housing.</p> <p>Standards cannot be more stringent on middle housing than single family.</p>
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