

A photograph of a construction site for a residential building. The building is partially covered in brown sheetrock. In the foreground, there is a chain-link fence and a large red tarp covering the ground. Two banners are attached to the fence: one for Habitat for Humanity and another for AmeriCorps. The sky is clear and blue.

GMA Legislation Review of HB 1110, HB 1337, and HB 1181

Growth Management Policy Board

June 1, 2023



HB 1110 – Middle Housing



- Requires allowing “middle housing”
- 2-6 units per lot in most single-family zoning districts in many cities
- Higher levels required in larger cities and near major transit stops
- Must be adopted 6 months after periodic deadline – by June 30, 2025
 - *Deadline for Bainbridge Island is 2030
- Model ordinance takes effect if city fails to act
- Timeline extensions for infrastructure, anti-displacement

- All comments based on PSRC’s initial review.

Where does HB 1110 apply?

- Cities >75,000 pop
- Cities between 25,000 and 75,000 pop
- Cities less than 25,000 but contiguous to large city UGA
- Does not apply to unincorporated areas



What does HB 1110 require?

In counties subject to GMA planning	Base requirement	Near transit	Affordable option Sec. 3(2)(a)
Cities > 75,000 pop Sec 3(1)(b)	4 units/lot	6 units/lot within ¼ mile walk of major transit stop	6 units/lot if 2 are affordable
Cities between 25,000 and 75,000 pop Sec. 3(1)(a)	2 units/lot	4 units/lot within ¼ mile walk of major transit stop	4 units/lot if 1 is affordable
Cities less than 25,000 contiguous to large city UGA in counties greater than 275,000 pop Sec. 3(1)(c)	2 units/lot		

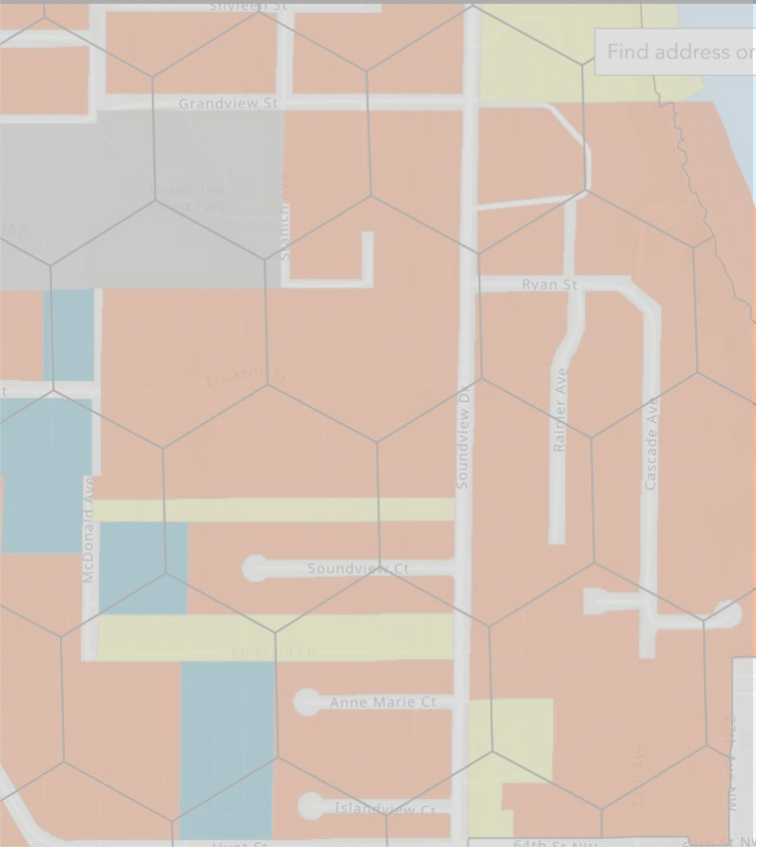
HB 1110 Basic Requirements

- Middle housing regulations must be same as for single family
- Design review must be administrative
- Limits to SEPA and appeals
- Cannot require parking if within 1/2 mile walk of a major transit stop
- Exceptions for critical areas



What is the 75% rule?

SSHAP Middle Housing Suitability Assessment



Alternative approach allowed

Implement MH density on at least 75% of single-family lots

25% excluded lots may include:

- Risk of displacement areas
- Areas with lack of infrastructure
- Critical areas, buffers or areas subject to sea level rise, flooding, wildfires or hazards
- Areas near SeaTac Airport

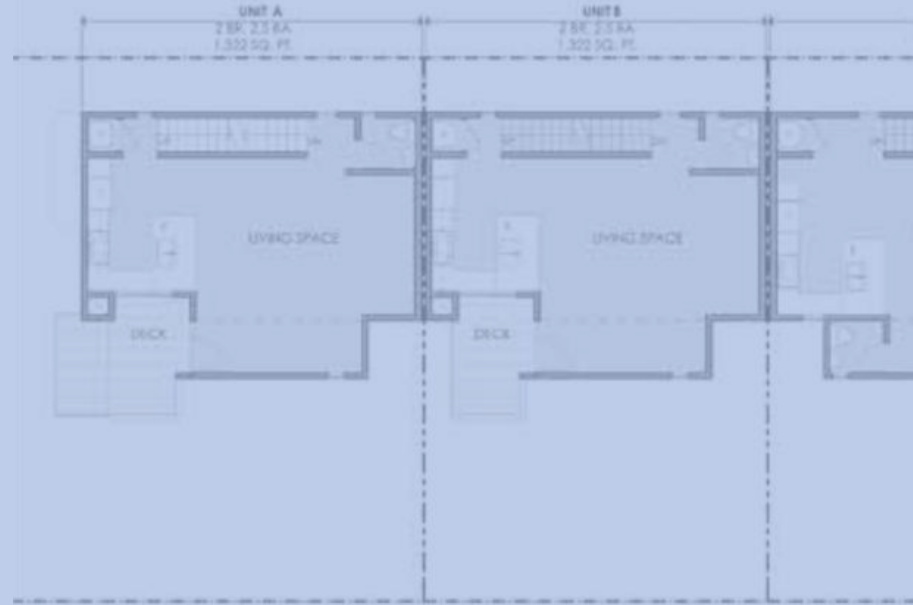
25% excluded lots must *not*:

- Result in racially disparate impacts
- Be within 1/2 mile of major transit stop
- Include areas with historic racial covenants



Does the law allow for lot splits?

Cities must allow for zero
lot line short subdivisions
to create lots for each
unit allowed
Sec. 3.(5)



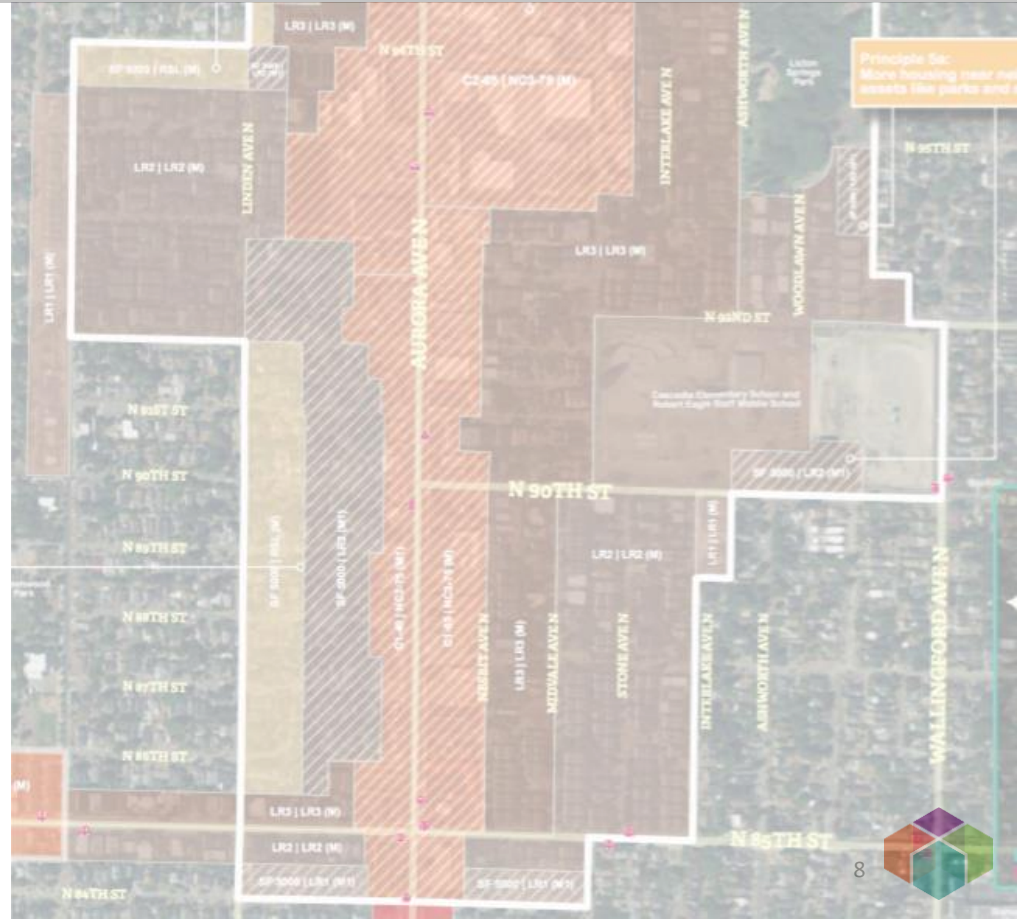
Does HB 1110 solve my capacity issue?

Maybe.

- Likely to create additional housing capacity in many cities
- New capacity may be used to demonstrate meeting housing targets

However...

- Must document calculation of capacity, such as housing stock age, values, infrastructure, and extent of covenants
- May not address lowest income needs



HB 1337 – Accessory Dwelling Units



- Requires allowing 2 accessory dwelling units in all single-family zoning districts sec. 4(1)(c)
- Applies to cities *and counties* within the Urban Growth Area
- Must be adopted 6 months after periodic deadline – by June 30, 2025 (same as HB 1110) sec. 3(1)(a)
- Section 5 vetoed



Does HB 1110 simply supersede HB 1337?



- The two bills *do* overlap in many respects
- ADUs required by HB 1337 may count towards the unit count required by HB 1110
- HB 1337 applies in areas that HB 1110 doesn't
 - Cities smaller than 25,000
 - Urban unincorporated areas
- Effectively requires allowing 3 units per lot (principal + 2 ADUs) – compared to 2, 4 or 6 units of middle housing



HB 1337 Limitations



- May restrict short-term rentals
 - Sewer, critical areas restrictions may still apply
 - May prohibit if not connected to public sewer
 - May prohibit if residential density is 1/acre or less associated with critical areas
- Sec. 3(5)



HB 1337 Basic Requirements

- Must allow detached units
- Must allow at least 1,000 SF size of units
- Roof height allowed must be at least 24 feet
- Setbacks, etc., must not be more restrictive than for principal residence
- May not require street improvements
- Impact fees limited to 50% of the principal unit
- May not require owner occupancy
- Must allow sale as condominiums
Sec. 4(1)



How are the bills the same?



- Must allow at least 3 units in all urban areas
- Limits on SEPA appeals
- Existing covenants may restrict development
- Cannot require parking if within 1/2 mile walk of a major transit stop
- Commerce to provide guidance and to review plans and regulations for compliance
- May help address HB 1220 housing need requirements – but not for lowest income households



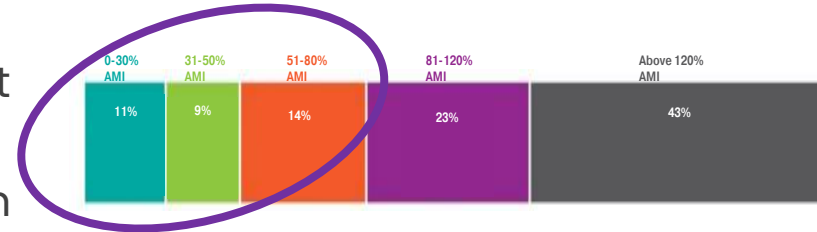
A few scenarios

- In a rural area...
 - Neither bill applies
- In an unincorporated urban area...
 - New ADU rules apply, must allow for 2 ADUs in addition to principal unit
- In a city with pop less than 25,000...
 - New ADU rules applies; middle housing rules may apply if in contiguous UGA
- In a city greater than 25,000 pop...
 - Middle housing rules apply
 - ADUs may count toward MH units
 - Must allow at least 2 ADUs (3 total), even if only required to allow for 2x MH units



Housing take aways

- **More moderate income opportunities**
 - Increase in moderate income housing
 - HB 1042 – new opportunities to convert existing buildings to create housing
 - SB 5466 didn't pass, but a lot of station area upzoning is already underway
 - Implementation of HB 1220 is likely to result in more multifamily zoning and housing opportunities
- **Increased state funding for affordable housing, but...**
- **Funding needed for housing lower income households is significant**



HB 1181 – Climate & GMA



- Adds required climate change and resiliency element
- Updates GMA goals, incorporates climate concepts in multiple elements
- Commerce to develop guidance and model element (previously funded)



HB 1181 – Climate & GMA

Central Puget Sound: Bill requires climate element by 2029 for jurisdictions with more than 6,000 residents

- Required for 65 cities/counties, encouraged for 21

VISION 2050: Existing regional and countywide policies to address climate policies in comprehensive plan

HB 1181 adds specificity, requires stand-alone element



HB 1181 – Climate & GMA

Climate Change element

Greenhouse gas emissions subelement

- Actions to reduce emissions and vehicle miles traveled
- Prioritize reductions that benefit overburdened communities

Resiliency subelement

- Policies and programs to identify and enhance natural areas, community resiliency, and address natural hazards associated with climate change

Guidance and model element from Commerce

Optional approval from Commerce



HB 1181 – Climate & GMA



GMA goals: Requires VISION 2050 and Regional Transportation Plan to address climate and resilience

New Transportation Element Requirements due by 2029

- Incorporated Americans with Disabilities Act planning
- Complete nonmotorized inventory
- Multimodal level of service standards
- Impacts to state facilities
- Multimodal or demand management options in concurrency

PSRC certification after 2029 updates



GMA & VISION 2050 Bills of Interest

[HB 1425](#): restores sales and use tax incentives to encourage annexation

[SB 5457](#): exemption process for some small cities from most periodic update requirements

- Transportation element update still required / subject to certification
- Index, Skykomish, Wilkeson potentially eligible

[SB 5452](#): Impact fees for bike and ped facilities

[SB 5651](#): Equity and environmental justice in GMA (did not pass)



Thank You!

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Puget Sound Regional Council