

DUE WITH THE UPDATE:

- **Must allow emergency shelters, transitional housing, emergency housing and permanent supportive housing (PSH) (STEP) ([RCW 35A.21.430](#), [RCW 35.21.683](#), [RCW 36.70A.070\(2\)](#), HB 1220 laws of 2021)**

A code city shall not prohibit transitional housing or permanent supportive housing in any zones in which residential dwelling units or hotels are allowed. Effective September 30, 2021, a code city shall not prohibit indoor emergency shelters and indoor emergency housing in any zones in which hotels are allowed, except in such cities that have adopted an ordinance authorizing indoor emergency shelters and indoor emergency housing in a majority of zones within a one-mile proximity to transit. Reasonable occupancy, spacing, and intensity of use requirements may be imposed by ordinance on permanent supportive housing, transitional housing, indoor emergency housing, and indoor emergency shelters to protect public health and safety. Any such requirements on occupancy, spacing, and intensity of use may not prevent the siting of a sufficient number of permanent supportive housing, transitional housing, indoor emergency housing, or indoor emergency shelters necessary to accommodate each code city's projected need for such housing and shelter under RCW 36.70A.070(2)(a)(ii).

- **Bonus density on land owned by religious organizations (RCW 36.70A.545)**

(1) Any city or county fully planning under this chapter must allow an increased density bonus consistent with local needs for any affordable housing development of any single-family or multifamily residence located on real property owned or controlled by a religious organization provided that:

(a) The affordable housing development is set aside for or occupied exclusively by low-income households;

(b) The affordable housing development is part of a lease or other binding obligation that requires the development to be used exclusively for affordable housing purposes for at least fifty years, even if the religious organization no longer owns the property; and

(c) The affordable housing development does not discriminate against any person who qualifies as a member of a low-income household based on race, creed, color, national origin, sex, veteran or military status, sexual orientation, or mental or physical disability; or otherwise act in violation of the federal fair housing amendments act of 1988 (42 U.S.C. Sec. 3601 et seq.).

(2) “A city or county may develop policies to implement this section if it receives a request from a religious organization for an increased density bonus for an affordable housing development.”

- **Parking changes (RCW 36.70A.622)**

“(1) Cities and counties planning under this chapter shall enforce land use regulations for residential development as provided in this section:

(a) Garages and carports may not be required as a way to meet minimum parking requirements for residential development;

(b) Parking spaces that count towards minimum parking requirements may be enclosed or unenclosed;

(c) Parking spaces in tandem must count towards meeting minimum parking requirements at a rate of one space for every 20 linear feet with any necessary provisions for turning radius. For purposes of this subsection, "tandem" is defined as having two or more vehicles, one in front of or behind the others with a single means of ingress and egress;

(d) Existence of legally nonconforming gravel surfacing in existing designated parking areas may not be a reason for prohibiting utilization of existing space in the parking area to meet local parking standards, up to a maximum of six parking spaces;

(e) Parking spaces may not be required to exceed eight feet by 20 feet, except for required parking for people with disabilities;

(f) Any county planning under this chapter, and any cities within those counties with a population greater than 6,000, may not require off-street parking as a condition of permitting a residential project if compliance with tree retention would otherwise make a proposed residential development or redevelopment infeasible; and

(g) Parking spaces that consist of grass block pavers may count toward minimum parking requirements.

(2) Existing parking spaces that do not conform to the requirements of this section by June 6, 2024, are not required to be modified or resized, except for compliance with the Americans with disabilities act. Existing paved parking lots are not required to change the size of existing parking spaces during resurfacing if doing so will be more costly or require significant reconfiguration of the parking space locations.

(3) The provisions in subsection (1) of this section do not apply to portions of cities within a one-mile radius of a commercial airport in Washington with at least 9,000,000 annual enplanements.

- **Allow 2 ADUs within urban growth areas (RCW 36.70A.680-682, HB 1337 – laws of 2023) 7/21/2025**

DUE ON SPECIFIC DATE:

- **Permit timelines – Due by Jan 1, 2025 (RCW 36.70B, SB 5290 – laws of 2023) 8/21/2025**
- **Allow co-living where 6 units per lot are allowed - Due Dec 31, 2025 (RCW 36.70A.535, HB 1998 – laws of 2024)**

(a) "Co-living housing" means a residential development with sleeping units that are independently rented and lockable and provide living and sleeping space, and residents share kitchen facilities with other sleeping units in the building. Local governments may use other names to refer to co-living housing including, but not limited to, congregate living facilities, single room occupancy, rooming house, boarding house, lodging house, and residential suites."

Need Parking requirements for Co-living and co-living use added to permitted uses in multi-family zones, MU zone and SF-3 zone

DUE 6 MONTHS AFTER UPDATE:

- **Unit lot subdivisions (RCW 58.17.060, SB 5258 – laws of 2023) Actually 2 years – Due 5/20/2027**
- **Conversion of existing buildings – cities only (RCW 35.21.990, RCW 35A.21.440, HB 1042 – laws of 2023)**

Impose a restriction on housing unit density that prevents the addition of housing units at a density up to 50 percent more than what is allowed in the underlying zone if constructed entirely within an existing building envelope in a building located within a zone that permits multifamily housing, provided that generally applicable health and safety standards, including but not limited to building code standards and fire and life safety standards, can be met within the building;

(b) Impose parking requirements on the addition of dwelling units or living units added within an existing building, however, cities may require the retention of existing parking that is required to satisfy existing residential parking requirements under local laws and for nonresidential uses that remain after the new units are added;

18.04.143 Conversion of Existing Buildings in Zones That Allow Multi-Family (Addition)

A. Conversion of an existing building in a zone that allows Multi-Family (MF-1, MF-2, C-1, C-2) may be allowed up to a 50% density bonus if constructed entirely within the existing building envelope, provided that generally applicable health and safety standards, including but not limited to building code standards and fire and life safety standards, can be met within the building;

B. The addition of dwelling units shall not require additional parking beyond that what is required in the underlying zone for existing units and commercial uses.

18.04.144 Co-living on lots that allow 6 or more Multi-family Units (Addition)

A. On lots in the MF-1, MF-2, C-1 and C-2 Zones that would allow for at least six multi-family units, co-living as defined in EMC 18.02.072 is allowed provided the rooms meet all generally applicable health and safety standards, including but not limited to building code standards and fire and life safety standards, can be met within the building.

Definitions (Additions)

18.02.072 Co-living.

“Co-living”

means a residential development with sleeping units that are independently rented and lockable and provide living and sleeping space, and residents share kitchen facilities with other sleeping units in the building.

