

Addendum 05-2025

To the Final Environmental Impact Statement
For the One Seattle Comprehensive Plan
Interim Development Regulations
May 5, 2025

SEATTLE
CITY HALL

Adoption of Existing Environmental Document

Adoption for: Environmental Impact Statement

Description of current proposal: The primary purpose of this legislation is to implement interim changes to zoning regulations necessary to comply with Chapter 322, Laws of 2023 (also known as House Bill 1110) and Chapter 152, Laws of 2024 (also known as House Bill 2321) (Combined titled “Middle Housing bill”). The Middle Housing bill requires cities to allow a wider variety of housing types such as duplex, triplexes, and stacked flats in primarily single-family zones and places limits on the regulation of middle housing.

Proponent: Office of Planning and Community Development, City of Seattle.

Location of current

Proposal: All land in the City of Seattle zoned Neighborhood Residential (NR) Lowrise Residential (LR), Residential Small Lot (RSL) or all other land where zoning allows ‘middle housing.’

Title of Document

Being Adopted: One Seattle Comprehensive Plan Final EIS

Date Prepared: January 30, 2025

We have identified and adopted this document as being appropriate for this proposal after independent review. The document meets our environmental review needs for the current proposal and will accompany the proposal to the decision maker.

Name of agency adopting document: City of Seattle, Office of Planning and Community Development.

Contact Person: Jim Holmes, (206) 684-8372 or jim.holmes@seattle.gov

Responsible Official: Rico Quirindongo, Director, City of Seattle Office of Planning and Community Development

Signature: On File

Date: May 5, 2025

Fact Sheet

Project Title: Environmental Impact Statement (EIS) for the One Seattle Comprehensive Plan

Proponent & Lead Agency City of Seattle Office of Planning and Community Development (OPCD)

Location: The proposal encompasses all land in the City of Seattle in the NR, RSL, LR zones and any other zone that allows development of middle housing.

Proposed Action:

The primary purpose of this legislation is to implement interim changes to zoning regulations necessary to comply with Chapter 322, Laws of 2023 (also known as House Bill 1110) and Chapter 152, Laws of 2024 (also known as House Bill 2321) (Combined titled “Middle Housing bill”). The Middle Housing bill requires cities to allow a wider variety of housing types such as duplex, triplexes, and stacked flats in primarily single-family zones and places limits on the regulation of middle housing.

Tentative Date of Implementation: June 30, 2025

Responsible SEPA Official: Rico Quirindongo, Director, OPCD

Contact Person: Jim Holmes, Senior Planner, OPCD
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Date of Final EIS Issuance: March 4, 2024

Date of EIS Addendum Issuance: May 5, 2025

Review and Comment Period: Comments on this addendum may be submitted to

Jim.Holmes@Seattle.gov by 5PM on May 5, 2025

Location of Documents and Background Information: Please see the project website for the Final EIS and other related studies and documents: [Environmental Impact Statement - OPCD | seattle.gov](https://www.seattle.gov/transportation/one-seattle-comprehensive-plan/environmental-impact-statement)

Required Approvals The proposal requires adoption of the Seattle City Council and approval by the Mayor.

Purpose of Addendum

This addendum provides additional information and analysis about interim development regulations proposed by the City primarily to comply with state requirements in the Middle Housing bill pending adoption of the One Seattle Comprehensive Plan and associated development regulations.

On January 30, 2025, OPCD issued a Final Environmental Impact Statement (EIS) for the proposed One Seattle Comprehensive Plan. Seattle's Comprehensive Plan defines the vision for how the city will grow – guiding decisions about where to locate housing and jobs and identifies where to invest in city services and facilities. The Environmental Impact Statement evaluated six alternative growth strategies (including a no action alternative and a preferred alternative) and associated development regulations for potential impacts to the built and natural environment. The EIS also identified mitigation strategies to reduce the severity of any impacts. For all alternatives, the potential significant adverse impacts related to transportation and cultural resources were identified. No potential for significant adverse impacts was identified for other elements studied. The EIS also identified mitigation strategies to reduce the severity of all impacts identified.

The development regulations that were studied in the EIS will implement the City's proposed growth strategy and bring the City into compliance with recent state legislation that mandated certain housing densities by July 1, 2025. Due to an appeal of the One Seattle Comprehensive Plan Final EIS, consideration by the Seattle City Council was delayed and permanent legislation cannot be passed in time to meet the state deadline of June 30, 2025. Proposed interim legislation will bring the city into compliance while the council considers the proposed Comprehensive Plan which will supersede the interim ordinance once adopted. It is anticipated that the proposed Comprehensive Plan and associated development regulations will be adopted in the fall of 2025.

In addition to the 'middle housing' legislation, the Washington State Legislature has adopted numerous bills in recent sessions to support the production of housing and other growth objectives that are implemented in both the proposed implementing regulations for the One Seattle Comprehensive Plan and the interim development regulations that are the subject of this addendum.

Below is a summary of the bills that are relevant to this legislation.

HB 1110 and [HB 2321](#) (Middle Housing)

[HB 1110](#) requires cities throughout Washington state to allow a wider variety of housing in predominantly single-family zones. Minor changes to the language in HB 1110 were passed the following year as [HB 2321](#). Under these pieces of legislation, the following changes are required:

- Cities must allow in all residentially-zoned areas six of nine types of housing (duplex, triplex, fourplex, five plex, six plex, courtyard apartments, cottage housing, townhouses, stacked flats)

- Cities must allow in all residential areas, unless already zoned for additional density or intensity, four dwelling units per lot or six units per lot if within 1/4-mile walking distance of a major transit stop or at least two units on the lot are affordable; lots with ECAs may be partially exempted from this requirement
- Cities must allow unit lot subdivision, which facilitates fee-simple ownership of attached dwelling units
- Design review for middle housing may only be administrative
- Cities must not have any standards for middle housing that are more restrictive than those required for detached single-family residences
- Cities must apply to middle housing the same development permit and environmental review processes that apply to detached single-family residences
- Cities must not require off-street parking as a condition of middle housing within one-half mile walking distance of a major transit stop
 - Cities must not require more than one off-street parking space per unit as a condition of middle housing on lots smaller than 6,000 square feet

The deadline to meet the state requirements is June 30, 2025.

House Bill 1293 (Clear and objective design standards)

[HB 1293](#) requires that cities may only have “clear and objective” design standards and places limits on design review processes. In Seattle, design standards occur in two places:

- The City implements a design review program in which city staff or design review boards reviews larger projects against adopted design guidelines.
 - The Land Use code has design standards that apply to projects that don’t go through design review.
- The design review process, including the design guidelines, is proposed to be updated through a separate piece of legislation. This interim legislation would address changes to design standards in SMC 23.45.529.

The deadline for compliance with these requirements is June 30, 2025.

Senate Bill 6015 (off-street parking)

[SB 6015](#) requires cities to implement a variety of changes around off-street parking. Seattle’s existing code is already compliant with most of these provisions; however, this law would require us to:

- Reduce the minimum width of largest required parking space from 8.5 feet to 8 feet
- Allow tandem parking to count as two spaces

This bill was adopted in March of 2024 and the provisions went into effect at that time.

House Bill 1287 (electric vehicle charging)

[HB 1287](#) increases the portion of parking spaces in new development that must be “EV-ready.” EV-ready means that an electric service that is terminated at a junction box or receptacle outlet is provided near a

parking space. This level of infrastructure would allow a charger to be installed without laying new electrical lines or reopening the wall. Changes to meet this requirement were already made to Seattle’s Electrical Code, but changes to the Land Use Code are also required to implement this law. This bill became effective July 1, 2024.

Proposed Interim Ordinance

This legislation would make the following changes to the existing code, each of which are consistent with the development regulations considered in the One Seattle Comprehensive Plan EIS:

1. Changes to Neighborhood Residential (NR) zoning

Below is a summary of the proposed updated development standards for NR zones and how they would compare to the permanent legislation and the proposed development standards studied in the One Seattle Comprehensive Plan, which would become effective if interim legislation is not adopted.

	Proposed Interim legislation	One Seattle Comprehensive Plan EIS
Uses	All nine types of middle housing are allowed	Same as interim
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 low-income units.</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>	<p>Implements a density limit of 1 unit per 1,250 square feet</p> <p>Otherwise, same as interim</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>	Same as interim
Height	32 feet plus pitched roofs	Same as interim

Front setback	10 feet	Same as interim
Rear setback	10 feet, except 0 feet if the rear setback abuts an alley	Same as interim
Side Setback	5 feet, except 0 feet if the side setback abuts an alley	Same as interim
Garage setback	20 feet	Same as interim
Lot coverage	50 percent	Same as interim

2. Changes to Residential Small Lot (RSL) zoning (consistent with development regulations analyzed in the One Seattle Comprehensive Plan EIS).

- 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; like 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 like 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.

3. 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; like 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 like NR zones.
- Shift from setbacks that vary by different building types into a single set of setbacks that apply to all projects to comply with HB 1110 requirement that development standards can't be stricter 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 to comply with HB 1110 requirement that development standards for middle housing can't be stricter 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

3. 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 stricter than for single-family residences
- Exempt middle housing from bike parking requirements to comply with HB 1110 requirement that development standards for middle housing can't be stricter than for single-family residences
- Update EV charging requirements to meeting requirements in HB 1287

Analysis

An addendum is appropriate for the proposed interim legislation because the interim ordinance's amendments to the land use code are consistent with the alternatives studied, will not substantially change the analysis in the EIS, and because any potential additional impacts not analyzed in the EIS would be mitigated by the short effective period of the ordinance. The proposed interim legislation does not substantially change the analysis of any potential significant adverse impacts to the environment studied in the EIS.

Development regulations proposed in the interim ordinance are consistent with the alternatives studied in the One Seattle Comprehensive Plan EIS and will not create any additional significant adverse impacts to the environment. The impacts identified in the EIS are for an assumed growth of 100,000 to 120,000 dwelling units over twenty years. The proposed interim ordinance is temporary and will be superseded by permanent development regulations when the Comprehensive Plan is adopted later in 2025. The

amount of growth expected to occur during this period is a fraction of the 20-year growth assumptions in the EIS and thus will not substantially change the analysis of significant adverse impacts to the environment in the EIS.

DRAFT