

# From Adoption to Action

## Early Lessons from Middle Housing Implementation

PAW  
2026





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# Presentation Goals & Expectations



## **NOT a Middle Housing How-To Guide**

Quick refresh on middle housing  
as INFILL development



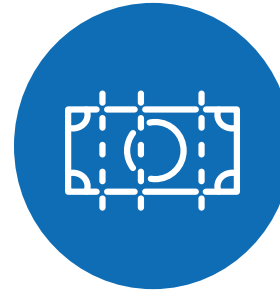
## **Real World Examples**

Case Study Scenarios



## **Anticipated Impacts & Infrastructure Constraints**

Staff Feedback from small cities



## **Moving Forward**

Tips for Planning Ahead

Financial & Regulatory Tools

# Middle Housing = Infill Development



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# Middle Housing Mandates – Quick Refresh

(duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottages)



Duplex



Fourplex



Courtyard Apartments



Cottage Housing



Townhouses

- **Tier 1 cities** (over 75,000 population)
  - **Four** units per lot.
- **Tier 2 cities** (25,000 - 75,000 population)
  - **Two** units per lot.
  - **Four** du/lot required if within one quarter mile walking distance to transit, or when two units are affordable
- **Tier 3 cities** (under 25,000) – **two** units per lot

## **ALL Cities:**

- **2 ADUs per lot**
- **Unit Lot Subdivisions**
- **Residential Lot Splitting**



# State Guidance on Infill Development

- Garbage / Recycling /Yard Waste Service
- Parks & Open Space
- Water & Sewer
- Stormwater
- Utilities and Easements
- Public Street Improvements
- Road and Fire Access
- Electric Service
- Mailbox Locations



UNIT LOT SUBDIVISIONS FACT SHEET | PUBLIC DRAFT – NOVEMBER, 2024

## Unit Lot Subdivisions

### State Law Requirements

In 2023, state law changed to require that unit lot subdivisions be included in short plat regular Washington cities, towns, and counties. [RCW 58.17.060\(3\)](#), established in 2023 by Engrossed Substitute Senate Bill (ESSB) 5258 (Chapter 337, 2023 Laws), states:

*"All cities, towns, and counties shall include in their short plat regulations procedures for subdivisions allowing division of a parent lot into separately owned unit lots. Portions not subdivided for individual unit lots shall be owned in common by the owners of the individual lots, or by a homeowners' association comprised of the owners of the individual unit lots."*

This fact sheet provides information and recommendations for jurisdictions to consider in adopting RCW 58.17.060(3). The Resources section at the end of this Fact Sheet provides links to cities' adopted codes, a model code, and other references. Jurisdictions are encouraged to review approaches and adapt what works best for their local context and implement their land use and policies.

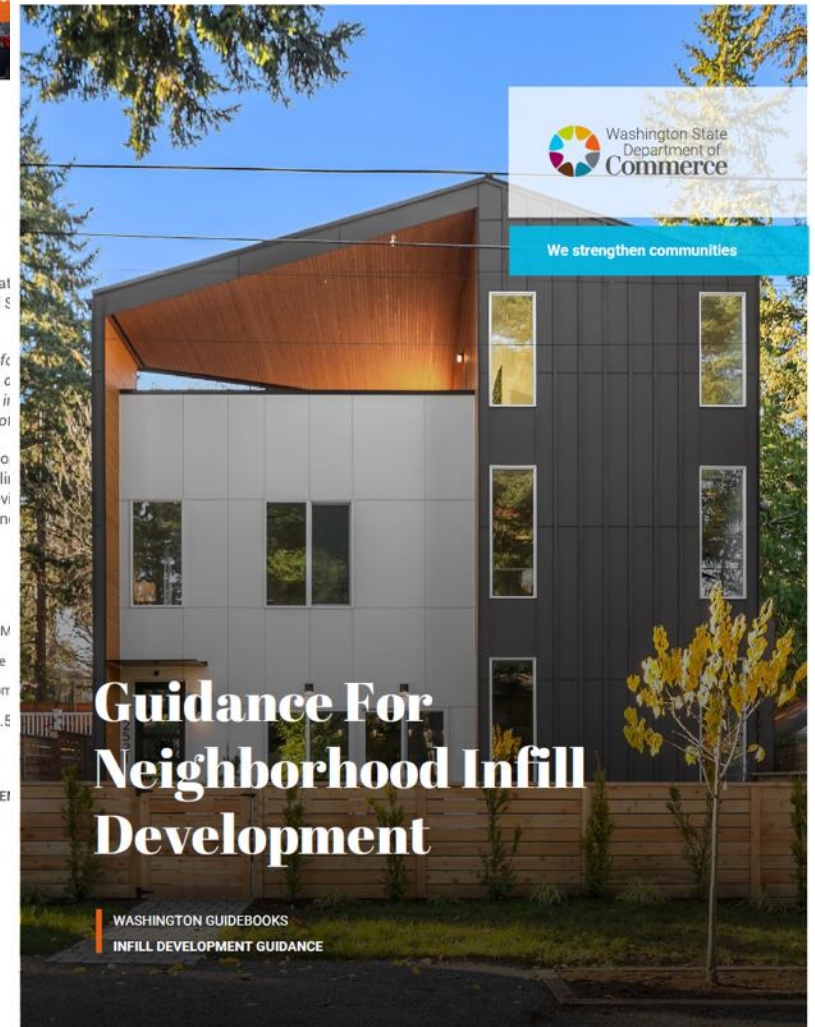
### Adoption Deadlines

All cities, towns, and counties in the state must adopt procedures for unit lot short subdivisions by their next periodic update of comprehensive plans and development regulations. See [WAC 365-196-610](#) and Commerce's [periodic update](#) page for more information on deadlines.

### Agency contact

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### GROWTH MANAGER SERVICES



## Guidance For Neighborhood Infill Development

WASHINGTON GUIDEBOOKS  
INFILL DEVELOPMENT GUIDANCE

# Staff feedback on infrastructure impacts

## Small Projects, Big Questions

- Capacity concerns:
  - Water
  - Sewer
  - Fire protection
- Cumulative impacts from small projects difficult to track
- Existing tools designed for subdivision-scale growth, not infill



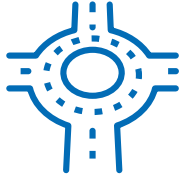
## Incremental Housing vs. Incremental Infrastructure

- Funding and capacity tools are limited or inconsistent
- Many cities rely on case-by-case reviews or deferred upgrades
- Infrastructure costs often fall on individual property owners
- When projects don't pencil, infill doesn't happen



Housing, infrastructure, and funding policies are not yet fully aligned.  
Staff are navigating that gap in real time.

# Staff Quotes: Early feedback on infrastructure impacts



- “Each city is completely different in many ways, and one size fits all mandates are a challenge, especially for small cities.”
- “Infrastructure should be the first item addressed before a mandate to increase population density. The process used is reverse of what should have happened.”



- “System capacity constraints and tracking the smaller projects that contribute are difficult to measure over time.”
- “Much of the middle housing will occur as infill. This will be done by individual property owners building their one small project, not a developer.”

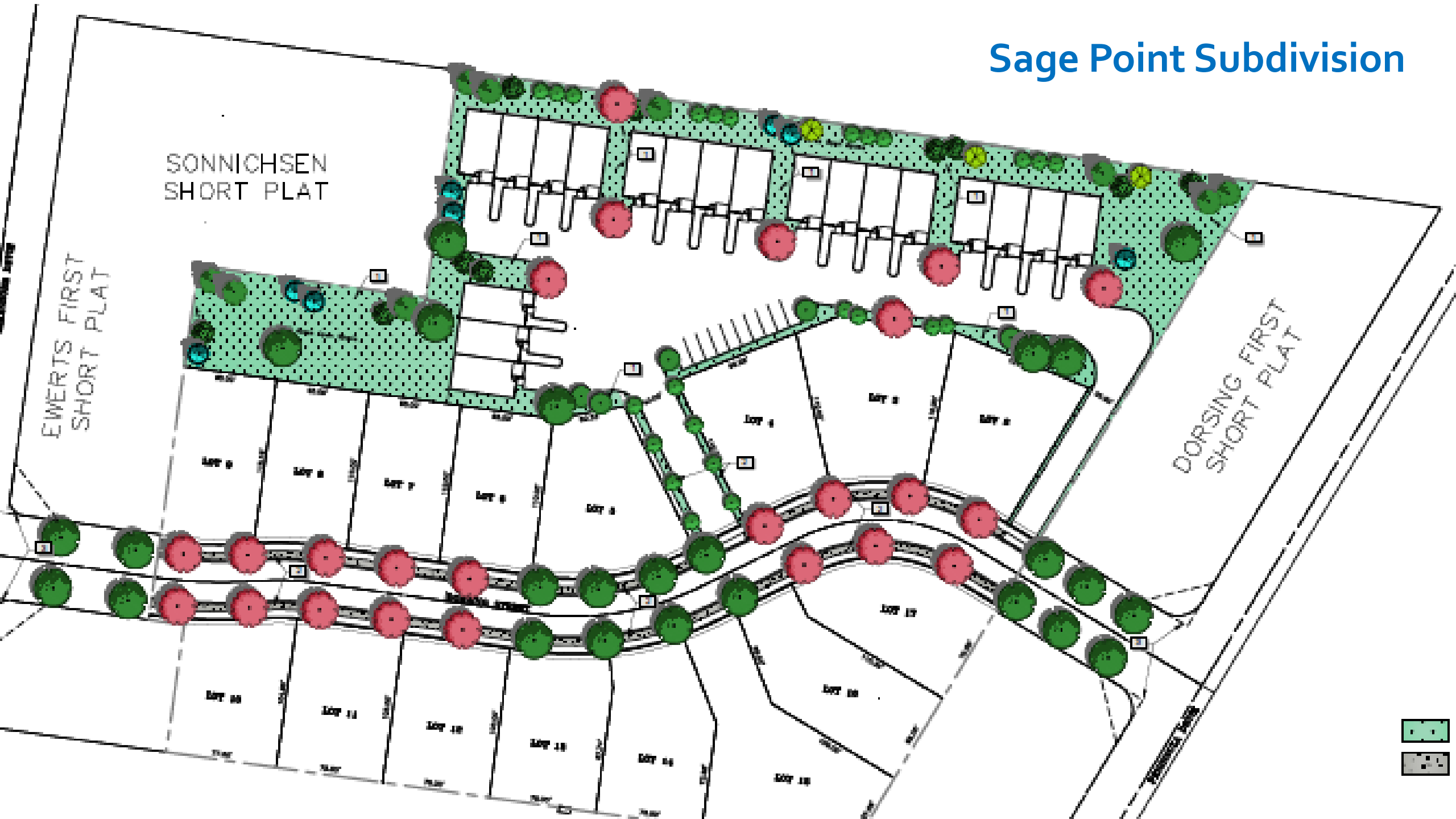


- “The individual property owner is intimidated by the development process and the hurdles to getting a project built. We need to remove as many hurdles as possible.”
- “Local jurisdictions don't have the funding to upgrade infrastructure on its own when infill is all that will result.”

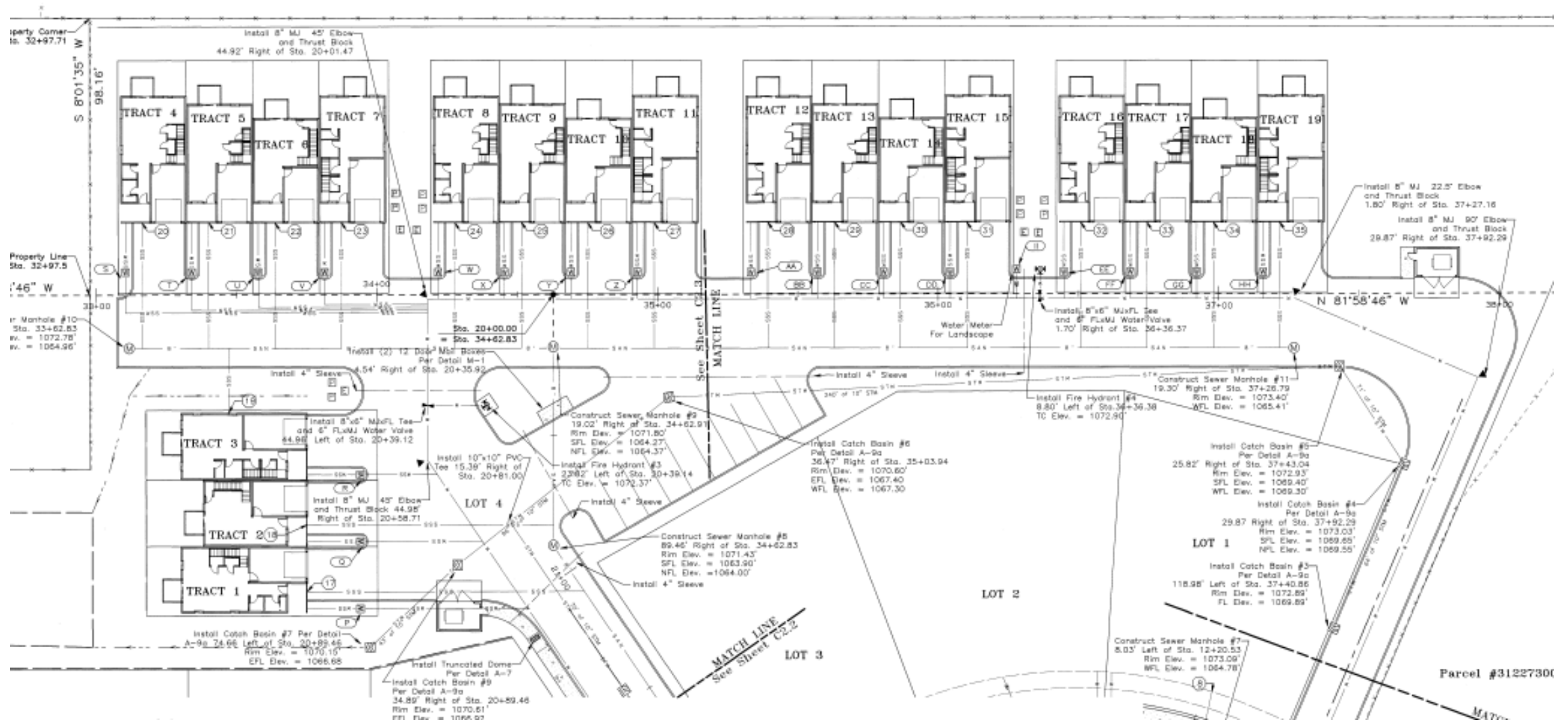


- “The least understood impact is the need for transit, bike and pedestrian facilities to support the expected density - even in small towns, and how they are connected to a larger transit system.”

# Sage Point Subdivision



# Mixed townhomes and standard lots – Shared Utilities



Code – each lot has direct access to public mainlines

Project – private lines inside of shared property

# Jones Estate Corner Lots and Fourplexes



## The Project: Middle Housing Fourplexes

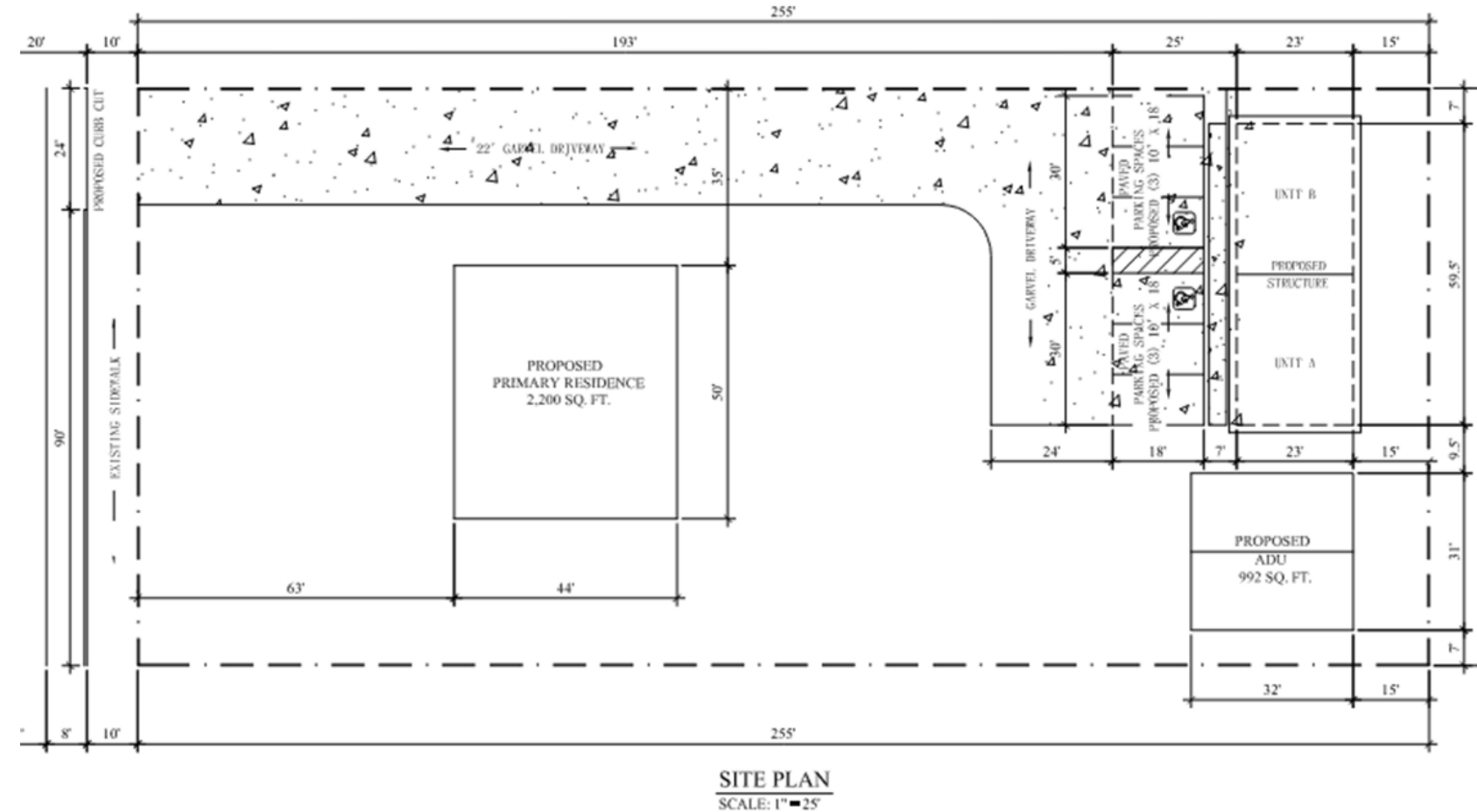
- Standard Single Family Subdivision.
- One (1) fire hydrant for every 600 ft.
- Increased density of four units per lot in low density residential
- One (1) fire hydrant for every 300 ft.

## Challenges:

Driveways and separation from intersections. Fire protection.

Setbacks and “front, side and rear” designations

# Shoreline Infill Exemptions



**Projects (2):** City desires broader exemptions in the Shoreline and ADU / duplex

## Previous Code Allowance:

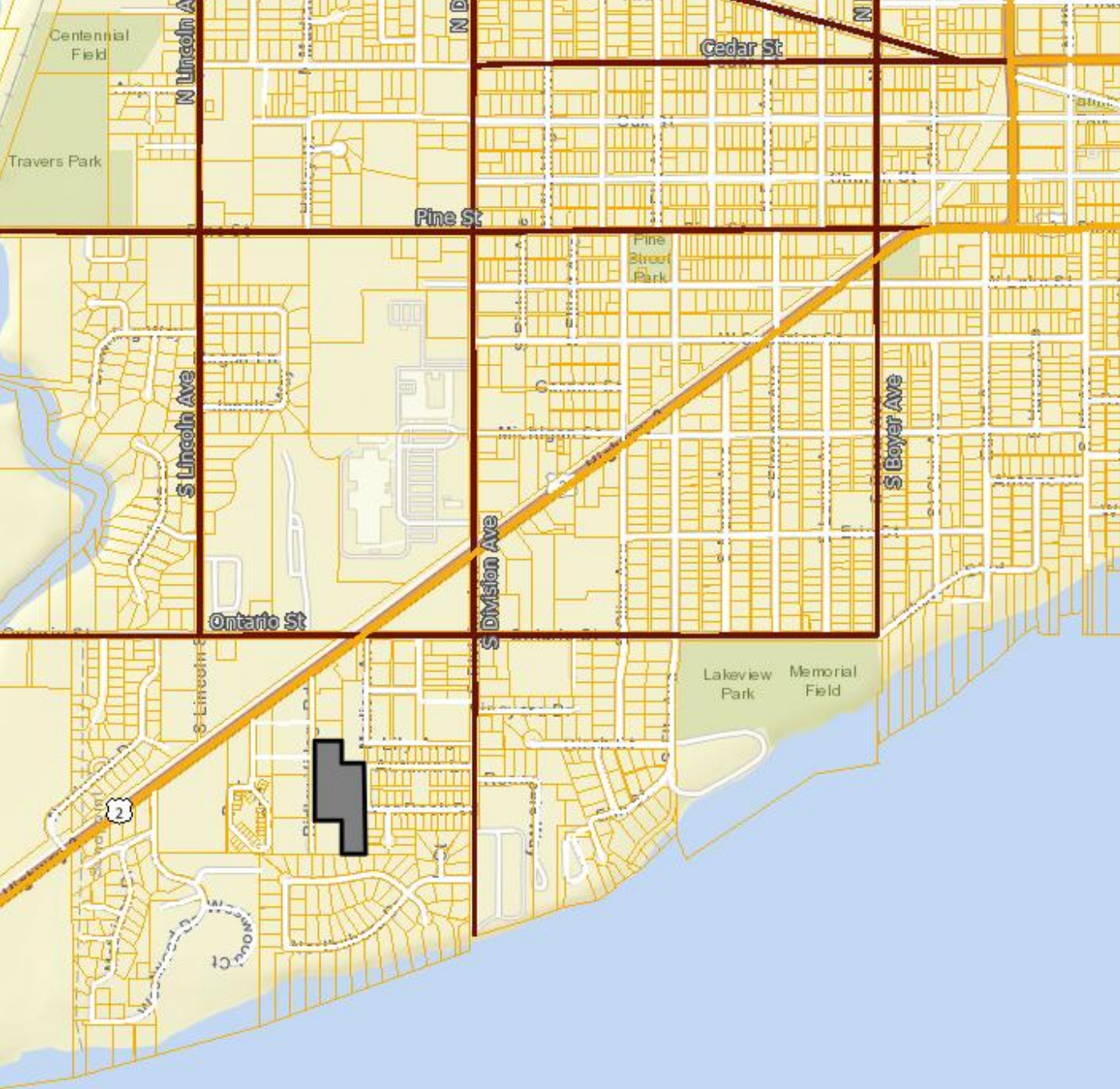
- ADU's not exempt w/in shoreline

## Desired Allowances:

- Allow ADU's in shoreline by right

## Challenges:

- SMA update to be consistent with GMA and to allow ADU as appurtenance to primary unit
- **ADU project with duplex – Fire Apparatus, hydrant, turn around, limitation to future development**



## Ridley Village Court, Sandpoint, ID

- 56 platted small-lot townhouses
- 4.5 acres
- Internal Park
- Active Transportation for the neighborhood.
- Improved Bus Route
- Alley Loaded
- Pedestrian oriented
- CPTED Principals





Commercial

School

Single-Family

Single-Family

SITE

Multi-Family

Multi-Family



Commercial

Single-Family

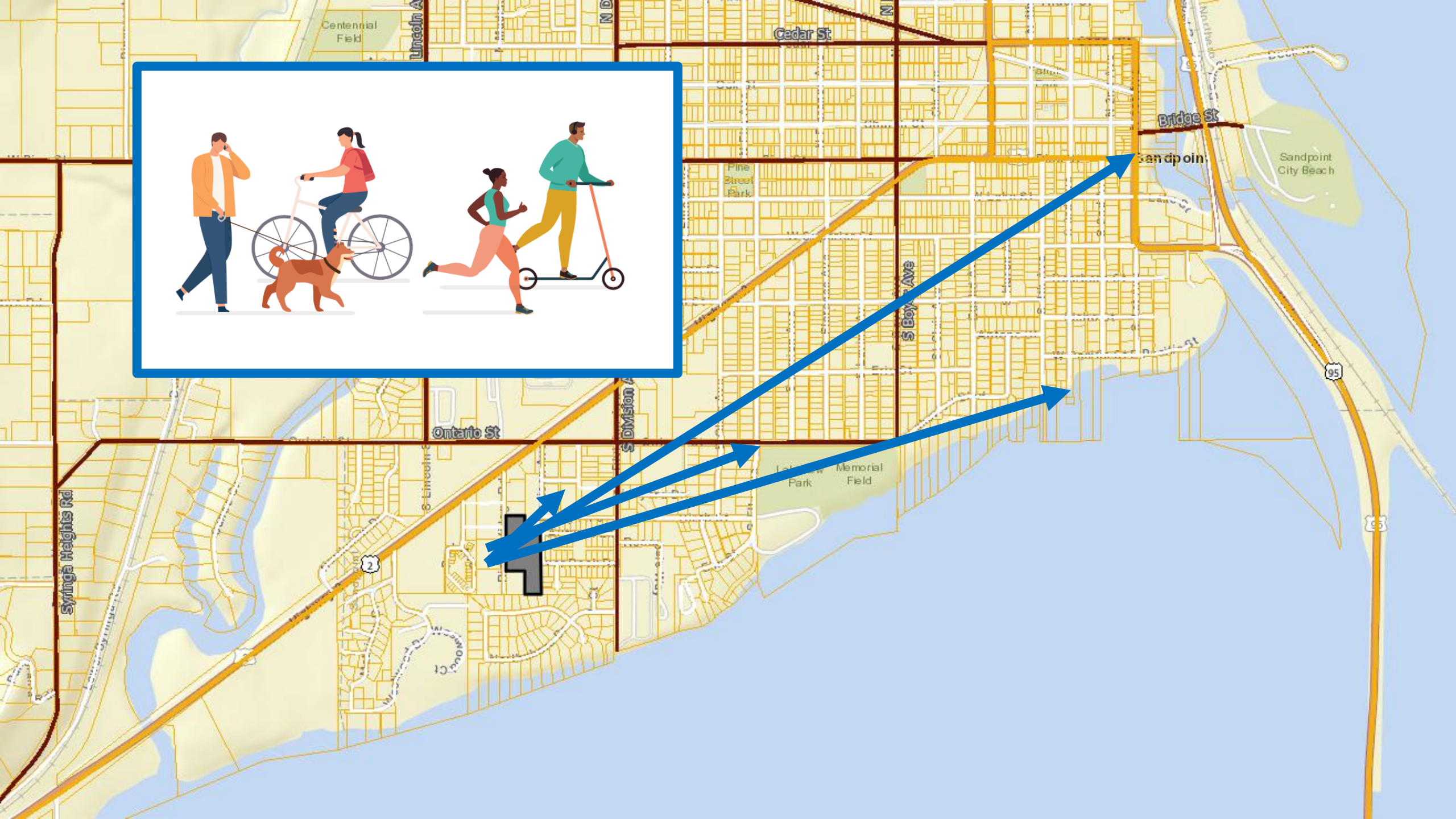
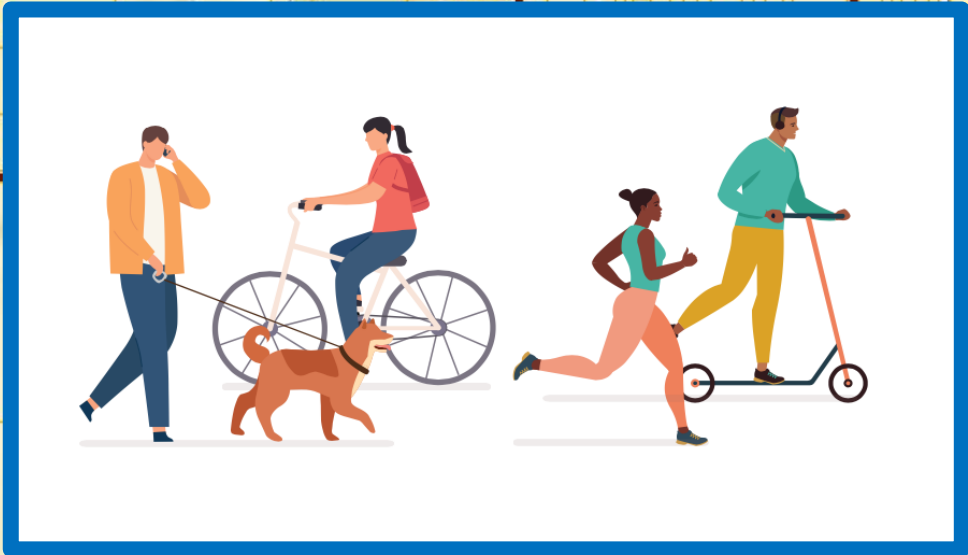
School

Single-Family

SITE

Multi-Family

Multi-Family





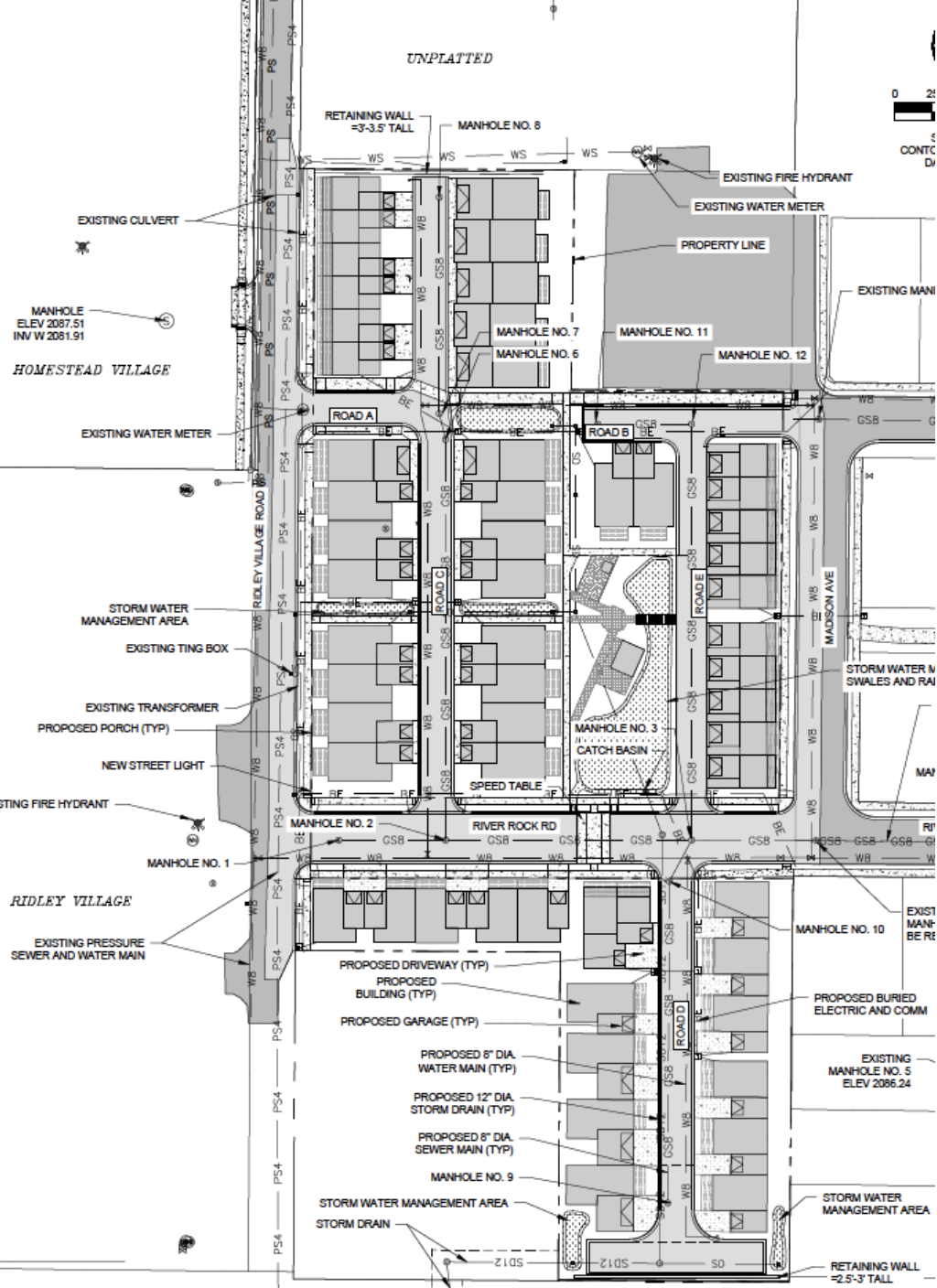


Zoom level. Click to open the Zoom dialog box.



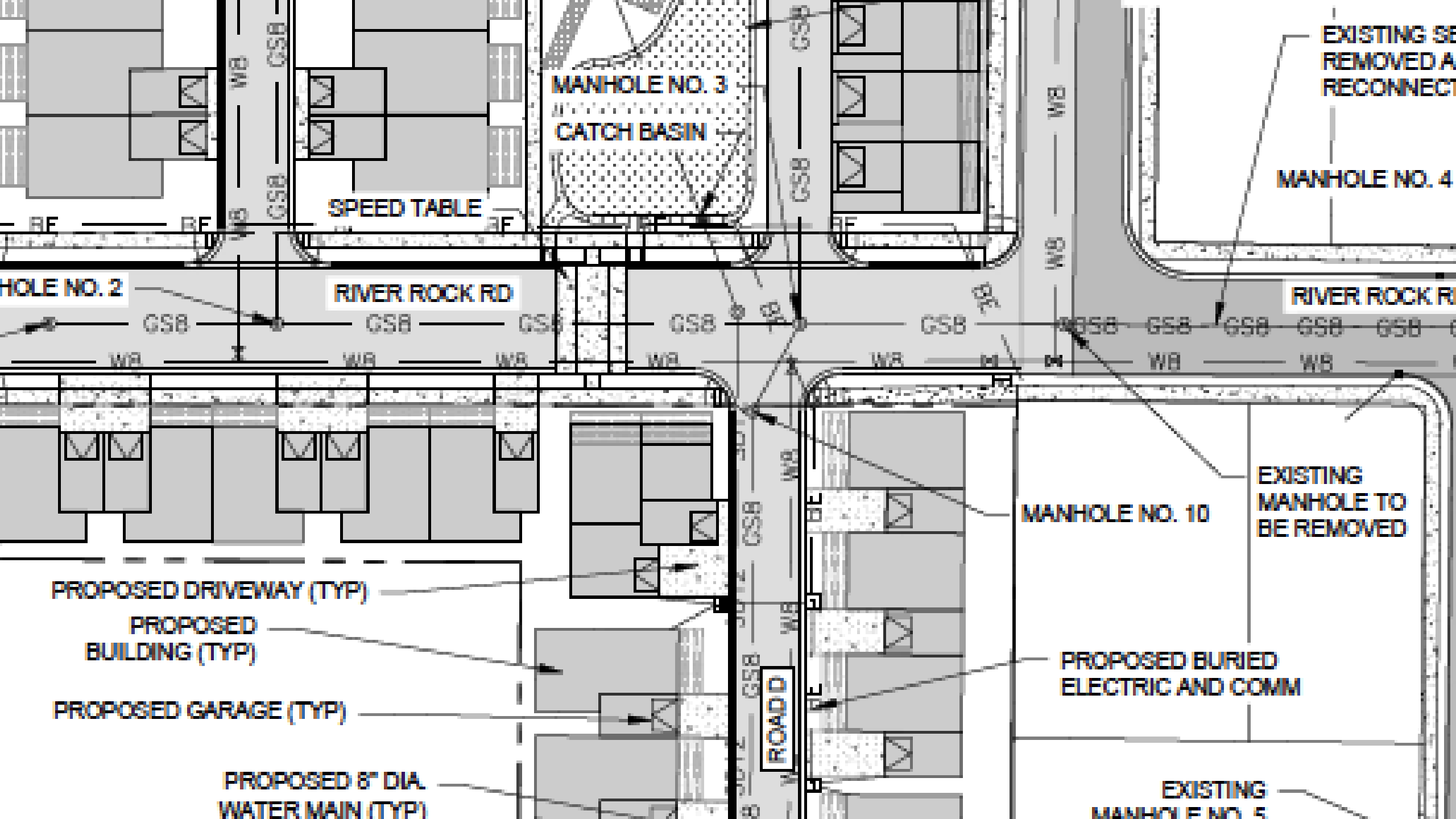
# Design Challenges

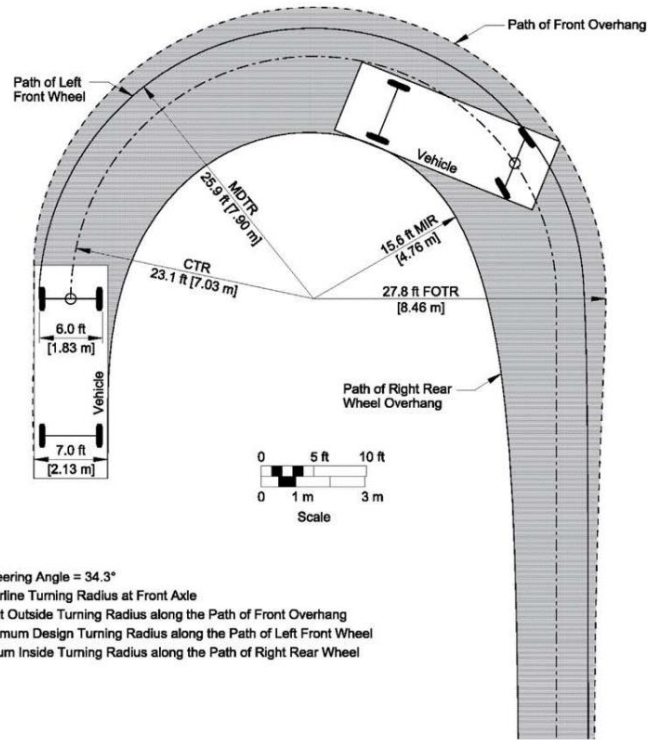
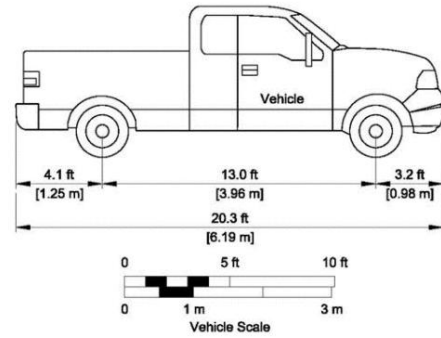
- Water
- Sewer
- Stormwater
- Snow removal
- Turn Radius for garages
- Road widths
- Tree plantings
- Emergency Service



# Design Challenges

- Water
- Sewer
- Stormwater
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- Turn Radius for garages
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- Maximum Steering Angle = 34.3°
- CTR = Centerline Turning Radius at Front Axle
- FOTR = Front Outside Turning Radius along the Path of Front Overhang
- MDTR = Minimum Design Turning Radius along the Path of Left Front Wheel
- MIR = Minimum Inside Turning Radius along the Path of Right Rear Wheel

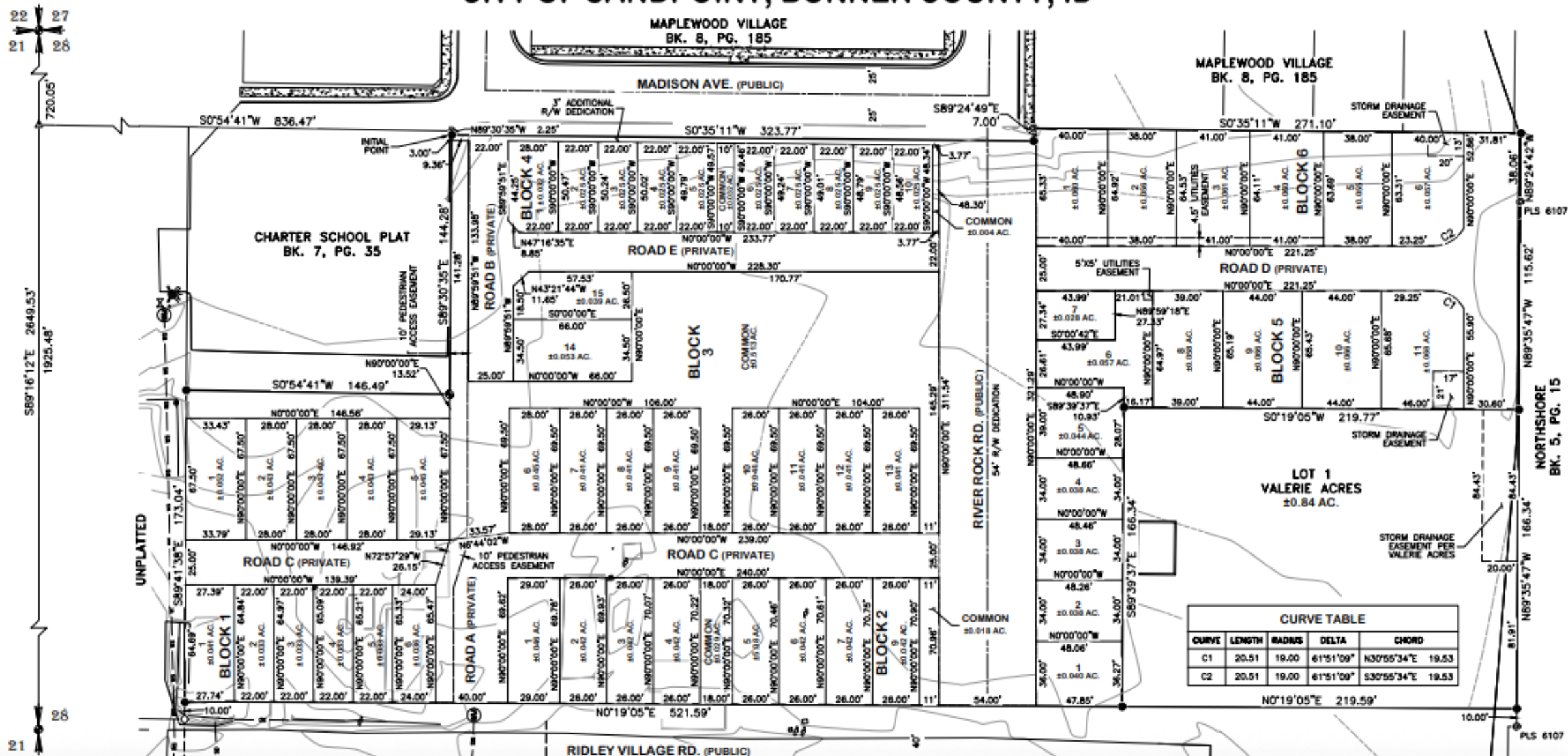
Figure 57. Turning template for recommended pickup truck (PU) design vehicle.

## Turning Template for recommended pickup truck design vehicle

Something to consider for ADUs with garages with zero setbacks to alleys?

# PRELIMINARY PLAT - RIDLEY VILLAGE COURT P.U.D.

A REPLAT OF LOT 2 OF VALERIE ACRES, SECTION 28, T. 57 N., R. 2 W., B.M.,  
CITY OF SANDPOINT, BONNER COUNTY, ID



# Comparing Polls to Practice



- Who saw themselves in these case studies?
- What surprised you?
- Where do you feel least prepared?

# Preparing for Infill Development





# Planning & Regulatory Tools

- **Concurrency Ordinance**
- **Level of Service (LOS) standards tied to permits**
- **Capital Facilities Plan phasing**
- **Sub-area capacity analysis**
- **Developer Agreements**
- **CC&Rs**
- **Case-by-case engineering review (pre-app stage or other)**

# Funding and Financial Tools

- Impact Fees (parks, transportation, etc.)
- SEPA mitigation fees or conditions
- Developer-required off-site improvements
- Local Improvement Districts
- Latecomer Agreements
- Utility Connection fees
- Utility System Development Charges
- General or utility fund contributions
- Grants (state or federal)

Thank you.  
Questions?

