Regional Transit-Oriented Development Advisory Committee
Friday, March 20, 2020 | 10:00 – 11:00 a.m. | Remote Attendance Only

10:00  1. Call to Order – Committee Co-Chair
       2. Introductions – Committee Members
       3. Report of the Co-Chair
       4. Communications

10:05  5. Discussion Item: Regional Housing Strategy – Laura Benjamin, PSRC
       • Overview of VISION 2050 direction for PSRC to develop a regional housing strategy, including a regional housing needs assessment

10:30  6. Discussion Item: King County Metro Draft Equitable TOC Policy – Sarah Lovell, King County
       • Overview of King County Metro’s draft equitable TOC policy and opportunity to provide feedback

10:50  7. Information Item: Update on VISION 2050

       Information Item: Housing Incentives & Tools Survey

10:55  8. Next meeting: June 19, 2020
       • Offsite tour of the Roosevelt LINK station and station area – more information coming soon

11:00  9. Adjourn Meeting

Preferred method, join online:

   • Go to: https://bluejeans.com/842644366

Or to join by phone:

   • Call 888.240.2560 or 408.740.7256
   • Meeting ID: 842 644 366

Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711.
MEMORANDUM

March 13, 2020

TO: Regional TOD Advisory Committee

FROM: Laura Benjamin, Senior Planner

SUBJECT: Regional Housing Strategy

Housing access and affordability have been key policy areas in VISION 2050, the region’s long-range plan for growth. The draft VISION 2050 plan presents an opportunity for the region to better assess and address housing needs and to develop a coordinated regional housing strategy. Staff will provide a briefing on preliminary work to develop a regional housing strategy and ask the committee for direction on next steps.

DISCUSSION

A new housing action in the draft VISION 2050 plan (H-Action-1) directs PSRC to develop a regional housing strategy, including a regional housing needs assessment. The regional housing strategy is intended to serve as a “playbook” of regional and local actions to move towards the region’s goal to preserve, improve, and expand its housing stock to provide a range of affordable, accessible, healthy, and safe housing choices to every resident and to promote fair and equal access to housing for all people.

Scoping Conversations

PSRC undertook an informal scoping process for this action in summer and fall 2019. PSRC staff connected with 14 housing stakeholders – city and county staff, advocates, and industry professionals— as part of this process to help inform discussions around scope, methodology, and deliverables. The scoping conversations provided helpful insight and highlighted common ground among the various stakeholders. Key takeaways include:

- **Everyone has a role to play.** The strategy should focus on a few key goals and group actions based on local conditions to underscore that all jurisdictions have a role to play regardless of size, market conditions, demographics, or staff capacity. Many stakeholders pointed to past processes that resulted in lengthy documents with too many goals and actions that detracted from common goals and all stakeholders taking a role in housing.
- **Moving from concept to action is a challenge.** The majority of stakeholders interviewed feel they have the technical skills and support to develop tools but expressed a need for support in engaging the public and navigating political processes to adopt new tools and regulations.
- **Data is important but not a critical gap.** Most cities have the capacity and technical expertise to access and analyze basic housing data. PSRC can support this data work by providing additional levels of analysis—including rolling up jurisdictional data to the subregional level and looking at metrics in centers and near transit.

Draft Work Plan

The regional housing strategy can support local comprehensive plan updates in meaningful ways and set a foundation for future housing work. Staff propose developing a work plan to identify general direction for the project,
Based on the direction set forth in H-Action-1 in the draft VISION 2050 plan and scoping conversations, staff propose that the regional housing strategy seek to answer the following questions and include three key components:

- **Regional Housing Needs Assessment** – *What are gaps between current and projected housing needs and housing supply?* The needs assessment will analyze conditions, trends and gaps in the region’s housing and will demonstrate how local and subregional housing need and supply fit into the regional picture.

- **Actions & Tools** – *How can the region address current and projected gaps in housing need and supply through coordinated action?* The tools and actions will help local jurisdictions better understand their roles in local and regional housing work, and what type of intervention is needed, where, and at what scale to address gaps identified in the needs assessment.

- **Implementation & Monitoring** – *How will we move from strategy to action? How do we measure success?* This includes a schedule of regional and local programs and actions to implement the recommendations of the strategy and how to measure progress.

A preliminary list of key topics to address in the strategy includes:

- Housing supply to support the Regional Growth Strategy
- Preservation of market-rate and subsidized affordable housing
- Expansion of market-rate and subsidized affordable housing
- Housing in centers and near transit
- Jobs-housing balance
- Moderate-density housing options
- Residential displacement

The action calls for the strategy to coordinate with other regional and local housing efforts. The strategy will build on existing and forthcoming county, subregional and local housing work, such as HB 1923 funded action plans, and the work of the King County Affordable Housing Committee and Snohomish County HART. PSRC staff will continue to coordinate with local staff to ensure the strategy provides a regional “value add” and minimizes duplication. The strategy will also support regional work including the Growing Transit Communities Strategy, and forthcoming Regional Equity Strategy, growth targets guidance, and centers implementation.

The preliminary schedule is to finalize the strategy in 2021 so that it may help guide and support local comprehensive plan updates in 2024. The proposed high-level schedule is shown below.
Early and ongoing engagement of a diverse group of housing stakeholders is a critical component of this work. With the adoption of VISION 2050 scheduled in May, the GMPB and several committees are well positioned to support this work. Staff propose the GMPB lead the process and be asked to adopt a work plan at its April meeting. Staff can provide briefings every two to three months on key topics as the needs assessment and strategy move forward. The Regional Staff Committee, Regional TOD Advisory Committee, and Community Partners group can serve in an advisory role and receive briefings and be asked for input throughout the process. Additional stakeholders, including local staff, for-profit and non-profit housing developers, housing providers, and funders, may be invited to participate in lunch and learn workshops and have the opportunity to provide feedback during the proposed public comment period.

Questions for the committee:

- How can the regional housing strategy best support equitable TOD?
- How can PSRC best engage housing stakeholders in this process?

NEXT STEPS

Staff will develop a draft work plan for the regional housing strategy based on early work and board and committee feedback. The GMPB may adopt the work plan this spring. Staff will brief the committee and ask for input at upcoming meetings.

For more information, contact Laura Benjamin at 206-464-7134 or LBenjamin@psrc.org, or Paul Inghram at 206-464-7549 or PInghram@psrc.org.
MEMORANDUM

TO: Regional TOD Advisory Committee

FROM: Laura Benjamin, Senior Planner

SUBJECT: King County Metro Draft Equitable TOC Policy

IN BRIEF
King County Metro has developed a draft Equitable Transit Oriented Communities (TOC) policy. Metro staff will brief the committee on the draft policy and ask for feedback.

DISCUSSION
King County Metro is the local mobility provider in King County, Washington. Metro connects people to jobs, services and amenities throughout the county and supports the local economy. This is a diverse region, where people’s needs, resources and their ability to access resources vary. Metro provides both local and high frequency transit service and acknowledges that the introduction of service, particularly high frequency transit service, can affect local market dynamics and bring change to communities. Metro is interested in creating and supporting vibrant sustainable, mixed-use, mixed income transit-oriented communities where they provide service and in doing so, recognize that it has multiple roles to play. On Metro-owned property, they are responsible for realizing equitable transit-oriented development. In communities they serve with transit, but where they do not own property, Metro’s roles include: advocate, partner and resource in support of transit-oriented communities.

As part of this work, Metro has developed a draft equitable TOC policy, see Attachment A.

NEXT STEPS
The Regional TOD Advisory Committee has the opportunity to submit a comment letter on the draft E-TOC policy to the King County Council. At the direction of the committee, staff will draft a comment letter based on the committee’s discussion and work with the RTODAC co-chairs to finalize and submit the letter.

For more information, contact Sarah Lovell, King County Transit-Oriented Development Program Manager, at 206-263-0911 or slovell@kingcounty.gov.

Attachment A: Draft Equitable TOC Policy
Creating Equitable Transit Oriented Communities

King County Metro is the local mobility provider in King County, Washington. We connect people to jobs, services and amenities throughout the county and support the local economy. This is a diverse region, where people’s needs, resources and their ability to access resources vary. Metro provides both local and high frequency transit service and acknowledges that the introduction of service, particularly high frequency transit service, can affect local market dynamics and bring change to communities. Metro is interested in creating and supporting vibrant sustainable, mixed-use, mixed income transit-oriented communities where we provide service and in doing so, recognizes that it has multiple roles to play. On Metro-owned property, we are responsible for realizing equitable transit-oriented development; in communities we serve with transit, but where we do not own property, our roles include: advocate, partner and resource in support of transit-oriented communities.

In all roles, our policy goals are:

1. **Improve regional mobility** - Grow overall system ridership, increase non-motorized access to service, reduce barriers to transit, and improve regional mobility for all.
2. **Prioritize affordability** – Prioritize the development of affordable housing and encourage housing choice near high-frequency transit and on Metro-owned real property.
3. **Consider Transit-Supportive land use** – Work with jurisdictions to implement local and regional plans. Consider land use policies, existing conditions, stabilization measures available and development opportunities when siting and planning for high-frequency transit service.
4. **Advance regional sustainability practices in ETOD projects** – Lead in advancing sustainable development practices in projects on Metro-owned real property and support the inclusion of best practices to advance King County’s Climate Action Plan.
5. **Seek equitable outcomes on Metro-owned property and in communities served by transit** - Support, create and stabilize transit-oriented communities in ways that distribute benefits and impacts equitably. Engage communities, specifically historically underrepresented communities, in the planning and visioning processes that guide TOD projects and consider strategies that provide community-supported outcomes.

King County Metro owns real property, plans and provides transit services. For the purposes of this policy, the strategies used to advance the above policy goals will be organized according to Metro’s role. There are two:

1. **Property Owner**
   
   As a property owner, Metro has a direct role and interest in when and how its property is developed. Metro will advocate for policies that advance county ETOD goals in Metro projects and collaborate with host jurisdictions and communities to develop a set of shared project goals and an overall project vision for ETOD projects. Metro will seek partners to deliver projects and will implement strategies that advance these equitable development goals.

2. **Transit Provider**
   
   The Puget Sound Regional Council expects the central Puget Sound region’s – King, Kitsap, Pierce, and Snohomish County – population to grow by 1.8 million people to approximately 6
As a transit Provider, Metro recognizes the critical relationship between land use and transportation and will consider existing and future land use and supportive policies in planning its service. Metro will partner with jurisdictions, where it provides service, on land use issues and related policies and practices that advance the goals of this policy and improve regional mobility. Metro supports the development of equitable transit-oriented communities that leverage transit service to benefit all people and, through their design, allow for reduced reliance on single occupancy vehicles.

As a **Property Owner**, King County Metro will:

1. Actively manage its real property portfolio to identify opportunities for equitable transit-oriented development and create procedures to pursue ETOD when possible;
2. State a preference for ground leases;
3. Seek partnerships to leverage public investments in transit-oriented development projects;
4. Improve Regional Mobility by:
   a. Leveraging high-quality urban design to best integrate first and last mile connections to create people-oriented places that offer transportation choices;
   b. Seeking reduced parking ratios;
   c. Providing flexibility to allow for creative parking solutions that address access issues holistically;
5. Advance Affordability by:
   a. Seeking partnerships to streamline the delivery of affordable housing;
   b. Prioritizing the delivery of long-term affordable housing for households making at or below 80% of the area median income (AMI), with a preference for units at or below 50% AMI;
   c. Creating flexibility where possible to allow for innovative solutions to increase the supply and/or depth of affordable housing or affordable commercial space;
6. Collaborate with regulators to prepare for TOD projects early by:
   a. Working with jurisdictions to advance transit supportive land use regulations including parking reductions;
   b. Streamlining land use entitlements when possible;
   c. Considering creative project delivery methods;
7. Advance sustainability in TOD projects by:
   a. Requiring LEED platinum or the Evergreen Standard in all county TOD projects;
   b. Allowing flexibility to pilot new technologies and/or processes to advance environmental sustainability when possible;
   c. Working with regulators to allow the use of cutting edge green building technologies and practices when possible;
   d. Including amenities for non-motorized access modes;
8. Advance Equity in TOD projects by:
   a. Partnering with local communities to develop shared project specific development goals;
   b. Providing flexibility to allow for creative outcome-oriented project delivery methods;
   c. Meeting people where they are to gather feedback;
   d. Identifying and when possible, building capacity of community groups to aid with outreach;
   e. Creating projects that benefit and honor existing communities;
   f. Identifying and including measures that advance long-term community stability, including instruments such as community preference agreements, as desired.

As a **Transit Provider**, King County Metro will:

1. Consider the integral relationship between land use and transit when planning for our service and partner with jurisdictions in support of transit-oriented communities; advocating for policies that advance the goals of this policy county-wide.

2. Increase Mobility by:
   a. Working to reduce barriers to transit;
   b. Providing communities transportation choices
   c. Considering the existing regulatory environment, development densities, multi-modal infrastructure and land uses and other relevant market information in combination when designing service to improve regional access to the greatest number of riders

3. Advance Affordability by:
   a. Considering the combined cost of housing and transit when planning service and working to lower that combined burden by providing transit to communities where needs are greatest
   b. Supporting the creation of inclusionary housing policies in transit corridors served by high-frequency service
   c. Considering inclusionary housing policies when planning for service as a component of overall policy readiness;

4. Consider land use readiness by:
   a. Conducting land use and other relevant predevelopment studies as needed to inform route, facility and service planning for high-frequency transit service to support transit oriented development opportunities to be completed by others.
   b. Evaluating the transit-supportive nature of the land use policies of host jurisdictions when planning service, particularly high-frequency service.
   c. Advocating for low parking ratios near high-frequency transit service and multi-modal access networks.
   d. Partnering to align resources needed to support improvements to enhance land use patterns and the physical environment near transit;
5. Advance sustainability measures by:
   a. Including safe multi-modal access improvements as part of transit corridor projects.
   b. Providing flexibility around parking requirements and support for lower parking requirements
   c. Seeking to reduce GHG gas emissions by lowering overall parking supply in favor of other non-motorized improvements;

6. Advance equity in transit communities by:
   a. Advocating for inclusionary zoning requirements;
   b. Prioritizing providing transit to affordable developments and areas where there is a high concentration of underserved populations;
   c. Consider implementing or partnering to implement stabilization measures when providing new high-frequency transit service;

**Metrics** – King County Metro will:

   a. Set a portfolio-wide target that 40% of Metro’s property be developed inclusive of affordable housing;
   b. Evaluate Metro’s property portfolio biannually, identifying new opportunities for ETOD;
   c. Publish annual program progress reports and develop two-year work plans for TOD, with the intent of aligning our projects with available funding resources.
IN BRIEF
Work on VISION 2050 continues in 2020 with review by the PSRC Executive Board. The Executive Board was introduced to the Growth Management Policy Board’s recommendation to adopt VISION 2050 in January. Potential amendments were discussed at the February meeting. The Executive Board is scheduled to act in March to make a recommendation to the General Assembly. The General Assembly will take final action on VISION 2050 in May.

DISCUSSION
By the year 2050, the central Puget Sound region is expected to grow to nearly 6 million people. Accommodating this growth while working to enhance our communities will require our cities, counties, tribes, ports, agencies, businesses and others to work together to achieve a shared vision for a stronger region. Following two years of work, analysis and public engagement, the Growth Management Policy Board drafted VISION 2050 to capture this vision and lay out the policies and actions for a sustainable, healthy, and prosperous region.

VISION 2050 includes a Regional Growth Strategy Preferred Alternative that is largely based on the Transit Focused Growth alternative studied in the Draft Supplemental Environmental Impact Statement. The Regional Growth Strategy, in response to public comments and requests from members, supports continued growth in central places, preservation of rural areas and open space, and supports a significant share of job and population growth in proximity to the region’s investments in transit, including ferries, commuter rail, bus rapid transit, and light rail.

VISION 2050 also includes Multicounty Planning Policies that address a range of topics and updates from VISION 2040, such as:

- The Regional Growth Strategy
- Jobs/housing balance
- Climate change
- Military installations and affected communities
- Tribal lands and culturally sensitive sites
- Industrial lands preservation
- Displacement
- Social equity & environmental justice
- Aviation
- Health in planning
- Open space preservation
Extending VISION to the year 2050 provides an umbrella for the next round of local growth targets and comprehensive plan updates. VISION 2050 is also necessary to provide a foundation for the next update of the Regional Transportation Plan as well as other future regional planning efforts.

PROPOSED AMENDMENTS
At the Executive Board’s briefing in January, it was recommended that any new amendments be submitted to allow distribution and review by other board members ahead of the meeting. The board amendment table is provided as Attachment A.

Snohomish County Executive Somers submitted an amendment (Ex-1) that would restore the 6% rural growth share for Snohomish County that was included in the July 19, 2019 VISION 2050 Draft Plan. The July 2019 Growth Management Policy Board packet includes additional data and context about rural growth trends and capacity (see p. 17 – 22).

King County Councilmember Balducci submitted a set of amendments to support housing development and affordability. These amendments include two new housing actions (Ex-2); edits to Housing actions, Regional Growth Strategy actions, and a Regional Collaboration policy (Ex-3); and several edits to the narrative text in the Housing Chapter (Ex-4).

Most notable among the amendments are the two new housing actions (Ex-2). One identifies the role of counties and cities to promote and incentivize moderate density housing to bridge the gap between single family and higher density housing. The other proposed new action identifies the work of counties and cities to adopt development standards to reduce barriers to housing and minimize costs.

NEXT STEPS
The Executive Board will be asked to proceed with action at its March meeting to recommend adoption to the General Assembly. The General Assembly is scheduled for May 28th and will include final action on VISION 2050.

In addition to the materials included here, the full recommended plan, public comments, project information, environmental review documents, background papers, and other materials, are available on the VISION 2050 website.

For more information, please contact Paul Inghram at 206-464-7549 or PInghram@psrc.org or Ben Bakkenta at 206-971-3286 or BBakkenta@psrc.org.

Attachment A: Potential Amendments, dated February 20, 2020
This document compiles board-initiated amendments under consideration by the Executive Board. Page numbers refer to the approximate location in the GMPB Recommended Draft VISION 2050.

### Board Amendments

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<th>Sponsor/Topic</th>
<th>Page</th>
<th>Proposed Amendment</th>
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<tbody>
<tr>
<td>Ex-1</td>
<td>Executive Somers, Snohomish County</td>
<td>p. 32</td>
<td>Replace Snohomish County row in Figure 6 – Population Growth, 2017-2050, Preferred Alternative with the following:</td>
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<td>Ex-2</td>
<td>Councilmember Balducci, King County</td>
<td>p. 109</td>
<td>Add new actions to Housing chapter:</td>
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| Ex-3 | Councilmember Balducci, King County  
*Housing implementation* | p. 107, 49, | Amend existing Housing and Regional Growth Strategy policies and actions:  
H-Action-1, first bullet: “In the near term, a regional housing needs assessment to identify”  
H-Action-1, second bullet: “Strategies and best practices to promote and/or address accelerate: increased housing supply…”  
H-Action-2, second bullet: “Technical assistance, including new and strengthened tools, to support local jurisdictions in developing effective housing strategies, action plans, and programs  
H-Action-5 Affordable Housing Incentives: As counties and cities plan for and create additional housing capacity consistent with the Regional Growth Strategy, evaluate and adopt techniques such as inclusionary and/or incentive zoning to provide affordability.  
H-Action-6 Displacement: Metropolitan Cities, Core Cities, and High Capacity Transit Communities will develop and implement anti-displacement strategies in conjunction with the populations identified of being at risk of displacement including residents and neighborhood-based small business owners  
MPP-RC-9 Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the development of housing in designated regional growth centers. Give additional priority to projects and services that advance affordable housing for low- and very low-income residents.  
RGS-Action-7 (Local) Regional Growth Strategy: As counties and cities update their comprehensive plans in 2023/24 to accommodate growth targets and implement the Regional Growth Strategy, support the implementation of a full range of strategies, including zoning and development standards, incentives, infrastructure investments, housing tools, and economic development, to achieve a development pattern that aligns with VISION 2050 and to reduce rural growth rates over time and focus growth in cities.


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<thead>
<tr>
<th>Ex-4</th>
<th>Councilmember</th>
<th>p. 101, 103</th>
<th>Incorporate the following text amendments to the Housing chapter:</th>
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<tbody>
<tr>
<td></td>
<td>Balducci, King County</td>
<td></td>
<td><strong>Page 101, paragraph 1:</strong> “Housing is a basic need for every individual. Yet, residents in many communities in the region are facing an unprecedented challenge in finding and keeping a home that they can afford. The central Puget Sound region is expected to grow...”</td>
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<td><strong>Page 101, paragraph 2:</strong> “Renters, and renters of color in particular, face a considerable shortage of affordable housing opportunities. And these households are often the most at risk of losing their housing and experiencing homelessness.” (text moved from p. 103)</td>
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<td><strong>Page 101, paragraph 4:</strong> “VISION 2050’s housing policies respond to the urgency of changing demographics and the need to increase and diversify the region’s housing supply. They identify coordinated strategies, policies, and actions to ensure that the region’s housing needs are met.”</td>
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<td><strong>Page 103, paragraph 2:</strong> “Rising housing costs can be particularly devastating for low-income renters, particularly renters of color, many who pay more than 50% of their income on housing. These households are often the most at risk of losing their housing and experiencing homelessness.” (text move to p. 101)</td>
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<td><strong>P. 104, paragraph 3:</strong> “While the current production rate meets the average annual need, the market has yet to make up for the slow growth in the years directly following the recession. Increasing the supply of housing throughout the region and providing a variety of housing types and densities for both renters and owners will help the region meet its housing goals.”</td>
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<td><strong>p. 105, paragraph 1:</strong> “Communities across the region are realizing these aims by encouraging infill, redevelopment, and more compact development, especially in designated regional growth centers and around transit stations. However, rents and home prices are rising quickly, making it often challenging to find affordable housing close to jobs.**</td>
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<td><strong>p. 105, paragraph 3:</strong> “Displacement can be physical, when building conditions deteriorate or are taken off the market for renovation or demolition, or economic, as costs rise. Many communities in the central Puget Sound region, like the Central District in Seattle and the Hilltop neighborhood in Tacoma, have documented displacement.”</td>
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<td><strong>p. 106, paragraph 1:</strong> “A lack of housing, especially affordable housing close to job centers, will continue to push demand for affordable homes to more distant areas, increasing commute times and the percentage of household income spent on transportation costs.”</td>
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INFORMATION ITEM

TO: Regional TOD Advisory Committee

FROM: Laura Benjamin, Senior Planner

SUBJECT: Housing Incentives & Tools Survey

IN BRIEF
Housing access and affordability have been key issues in VISION 2050, the region’s long range plan for growth. The draft VISION 2050 plan presents an opportunity for the region to better assess and address housing needs through coordinated efforts. As an early implementation effort, findings from a 2019 housing incentives and tools survey of local governments are now available online.

DISCUSSION
As an early VISION 2050 implementation effort, PSRC fielded a survey to local jurisdictions in summer 2019 to learn how they use regulatory incentives and tools to promote housing development and affordability. The survey builds on the work of a 2009 housing survey.

The survey was completed by 73 local jurisdictions in the central Puget Sound either directly or in coordination with A Regional Coalition for Housing (ARCH) or PSRC staff. The survey seeks to answer the following questions:

- What incentives, tools, policies, and housing types are allowed by local governments? What tools are local governments tailoring to specific locations or populations?
- How much new housing is being created as a result of the use of incentives, tools, and policies?
- What do local governments see as successful practices, challenges, and emerging opportunities for new housing strategies?

The survey data provide insight into the adoption and effectiveness of housing incentives and tools among local jurisdictions and establish a baseline of local policy implementation. The analysis aims to highlight strengths and gaps in housing tools and incentives to meet local and regional goals and helps inform forthcoming housing work, including a regional housing strategy. The findings can also help make regional and local work more effective by highlighting opportunities to refine, combine, or explore new tools and highlight potential focus areas.
The tables below show the use of the 13 housing types and nine incentives included in the survey.

### 2019 Ranking of Housing Incentives Surveyed

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<tr>
<th>Responses</th>
<th>Housing Incentives</th>
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<tbody>
<tr>
<td>30</td>
<td>Density Bonus</td>
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<tr>
<td>29</td>
<td>Parking Requirement Reduction</td>
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<tr>
<td>26</td>
<td>Multifamily Tax Exemption (MFTE)</td>
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<td>20</td>
<td>Planned Action EIS</td>
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<td>17</td>
<td>Incentive Zoning</td>
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<td>15</td>
<td>Public Land for Affordable Housing</td>
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<td>15</td>
<td>Transfer of Development Rights</td>
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<td>14</td>
<td>Inclusionary Zoning</td>
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<td>13</td>
<td>Permitting Priority</td>
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### 2019 Ranking of Housing Types Surveyed

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<tr>
<th>Responses</th>
<th>Housing Types</th>
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<tbody>
<tr>
<td>62</td>
<td>Attached Accessory Dwelling Unit</td>
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<td>60</td>
<td>Detached Accessory Dwelling Unit</td>
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<td>57</td>
<td>Mixed-use</td>
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<td>56</td>
<td>Duplexes/Trplexes</td>
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<td>56</td>
<td>Low-rise Multifamily (1-3 stories)</td>
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<tr>
<td>55</td>
<td>Zero Lot Line/Townhomes</td>
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<tr>
<td>42</td>
<td>Mid-rise Multifamily (4-6 stories)</td>
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<tr>
<td>41</td>
<td>Mobile Home Parks</td>
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<td>38</td>
<td>Cluster Developments</td>
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<td>36</td>
<td>Cottage Housing</td>
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<td>31</td>
<td>Planned Unit Development</td>
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<td>24</td>
<td>High-rise Multifamily (7+ stories)</td>
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<td>17</td>
<td>Micro Units</td>
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Key takeaways include:

- **Local governments are using tools to promote housing development.** Over two-thirds of local jurisdictions surveyed (50) have at least one incentive in place to promote housing development and/or affordability. Of the jurisdictions that indicated they have no incentive in use, the majority are small cities that do not have current or planned high capacity transit. The vast majority – 93% – of jurisdictions surveyed have zoning that allows housing types other than detached single-family.

- **Implementation of housing tools is uneven.** The survey demonstrated that the ability to adopt tools to address housing affordability varies significantly among jurisdictions and there is inconsistency and lack of coordination among local affordable housing strategies. Critical areas and market factors can also limit where and how market-based tools and incentives are adopted.

- **Mandatory, locally calibrated tools are most effective.** All tools surveyed have had success to some degree. Responses from the survey underscore that housing tools need to be properly calibrated for the local market to be effective incentives for the type of development and level of affordability. Respondents consistently said that mandatory tools are more effective in creating new affordable housing than voluntary tools.

- **Many cities are planning to grow up.** One-third of local jurisdictions surveyed (24) have zoning that allows multi-family high rises – residential buildings with seven floors or more. Nearly three-quarters of the region’s Metro and Core cities surveyed – places planning to accommodate a large portion of future population growth – allow high-rise development. Zoning for high rises is often targeted to regional growth centers or local subareas, which shows that many local jurisdictions are undertaking efforts to concentrate growth in areas near transit. This is a notable increase from 2009 when less than 20% of jurisdictions surveyed had zoning that allowed high rise development.

- **Use of the Multifamily Property Tax Exemption has grown over the past decade.** Over one-third of jurisdictions surveyed (26) have adopted Multifamily Tax Exemption (MFTE). This is the largest increase in adoption of any of the surveyed incentives – only 10 of the surveyed jurisdictions used MFTE in 2009. MFTE has resulted in the most units of the incentives surveyed.
Displacement is an important part of local housing conversations. Nearly one in three of the jurisdictions surveyed have one or more displacement mitigation tools in place. However, many communities have continuing questions and need more technical assistance to better address current and future displacement risk.

The full report is available online at https://www.psrc.org/housing.

For more information, contact Laura Benjamin at LBenjamin@psrc.org or 206-464-7134, or Ben Kahn at BKahn@psrc.org or 206-464-6172.
# 2020 Regional Transit-Oriented Development Advisory Committee Meetings

*updated December 2019*

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Meetings are held at the Puget Sound Regional Council, 1011 Western Avenue, 5th Fl., 10:00 a.m.-11:30 a.m.

*The December meeting is rescheduled to earlier in the month.

Meeting dates & times are subject to change. If a meeting is changed or cancelled, members & alternates will be notified.