

	<b>Cottage Housing</b>	<b>Transit Oriented Development</b>	<b>Five Story Wood Frame Construction</b>	<b>Accessory Dwelling Units</b>	<b>Flexible or Reduced Parking Standards</b>
<b>Beaux Arts Village</b>	No	No	No	Detached ADU Housing Not Allowed	No
<b>Bellevue</b>	No specific provisions, but could be accommodated through zoning provisions in some cases.	TOD targeted for downtown, Factoria, Crossroads & Bellevue/Kirkland Park & Ride. Anticipated in Bel-Red corridor and near Link LRT.	Five-over-one construction allowed downtown.	ADUs are permitted in all single family districts.	Shared and offsite parking agreements allowed Downtown.
<b>Burien</b>	No specific provisions, can be done through demonstration project.	Status quo. The proposed TOD is within our urban center.	Status quo. No units have been created yet under this program.	Status quo. Between 2002 and 2006 (last 5 years), Burien permitted 45 ADUs. Affordability is unknown.	Reductions allowed if supported by demand study. Downtown fee-in-lieu-of program being established.
<b>Carnation</b>	No specific provisions, but could be accommodated through zoning provisions in some cases.	Carnation is barely served by transit (we have no buses during commute hours) therefore there is no need for TOD.	Land Use code allows 3 stories of multi-family development.	An ordinance to allow ADU's will be presented to the City Council in July.	No change. -- Shared commercial parking.
<b>Clyde Hill</b>	No	Preliminary discussions regarding TOD in conjunction with a potential SR 520 improvement.	Recently adopted the 2006 International Code updates to govern all housing construction requirements.	Accessory dwelling units are allowed in the Residential (R-1) Zoning District.	The City's parking requirements were modified in 1999.
<b>Covington</b>	Yes	Status Quo. No changes or real interest in TOD in our downtown area.	Some discussion that Covington might want to allow Five Story Wood Frame Construction.	No formal reporting system for ADU's currently exists.	Shared parking possible in all zones.
<b>Des Moines</b>	No	Des Moines Comprehensive Plan contains a number of goals/policies/strategies that support linking housing and transit.	Will be considering allowing 5 stories of wood frame over 2 stories concrete and steel construction in the Pacific Ridge zone.	Provisions for "accessory living quarters" (ALQs) were adopted in 2006	Proposed amendments would allow for shared/common parking for residential and non residential uses within a mixed-use development.

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<b>Federal Way</b>	Will be accommodated through demonstration projects and zoning code provisions.	Affordable housing project is proposed for the excess Sound Transit property and City property near the transit center.	Yes	no real change. We get a few applications a year.	Applicants have the opportunity to reduce parking by providing a parking study.
<b>Hunts Point</b>	No	Hunts Point does not consider transit in its plans for housing	No	ADU's allowed in R-40 Zone	Unique residential character of Hunts Point renders the question moot.
<b>Issaquah</b>	No specific provisions, but could be accommodated through zoning provisions in some cases.	TOD project underway adjacent to the Issaquah Highlands Urban Village.	No	Approximately 16 ADUs have been constructed since 2002..	Parking reductions possible through administrative adjustment if it can be shown that more spaces are unnecessary.
<b>Kenmore</b>	No	In the process of re-developing old Northshore Park & Ride lot for transit supportive development including affordable housing.	This type of construction is not longer allowed in Kenmore	Status Quo	Shared parking allowed, and reductions possible if near transit.
<b>Kent</b>	No specific provisions, but could be accommodated through zoning provisions in some cases.	Final phase of Kent Station TOD is expected to include up to 140 housing units.	Allows 5-story wood frame construction for Group B or R, Divisions 1 and 2 Occupancies.	Same	Shared parking allowed in all zones. Up to 50% reductions for senior low-income multi-family and senior housing in the Central Business District.
<b>Kirkland</b>	In process of adoption after successful demonstration projects.	Transit-Oriented-Development anticipated at the South Kirkland Park&Ride site and near Downtown Transit Center.	Kirkland has adopted the IBC without amendment regarding wood frame construction.	Kirkland's ADU regulations have remained the same over the last five years. During that time, 64 ADUs were completed.	New Zoning in the Totem Lake Business District does not specify a minimum parking requirement for many uses within Totem Center.
<b>Maple Valley</b>	No specific provisions, but could be accommodated through zoning provisions in some cases.	Transit oriented development has not occurred within our jurisdiction.	5 story wood frame construction is permitted in certain circumstances pursuant to the 2006 IBC.	Very few building applications for detached ADUs are taken in on a yearly basis. ADUs are allowed in all residential zones.	For mixed occupancies, shared use of parking facilities may be authorized for those uses which have dissimilar peak hour parking demands.

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<b>Mercer Island</b>	No specific provisions, but demonstration projects are being considered.	No change from 2002. (Targeted for town center)	The 2006 IBC permits five story wood frame construction with special conditions and construction methods.	No change from 2002.	Shared parking allowed in Town Center, up to 20% reduction, applicant must show no impact will occur.
<b>Normandy Park</b>	Yes	Zoning encourages higher density development along our transit route.	5 story buildings are not allowed.	Allow one "guest cottage" that must be smaller than the main house in any residential zone as long as the total GFAR is not exceeded.	No changes for many years.
<b>North Bend</b>	Yes	Plans for a Park and Ride are being developed adjacent to the Downtown Commercial Zone for mixed use development.	The City of North Bend has adopted the latest edition of the IBC.	Accessory Dwelling units are allowed in all zones except the Interchange Mixed Use (IMU) near the freeway and the EP-2 industrial zone.	Joint parking uses may also be allowed through approval.
<b>Redmond</b>	Yes	Downtown TOD is now in the permitting process and will include affordable housing.	Approved the construction of 5 story wood frame buildings in the Downtown and Overlake neighborhoods.	Recent revisions to ADU regulations allow them as Permitted Uses within all residential zones. ADUs may be attached or detached.	No new parking bonuses.
<b>Sammamish</b>	No specific provisions, but may consider adoption in the near future.	The city is currently preparing a Town Center plan that should incorporate TOD-style development..	Code amendments to allow this construction type will be pursued as a part of the Town Center planning process.	Our code allows ADUs now in any residential zone, as attached or adjacent to a primary dwelling.	Up to 50% reduction based on demonstrated reduced demand, and up to a 10% reduction based on shared facilities in any zone.
<b>SeaTac</b>	No specific provisions, but could be accommodated through zoning provisions in some cases.	One TOD-related multi-family project is currently under construction.	In 2004, SeaTac changed the City's Building Code to make five story wood frame construction possible.	New provisions: allowing non-family members in ADUs; property owner must live in primary or accessory unit; allowing detached ADUs.	Flexible and reduced parking standards on housing development.
<b>Seattle</b>	Yes	Recent TOD: Stone Way Apts.; Broadway Crossing; Plymouth on Stewart; W. Seattle Cmty. Resource Ctr.; Othello Station;& Genessee.	Permitted in all zones with appropriate height.	ADUs in Seattle are probably all affordable to households with incomes < 100% AMI.	Eliminated minimum parking requirement for development in these commercial zones within the six designated urban centers.

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<b>Shoreline</b>	No	TOD development on the 192 <sup>nd</sup> Park and Ride lot is not currently under active consideration.	Five-story wood frame construction is permitted as "an alternative means and method".	Five ADUS have been constructed in the last 5 years through the proper permitting channels.	Still permitted under the development code.
<b>Tukwila</b>	No specific provisions, can be done through demonstration project.	Still planning in Tukwila Urban Center...Plan adoption is likely to take place in late 2007/early to mid 2008.	5 story wood over concrete will not happen, per Tukwila Police Department requirements.	No change	Shared/off-site parking encouraged. Administrative reductions up to 10%, larger reductions by variance..
<b>Woodinville</b>	No specific provisions, but could be accommodated through zoning provisions in some cases.	Parcel targeted by Sound Transit for TOD project has been placed on hold.	Five story wood framed buildings are not allowed in the City or allowed in the State Building Code.	ADU's are permitted in all R zones as well as the Central Business District.	Reductions are permitted for: shared uses, transit provisions and site specific parking studies.
<b>King County</b>	Yes	TOD projects include unincorporated White Center as well as projects at King County/Metro Park and Ride lots and transit centers.	Not anticipated.	ADU provisions may be reviewed in the near future to expand opportunities for ADU development.	Shared parking possible. Reductions for senior housing, transit service, affordability, energy savings, and other public benefits.

	Design Standards	Incentive Programs	Impact Fees	Infrastructure/ Concurrency	SEPA
<b>Beaux Arts Village</b>	No	No	None	No barriers.	—
<b>Bellevue</b>	Design guidelines and design review are in place for all multi-family and mixed-use districts, reviewed administratively.	Density bonus of up to 15% for affordable units for multifamily districts only.	Fees for transportation improvements and for school construction in Issaquah School District.	No barriers to production existing or foreseen in the near future.	A programmatic EIS adopted has been adopted for downtown. Bel-Red planning level EIS issued 2007.
<b>Burien</b>	Administrative design review for DC (downtown) area.	Adopted tax abatement program within our designated urban center.	We are currently analyzing the feasibility of assessing transportation impact fees within the city. A decision will be made in early 2008.	No concurrency issues so far, but funding of transportation infrastructure is a major issue.	“Urban infill” SEPA exemption adopted for the Burien Town Square project within our urban center.
<b>Carnation</b>	Design guidelines for commercial and multi-family development were adopted in September 2005.	The City Council recently passed an ordinance which provides density bonuses for affordable housing.	No change, except we do have a waiver for the transportation impact fee for affordable housing.	No change. The sewer system should be operational in 2008.	Contemplating looking at thresholds to see if we can raise some thresholds as appropriate.
<b>Clyde Hill</b>	The City has not adopted any design standards to control the aesthetics of residential infill development, nor is it likely to do so.	The City has not adopted any incentive programs as defined in this question.	The City has not adopted any impact fees to pay for public improvements associated w/residential development.	No barriers at this time.	The only SEPA threshold that impacts housing in the City relates to importing/exporting material
<b>Covington</b>	Stricter Design Standards were adopted in late 2005 as part of our new Downtown Zoning.	No new incentives envisioned at this time. -- Same as King County density incentives.	One new Park & Trails Impact Fee was instituted in 2006. Affordable housing exempt from Parks Fee.	Since 2005 there has been a problem with transportation concurrency on SE 272 <sup>nd</sup> St. east of Wax Road.	A Programmatic EIS was completed for the new Downtown Plan in 2005.
<b>Des Moines</b>	Design guidelines for the Pacific Ridge neighborhood were adopted in 2000..	Pacific Ridge Residential zone establishes a “Condominium Building Height Bonus” .	Transportation and park impact fees assessed on development activity within its corporate limits.	There are currently no infrastructure or concurrency barriers affecting the production of housing in the City of Des Moines.	Relaxed certain SEPA thresholds in 2006. Programmatic EIS adopted for the <i>Pacific Ridge Neighborhood</i> .

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<b>Federal Way</b>	Incorporated some design criteria in cluster housing, zero lot line development, small lot development and cottage housing regulations.	Adopted the multi-family tax abatement program.	Exemptions from school impact fees for senior housing and in some cases, ADU's	No existing or potential moratoriums. Concurrency does not appear to be a problem in halting development.	Adopted a programmatic EIS for the downtown area.
<b>Hunts Point</b>	Hunts Point does not have design standards beyond the IBC	Hunts Point is zoned single family residential	Established a "Heavy Truck Fee" to support maintenance and replacement of the streets in town.	No barriers	The Town's SEPA policy remains the same as in the past.
<b>Issaquah</b>	Land Use Code Design Standards apply to all zones. Olde Town has separate guidelines.	Cluster development standards encourage density by allowing a transfer of density credits within a site.	Approximately 200 units have used fee waivers for affordable housing.	In 2005, Transportation Concurrency was amended and brought the City back into concurrence.	EIS adopted as part of Comp. Plan for entire City.
<b>Kenmore</b>	Design standards were adopted in 2003 for the downtown zones.	Status Quo -- Density bonuses for affordable housing and significant open space, available city-wide.	Transportation, parks fees. Waivers for affordability.	No barriers, because SR-522 has essentially been exempted from city standards.	SEPA thresholds are the same as what is listed in the WAC's. No changes have been made to the thresholds.
<b>Kent</b>	Design Review for Downtown, Multi-family, PUDs and new subdivisions.	Tax exemption available for owner-occupied multi-family in downtown. PUD's get up to 20% density bonus for providing benefits.	School fee. Exemptions for low income housing, elderly housing, and temporary/transitional housing.	No barriers. Developers share transportation infrastructure costs. Considering traffic impact fees.	Adopted Downtown Strategic Action Plan and Integrated EIS. Adopted Planned Action Ordinance for mixed use development in downtown.
<b>Kirkland</b>	Adopted design guidelines and design review regulations in the Rose Hill, North Rose Hill and Totem Lake Business Districts.	Adopted density bonuses, development flexibility, tax exemptions and fee waivers to encourage development of affordable housing.	Kirkland recently adopted updates to the Park and Road impact fees. Exemptions continue to be available for affordable units.	No barriers have been identified.	SEPA threshold 9 dwelling units.
<b>Maple Valley</b>	Design review process is a administrative staff review process, with public notice, and an associated appeal period.	In the Multiple Use Zone, transfer of residential density is allowed.	Impact fees for transportation and Schools.	Coordinates with the utility districts to ensure available water and sewer to serve future growth and development.	Considering and evaluating the potential for a "planned action" SEPA to support a sub-area planning effort.

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<b>Mercer Island</b>	The 7 member citizen Commission reviews the design of every project except for single-family dwellings.	InTown Center, additional height and density for affordable housing in projects. Waivers are available for design review and permit fees.	None	No change from 2002. -- No barriers. Investment targeted at rehabilitation and replacement of existing infrastructure.	The City of Mercer Island has adopted SEPA review threshold consistent with WAC 197-11. No programmatic EIS's.
<b>Normandy Park</b>	The City adopted design standards for commercial and residential multi-family projects in 2005.	<i>We do not meet the minimum population criteria of the RCW 84.14.</i>	We are studying a traffic impact fee. No decisions have been made as to costs.	Insufficient funding for any public participation.	5 units, unless critical areas are present.
<b>North Bend</b>	Design review is a staff decision and is appealed by the Hearing Examiner.	Developments within the Cottage Residential Zone may pay a park fee in lieu instead of providing common open space.	Reviewing and creating new impact fees for parks and transportation. The City currently has impact fees for schools and fire service.	Water moratorium for nearly 8 years. The City anticipated coming out of the water moratorium in late 2007.	SEPA is conducted on an individual project by project basis when required.
<b>Redmond</b>	Adopted residential design standards that have come about through the neighborhood plan update process.	The City of Redmond has not adopted the multiple family tax abatement program. Bonus provisions are allowed.	Fire, transportation, and parks fees collected. Waivers for affordable housing.	At this time, concurrency requirements present no barriers to housing development.	Programmatic EIS adopted for Overlake area.
<b>Sammamish</b>	Sammamish's 2006 Housing Strategy identifies the need for design guidelines.	Allows for residential density incentives up to 200% of the base density for affordable housing, open space, trails, and energy conservation.	Transportation and parks fees. Waivers for affordable housing depending on level of affordability and project size.	No current barriers to housing production from concurrency problems and none projected.	Town Center plan will include programmatic EIS that should help reduce future SEPA reviews for individual developments.
<b>SeaTac</b>	Design standards for multi-family housing throughout the city, with different standards adopted for City Center. Applied administratively.	Density bonuses for affordable housing, parks, historic preservation, and energy conservation up to 130% of base density.	Transportation fees.	Still several areas in the city where sewer service is not available and one area where it is difficult to provide.	Considering enacting a SEPA exemption for new development in the two light rail station areas.
<b>Seattle</b>	Beginning an evaluation of the current design review process..	Affordability required to reach new increased height and density. TDR proceeds used to preserve existing affordable units.	SEPA traffic mitigation fee program may allow project to get MDNS in some circumstances.	No barriers.	SEPA threshold modifications possible. New mitigation fee to fund local transportation improvements and may qualify a project for MDNS.

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<b>Shoreline</b>	In the North City area, design standards are in place. Minimal design standards for multifamily/attached residential developments.	Incentive program still exists. Property Tax Exemption has been a successful program.	2002 response still applies -- None	Infrastructure has been improved along the first mile of Aurora and on 15 <sup>th</sup> Ave. NE in the North City Business District.	Programmatic EIS's are the same as 2002.
<b>Tukwila</b>	New single-family design standards introduced in 2005. Revisions to multi-family design standards currently under consideration.	Provisions allow a 20% increased density on lots with wetlands or watercourses.	No change -- Transportation fees, no waivers	Several areas still lack sewers. They are targeted for completion in 5+ years from now.	Programmatic EIS being prepared for the Urban Center. Recently increased the threshold for SEPA review from four lots to nine lots.
<b>Woodinville</b>	Design Guidelines differ in each zone designation.	Multiple incentive programs for residential zones.	Impact Fees are: Traffic Impact Fees and Park Impact Fees. Reductions are approved generally by City Council for specific projects.	No concurrency ordinance yet, but is being planned.	SEPA is not governed by zone designations. SEPA is project specific.
<b>King County</b>	Minimal design guidelines apply throughout unincorporated area, reviewed administratively.	Density bonus provisions may be revised to support development of affordable housing, manufactured housing and small homes.	Impact fee waiver provisions may be reviewed in the near future to provide additional incentives for affordable housing development.	King County continues to work on improving transportation concurrency for unincorporated areas.	Status quo.

	<b>Permitting</b>	<b>Capacity for a Diversity of Housing Choices</b>	<b>Jobs Housing Distribution</b>	<b>Affordable Housing Preservation</b>	<b>Combining Tools and Incentives</b>
<b>Beaux Arts Village</b>		Housing choices include attached ADUs and rental housing.		(ARCH)	None
<b>Bellevue</b>	Spent considerable time revising processes and standards. Created the Single Family Review Team.	Increased capacity for 4-15 DU/acre development. Bel-Red plan proposes 5,000 new housing units. Factoria, Crossroads upzones.	Factoria, Lake Hill Shopping Center, Crossroads and the Bel-Red area anticipated to accommodate expanded housing capacity.	Affordability is preserved through a covenant running with the land. ARCH administers Bellevue's program to preserve affordability.	Intending to refine affordable housing incentives so they are more successful and will review combined strategies and incentives.
<b>Burien</b>	Permit review times have become shorter and more predictable. We publish our permit review goals on our website.	Status quo. -- ADUs and Townhouses encouraged.	No	No	We may study incentive programs in 2008-2009.
<b>Carnation</b>	Conducting a review of City permitting to see if more efficiency can be achieved prior to the operation of the new sewer system.	Increased density in several zones in order to meet GMPC goals.	Developing an Economic Development Strategy to increase employment opportunities in the City.	No change.	
<b>Clyde Hill</b>	Permits approved within 2-3 weeks of a complete application.	The City has one residential zoning district.	Rented a city-owned home at affordable rates to families working in the School District or in municipal government to help address this issue.	(ARCH)	The City has not adopted or combined any tools/incentives.
<b>Covington</b>	Evaluating permit process to make improvements. Single permit center combining building, planning, and public works reduced processing time.	Minimum density is 85% of base density. Shadow platting is enabled. Capacity will increase by 900 units with annexations.	Zoning changed to allow both live-work and multi-story mixed-use development in the Town Center	No programs to preserve, replace or repair existing affordable housing in jeopardy of demolition have been instituted.	None
<b>Des Moines</b>	Removed unnecessary delays in project permitting. Routing of all development proposals for departmental reviews is also done concurrently.	Housing types include single family residences, accessory living quarters, townhouse, duplex and multifamily housing.	Adopted the Pacific Ridge Plan to redevelop the area with business and residential uses thereby increase in the jobs-to-housing balance.	Currently, Des Moines does not have any policies, programs or provisions in place to guarantee housing affordability.	No programs/provisions, tools or incentives to stimulate housing production, housing choice or housing affordability.

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<b>Federal Way</b>	Adopted many changes to the permit process. Develop yearly work programs to continually improve the permit process.	Added a zero lot line ordinance, cottage housing ordinance and small lot development ordinance within the last year.	Encouraged through mixed-use.	Requires new affordable housing that is built as part of code requirements or incentives to protect the units through covenants.	none at this time.
<b>Hunts Point</b>	No answer	The nature of Hunts Point as a single family residential community remains unchanged.	There is no commercial property all employment in Town is related to service industries and construction.	No answer (ARCH)	No such programs
<b>Issaquah</b>	Amended the Land Use Code to allow priority review for affordable housing.	Rezoned resulting in increased housing unit density generally only allowed if growth targets have not been met.	Supports countywide ARCH effort to balance jobs/housing by through mixed-use developments.	In 2006 the City approved fee waivers for a second special needs housing project that did not qualify as affordable housing. (ARCH)	TDR development rights can be transferred to areas along major streets or transit corridors.
<b>Kenmore</b>	No changes have been made to the permitting process to expedite affordable housing projects.	The City of Kenmore adopted zoning changes in 2003 that allowed higher densities in the downtown and bonuses for affordability.	Encourages more jobs and commercial growth, and allow mixed-use in the downtown.	Status Quo -- Part of King County programs.	Affordable housing projects can combine density, reduce parking requirements and waiver of impact fees.
<b>Kent</b>	Enacted many improvements. Expedited review considered on case-by-case basis.	Created Multifamily Townhouse and Mixed-Use zoning districts. Minimum lot size decreased to and 25% dwelling units may be attached in SFR.	Created Mixed Use zones. Jobs/housing balance is considered when establishing housing and jobs targets.	Same -- Home repair program for low-income homeowners.	New residential development standards reduce minimum lot size and allow ¼ of the dwelling units to be duplex or triplex in SFR zones.
<b>Kirkland</b>	Kirkland did not take any formal action on expedited permitting as part of the incentives adopted in 2004.	In Totem Center, minimum density of 50 dwelling units per acre. <i>New regulations may allow creation of parcels smaller than the minimum lot size.</i>	<i>Working to link existing and planned housing with the number of existing and planned jobs. Ratio will be 1.5 to 1 if targets are met.</i>	The City continues to work with ARCH.	Work program includes studying and implementing many strategies such as this, beginning in 2008.
<b>Maple Valley</b>	Permit time reduced through increased staffing levels, better permit tracking procedures, and the Basic/ Registered Plan process.	Regulations allow single-family, multi-family, and mixed use occupancies.	A majority of citizens find employment outside City jurisdictional boundaries. Trying to bring more jobs into the community.	No special programs in place at this time.	No special provisions to "stimulate" housing production.

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<b>Mercer Island</b>	Significant projects have pre-app. meeting with staff to promote predictable and expedient review.	No change from 2002. -- Mixed-use downtown and liberal ADU policy.	Promoted through mixed-use zones.	No change from 2002.	The City of Mercer Island hopes to be able to foster work force housing in the Town Center District with recent Code amendments.
<b>Normandy Park</b>	No changes.	No minimum density. We have increased capacity by the adoption of a Mixed Use zone that allows higher density development.	No, we do not.	No, we do not have this type of program.	We have no such programs.
<b>North Bend</b>	Does not apply due to moratorium.	A variety of housing types are permitted in all residential and most commercial zones.	Ability to accommodate a much greater number of jobs than target.	No direct regulations have been adopted by the City of North Bend to ensure preservation of existing affordable housing.	Not applicable at this time.
<b>Redmond</b>	Priority review for projects with 15% affordable units. Review process modified to reduce permitting time and increase predictability.	Adopted Cottage Housing regulations and a three year housing demonstration program. "Backyard Homes" allow subdivision of larger residential lots.	Encourages additional housing supply and variety, primarily to provide opportunity to reside close to employment.	Affordable units required through a Developer Agreement currently have a required time period of 30 years of affordability.	For residential development, bonuses are allowed to be combined.
<b>Sammamish</b>	Currently undergoing process improvement efforts. One goal is to establish predictable turnaround times for applicants.	<i>Town Center plan will include range of housing choices from 6 story flats to cottages. Minimum density is required at 85%.</i>	Jobs/housing ratio is very low. Town Center should help move that in better direction.	Existing affordable units if they exist could be preserved through programs contracted through ARCH.	The Town center will utilize a variety of regulatory tools and incentives to provide housing choices and affordable units.
<b>SeaTac</b>	SeaTac has streamlined permitting requirements and implemented tracking systems to expedite the process.	Neighborhood rezoned to higher density. Station Area upzoned for higher density residential projects.	Status Quo.	City worked with the Port regarding the relocation of mobile home park residents displaced by Noise Abatement Program.	Consultant will assist with the creation of development incentives
<b>Seattle</b>	In the most recent three-month period the City issued over 80% of building permits for all construction types within 120 days.	Increased capacity downtown by about 5,000 units. Further increases in the City's zoning capacity for housing expected..	City added numeric goals citywide and in each urban center for the ratio between jobs and housing.	Developers can obtain increased development capacity in the Downtown incentive program is by preserving existing affordable housing.	Housing development and preservation is often funded from various incentive programs (TDR, Bonus).

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<b>Shoreline</b>	Clients have reacted positively to improved customer service and other changes noted in the 2002 response.	In areas where increased densities are permitted by the Comprehensive Plan, there has been an increase in rezone requests since 2002.	Recent Buildable Lands Update shows that new housing capacity exceeds the current estimate of likely new job capacity.	Same	Density bonus for affordable housing, as well as property tax exemptions could be applied in specific areas of the city.
<b>Tukwila</b>	Status Quo	Housing Options Program allows for a range of housing types on smaller lots. Zoning change to allow fee-simple townhouses proposed.	Urban Center plan will include mixed-use housing to address housing in proximity to jobs in the Tukwila Urban Center.	Status Quo	Tukwila is not currently combining specific tools and incentives to increase housing.
<b>Woodinville</b>	Does not offer preferences to affordable housing when considering permit turn around times.	The city does encourage mixed uses, especially in the downtown core.	There continues to be networking with large employers with regards to relocating pieces of their organization to Woodinville.	Deed restrictions are placed on affordable units. (ARCH)	We do have such incentives which would add density.
<b>King County</b>	Large developments can file registered plans, then basic permits issued as needed without review.	Unincorporated urban-area capacity may be increasing in part due to higher density of recent redevelopment.	Growth targets developed for all areas in county based on subarea job forecasts.	Housing Finance program helps groups acquire or rehabilitate affordable housing, guaranteed affordable for 30 years.	Reductions to parking, open space and recreation standards for affordable housing density bonus units.

	<b>Other Housing Actions</b>	<b>"Your Analysis"</b>
<b>Beaux Arts Village</b>	The Town is single-family residential.	Does not apply.
<b>Bellevue</b>	Increased housing capacity in several areas including Bel/Red. Studying SF development to encourage more compatible infill.	ARCH member for 15 years. Market factors inhibit affordable housing development.
<b>Burien</b>	Status quo --.In-fill encouraged by recognizing legality of non-conforming existing small lots.	
<b>Carnation</b>	Attempting to provide a range of housing choices and prices. In discussions with ARCH to see if we can join.	Waiting to evaluate the effects of the new sewer system.
<b>Clyde Hill</b>	<i>The City has increased its contribution and support of ARCH since 2002.</i>	The price of land in the City has rapidly increased to levels that make many of the tools/incentives non-applicable.
<b>Covington</b>	Encouraging non-detached ownership housing; promoting in-fill; promoting home ownership.	Searching for incentives or other ways to encourage affordable housing and mixed-use housing in the community.
<b>Des Moines</b>	No additional actions to promote housing development and/or promote affordability.	Des Moines has no perspectives on housing issues to share at this time.

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<b>Federal Way</b>	Height has also been increased in the city center core and frame and the BC zones to encourage mixed use residential.	Public education still is a major issue.
<b>Hunts Point</b>	No answer	No experience
<b>Issaquah</b>	Condition of the cluster housing provisions is that the development must include affordable housing.	Fee waivers have not been a driver for getting affordable housing here.
<b>Kenmore</b>	A range of housing types (single detached, attached, townhouses, condos) allowed in all residential zones.	Density Incentives seem to be most effective.
<b>Kent</b>	Short plat process allowed for up to 9 lots. Density is calculated on entire parcel including sensitive areas.	Best tools include preserving affordable housing, ADU's, small lot sizes, townhousest, duplexes, clustering, and inclusionary zoning.
<b>Kirkland</b>	Efforts to Identify surplus properties and vacant, underutilized properties for affordable housing opportunities.	While many strategies have not been taken advantage of to date, we expect the height incentives and the tax exemptions to be effective.
<b>Maple Valley</b>	Evaluating the likelihood of disposing of surplus property for residential development.	Additional multi-family and multi-use zoning may provide increased affordable housing opportunities than what currently exists.

	<b>Other Housing Actions</b>	<b>"Your Analysis"</b>
<b>Mercer Island</b>	Hopes to be able to foster work force housing in the Town Center District.	
<b>Normandy Park</b>	We do not have any housing promotion programs.	
<b>North Bend</b>	The City has a goal to have home ownership at 70% of all housing units. Homes in LDR and CR zones are required to be fee-simple.	
<b>Redmond</b>	Actively pursuing the Comprehensive Plan vision of providing more housing choice and affordability.	Created approximately 100 units, with an additional 100 units (approximately) coming on line in the next couple of years through inclusionary zoning.
<b>Sammamish</b>	Town center plan and 2006 Housing Strategy are two efforts undertaken to date.	We produce no affordable housing now so anything is a movement in the right direction.
<b>SeaTac</b>	Allows access roads to be counted as part of a short plat's lot area.	Attempted to spur housing development and preservation through various activities .
<b>Seattle</b>	Single purpose residential on commercial land in some locations. Affordable housing levy renewed in 2002. Support for green building.	

	<b>Other Housing Actions</b>	<b>"Your Analysis"</b>
<b>Shoreline</b>	Property tax exemption is useful tool in parts of the city. Housing task force developing strategies.	
<b>Tukwila</b>	City owns 3 transitional housing units. Variance granted to enable Habitat for Humanity to develop a single-family home.	
<b>Woodinville</b>	The incentives listed in this document.	Inventory of lands are decreasing and more environmental constraints exist making developments more expensive & complicated.
<b>King County</b>	Significant new affordable housing has been created over the past five years in Master Planned Communities and on surplus property sites.	