APPENDICES

The following appendices provide further detail of the supporting analysis of this background report, as well as documentation of SeaTac's recently completed Housing Action Plan (HAP) and the implementation steps identified through that planning process that have been integrated into the Envision 2044 Housing & Human Services Comprehensive Plan Element.

Appendix A: SeaTac 2024 Comprehensive Plan Land Capacity Analysis Methodology and Results Report details the results and methodology used to assess SeaTac's zoned land capacity to meet the city's allocated housing growth targets at both the citywide level and by income band, as required by the Growth Management Act (GMA).

Appendix B: SeaTac Housing Action Plan (HAP) identifies housing needs in SeaTac and strategies that promote more housing options for current and future residents at all income levels and support increases in the housing supply.

Appendix C: HAP Report - Housing Inventory & Assessment Report (HIAR) *(includes SeaTac Displacement Risk Assessment)* is a detailed housing needs assessment and gap analysis used to support the development of the housing policies and action steps identified in this comprehensive plan. The Displacement Risk Assessment the appendix of this document shares information about displacement, summarizes displacement risks particular to SeaTac, and offers a toolkit of potential approaches to slowing or mitigating displacement. (This document is also an appendix to the HAP.)

HOUSING & HUMAN SERVICES BACKGROUND REPORT APPENDICES

Appendix A: Land Capacity Analysis Methodology Report

Housing and Human Services Background Report

APPENDIX A

SeaTac 2024 Comprehensive Plan Land Capacity Analysis Methodology and Results Report

Background

As part of SeaTac's 2044 Comprehensive Plan update, Leland Consulting Group (LCG) was retained as part of a consultant team led by Otak to complete an analysis of land capacity for housing and jobs, including considerations of housing by income band as required by HB 1220 (2021), codified in RCW 36.70A.070(2)(c) and adequate provisions for meeting all housing needs as also required by HB 1220 (2021), codified in RCW 36.70A.070(2)(d). This memo outlines the methodology and results of this analysis, using the process outlined in the Washington Department of Commerce's 2023 guidebook "Guidance for Updating Your Housing Element."

Land Capacity Analysis

Housing and Jobs Targets

SeaTac is required to show **land capacity to meet 2044 targets for housing units and jobs** based on the Washington Office of Financial Management countywide projections as allocated to jurisdictions through the Countywide Planning Policies. As outlined in the 2021 King County Countywide Planning Policies, SeaTac must show capacity to accommodate **5,900 new Housing Units** and **14,810 new jobs** between 2019 and 2044.

The housing unit targets are further broken down by what income band the housing units can serve, expressed as a percentage of the HUD Area Median Income (AMI). The AMI is determined by the U.S. Department of Housing and Urban Development (HUD), and is generally higher than the Census-reported Median Household Income for a given city, since it is a countywide metric. It is based on Census-reported family income, which includes families of related persons, excluding one-person households. Therefore, the AMI is inherently adjusted for the various family sizes of the Census respondents.

The table below shows the AMI for King County at various levels.

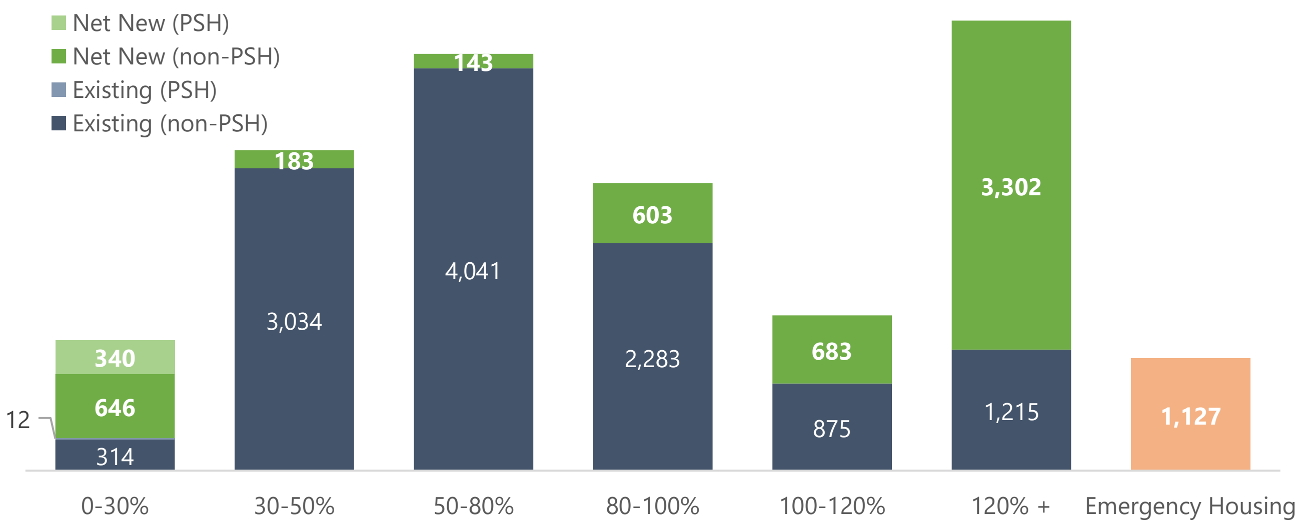
Figure 1. King County AMI at Various Income Levels

30%	50%	80%	100%	120%
$43,950	$73,250	$117,200	$146,500	$175,800

Source: HUD

The housing targets for families earning under 30% AMI are broken down into permanent units (i.e. standard housing units) and permanent supportive housing (PSH), defined in the Department of Commerce guidebook as "subsidized, leased housing for people who are experiencing homelessness or are at risk of homelessness and living with a disabling condition." Finally, each jurisdiction received a housing target for emergency housing, defined as "temporary accommodations for households who are experiencing homelessness or are at imminent risk of becoming homeless." SeaTac's housing baseline and 2044 targets by income band are shown below:

Figure 2. SeaTac Existing and Target Housing Units by Income Band, 2019-2044



Source: 2021 King County Countywide Planning Policies (as amended 3/2023)

Vacant and Redevelopable Parcels and Pending Development

The first step in the land capacity analysis is to determine which parcels could accommodate new development over the 20-year planning horizon. The City provided GIS data from their most recent Land Capacity Analysis classifying parcels in SeaTac as **vacant**, **redevelopable** (based on low building to land value ratio and other considerations), or **constant** (not likely to change over the next 20 years). Working with city staff, LCG updated the set of vacant and redevelopable parcels to account for new development which has taken place since the Buildable Lands assessment as well as planned and proposed development. Additionally, environmentally constrained acreage was provided in the City's parcel data. This acreage was excluded from the total parcel acreage of vacant and redevelopable parcels. The total parcel acreage by zone classified as vacant and redevelopable, as well as critical area acreage by zone, is shown below in Figure 3.

Figure 3. Gross Acreage and Critical Area Acreage by Zone for SeaTac LCA

	Vacant			Redevelopable		
Zone	Gross Acres	Critical Area Acres	Unconstrained Gross Acres	Gross Acres	Critical Area Acres	Unconstrained Gross Acres
UL-15,000	11.6	1.5	10.1	35.2	1.8	33.4
UL-9,600	0.6	0.0	0.6	8.7	0.0	8.7
UL-7,200	197.0	86.9	110.1	412.2	5.0	407.3
T	0.3	0.0	0.3	6.0	0.0	6.0
UM-3,600	0.5	0.0	0.5	0.3	0.0	0.3
UM-2,400	3.6	0.0	3.6	18.2	0.0	18.2
MHP	13.6	0.1	13.5	0.0	0.0	0.0
UH-1,800	3.2	0.6	2.6	8.9	0.0	8.9
UH-900	52.6	8.5	44.1	70.7	7.9	62.7
UH-UCR	0.6	0.0	0.6	6.9	0.0	6.9
NB	1.2	0.0	1.2	2.1	0.0	2.1
O/C/MU	2.8	0.0	2.8	0.4	0.0	0.4
OCM	0.0	0.0	0.0	7.0	0.0	7.0
CB	5.5	0.3	5.3	17.3	0.0	17.3
CB-C	8.3	0.0	8.3	103.6	1.7	102.0
RBX	13.8	1.6	12.2	36.2	0.9	35.3
I	17.4	6.3	11.1	38.4	9.5	28.9
AVC	199.7	32.2	167.5	0.2	0.0	0.2
AVO	0.0	0.0	0.0	0.0	0.0	0.0
P	0.0	0.0	0.0	0.0	0.0	0.0
HDS-OZ	0.0	0.0	0.0	10.2	2.2	8.0

Source: City of SeaTac, Leland Consulting Group

Next, development which has occurred since 2019 or is planned, proposed, or under construction was totaled. These new housing units and jobs **count towards the growth targets**, since the baseline established by King County was for 2019. This **recent and forthcoming development totals 2,235 housing units and 477 jobs**. Details of pending jobs and housing units are shown below in Figure 4.

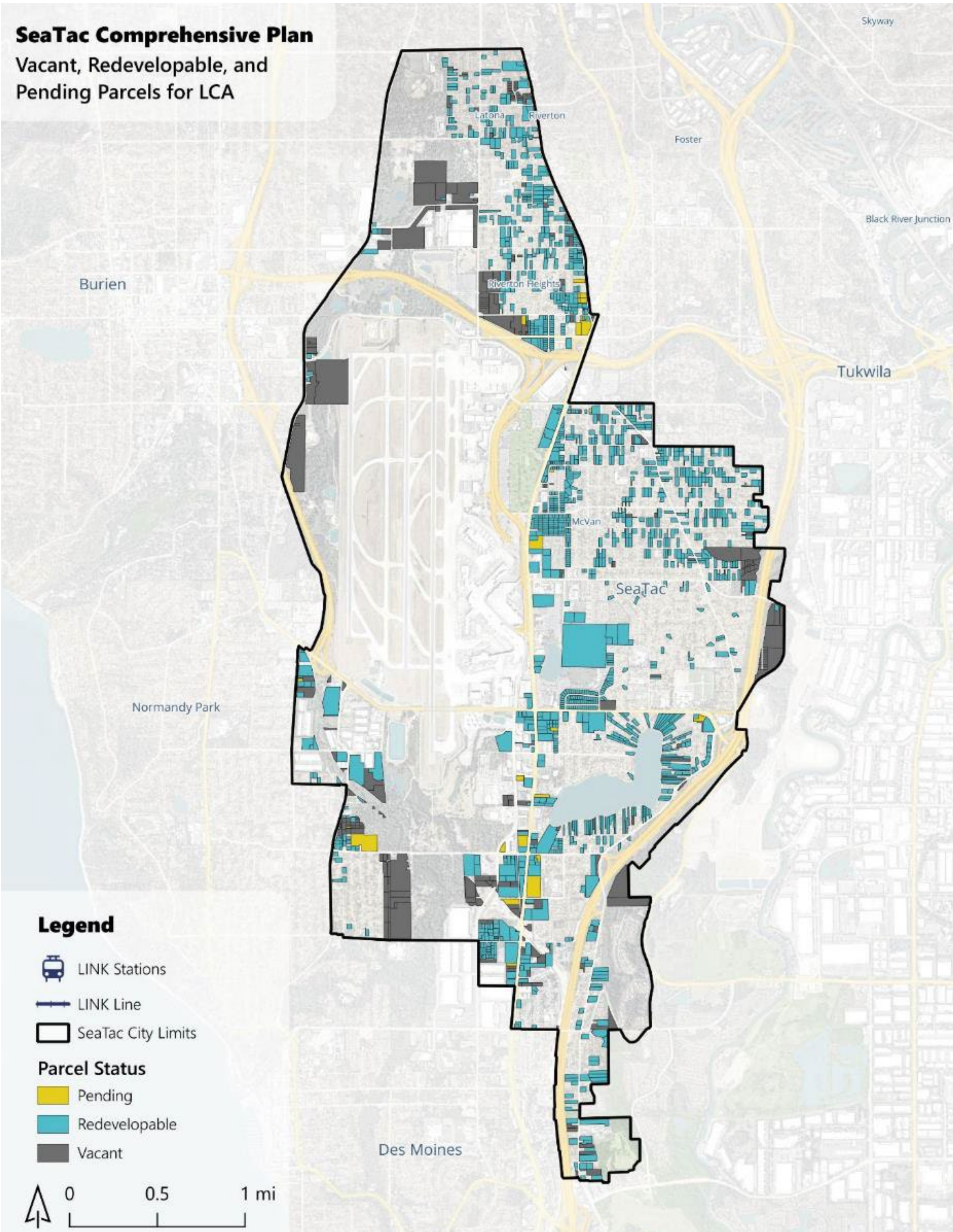
Figure 4. Pending Development (since 2019 and proposed/under construction) in SeaTac for LCA

Project Name/Notes	Zone	Project Type	Acres	Townhomes	Mutifamily Units	Jobs
Polaris Apartments @SeaTac	CB-C	Mixed Use	2.9	0	365	31
Adara Apartments @ SeaTac	CB-C	Mixed Use	1.4	0	220	14
Amelia Apts	CB-C	Multifamily	0.5	0	108	0
Angle Lake Apts/Mercy HousingMixed Use	RBX	Mixed Use	0.8	0	130	18
Time (GMC) APARTMENTSMixed Use	CB-C	Mixed Use	2.1	0	289	3
SEATAC AIRPORT HOTEL AND APARTMENTSMixed Use	CB-C	Mixed Use	2.9	0	182	0
Cymbaluk DevelopmentMixed Use	I	Mixed Use	6.2	0	741	12
Mayer Court Apartments	CB-C	Multifamily	1.8	0	117	17
Angle Lake Apartments	UH-900	Multifamily	0.9	0	56	0
Victoria Townhomes	T	Townhomes	0.8	9	0	0
Sibo Apartments	UM-2,400	Multifamily	0.2	0	5	0
Tarmac Heights Apartments	UH-900	Multifamily	0.2	0	13	0
Candelwood Suites Hotel	UH-900	Hotel	0.9	0	0	27
Jiffy Park Expansion	CB-C	Parking	2.3	0	0	10
International Boulevard Site Development	CB-C	Retail	1.8	0	0	52
Bridge Point SeaTac 300	I	Industrial	9.1	0	0	207
Secure Space Self-Storage	RBX	Storage	1.8	0	0	8
Home 2 Suites	CB-C	Hotel	0.7	0	0	22
Avid Hotel	CB-C	Hotel	1.1	0	0	34
Park-N-Jet Expansion	RBX	Parking	4.8	0	0	21
Total				**9**	**2,226**	**477**

Source: City of SeaTac, Leland Consulting Group

The map below shows the locations of parcels classified as vacant (in grey), redevelopable (in blue), and parcels with pending units or jobs constructed since 2019, planned, or under construction (in yellow).

Figure 5. Vacant and Redevelopable Parcels and Recent/Pending Development in SeaTac, 2023



Source: City of SeaTac, MapTiler, CoStar, King County, Leland Consulting Group

Reduction Factor

Commerce's HB 1220 guidance indicates that jurisdictions should reduce the amount of vacant and redevelopable acreage by a reasonable amount to account for land which may not be available for redevelopment due to the need for new **right-of-way, public space, stormwater facilities, or other dedications**, as well as a reasonable estimate of the amount of land that will remain unavailable due to the **market**. The Department of Commerce suggests a minimum reduction of 15% for vacant parcels and 25% for redevelopable parcels. Using this as a baseline, LCG conducted additional analysis on reduction factors based on the recommended methodologies outlined in the Department of Commerce's 2018 "Review and Evaluation Program Buildable Lands Guidelines." LCG analyzed market factor in three ways as follows:

- **Zone Trends Method A**: This analysis considered how much land in each zone was redeveloped over the past five years compared with the amount of *currently vacant and redevelopable land* in the zone. The acreage redeveloped over the past five years was multiplied by four to extrapolate a continuation of recent trends in that zone over the next 20 years. A reduction factor was then calculated based on the share of total vacant and redevelopable land in the zone that would redevelop assuming a continuation of recent trends.
- **Zone Trends Method B**: This analysis considered how much land in each zone was redeveloped over the past five years compared with *total land* in the zone. The acreage redeveloped over the past five years was multiplied by four, as above, to extrapolate recent trends extending out over a 20 year horizon. A reduction factor was then calculated based on the share of total zone acreage represented by a continuation of recent trends.
- **Improvement Value Method**: This method calculated a reduction factor based on improvement (building) value as a share of total parcel value in each zone. This analysis essentially assigns a higher rate of future development to zones with lower-value buildings when compared to land value.

The overall trends seen by each method were similar, although the two "Zone Trends" methods resulted in numerous zones with 100 percent reduction factors, since there had not been recent development in those zones. The "Improvement Value Method" was more nuanced but did not necessarily reflect trends of more intensive development in the Urban Center as accurately. Therefore, the results of all three methods were **averaged** for each zone to determine the final reduction factor. Finally, the reduction factor for **vacant parcels** was reduced by 10 percent, following the baseline Commerce guidance showing that vacant parcels are more likely to redevelop than those classified "redevelopable." The total unconstrained gross acres by zone were reduced by these final reduction factors to arrive at the net developable acreage in each zone, as shown below.

Figure 6. Deduction Factors and Total Vacant and Redevelopable Acreage for SeaTac LCA

Zone	Vacant Unconstrained Gross Acres	Vacant Deduction Factor	Net Vacant Acres	Redevelopable Unconstrained Gross Acres	Redevelopable Deduction Factor	Net Redevelopable Acres	Total Net Acres
UL-15,000	10.1	79%	2.1	33.4	88%	4.0	6.0
UL-9,600	0.6	79%	0.1	8.7	88%	1.0	1.1
UL-7,200	110.1	78%	24.4	407.3	86%	55.1	79.7
T	0.3	51%	0.1	6.0	56%	2.6	2.7
UM-3,600	0.5	87%	0.1	0.3	97%	0.0	0.1
UM-2,400	3.6	83%	0.6	18.2	92%	1.4	2.0
MHP	13.5	60%	5.4	0.0	67%	0.0	5.4
UH-1,800	2.6	83%	0.4	8.9	92%	0.7	1.2
UH-900	44.1	78%	9.7	62.7	87%	8.3	20.7
UH-UCR	0.6	22%	0.5	6.9	25%	5.2	5.7
NB	1.2	74%	0.3	2.1	82%	0.4	0.7
O/C/MU	2.8	63%	1.0	0.4	70%	0.1	1.2
OCM	0.0	65%	0.0	7.0	72%	1.9	1.9
CB	5.3	71%	1.5	17.3	79%	3.7	5.6
CB-C	8.3	53%	3.9	102.0	59%	41.4	51.4
RBX	12.2	51%	6.0	35.3	57%	15.3	21.2
I	11.1	39%	6.8	28.9	43%	16.5	24.6
AVC	167.5	75%	41.7	0.2	83%	0.0	41.8
AVO	0.0	75%	0.0	0.0	84%	0.0	5.7
P	0.0	75%	0.0	0.0	84%	0.0	0.0
HDS-OZ	0.0	83%	0.0	8.0	92%	0.6	0.6

Source: City of SeaTac GIS and Permit Data, WA Department of Commerce, CoStar, King County Assessor, Leland Consulting Group

Housing and Job Density Assumptions

Having established the amount of available developable acreage, the next step in the analysis was to determine the share of this acreage which may redevelop as residential and nonresidential uses in each zone. This was based on recent and permitted development trends as well as input from SeaTac staff. Figure 8 below shows the percentage of net acreage in each zone assumed to redevelop as residential uses, with the remaining assumed to redevelop as commercial uses.

The next step was to estimate the density at which the residential acreage could redevelop. Following Commerce guidance, low- and moderate- zones are assumed to redevelop at the **maximum allowed density in the zoning code**. This was calculated based on minimum lot size in each zone. (Note that additional capacity for middle housing and ADUs in low-density zones will be addressed at the parcel level later in this report.) Housing unit density assumptions for multifamily zones are based on the **density of recent development** over the past five years in those zones or adjacent zones with similar density allowances. The density assumptions for each zone that allows housing are shown below in Figure 7. These densities were applied to the net vacant and redevelopable acreage shown above in Figure 6 to determine housing unit capacity in each zone.

Figure 8. Share of Acreage Expected to Redevelop as Residential Uses by Zone in SeaTac

Zone	% Residential
UL-15,000	100%
UL-9,600	100%
UL-7,200	100%
T	100%
UM-3,600	100%
UM-2,400	100%
MHP	100%
UH-1,800	100%
UH-900	100%
UH-UCR	50%
NB	25%
O/C/MU	25%
OCM	25%
CB	70%
CB-C	70%
RBX	50%
I	30%
AVC	0%
AVO	0%
P	0%
HDS-OZ	100%

Source: City of SeaTac, CoStar, Leland Consulting Group

Figure 7. Housing Density Assumptions for SeaTac LCA

Zone	Assumed Density for LCA (du/ac)
UL-15,000	2.9
UL-9,600	4.5
UL-7,200	6.1
T	24.0
UM-3,600	12.1
UM-2,400	18.2
UH-1,800	24.2
UH-900	61
UH-UCR	24.0
NB	55.0
O/C/MU	55.0
OCM	55.0
CB	121.0
CB-C	121.0
HDS-OZ	8.7

Source: City of SeaTac, CoStar, Leland Consulting Group

Employment density was calculated in two steps. Some recent developments in the city have seen ground floor commercial spaces in residential buildings, and this trend is expected to continue. In order to quantify the potential for employment in mixed-use residential buildings, a number of regional developments in the Puget Sound area with ground floor commercial space were analyzed to determine an average job density of **10 jobs per acre** in this type of development. This job density was then applied to 25-50 percent of the expected acreage of mixed-use development in the UH-900, UH-UCR, NB, O/C/MU, OCM, CB, CB-C, and RBX zones from the previous step, based on staff expectations and zoning code requirements for ground floor commercial. This generated a total capacity of **67 jobs** in mixed-use buildings.

To estimate employment capacity on the expected nonresidential vacant and redevelopable acreage, **FAR** for regional prototypes for office, health care, hotel, industrial, and neighborhood-scale retail buildings were analyzed and then converted into **jobs per acre** using employment density assumptions from the 2021 King County Urban Growth Capacity Report. Job density assumptions are shown below. These prototypes and densities were then applied to the nonresidential available acreage by zone in various shares corresponding to potential future development patterns to determine potential employment capacity.

Figure 9. Prototype Job Density Assumptions Used in SeaTac LCA

Office Jobs/Acre	Hotel Jobs/Acre	Industrial Jobs/Acre	Neighborhood Retail Jobs/Acre
659	30	8	67

Source: CoStar, Urban Footprint, Leland Consulting Group

Additional Airport Jobs

The Seattle-Tacoma International Airport was considered separately for this analysis. Based on a study conducted for the Port of Seattle's Sustainable Airport Master Plan[1] a recent study quantifying the potential impacts of proposed terminal expansions, the potential for 4,900 additional jobs by 2044 was applied to the airport parcel and added to the jobs capacity totals.

Additional ADU and Middle Housing Capacity

HB 1337 and HB 1110, passed in 2023, require that Washington cities allow for increased ADUs and middle housing types, respectively, on lots zoned for single-family development. SeaTac is obligated to allow at least two units per lot citywide and four units per lot near frequent transit under HB 1337, and the City is also required to allow two ADUs, detached or attached in any configuration, on all lots under HB 1110. Based on Commerce guidance and recent trends, the City assumed that up to 10 percent of landowners may choose to construct an ADU and up to 5 percent may choose to construct middle housing (i.e. duplexes). Therefore, the total number of parcels in single-family zones was multipled by 15 percent to arrive at a potential **additional capacity of 844 additional units** of housing over 20 years from ADUs and middle housing types.

Overall Results

Figure 10 below shows the results of the housing and jobs capacity analysis. Pending units or jobs developed since the baseline and/or permitted but not yet constructed are shown in dark blue, ADU and Middle Housing capacity is shown in light blue, and additional zoned capacity for housing and jobs calculated as detailed above is shown in green. Overall, **SeaTac has sufficient capacity to meet and exceed both housing and jobs targets**. Although recent development has been somewhat weighted towards housing, given market demand, SeaTac does have adequate zoned capacity to meet the employment targets, particularly as markets shift in the coming decades and the city takes steps to encourage more job growth. As a result of new state legislation passed in 2021, the city must also break down the total housing capacity by the potential income bands served, detailed in the following section of this report.

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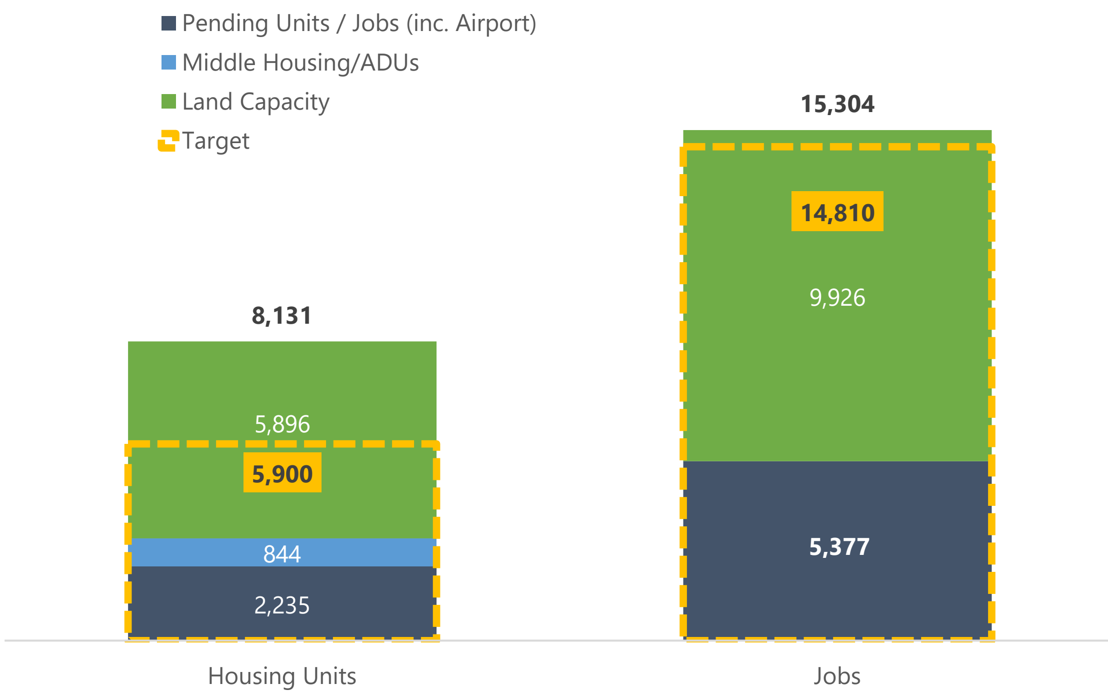
[1] Source: SEA Sustainable Airport Master Plan, Technical Memo #5. Page 1-17, Table 1-2. https://www.portseattle.org/sites/default/files/2018-05/TM-No-05-Facility-Requirements.pdf

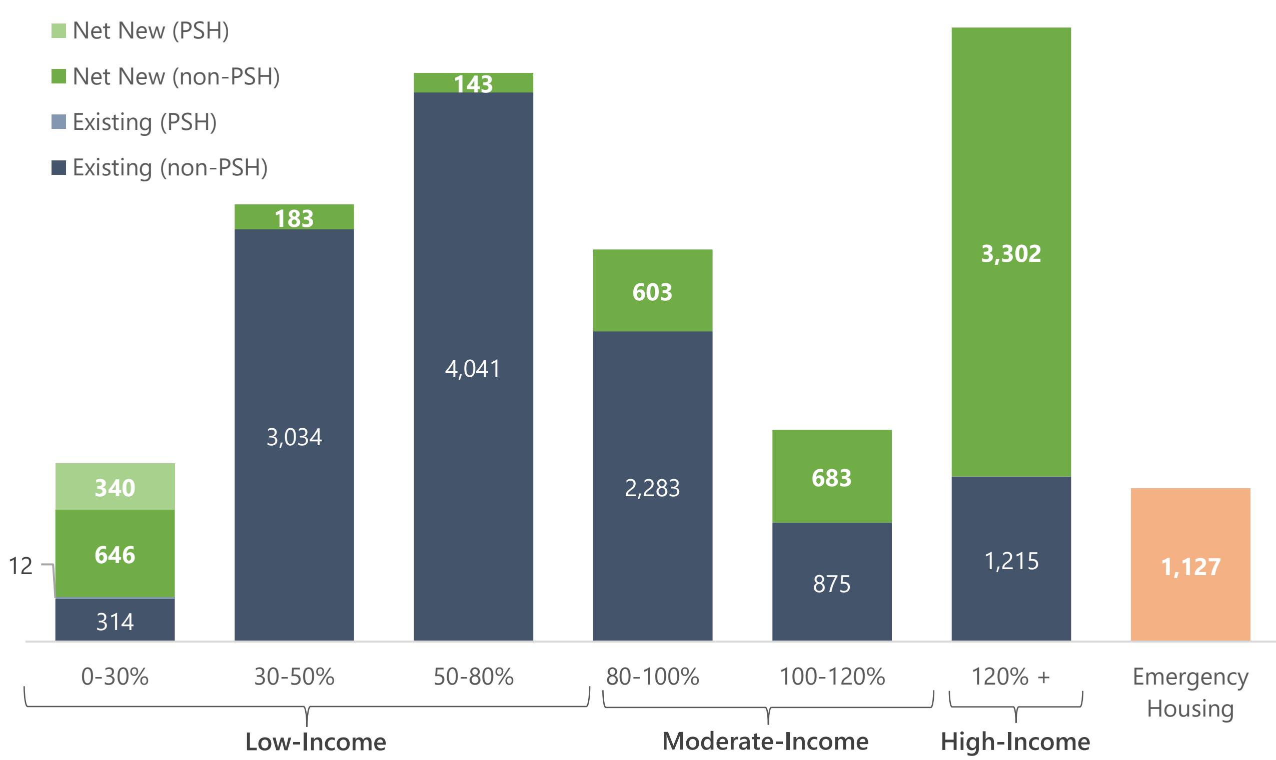
Figure 10. SeaTac Net New Housing Unit and Jobs Targets and Results, 2019-2044



Housing Needs by Income Band

HB 1220 requires jurisdictions to analyze their housing capacity by what household income level the new units can serve. Each county establishes income-based targets for each city within the county, and the cities must then demonstrate that they have sufficient land capacity for the number of units allocated in each income band, as well as capacity for emergency housing units. SeaTac's existing and target housing units for the 2019-2044 period are shown beloFw in Figure 11.

Figure 11. SeaTac Existing and Target Housing Units by Income Band, 2019-2044



Source: King County 2021 Countywide Planning Policies (as amended in 2023)

Pending Units by Income Band

> ### Income Categories
> This analysis uses three main income categories:
>
> **Low-Income** (Households earning under 80% AMI)
>
> **Moderate-Income** (Households earning 80-120% AMI)
>
> **High-Income** (Households earning more than 120% AMI)

The first step in this analysis is to break down the units which have been built since 2019, are proposed, or are under construction by the income level that they will serve. LCG analyzed existing average rents by zone and by unit size based on data from CoStar. Average ownership housing prices for single-family homes and condos from Zillow were also analyzed. These rents and housing prices were then compared to the HUD Area Median Income (AMI) for the appropriate household size to determine what income levels (as a percentage of the AMI) could afford to rent or purchase housing in SeaTac without being cost-burdened (defined as spending more than 30 percent of household income on housing costs). The table below shows the breakdown of recent and planned units by income bracket and zone based on this analysis. Note that the relatively large amount of low-income pending units are likely due to local housing market conditions and lower average rents in SeaTac compared with King County as a whole. This is also likely related to the City's relatively low household incomes when compared with the Countywide AMI.

Figure 12. Breakdown of Pending (Recent and Planned) Units by Income Band

AMI	Pending Units
0-30%	0
30-50%	0
50-80%	1,966
80-100%	260
100-120%	9
120% +	0

Source: City of SeaTac, CoStar, Leland Consulting Group

Land Capacity by Income Band

The next step in this analysis is to break down the land capacity for future units into income bands that those units could serve. Following Department of Commerce guidance, this is accomplished by grouping zones into **zone categories** based on the housing types that are allowed, and associating those zone categories with potential income levels that can be served by development in those zones, as shown below in .

Figure 13. Commerce Guidance on Income Levels Served by Zone Categories

Zone category	Typical housing types allowed	Lowest potential income level served		Assumed affordability level for capacity analysis
		Market rate	With subsidies and/or incentives	
Low Density	Detached single family homes	Higher income (>120% AMI)	Not typically feasible at scale*	**Higher income (>120% AMI)**
Moderate Density	Townhomes, duplex, triplex, quadplex	Moderate income (>80-120% AMI)	Not typically feasible at scale*	**Moderate income (>80-120% AMI)**
Low-Rise Multifamily	Walk-up apartments, condominiums (2-3-floors)	Low income (>50-80% AMI)	Extremely low and Very low income (0-50% AMI)	**Low income (0-80% AMI) and PSH**
Mid-Rise Multifamily	Apartments, condominiums	Low income (>50-80% AMI)	Extremely low and Very low income (0-50% AMI)	**Low income (0-80% AMI) and PSH**
ADUs (all zones)	Accessory Dwelling Units on developed residential lots	Low income (>50-80% AMI)	N/A	**Low income (>50-80% AMI) – Group with Low-Rise and/or Mid-Rise Multifamily**

Source: WA Department of Commerce, "Guidance for Updating Your Housing Element" (August 2023)

SeaTac's current zoning classifications and associated housing types are shown below, along with the net unit capacity by zone. Note that the UH-1,800 and UH-900 zones both allow and contain a wide variety of housing types corresponding to both the Moderate Density and Low-Rise classifications. Therefore, the capacity in these zones was split between these two zone categories:

Figure 14. Zone Categories and Housing Types in SeaTac

Zone	Zone	HB 1220 Zone Category	Housing Types	Net Unit Capacity
Urban Low Density 15,000	UL-15,000	Low Density	Detached single-family homes	14
Urban Low Density 9,600	UL-9,600			3
Urban Low Density 7,200	UL-7,200			367
High Density Single-Family Overlay Zone	HDS-OZ			56
Townhouse	T	Moderate Density	Townhomes, duplex, triplex, quadplex	1
Urban Medium Density 3,600	UM-3,600			32
Urban Medium Density 2,400	UM-2,400			0
Urban High Density 1,800 (half)	UH-1,800	Moderate Density	Townhomes, duplex, triplex, quadplex, walk-up	16
Urban High Density 900 (half)	UH-900	& Low-Rise (1/2	apartments, condominiums (2-3 stories)	1,096
Urban High - Urban Center Residential	UH-UCR	Mid-Rise	Apartments, condominiums	53
Neighborhood Business	NB			9
Office/Commercial/Mixed-Use	O/C/MU			15
Office/Commercial Medium	OCM			27
Community Business	CB			440
Community Business in the Urban Center	CB-C			3,761

Source: Washington Department of Commerce, Leland Consulting Group

Following this classification, the zone categories are then **aggregated and assigned to affordability levels** based on Commerce guidance and the previously discussed rent and housing price analysis conducted by LCG. The previously discussed additional parcel-level ADU and Middle Housing capacity is added at this step and assigned to the moderate-income (80-120% AMI) category. The aggregated capacity by zone category is shown below:

Figure 15. Affordability Levels by Aggregated Zone Category in SeaTac

HB 1220 Zone Category	Housing Types Allowed	Additional Unit Capacity	Assumed Affordability Level for Capacity Analysis
Low Density	Detached single-family homes	390	120% +
Moderate Density	Townhomes, duplex, triplex, quadplex	645	80-120%
Low-Rise	Walk-up apartments, condominiums	556	0-80%
Mid-Rise	Apartments, condominiums	4,305	0-80%
ADU + MH	Accessory Dwelling Units, duplexes	844	80-120%

Source: Washington Department of Commerce, Leland Consulting Group

Finally, the housing targets by income band are compared with the above capacity breakdown by income band. In addition, pending units which were previously distributed by income band as shown above in Figure 12 are added in at this point to account for development which has occurred since 2019 and/or is permitted, planned, or under construction. The results are shown below in Figure 16.

Figure 16. SeaTac Housing Targets and Capacity by Income Band

Income Band	Housing Needs	Pending Units	Remaining Needs	Aggregated Remaining Needs	Total Capacity	Surplus/ Deficit
0-30 PSH	340	0	340	-654	4,861	**5,515**
0-30 Non PSH	646	0	646			
30-50	183	0	183			
50-80	143	1,966	-1,823			
80-100	603	260	343	1,017	1,489	**472**
100-120	683	9	674			
120+	3,302	0	3,302	3,302	390	**(2,912)**
Total	**5,900**	**2,235**	**3,665**	**3,665**	**6,740**	**3,075**

Source: Washington Department of Commerce, Leland Consulting Group

Overall, this analysis shows that SeaTac has sufficient overall housing capacity to meet its growth targets, as discussed in the previous section of this report. The GMA requires that cities show sufficient capacity for low- and moderate-income households – the 0-80% AMI and 80-120% AMI categories. **SeaTac has a surplus in both of these zone categories, satisfying the requirements of HB 1220**.

As shown above, SeaTac has a deficit of capacity in the 120% AMI category. **Statute does not require that this deficit be addressed through zoning**, and as noted previously, there is an overall surplus of zoned capacity for housing. However, the targets reflect an expectation for a larger influx of higher-income households into the city in the coming decades brought on by the increase in regional housing demand. Traditionally, these households have been served by single-family detached housing units at the higher end of the housing market. Due to the lack of available land for additional, new construction of single-family detached housing in SeaTac, these households may increase demand for existing housing stock that is currently serving lower-income levels, subsequently increasing their costs. In order to alleviate this cost pressure, and also due to the overall lack of single-family detached housing, households across the income spectrum may be forced to look to housing options in the other zone categories, such as duplexes, fourplexes, and higher-end apartments or condominiums, rather than in the more traditional single-family development patterns which have served higher-income households in the past.

Land Capacity for Emergency Housing

RCW 36.70A.070(2)(c) requires that, in addition to land capacity for permanent housing, jurisdictions also show sufficient land capacity for their allocations of emergency housing as part of their comprehensive plan updates. This section outlines the methodology and results of this analysis, which is based on the Emergency Housing Land Capacity Analysis Option A (occupancy/intensity method) as outlined on pp. 44-48 of the WA Department of Commerce's "Guidance for Updating Your Housing Element" (August 2023).[2]

SeaTac Municipal Code Chapter 15.105.050 defines "Emergency housing" as "*temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that are intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement.*" "Emergency shelter" is defined as "*an indoor facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelters may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day cooling and warming centers that do not provide overnight accommodations.*"

As part of this Comprehensive Plan update, the City is adopting a wide range of changes to its zoning code, including changes to zoning designations and use tables. This analysis of Emergency Housing land capacity is based on the proposed zoning changes which the City plans to adopt along with the 2024 Comprehensive Plan update. Under these proposed changes, Emergency Housing and Emergency Shelter will be allowed as permitted uses in the RL, RM, URM, MHP, RH, URH, URH-MU, NVM, UVM, UVH, CB, CB-C and RBX zones. The table at right shows the existing zoning designations in SeaTac and the corresponding new zoning designations after the proposed changes will take effect. This analysis considered parcels which were classified as "Vacant" or "Redevelopable" in the overall land capacity analysis detailed above which were located in the proposed zones in which emergency housing will be allowed, based on conversion of existing zoning to new zoning as shown at right.

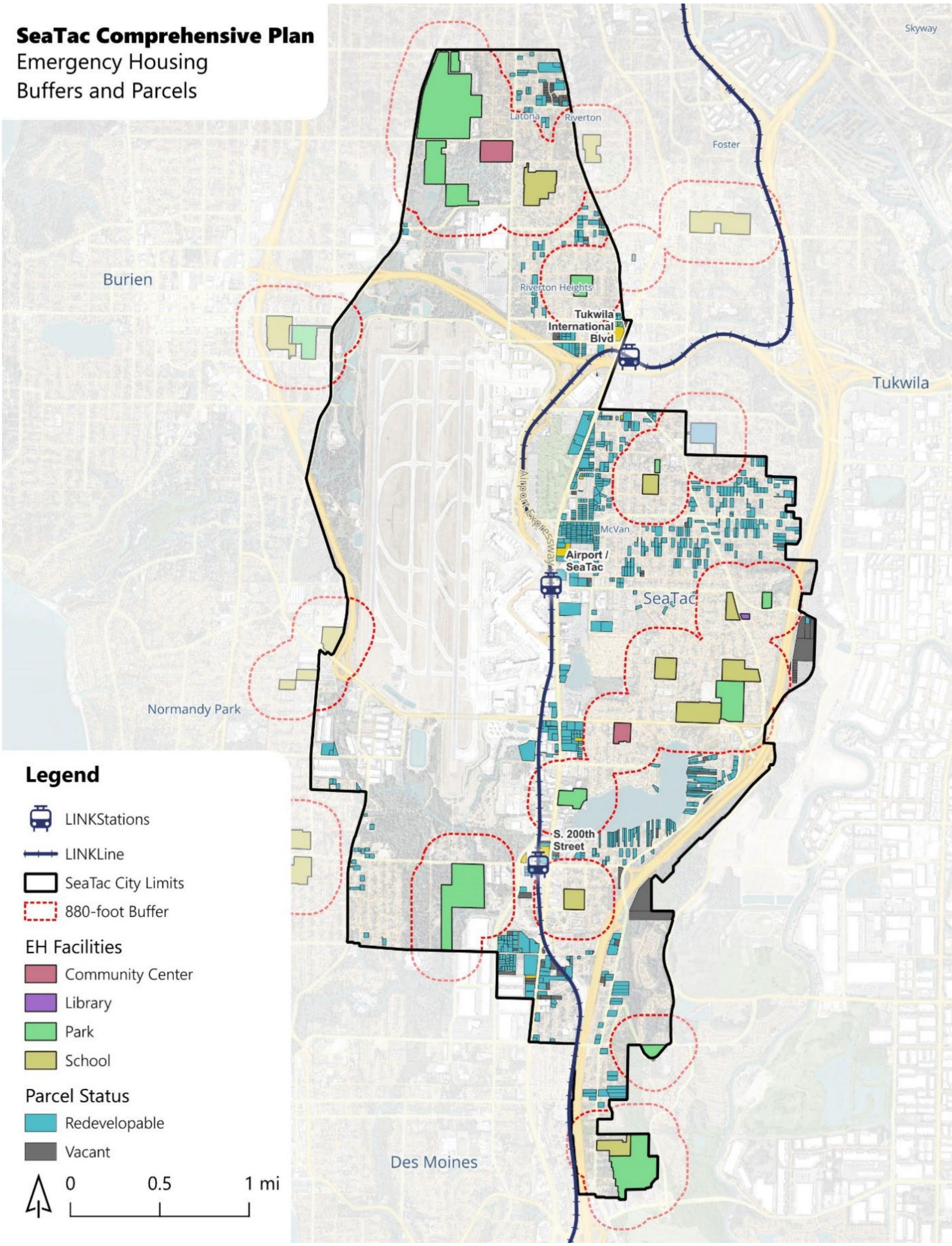
Current Zoning Designation	Proposed New Zoning Designation
UL-15,000	RL
UL-9,600	RL
UL-7,200	RL
T	T
UM-3,600	RM
UM-2,400	RM
MHP	MHP
UH-1,800	URH
UH-900	URH
UH-UCR	URH-MU
NB	CS
O/C/MU	UVM
OCM	UVH
CB	CB
CB-C	CB-C
RBX	RBX
I	I
AVC	AVC
AVO	AVO
P	P

SeaTac's zoning revisions will require a buffer of 880 feet from any elementary-middle school, high school, public park, library, community center, or other emergency housing or emergency shelter facility. In addition, in residential zones (UL, UM, UH, UH-UCR, T, and MHP), no more than one adult bed per 250 square feet of floor area will be allowed, and in all other zones, no more than one adult bed per 35 square feet of floor area will be allowed. Finally, the capacity of each shelter will be capped at 80 residents.

First, the existing community facilities listed above were mapped and an 880-foot buffer was established. These facilities, buffers, and the remaining potential Emergency Housing and Emergency Shelter parcels, classified as "Vacant" or "Redevelopable", are shown below in Figure 17.

[2] https://deptofcommerce.box.com/s/1d9d5l7g509r389f0mjpowh8isjpirlh

Figure 17. Emergency Housing Buffers and Vacant/Redevelopable Parcels



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Source: King County, City of SeaTac, Leland Consulting Group

In order to account for the requirement that any Emergency Housing or Emergency Shelter facility also have an 880 foot buffer from any other facility, the remaining Vacant and Redevelopable parcels were grouped into non-overlapping areas with centroids separated by 880 feet, totaling 40 potential areas for emergency housing sites. Since it is not known exactly where emergency housing may be built over the next 20 years, this method reasonably estimates the potential siting areas for facilities that would not exceed buffer requirements. Within each area, the net developable square feet of Vacant and Redevelopable parcels (after removing Critical Areas) were averaged, to establish a potential parcel size for each of the 40 areas.

Next, reductions were applied based on zoning within each area. After calculating average parcel size, the acreage was reduced based on the maximum lot coverage in the zone as outlined in the zoning code, along with additional reductions for setbacks in medium- and high-density residential zones where higher lot coverage allowances would be difficult to attain due to required setbacks, based on a average lot dimensions. The resulting buildable parcel square footage was then multiplied by an assumption of building height for emergency housing/shelter uses of 3 stories in low-density residential zones and 4 stories in all other zones. Even though allowed heights are higher in many commercial zones, existing emergency housing and shelter prototypes from across the state detailed in Commerce's guidance do not exceed 4 stories, so this conservative assumption was applied. Finally, a reduction of 50% was applied to account for potential required parking, open space beyond that provided by lot coverage requirements, and portions of the building potentially used for communal support spaces, as outlined in Commerce's guidance. The reductions by zone are shown below, for zones considered in this analysis with potentially developable acreage:

Figure 18. Emergency Housing Acreage Reductions by Zone

Zone	Max Lot Coverage	Additional Setback Reduction	Max or Assumed Height (Stories)	Communal Support Spaces Reduction
RL	35%	0%	3	50%
RM	55%	0%	3	50%
URH	75%	25%	4	50%
URH-MU	75%	25%	4	50%
UVH	75%	25%	4	50%
CB	75%	10%	4	50%
CB-C	75%	0%	4	50%
RBX	75%	0%	4	50%

Source: Washington Department of Commerce, Leland Consulting Group

Next, the net resulting square footage of floor area based on the average parcel size of vacant and redevelopable parcels for each of the 40 non-overlapping analysis areas (by zone) was divided by the maximum allowed density of square feet of floor area per bed (35 in residential zones and 250 in commercial zones). This resulted in a capacity (in beds) for a potential emergency housing or shelter site in each of the 40 analysis areas. Finally, for potential sites that showed a capacity of greater than 80 beds, this was capped at 80 beds per the city's zoning code. **The resulting emergency housing and shelter capacity in SeaTac is 2,485 beds,** which **exceeds the target of 1,127 with a surplus of 1,128 beds,** as shown below.

Figure 19. Emergency Housing Need and Capacity in SeaTac, 2020-2044

Total Emergency Shelter Need (Beds)	Total Emergency	Surplus/ Deficit

	Shelter Capacity (Beds)	
1,127	2,485	1,358

Adequate Provisions

In addition to the analysis by income band, cities are also required to show that their housing element "[m]akes adequate provisions for existing and projected needs of all economic segments of the community." This analysis requires a **comparison of the historic rate of housing production to the rate of housing production needed to meet housing targets by income band**. The results of this analysis are shown below in Figure 16, using multifamily production data from CoStar and middle housing permit data from the Census.

Figure 20. Historic and Target Yearly Production in SeaTac

Income Band	Annual Unit Production Needed	Historical Average Annual Unit Production 2012-2024	Barrier Exists?
0-30 PSH 0-30 Non PSH 30-50 50-80	55	95	No
80-100 100-120	54	2	Yes

Source: King County, CoStar, Census Building Permit Survey, Leland Consulting Group

As shown, there is no barrier to production of multifamily units overall, but **there are potential barriers to production of middle-income units (i.e. middle housing and ADUs). Therefore, per Commerce guidance, the checklist addressing these potential barriers is included below.** Additionally, even though there is not a demonstrated barrier to the production of units serving households earning 0-80 percent AMI overall, Commerce guidance suggests that cities should complete the checklist provided in the Commerce Housing Element Guidebook to ensure that there are not barriers to the production of subsidized units being produced in the 0-80 percent AMI category, nor to the production of Emergency Housing units. This checklist documents such potential barriers and the actions that the city could take to overcome them. Note that cities do not need to implement these steps as part of the comprehensive plan update, but they can help guide goal and policy development and cities will be required to produce a report documenting their progress towards increasing housing production five years after the adoption of the comprehensive plan.

The adequate provisions checklist and potential actions to remove barriers to middle-income, low-income and emergency housing production are found below:

Exhibit B1: Moderate Density housing barrier review checklist

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barrier.
DEVELOPMENT REGULATIONS			
Unclear development regulations	No	Development regulations are clear	
Prohibiting some moderate density housing types, such as: • Duplexes • Triplexes • Four/five/six-plexes • Townhomes • Cottage housing • Live-work units • Manufactured home parks	Yes	Under current code, duplexes and townhomes are the only typologies allowed in the medium and lower density residential zones and duplexes are only allowed within townhouse developments. Neither are allowed in the UL zone. Mobile Home Parks are only allowed by right in the MHP zone and are not allowed in the T zone. Mobile homes are allowed in the UM zone, but not mobile home parks.	Legalize moderate density housing types in residential zones as required by statewide regulations.
High minimum lot sizes	Yes	The minimum lot size for duplexes and townhomes is 14,400 square feet (0.33 acres)	Do not employ minimum lot size requirements beyond what is allowed for single family detached housing.
Low maximum densities or low maximum FAR	No	Allowed density for townhomes and duplexes is 10-24 du/ac within urban village/station area boundaries and 10-18 du/ac in all other neighborhoods. This density would typically allow for duplex or townhome construction.	If the city intends to legalize or encourage denser product types like cottage housing or mobile home parks, increase the allowed density. In addition, SeaTac should follow new state regulations regarding middle housing density requirements.

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barrier.
Low maximum building heights	Maybe	The maximum building height is 35 feet for duplexes and townhomes.	While 35 feet should be sufficient for duplexes and townhomes, the City should ensure that height limits are not lower for middle housing than for other housing allowed in the specific zone.
Large setback requirements	Yes	The minimum front setback in single family zoned areas is 15-20 feet	This will limit the types of middle housing that can be built on site.
High off-street parking requirements	Yes	Outside of the City Center Overlay District, duplexes are required to have 1.25 spaces per du, while townhomes are required to have 2.25 spaces per dwelling unit. Multifamily requirements vary by number of bedrooms, from 1 to 2 spaces. Mobile homes must have 2 spaces per dwelling unit.	The City could reduce parking requirements for middle housing to no more than 1 per unit. *Note that the City is currently conducting a parking study to assess parking needs for new development.*
High impervious coverage limits	Maybe	The maximum building lot coverage for townhomes and duplexes is 55 percent.	Maximum lot coverage requirements should not be lower for middle housing than for other allowed housing types.
Lack of alignment between building codes and development codes	No	There is alignment between building and development codes	
Other (for example: complex design standards, tree retention regulations, historic preservation requirements)	No	There are no other regulations specific to middle housing	

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barrier.
PROCESS OBSTACLES			
Conditional use permit process	No	Conditional use permits are only required for multifamily in NB zones and mobile home parks in UM, UH, and UH-UCR zones	
Design review	No	Design review is not required	
Lack of clear and accessible information about process and fees[3]	No	Information about the process and fees is available	
Permit fees, impact fees and utility connection fees	Maybe	Fees do not seem out of line with what is typical, but it is not clear which fees would apply specifically to middle housing types.	Ensure that fees are not atypically high compared with neighboring jurisdictions. *Note that the city is conducting a fee schedule study to ensure consistency with regional fees. Impact fees and stormwater utility connections will be evaluated as part of the forthcoming Middle Housing Code Update in 2025.*
Processing times and staffing challenges	No	Local developers and permit customers have commented that SeaTac's permitting process is	

[3] For example: guidance resources are unclear or difficult to find, no digital permit tracking system, staff do not provide fee estimates or permitting time estimates are unavailable or inaccurate.

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barrier.
		efficient and faster than neighboring cities.	
SEPA process	No	See above comment.	
LIMITED LAND AVAILABILITY AND ENVIRONMENTAL CONSTRAINTS	Yes	There is limited land available for infill or greenfield development in residential neighborhoods in SeaTac	Ensure that where there is available land, regulations permit development of middle housing types.
Lack of large parcels for infill development	Yes	SeaTac has a number of large parcels that could support infill development, but these are currently primarily used as park-and fly facilities. They could support higher density housing in the future but are unlikely to be redeveloped in the near term, and are also unlikely to be used for middle housing.	Ensure that where there is available land, regulations permit development of middle housing types.
Environmental constraints	No	Although there are environmental challenges associated with the airport, there are not significant topographical environmental constraints.	

Exhibit B3: Supplementary barrier review checklist for PSH and emergency housing

	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barriers.
DEVELOPMENT REGULATIONS			
Spacing requirements (for example, minimum distance from parks, schools or other emergency/PSH housing facilities)[4]	Yes	Facilities are not allowed to be closer than 1,750 feet from a school, park, library, community center, or other emergency shelter facility	Spacing requirements will be reduced to the Commerce guidance minimum on 880 feet.
Parking requirements	No	Parking requirements are determined through the approval process, based on number of residents and site conditions	
On-site recreation and open space requirements	No	There are no on-site recreation or open space requirements beyond what would typically be required in each zone	
Restrictions on support spaces, such as office space, within a transitional or PSH building in a residential zone	Yes	Social service offices are only allowed outright in NB, O/C/MU, O/CM, CB, CB-C, RBX, and I zones	Ensure that zones where permanent supportive housing, CRF-I, and emergency housing are permitted also allow social service offices

[4] Note that RCW 35A.21.430 expressly states requirements on occupancy, spacing, and intensity of use may not prevent the siting of a sufficient number of permanent supportive housing, transitional housing, indoor emergency housing or indoor emergency shelters necessary to accommodate each code city's projected need for such housing and shelter under RCW 36.70A.070(2)(a)(ii). The restrictions on these uses must be to protect public health and safety.

	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barriers.
Arbitrary limits on number of occupants (in conflict with RCW 35A.21.314)	Yes	Emergency housing and emergency shelters are not allowed to exceed 80 residents (or one adult bed per 250 square feet of floor area) in residential zones	Density limits should not be more restrictive than the zone typically allows.
Requirements for PSH or emergency housing that are different than the requirements imposed on housing developments generally (in conflict with RCW 36.130.020)	Yes	Conditional use permits are required for CRF-I and emergency housing facilities in zones where multifamily is permitted outright. They are always required for PSH that includes more than 5 residents and 2 caregivers.	Ensure that permanent supportive housing follows the same requirements as multifamily housing.
Other restrictions specific to emergency shelters, emergency housing, transitional housing and permanent supportive housing	No	There are on other specific restrictions	

HOUSING & HUMAN SERVICES BACKGROUND REPORT APPENDICES

Appendix B: SeaTac Housing Action Plan (HAP)

SeaTac

Housing Action Plan

Adopted
September 14, 2021

Thank you

Special thanks to the entire SeaTac community for sharing your time, knowledge, and energy to put forth a strategy that meets your needs and interests.

City Council

Erin Sitterley, Mayor*
Peter Kwon, Deputy Mayor*
Senayet Negusse
Stanley Tombs*
Clyde Hill
Takele Gobena
Pam Fernald

**Planning and Economic Development Committee member. This group met 8 times to review materials and guide the Housing Action Plan direction.*

Planning Commission

Tejvir Basra, Chair
Leslie Baker, Vice-Chair
Kyle Becker (past member)
Tom Dantzler
Andrew Reid-Munro
Tony Sanchez
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This plan was supported by a Washington State Department of Commerce grant for cities to support housing affordability.

Executive Summary

While SeaTac does not directly produce or control housing, the City's policies, development code, infrastructure investments, and programs influence the housing market. This plan aims to leverage these tools to encourage more housing options for current and future residents at all income levels and increases in the housing supply.

The data shows it is getting harder to find and keep a home in SeaTac as housing supply lags behind demand. SeaTac's households have their own affordability, size, and design needs and interests. To develop this plan, the City identified shortcomings in meeting current and future demand, evaluated existing policies and development code to find barriers and better ways of supporting diverse housing production, and listened to community members and stakeholders to ground truth quantitative data and understand priorities.

SeaTac's Housing Action Plan identifies objectives and near-term strategies to promote more and a greater variety of homes for SeaTac's diverse communities at all income levels.

This analysis resulted in five major objectives and twelve strategies. When implemented, these strategies are intended to make it easier for SeaTac's current and future residents to live in the area with homes and costs that work for them.

Objectives

1. **Create complete communities.** Strengthen neighborhoods by tying housing production to improved infrastructure, resources, amenities, and people-oriented design.
2. **Develop Urban Villages near light rail.** Make it easier to develop homes in the light rail station areas as part of the City's urban village strategy.
3. **Increase missing middle opportunities** for options like duplexes, triplexes, and townhouses.
4. **Strive for a balance of housing options** through strategies that:
    a. Increase homeownership opportunities
    b. Serve young people and families
    c. Preserve existing owner-occupied and rental housing
    d. Support safe, healthy, high quality housing
    e. Promote market rate rental options
    f. Address homes at lower income categories
5. **Help residents and businesses stay in SeaTac**, and prevent disruption to communities.

Examples of housing options, including duplex, townhouses, small apartment/condo building, and larger apartment/condo building.

Strategies

These strategies are organized by implementation method and not by priority.

POLICY AMENDMENT

1. Strengthen "complete community" policies.

CITY WORK PLAN

2. Proactively plan and coordinate public infrastructure to support urban village development.
3. Conduct a multi-family parking study to analyze parking requirements in urban villages and station areas.
4. Explore cost-effectiveness of creating pre-approved plans for Accessory Dwelling Units.
5. Continue conversations with the development community about actions the city can take to attract market rate rental housing.
6. Continue coordinating and providing rental assistance.

CODE AMENDMENTS

7. Add flexibility to Small Lot Single-family requirements.
8. Consider allowing cottage housing in Urban Low zones.
9. Partner with residential property owners in rezoning properties to maximize their housing potential.
10. Consider decreasing minimum lot size in the Urban Low (UL) 7,200 single-family zone.
11. Clarify condominium provisions to make them easier to use.
12. Review and clarify code requirements for live/work units to encourage opportunities for small business owners.

Next Steps

This plan will inform the City's major Comprehensive Plan update in 2024 and help guide City decision-making about budgets and City department work plans, with full implementation dependent on the availability of funding. SeaTac may change and adapt its housing plan to respond to changing market conditions, demographics, and available funding.

Contents

Appendices

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1. Introduction

Background & Purpose

What is the Housing Action Plan's purpose?

SeaTac is a great place to live, but it is getting more expensive. As the regional population grows, the supply of homes is not keeping up with increased demand. As a result, it is getting harder to find and afford a home.

The main goal of the Housing Action Plan is to identify strategies that promote more housing options for current and future residents at all income levels and support increases in the housing supply. SeaTac's residents are diverse—geographically, socially, and demographically—and each household has its own home type/design and affordability challenges and desires. This plan is intended to help guide City actions over the next several years to promote more housing choices for current and future residents.

How is this project funded?

The City is able to undertake this project thanks to funding provided by the Department of Commerce and created by Washington State House Bill 1923. This bill allocated funds for cities with the goal of supporting housing affordability because of a growing statewide gap between incomes and housing costs.

SeaTac's Housing Story

By the time SeaTac incorporated in 1990, it had already transformed from rural lands to an international airport city.

The first significant wave of residential growth occurred after Bow Lake airfield was selected as the site of Seattle Tacoma International Airport in 1943. Housing sprang up alongside jobs related to the airport and the region's wartime industry.

Post-war single-family development in the 1950s gave way to a boom of apartment construction in the sixties and seventies. While residential growth has been slower in SeaTac than other South King County cities in the last twenty years, recent permitting trends show increasing interest in the city's multi-family housing market.

Population & Housing Snapshot

Population: 29,180[1]

Total Housing Units: 10,831[1]

- 52% single-family[2]
- 38% multi-family (5+ units)[2]
- 10% other (mobile home, townhouse/duplex)[2]

Owner/Renter Comparison[2]

- Owner occupied: 50%
- Renter occupied: 50%

[1] Office of Financial Management, 2020
[2] US Census ACS 5-Year Statistics, 2018

Effects of Regional Housing Market

Steady population and job growth in the Puget Sound region have increased demand for housing faster than new housing has been built. In King County from 2010 to 2017, three new full-time jobs were created for every new unit of housing.[1] This means increased competition for each home for sale or rent and longer waiting lists for subsidized housing programs. Rising costs can lead residents to look elsewhere for housing they can afford, which often means moving further away from jobs, amenities, and cultural communities, a phenomenon known as "economic displacement."

In SeaTac, as in other South King County cities, housing prices have historically been lower than in Seattle or east King County. However, **affordability is an increasing problem. In SeaTac, average house values have risen 4 times faster than incomes and average rents almost 2 times faster,** since 2012 (see Exhibit 2 on page 5).

[1] Source: HOUSING UNDERPRODUCTION IN WASHINGTON STATE, Up for Growth & ECONorthwest; Washington Office of Financial Management, U.S. Census Bureau LEHD Origin-Destination Employment Statistics (LODES)

Current City Housing Strategies Toolkit

The City of SeaTac does not build or manage any housing. However, the City can affect how much and what types of housing are produced in SeaTac through comprehensive plan policies, development code, incentives, programs, and capital projects.

Table 1. SeaTac's Housing Tools

TYPE	SEATAC'S TOOLS
Policies	▪ Comprehensive Plan, Sub-Area Plans (City Center, S 154th St and Angle Lake station area plans), Functional Plans (Transportation Master Program & Parks, Recreation & Open Space (PROS) Plan)
Development Codes	▪ Zoning Code, Subdivision Code, other provisions from the SeaTac Municipal Code
Incentives	▪ Includes financial, code, and other incentives like the Multi-Family Tax Exemption Program (MFTE) and federal Opportunity Zone designation
Capital Project Planning	▪ Capital Facilities Plan, Capital Improvement Program
Programs/Other City Actions	▪ Small Home Repair program, rental assistance, and others

Current Housing Policy & Strategies

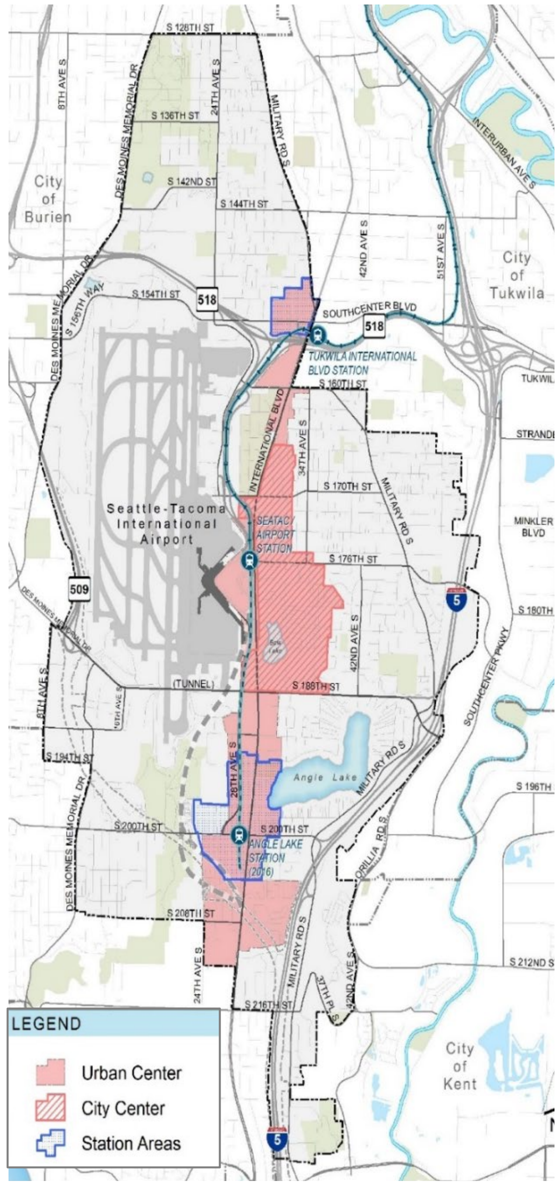
While the City uses multiple tools to encourage residential development, its overall approach is identified in the Comprehensive Plan, which focuses on managing housing growth and encouraging a variety of housing options. Key housing policies include:

Urban village strategy. SeaTac's Comprehensive Plan and light rail station area plans focus growth in designated **"urban villages"** located within the City's urban center (see Exhibit 1). These compact, walkable neighborhoods near SeaTac's three light rail stations accomplish multiple goals: efficient use of infrastructure and transit investments, increased access to opportunity, improved public health, and protected natural environments. The station area plans will transform the International Boulevard corridor from a linear commercial form into three distinct and complete neighborhoods that increase new residential options, promote employment growth, and provide services for those within and adjacent to these areas.

Complete communities. SeaTac's Comprehensive Plan encourages "complete communities" in all residential neighborhoods. These communities contribute to sustainable and healthful neighborhoods by increasing access to parks, open spaces, active transportation routes (walking and bicycling), healthy food, and resident-oriented goods and services.

Access to diverse housing types for all. The Comprehensive Plan encourages diversity in housing types and opportunities for all income segments. Goals include preserving and strengthening existing neighborhoods and maintaining affordability in the current housing stock.

Exhibit 1. SeaTac Urban Village/Station Areas and Urban Center



Source: City of SeaTac

Alignment with regional housing goals. SeaTac's Comprehensive Plan and station area/subarea plans align with regional growth strategies, including Washington's Growth Management Act (GMA), which requires cities to plan for housing growth over 20 years and affordable options for all, the Puget Sound Regional Council's (PSRC's) Vision 2050 regional growth strategy, and King County's countywide planning policies.

SeaTac's Housing Supply Gaps

The Housing Inventory & Assessment Report (Appendix A) was created as the first phase of the Housing Action Plan process. This report provides information for decision-makers, residents, and other community members by:

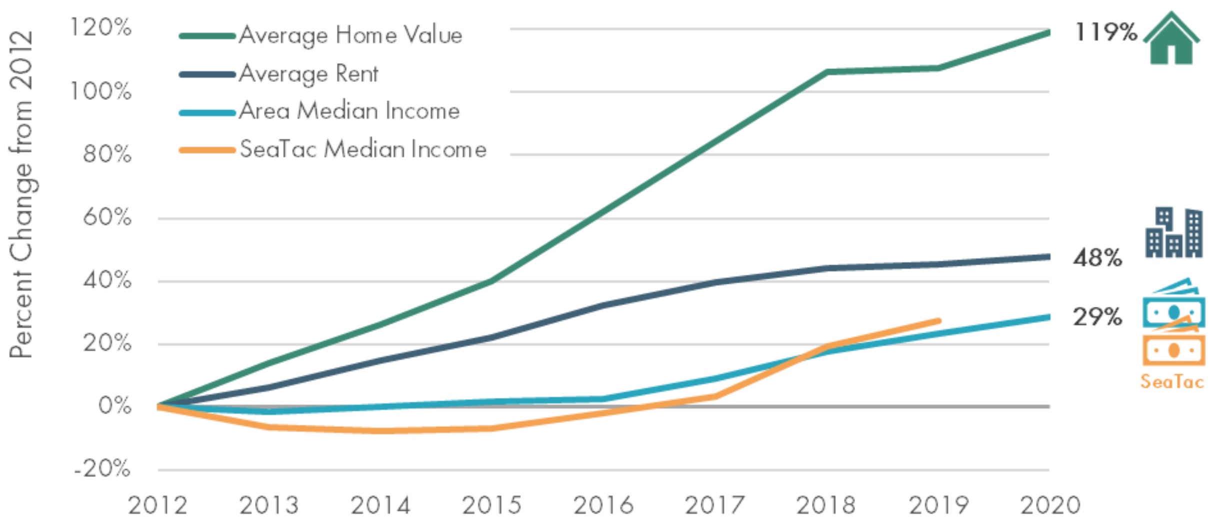
- Providing SeaTac's current housing conditions baseline data, and
- Identifying gaps in how the housing supply meets demand now and in the future.

Along with community input, the findings from the report were used to develop strategies for this Plan.

Housing Costs

1. Like most of the Puget Sound region, housing costs in SeaTac have risen significantly more than household incomes over the last decade. Since 2012, home prices have risen 119%, rents have risen 48%, while incomes are up just 29%. This makes buying a home increasingly out of reach for average SeaTac families.

Exhibit 2. Home Prices, Rents, and Incomes in SeaTac and King County

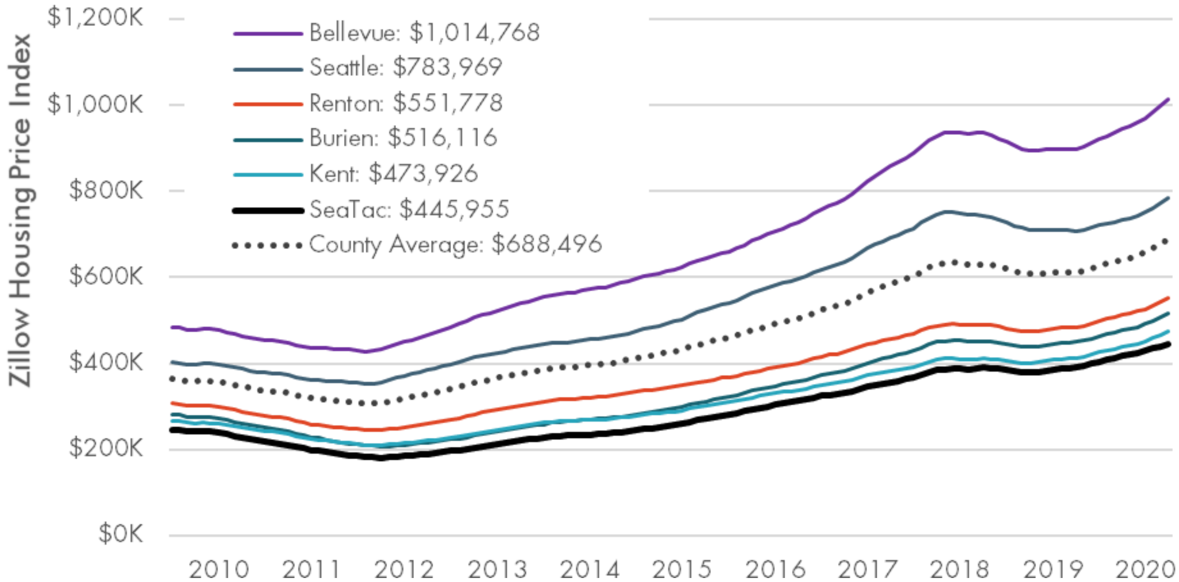


Source: Zillow, 2020; HUD 2020, ACS 2019 5-Year Estimates

Note: 2019 is the most recent year for which median income data at the City level is available.

2. While home prices are rising in SeaTac and other South King County cities, they have not risen as fast as the countywide average.

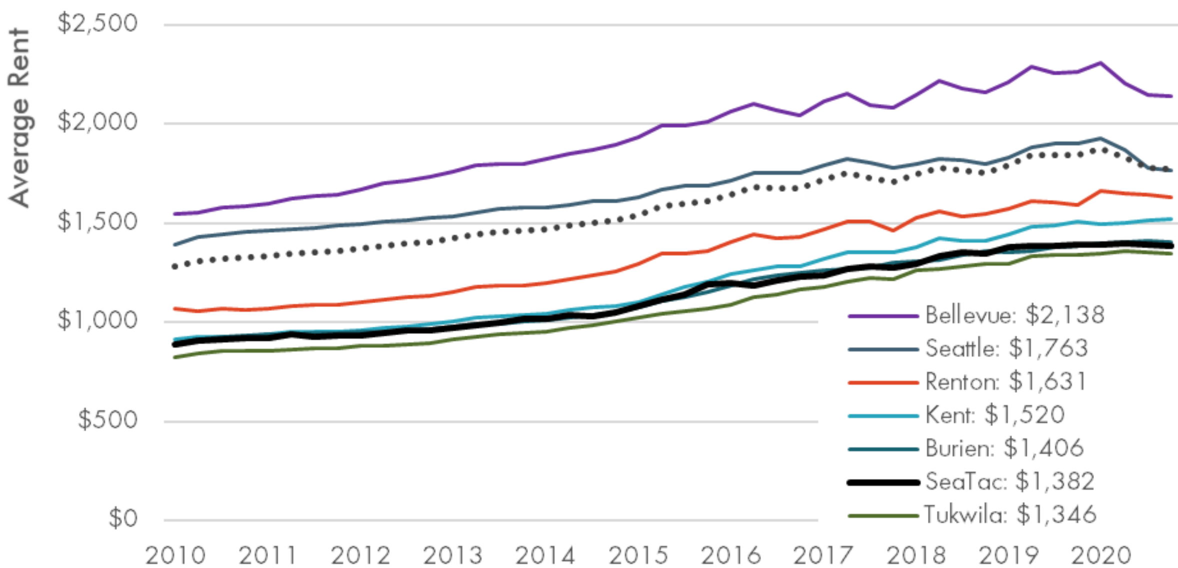
Exhibit 3. SeaTac and Peer Cities House Prices House Prices 2010-2020



Source: Zillow, 2020

3. While SeaTac's average rent costs are around $600 less a month than the county average, they generally align with rents in South King County.

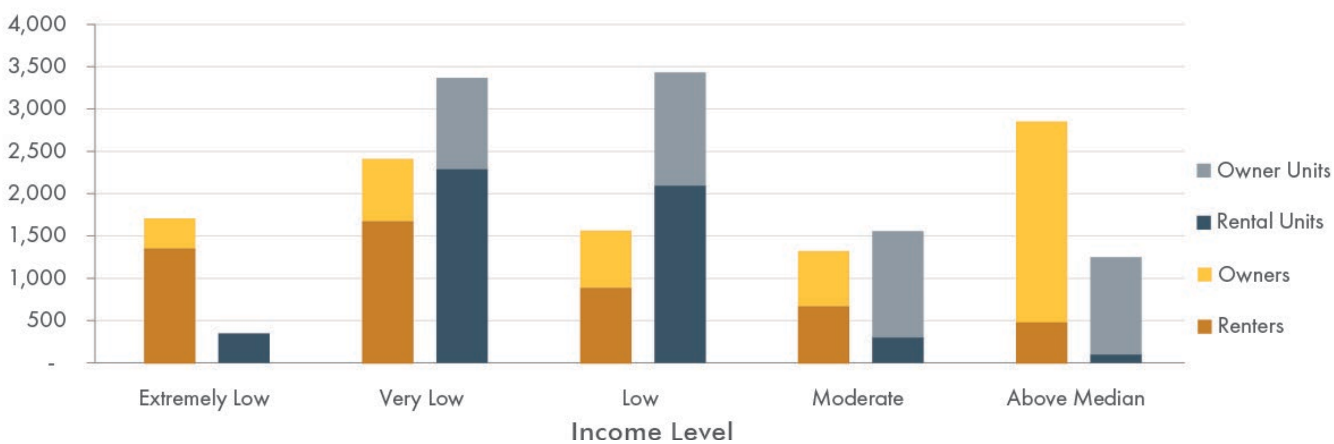
Exhibit 4. SeaTac and Regional Rent Growth, 2001-2020



Source: CoStar, 2020

4. **SeaTac has a shortage of homes for people at the highest and lowest income levels.** SeaTac has few rental units available for the 23% of renter households that have moderate or high incomes, and these households may be able to afford higher monthly costs than they are paying now. Adding desirable units for higher income renters alongside existing affordable units could reduce pressure on lower-income market segments. SeaTac also does not have enough housing affordable to households in the "extremely low" income category, requiring these households to rent units they can't easily afford. (When looking at the cumulative stock of extremely low- and low-income units, it is likely that there are households in both income categories that are in units that are difficult to afford.)

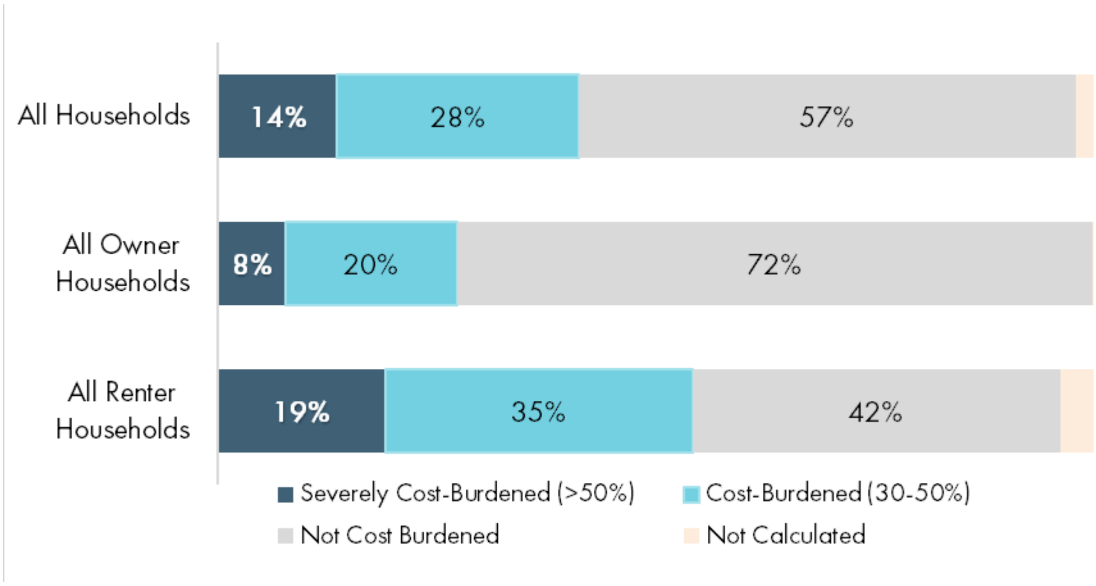
Exhibit 5. Existing Supply and Gaps/Surplus by Income Level



Source: HUD CHAS, 2020 (based on ACS 2017 5-year estimates)

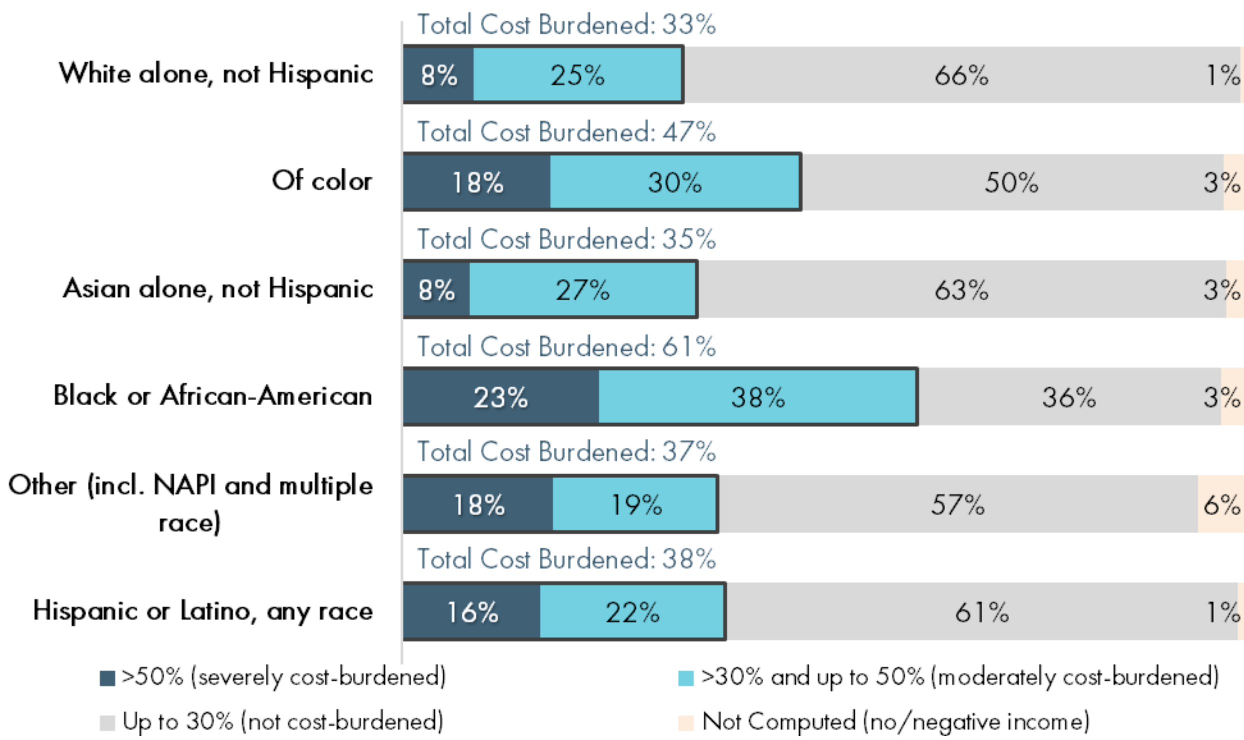
5. **While SeaTac has a history of providing housing for working families, currently, two out of five SeaTac households are paying more than 30% of their gross income on housing.** The US Department of Housing & Urban Development considers these households to be "cost burdened," because they will have less money available for other essentials.

Exhibit 6. Cost Burden and Severe Cost Burden by Tenure (Owner/Renter) and Income



Source: HUD CHAS (based on ACS 2013-2017 5-year estimates)

Exhibit 7. Cost Burden by Race

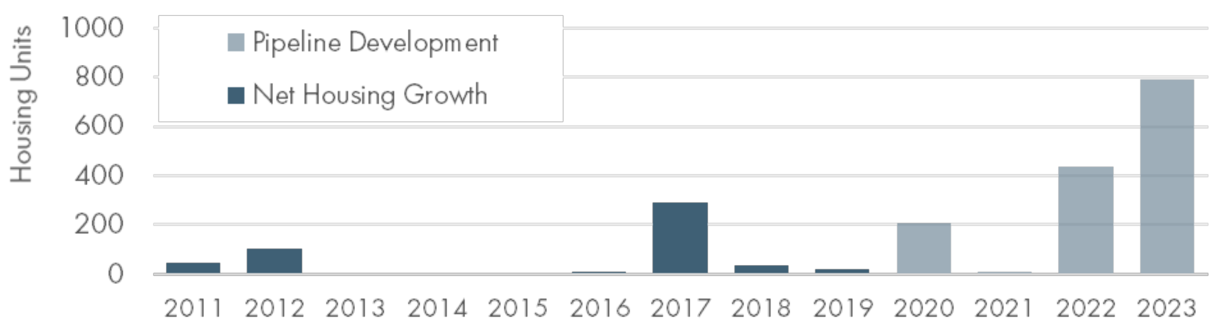


Source: HUD CHAS (based on ACS 2013-2017 5-year estimates)

Recent & Anticipated Housing Growth

6. **Until recently, SeaTac's housing supply was not on pace to meet anticipated demand.** Although the city has land capacity to meet forecasted growth, actual housing growth over the last decade has been slower than in most other cities in King County. In the last few years, however, the development community has shown more interest in building housing here, and approximately 1,300 new, primarily multi-family/apartment units are anticipated to be constructed in the next five years. In accordance with the City's urban village growth strategy, much of this construction is located near the three light rail stations that serve SeaTac. To accommodate expected population growth (including local young adults wanting to stay in SeaTac, empty nesters, and people moving to the region), SeaTac needs about 4,700 additional homes by 2040. This means an average of 235 new homes/residential units constructed per year. (Since the housing market follows economic trends, the actual number of units created each year is likely to vary.)

Exhibit 8. Housing Growth and 2020-2023 Pipeline Development

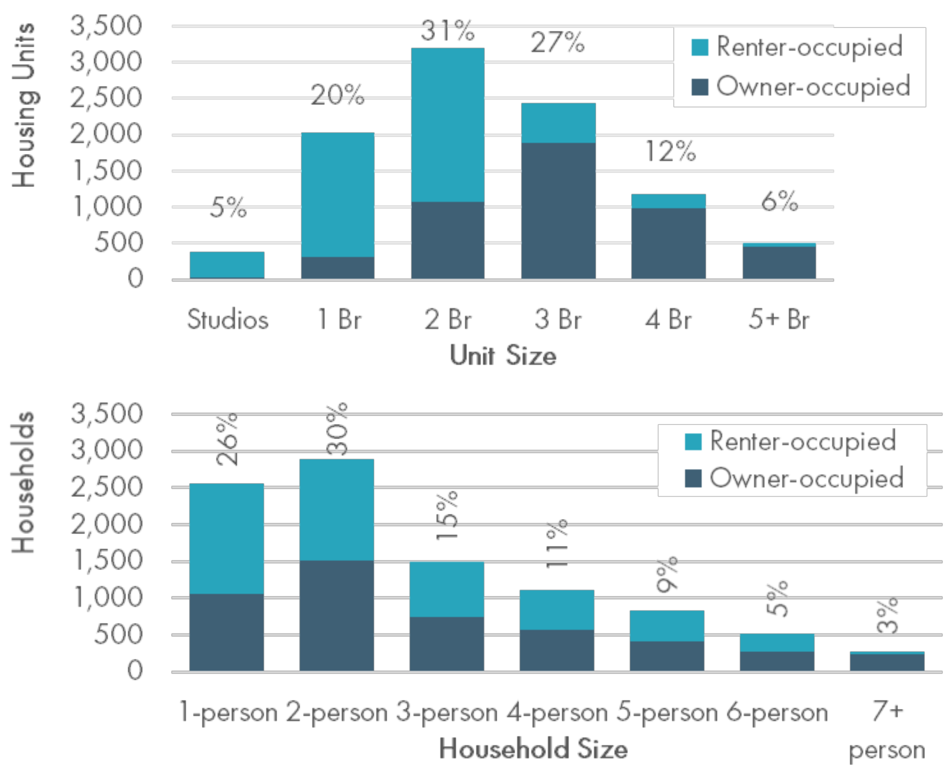


Source: Washington Office of Financial Management, 2020.

Housing Demand

7. SeaTac's home sizes do not match the number of people in average SeaTac households. Gaps in the housing supply include a lack of larger family size units and smaller units for single-person households. SeaTac is unique in the region in that families with children are more likely to be renters than homeowners. This may be related to the city's large number of older, mid-century apartments, which provide more bedrooms per unit than is typical in newly constructed multi-family buildings. At the same time about a quarter of SeaTac households live alone, indicating demand for small and/or shared homes. Currently, just 5% of SeaTac homes are studios, all of which are rentals.

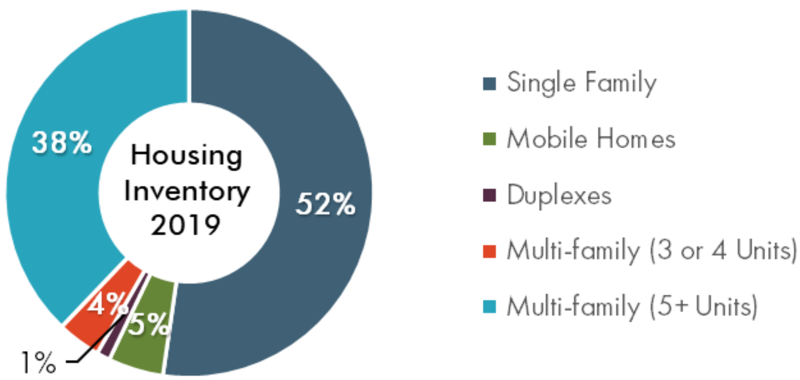
Exhibit 9. SeaTac Housing Unit Size and Household Size



Source: US Census 2018 ACS 5-Year Estimates.

8. Middle-density housing options are underrepresented. SeaTac's housing supply mainly consists of single-family housing and large multi-family/apartment housing, which together make up 9 out of 10 homes. So called "missing middle" housing types like duplexes, townhouses, and small multi-family buildings are becoming more common and provide options for households that are not well served by other housing types.

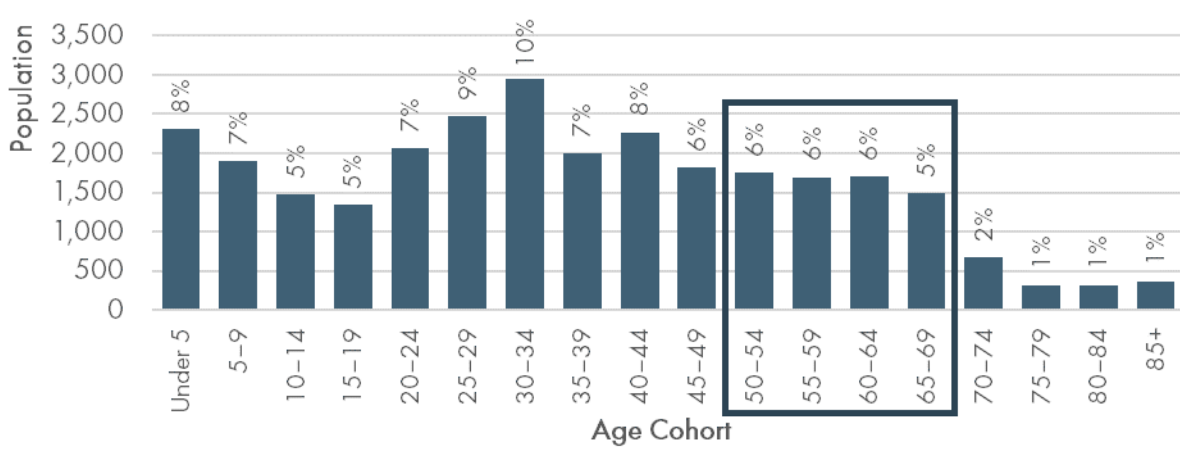
Exhibit 10. SeaTac Housing Types, 2019



Source: Washington Office of Financial Management, 2020.

9. SeaTac's aging population will require accessible units. Almost a quarter of SeaTac's current residents will reach the age of 70 within the next 20 years. Ground-floor and elevator accessible units, ideally located near transit and other resources and amenities, would help this segment of the population to remain in the city as they age.

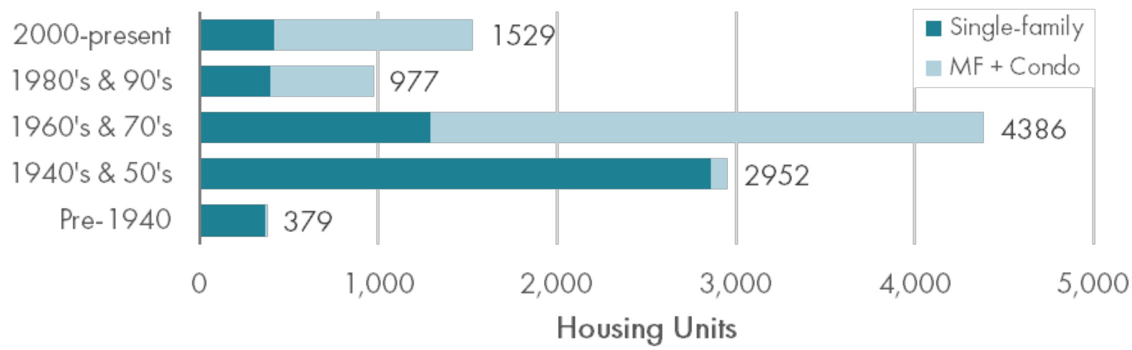
Exhibit 11. SeaTac Population by Age Cohort



Source: US Census 2019 ACS 5-Year Estimates.

10. Most housing in SeaTac was built within a short period of time and is aging. Nearly two thirds of all housing units in SeaTac were built between 1950 and 1980. This includes both single-family homes and apartment buildings. These units have provided affordable homes for generations of SeaTac residents, but the need for maintenance and renovations will rise in coming decades. As land values rise, demolition and redevelopment can bring new housing options to communities but can also lead to the displacement of people living in the existing units and disrupt adjacent communities.

Exhibit 12. SeaTac Housing by Year Built, 2020



Source: King County Assessor, 2020.

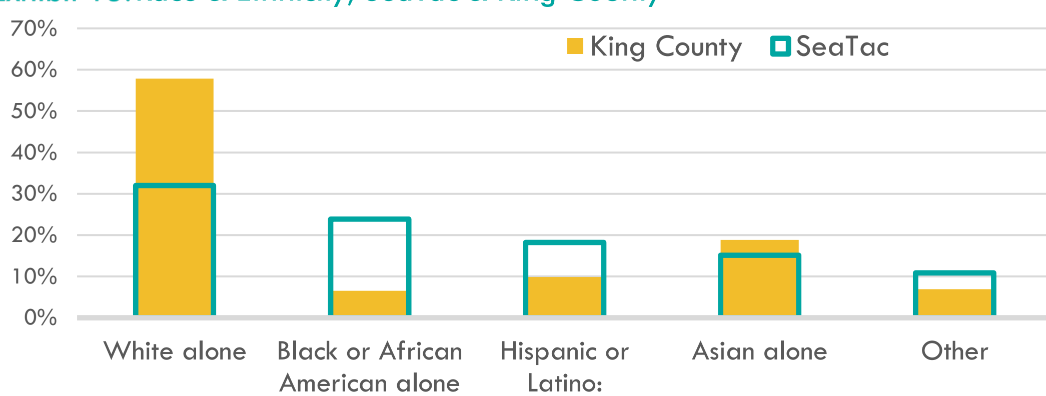
Community & Stakeholder Engagement

The project team sought to engage residents who are representative of SeaTac's demographics and stakeholders from the development, housing, faith, and human services communities. Efforts were made to reach out to SeaTac home-owners and -renters, households with a range of income levels, immigrants, speakers of languages other than English, people of color and from a variety of ethnicities.

SeaTac Facts

- SeaTac is one of the most racially and ethnically diverse cities in the Pacific Northwest. About 2/3 of SeaTac residents are people of color.
- SeaTac is almost evenly split between households that rent their homes and households that own their homes.
- Median income is about 66% of the King County median income.
- Approximately 1/3 of the population was born in another country and about half of all households speak a language other than English at home, including many different languages.
- About 2/3 of all households in SeaTac are families. Renter households are more likely to be families with children than homeowner households, which is unusual in the region.

Exhibit 13. Race & Ethnicity, SeaTac & King County



2018 ACS 5-Year Estimates [Table B03002]

Engagement Activities

The project team undertook a range of public and targeted engagement activities over the course of the project from August 2020 to June 2021, including an online open house survey, forums with invited participants, interviews, and public meetings held by the Planning Commission (PC) and City Council Planning and Economic Development (PED) Committee. Due to the ongoing COVID-19 pandemic, all engagement activities and meetings were hosted remotely, with every effort to overcome technological barriers for participants.

Public Launch

- September 2020
- Website, social media, and email announcements of upcoming HAP engagement activities
- FAQ, information sheet, and Housing Inventory & Assessment Report findings summary

Residents Forum

- March 10, 2021
- Seven participants, residents of different neighborhoods in SeaTac
- Mostly homeowners, 1 renter present

Producers Forum

- March 12, 202
- Nine participants from for profit and non-profit real estate and property development industry

Online Open House

- March 5 – April 23, 2021
- Published in English, Amharic, Somali, and Spanish
- 105 participants (including 4 Amharic and 1 Spanish response)
- About ¾ of respondents were homeowners, ¼ renters
- Publicized on City website, Facebook, through email lists, and with community contacts

Targeted Interviews

- Interviews conducted with housing advocacy, faith-based, and non-profit community organizations in March and April 2021
- Targeted organizations with strong contacts to vulnerable populations, renters, and low-income residents

Virtual Open House (planned)

- *May 17, 2021*

Public Meetings

- PED Meeting – June 25, 2020
- PED Meeting – September 24, 2020
- PC Meeting – November 17, 2020
- PED Meeting – November 18, 2020
- PED-PC Combined Meeting - January 19, 2021
- PC Meeting – February 2, 2021
- PED Meeting – February 25, 2021
- PED Meeting – March 25, 2021
- PC Meeting – March 26, 2021
- PED-PC Combined Meeting – April 6, 2021
- PED Meeting – April 22, 2021
- *PC Meeting (planned) May 4, 2021*
- *Public Hearing (planned) May 26, 2021*
- *PC Meeting (planned) June 15, 2021*

City Council Interviews

The project team conducted interviews with all seven SeaTac City Councilmembers about priorities for this plan. Councilmembers shared a range of viewpoints and insights about housing in SeaTac, and provided guidance that informed project goals and objectives. A summary of individual Councilmember comments is presented below.

Values

- Safe, adequate housing plays a role in improving outcomes in all other areas of life.
- Every person deserves shelter.
- A fair chance for the full range of SeaTac's community to access housing is important.
- Expand opportunities for homeownership and the ability for residents to live close to work.

Needs, Barriers, & Impacted Communities

- Older homeowners with fixed incomes may be unable to find appropriate housing as they age and may face mounting home maintenance issues.
- Many of SeaTac's rental apartments have increasing maintenance, safety, and health issues.
- Maintenance issues are compounded by relatively low incomes among renters and homeowners in SeaTac compared to cities in north and east King County.
- The lack of housing that is affordable and attractive to young, middle-income families bears upon SeaTac's future as a family-friendly city.
- Concern that property tax exemptions on subsidized housing may impact City finances.

Goals for Success

- Strengthen the City's approach to transit-oriented development around light rail stations.
- Provide adequate parking in high density areas.
- Increase available housing for SeaTac's growing workforce.

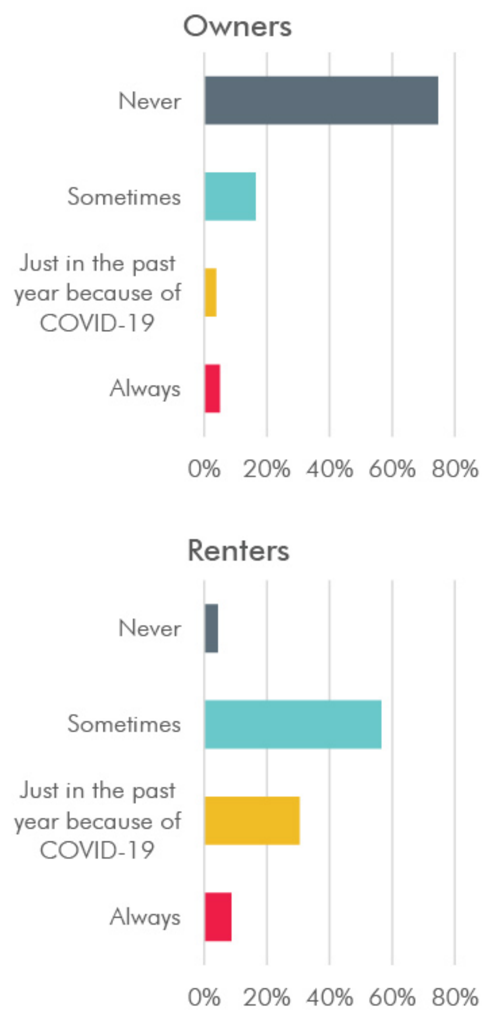
Online Open House

The project team conducted an online open house-style questionnaire from March 5 to April 23, 2021 in four languages: English, Amharic, Somali, and Spanish. The questionnaire received 105 responses (including 4 Amharic and 1 Spanish response). About ¾ of respondents were homeowners and ¼ renters. The team publicized the survey on the City website and Facebook page, through email lists, and to community contacts.

Participant Characteristics

- About 76% of respondents were homeowners (compared with 50% citywide). About 20% of respondents indicated they speak a non-English language at home (compared to about 50% citywide. In many cases, English is spoken in addition to a non-English language).
- **Homeowners** tended to be somewhat older, more likely to be multigenerational families or "empty-nesters," more likely to work outside of SeaTac, and much less likely to say they've had a hard time with housing costs in the past five years than renters.
- **Renters** tended to be somewhat younger, more likely to live with roommates or alone, more likely to live with young children, more likely to work in SeaTac, and much more likely to say they've had a hard time with housing costs in the last five years.

Exhibit 14. In the past five years have you ever had difficulty paying your housing costs?



Source: SeaTac Housing Action Plan Online Open House

Key Takeaways

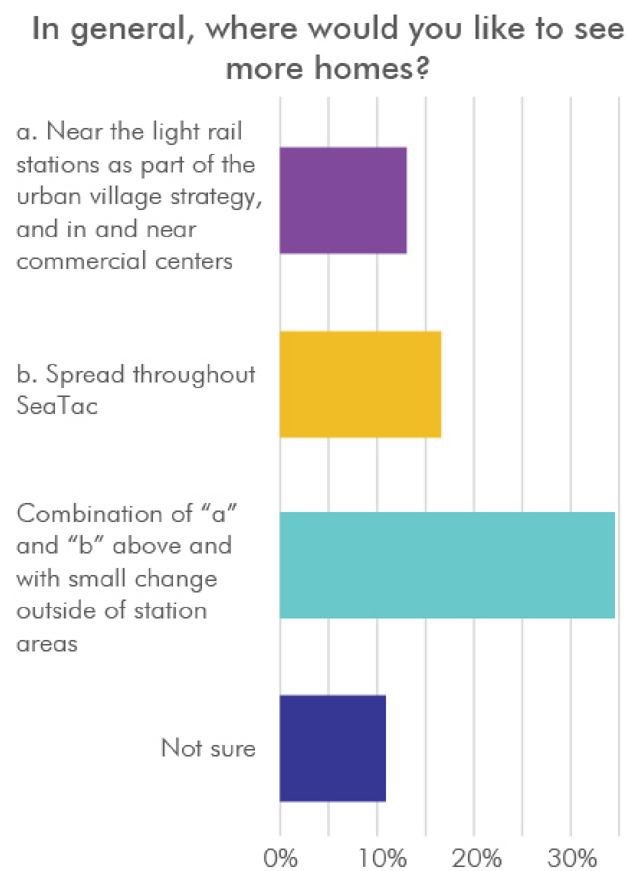
- **The value "When people can afford a safe place to live in a good neighborhood, they can better focus on a quality education, healthy food, their jobs, and other things important to life success" was supported by ¾ of respondents, with equal support among homeowners and renters.**
- Affordability and homeownership are important.
- Openness to additional home types beyond what is currently available in the city.
- Housing should be added in urban villages near light rail and throughout other areas.

- Top issues/concerns:
  - Costly home repairs needed to stay in house.
  - Crime in and around apartment complexes.
  - Parking and traffic on residential streets.

Other Findings

- Access to **open space**, both parks and private open space like yards, was very important to respondents. In addition to open space, renters tended to elevate the importance of nearby **schools** and other services.
- Overall, most survey respondents indicated that **new housing should be added both around light rail stations and throughout the rest of SeaTac**. Support for spreading new housing throughout the city was stronger among homeowners than renters.
- **Maintaining and increasing affordable housing options in SeaTac was a top priority** for both owners and renters. Among renters, preventing displacement was as important as overall affordability.
- **Most respondents were open to adding new housing choices in SeaTac.** Accessory Dwelling Units (also known as ADUs or "mother-in-law" units) and townhouses were the most popular new housing options. Respondents also indicated multi-family types that allow ownership were important. Parking and traffic impacts were concerns among many respondents.
- Among owners who indicated they'd like to build an **ADU**, the long time for approval was the most frequently cited barrier. Additional barriers included the cost of building an ADU and minimum parking requirements.

Exhibit 15. In general, where would you like to see more homes?



Source: SeaTac Housing Action Plan Online Open House

Housing Stories

The following is a sampling of quotes in response to "Do you have a housing story to tell?"

WHY MOVED TO SEATAC

Affordability

- I couldn't afford Seattle because of COVID19 and loss of work. It's still hard but more affordable now.
- I very recently moved to SeaTac after purchasing a home on a lot that is a good opportunity to subdivide and build additional affordable density.
- We moved here in 1992 from West Seattle for cheaper housing and to not be so crowded.

Homeownership Opportunities

- We bought our house because it was in our price range for what we wanted and being very close to light rail.
- That's where I found a nice condo still in the Seattle metropolitan area
- I was just barely able to afford a condo here and decided to buy to avoid unpredictable rent increases.

ASSETS

Transportation & Amenities

- I live in SeaTac because it's the center of everything. Close to airport, schools, freeway entrances, shopping center, light rail etc.
- In my area I love the cleanliness and the access to the freeway, being that I work in Seattle.
- I like living in SeaTac because it is a beautifully diverse community. I like the small businesses and restaurants here. And light rail options.

Community

- I enjoy the neighborliness of our locals and have made good friends in the area.
- We enjoy our neighborhood mainly due to our close connections to neighbors and friends.

CONCERNS/DESIRES

Rentals in Single-family Neighborhoods

- We love our house, but we are seeing problems with the neighborhood as there are houses in our neighborhood renting rooms out.
- We have observed up close the changing nature of our area which includes more renters displacing home owners, more desperate people - even before the pandemic

Crime

- …numerous break-ins and thefts at our home when we were away.

Existing Home Repair

- The housing challenges are for me, being able to easily update and remodel my home affordably, without being hammered with fees and permits and management of the mortgage payments.

More Amenities

- No housing challenges, but wish there were more stores and restaurants around.

Targeted Interviews

The City interviewed eight housing advocacy, non-profit, and faith-based community organizations about housing issues and opportunities in SeaTac.

Housing Issues

- Lack of affordability is the overriding issue.
- Displacement due to rising costs is pushing people out of SeaTac.
- With approaching end of COVID-19 eviction moratorium, many low-income households are faced with homelessness.
- Some existing apartment complexes are not well maintained.
- Refugee and immigrant communities are vulnerable to abuse by landlords due to low proficiency with rental paperwork and processes to access services.

Housing Strategies with High Potential Impact

- Increase quantity and quality of workforce housing.
- Use market-based solutions to promote housing.
- Provide rental assistance and assistance to prevent homelessness/eviction.
- Increase missing middle housing options to allow more people to own homes and build capital/equity.
- Increase affordable rental housing options.
- Increase family-sized housing units to better serve refugee and immigrant families who sometimes rent adjacent apartments to stay together.
- Invest in infrastructure in all neighborhoods, especially providing parks and playfields in walking distance, improving pedestrian lighting, connectivity, and sidewalks, and improving connectivity to transit.
- Promote safe and healthy housing, such as through rental inspection programs like Kent and Tukwila. Safety should be a priority, both in dwelling units and in common areas.
- Identify ways to support and build community bonds.
- Support community members' career development to improve incomes and self-sufficiency to help people stay in their homes.
- Continue and build upon engagement efforts with residents and the non-profit community around housing and other issues.
- Strengthen engagement with apartment-living and immigrant communities by hiring speakers fluent in numerous languages to serve as interpreters and liaisons, regularly translate materials, and develop relationships.

Housing Producers Forum

The project team hosted a discussion for for-profit and non-profit housing producers. Among the nine attendees were representatives of large apartment complex developers, middle-density and single-family housing builders, real estate professionals, and the Master Builders Association of King and Snohomish (MBAKS) counties.

Opportunities

- SeaTac and South King County have a unique and attractive vibe.
- Lots of airport employees would live here if they could, which would increase the tax base.

Regulatory Barriers

- Missing middle, attainable home prices ($350,00 to $400,000), and multigenerational living:
  - Remove barriers to ADUs, such as ownership requirement; increase size allowed; provide pre-approved sample plans; remove 9-month hold on renting it out.
  - Reduce minimum lot sizes and make it easier to divide lots for missing middle housing.
  - Have early-and-often transparent conversations with neighborhoods; acknowledge that change is scary but necessary.
  - Omit single-family zoning like Oregon.
- Avoid costly, inflexible design standards related to modulation and materials.
- Consider form-based code to provide greater flexibility.
- Station areas that include grocery and other amenities could substantially reduce parking.
- Relax parking minimums and allow flex commercial/residential parking.

Impactful Non-code City Actions

- Buyers are interested in the community vibe, parks, and resources.
- Invest in staff resources and electronic plan submittal to reduce permitting time and costs.
- Reduce any unnecessary hurdles in permitting, like STE permit for multiple lots within a project.
- Consider targeted fee waivers to meet SeaTac's goals.
- Consider incentives to help meet expensive green building requirements.
- Consider City investment in big infrastructure costs, such as sidewalks, undergrounding utility wires, and NPDES drainage requirements.

Residents Forum

The project team conducted one forum with SeaTac residents to discuss findings from the Housing Inventory & Assessment Report and potential housing strategies. Seven residents representing most neighborhoods in SeaTac attended. Most attendees were homeowners, with only one attendee a renter. Attendees provided a variety of valuable insights into SeaTac housing issues and desires for the City's approach to housing.

Residents Forum over Zoom

Values

- People love their existing neighborhoods as they are.
- Design for sociability/sense of community matters (e.g., entrance is an appropriate distance from the street, design for activities to be done together).
- Space for kids to play outside is important.
- Light and air to streets and homes is important.
- Privacy is important (it should not be easy for people to look into your home or back yard).
- Transitions in scale of buildings between different home types is appreciated.
- Homeowners bought property in low-density neighborhoods with an expectation that the look and feel would not change.
- There is a "too much is too much" density threshold, but participants could not identify specific limits. The look and sociability factor of the neighborhood are more important than the number of units on a lot.
- Large single-family home "McMansions" are generally not desired, though in single-family areas they may be more desirable than 5-story apartment buildings.
- Serving multigenerational households and lifestyles is important.

Assets to Preserve

- Mid-century single-story "rambler" houses provide valuable housing that are especially suitable for seniors.
- Existing affordable homes; many SeaTac homeowners cannot afford to move due to high and rising housing costs.

Ideas and Interests

- Invest in amenities, such as greenspace, sidewalks, etc.
- Ensure public services, e.g., police, accompany any growth.
- Look closely at expected population growth numbers and housing data and trends to understand community needs.
- Commercial:
  - Encourage gathering places like restaurants, bars, and other businesses where community members interact with one another.
  - Encourage mixed-use developments with commercial space for small, family-owned businesses; participants are meeting their grocery/shopping needs in Bellevue, Kent, and elsewhere instead of locally.
  - Vacant retail space in apartment buildings is a problem.
- Address affordability:
  - Limit new tax-exempt residential properties.
  - Provide truly affordable housing.
- Look and feel:
  - Consider an historic preservation program for architecturally significant mid-century buildings.
  - Focus on character (e.g., a few townhouses/duplexes are acceptable if they do not go to the fence line).
- Thoughtful planning is needed for future development:
  - Tension is building around rising housing costs, the possibility of people not having shelter, and what can be done to address it.
  - Many in the community do not want to "build up" while others do not want sprawl that could result from a lack of thoughtful planning.
  - Look for vacant or underutilized commercial properties to add housing.
- Wide range of opinions about new housing:
  - There is strong support for new housing that enhances social connections and multigenerational living, such as cohousing, cottage housing, or courtyard apartments.
  - Some believe townhouses are not acceptable in single-family neighborhoods; others believe they are a good housing type for families.
  - There is strong support for studios and small apartments for single adults living alone, including elders.
  - Missing middle housing is a reasonable approach in areas near transit.
  - Apartments are appropriate near light rail.

Priorities

- The most important objective for this plan: “Strengthen neighborhoods by tying housing production to improved infrastructure, resources, amenities, and people-oriented design.”
- The response from a poll taken during the forum that best reflects the experience of participants: “Like most of the Puget Sound region, housing costs in SeaTac have risen significantly more than household incomes over the last decade.”
- The response that reflects the most important issue to address: “SeaTac’s aging population will require accessible units.”

2. Goals, Objectives, & Strategies

Framework Goals

This plan identifies short- and longer-term actions that will guide City efforts to promote and preserve housing for all SeaTac residents. The framework goals establish a set of baseline parameters to be met by the Plan's objectives and strategies. This plan's objectives and strategies are intended to implement the following goals:

Overarching goal: Increase the amount and types of housing available at all income levels.

- **Align with City policies & Council priorities:** From Comprehensive Plan and recent Council guidance.
- **Address gaps identified in the Housing Inventory & Assessment Report**, including:
    - Gaps in the availability of housing at the lowest and highest income levels, and
    - Lack of variety within the City's current housing stock (i.e. lack of diverse housing types and owner/renter options) to meet current and future demand.

Objectives

The following objectives address the Housing Inventory & Assessment Report findings and respond to SeaTac's existing policies and development code:

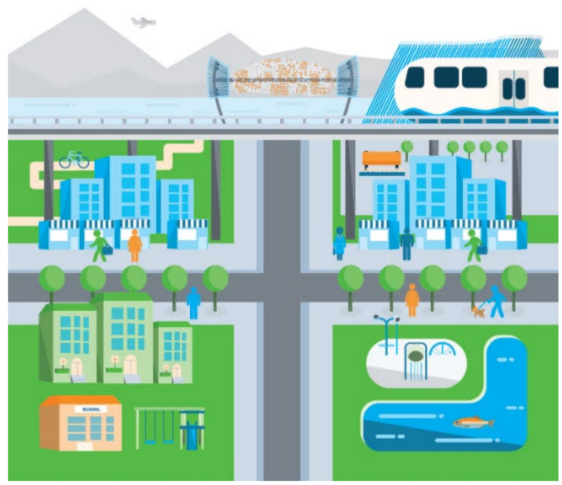
1. **Create complete communities.** Strengthen neighborhoods by tying housing production to improved infrastructure, resources, amenities, and people-oriented design.
2. **Develop Urban Villages near light rail.** Make it easier to develop homes in the light rail station areas as part of the City's urban village strategy.
3. **Increase missing middle opportunities.** Increase opportunities for "missing middle" options like duplexes, triplexes, and townhouses.
4. **Strive for a balance of housing options** through strategies that:
    a. Increase homeownership opportunities
    b. Serve young people and families
    c. Preserve existing owner-occupied and rental housing
    d. Support safe, healthy, high quality housing
    e. Promote market rate rental options
    f. Address homes at lower income categories
5. **Help residents and businesses stay in SeaTac**, and prevent disruption to communities.

Objective 1: Create Complete Communities

Strengthen neighborhoods by tying housing production to improved infrastructure, resources, amenities, and people-oriented design.

Background

- This objective aligns with and implements the City's existing "complete communities" policies which promote multimodal, connected neighborhoods with access to parks, neighborhood-oriented retail, and other services.
- Complete communities strategies include recommendations for all city neighborhoods.



Angle Lake Station Area Plan illustration depicting elements needed to create complete communities

Keys to Success

- SeaTac's current "complete communities" strategies are addressed in multiple chapters of the Comprehensive Plan, most specifically within policies, plans and level of service standards. One example is the Parks, Recreation and Open Space (PROS) Plan, which recommends that parks be available within ¼ to ½ miles from all residents depending on where they live (PROS Plan). Some cities create complete communities plans to help manage and track complete communities policy goals (https://www.sandiego.gov/complete-communities).
- City investment in proactive long-term planning, and following through with infrastructure investment, is essential to the creation of complete communities and attracting desired development. See discussion under **Objective 2: Develop Urban Villages near Light Rail**.
- Design standards are important for encouraging social interaction, creating graceful transitions in scale between home types, and protecting people's privacy. SeaTac community members valued these characteristics even more than any specific unit type or number.

Related Housing Inventory & Assessment Report Findings

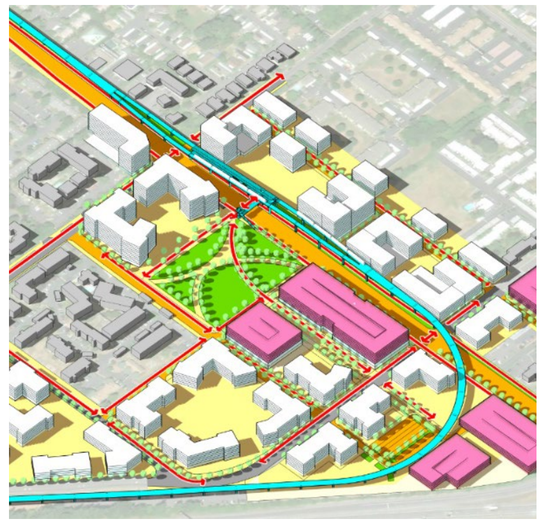
- SeaTac's residential areas include nine neighborhoods, which cover a range of residential densities and include some non-residential land uses. Only one neighborhood, McMicken Heights, has a functional neighborhood business node. The City's only major grocery store, Safeway, anchors this area.
- SeaTac's growth strategy is organized around an "urban village" concept, implemented through three station area plans (City Center, South 154th Street Station Area, and Angle Lake District Station Area Plans). Implementation of these plans would transform the International Boulevard corridor from a linear commercial form into three distinct and complete neighborhoods, accommodating new residential and employment growth, better connectivity, and improved amenities for residents who live within and adjacent to these communities.

Objective 2: Develop Urban Villages near Light Rail

Make it easier to develop homes in the light rail station areas as part of the City's urban village strategy.

Background

- This objective aligns with City policies to focus the majority of SeaTac's residential and commercial growth within compact, walkable urban villages adjacent to the three light rail stations that serve SeaTac. (See S 154th Station Area Plan, Angle Lake Station Area Plan, City Center Updated Vision Report.)
- In addition to their role as housing and job centers, urban villages are intended to provide neighborhood-oriented retail and other services to nearby communities.



Conceptual example of development around a light rail station

Keys to Success

- Increases in residential density can bring neighborhood-oriented and other services to communities. Commercial amenities like grocery stores rely on a local customer base to support them. A typical neighborhood shopping center, anchored by a supermarket, requires 10,000-30,000 people in its catchment area (1-3 miles) to be viable, including at least 3,000 households within a quarter mile. (1,000 households may support a corner store grocery.)[2] Many communities have been increasing their allowed densities, and even setting minimum densities, to ensure land is developed with the number of homes needed to support neighborhood business districts and transit. However, any density relaxation or increases should align with efforts to create complete communities.
    - Many Puget Sound cities require minimum densities around transit, including Mountlake Terrace, Bothell, Bellevue, and Redmond. Mountlake Terrace Town Center uses a minimum height – four stories – rather than a minimum density, paired with a prohibition on surface parking near the future light rail station.
    - Minneapolis requires minimum densities around rail transit stations, ranging from 50 dwelling units per acre in the Urban Center to 15 dwelling units per acre in the outer suburbs.
- If done right, transit-oriented development leverages existing cultural anchors like local businesses and parks and adds to their vibrancy. Complementary development that supports

[2] Creating Walkable Neighborhood Districts, Gregory Easton & John Owen

existing business and cultural assets, can help prevent displacement and community disruption (Objective 5).

- Proactive planning, combined with implementation, sets the framework under which development can occur and attracts developers to a predictable and amenity-rich area.
  - The City of Lynnwood planned for coming light rail, developing the City Center Subarea Plan (2005), Streetscape Plan (2014), Lynnwood Transit Center Multimodal Accessibility Plan (2016), City Center Subarea Implementation Strategies Report (2017), City Center Parks Master Plan (2018), City Center Design Guidelines (2019), and others. These planning efforts set the vision for the area and development and design standards and has attracted hundreds of new units just prior to light rail arrival in 2024.
- A coordinated effort to address code barriers to make residential and commercial developments easier to construct would help the City better achieve its goals for more homes and neighborhood services around light rail.
- Off-street parking is expensive to build, takes up valuable space, and generally negatively impacts people's perception of the place. Without parking regulations, developers tend to provide "right-sized" parking for the surrounding conditions. Relaxing parking requirements is an effective way to reduce development costs. However, two considerations to keep in mind: 1) SeaTac has unique parking needs because of airport-related transportation network company (e.g., Uber/Lyft) parking at homes, and 2) any parking reductions should be studied in relationship to the full incentives and requirements package.

Related Housing Inventory & Assessment Findings

- To accommodate expected population growth (including local young adults wanting to stay in SeaTac, empty nesters and people moving to the region), SeaTac needs about 4,700 additional homes by 2040. This means an average of 235 new homes/residential units constructed per year.
- In recent years real estate interest and development activity around light rail stations has increased. As of May 2020, eight projects with a total of 1,429 units were in some stage of planning or construction within a half mile of SeaTac light rail stations.

Objective 3: Increase Missing Middle Opportunities

Increase opportunities for "missing middle," moderate density options like duplexes, triplexes, and townhouses.

Range of home types and scales to accommodate diverse households space, design, and affordability needs (Opticos)

Background

- In SeaTac, 90% of all homes are either single-family houses or large multi-family buildings.
- One way to increase options is to encourage production of housing types that have more units per building than a single-family house, but fewer than apartment buildings. These building types are often referred to as the "missing middle" because zoning codes have prevented their construction in postwar cities and because they are aimed at people with middle incomes.
- Missing middle homes offer relatively affordable options for first-time homeowners and young families and can add new homes to established neighborhoods near transit and amenities without disrupting neighborhood character.
- This objective aligns with and implements current polices that promote a variety of housing types and options in all neighborhoods.

Examples of missing middle housing types

Keys to Success

- Many cities have moved to allow missing middle homes in low-density neighborhoods in recent years. These efforts are best paired with a review of design and dimensional standards in code to verify that the types of buildings allowed match community desires.
- For instance, in 2019 Wenatchee revised its zoning code to allow duplexes, triplexes, cottage housing, and townhouses in almost all low-density residential zones. Zoning revisions were paired with design standards and district-based architectural and landscaping guidance to ensure neighborhood compatibility and high-quality design.

Related Housing Inventory & Assessment Findings

- Existing housing does not reflect the diversity of family types, household income, or life stages of SeaTac residents.
- Most single-family houses in SeaTac were built between 1940 and 1960, and many are physically deteriorating. Older housing stock may provide relatively affordable housing but may also require investment to avoid substandard living conditions. A mix of old and new homes in an area provides more options, as could additional housing types like townhomes or duplexes.

Objective 4: Strive for a Balance of Housing Options

Strive for a balance of housing options through strategies that:

a. Increase homeownership opportunities
b. Serve young people and families
c. Preserve existing owner-occupied and rental housing
d. Support safe, healthy, high quality housing
e. Promote market rate rental options
f. Address homes at lower income categories

Sample illustration of townhouses

Description/Background

- SeaTac's housing supply lacks diversity in terms of price, building age, and housing type for both rental and ownership units. Providing a variety of residential options would move the housing supply towards a balance more reflective of the characteristics of SeaTac's population.
- This objective aligns with and implements current policies in the Comprehensive Plan aimed at increasing the type and variety of housing opportunities for residents at all income levels.

Keys to Success

- SeaTac is a host city for a large stock of both subsidized and market-rate affordable housing. Additional paths to further the City's housing priorities include ensuring SeaTac is represented in regional efforts.

Related Housing Inventory & Assessment Findings

- **Homeowner Units:** High costs for ownership housing causes about 27% of existing homeowners to be cost-burdened. Renters with larger households may be interested in becoming homeowners but may be prevented from doing so by high house prices.
- **High-end gap:** SeaTac has relatively few rental units available for the 23% of renter households that have moderate or high incomes (above 80% AMI). Providing desirable units for higher income renters can reduce pressure on more moderately priced units, as long as displacement of existing households and affordable units is prevented.
- **Low-end affordability gap:** SeaTac does not have enough housing affordable to extremely low- and very low-income households.
- **Small and/or shared homes:** SeaTac has a high proportion of single-person households, indicating demand for small and/or shared homes
- **Large unit gap:** SeaTac's housing stock does not adequately reflect the large households and high proportion of families among its population. There is demand for 2+ bedroom units for sale and for rent.
- **Accessible unit gap:** Almost a quarter of SeaTac's current residents will reach the age of 70 within the next 20 years. Ground-floor and elevator accessible units, ideally located near transit and other resources and amenities, could help this segment of the population to remain in SeaTac as they age.
- **Aging housing stock:** Older housing stock may provide relatively affordable housing but may also require investment to avoid substandard living conditions. Older multi-family buildings will need investment in repairs and renovation to maintain healthy and safe conditions, potentially driving up rents. Older single-family homes will require investment in maintenance and repairs and could be replaced with larger more expensive homes over time.

Objective 5: Help Residents & Businesses Stay in SeaTac

Help residents and businesses stay in SeaTac, and prevent disruption to communities.

Description/Background

- As SeaTac grows and develops over time, there are residents and businesses that are at risk of being displaced from the community. This can be direct displacement as older buildings are demolished to make way for new development, or it can simply be that people can no longer afford rents or leases as the community grows and demand for these spaces increase. Keeping residents in the community can require policy and other support to ensure existing spaces remain affordable to small businesses and low-income households and families.
- Anti-displacement strategies currently utilized in the region include programs that access local, regional, or federal programs to provide financial assistance for rental and home rehabilitation, home-purchase and rental assistance; coordination with community land trusts or other partners to develop or preserve affordable owner-occupied housing; rental health/safety inspections and rental registration programs, and requirements for owners of multi-family rental properties to provide advance notification of sales to cities in order to provide an opportunity to preserve existing affordable units.
- Home preservation and anti-displacement strategies identified in other cities' Housing Action Plan projects include recommendations to:
    - Inventory and monitor market rate and regulated affordable units, and areas at high risk for displacement.
    - Consider affordability requirements or incentives as part of city-initiated rezoning processes.
    - Consider preservation of existing zoning in areas at high risk of displacement.
    - Partner with housing providers to encourage a variety of housing options.
    - Collaborate with regional organizations to leverage resources and better address region-wide housing issues.
- This objective helps to implement multiple policies in the Comprehensive Plan including maintaining healthy residential neighborhoods (Goal 2.3), maintaining and enhancing the city's existing affordable housing stock (Policy 3.6A), encouraging adequate supplies of affordable housing (Policy 3.6B), ensuring no net loss of affordable units in transit communities (Policy 3.6E), and supporting existing mobile home parks as a source of affordable housing (Goals 3.8 and 3.9).

- This objective additionally reflects policies aimed at maintaining a balanced mix of commercial uses that meet the needs of city residents, businesses, and visitors (Goals 2.1 and 2.4).
- This work is interrelated with Objective 4.5's recommendations to preserve existing owner-occupied and rental housing.

Keys to Success

- Coordinate the development of policies that consider the interconnections between the City's housing and business needs. The airport and surrounding businesses require a range of different workers at different income levels, and maintaining housing that meets the needs of local workers of all incomes can support workforce needs for the local economy.
- Deploy multiple anti-displacement strategies that include actions to identify the displacement risk of local communities through inventorying and monitoring of the affordability of units and market trends, and the development of a range of physical and economic displacement mitigation actions to help address this risk.
- In areas where "naturally occurring" affordable units (e.g. affordable housing units available within existing private development) are likely to be lost to new development, consider policies and initiatives that can help provide replacement income-restricted units as part of a mixed-income community.
- Recognize the role of existing small businesses in developing "complete communities" that can both provide for the needs of residents and be a source for local employment, especially for low-income residents and communities of color.
- Given limits on available City resources, consider partnerships with non-profits, government agencies, and other organizations to help preserve existing affordable housing and commercial spaces in ways that will meet the needs of SeaTac residents.

Related Housing Inventory & Assessment Findings

- Like much of the region, housing costs in SeaTac have risen significantly over the past two decades, especially after the end of the last recession around 2014. Home prices have risen more than rents, but both rents and home prices have risen more than incomes.
- About 27% of existing homeowners are cost-burdened, including about half of all low, very low, or extremely low-income households that own their own homes. Many of these homeowners are likely seniors and vulnerable populations that may have limited resources to maintain their homes.
- Over half of households that rent in SeaTac are cost-burdened, spending more than 30% of their income on housing, and almost 20% of renters are severely cost-burdened (spending over half their income on housing).
- While there is a significant population of extremely low-income households that make less than 30% of countywide AMI, over half of SeaTac renters have incomes between 30% and 80% of AMI. In this group, 61% face some type of housing burden, and are often dependent on affordable housing that can be found on the private market.
- Future growth in SeaTac is expected to be accommodated in the Urban Center, primarily around Sound Transit light rail stations. Existing residential development in this area includes "naturally occurring" affordable housing, and future rehabilitation or redevelopment of these buildings may physically or economically displace existing residents that are dependent on this housing.

Related Public Engagement Findings

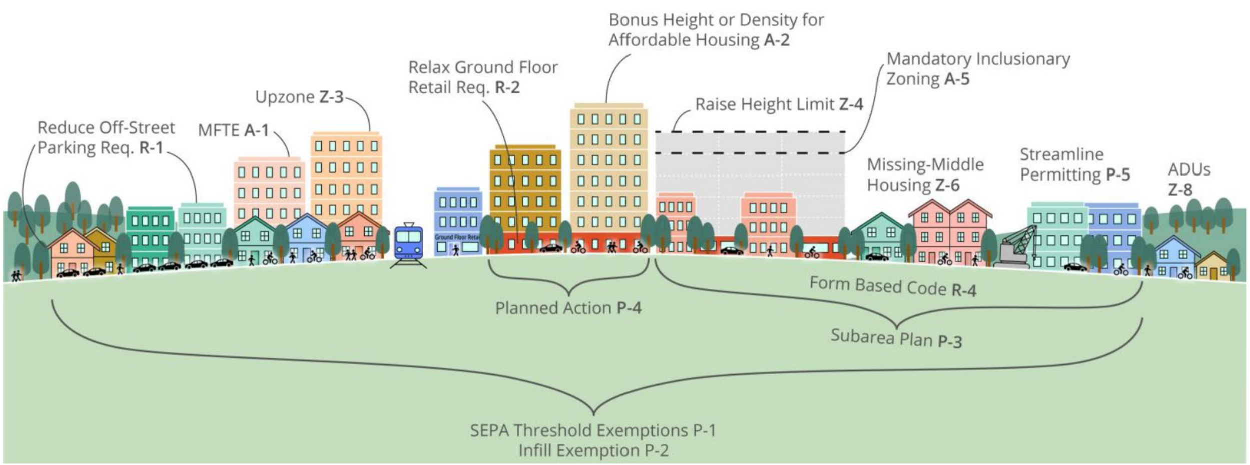
- Participants in public engagement efforts generally voiced strong support for this objective, recognizing the importance of preserving existing affordable housing in the community.
- Many Online Open House participants told stories about being displaced from the Seattle area and expressed concern about being priced out of SeaTac.
- One quarter of Online Open House participants placed "preventing displacement of lower income residents" in their top 3 priorities for this plan to address.

Strategies

The strategies are a package of interrelated steps SeaTac can take to address its housing goals and objectives. No one strategy solves the housing shortage, but together, they can increase the supply, variety, and availability for households at different income levels. Strategies were selected based on the following criteria:

- Reflect resident, development community, and Council priorities
- Implement framework goals and objectives
- Address housing shortages identified in the Housing Inventory and Assessment Report
- Compatible with SeaTac's policy framework and unique conditions

The strategies are organized by type of tool—policy amendment, City work plan, and code amendments—and many implement multiple objectives, as shown in Table 2. They are tailored to optimize SeaTac's unique development opportunities and complement the City's existing housing plans and programs.



WA Department of Commerce's example graphic of interrelated strategies that together achieve a full range of home options

Table 2. How Strategies Address HAP Framework Goals & Housing Gaps

	INCREASE SUPPLY, VARIETY, AFFORDABILITY:				ADDRESS HOUSING SUPPLY GAPS:				ADDRESS AFFORDABILITY GAPS:			
STRATEGIES	**SUPPLY**	**OPTIONS/VARIETY**	**AFFORDABILITY**	**MINIMIZE DISPLACEMENT** of Low income residents	**Middle/Moderate Density** (Duplex, townhouse)	**LARGE UNITS** (2+ bedroom)	**SMALL UNITS** (Studio-1 bedroom)	**ACCESSIBLE UNITS** (For mobility impaired	**OWNERSHIP UNITS** (Lower income categories)	**RENTAL UNITS** (Below 50% AMI)	**EXTREMELY LOW INCOME UNITS (Below 30% AMI)**	**MEDIAN INCOME UNITS** (Above Median)
POLICY AMENDMENT												
1. Strengthen "complete communities" policies	●											
CITY WORK PLAN												
2. Proactively plan and coordinate public infrastructure to support urban village development.	●											
3. Conduct a multi-family parking study to analyze parking requirements in urban villages/station areas.	●		●									●
4. Explore cost-effectiveness of creating pre-approved plans for Accessory Dwelling Units	●	●	●		●		●	●				
5. Continue conversations with the development community about actions the city can take to attract market rate rental housing.	●											●
6. Continue coordinating and providing rental assistance.			●	●						●	●	●

	INCREASE SUPPLY, VARIETY, AFFORDABILITY:				ADDRESS HOUSING SUPPLY GAPS:				ADDRESS AFFORDABILITY GAPS:			
STRATEGIES	SUPPLY	OPTIONS/VARIETY	AFFORDABILITY	MINIMIZE DISPLACEMENT of Low income residents	Middle/Moderate Density (Duplex, townhouse)	LARGE UNITS (2+ bedroom)	SMALL UNITS (Studio-1 bedroom)	ACCESSIBLE UNITS (For mobility impaired	OWNERSHIP UNITS (Lower income categories)	RENTAL UNITS (Below 50% AMI)	EXTREMELY LOW INCOME UNITS (Below 30% AMI)	MEDIAN INCOME UNITS (Above Median)
CODE AMENDMENTS												
7. Add flexibility to Small Lot Single Family requirements.	●	●	●		●			●				
8. Consider allowing cottage housing in Urban Low zones.	●	●	●		●			●				
9. Partner with residential property owners in rezoning properties to maximize their housing potential.	●	●										
10. Consider decreasing minimum lot size in the Urban Low (UL) 7,200 single-family zone.	●		●			●		●				
11. Clarify condominium provisions to make them easier to use.	●	●	●						●			●
12. Review and clarify code requirements for live/work units to encourage opportunities for small business owners.	●	●	●									

1. Strengthen "complete community" policies.

Strategy Description

"Complete community" policies generally promote multi-modal, connected neighborhoods with a mix of housing options and access to parks, neighborhood-oriented commercial and other services. SeaTac's Comprehensive Plan currently identifies the goal of creating complete communities through land use, transportation, parks and other policies (see Land Use Goals 2.1 and 2.2, Policy 2.1A, policies 2.2A-2.2, and related policies in the Transportation and Parks, Recreation & Open Space elements). Because these policies are located within multiple locations in the Comprehensive Plan, and lack textual descriptions of how they are related, it is unclear how they work together and can be used to guide City actions.

Elements that make up a complete community (Complete Communities | City of San Diego Official Website)

The City could explore a Comprehensive Plan amendment process to clarify and strengthen SeaTac-specific "complete community" policies so they provide clearer policy guidance on infrastructure investments and other City actions that can support neighborhoods and help enhance residents' quality of life.

Implementation Actions for SeaTac

- Review and inventory existing "complete community" policies.
- Facilitate a citywide conversation around appropriate "complete community" criteria for SeaTac's various neighborhoods.
- Develop amendments that clarify and strengthen "complete community" policies.
- Propose policy amendments for community, Planning Commission, and Council discussion and review.

Potential Benefits by Project Objective

- **Create complete communities:** Clarifying and refining existing "complete community" policies can lead to more leveraged and unified City actions to support neighborhoods.

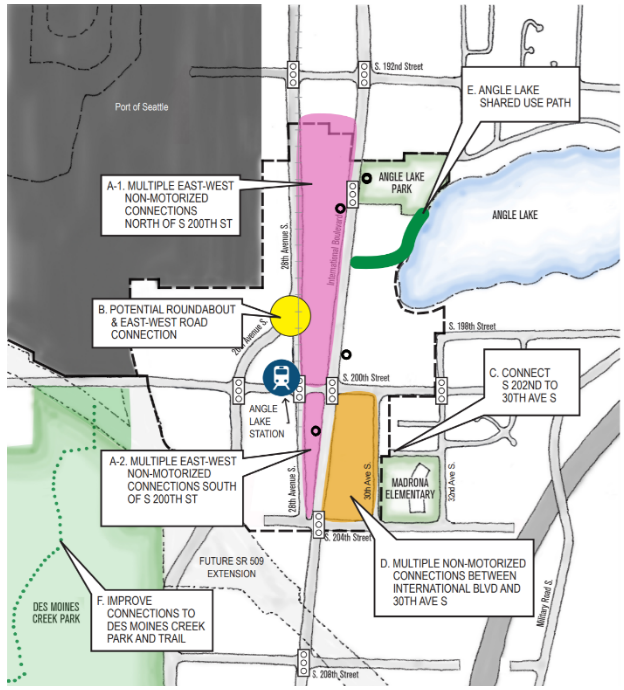
Best Practices

- "Complete communities" policies are used by cities to guide public investments that provide for residents' daily needs and promote a high quality of life. Importantly, the criteria for what makes a "complete community" is determined by cities based on their unique attributes, priorities and needs.
- The concept of "complete communities" is utilized by real estate professionals and consumers who utilize "Walk Score ®" to measure the walkability of neighborhoods in terms of pedestrian friendliness and access to nearby amenities.

2. Proactively plan and coordinate public infrastructure to support urban village development.

Strategy Description

Proactive planning, with implementation, sets the framework under which development can occur and attracts developers to a predictable and amenity-rich area. SeaTac's policies support focusing its residential and commercial growth within compact, walkable urban villages adjacent to SeaTac's three light rail stations. (See [S 154th Station Area Plan], [Angle Lake Station Area Plan], [City Center Updated Vision Report].) However, the infrastructure, resources, and amenities that make a community complete, such as safe and comfortable walking, biking, and rolling paths to transit; adequate vehicular mobility; parks and open space; and business districts do not always develop naturally with private investment. The *S 200th St Corridor Market Opportunities and Growth Scenarios* (March 2021) report states that "concerted placemaking efforts could improve the feasibility of retail in the area" (p 48) and "City investment in placemaking and walkability" could catalyze desired development (p 49).



Angle Lake Station Area Plan's connectivity strategies (Figure 14 on page 33)

Implementation Actions for SeaTac

- Continue dedicating resources to long-range planning to 1) develop and update community-backed plans for SeaTac's urban villages, and 2) chart the associated City infrastructure investment, such as sidewalks, lighting, streets, and parks, including through the capital facilities budgeting processes.
- Continue collecting fees and dedicating resources to implement infrastructure plans that support SeaTac's urban villages.
- Coordinate City work plans, including those from the departments of Community & Economic Development, Parks, Community Programs & Services, and Public Works, and leverage infrastructure and other projects to optimize use of City investments to create urban villages.

Potential Benefits by Project Objective

- **Promote market rate rental options to relieve pressure on the higher end of the rental market:** This strategy improves residential development feasibility in urban villages.
- **Develop urban villages near light rail:** This strategy improves residential development feasibility in urban villages.
- **Create complete communities**: Infrastructure investment rounds out many of the resources and amenities needed for a neighborhood to meet its residents' and businesses' needs.
- **Serve young people and seniors:** Urban village development would likely have apartments and condos appropriate for singles, young renters, and seniors, easily accessible to resources and amenities.

Best Practices

- Lynnwood planned for coming light rail, developing the City Center Subarea Plan (2005), Streetscape Plan (2014), Lynnwood Transit Center Multimodal Accessibility Plan (2016), City Center Subarea Implementation Strategies Report (2017), City Center Parks Master Plan (2018), City Center Design Guidelines (2019), and others. These planning efforts set the vision for the area and development and design standards, and has attracted hundreds of new units just prior to light rail arrival in 2024.
- Shoreline improved the Aurora Ave N (Highway 99) streetscape in 2017. This City investment, combined with additional planning, is now attracting transit-oriented development projects (e.g., Shoreline Place).

3. Conduct a multi-family parking study to analyze parking requirements in urban villages/station areas.

Strategy Description

For many new housing developments, especially multi-family buildings, on-site parking can be expensive to provide. The City's minimum parking requirements can affect whether projects will be feasible and how large they can be. Surface parking lots and driveways can take up part of a site that could otherwise be used for housing units. Alternatives for larger buildings can also be a problem: structured parking such as parking garages can limit the amount of usable space within a building, while the construction costs for providing underground parking can be very high.

"Right-sizing" local parking requirements to meet residents' needs can reduce development costs, encourage more housing development, and increase the number of units that can be accommodated in new projects. Adjusting parking can be very effective in walkable, transit-oriented neighborhoods where residents would take fewer car trips and need less parking. In SeaTac, proximity to the airport complicates residential parking; transportation network company (e.g., Uber, Lyft) drivers may need more parking than typical.

To identify the "right size" of parking to support multi-family projects near the light rail stations, the City can undertake a study that explores appropriate minimum parking requirements that balance City goals and the economic feasibility of development projects.

Implementation Actions for SeaTac

- Coordinate a parking survey and study to understand the differences between current parking requirements and standards in other suburban cities' light rail station areas.
- Consider airport-driven impacts (e.g., limo and transportation network companies (TNCs) like Lyft and Uber parking at residences). Study should also address how to appropriately incorporate recent changes to state law related to parking near frequent transit.
- Depending on the parking study results, consider adjusting parking requirements to align with current and future needs as identified in the study.

Potential Benefits by Project Objective

- **Promote market rate rental options to relieve pressure on the higher end of the rental market:** Reducing parking requirements will reduce costs to developers and improve the feasibility of building new rental housing projects.
- **Strive for a Balance of Housing Options:** A reduction in the space allocated to surface and structured parking can allow for more homes in all types of development.
- **Develop Urban Villages Near Light Rail**: Reducing parking responds to trends (outside of the COVID-19 pandemic) of increasing transit ridership and declining car ownership and supports public investments in transit and other transportation solutions for everyday needs. Study outcomes can also help guide City actions to better leverage TNCs and other unique, SeaTac-specific, airport-related parking and transportation issues to support the creation of urban villages near light rail.

Best Practices

The City of Everett coordinated a 2015 Downtown Parking Utilization Study as a follow-up to a 2007 study. The study allows for ongoing parking needs evaluation and adjustments over time.

4. Explore cost-effectiveness of creating pre-approved plans for Accessory Dwelling Units.

Strategy Description

Accessory Dwelling Units (ADUs) are small dwelling units that share a parcel with a house. ADUs are allowed in SeaTac and can provide housing for single-person households or small families in single-family neighborhoods with minimal impacts to neighborhood character. Small barriers that add cost or delay construction can prevent property owners from pursuing ADUs.

The City could explore if creating pre-approved plans for ADUs would be a cost-effective way to encourage ADU development in SeaTac.

Examples of Pre-Approved ADU Plans from the City of Lacey

Implementation Actions for SeaTac

- Review similar pre-approved design programs in peer cities including Renton and Lacey.
- Review SeaTac ADU permit activity and conduct interviews with homeowners and builders who have experience with ADUs in SeaTac.
- Evaluate potential impact of reducing design and permitting costs relative to other barriers to ADU construction in SeaTac.

Potential Benefits by Project Objective

- **Increase missing middle opportunities:** ADUs add gentle density to single-family neighborhoods, without disrupting the aesthetics or character.
- **Promote market rate rental options to relieve pressure on the higher end of the rental market:** ADUs provide market-rate rentals with a high level of amenities. They can range from low- to high-cost but are often desirable for single adults with moderate-to-high incomes that don't desire an entire house.
- **Help Residents Stay in SeaTac:** ADUs can work well for seniors and one-person households. Their small size and shared open space provide high amenities for low cost. Homeowners can also create an income stream by building and renting an ADU.

Best Practices

- The cities of Lacey and Renton recently launched pre-approved ADU design programs.
  City of Lacey pre-approved detached ADU designs
  Information about City of Renton pre-approved ADU designs (official webpage pending)

5. Continue conversations with the development community about actions the city can take to attract market rate rental housing.

Strategy Description

Engaging with residential developers can help identify policy, regulatory and other actions the City can take to encourage the production of market rate rental units. Developer outreach is already a regular part of the Community & Economic Department's work plan, and relationships with new developers were started through Housing Action Plan stakeholder outreach activities, including the Housing Producers Forum.

To facilitate continued conversations with the residential development community, the City could explore methods of improving communication channels and creating more opportunities for developer feedback.

Recently built multi-family housing projects in Puget Sound cities. (Sightline Missing Middle Photo Library, CCBY4.0)

Implementation Actions for SeaTac

- Review current outreach practices to residential developers and identify potential improvements that would increase opportunities for information sharing.
- Recommend improvements to developer outreach that can be integrated within the Community & Economic Development Department work program.

Potential Benefits by Project Objective

- **Strive for a balance of housing options:** Because the City does not build housing, improving outreach practices to the development community would facilitate a better understanding of impactful City regulatory or other actions that could help attract a variety of market rate rental units.

Best Practices

- The City of Lynnwood's draft Housing Action Plan includes a strategy to "Partner with housing providers," which emphasizes the benefits of improving relationships with developers to help meet its housing goals (p 37, Lynnwood Draft Housing Action Plan).

6. Continue helping to coordinate and provide rental assistance.

Strategy Description

Many SeaTac employers, including the Seattle-Tacoma International Airport and supporting businesses in the hospitality (hotels), restaurant, and retail sectors depend on workers who need housing affordable to people with lower incomes. SeaTac's current "naturally occurring" affordable housing is an asset to these businesses and households, and rising rents and redevelopment put SeaTac's current residents at risk of displacement. Maintaining the competitiveness of the city's economy will depend on keeping housing affordable and accessible for the local workforce.

At present, the City has limited resources available with respect to providing housing assistance to help keep SeaTac's residents in SeaTac. In 2019, the State allowed cities to impose a state-shared sales and use tax for affordable and supportive housing under the SHB 1406 Affordable Housing Sales Tax Credit (RCW 82.14.540). This is a 20-year credit that diverts a share of the state sales tax for local housing needs. In 2020, the City adopted Ordinance 20-1004, that established the Affordable Housing Sales Tax Fund which must be used for affordable housing, rental assistance, and housing services for households at 60% AMI or below. This funding will be focused on providing rental assistance, and project administration is currently under development.

Implementation Actions for SeaTac

- Finalize the City's rental assistance allocation process.

Potential Benefits by Project Objective

- **Help residents and businesses stay in SeaTac:** Providing additional rental assistance can help prevent lower-income households from being displaced as rent burdens increase.

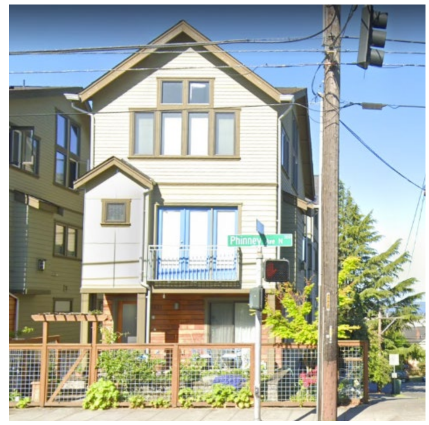
Best Practices

- The City of Bremerton has been administering a **Rental Assistance Program** in partnership with the Bremerton Housing Authority, which has relied on SHB 1406 funding. This included both weatherization upgrades and rental assistance (including short-term rent payments, eviction prevention, and security deposits).

7. Add flexibility to Small Lot Single-family requirements.

Strategy Description

Small lot single-family development allows single-family homes to be built on lots that are smaller than allowed in typical single-family areas. Small lot single-family development is currently allowed in SeaTac in the Residential Medium and Residential High zones as an alternative to multi-family housing. Instead of the 7,200 square foot (or larger) minimum lot sizes required in single-family zones, small lot single-family homes can be built on 3,000 square foot lots.



House on a small lot

Few small lot single-family homes have been built in SeaTac, which may be due to the restrictive nature of the current code. To encourage the construction of small lot single-family development, the City could use a code amendment process to identify how to add more flexibility.

Implementation Actions for SeaTac

- Review current small lot single-family code, and get input from the Master Home Builders Association and other developers on potential code barriers.
- Develop code updates that would add flexibility to the current standards.
- Propose code amendments that would make it easier to build small lot single-family homes for community, Planning Commission, and Council discussion and review.

Potential Benefits by Project Objective

- **Increase missing middle opportunities:** Small lot single-family development can encourage housing diversity and promote infill development on smaller and odd shaped lots in the multi-family zones.
- **Increase ownership opportunities:** Small lot single-family homes can increase ownership housing options.
- **Serve young people and families:** Small lot single-family houses can be more affordable ownership or rental options for households desiring to live in detached single-family homes.

Best Practices

- The PSRC Housing Innovation Practices (HIP) website identifies model regulations for small lot single-family code including examples from cities like Everett, Marysville, Mountlake Terrace and Duvall that should be reviewed as part of a code amendment process to understand regional best practices (https://www.psrc.org/sites/default/files/hip_small_lots.pdf).

8. Consider allowing cottage housing in Urban Low zones.

Strategy Description

Cottage housing example

Cottage housing refers to clusters of small homes with common areas for open space and parking. Efficient site design allows a relatively large number of homes with a high level of amenities while maintaining low-density character. Cities that allow cottage clusters typically allow double the base density (if in low density zones) to encourage development.

Cottage housing is currently allowed only through the City's Planned Unit Development code, which can be difficult to use and does not include cottage housing design standards. The City could explore how and where to allow cottage housing in Urban Low zones through a code amendment process.

Implementation Actions for SeaTac

- Review applicability of existing Planned Unit Development code for cottage housing.
- Develop code including flexible design standards for cottage housing.
- Review and discuss proposed code with community, Planning Commission, and City Council.
- Amend development code to include Cottage Housing as an allowed use in Residential Low single-family zones.

Potential Benefits by Project Objective

- **Increase ownership opportunities:** Cottage housing is typically an ownership housing type.
- **Serve young people and families:** Reduced land costs and safe play areas make cottage housing developments ideal for families with young children.
- **Increase missing middle opportunities:** Cottage housing is denser than traditional single-family development but preserves the aesthetics and feel of single-family neighborhoods.
- **Create complete communities**: Cottage housing clusters include shared open space, providing an amenity which promotes community interaction and multigenerational living.

Best Practices

- Snohomish County revised its cottage housing code in 2016. New rules allow cottage housing in single-family and medium density zones at double the base density, limit building height to 1.5 stories, and establish standards for pathways, layouts, and open space (https://snohomishcountywa.gov/3461/Cottage-Housing).

9. Partner with residential property owners in rezoning properties to maximize their housing potential.

Strategy Description

Many cities, including SeaTac, have adopted future-looking Comprehensive Plan maps that identify land use designations for certain parcels that allow for higher intensity development than their current zoning will allow. For example, some parcels with single-family zoning could be rezoned to allow for townhouse or multi-family development. While individual property owners can complete privately initiated zone re-classification processes, the time or cost of rezoning their parcels can prevent some individuals from doing so.

To encourage the upzoning of residential parcels that currently have lower density zones, the City could explore ways of partnering with property owners to support these activities.

Implementation Actions for SeaTac

- Complete an inventory of parcels that could be rezoned to higher density residential zones as allowed by their current land use designations.
- Identify one or more processes that could facilitate the re-classification of under-zoned residential parcels, including considerations of changes to administrative procedures and/or undertaking a City-initiated rezone process.
- Get input on the appropriate process for encouraging residential rezones from the Planning Commission and City Council.

Potential Benefits by Project Objective

- **Strive for a balance of housing types.** Partnering with property owners to upzone residential lots could help increase supply and diversity of housing units in the city.

Best Practices

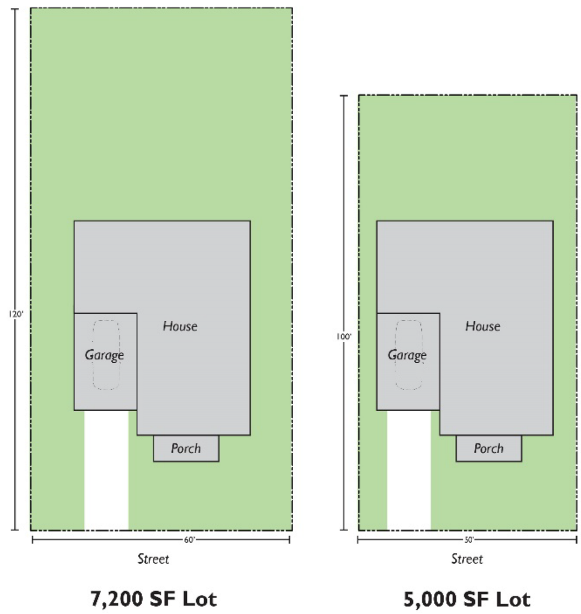
- Soon after adopting its first Comprehensive Plan and corresponding zoning code in the late 1990s, the City of SeaTac invited property owners to participate in an optional City-initiated rezone process to re-classify their parcels to zones that fully implemented their land use designations. City-initiated partnerships like this can help speed up the timeline for creating more housing options in local neighborhoods and implementing the future land use vision established within cities' Comprehensive Plans.

10. Consider decreasing minimum lot size in the Urban Low (UL) 7,200 single-family zone.

Strategy Description

SeaTac's Urban Low 7,200 (UL-7,200) single-family zoning requires a minimum lot size of 7,200 square feet (sf). A somewhat smaller minimum lot size would allow property owners to subdivide their lots to create new homes, while still retaining adequate open space and relatively low densities. Many lots are much larger than 7,200 sf but are not large enough to be subdivided under current rules.

The City could consider decreasing minimum lot size in the Urban Low (UL) 7,200 single-family zone to increase allowable subdivisions.



A smaller lot still accommodates a home and open space

Implementation Actions for SeaTac

- Review minimum lot sizes in peer cities and SeaTac lot subdivision standards.
- Propose code amendments to reduce minimum lot size for community, Planning Commission, and Council discussion and review.

Potential Benefits by Project Objective

- **Increase ownership opportunities:** Because UL-7200 covers more land in SeaTac than any other zone except Aviation Operations (AVO), over time, this change could create many new home ownership opportunities. About 800 residential parcels meet the minimum size for subdivision under current regulations. With a reduction in the minimum lot size in UL-7200 zones from 7,200 sf to 5,000 sf, approximately 1,300 additional lots could be subdivided to create new homes over the course of many years.
- **Serve young people and families:** Detached houses work well for families with children.
- **Help Residents Stay in SeaTac:** Smaller lot sizes would allow homeowners to benefit by selling a portion of their lot to someone looking to build a new house. Land sale profits could allow some homeowners to stay in their homes who could otherwise not afford to do so.

Best Practices

- The City of Wenatchee has a minimum lot size of 5,500 sf in Residential Low zones, with a larger minimum size for duplexes. Setbacks, subdivision rules, and flexible design standards limit impacts of subdivision on adjacent properties.

11. Clarify condominium provisions to make them easier to use.

Strategy Description

During the last decade, the Puget Sound region experienced very little condominium development due in part to various legal issues surrounding their construction. In the last few years, the state legislature passed condominium reform legislation to encourage more opportunities for this homeownership option to be built. While the City supported state legislation to make it easier to build condominiums, and SeaTac's development codes allow for condominium development, the current code is unclear and difficult to use.

The Met Condominiums, Denver, Co
https://www.boulevardonelowry.com/homes/condominiums/

Clarifying condominium provisions in the development code, specifically within the Planned Unit Development provisions, would make it easier for condominium projects to be permitted and built.

Implementation Actions for SeaTac

- Review existing Planned Unit Development code and other provisions related to condominium development.
- Identify revisions that would clarify and streamline these provisions.
- Propose code amendments for community, Planning Commission, and Council discussion and review.

Potential Benefits by Project Objective

- **Increase ownership opportunities:** Condominium home types are often more affordable than detached single-family homes.
- **Help Residents Stay in SeaTac:** Apartment and townhouse condominium options would provide "empty nesters" and other single-family residents looking to down-size with homeownership opportunities that would allow them to stay in the City.

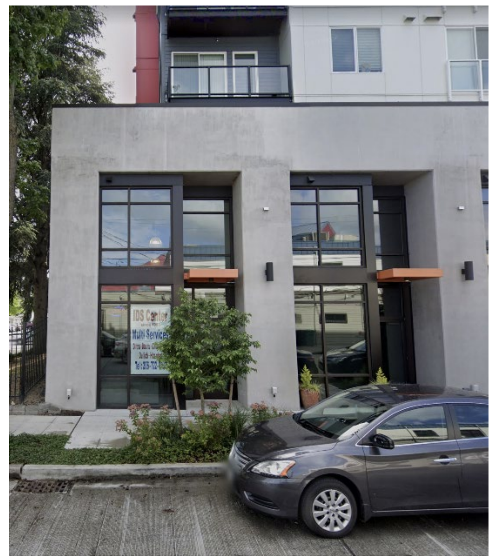
Best Practices

- Clarifying provisions in difficult to use codes, like SeaTac's current condominium related requirements, can make it easier for developers to move forward with development projects.

12. Review and clarify code requirements for live/work units to encourage opportunities for small business owners.

Strategy Description

"Live/work units" are flexible spaces designed to serve both residential and commercial functions and accommodate broader options for employment. These units typically include small services-based business (personal or professional) operating in the front with limited employees, and a residential unit for the business owner above and/or behind the workspace. Live/work spaces can provide opportunities for entrepreneurs to start and maintain small businesses with lower overhead costs.



Live/work units in Seattle (Google)

Live/work units differ from home occupations in that home occupations are typically managed as accessory uses in residential zones to minimize the effects that the business will have on the surrounding neighborhood. Commercial uses that involve more than 25% of the floor area of the unit are not eligible, which may be restrictive for the design of these spaces. Additionally, possible uses for these live-work spaces could require more visitors than are currently allowed.

For ground floor commercial uses in mixed-use projects, allowing live/work spaces can also provide flexibility in fulfilling these requirements. As these spaces can be flexible in their use, this can provide options for landlords when leasing these spaces.

Implementation Actions for SeaTac

- Review existing provisions within the development and building codes and develop requirements for live/work spaces in new projects.
- Code amendments should ensure that ground floor spaces are functional for small businesses and help activate the street.

Potential Benefits by Project Objective

- **Create Complete Communities:** Live/work units can support independent, community-oriented businesses started by local residents. These businesses can often effectively fulfill local cultural needs in addition to commercial functions.
- **Help Businesses Stay in SeaTac:** Compact spaces with lower overhead like live/work units can be ideal as incubators for small businesses that can otherwise struggle to find appropriate spaces for rent and are vulnerable to displacement when properties redevelop.

Best Practices

- In Sumner, live-work units are allowed as part of the Planned Mixed-Use Development (PMUD) districts (SMC 18.26).
- The City of Tacoma allows live/work spaces in their commercial, mixed use, and downtown zoning districts, and permits assembly, office/café/business, retail, and manufacturing uses. The residential portion must be inhabited by a business employee. (See TMC 13.06.080.I.)

3. Implementation

Implementing the selected strategies will require dedicated staff time and funding. Table 3 identifies the strategies' implementation actions, the lead party, and the general timeframe. It should guide City decision-making about budgets and workplans for City departments. The selected strategies are feasible, but their full implementation will be dependent on available funding. SeaTac may change and adapt its housing plan to respond to changing market conditions, demographics, and available funding.

Monitoring Process

SeaTac should use existing resources—such as PSRC and the State Office of Financial Management (OFM)-provided data—as much as possible to track progress on achieving housing goals. SeaTac may consider developing indicators and a tracking process. A useful set of potential indicators is included in Redmond's Housing Action Plan Exhibit 7 on page 55.

Types of City Actions

Table 3 organizes the strategies and their action steps by type of tool available to SeaTac. The strategies include:

- **City/Department Work Programs:** Three new programs and two continuations of existing or authorized efforts
- **Policy Amendment Process:** One policy amendment process, which would likely be explored as part of the 2024 major Comprehensive Plan update process
- **Code Amendment Process:** Eight code amendments, which would likely be bundled into three or four amendment processes for efficiency

Lead Party

The actions below will involve multiple City departments, elected officials, community members, and other partners. However, the lead is primarily the Community and Economic Development Department, whose staff will initiate the actions and follow-through on their implementation. Acronyms in the chart include:

- **CED** Community & Economic Development
- **PCPS** Parks, Community Programs & Services
- **PW** Public Works

Timeline

- **Ongoing** Continuation of existing programs
- **Short term** 1-5 years
- **Medium term** 6-10 years

Table 3. Implementation Actions

STRATEGIES	ACTIONS	LEAD	TIMELINE
POLICY AMENDMENT			
1. Strengthen "complete community" policies.	▪ Review and inventory existing "complete community" policies. ▪ Facilitate a citywide conversation around appropriate "complete community" criteria for SeaTac's various neighborhoods. ▪ Develop amendments that clarify and strengthen "complete community" policies. ▪ Propose policy amendments for community, Planning Commission, and Council discussion and review.	CED	Short term
CITY WORK PLAN			
2. Proactively plan and coordinate public infrastructure to support urban village development.	▪ Continue dedicating resources to long-range planning to 1) develop and update community-backed plans for SeaTac's urban villages, and 2) chart the associated City infrastructure investment, such as sidewalks, lighting, streets, and parks, including through the capital facilities budgeting processes. ▪ Continue collecting fees and dedicating resources to implement infrastructure plans that support SeaTac's urban villages. ▪ Coordinate City work plans, including those from the departments of Community & Economic Development, Parks, Community Programs & Services, and Public Works, and leverage infrastructure and other projects to optimize use of City investments to create urban villages.	CED/PCPS/PW	Ongoing

STRATEGIES	ACTIONS	LEAD	TIMELINE
3. Conduct a multi-family parking study to analyze parking requirements in urban villages and station areas.	▪ Coordinate a parking survey and study to understand the differences between current parking requirements and standards in other suburban cities' light rail station areas. ▪ Consider airport-driven impacts (e.g., limo and transportation network companies (TNCs) like Lyft and Uber parking at residences). Study should also address how to appropriately incorporate recent changes to state law related to parking near frequent transit. ▪ Depending on the parking study results, consider adjusting parking requirements to align with current and future needs as identified in the study.	CED/PW	Short term
4. Explore cost-effectiveness of creating pre-approved plans for Accessory Dwelling Units	▪ Review similar pre-approved design programs in peer cities including Renton and Lacey. ▪ Review SeaTac ADU permit activity and conduct interviews with homeowners and builders who have experience with ADUs in SeaTac. ▪ Evaluate potential impact of reducing design and permitting costs relative to other barriers to ADU construction in SeaTac.	CED	Short term
5. Continue conversations with the development community about actions the city can take to attract market rate rental housing.	▪ Review current outreach practices to residential developers and identify potential improvements that would increase opportunities for information sharing. ▪ Recommend improvements to developer outreach that can be integrated within the Community & Economic Development Department work program.	CED	Ongoing
6. Continue coordinating and providing housing assistance to low income households.	▪ Finalize the City's rental assistance allocation process.	PCPS	Ongoing

STRATEGIES	ACTIONS	LEAD	TIMELINE
CODE AMENDMENTS			
7. Add flexibility to Small Lot Single-family requirements.	▪ Review current small lot single-family code, and get input from the Master Home Builders Association and other developers on potential code barriers. ▪ Develop code updates that would add flexibility to the current standards. ▪ Propose code amendments that would make it easier to build small lot single-family homes for community, Planning Commission, and Council discussion and review.	CED	Short term
8. Consider allowing cottage housing in Urban Low zones.	▪ Review applicability of existing Planned Unit Development code for cottage housing. ▪ Develop code including flexible design standards for cottage housing. ▪ Review and discuss proposed code with community, Planning Commission, and City Council. ▪ Amend development code to include Cottage Housing as an allowed use in Residential Low single-family zones.	CED	Short term
9. Partner with residential property owners in rezoning properties to maximize their housing potential.	▪ Complete an inventory of parcels that could be rezoned to higher density residential zones as allowed by their current land use designations. ▪ Identify one or more processes that could facilitate the re-classification of under-zoned residential parcels, including considerations of changes to administrative procedures and/or undertaking a City-initiated rezone process. ▪ Get input on the appropriate process for encouraging residential rezones from the Planning Commission and City Council.	CED	Medium term
10. Consider decreasing minimum lot size in the Urban Low (UL) 7,200 single-family zone.	▪ Review minimum lot sizes in peer cities and SeaTac lot subdivision standards. ▪ Propose code amendments to reduce minimum lot size for community, Planning Commission, and Council discussion and review.	CED	Short term

STRATEGIES	ACTIONS	LEAD	TIMELINE
11. Clarify condominium provisions to make them easier to use.	▪ Review existing Planned Unit Development code and other provisions related to condominium development. ▪ Identify revisions that would clarify and streamline these provisions. ▪ Propose code amendments for community, Planning Commission, and Council discussion and review.	CED	Short term
12. Review and clarify code requirements for live/work units to encourage opportunities for small business owners.	▪ Review existing provisions within the development and building codes and develop requirements for live/work spaces in new projects. ▪ Code amendments should ensure that ground floor spaces are functional for small businesses and help activate the street.	CED	Medium term

Appendices

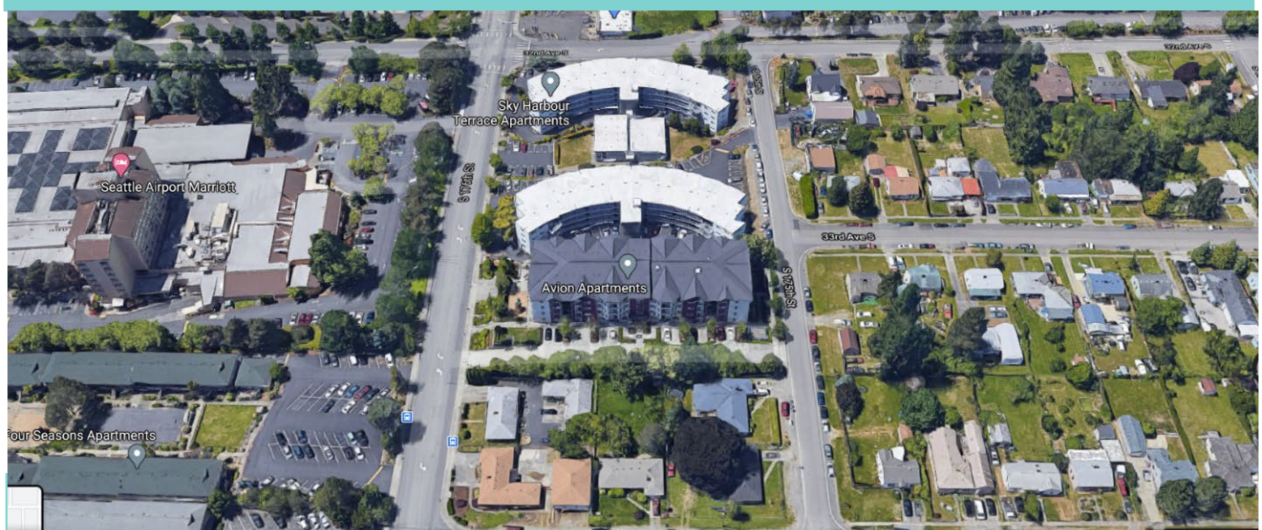
A. Housing Inventory & Assessment Report

B. Community Engagement Results

HOUSING & HUMAN SERVICES BACKGROUND REPORT APPENDICES

Appendix C: HAP Report - Housing Inventory & Assessment Report (HIAR) *(includes SeaTac Displacement Risk Assessment)*

SEATAC
HOUSING INVENTORY & ASSESSMENT REPORT



SeaTac Housing Action Plan Project
June 2021

Prepared by:

MAKERS architecture and urban design, LLP
BERK Consulting

HOUSING INVENTORY & ASSESSMENT REPORT

Executive Summary

The Housing Inventory and Assessment Report (HIAR) was created as part of the City's Housing Action Plan (HAP) project. It is a guide for decision-makers, residents, and other community members that:

- Provides SeaTac's current housing conditions baseline data, and
- Identifies shortcomings or gaps in how the housing supply meets demand now and in the future.

Along with community input, the findings from the initial draft of this report were used to develop strategies for SeaTac's Housing Action Plan.

The report includes six parts with information about housing supply, market dynamics, regulations, and demographics, and gaps revealed through examination of SeaTac's housing data. Parts 2, 3, 4, and 5 include summary "key takeaways" sections highlighting the most important and relevant information for the Housing Action Plan.

Part 1: Introduction

Part 1 provides the reader with background information for understanding this report's findings.

- **Section 1-1** frames this report within the overall Housing Action Plan process and provides information about project funding and context about the broader regional housing system.
- **Section 1-2** describes the methods employed to develop the report, with notes about the various data sources and how they are used.

Part 2: Housing Overview

Part 2 provides general information about SeaTac's housing story. Many topics are addressed with greater specificity and deeper analysis in later sections of the report.

- **Section 2-1** provides a chronological account of the housing of history in SeaTac, starting with native peoples, through the present day and recent trends. It includes a discussion of the role neighborhoods play in SeaTac
- **Section 2-2** provides a snapshot of the major factors that influence the housing system in SeaTac, including current population and projected growth, residential land uses, housing production, and employment.
- **Section 2-3** summarizes goals and policies adopted by the City and regional agencies that relate to housing, neighborhoods, and growth.

Part 3: Current Housing Conditions

Part 3 is a detailed description of existing housing and demographics in SeaTac.

- **Section 3-1** provides information about the age, type, tenure (owner/renter), size and condition of existing housing, as well as information about special housing types and regulated affordable housing.
- **Section 3-2** describes the physical infrastructure that influences residential development in SeaTac, including the airport, highways, pattern of streets and blocks, and utilities.
- **Section 3-3** provides a detailed demographic portrait of SeaTac's residential population, with information about resident age, income, household size and type, languages spoken and national origin, and characteristics of the renter and owner households. It includes a comparison of SeaTac household incomes and US HUD determined Area Median Income (AMI).

Part 4: Housing Costs & Affordability in SeaTac

Part 4 assesses the SeaTac housing market, with information and analysis related to rents, home prices, vacancies, affordability relative to household incomes, and cost burden.

- **Section 4-1** compares recent trends in rent and home price growth in SeaTac with peer cities and the countywide market.
- **Section 4-2** explores housing affordability and cost burden among SeaTac residents.

Part 5: The Assessment: Gaps in Current & Future Housing Demand

Part 5 assesses gaps between SeaTac housing supply and demand.

- **Section 5-1** assesses the City's implementation of housing-related strategies in the context of King County's regional growth strategy, Puget Sound Regional Council growth projections, 20-year building capacity projections, and the housing development projects currently underway.
- **Section 5-2** compares the characteristics of SeaTac housing supply with SeaTac's demographic groups and identifies potential shortcomings in meeting demand.
- **Section 5-3** identifies gaps in affordability where the price of available housing is not well matched to household incomes.

Part 6: Appendices

- **Appendix A: City of SeaTac Comprehensive Plan Policies** lists SeaTac Comprehensive Plan goals and policies related to housing.
- **Appendix B: SeaTac Population & Housing Quick Facts** compiles often-requested basic data about SeaTac's demographics and housing system.
- **Appendix C: Additional SeaTac Housing Data & Diagrams** is a resource for digging deeper into the data behind this report.
- **Appendix D: SeaTac Displacement Risk Analysis** shares information about displacement, summarizes displacement risks particular to SeaTac, and offers a toolkit of potential approaches to slowing or mitigating displacement.

Key Findings

The Housing Inventory and Assessment Report (HIAR) was created as part of the City's Housing Action Plan (HAP) Project. It is a guide for decision-makers, residents, and other community members that:

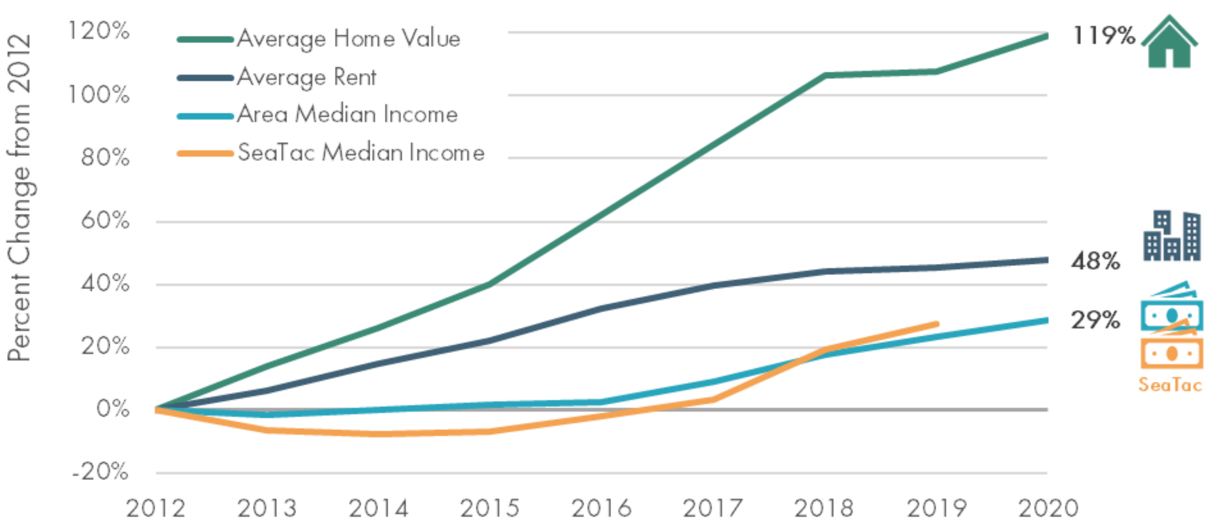
- Provides SeaTac's current housing conditions baseline data, and
- Identifies shortcomings or gaps in how the housing supply meets demand now and in the future.

Along with community input, the findings from the initial draft of this report were used to develop strategies for SeaTac's Housing Action Plan.

HOUSING COSTS

1. **Like most of the Puget Sound region, housing costs in SeaTac have risen significantly more than household incomes over the last decade.** Since 2012, home prices have risen 119%, rents have risen 48%, while incomes are up just 29%. This makes buying a home increasingly out of reach for average SeaTac families.

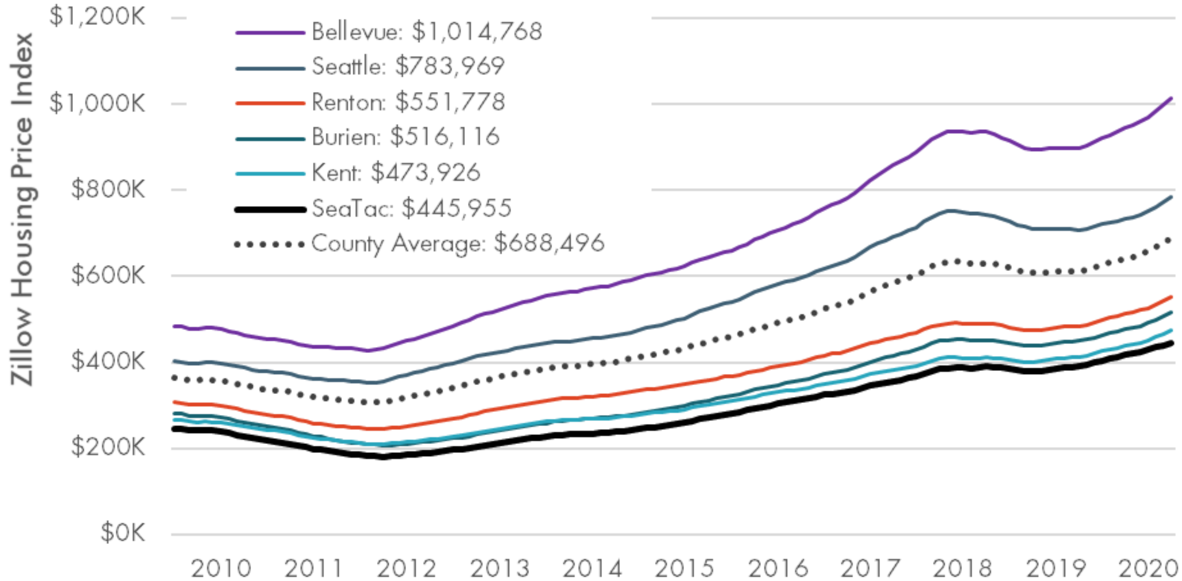
Exhibit 1. Home Prices, Rents, and Incomes in SeaTac and King County



Source: Zillow, 2020; HUD 2020, ACS 2019 5-Year Estimates

2. While home prices are rising in SeaTac and other South King County cities, they have not risen as fast as the countywide average.

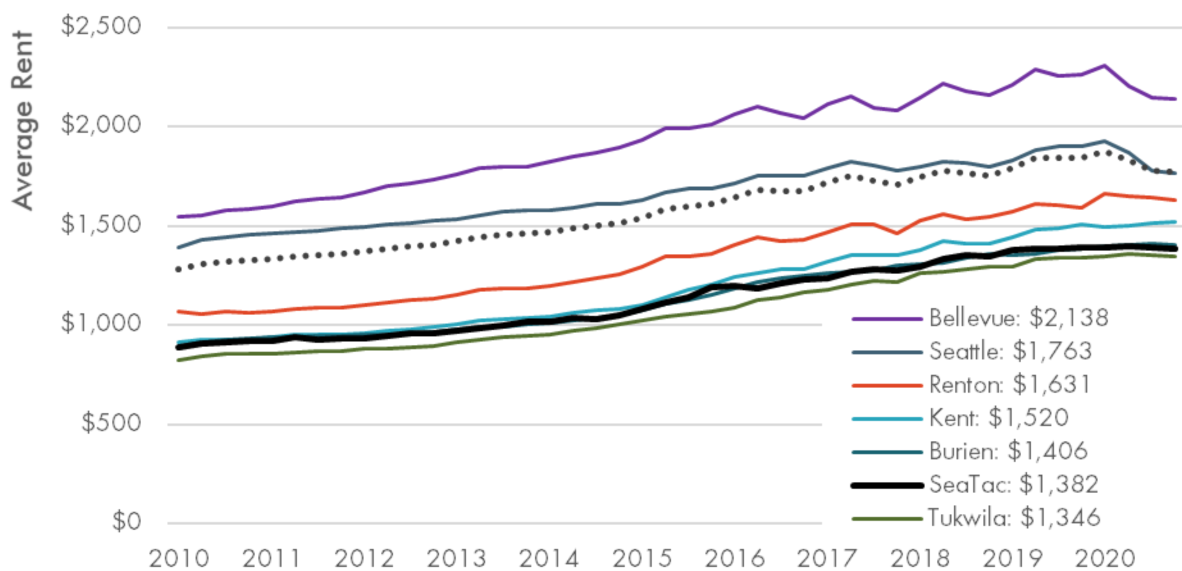
Exhibit 2. SeaTac and Peer Cities House Prices House Prices 2010-2020



Source: Zillow, 2020

3. While SeaTac's average rent costs are around $600 less a month than the county average, they generally align with rents in South King County.

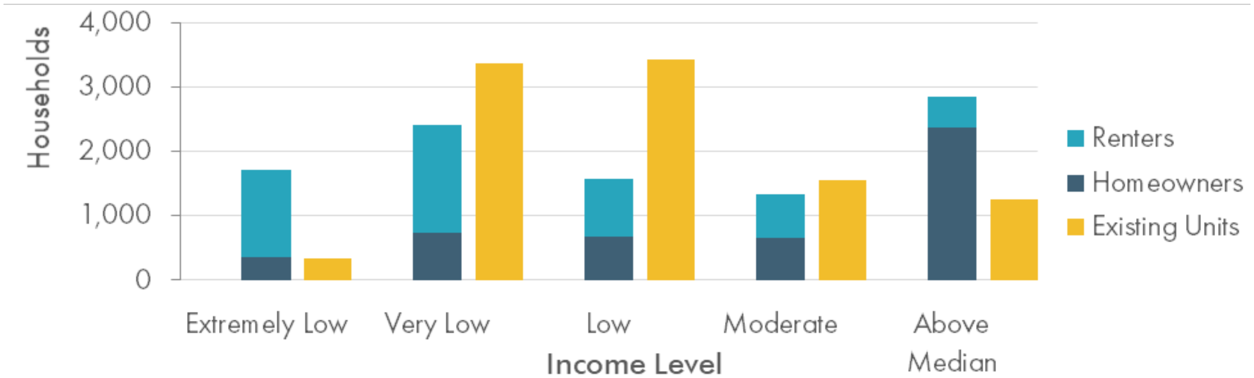
Exhibit 3. SeaTac and Regional Rent Growth, 2001-2020



Source: CoStar, 2020

4. SeaTac has a shortage of homes for people at the highest and lowest income levels. SeaTac has few rental units available for the 23% of renter households that have moderate or high incomes, and these households may be able to afford higher monthly costs than they are paying now. Adding desirable units for higher income renters alongside existing affordable units could reduce pressure on lower-income market segments. SeaTac also does not have enough housing affordable to households in the "extremely low" income category, requiring these households to rent units they can't easily afford. (When looking at the cumulative stock of extremely low and low income units, it is likely that there are households in both income categories that are in units that are difficult to afford.)

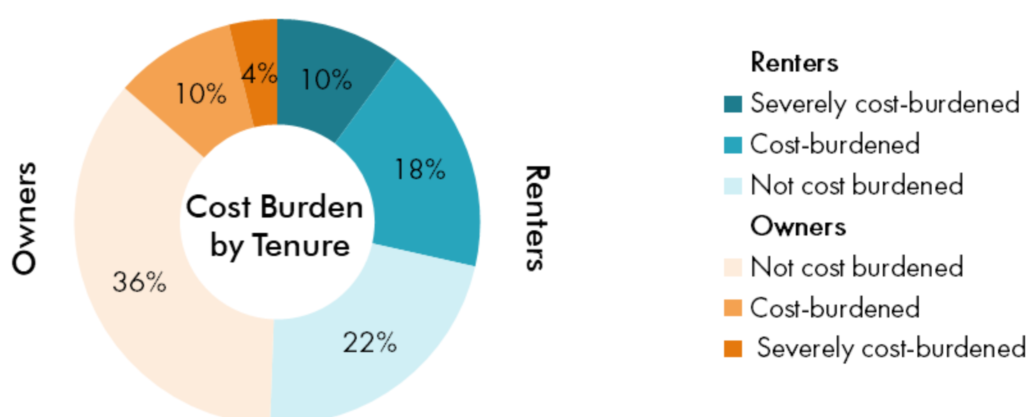
Exhibit 4. Existing Supply and Gaps/Surplus by Income Level



Source: HUD CHAS, 2020 (based on ACS 2017 5-year estimates)

5. While SeaTac has a proud history of providing housing for working families, currently, two out of five SeaTac households are paying more than 30% of their gross income on housing. The US Department of Housing & Urban Development considers these households to be "cost burdened," because they will have less money available for other essentials.

Exhibit 5. Cost Burden and Severe Cost Burden by Tenure (Owner/Renter)

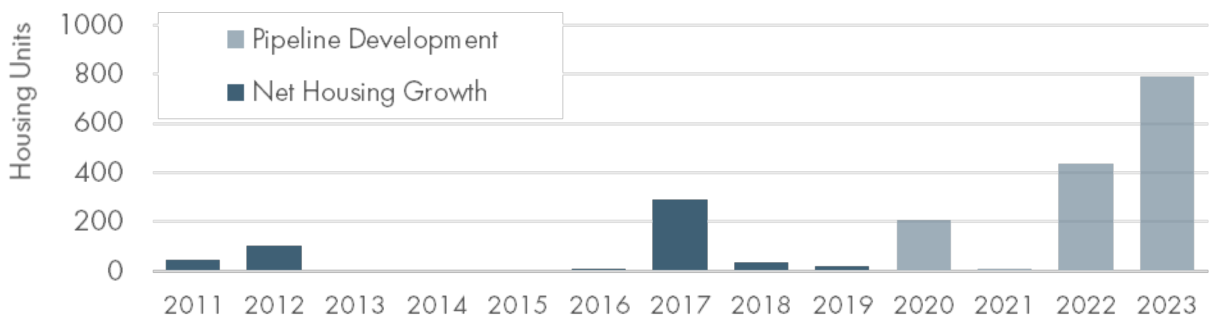


Source: HUD CHAS (based on ACS 2013-2017 5-year estimates)

RECENT & ANTICIPATED HOUSING GROWTH

6. **Until recently, SeaTac's housing supply was not on pace to meet anticipated demand.** Although the city has adequate land capacity to meet forecasted growth, actual housing growth over the last decade has been slower than in most other cities in King County. In the last few years, however, the development community has shown more interest in building housing here, and approximately 1,300 new, primarily multi-family/ apartment units are anticipated to be constructed in the next five years. In accordance with the City's urban village growth strategy, much of this construction is located near the three light rail stations that serve SeaTac. To accommodate expected population growth (including local young adults wanting to stay in SeaTac, empty nesters and people moving to the region), SeaTac needs about 4,700 additional homes by 2040. This means an average of 235 new homes/residential units constructed per year.

Exhibit 6. Housing Growth and 2020-2023 Pipeline Development

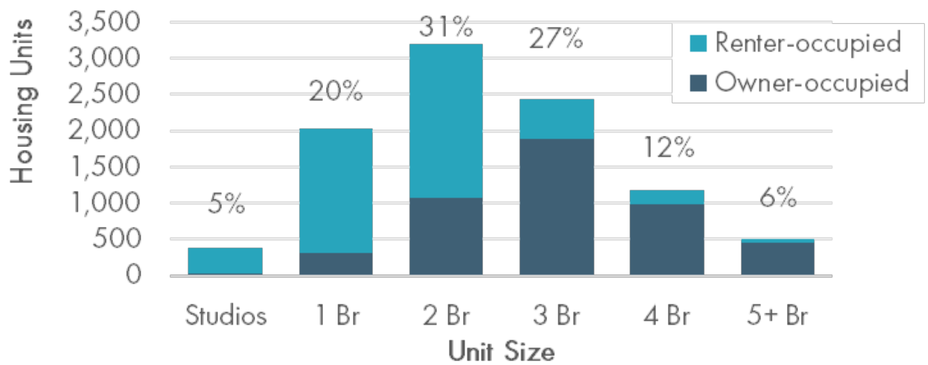


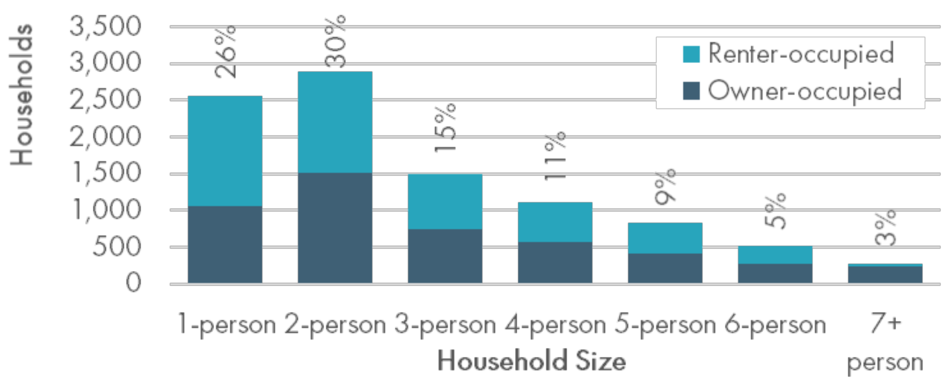
Source: Washington Office of Financial Management, 2020.

HOUSING DEMAND

7. **SeaTac's unit sizes do not reflect its household sizes and current demand for housing for families and single-person households.** SeaTac is unique in that families with children are more likely to be renters than homeowners. This may be related to the city's large number of older, mid-century apartments which provide more bedrooms per unit than is typical in newly constructed multi-family buildings. At the same time about a quarter of SeaTac households live alone, indicating demand for small and/or shared homes. Currently, just 5% of SeaTac homes are studios, all of which are rentals.

Exhibit 7. SeaTac Housing Unit Size and Household Size

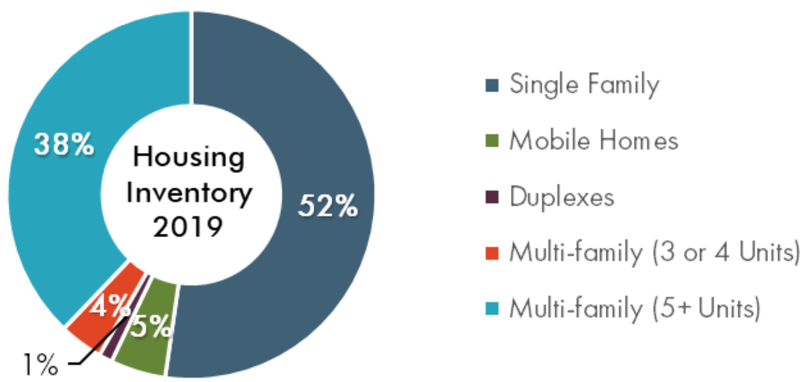




Source: US Census 2018 ACS 5-Year Estimates.

8. **Middle-density housing options are underrepresented.** SeaTac's housing supply mainly consists of single-family housing and large multi-family/apartment housing, which together make up 9 out of 10 homes. So called "missing middle" housing types like duplexes, townhouses, and small multifamily buildings are becoming more common in the region and could provide options for households that are not well served by other housing types.

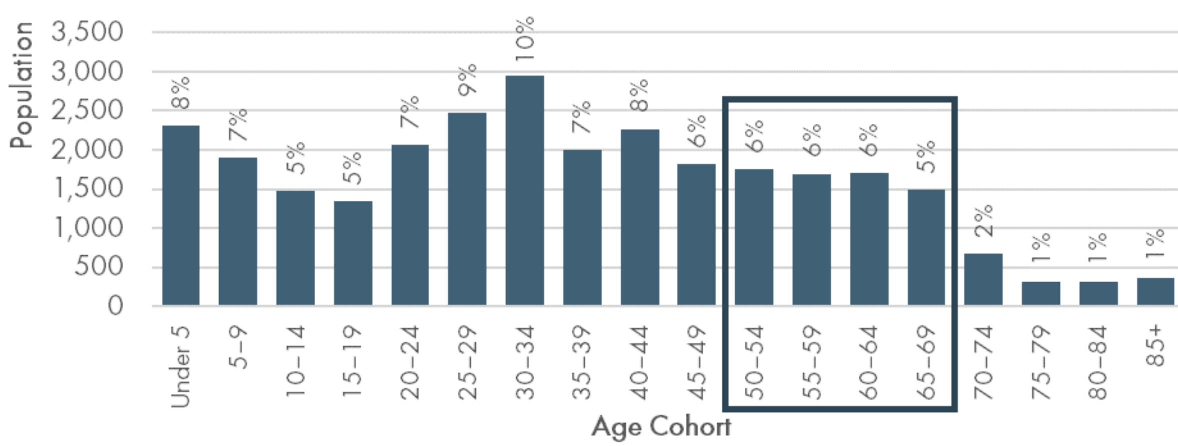
Exhibit 8. SeaTac Housing Types, 2019



Source: Washington Office of Financial Management, 2020.

9. **SeaTac's aging population will require accessible units.** Almost a quarter of SeaTac's current residents will reach the age of 70 within the next 20 years. Ground-floor and elevator accessible units, ideally located near transit and other resources and amenities, would help this segment of the population to remain in SeaTac as they age.

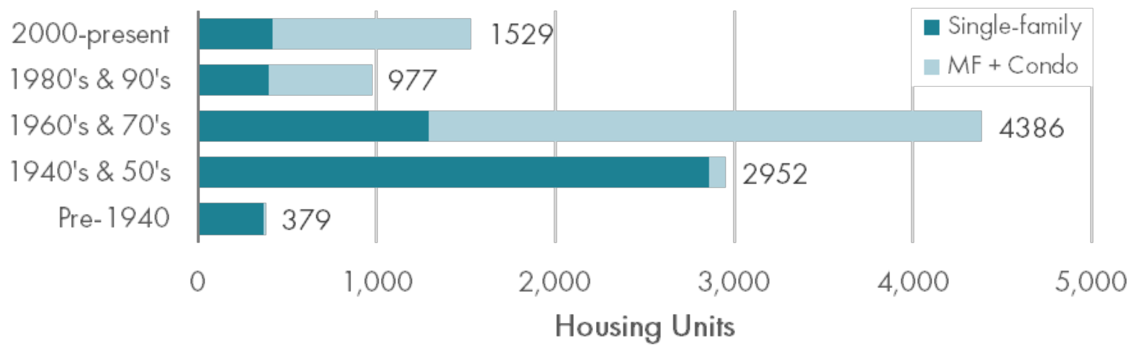
Exhibit 9. SeaTac Population by Age Cohort



Source: US Census 2019 ACS 5-Year Estimates.

10. Most housing in SeaTac was built within a short period of time and is aging. Nearly two thirds of all housing units in SeaTac were built between 1950 and 1980. This includes both single family homes and apartment buildings. These units have provided affordable homes for generations of SeaTac residents, but the need for maintenance and renovations will rise in coming decades. As land values rise, demolition and redevelopment can bring new housing options to communities, but can also lead to the displacement of people living in the existing units, and disrupt adjacent communities.

Exhibit 10. SeaTac Housing by Year Built, 2020



Source: King County Assessor, 2020.

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Glossary

Accessory Dwelling Units

According to state law, an accessory dwelling unit is a dwelling unit located on the same lot as a single-family housing unit, duplex, triplex, townhome, or other housing unit. These can be "attached", or located within or attached to the housing unit, or "detached", consisting partly or completely of a separate building.

Affordable Housing

The United States Department of Housing and Urban Development (HUD) considers housing to be affordable if the household is spending no more than 30 percent of its income on housing costs. A healthy housing market includes a variety of housing types that are affordable to a range of different household income levels. However, the term "affordable housing" is often used to describe income-restricted housing available only to qualifying low-income households. Income-restricted housing can be located in public, nonprofit, or for-profit housing developments. It can also include households using vouchers to help pay for market-rate housing (see "Vouchers" below for more details).

American Community Survey (ACS)

This is an ongoing nationwide survey conducted by the U.S. Census Bureau. It is designed to provide communities with current data about how they are changing. The ACS collects information such as age, race, income, commute time to work, home value, veteran status, and other important data from U.S. households.

Area Median Income (AMI)

This is a term that commonly refers to the area-wide median family income (MFI) calculation provided by the Department of Housing and Urban Development (HUD) for a county or metropolitan region.[1] Income limits to qualify for affordable housing are often set relative to AMI or MFI. In this report, unless otherwise indicated, both AMI and MFI refer to the HUD Area Median Family Income (HAMFI).

Cost Burdened

When a household pays more than 30 percent of their gross income on housing, utilities (including heating and water but not telephone or internet), they are "cost-burdened." When a household pays more than 50 percent of their gross income on housing, including utilities, they are "severely cost-burdened." Cost-burdened households have less money available for other essentials, like food, clothing, transportation, and medical care. (US HUD)

[1] See https://www.huduser.gov/portal/datasets/il.html

Fair market rent (FMR)

Fair Market Rents (FMRs) are used to determine payment standard amounts for most HUD housing programs. The U.S. Department of Housing and Urban Development (HUD) annually estimates FMRs for Office of Management and Budget (OMB) defined metropolitan areas, some HUD defined subdivisions of OMB metropolitan areas and each nonmetropolitan county. HUD uses FMR estimates for these areas to calculate area median income (AMI).

HFMA

HFMA stands for HUD FMR area. HFMA is the same as FMR.

Household

A household is a group of people living within the same housing unit.[2] The people can be related, such as family. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit, is also counted as a household. Group quarters population, such as those living in a college dormitory, military barrack, or nursing home, are not considered to be living in households.

Household Income

The census defines household income as the sum of the income of all people 15 years and older living together in a household.

Income-Restricted Housing

This term refers to housing units that are only available to households with incomes at or below a set income limit and are offered for rent or sale at a below-market rates. Some income-restricted rental housing is owned by a city or housing authority, while others may be privately owned. In the latter case the owners typically receive a subsidy in the form of a tax credit or property tax exemption. As a condition of their subsidy, these owners must offer a set percentage of all units as income-restricted and affordable to household at a designated income level.

Low-Income

Families that are designated as low-income may qualify for income-subsidized housing units. HUD categorizes families as low-income, very low-income, or extremely low-income relative to area median family incomes (MFI), with consideration for family size. See an example table incorporating family size in Exhibit 49.

Median Family Income (MFI)

The median income of all family households in the metropolitan region or county. Analyses of housing affordability typically group all households by income level relative to area median family income. Median income of non-family households is typically lower than for family households. In this report, both MFI and AMI refer to the U.S. Department of Housing and Urban Development Area Median Family Income (HAMFI). Calculated based on results of the American Community Survey (ACS) (table B19113).

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[2] The census sometimes refers to "occupied housing units" and considers all persons living in an occupied housing unit to be a single household. So, Census estimates of occupied housing units and households should be equivalent.

Tenure

"Tenure" references the ownership of a housing unit in relation to the household occupying the unit. According to the US Census Bureau, a housing unit is "owned" if the owner or co-owner lives in the unit, even if it is mortgaged or not fully paid for. A cooperative or condominium unit is "owned" only if the owner or co-owner lives in it. All other occupied units are classified as "rented," including units rented for cash rent and those occupied without payment of cash rent.

Vouchers (Tenant-based and Project-based)

HUD provides housing vouchers to qualifying low-income households. These are typically distributed by local housing authorities. Vouchers can be "tenant-based", meaning the household can use the vouchers to help pay. The Census sometimes refers to "occupied housing units" and considers all persons living in an occupied housing unit to be a single household. So, Census estimates of occupied housing units and households should be equivalent for market-rate housing in the location of their choice. Or they can be "project-based", meaning they are assigned to a specific building.[3]

Universal Design

Universal design is "the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, or ability".[4] When integrated into the built environment, universal design principles ensure that residents who are aging or who have a disability are not blocked from accessing housing and services.

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[3] See https://www.hud.gov/program_offices/public_indian_housing/programs/hcv/tenant and https://www.hud.gov/program_offices/public_indian_housing/programs/hcv/project for more details.
[4] http://universaldesign.ie/What-is-Universal-Design/

INTRODUCTION

Part 1: Introduction

1-1 Background & Purpose

A. Background

How is this Housing Inventory and Assessment Report related to SeaTac's Housing Action Plan?

This Housing Inventory and Assessment Report was created as part of the larger Housing Action Plan (HAP) project. (These assessments are often called "Housing Needs Assessments.") The main goals of the Housing Action Plan are to identify strategies to increase the city's housing supply and options for current and future residents at all income levels. This assessment provides baseline data about SeaTac's current housing supply and demand that can be utilized to inform the HAP recommendations.

How is this project funded?

The City is able to undertake this project thanks to funding provided by the Department of Commerce and created by Washington State House Bill 1923 (E2SHB 1923). E2SHB 1923 allocated funds for cities with the goal of supporting housing affordability because of a growing statewide gap between incomes and housing costs. Grant funding has been provided to cities to support efforts to:

- Create housing action plans that encourage the construction of more housing and a greater variety of housing types.
- Increase residential building capacity in areas that have supportive transportation and utility infrastructure and are served with frequent transit service.
- Prioritize the creation of affordable, inclusive neighborhoods.
- Consider the risk of residential displacement, particularly in neighborhoods with communities at high risk of displacement.

How do regional housing issues affect SeaTac?

Steady population and job growth in the Puget Sound region have increased demand for housing faster than new housing has been built. In King County from 2010 to 2017, three new full-time jobs were created for every new unit of housing.[5] This means increased competition for each home for sale or rent and longer waiting lists for subsidized housing programs. Rising costs can lead residents to look elsewhere for housing they can afford – which often means moving further away from jobs, amenities, and cultural communities, a phenomenon known as "economic displacement."

In SeaTac, as in other South King County cities, housing prices have historically been lower than in Seattle or east King County. However, **affordability is an increasing problem in SeaTac as average house values have risen 4 times faster than income, and average rents almost 2 times faster**, since 2012 (see Exhibit 51).

What role does the City play in housing production?

The City of SeaTac does not build or manage any housing. However, the City can affect how much and what types of housing are produced in SeaTac through comprehensive plan policies, development codes, incentives, programs and capital projects. The HAP will identify strategies to ensure the City's influence on housing production is in line with its overall housing goals.

B. Purpose

This assessment describes how SeaTac's housing supply meets current and future demand. It is intended to be a guide for decision-makers, residents and others that first, provides a baseline of data that explains the condition of housing in SeaTac in 2020, and second, identifies where there are shortcomings or gaps in how the housing supply meets demand now and in the future.

This assessment can be divided into two main sections:

- **The Housing Inventory**: Parts 2, 3, and 4 are an inventory of SeaTac's housing supply and demand, including information on the current housing stock, residential population and local housing market. The inventory also identifies the City's current housing goals.
- **The Assessment of Housing Gaps**: Part 5 is an assessment of the problems, issues and gaps identified in the housing inventory in terms of:
  - Gaps in the implementation of the City's housing policies,
  - Gaps in the current type of housing stock available, and
  - Gaps in housing affordability.

[5] Source: HOUSING UNDERPRODUCTION IN WASHINGTON STATE, Up for Growth & ECONorthwest; Washington Office of Financial Management, U.S. Census Bureau LEHD Origin-Destination Employment Statistics (LODES)

1-2 Methodology

The analysis conducted in this assessment relies on available socio-demographic and housing data from multiple sources. This includes as much publicly available data as possible, but also incorporates some data from real estate listings websites that have limitations on their use. All data used is the latest data available but note that in some cases information may take some time to compile and may be older.

The sources of data we used for this analysis include the following:

- **Puget Sound Regional Council (PSRC).** The PSRC provides overall regional housing targets through the VISION 2040 regional growth strategies, recently updated with the VISION 2050 plan, which informs the development of King County's Countywide Planning Policies.[6] Additionally, the PSRC coordinates housing and employment projections for the region, including the Land Use Vision model referenced in this report.[7]
- **Washington State Office of Financial Management (OFM).** The OFM is the state-level agency in charge of developing official population and housing counts for statutory and programmatic purposes, and compiles data from individual jurisdictions to further this goal. Publicly available counts for population and housing are available on their website.[8] Additionally, small-area and more detailed custom data are also available to provide more detail on housing and population growth.
- **King County Buildable Lands.** Coordinated on a periodic basis, the County coordinates a review and evaluation of development and land supply to determine whether its cities are meeting growth and density targets and if cities have enough land to meet future growth needs. As part of this work, cities survey their available lands for development, and compare this to growth targets established through the Countywide Planning Policies. This report relies on both the estimates of land capacity, as well as the assessment of future growth targets. Data utilized from 2014 Buildable Lands Report and Preliminary 2021 Buildable Lands Report.
- **US Census LEHD Origin-Destination Employment Statistics (LODES).** The US Census compiles information about the home and work locations of employees, and provides information through a web-based interface[9] on the characteristics of jobs and workers, such as economic sector, general length of commute, and wages. Additionally, LODES can also be used to indicate where people in a given location or jurisdiction work, and where workers in a community live, which can provide an understanding of commuting patterns. This data is partly "synthetic", meaning that it is based on estimates from the original data to preserve

[6] https://www.psrc.org/vision.
[7] For more information, refer to the PSRC website: https://www.psrc.org/projections-cities-and-other-places. Note that this dataset is currently being revised to account for the VISION 2050 plan.
[8] https://ofm.wa.gov/washington-data-research/population-demographics/population-estimates.
[9] https://onthemap.ces.census.gov.

anonymity while being representative of major characteristics or trends.

- **King County Assessor's Office.** The King County Assessor maintains records of taxable property across King County. For the analysis of housing, the extensive files on property information can be useful in characterizing the local housing stock.[10] These files can also be paired with cadastral data from the King County GIS Center to provide more geographical information on the distribution of housing.[11]
- **American Community Survey (ACS).** The American Community Survey is an ongoing survey program coordinated by the US Census Bureau to provide detailed information about the population. Developed as an alternative to the Decennial Census long form, the ACS relies on a sample of households to collect more detailed data on topics such as education, transportation, internet access, employment, and housing.[12] The results from the ACS are reported on a yearly basis for larger cities, and on a 5-year average basis for all communities. This report relies on this information for some demographics data, and the ACS is also used as part of the CHAS dataset (below).
- **Comprehensive Housing Affordability Strategy (CHAS).** The US Department of Housing and Urban Development (HUD) relies on custom tabulations from the ACS to develop the more detailed CHAS dataset.[13] This information is intended to demonstrate the extent of housing needs and issues across communities, with a focus on low-income households. This information, available at a city level, provides detailed information about characteristics of the local housing stock, including the affordability of both rental and owner-occupied housing. The CHAS dataset also provides some household information, which can be cross-tabulated with housing information to link household characteristics with needs. Note that the most recent dataset, released in August 2020, relies on the 2013–2017 ACS dataset.
- **Zillow.** The online real estate listings company Zillow provides some data on the real estate market free of charge. These datasets include information on rents, home values, inventory, and sales at the city, metro, and zip code levels.[14] To address gaps in data, some of this information relies on information from the ACS to weight key values.
- **CoStar.** CoStar is a commercial real estate listings service that provides more detailed market statistics over metro areas across the US, Canada, and other countries.[15] This dataset relies on information from several sources, including listings sites owned by the CoStar Group, and can provide information on multi-family rents, vacancy rates, and absorption on the market.
- **City of SeaTac Land Use and Housing & Human Services Background Reports.** As part of the development of the Comprehensive Plan, the City of SeaTac created reports to provide supplementary information to support City goals, policies, and implementation strategies. For this analysis, the Land Use and Housing & Human Services Background Reports provide key

[10] https://info.kingcounty.gov/assessor/DataDownload/default.aspx.
[11] See: https://kingcounty.gov/services/gis/GISData.aspx.
[12] For more information, refer to the ACS website: https://www.census.gov/programs-surveys/acs.
[13] https://www.huduser.gov/portal/datasets/cp.html
[14] https://www.zillow.com/research/data/
[15] See https://www.costar.com/ for more information. Note that this project relies on a dataset available through subscription only.

background information, including references to citywide targets for growth.[16]

- Port of Seattle, Sea-Tac International Airport Economic Impacts Study, January 2018, by Community Attributes, Inc. Employment and other data were utilized from this study which can be accessed at the following link: https://www.portseattle.org/sites/default/files/2018-02/180131_CAI_sea_tac_airport_economic_impacts.pdf.
- South King County Subregional Housing Action Framework – Task 2 Housing Context Assessment Methods memo, ECONorthwest, Summer 2020. This memo was created with funding through HB 1923 as part of a collaborative project undertaken by the cities of Auburn, Burien, Federal Way, Kent, Renton and Tukwila. Some data from this memo was utilized in this report.

In addition to these sources of data, this report also relies on GIS data for mapping provided primarily by the City of SeaTac, the King County GIS Center, and the US Census Bureau. This document provides references for figures, tables, and conclusions based on the information described here.

[16] See: https://www.seatacwa.gov/government/comprehensive-plan.

HOUSING INVENTORY

Part 2: Housing Overview

2-1 Local Housing History

Purpose: The purpose of this section is to provide the reader with a baseline understanding of SeaTac's housing history and to shed light on why and how SeaTac's residential neighborhoods have evolved into what they are today.

A. History of Housing & Growth in SeaTac

The following section provides a history of SeaTac's residential growth. This information is based on sources that are referenced at the end of the section.

Native Peoples – The lower Puget Sound is the historic homeland of Southern Lushootseed-speaking Coast Salish people. Prior to the arrival of Euro-Americans, many Lushootseed tribes inhabited the Puget Sound and Green River valley. They tended to live in permanent villages composed of longhouses near abundant sources of food and resources along rivers and shorelines. Salish longhouses accommodated large extended families and were usually made of Western Redcedar. In SeaTac, Salish canoes have been found in Angle Lake, where native people likely hunted or fished. Tribes that inhabited the area around SeaTac in the 19th Century were reorganized into the Muckleshoot and Duwamish tribes by the Treaty of Point Elliott in 1855, and all longhouses were destroyed.

Early White Settlement – Highline ridge was relatively sparsely inhabited during early settlement of the Puget Sound. Military Road was constructed in 1860, providing the first north-south road in the Puget Sound and opening up the Highline area to settlers, who built small farms and cabins. When railroads arrived in the 1890's the pace of settlement increased. Many settlers were Japanese immigrant farmers who grew produce for the Seattle market.

Airport and Suburban Growth – Gradual farming settlement continued until Bow Lake airfield was selected as the site for Seattle Tacoma International Airport in 1942. Neighborhoods sprang up in SeaTac as bedroom communities for jobs related to building and operating the airport as well as wartime industry in Seattle and Renton, causing the population of SeaTac to triple from 1941-1945. Construction of I-5 in the 1960's improved vehicular access throughout the region and spurred a further increase in suburban residential development, mostly of single-family houses.

Investment and Federal Policy Impacts – As suburban neighborhoods throughout the United States were developed, the real estate industry, with the support of the federal government, used "redlining" to prevent non-white people from buying property, denying them the opportunity to accumulate wealth. According to the University of Washington's Seattle Civil Rights & Labor History Project, these practices occurred throughout the Puget Sound Region, including SeaTac. Redlining was common from 1923 to 1950 before being banned in Washington State in 1977. The disparities resulting from redlining were exacerbated during the postwar period, when the federal government made an unprecedented investment in popular homeownership but excluded people of color from participation. These investments included the GI bill, Fannie Mae, Freddy Mac, and other programs that subsidized single-family home construction and purchase. The effects of the increased wealth disparity between white and African American families caused by redlining and exclusionary federal programs have passed through generations and continue to drive economic outcomes today.

Urbanization and Incorporation – Low-land prices and good transportation access promoted the construction of apartment buildings and mobile home parks throughout Highline, helping to meet the need for affordable housing options in central Puget Sound. However, in the 1960s, regional through-traffic on Highway 99 was diverted to the new Interstate 5. This, together with expansion of the airport and accompanying noise levels, contributed to an economic downturn in the area around Highway 99. Rising population and the desire for improved public safety and services led city residents to incorporate the City of SeaTac in 1990.

Recent Years – Following incorporation, the City worked to improve Highway 99 –renamed "International Boulevard" and develop a vision for more cohesive growth around the creation of a new city center adjacent to the airport. Construction of Sound Transit's three light rail stations in the late 00's spurred the creation of station area/urban village plans, where infrastructure investment and development regulations would support denser, more walkable development. However, since the 1990's, housing development in SeaTac has occurred at a relatively slow pace compared to other King County cities.

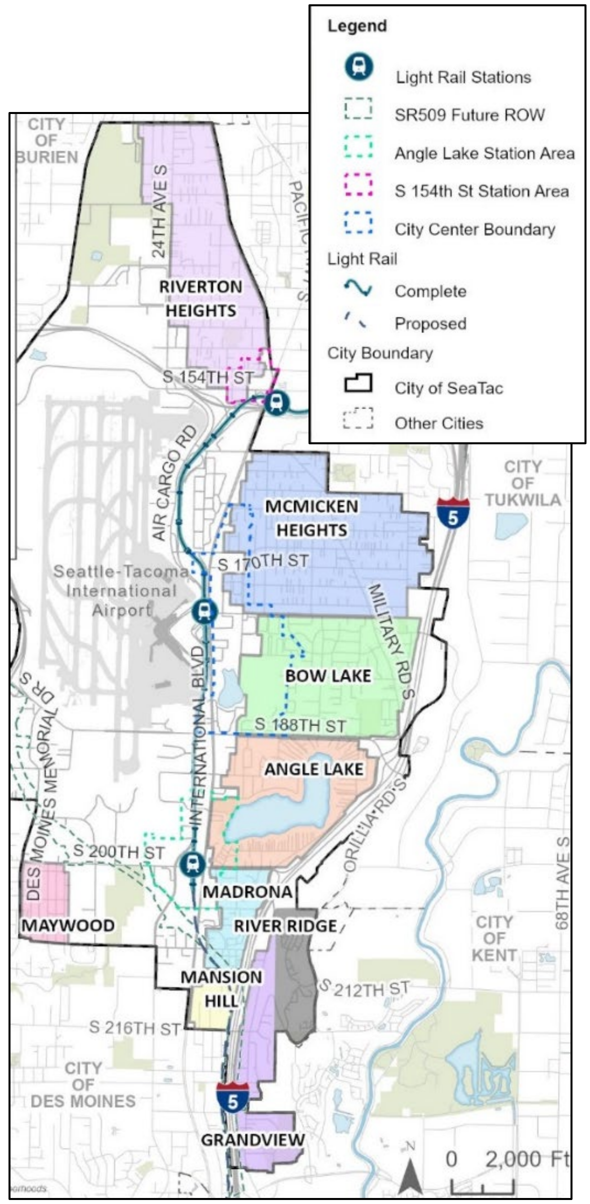
Airport and Impacts on Housing – While the growth of air travel over the years has led to significant job and business opportunities, increases in air traffic have also had negative impacts on SeaTac's residential communities. Since the 1950s, the Port of Seattle has acquired hundreds of properties from individuals due to operational expansions and noise mitigation programs. Additionally, thousands of area homes have needed noise proofing. These impacts have likely contributed to slower housing growth and detracted from community vitality in and near these neighborhoods.

Sources: HistoryLink: SeaTac — Thumbnail History, SeaTacWA.gov HISTORY, Suquamish Tribe - History & Culture, ,Simon Fraser University - Coast Salish Architecture, Seattle PI: Sea-Tac's Turbulent History Dec 11, 1994, The Color of Law – Richard Rothstein, Seattle Civil Rights & Labor History Project, University of Washington.

B. Neighborhoods

- SeaTac's residential areas include nine neighborhoods, which cover a range of residential densities and include some non-residential land uses.
- However, SeaTac has not completed a formal process to designate neighborhoods, nor are there neighborhood-based community councils or organizations.
- Limited pre-automobile development means that only one neighborhood, McMicken Heights, has a functional neighborhood business node. The City's only major grocery store, Safeway, anchors this area.
- While most neighborhoods lack north-south streets and sidewalks, neighborhoods in the north end tend to have more well-connected street grids than those in the south.
- A well-connected street grid allows better local mobility options, promotes active transportation like walking and bicycling, and can better support access to goods, services, education, recreation and other nearby opportunities.
- The City's policy goals include creating urban villages adjacent to light rail stations in the north, central, and southern sectors of SeaTac that can provide current and future residents with greater access to housing, employment and neighborhood-oriented services. These areas have not been historically connected to the surrounding communities as neighborhood service centers, and only recently have started to develop in line with City goals and their development potential.

Exhibit 11. SeaTac Neighborhoods Map



Source: City of SeaTac

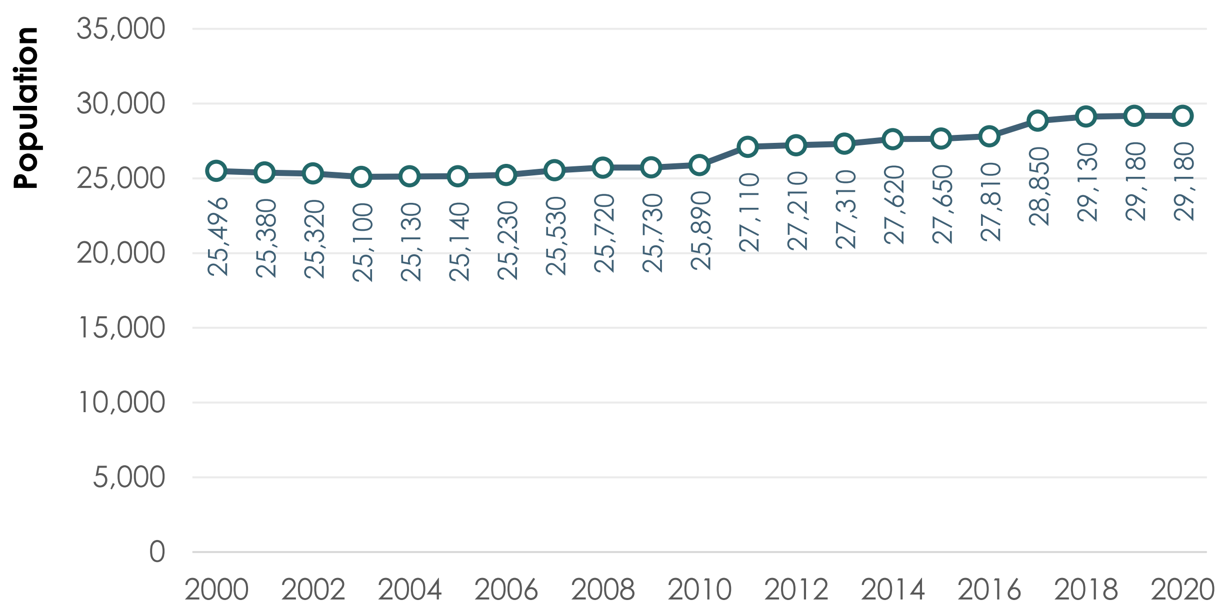
2-2 Current Snapshot: Population, Housing, & Employment

Purpose: The purpose of this section is to provide the reader with a baseline understanding of the status of the people and jobs that help drive residential demand in the city and housing production trends.

A. Population & Growth Trends

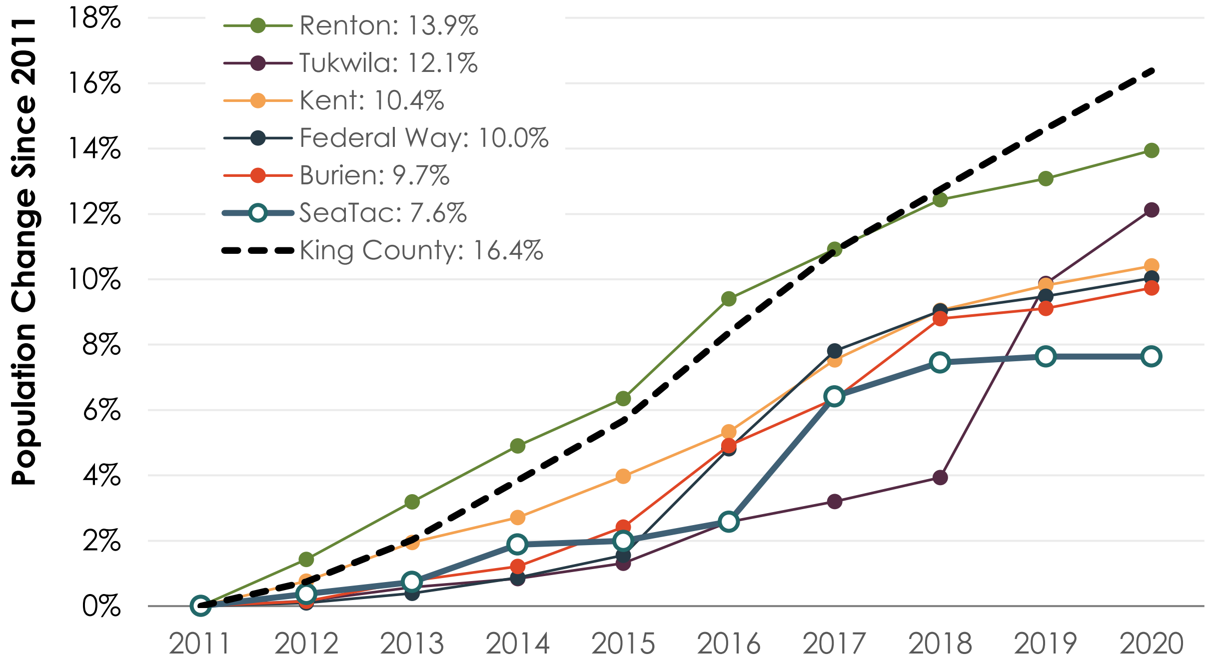
- SeaTac's population has grown by less than 4,000 residents over the past 20 years.
- SeaTac is growing slower than other South King County cities. As a group, South King County cities are growing slower than the county.

Exhibit 12. SeaTac Population, 2000-2020



Source: Washington Office of Financial Management, 2020.

Exhibit 13. SeaTac Population, 2000-2020



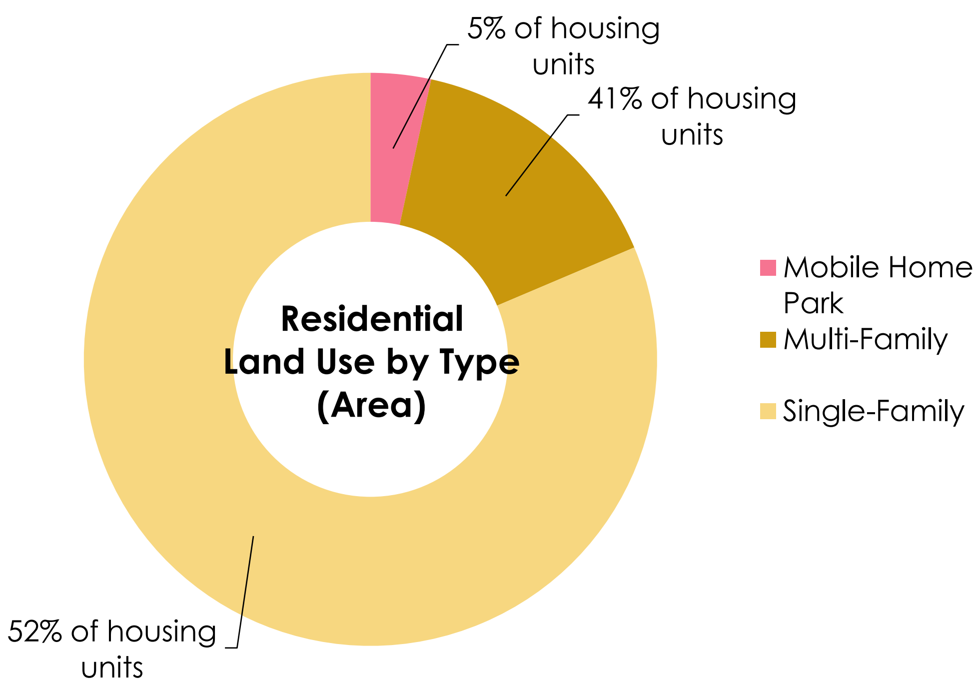
Source: Washington Office of Financial Management, 2020.

Note: Renton annexed areas with approximately 5,500 residents between 2011 and 2020, accounting for more than a third of its 13.9% population growth.

B. Residential Land Use

- Airport-related uses occupy 34% of SeaTac's land area (excluding rights-of-way).
- Residential land uses occupy roughly 33% of SeaTac's land area (excluding rights-of-way)
- SeaTac had 10,831 housing units[17] as of 2020.
- For residential land uses as of 2019:
  - About 81.4% of residential land has detached/single-family houses with a total of 5,675 housing units.
  - About 15.2% of residential land has multi-family residential with a total of 4,654 housing units.
  - As of 2019, about 3.4% of residential land use was used for mobile home parks with a total of 526 housing units.[18] With the closure of the Firs Mobile Home Park, City staff estimates that there were a total of 489 housing units in two remaining mobile home parks as of April, 2021.

Exhibit 14. SeaTac Residential Land Use by Housing Type



Source: City of SeaTac, Land Use Background Report, 2015; Washington Office of Financial Management, 2020

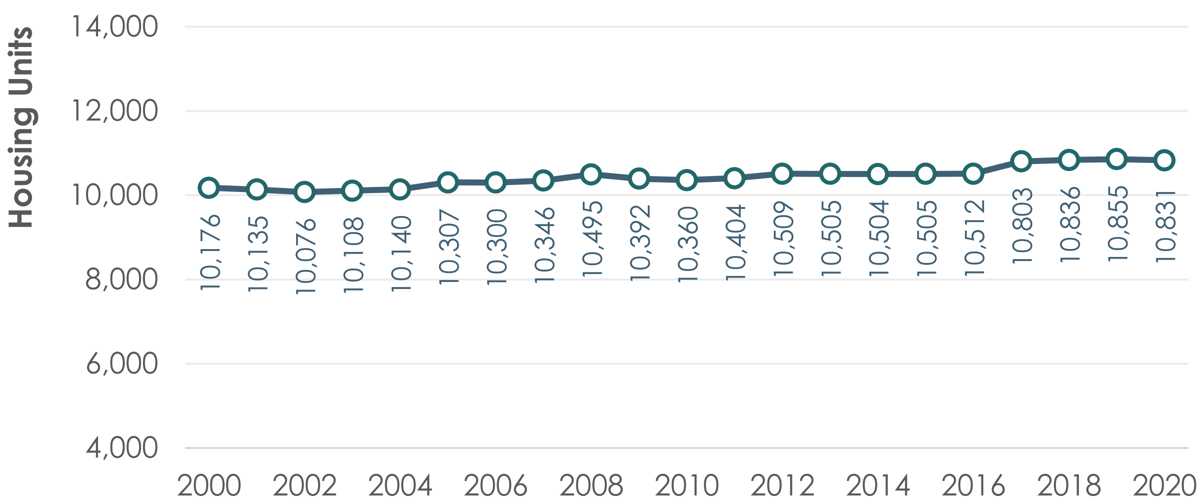
[17] Washington Office of Financial Management, 2020
[18] City of SeaTac, Land Use Background Report, 2015; Washington Office of Financial Management, 2020

C. Housing Growth & Trends

In SeaTac, during the last 20 years, eleven multi-family development projects with over 1,000 units have been constructed, and single-family housing has been added through short platting and individual home construction. However, residential units have also been removed from the housing supply during that that time period.

- Since 2000, SeaTac has seen fewer than 700 net new units added to its housing supply.[19]
- During that time, around 400 units were removed from the housing supply due to airport noise mitigation programs, buyouts from the SR 509 highway extension project and a mobile home park closure.
- Housing growth in SeaTac since 2011, has been slower than other South King County cities and slower than King County as a whole.
- Development pipeline projects include those under construction, planned, or permitted. If completed, these projects could increase the city's rate of growth over the next five or more years. SeaTac's pipeline projects include between 1200 to 1400 potential housing units. (The units are provided as a range because projects sometimes change the number of units during the permitting process.)

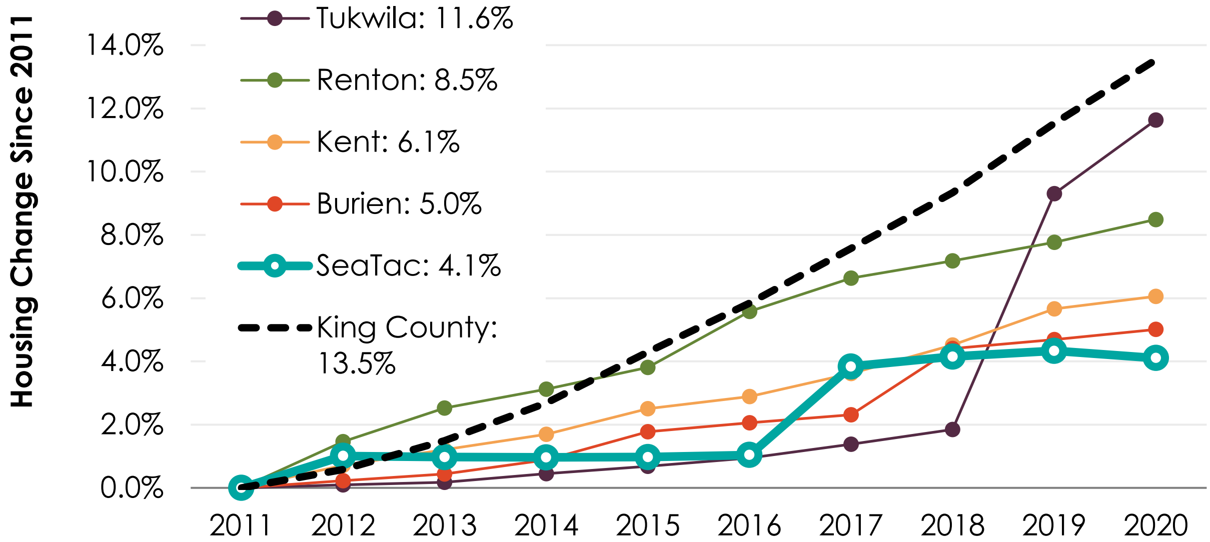
Exhibit 15. Total Housing Units in SeaTac 2000-2020



Source: Washington Office of Financial Management, 2020.

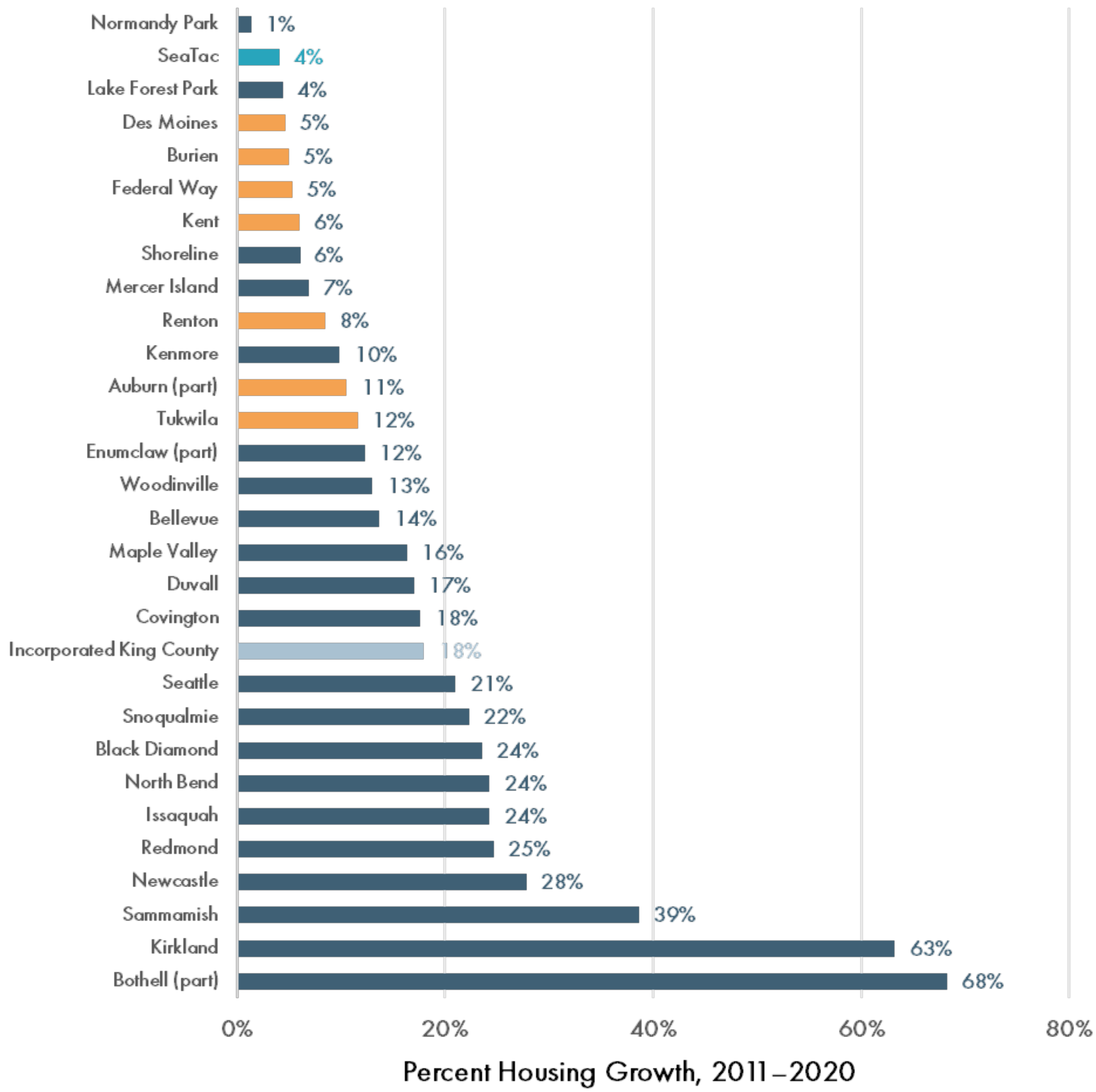
[19] Washington Office of Financial Management, 2020; BERK, 2020.

Exhibit 16. Housing Growth in SeaTac and Neighboring Cities, 2011-2020



Source: Washington Office of Financial Management, 2020.

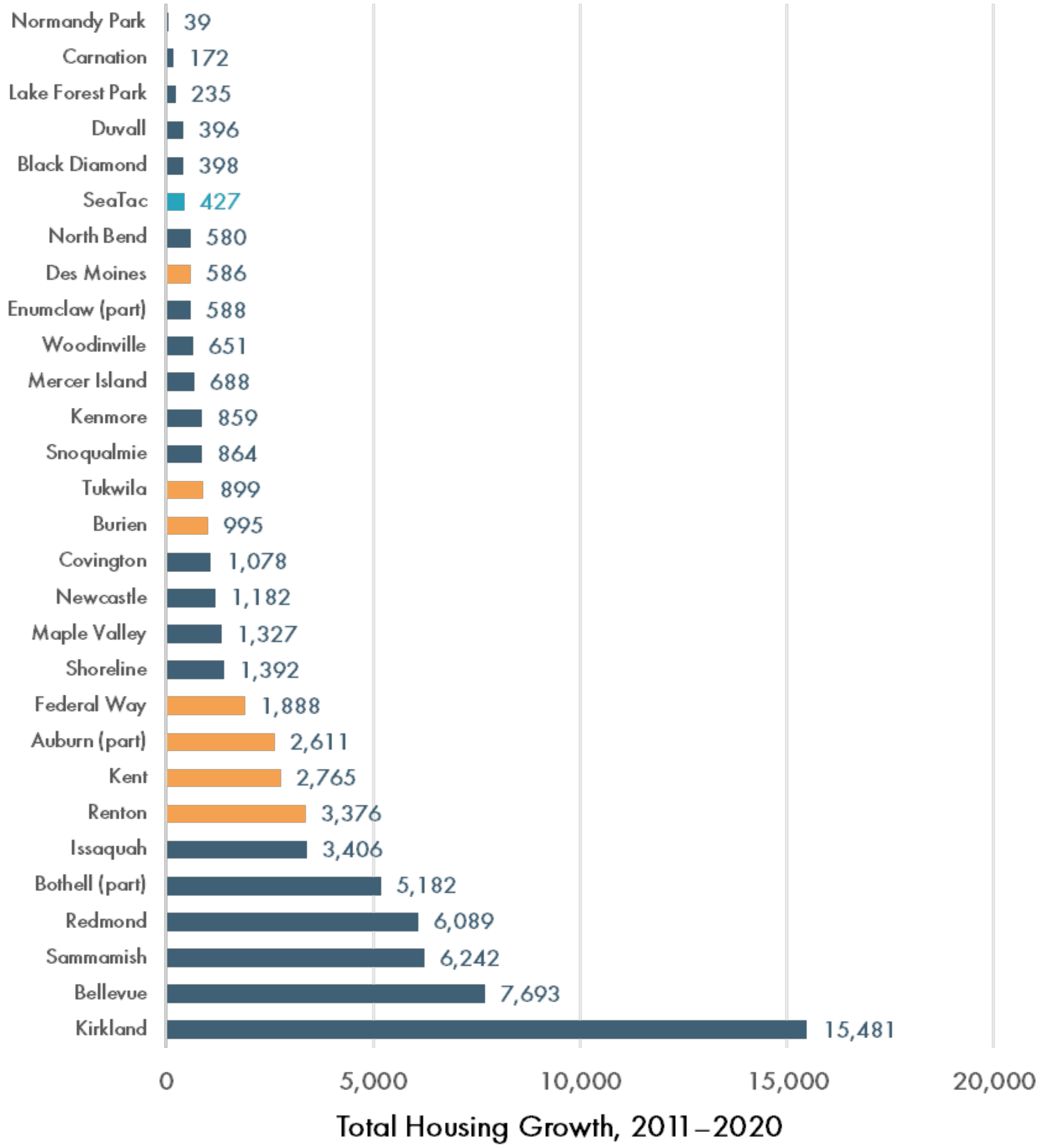
Exhibit 17. Percent Housing Growth, Selected King County Cities*, 2011-2020



* Cities with less than 5,000 King County residents not included.

Source: Washington Office of Financial Management, 2020.

Exhibit 18. Housing Growth Total Units, Selected King County Cities*, 2011-2020



* Cities with less than 5,000 King County residents not included.

Source: Washington Office of Financial Management, 2020.

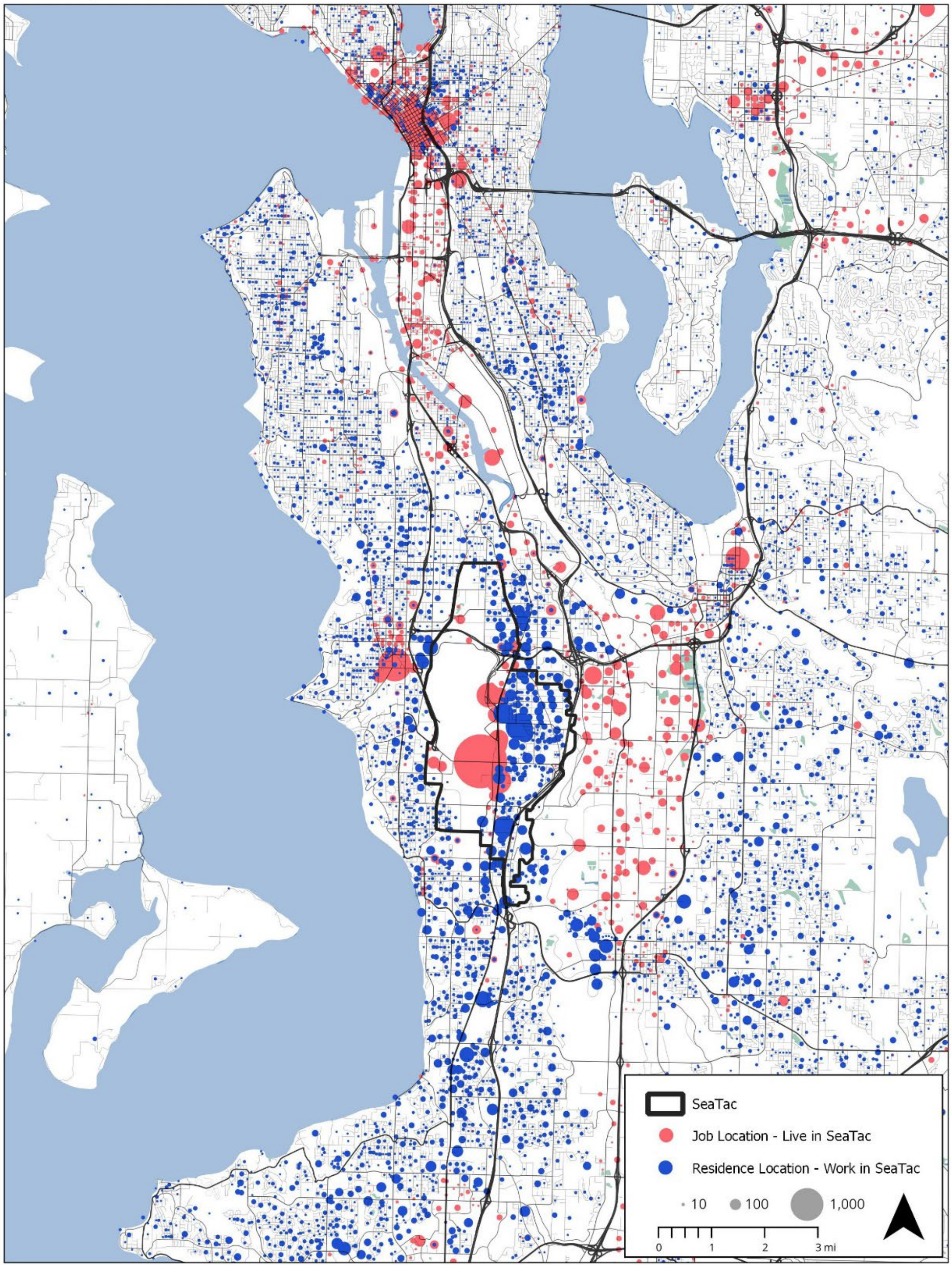
D. Employment & Trends in Job Growth

The availability of jobs in a city or region can influence the local housing market, especially in terms of potential housing demand. The section below provides information on the number and type of jobs currently available in SeaTac with a focus on airport-related jobs in the city.

- As of 2019, there were 36,523 jobs in SeaTac (This number is from PSRC figures for "covered employment," or employees covered under the State's unemployment insurance program and excludes the self-employed).
- Airport-related jobs account for a significant percentage of the city's employment base. According to the Port of Seattle Airport Economic Impacts Study (2018), "Sea-Tac International Airport supported more than 24,100 jobs within the City of SeaTac through direct, indirect and induced impacts in 2017. Jobs supported by the airport represented 78% of total employment in the city." The study also notes that:
  - In 2017, of the 19,100 people who worked at the Airport, 1,050 lived in SeaTac.[20]
  - Of central Puget Sound cities, only Seattle (1,700), Federal Way (1,510) and Kent (1,430) had more residents working at the Airport. Of the remaining workers, 5,380 live in Tukwila, Des Moines, Renton, Burien, Auburn, Lakewood, Bellevue, Puyallup, Fife, Normandy Park, Shoreline, and 8,030 live in other locations. (See link to study in Methodologies section.) [21]
- In addition to jobs within SeaTac, many residents commute to work in Kent, Tukwila, Sodo, (acronym for Seattle's South Downtown area) and Downtown Seattle. (See Exhibit 19.)
- SeaTac workers commute from other parts of Highline, South King County, and Seattle. (See Exhibit 19.)

[20] Port of Seattle, The Airport Economic Impact Study, 2018
[21] Port of Seattle

Exhibit 19. Commutes to and from SeaTac (2017)



Source: U.S. Census Bureau. 2020. LEHD Origin-Destination Employment Statistics (2002-2017) Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program [distributor], accessed on 11/23/2020 at https://onthemap.ces.census.gov. LODES 7.4

2-3 City's Housing Goals

Purpose: The purpose of this section is to summarize currently established City policies and goals related to housing.

A. City's Urban Village Strategy

The urban village strategy is the City's primary tool for focusing housing and job growth within SeaTac, and specifically within its regionally designated Urban Center. SeaTac's Comprehensive Plan and related light rail station area plans set out a framework for focusing housing growth in **"urban villages"**—compact and complete neighborhoods near the three light rail stations that serve SeaTac and offer opportunities for healthy and active lifestyles and access to resources and amenities. This kind of development accomplishes multiple goals simultaneously, such as efficient use of City and regional investment in infrastructure and transit, increased access to opportunity, improved public health, and protected natural environment.

Especially applicable Comprehensive Plan goals and policies include the following (Note: The words in parenthesis are intended to identify the content of the policies in brief):

- **GOAL 2.1 (focus of growth)**
  Focus growth to achieve a balanced mix and arrangement of land uses that support economic vitality, community health and equity, and transit access.
- **Policy 2.1A** (subarea/station area plans)
  Implement the City Center, South 154th Street Station Area, and Angle Lake District Station Area Plans to focus the majority of SeaTac's commercial and residential growth and redevelopment into three distinct complete communities within SeaTac's designated Urban Center.
- **Policy 2.1B** (urban center density)
  Direct moderate and high density residential development to the Urban Center, especially within the City Center and station areas.

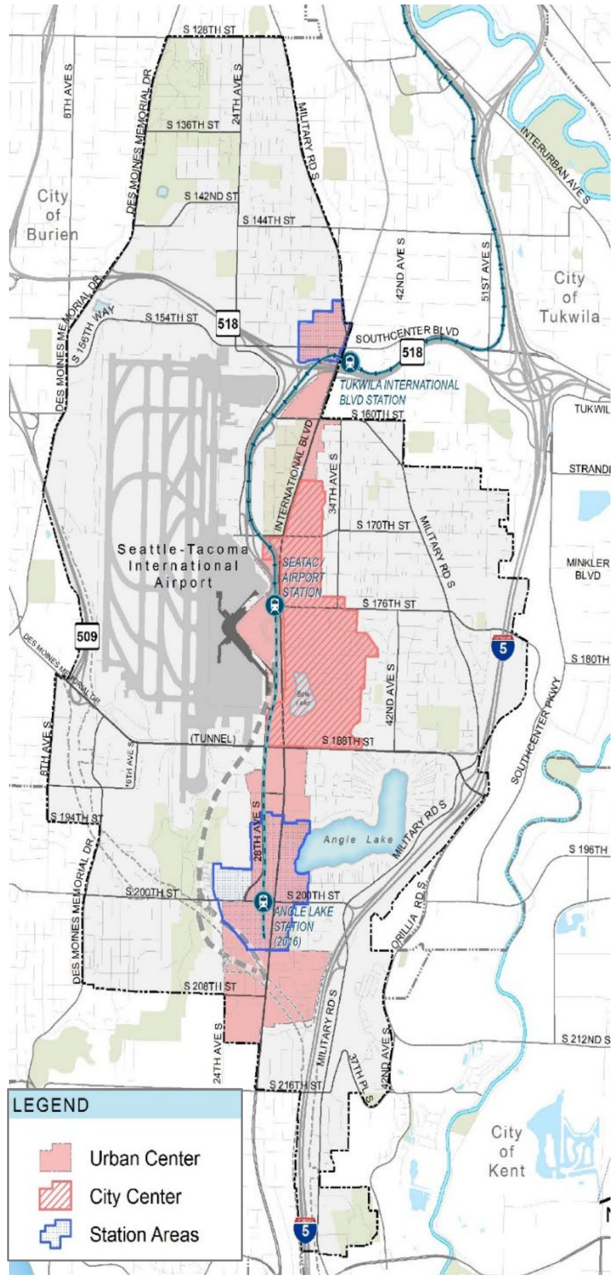
Station Area/Subarea Plans

SeaTac's subarea plans are the main implementation tools for the City's urban village growth strategy. They include:

- **South 154th Street Station Area Plan** focused on the area adjacent to Tukwila International Boulevard Station in the city's north end.
- **City Center Plan**, which includes the SeaTac/Airport Station area and is focused on the city's central business and hospitality district adjacent to the Airport. This plan is currently being updated.
- **Angle Lake District Station Area Plan** focused on the area near the Angle Lake Station in south SeaTac.

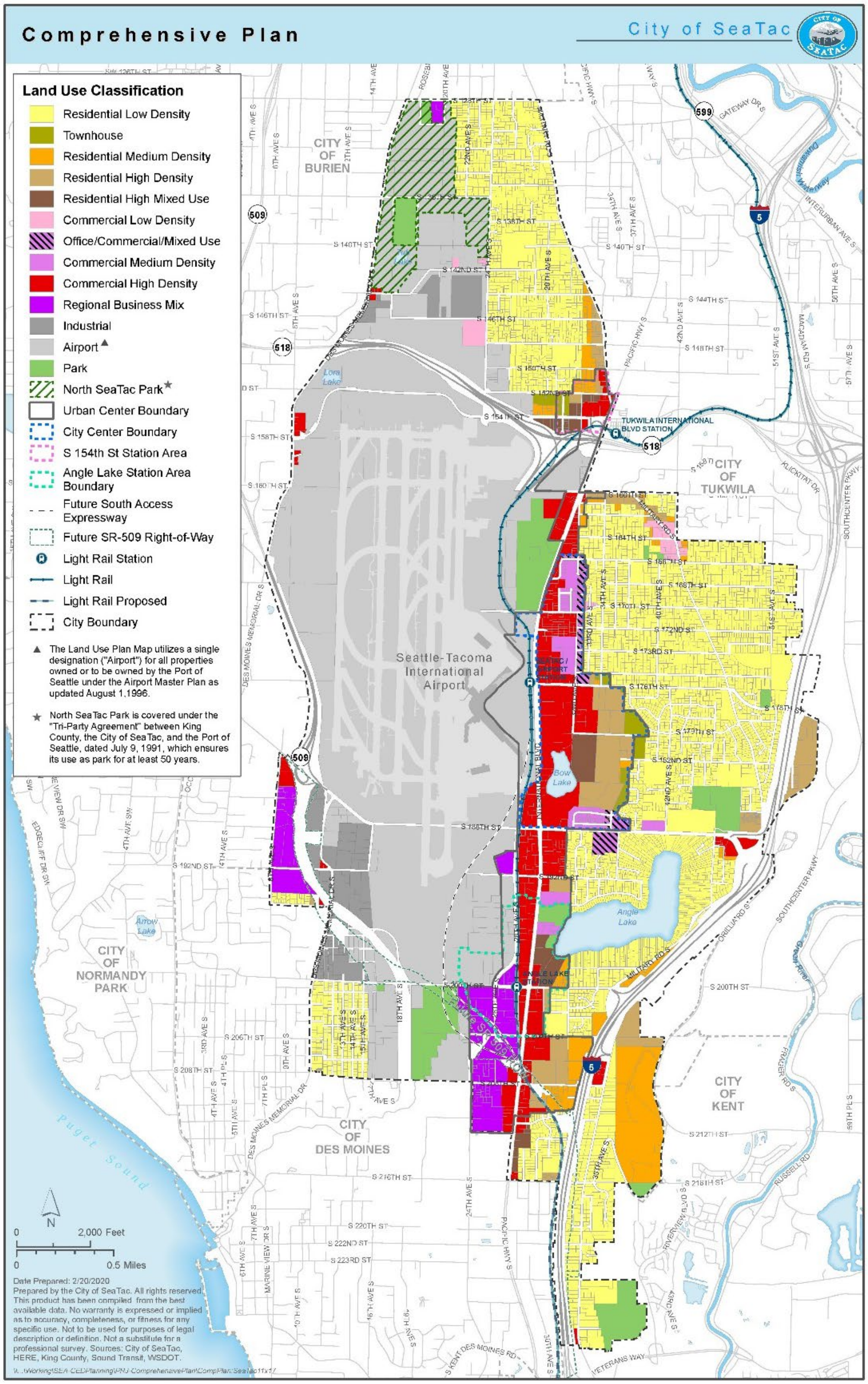
These plans support compact development around three Link light rail stations within the Urban Center to maximize residents' and businesses' access to the region via public transit. Implementation of these plans would transform the International Boulevard corridor from a linear commercial form into three distinct and complete neighborhoods, accommodating new residential and employment growth. Higher employment and residential densities would result in an inviting and vibrant urban environment, while preserving the City's lower density residential areas outside of the station areas.

Exhibit 20. SeaTac Station Areas and Urban Center



Source: City of SeaTac

Exhibit 21. SeaTac Future Land Use Map



Source: City of SeaTac

B. City's Existing Housing Strategy

In addition to promoting urban villages adjacent to the light rail stations, the City's housing policies also encourage the creation of "complete communities" in all residential neighborhoods. Complete communities provide residents with access to a full range of amenities that contribute to sustainable and healthful neighborhoods including access to parks and open spaces, opportunities for active transportation (walking and bicycling) and access to healthy food and other resident-oriented goods and services.

To ensure "complete" housing communities in SeaTac's neighborhoods, the Comprehensive Plan's Housing and Human Services Element identifies six goals and multiple policies that emphasize increasing the diversity of housing types and providing housing opportunities for all income segments in the city. Additional goals include preserving and strengthening existing neighborhoods and maintaining the affordability of the current housing stock.

C. Alignment with Regional Housing Goals

SeaTac's Comprehensive Plan and station area/subarea plans maintain alignment with regional growth strategies – Washington's Growth Management Act (GMA), the Puget Sound Regional Council's (PSRC's) Vision 2040 (recently updated to Vision 2050), and King County's countywide planning policies. The GMA requires cities to plan to accommodate 20 years of housing growth and ensure affordable options for all. SeaTac's zoning allows for the growth needed to meet regional growth allocation targets, and SeaTac's plans guide how to encourage desired growth.

Urban Centers Strategy

The King County Countywide Planning Policies designate a portion of SeaTac an "Urban Center" (mapped on Exhibit 20). Urban Centers are locations that offer the mixed-use zoning, infrastructure, and concentrations of services and amenities needed to accommodate housing and employment growth. The Puget Sound Regional Council's Vision 2050 plan identifies these same areas as "Regional Centers," and they are part of the multi-county regional growth strategy. The SeaTac Urban Center encompasses the areas identified in the South 154th Street Station Area, the City Center, and the Angle Lake District plans.

Growth Allocation Targets

- The Puget Sound Regional Council (PSRC) and King County's regional planning prioritizes growth in SeaTac due to the city's access to light rail and jobs. Past growth targets for SeaTac have exceeded actual growth. PSRC's VISION 2050, passed in October 2020, continues the Vision 2040 policy focus on transit-oriented growth as a regional growth strategy.
- The 2035 residential growth target adopted in SeaTac's 2015 Comprehensive Plan is 15,835 households, an increase of 6,164 above the 9,671 households in 2018.[22]
- Meeting the adopted 2040 housing goal would require a much higher yearly rate of housing growth than seen in the past decade. The current development pipeline's projected 1,200 to 1,400 housing units could significantly increase the average units gained per year for the next few years.

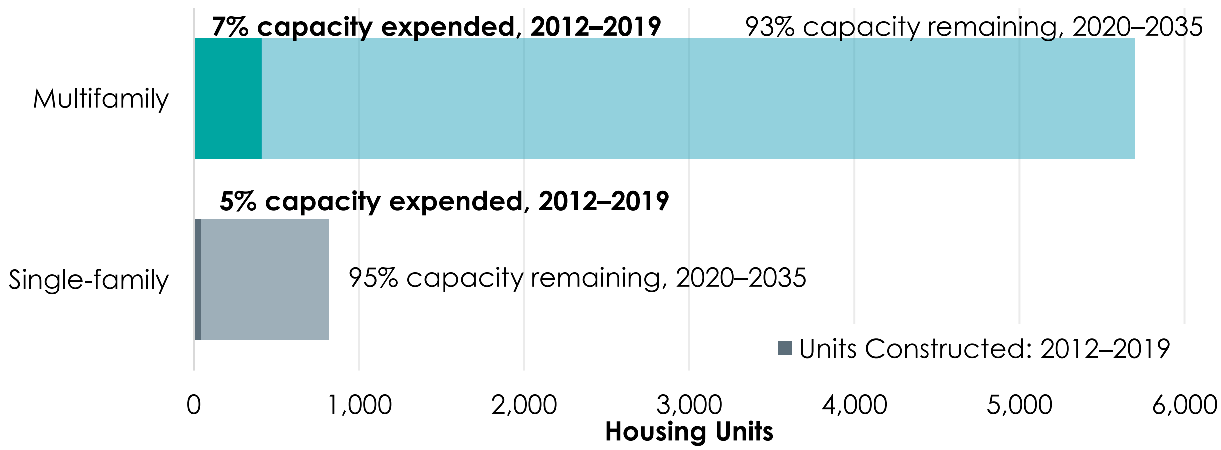
Capacity to Accommodate Future Housing Growth

Two types of zones predominate in SeaTac: airport-related and single-family zones.

- Airport-related zoning occupies around 45% of all zoned acres, while Urban Low (single-family) zones cover about 29% of zoned acreage.
- Higher density residential and non-airport commercial zones occupy just about 10% of zoned acreage but provide the majority of zoning capacity and contain roughly half of all existing housing units in the city.
- Past analysis has found that SeaTac has sufficient zoning capacity for anticipated future housing development. The 2014 Buildable Lands Report estimated existing capacity of 6,545 units, sufficient to meet growth targets noted above.
- Since 2012, 451 new units have been built, representing 7% of development capacity.

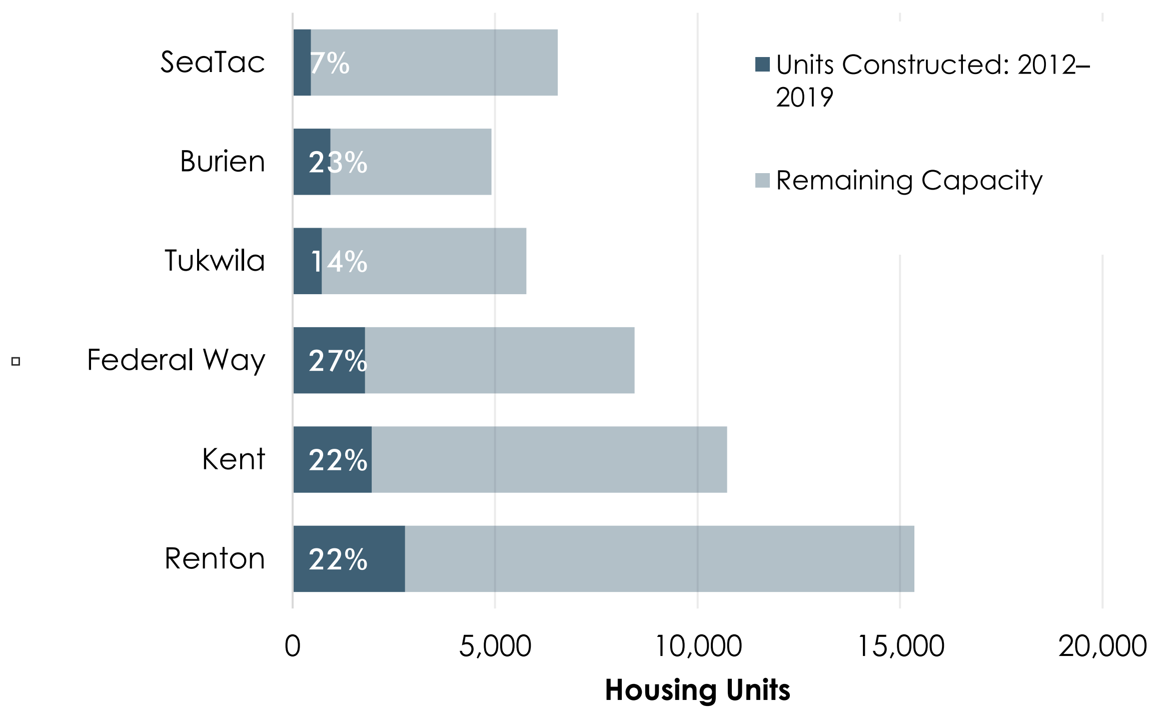
[22] U.S. Census Bureau, 2018 ACS 5-Year Estimates, Table DP04

Exhibit 22. SeaTac Housing Development Capacity and Net Growth by Type.



Source: City of SeaTac, Land Use Background Report, 2015.

Exhibit 23. Development Capacity and Net Growth, SeaTac and Surrounding Cities (2014 BLR).



Source: King County Buildable Lands Report, 2014.

2-4 Key Takeaways: Housing Overview

Housing History

- The history of SeaTac's transformation from a rural area to a suburban community surrounding an international airport services hub affects housing outcomes today in terms of the residents who have chosen to live in the city and the types of housing available to them.

Growth Trends

- SeaTac has grown slowly over the past 20 years compared to its peers and the county as a whole, but recent permitting trends show increasing interest in the SeaTac housing market.
- While the Airport is a major employment center, attracting around 20,000 employees daily for airport- and travel-related employment, only around 1,000 of those employees reside in the city.
- Like many suburban cities, post-war automobile-oriented development patterns limit connectivity and walkability in most residential areas. This can limit development opportunities for some types of housing, businesses and services.

City Housing Goals

- The current approach of creating urban villages adjacent to SeaTac's three light rail stations presents a major change to past development patterns and is the City's main tool for implementing multiple housing growth and development goals.

Part 3: Current Housing Conditions

3-1 Housing Supply

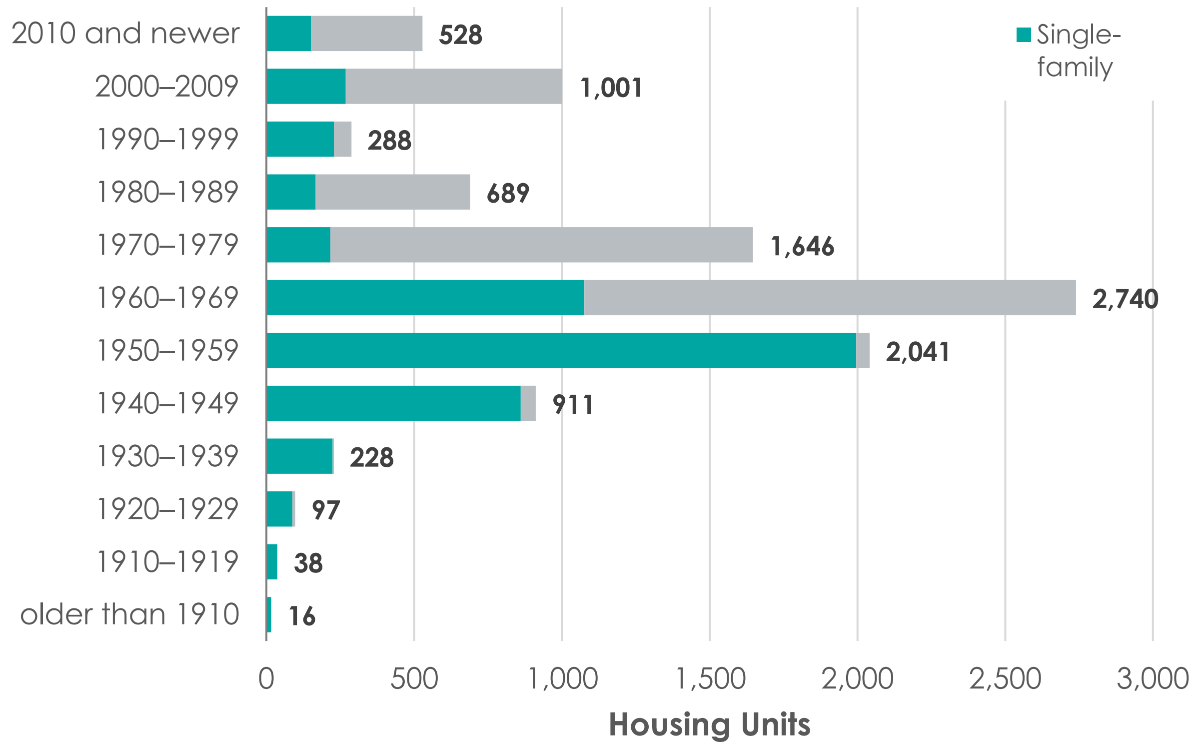
Purpose: The purpose of this section is to provide data on SeaTac's current housing stock including information on the following: characteristics of existing housing, housing tenure (owner/renter units), special housing types and regulated affordable housing in the city.

A. Housing Stock

Housing Age

- **Most housing units (63%) in SeaTac were developed between 1950 and 1980, during the postwar suburban housing boom.**
- Construction through the 1950's was almost exclusively single-family homes.
- Apartment construction took off in the 1960's and has dominated housing production since.

Exhibit 24. SeaTac Housing by Year Built, 2020.



Source: King County Assessor, 2020.

Physical Condition of Housing

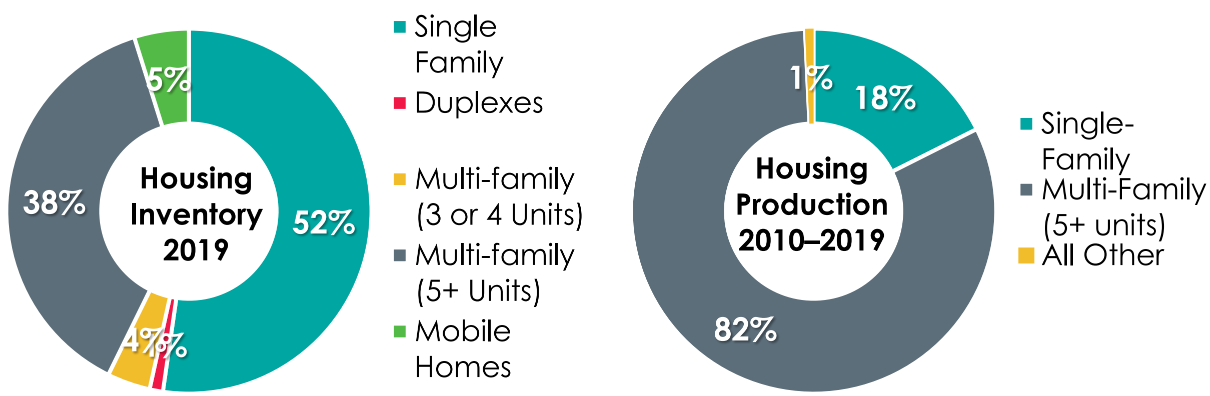
- Aging housing stock can offer relatively affordable housing for residents, with the risk of deteriorating buildings creating unsafe or substandard living conditions. Depending on their location and condition, older buildings may also be candidates for redevelopment.
- Almost two-thirds (63%) of SeaTac's **multi-family housing** was built in the 1960's and 70's.
  - These structures, now over 40 years old, will likely need renovations or high levels of maintenance in order to remain viable housing through 2040.
- Three-quarters of SeaTac's **single-family housing** stock was built between 1940 and 1970.
  - These homes will need renovations or maintenance during the plan timeframe.
  - Mid-century houses tend to have a smaller footprint than pre-war or more recent houses. They can provide relatively affordable options for homebuyers. However, in the current market, they are more likely to be torn down and replaced one-for-one with a new house, especially when existing houses are in poor physical condition.

Housing Types

Like many inner-ring suburban cities, including those in South King County, SeaTac has a fairly even split of single-family and multi-family housing types.

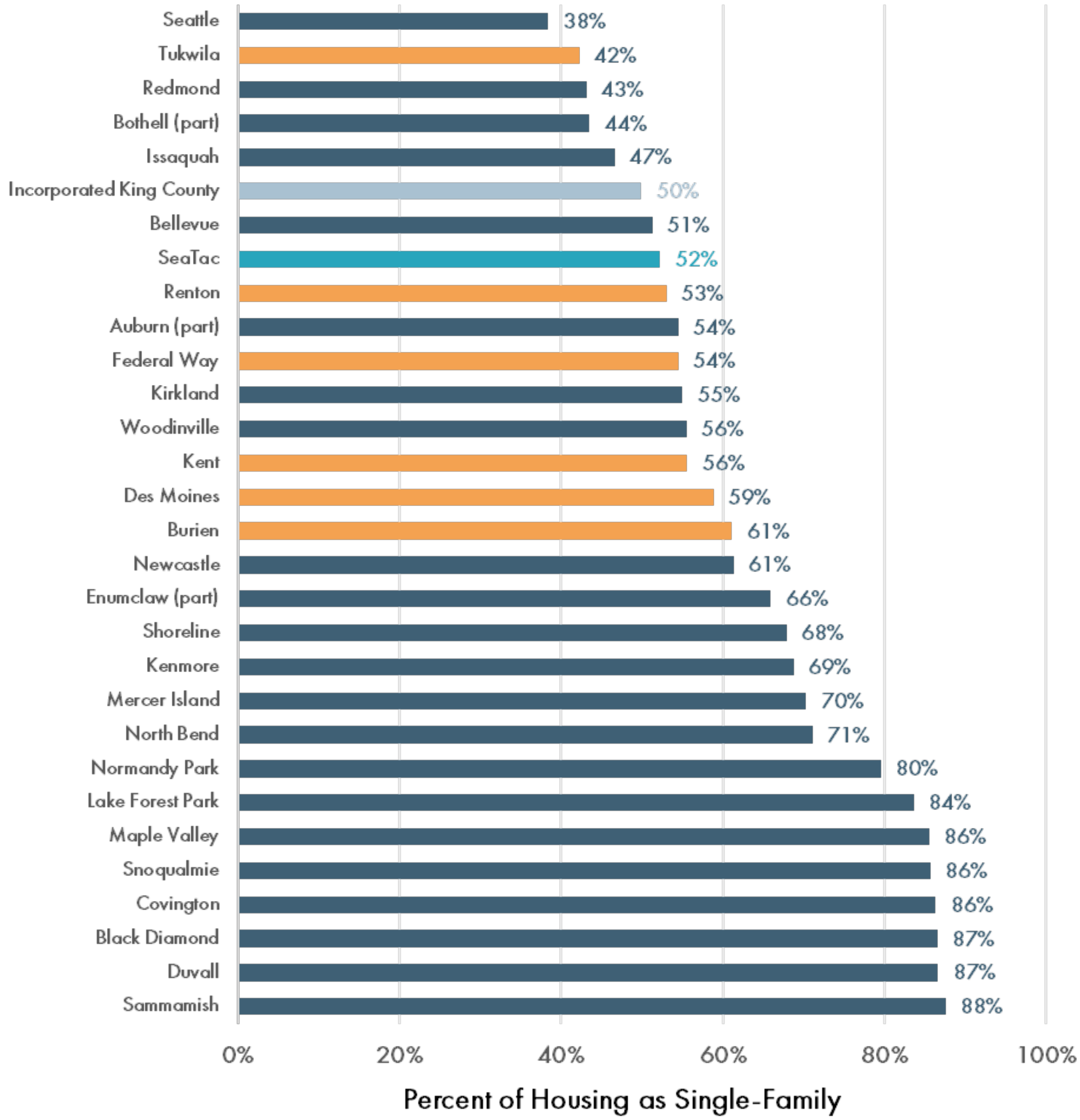
- Just over half (52%) of all housing units are single-family homes (or "detached houses"), which is a relatively low percentage compared to many King County cities.
- About 48% are units in large multi-family/apartment buildings, mobile homes and "middle housing" types (duplexes, townhouses, small apartments)
- Since 2011 more multi-family/apartment units were produced than other housing types in SeaTac, a trend that is also occurring in other South King County cities.

Exhibit 25. SeaTac Housing Inventory, 2019, and SeaTac Housing Production 2010-2019



Source: Washington Office of Financial Management, 2020.

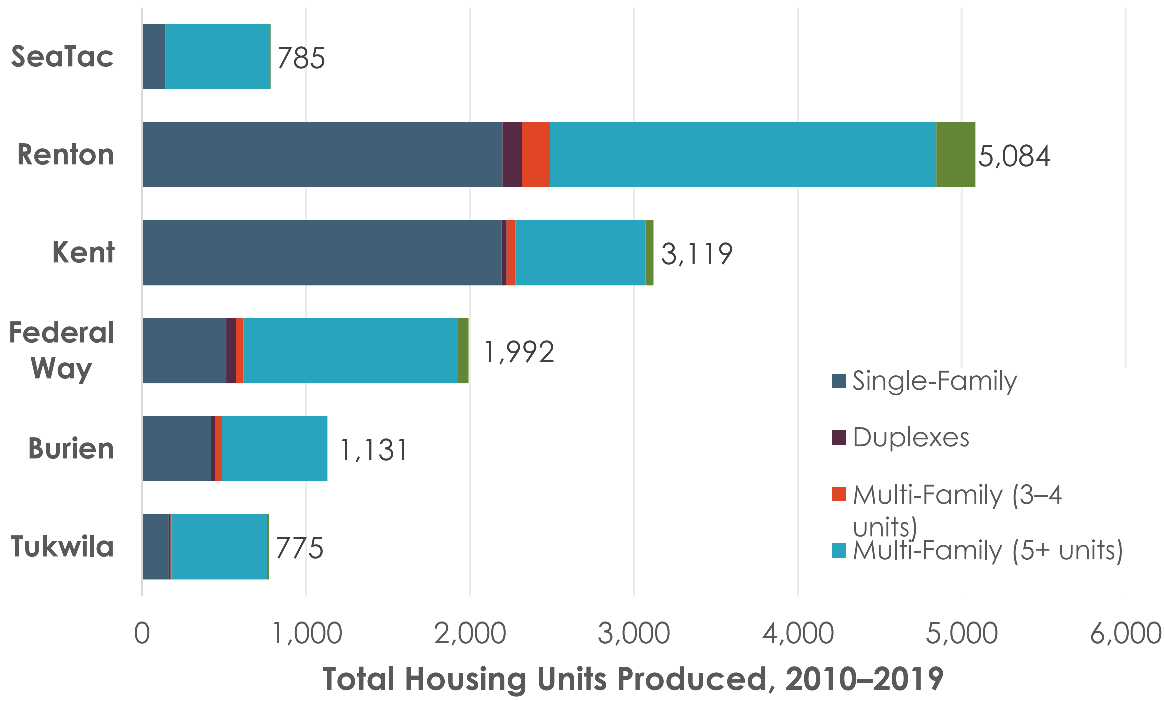
Exhibit 26. Percent of Housing Stock as Single-Family Housing, Selected King County Cities*, 2019



* Cities with less than 5,000 King County residents not included.

Source: Washington Office of Financial Management, 2020.

Exhibit 27. Total Housing Unit Production by Type, SeaTac and Neighboring Cities, 2011-2019



Source: Washington Office of Financial Management, 2020.

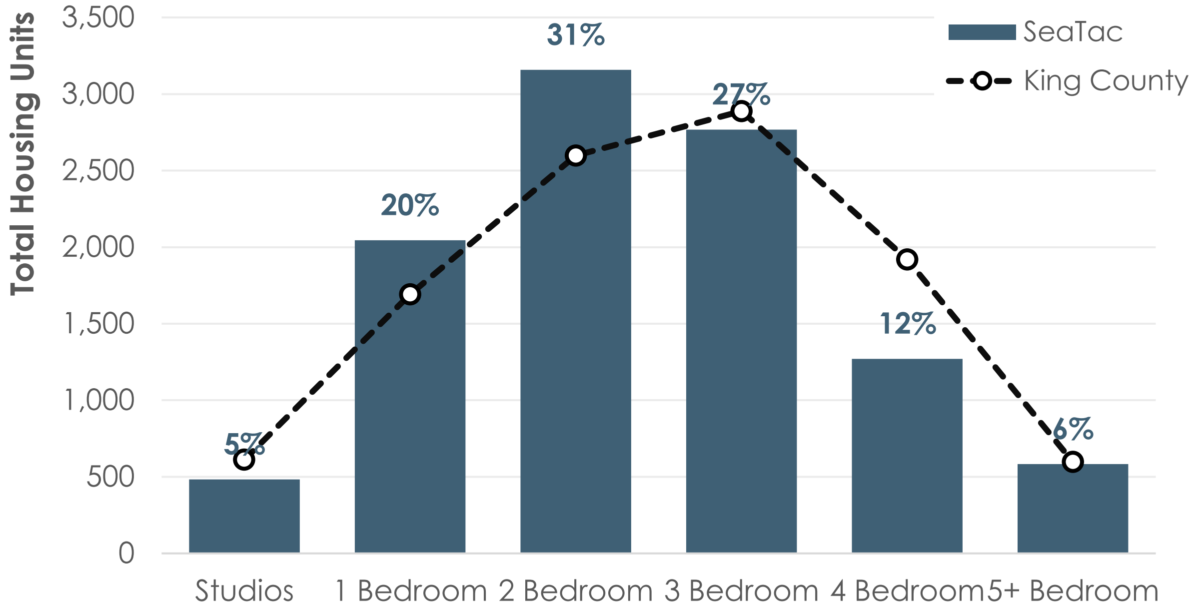
Unit size

- Households in SeaTac tend to be larger than the county-wide average, however dwellings in SeaTac tend to have fewer rooms than the county average.

HOUSEHOLD AND HOUSING UNIT SIZE	SEATAC	KING COUNTY
Household size	2.88	2.46
Median number of bedrooms	2 bedrooms	3 bedrooms

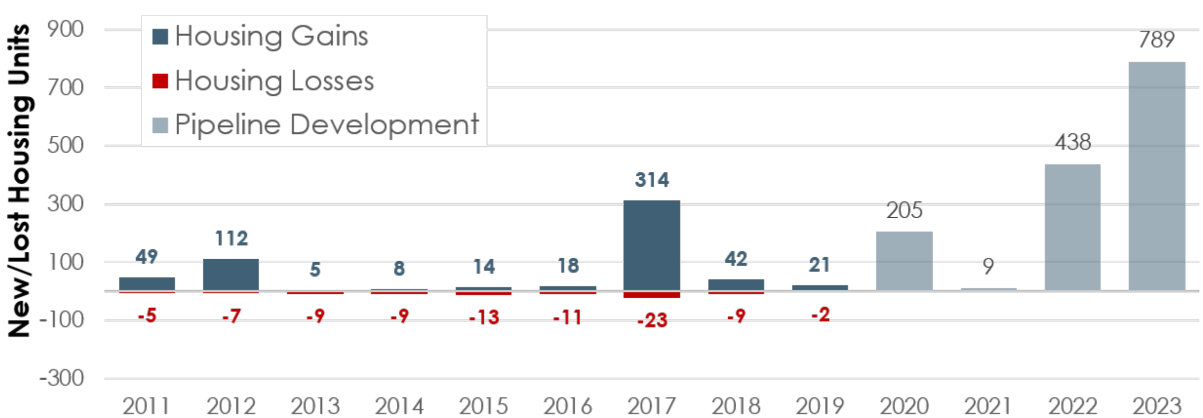
US Census Bureau, ACS 2018 5-Year Estimates, Tables DP04, S2501

Exhibit 28. SeaTac Housing by Number of Bedrooms



Source: U.S. Census Bureau, 2018 ACS 5-Year Estimates

Exhibit 29. SeaTac Housing Permits by Type, 2011-2019; Pipeline Development 2020-2023



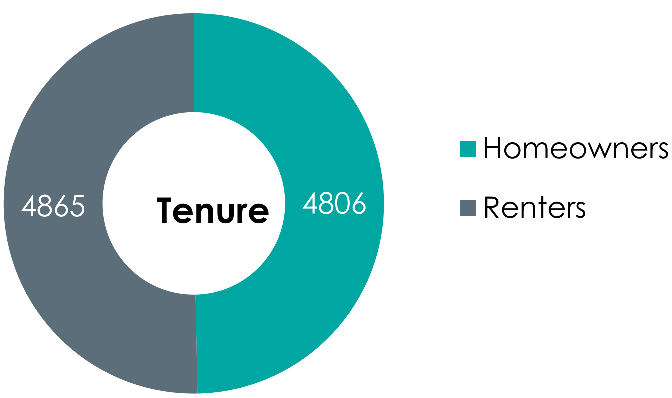
Source: Washington Office of Financial Management, 2020; Preliminary 2021 Buildable Lands Report

B. Housing Tenure (Owner/Renter Units)

"Tenure" refers to whether a household owns or rents the unit they live in.

- SeaTac has had an almost even split of homeowners and renter households since at least 2000.
- Like the rest of the county, SeaTac has a gradually rising share of renter households.
- The US Census' 2018 American Community Survey (ACS) 5-Year Estimates for Tenure of SeaTac Households:
  - Renter households: 4,865
  - Homeowner households: 4,806
- Homeowner households tend to be somewhat larger in terms of people per household than renter households; therefore, a small majority of SeaTac residents likely live in homeowner households.

Exhibit 30. Tenure (owner/renter status) of SeaTac Households, 2018



U.S. Census Bureau, 2018 ACS 5-Year Estimates, Table DP04

Exhibit 31. Comparison of SeaTac and King County Household Tenure (owner/renter status)

	SEATAC			KING COUNTY		
Year	2000	2010	2018	2000	2010	2018
Owner Occupied	54%	53%	50%	60%	59%	57.1%
Renter Occupied	46%	47%	50%	40%	41%	42.9%

Source: U.S. Census Bureau, 2000 and 2010 U.S. Census, 2018 ACS 5-Year Estimates, Table DP04

C. Special Housing Types

While housing is usually thought of as houses, apartments, condominiums, townhouses and mobile homes, there are additional special housing types that serve segments of the population.

HOUSING FOR SPECIAL POPULATIONS

This section provides an inventory of housing for special populations in SeaTac.

- **Senior Housing:** There are four senior housing facilities within SeaTac. Together these facilities provide approximately 940 units of senior housing.
  - Angle Lake Court Senior Housing with 80 subsidized low-income units operated by Lutheran Community Services,
  - The Reserve, built in 2016, with 289 subsidized low-income units,
  - Heights by Vintage, built in 2020, with 170 units of subsidized low-income units, and
  - Bow Lake Mobile Home Park located in central SeaTac with around 400 mobile home pads.
- **Group Quarters:** The Census Bureau classifies all people not living in housing units (house, apartment, mobile home, rented rooms) as living in group quarters. There are three principal types of group quarters in SeaTac:
  - Falcon Ridge Assisted Living located on International Boulevard provides assisted living services and housing for approximately 70 adults.
  - Several privately operated group homes for disabled adults are located throughout SeaTac, providing housing for approximately 109 individuals.[23]
  - The Federal Detention Center is located within the city limits with an average inmate population between 700 and 900. Long term residents at the center are counted by the state in SeaTac's official population estimates
- **Hotel/Motel Rooms**: While hotels and motels are not usually considered as permanent residences, some hotel rooms are used as residences for resident managers or caretakers. It is likely that some hotel rooms serve as permanent residences. In addition, hotels often provide short-term housing for homeless families who are receiving temporary housing vouchers through churches and non-profit agencies. Currently, the City does not collect data on hotel units used as residences.
- .

[23] US Census Bureau, 2018 ACS 5-Year Estimates, Table PCT20

D. Regulated Affordable Housing

In situations in which the housing market does not provide sufficient housing that is affordable to an area's population, local governments and non-profit organizations provide rent-subsidized housing with regulated eligibility based on income and household size.

- King County Housing Authority owns 802 regulated affordable units at four properties in SeaTac. These properties are managed by private companies. All four accept Section 8 Housing Choice Vouchers.
  - Abbey Ridge – 146 units
  - Carriage House – 235 units
  - Corinthian – 95 units
  - Windsor Heights – 326 units
- Private organizations also operate regulated affordable housing. The following offer low-income senior housing:
  - Angle Lake Court – 80 units operated by Compass Housing Alliance
  - The Reserve at SeaTac – 289 units operated by The Reserve
  - Heights by Vintage – 170 units
- King County Housing Authority manages 10,200 Section 8 Housing Choice Vouchers countywide.
  - As of 2019, 1,651 vouchers were in use in the zip codes that cover SeaTac (as well as parts of Des Moines, Burien, and Tukwila). These vouchers may be in use at the four KCHA properties listed above, or other locations.[24]

[24] Picture of Subsidized Households 2019, HUD

3-2 Residential Development & the Physical Environment

Purpose: This section describes environmental and infrastructure issues that can influence residential development in SeaTac.

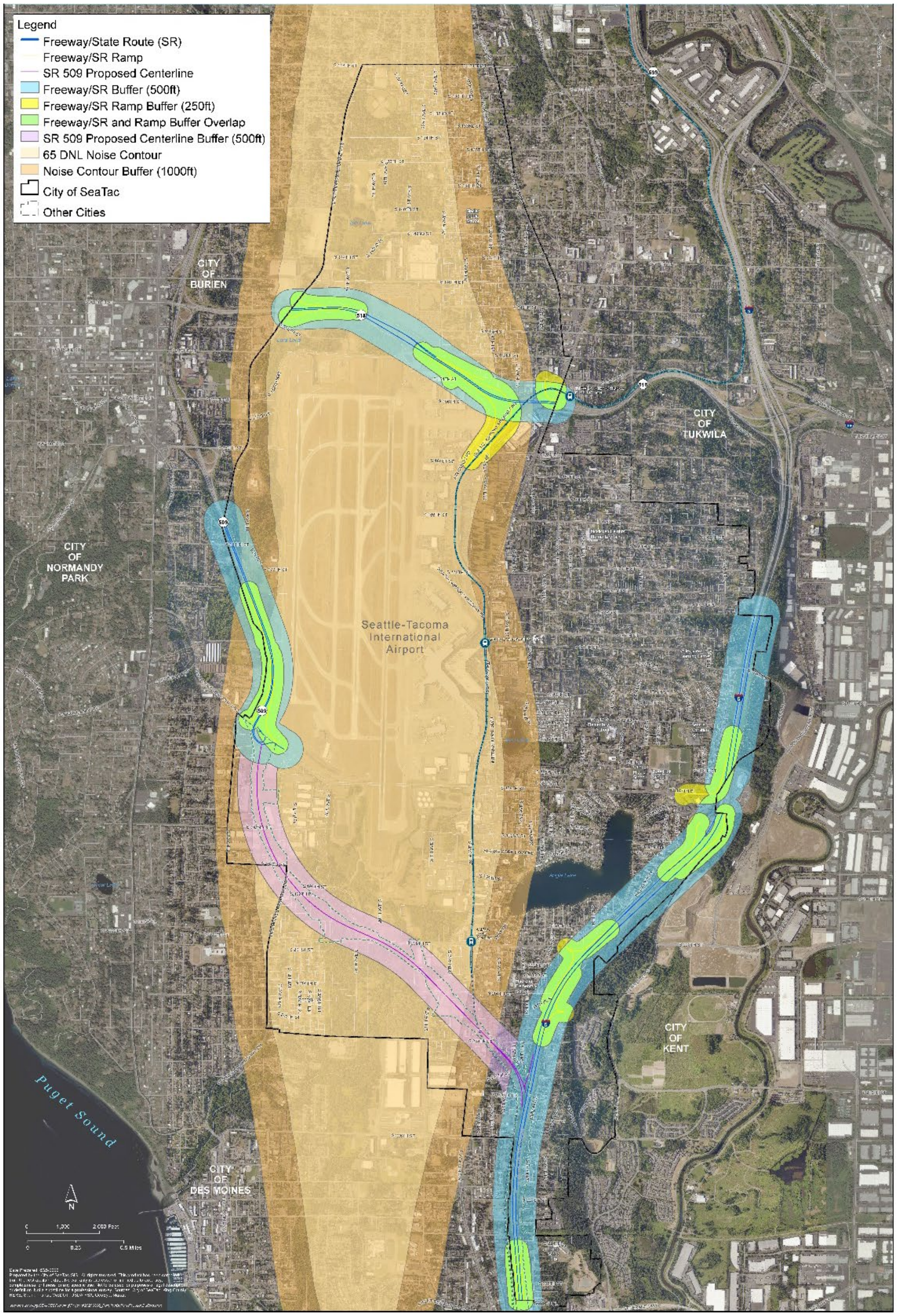
A. Physical Environment

AIRPORT

While the airport is the main driver of economic activity in the city, noise from air traffic is a significant issue, whether real or perceived, for residential developers considering building in SeaTac. The Federal Aviation Administration's (FAA) standards (under the Part 150, Airport Noise Compatibility Program) identify compatible land uses for areas immediately adjacent to an airport. In order to mitigate noise impacts within certain distances of the airport, multi-family housing must be constructed to meet certain defined noise standards. The construction of single-family residential uses in certain airport-adjacent areas can also require noise mitigation measures.[25]

[25] SeaTac Comprehensive Plan, Ch 2 Land Use Element, 2.5E

Exhibit 32. Airport Noise Contours and Other Potential Pollution Sources



Map Source: City of SeaTac – Preliminary Mapping Study on Potential Pollution Impacts

HIGHWAYS

Like many cities, multiple highways run through SeaTac. According to the Center for Disease Control (CDC), exposure to air pollution related to automobile traffic can be linked to various health conditions, including childhood asthma, impaired lung function and others. A mapping exercise identifying these highways with various buffer separations, as seen in Exhibit 32, can help inform City conversations on the location and type of housing growth that may be appropriate in close proximity to high traffic roadways.[26]

B. Existing Infrastructure

MEGA-BLOCKS/URBAN FORM

Like many suburban cities that were once part of unincorporated county land (SeaTac incorporated in 1990), SeaTac lacks the connected, walkable street grid and historic neighborhood centers that developed over time in many older cities. The city's current auto-oriented "mega-block" development pattern, lack of sidewalks, and nearby neighborhood services and destinations can be a deterrent to some residential developers.

UTILITY INFRASTRUCTURE

Because of its location, size, and history, the City of SeaTac only directly provides the Surface Water Utility; there are several other utility providers that also serve the city. In some cases, multiple utilities provide the same type of service, specifically the city's two electric utilities, four sewer districts and five water utilities. While this can make it complicated for developers to build projects, it can also be challenging for the City to ensure that the utilities plan for and provide the services necessary to support future forecasted development.

[26] Source: Residential Proximity to Major Highways — United States, 2010 (cdc.gov), Supplements, November 22, 2013/62(03); 46-50

3-3 Community Profile & Housing Needs

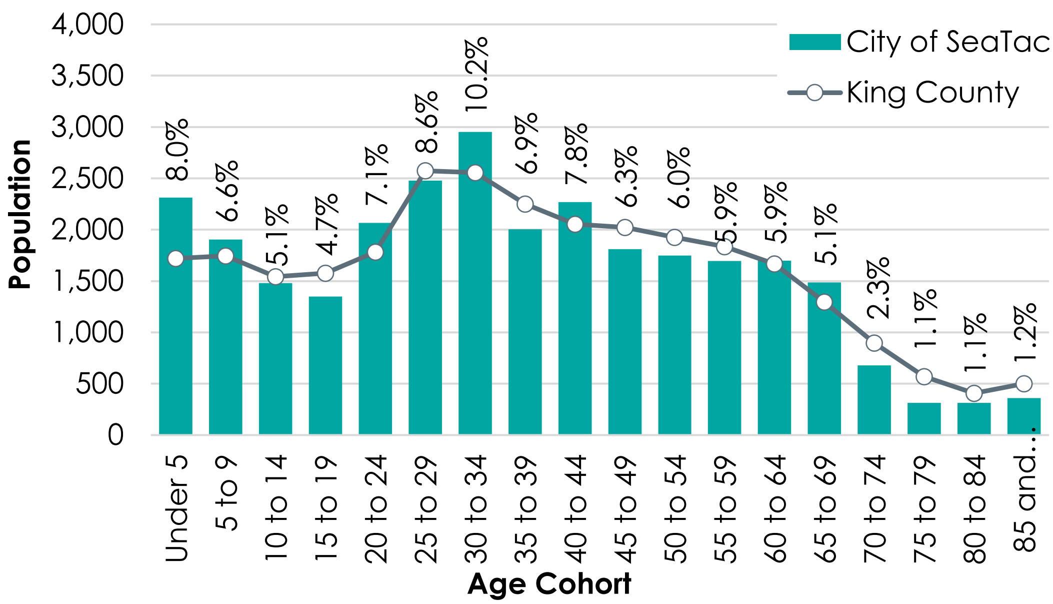
A. Population Characteristics

Age Distribution

Understanding the distribution of residents' ages can shed light on whether there may be more demand for homes with multiple bedrooms for families with children or small, low-cost units for income-restricted seniors or young singles. While SeaTac's general age distribution pattern resembles county-wide averages there are some key differences. (The following bullets refer to Exhibit 33.)

- **Young families.** SeaTac has larger proportions of residents aged 30-34 and under 9 years old than King County, suggesting that young families may be starting out in SeaTac.
- **Changes since 2010.** The proportion of those aged 10-19 is lower than the county average. As compared to 2010, the 5-19 age bracket decreased from 18% to 16.4%. This could indicate that households with school-aged children moved out of SeaTac and/or that young adults have left the city or chosen not to move into the city over the last decade.
- **Aging in place.** SeaTac has a smaller proportion of residents aged 70 years and older than the county average. However, people in their 50s and 60s are large cohorts, and these residents may want to age in place, indicating a potential demand for more homes accessible and affordable to seniors.

Exhibit 33. Age Distribution



Source: U.S. Census Bureau, 2019 ACS 5-Year Estimates, 2019

Racial & Ethnic Diversity

SeaTac is one of the most racially diverse and multiethnic municipalities in King County. Understanding the racial and ethnic diversity of city residents helps inform the need for a variety of housing options to fit cultural needs, such as unit and building types (e.g., private yards vs shared open space, options for multigenerational households) and number of bedrooms per unit. It also highlights the legacy effects of lending and redlining practices and impacts to intergenerational wealth building through homeownership. The data shows:

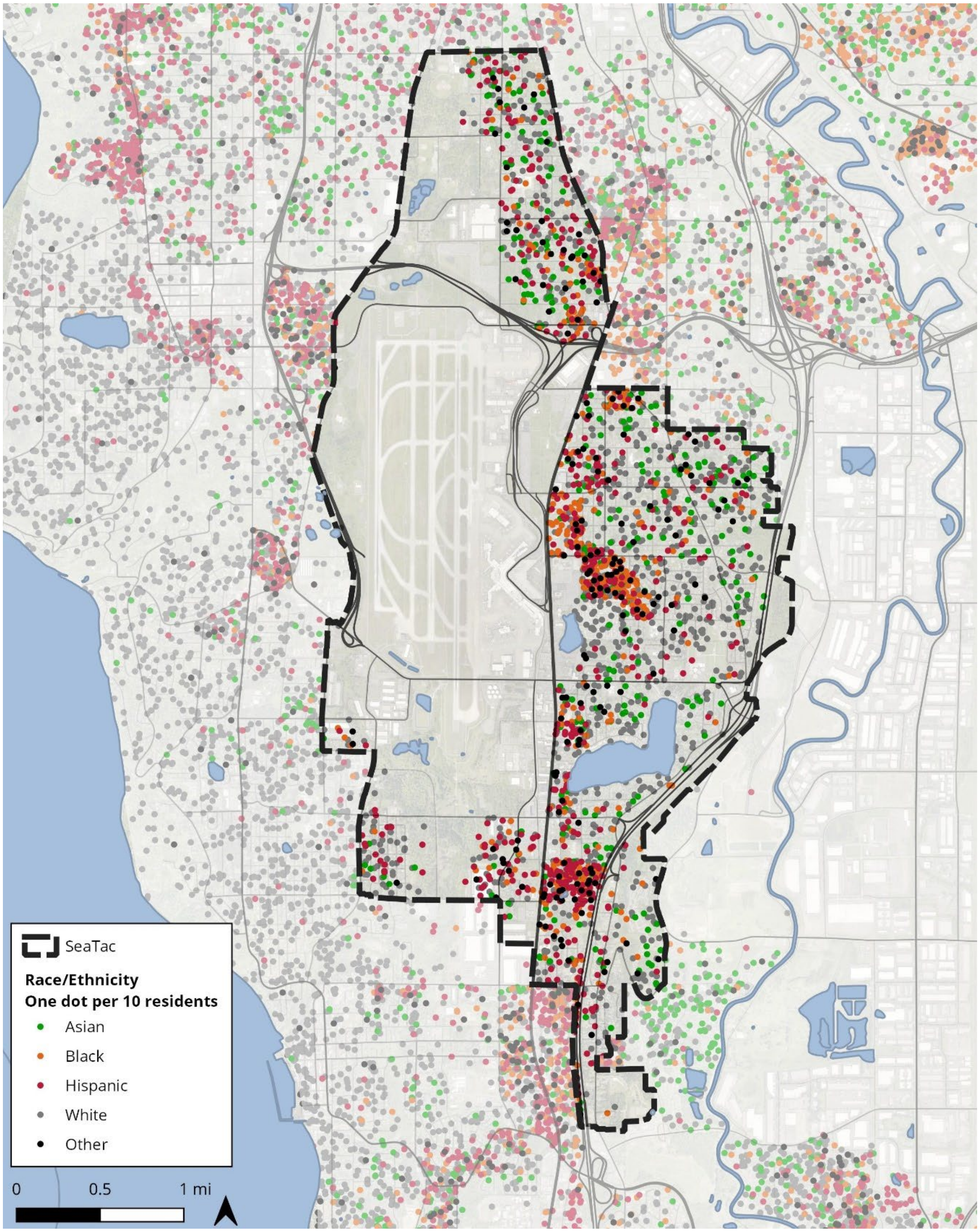
- The city's Black, Indigenous, and People of Color (BIPOC) population proportion (68%) is significantly greater than that of King County (40%).
- While the city is more racially and ethnically diverse than the county as a whole, SeaTac's population characteristics are more similar to cities within the south King County sub-region.
- Significant numbers of Black and Hispanic residents are concentrated in multi-family areas in central and south SeaTac within clusters of primarily older apartments.

Exhibit 34. Population by Race/Ethnicity (2018) (Percent of Total Population)

Race/ethnicity	SeaTac	South King County*	King County
White, non-Hispanic	32%	55.1%	60%
Black, non-Hispanic	24%	11.2%	6%
American Indian, non-Hispanic	1%	0.9%	1%
Asian, non-Hispanic	15%	14.2%	17%
Native Hawaiian and Pacific Islander, non-Hispanic	3%	1.4%	1%
Two or more, non-Hispanic	6%	5.1%	5%
Hispanic, any race	18%	11.9	10%

Source: U.S. Census Bureau, 2018 ACS 5-Year Estimates, Table B03002; *South King County Subregional Housing Action Framework – Task 2 Housing Context Assessment Methods memo, ECONorthwest, Summer 2020 (Figure 7. South King County Households by Race and Ethnicity, 2018). Cities included Auburn, Burien, Federal Way, Renton, and Tukwila.

Exhibit 35. SeaTac Race/Ethnicity Dot Map



Source: US Census Bureau, 2010; MAKERS, 2020.

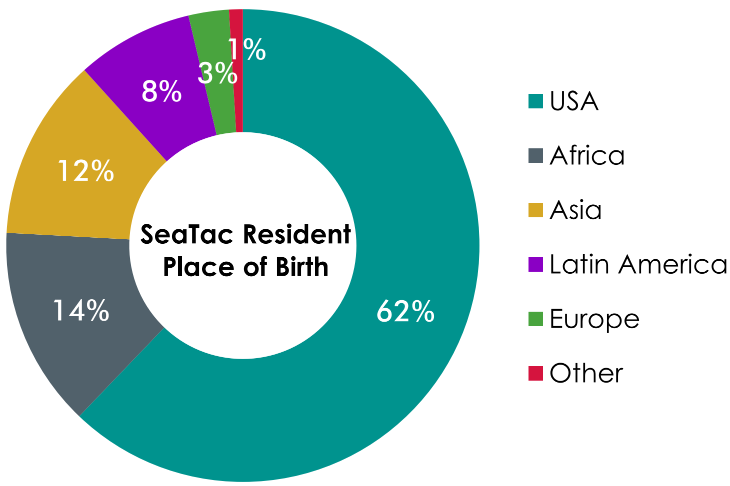
Language and National Origin

The city has a large proportion of foreign-born residents, residents who speak a language other than English at home, and naturalized citizens and non-citizen residents.

An increasing proportion of King County residents are foreign-born.

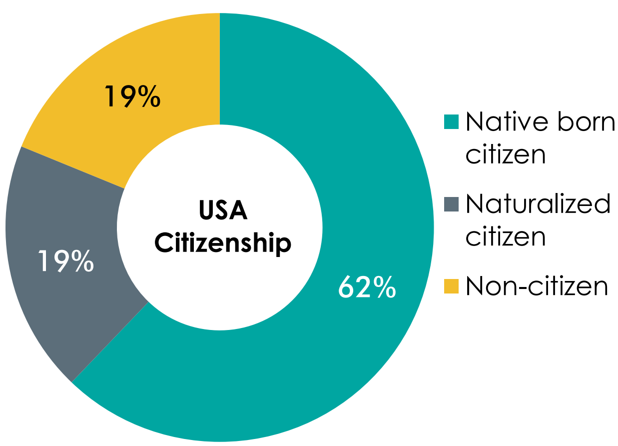
As King County's population has boomed in recent years, much of the increase has been due to an influx of foreign-born residents. In 2000, 15.4% of King County residents were born in another country. As of 2018, this had grown to 23.5%. (Source: King County)

Exhibit 36. SeaTac Resident Place of Birth



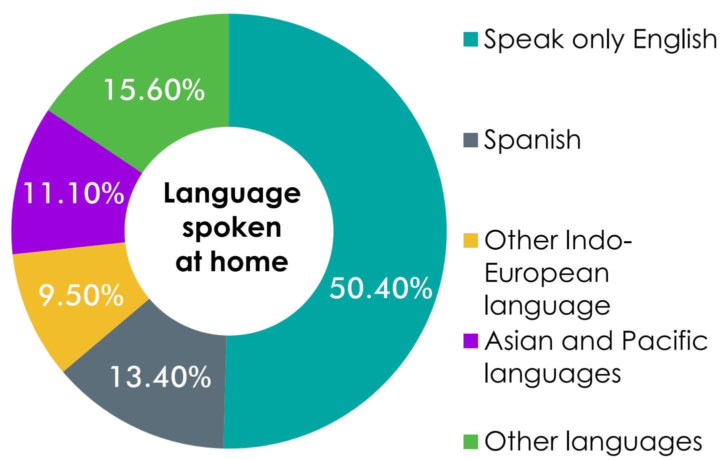
Source: U.S. Census Bureau, 2018 ACS 5-year Estimates, Table B05002

Exhibit 37. SeaTac US Citizenship



Source: U.S. Census Bureau, 2018 ACS 5-Year Estimates, Table B05002

Exhibit 38. SeaTac Languages Spoken at Home



Source: U.S. Census Bureau, 2018 ACS 5-Year Estimates, Table S1601

B. Household Types & Sizes

Understanding SeaTac's household characteristics can be helpful in determining potential demand for certain housing types and features such as unit size, number of bedrooms, accessible/universal design, and availability of amenities.

Households Count & Size

- **SeaTac's total households: 9,671**[27]
- **SeaTac's average household size: 2.88 people**, as compared to the countywide average of 2.46 people.[28]
- Since 2000, the average household size increased by 13.8%. As seen in Exhibit 39, **much of this growth has been in households with five or more people.**

Exhibit 39. Household Size

NUMBER IN HOUSEHOLD	2000	PERCENT	2010	PERCENT	2018	PERCENT
1 person	2,913	30%	2748	29%	2,560	26%
2 people	2,981	31%	2756	29%	2,888	30%
3 people	1,552	16%	1439	15%	1,491	15%
4 people	1199	12%	1159	12%	1,105	11%
5 people	561	6%	716	8%	835	9%
6 people	303	3%	371	4%	515	5%
7+ people	181	2%	344	4%	277	3%
Average household size	**2.53**		**2.72**		**2.88**	

Source: U.S. Census Bureau, 2000 and 2010 US Census, 2018 ACS 5-Year Estimates

[27] U.S. Census Bureau, 2018 ACS 5-Year Estimates, Table DP04
[28] U.S. Census Bureau, 2018 ACS 5-Year Estimates, Table DP02

Household Types (Family/Non-Family Households)

Households are families (related individuals) or unrelated people who share most housing costs (see Glossary for more information).

- **SeaTac's family households: 64%**, as compared to 60% for the county (see Exhibit 40).
- SeaTac has **more families with children** than the **county,** indicating that SeaTac plays an important role in the region by providing family-sized housing (see Exhibit 40).

What does the US Census mean by "family"?

A family is a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people (including related subfamily members) are considered as members of one family. … The number of families is equal to the number of family households, however, the count of family members differs from the count of family household members because family household members include any non-relatives living in the household.

Exhibit 40. Household Type

HOUSEHOLD TYPE	SEATAC	KING COUNTY
Families with children	33%	29%
Families without children	32%	32%
Non-family households	36%	40%

Source: U.S. Census Bureau, 2018 ACS 5-Year Estimates, Table S2501

Crowding

Where housing costs exceed income, homes may become crowded. Less than 200 square feet of living space per person can indicate overcrowded conditions. Overcrowding can also be defined as more than one occupant per room on average.

- **10% of SeaTac's homes have more than one person per room, as compared to 3.6% in King County** (see Exhibit 41).
- This number rises to **12%** when looking at crowding specifically in SeaTac **rentals**.

Exhibit 41. Household Size and Median Number of Bedrooms

HOUSEHOLD SIZE AND OCCUPANTS PER ROOM	SEATAC	KING COUNTY
Average household size	2.88 people	2.43 people
Median number of bedrooms	2 bedrooms	3 bedrooms

Source: U.S. Census Bureau, ACS 2018 5-Year Estimates, Tables DP04, S2501

C. Households by Renter/Owner

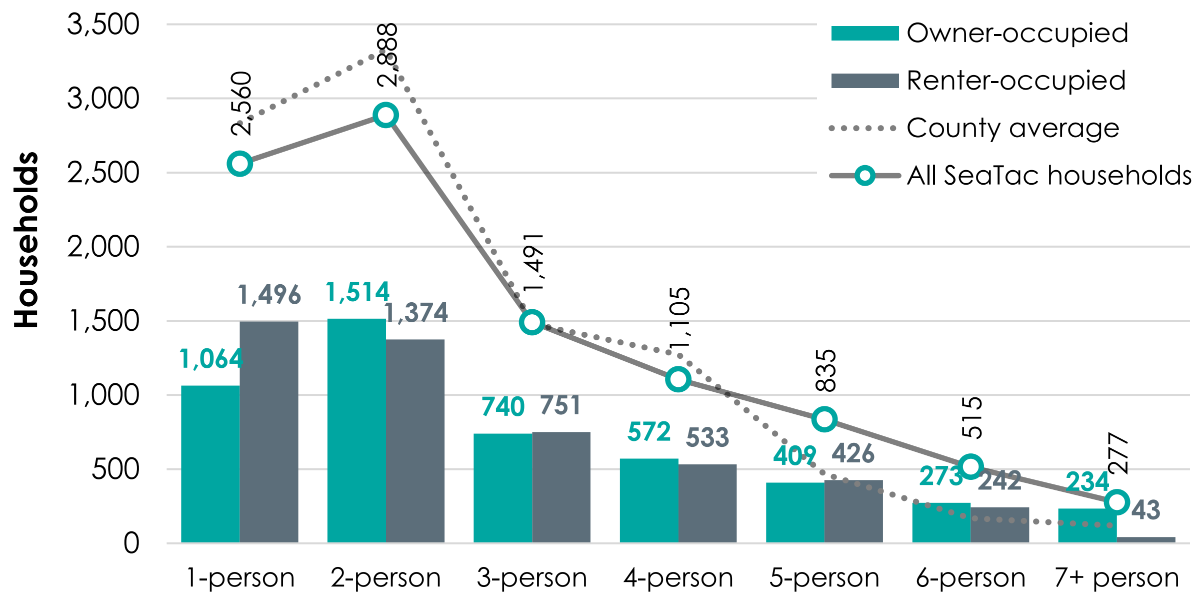
- **Families with children in SeaTac are more likely to be renters than homeowners,** which is the opposite of the countywide trend. This indicates that SeaTac is playing a significant role in providing rentals for families.
- **More singles are renting than buying in SeaTac**, and King County has proportionately more singles than SeaTac.
- SeaTac has a much **greater proportion of renters at the three- to six-person households range** than the county, and much lower among the seven-person and more households.
- White households make up 70% of the city's home-owning households.
- Households of color account for 67% of SeaTac's renter households.

Exhibit 42. Renter/Owner Status of Households with Children

	SEATAC	KING COUNTY
Renter households with children	36%	24%
Owner households with children	29%	32%

Source: U.S. Census Bureau, 2018 ACS 5-year Estimates, Table S2501

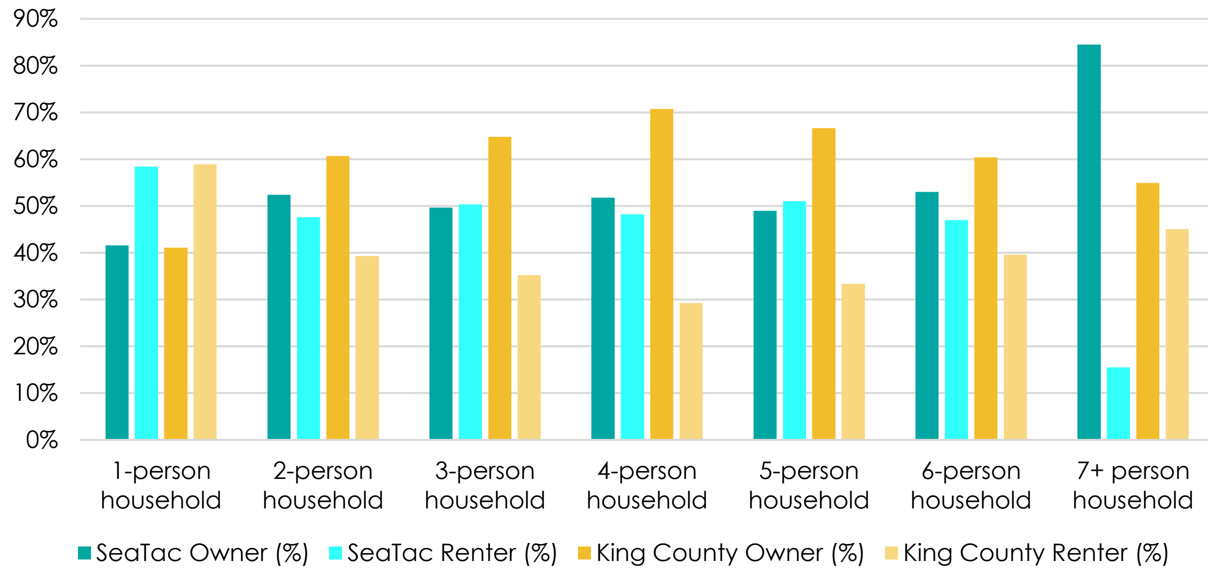
Exhibit 43. SeaTac Households by Size and Renter/Owner, 2018



*The dotted "County average" line represents the number of each household type one would expect to be in SeaTac based on overall King County data.

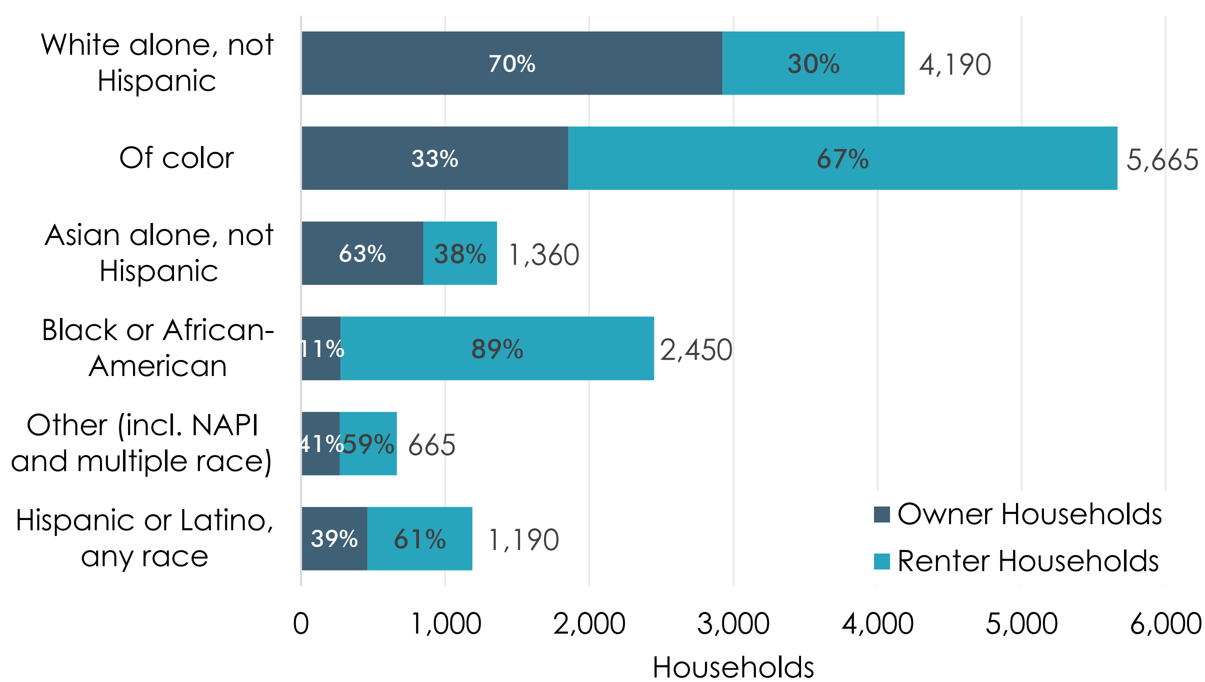
Source: U.S. Census Bureau, 2018 ACS 5-Year Estimates.

Exhibit 44. Proportion of Each Household Size Renting/Owning



Source: U.S. Census Bureau, 2018 ACS 5-Year Estimates

Exhibit 45. SeaTac Households by Race and Tenure (Owner/Renter)



Source: HUD CHAS (based on 2017 ACS 5-Year Estimates)

D. Households & Income

Household income is a measurement that relates to people's ability to afford a home.

- **"Area median income (AMI)"** is a term used to describe a way of calculating and categorizing income levels for a defined area and is widely used to assess housing affordability. The median income is the income at which half the group makes more money and half makes less; it is referred to as "100% AMI." See the Glossary for related median income calculations like Median Family Income and HUD-Area Median Family Income.
- **Household income** is not *per capita* income, nor is it necessarily *family* income. Because costs increase with the size of a household, an income that is adequate for a single-person household is less than what it takes to support a family of five. Likewise, a dual-income household may be able to afford more than a single-income household.

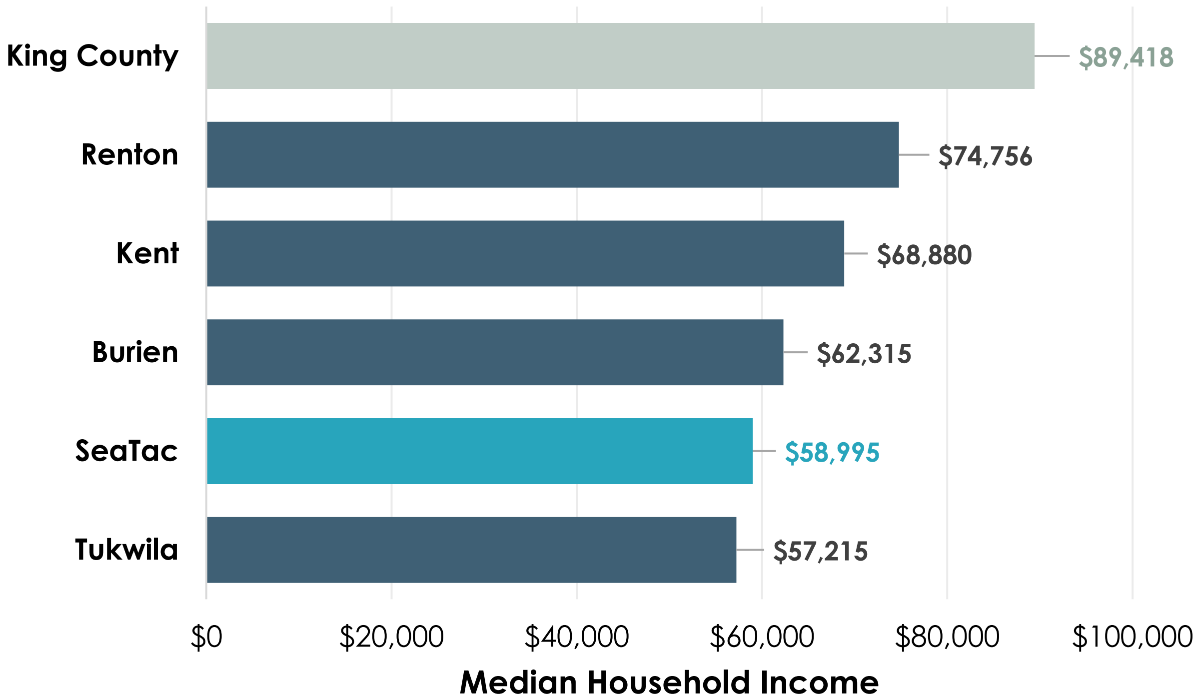
US Department of Housing and Urban Development (HUD) household income thresholds – used for determining eligibility for subsidized housing – are set for the Seattle-Bellevue area, which extends over King and Snohomish counties and includes the city of SeaTac. To determine eligibility for subsidized housing and Section 8 vouchers, household size is considered to determine where a household falls in relationship to AMI. This assessment examines housing affordability for the following income groups:

- Greater than 100% AMI
- >80% and ≤100% AMI or "moderate income"
- >50% and ≤80% AMI or "low income"
- >30% and ≤50% AMI or "very low income"
- At or below 30% or "extremely low income"

Median Household Income in SeaTac

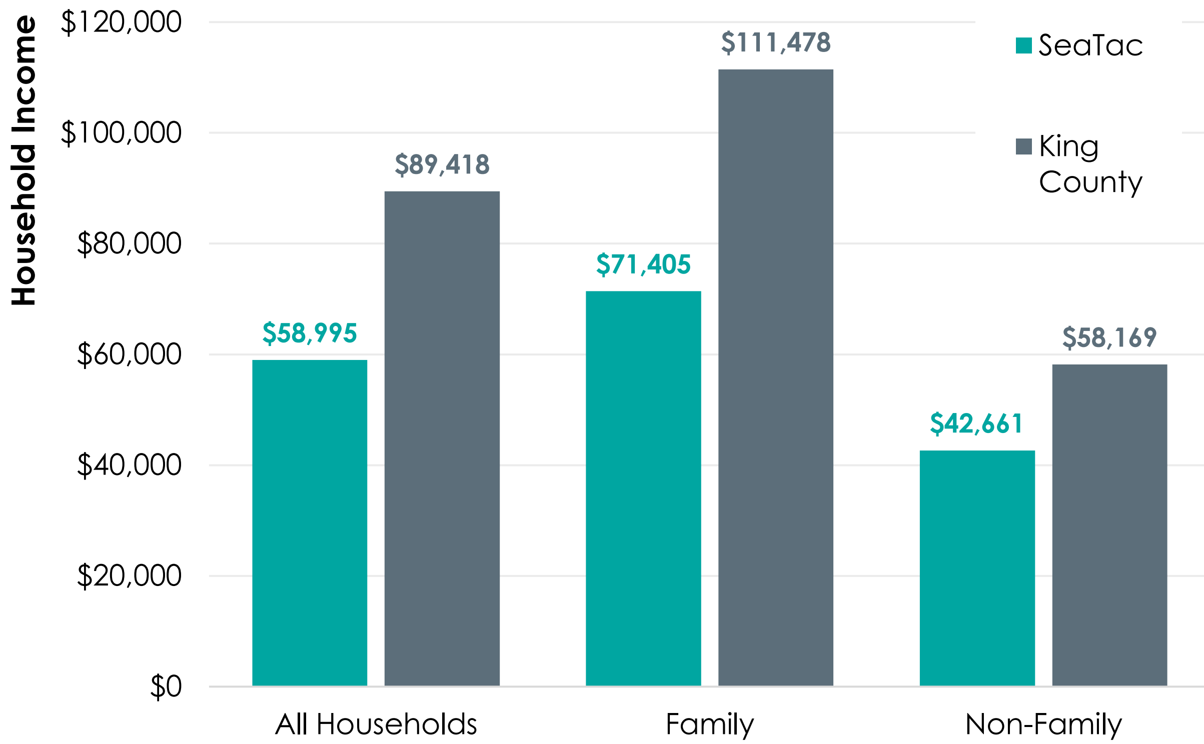
- In 2018, the median income for all households in SeaTac was $58,995 (see Exhibit 46).
- While SeaTac's median income level is similar to its peer cities in south King County, it is significantly lower compared to the median of the county as a whole, which was $89,418 in 2018. The higher county median is likely due to high income earners concentrated in Seattle and east King County cities.
- At 66% AMI, SeaTac's median household income falls within the "low income" category.

Exhibit 46. Median Household Income in SeaTac, King County, and Peer Cities



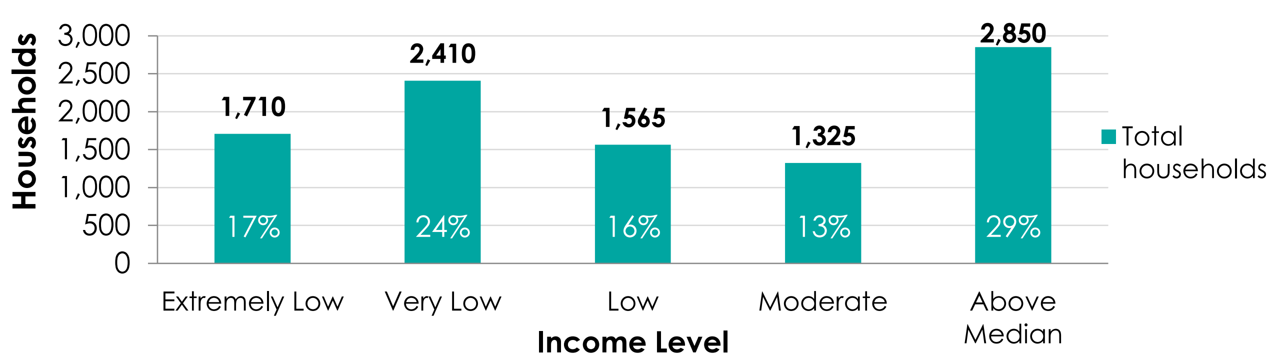
Source: U.S. Census Bureau, 2018 ACS 5-Year Estimates.

Exhibit 47. SeaTac and County Household Median Income by Household Type, 2018



Source: U.S. Census Bureau, 2018 ACS 5-Year Estimates.

Exhibit 48. SeaTac Households by Income Category



Source: HUD CHAS, 2020 (based on 2017 ACS 5-Year Estimates).

Exhibit 49. Income Categories with Sample Income and Job Information

INCOME CATEGORIES	EXTREMELY LOW INCOME	VERY LOW INCOME	LOW INCOME	MODERATE INCOME	ABOVE MEDIAN INCOME
AMI Range	≤30% AMI	30-50% AMI	50-80% AMI	80-100% AMI	>100% AMI
Approx. Household Income*	≤$33,990	$33,991 - $56,650	$56,651 - $90,640	$90,641 - $113,300	>$150,000
Typical Jobs	Retiree using Social Security benefits	Airport Maintenance	Flight attendant	Firefighter	Airline pilot
	Fast food worker	City of SeaTac Parks operation worker	Middle school teacher	Dental hygienist	Software engineer
	Uber driver	Drywall installer	Architect	Engineer	

*US HUD income thresholds scale with household size

Source: Airport Economic Impacts, 2018, Port of Seattle; US Department of Housing and Urban Development, City of SeaTac

Exhibit 50. HUD Maximum Annual Income per Income Category by Household Size

HOUSEHOLD SIZE	EXTREMELY LOW INCOME	VERY LOW INCOME	LOW INCOME	MODERATE INCOME	ABOVE MEDIAN INCOME
1-person	$25,100	$41,800	$66,700	$83,600	N/A
2-person	$28,650	$47,800	$76,200	$95,600	N/A
3-person	$32,250	$53,750	$85,750	$107,500	N/A
4-person	$35,800	$59,700	$95,250	$119,400	N/A
5-person	$38,700	$64,500	$102,900	$129,000	N/A

Source: US Department of Housing and Urban Development, 2020.

3-4 Key Takeaways: Housing Supply & Demand

A. Housing Supply

SeaTac's housing supply is comprised of essentially two types of housing:

- Detached single-family houses constructed from 1940-1960
- Large apartment buildings constructed from 1960-1980

The lack of different types of housing limits options for families of different sizes, life stages, and incomes.

With 63% of all housing units built between 1950 and 1980, SeaTac's housing stock is aging. Older housing stock may provide relatively affordable housing but may also require investment to avoid substandard living conditions. A mix of old and new homes in an area provides more options, as could additional housing types like townhomes or duplexes.

- Older multi-family buildings will need investment in repairs and renovation to maintain healthy and safe conditions, potentially driving up rents.
- Older single-family homes will require investment in maintenance and repairs and could be replaced with larger, more expensive homes over time.

B. Physical Environment

- SeaTac's physical environment, development pattern, and infrastructure provide some, but not all, of the needed elements for resilient urban growth.
- Noise from air traffic, whether real or perceived, can be an issue for residential developers in SeaTac.
- Lack of street connectivity, safe places to walk, large block sizes, airport-related economic dynamics and automobile-oriented development present challenges to the City's goals for housing and "complete communities."

C. Housing Demand

- SeaTac is a remarkably diverse city; the population includes large proportions of immigrants and people of color. SeaTac is also highly family oriented.
- The average household in SeaTac is larger than the county average, and there is some evidence of overcrowding.
- SeaTac has a greater proportion of renters than King County, particularly in three- to six-person households. This signifies that SeaTac is supporting larger households that rent, than the rest of the region.

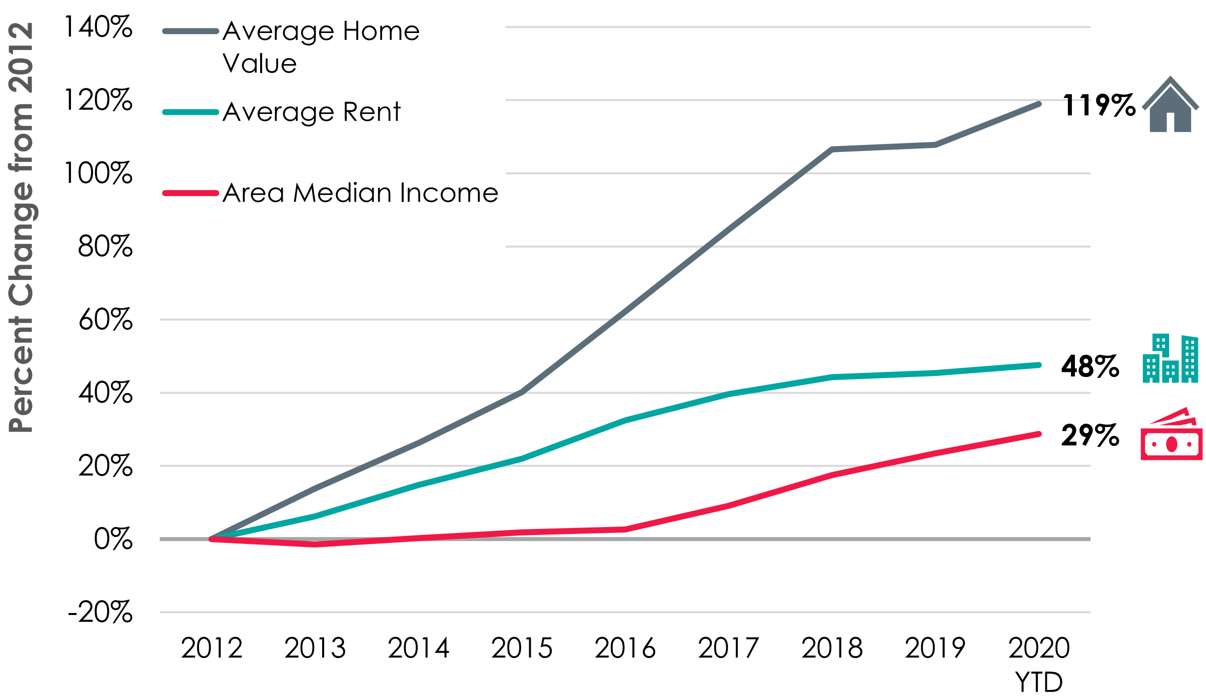
Part 4: Housing Costs & Affordability in SeaTac

4-1 Local Housing Market

Purpose: This section describes recent trends in for-sale and for-rent housing in SeaTac and King County.

Since 2012, the cost of housing in SeaTac increased faster than household income.

Exhibit 51. SeaTac Change in Home Values, Rents, and AMI, 2012-2020

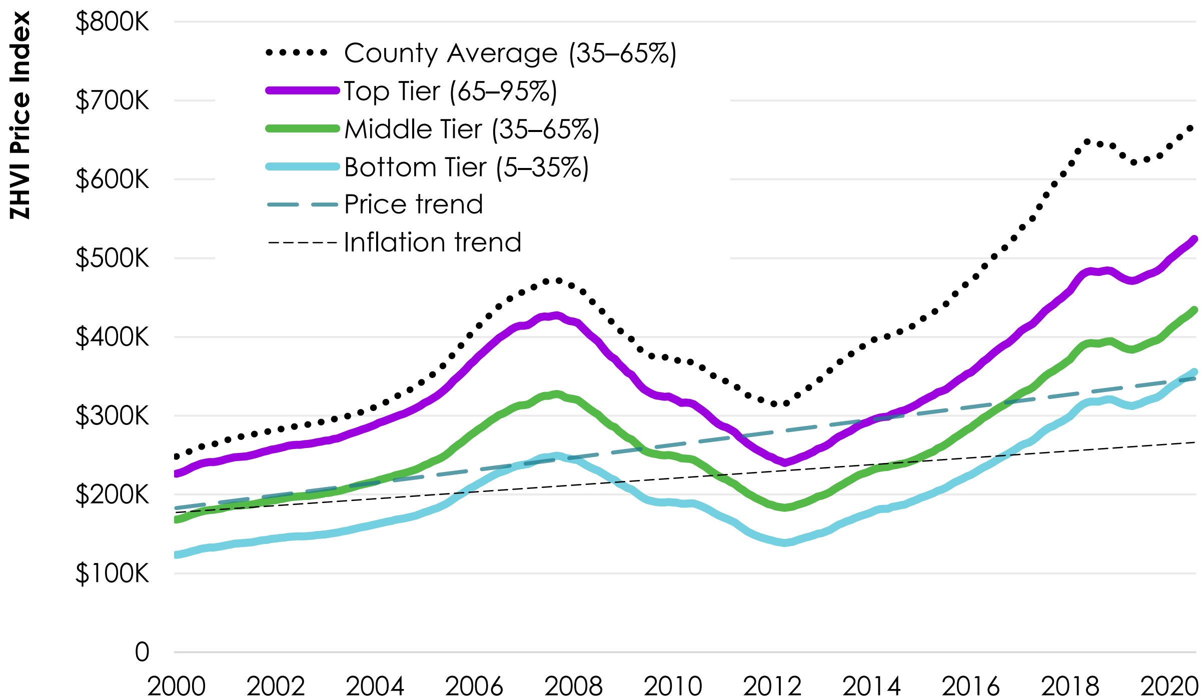


Sources: Zillow, 2020; HUD, 2020.

A. Home Prices

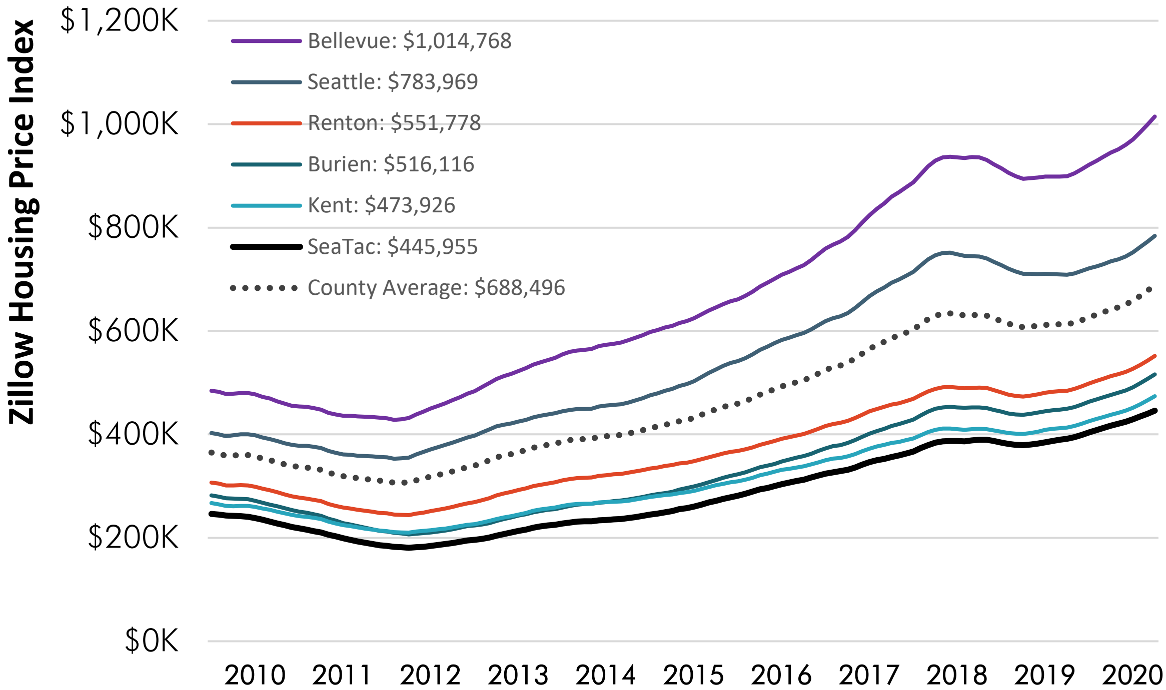
- SeaTac home prices are on average lower than King County as a whole, but are much closer in price to homes within south King County.
- Home prices are rising in SeaTac across all price tiers; however, home prices have not risen as fast as the countywide average.
- Rising prices make it difficult for existing residents to buy property because SeaTac households tend to have lower incomes relative to other cities in King County.

Exhibit 52. SeaTac Average Home Prices 2000- 2020



Source: Zillow, 2020; US Bureau of Labor Statistics, 2020.

Exhibit 53. SeaTac and Peer Cities House Prices 2010-2020

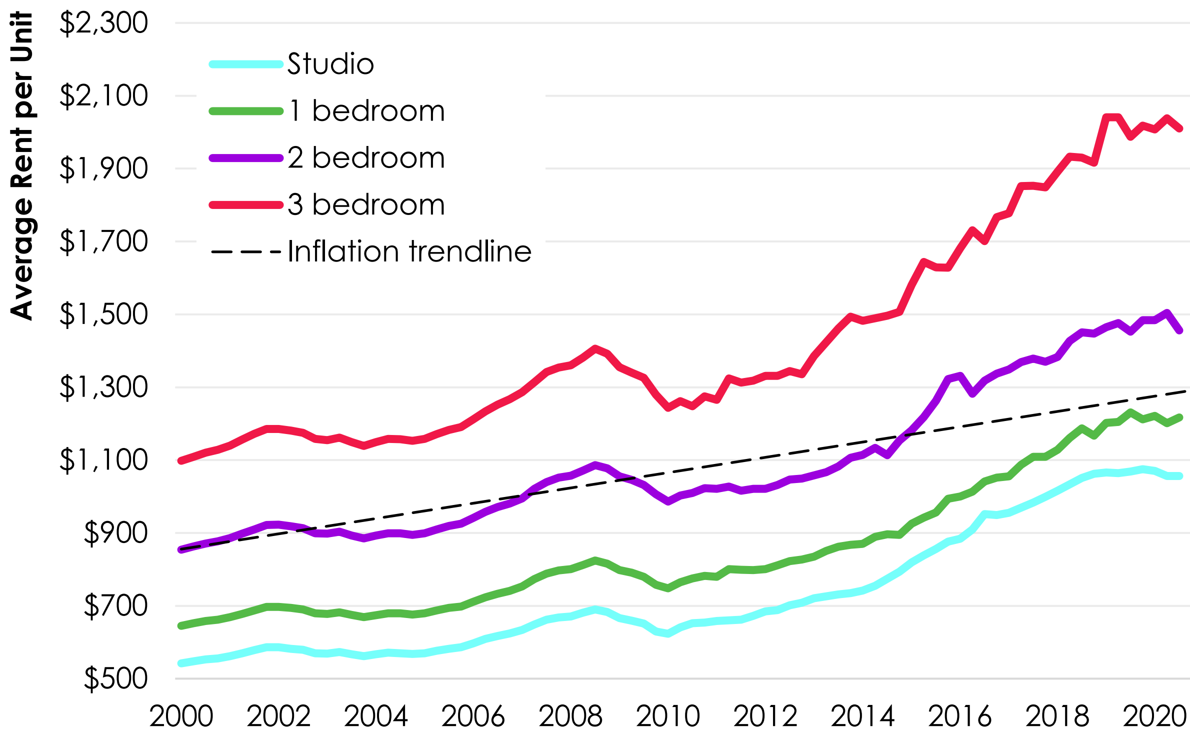


Source: Zillow, 2020.

B. Rental Costs

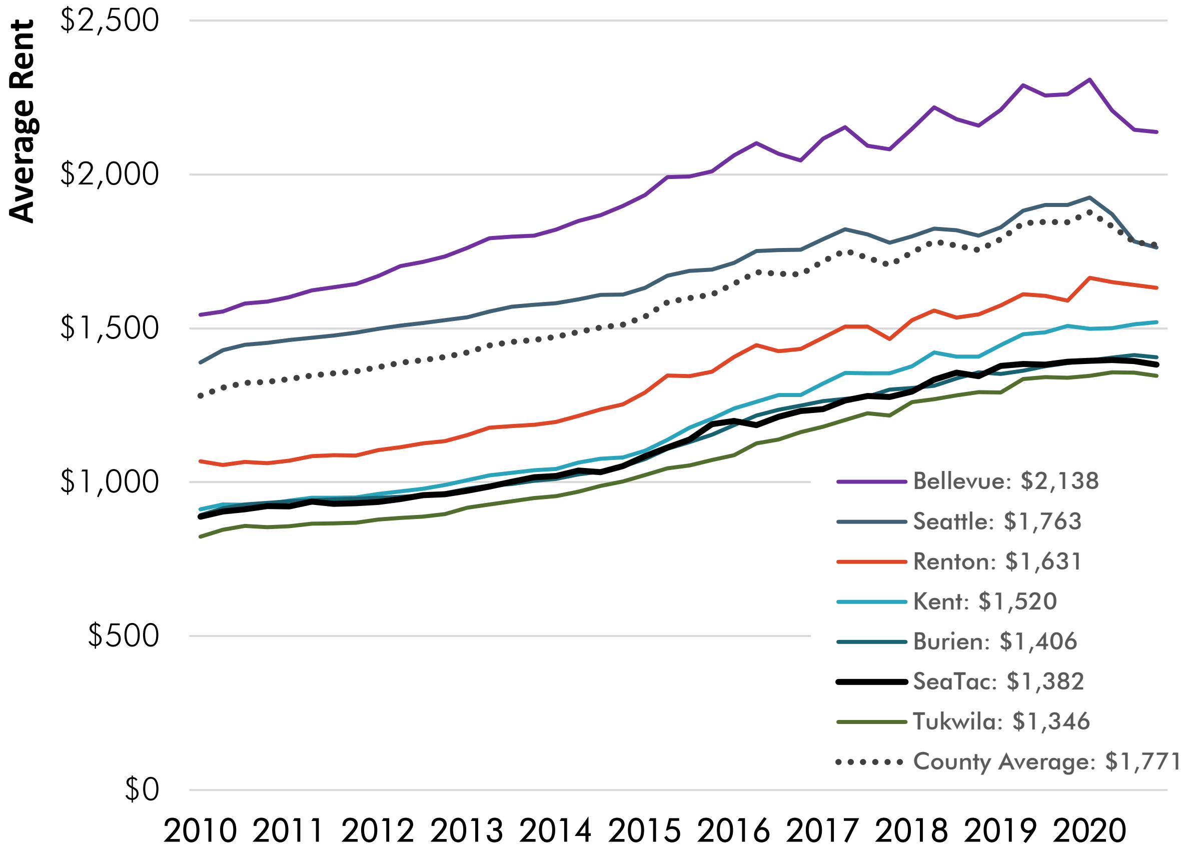
- The Seattle-Tacoma-Bellevue region has seen rapidly rising rents in recent history, especially since 2010. These trends have affected housing affordability in SeaTac and surrounding communities.
- The average rent for a two-bedroom apartment in SeaTac in early 2020 was $1,484, over $400 more a month than in 2000.
- Since 2010, rents grew about 35% faster than inflation.
- Currently, SeaTac's average rent costs are around $600 less a month than the county average. SeaTac rent costs are more in line with rents in south King County than the county as a whole.

Exhibit 54. SeaTac Rents 2000-2020



Source: CoStar, 2020; US Bureau of Labor Statistics, 2020.

Exhibit 55. SeaTac and Regional Rent Growth, 2001-2020



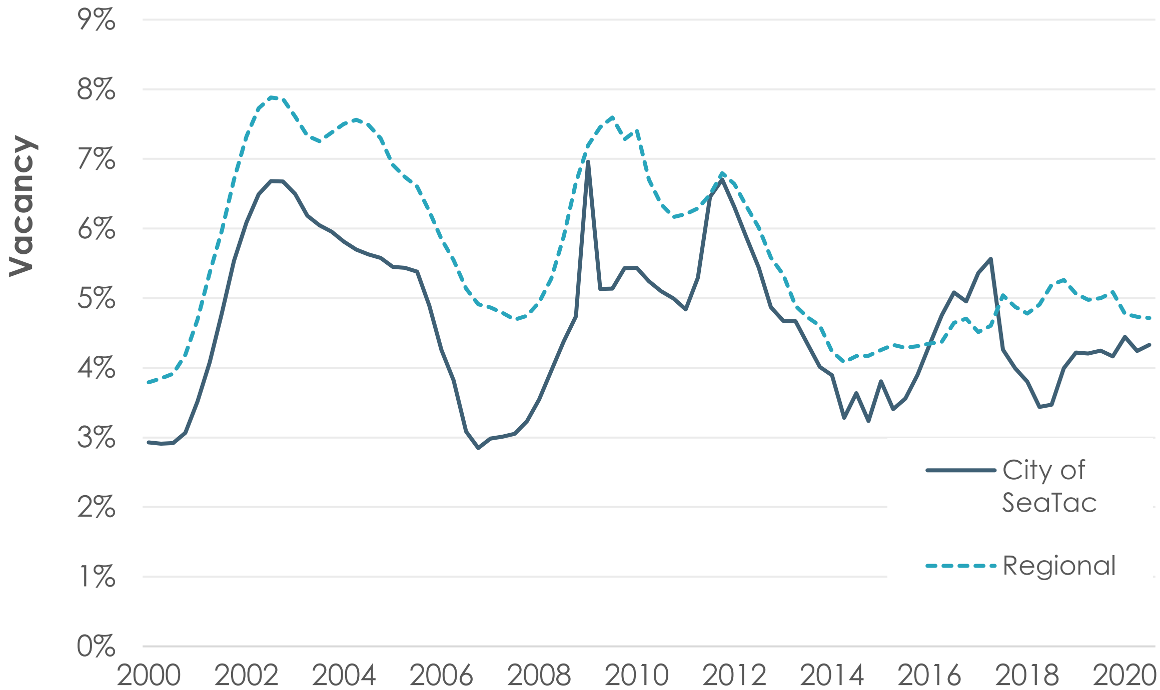
Source: CoStar, 2020.

Rental Vacancy

Low vacancy rates can suggest that more housing units are needed to meet demand.

- Rental vacancy in SeaTac has fluctuated year to year, generally staying slightly lower than the regional rate.
- Vacancy rates do not suggest that there have been general shortages of housing in SeaTac, but rates lower than regional averages would suggest that housing in the city is in slightly more demand, and there may be some needs in specific market segments.

Exhibit 56. SeaTac and Regional Rental Vacancy 2000–2020



Source: Zillow, 2020.

4-2 What Housing Affordability Means in SeaTac

Purpose: This section helps to define and explores how housing affordability affects SeaTac residents.

A. Housing Affordability for Current SeaTac Households

There are two types of affordable housing: market-rate and regulated. Per the HUD definition, affordable means less than 30% of household income.

Market-Rate Affordable Housing

In many cases, housing that is affordable to lower-income segments of the population is provided by the private market without subsidy or other financial support. This market-rate or "naturally occurring" affordable housing is an essential part of the housing system, providing most of the housing units that are affordable to low-income households. However, naturally occurring/lower-cost housing is dependent on market conditions and is highly vulnerable to the regionwide trend of rising rents.

Exhibit 57. Example Rents Affordable at Selected Income Categories

	EXTREMELY LOW INCOME	VERY LOW INCOME	LOW INCOME	AVERAGE SEATAC RENTS*
1-person Household	<$628	$628-1,045	$1,045-1,668	Studio $1,056
3-person Household	<$806	$806-1,344	$1,344-2,144	2 Br $1,456
5-person Household	<$968	$968-1,613	$1,613-2,573	3 Br $2,010

Source: CoStar, 2020. US Department of Housing and Urban Development.

* "Average Rent" figure provided by Co-Star based on local market conditions.

Regulated Affordable Housing

Income-restricted affordable housing is one method of achieving housing affordability that involves either publicly owned or publicly subsidized housing.

Regulated or income-restricted affordable housing refers to housing units that are available only to households with incomes at or below a set income limit and are offered for rent or sale at below-market rates. Some income-restricted rental housing is owned by a city or housing authority, while others may be privately owned. In the latter case, the owners typically receive a subsidy in the form of a tax credit or property tax exemption. As a condition of their subsidy, these owners must offer a set percentage of all units as income-restricted and affordable to households at a designated income level.

B. Cost Burden

What is "cost burden"?

HUD considers households that pay more than 30% of their gross income on housing, including utilities, to be **cost burdened**. Households that pay more than 50% of their gross income on housing are considered **severely cost burdened**.

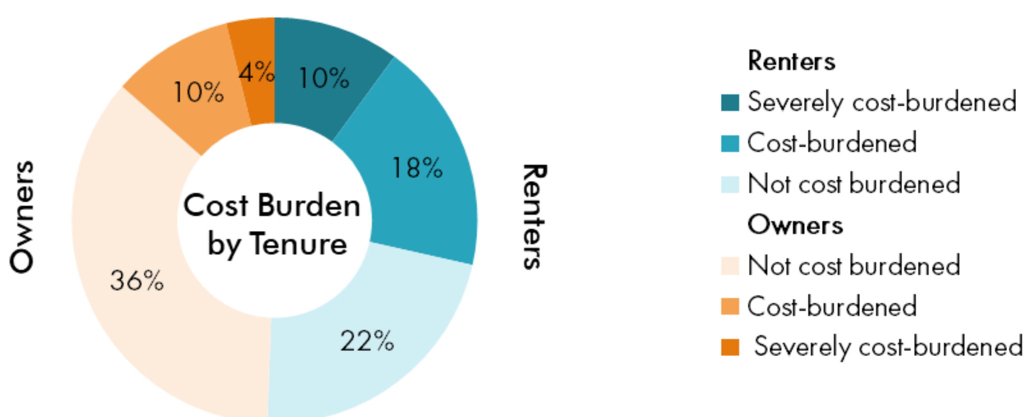
Why is it important to understand cost burden?

Cost burden is most threatening for households at lower income levels that will have less money available for other essentials such as food, clothing, transportation, and medical care.

Who is Cost Burdened in SeaTac?

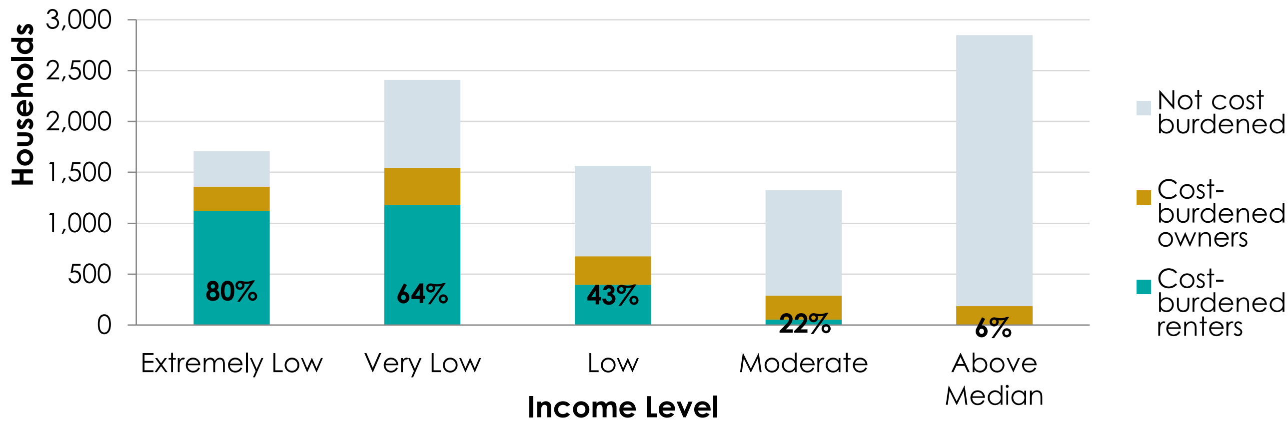
- **Two out of five (41%) SeaTac households are cost burdened.**
- Cost burden affects **more than half of renter** households compared to about **a quarter of homeowner** households.
- **Lower-income households** are much more likely to be cost burdened.
- **Black households** are much more likely to be cost burdened than white households.

Exhibit 58. Cost Burden and Severe Cost Burden by Tenure (Owner/Renter)



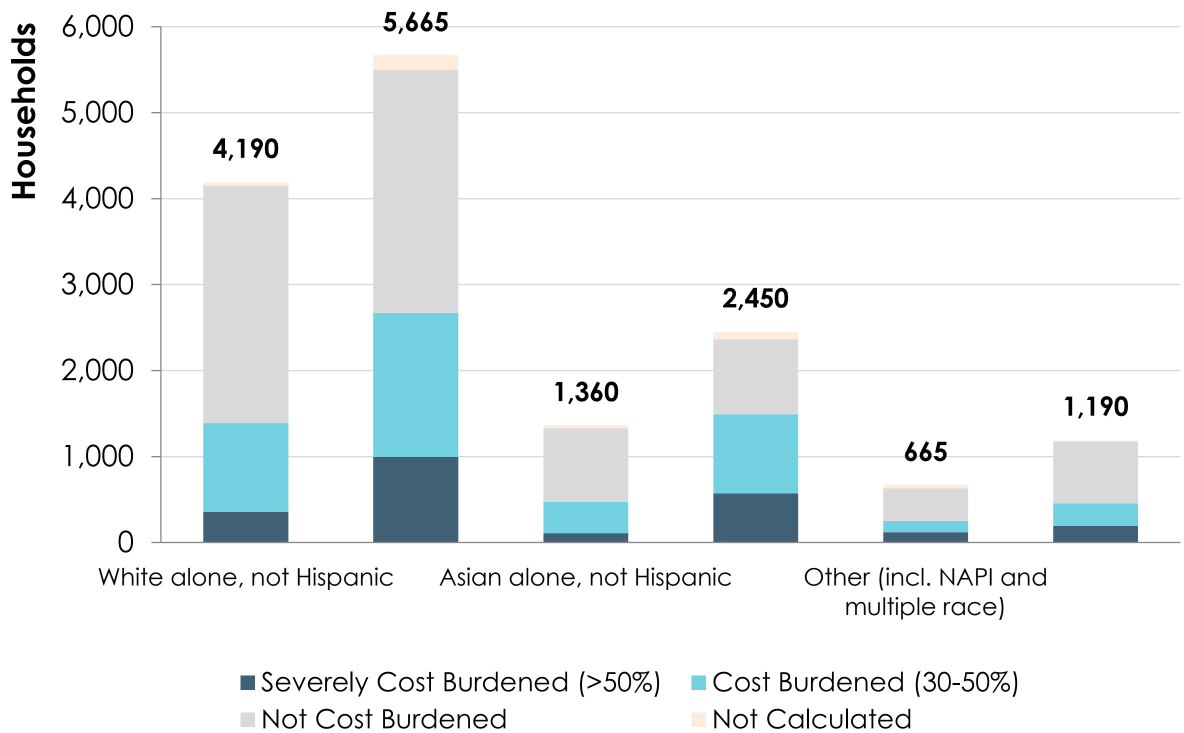
Source: HUD CHAS (based on 2017 ACS 5-Year Estimates).

Exhibit 59. SeaTac Households by Cost Burden and Income



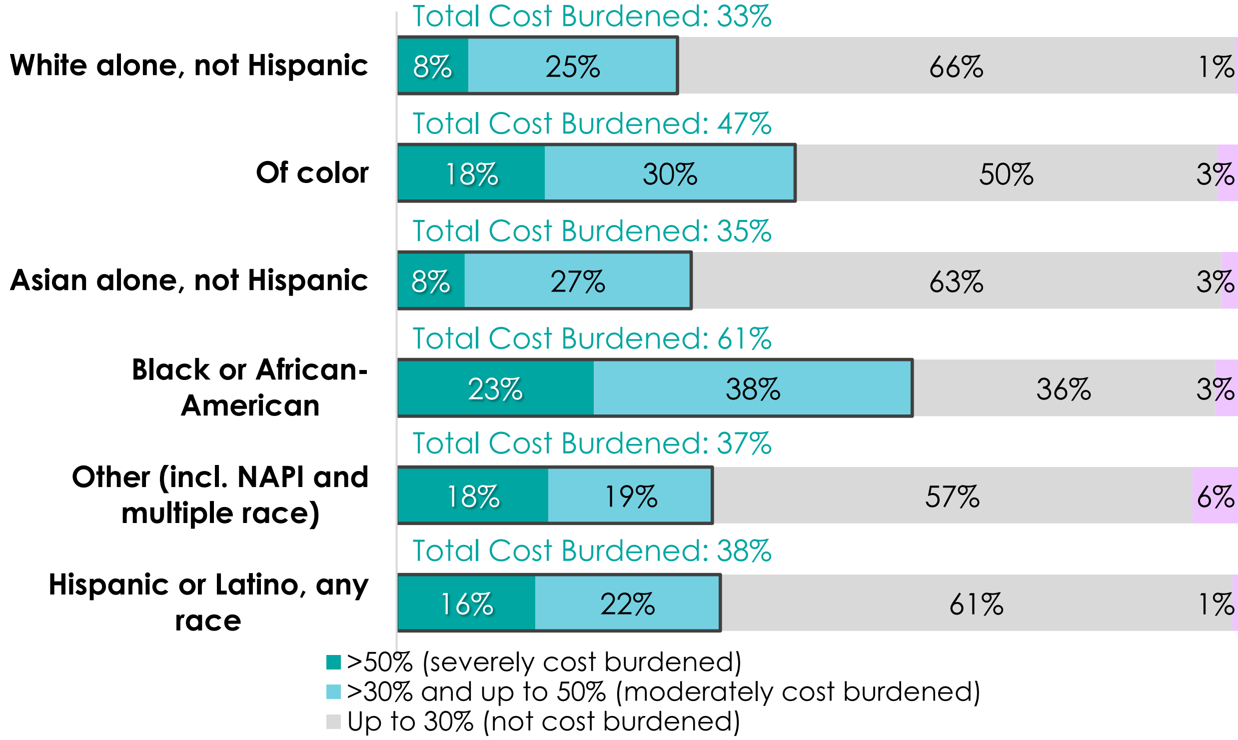
Source: HUD CHAS (based on 2017 ACS 5-Year Estimates)

Exhibit 60. Cost Burden by Race in SeaTac



Source: HUD CHAS (based on 2017 ACS 5-Year Estimates).

Exhibit 61. Proportional Cost Burden by Race in SeaTac



Source: HUD CHAS (based on 2017 ACS 5-Year Estimates).

4-3 Key Takeaways: Housing Costs & Affordability

Housing Cost Trends

- Like much of the region, housing costs in SeaTac have risen significantly over the past two decades, especially since 2014.
- While home costs are lower on average compared to the rest of the region, rising prices can be difficult for existing residents because SeaTac households have a lower average median income (AMI) relative to other cities in the county.
- SeaTac home values have increased more than the cost of rent.

Home Prices & Rental Costs

- Since 2012, the cost of housing in SeaTac has rose faster than household income.

Regulated Housing

- While there is a significant amount of regulated affordable housing in SeaTac, it represents about one-fifth of the overall rental market (see Regulated Affordable Housing).

Housing Cost Burden for SeaTac Households

- About 41% of SeaTac residents are housing cost burdened. This includes more than half of all renters.
- Households of color are much more likely to be cost burdened than non-Hispanic white households and are less likely to be homeowners.

HOUSING ASSESSMENT

Part 5: The Assessment: Gaps in Current & Future Housing Demand

Purpose: The purposes of this section are twofold:

1) To identify gaps or shortcomings in the implementation of the City's housing goals.
2) To assess the gaps between the supply of housing and the housing demand discussed in the previous housing inventory.

5-1 Gaps in Implementing City Housing Goals

Purpose: This section assesses the City's implementation of its housing-related strategies.

A. Urban Village Strategy Evaluation

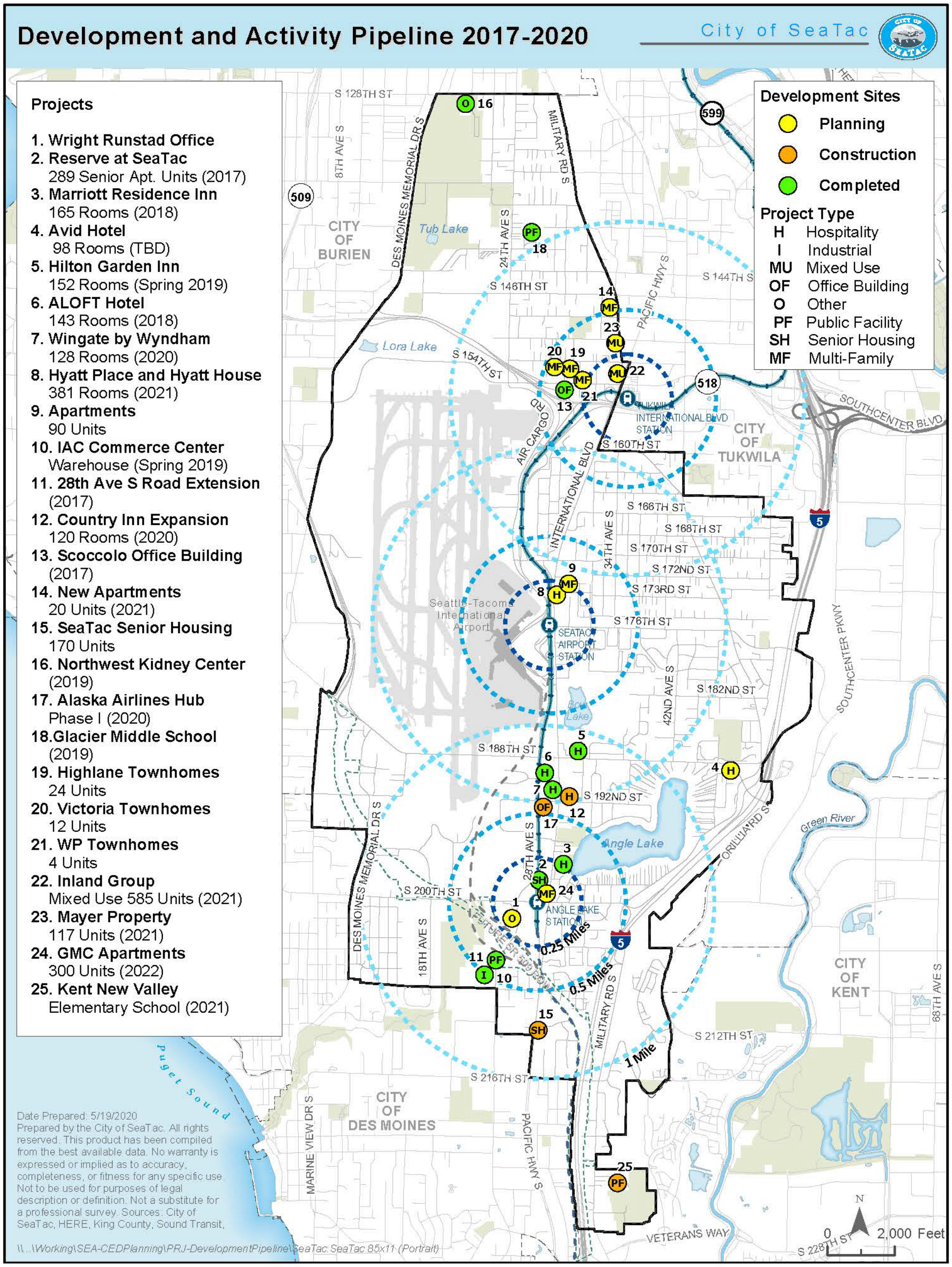
Status of Urban Village Growth Strategy

This section asses the outcomes of SeaTac's housing growth strategy set forth in the Comprehensive Plan. This strategy is based on the "urban villages" alternative analyzed in the Comprehensive Plan EIS.

- SeaTac's City Center, Angle Lake Station Area, and 154th Street Station Area play the role of "urban villages," where dense housing, commercial services, amenities, and access to transit meet many daily needs within a short walk from home.

- Population growth in SeaTac has been limited over the past 10 years, with an average growth rate of about 0.5% per year since 2010. This has been due largely to limited housing production during this period.
- Major development projects that have occurred over the past several years, including housing, are in or near station areas (see Exhibit 62).
- Recently, there has been growing interest in developing housing within or close to the station areas, including multiple projects in the development pipeline.
- Station areas continue to lack a cohesive feel or adequate services and amenities to fulfill the urban village vision.

Exhibit 62. SeaTac Development and Activity Pipeline 2017-2020



Source: City of SeaTac

B. Alignment with Regional Growth Strategy

King County Growth Allocation Targets

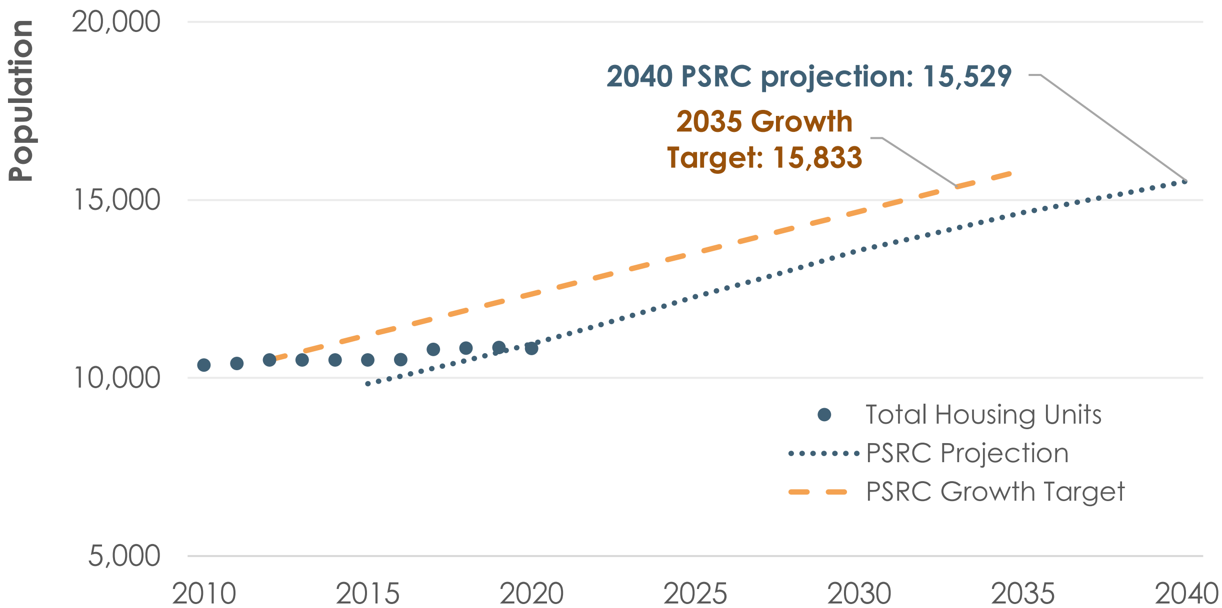
- PSRC and King County's regional planning prioritizes growth in metropolitan cities (e.g., Seattle and Bellevue) and core cities (including SeaTac), in part due to the cities' access to light rail and jobs.
- VISION 2050, passed in October 2020, will increase this regional commitment to transit-oriented growth. However, growth allocation targets associated with VISION 2050 will not be released until mid-2021.
- Growth targets for 2031, set by King County's countywide planning policies (CPP) in 2012 and 2016, have so far exceeded SeaTac's actual growth by a large margin (see Exhibit 63).
- In the 2015 Comprehensive Plan, the City of SeaTac adopted a 2035 target of 15,833 households, an increase of 5,973 above today's approximately 9,860 households.[29]
- To accommodate the 2035 target, the 2015 Comprehensive Plan ensured that the City had planned for this level of growth.
- If constructed, housing units in the city's development pipeline could significantly increase SeaTac's growth rate.

[29] U.S. Census Bureau, 2017 ACS 5-Year Estimate

Puget Sound Regional Council Growth Projections

- In 2017, Puget Sound Regional Council (PSRC) produced Land Use Vision (LUV) projections to support the VISION 2040 regional growth plan.
- LUV was developed with growth assumptions and modeling based on the VISION 2040 growth strategy, local policies, and adopted growth targets.
- LUV projects SeaTac should plan for 15,529 housing units by 2040 to support anticipated population growth.
- In 2021, King County and its cities will collaborate to develop growth targets based on the PSRC's recently adopted VISION 2050 plan.

Exhibit 63. SeaTac Housing Demand Projections, 2020–2040



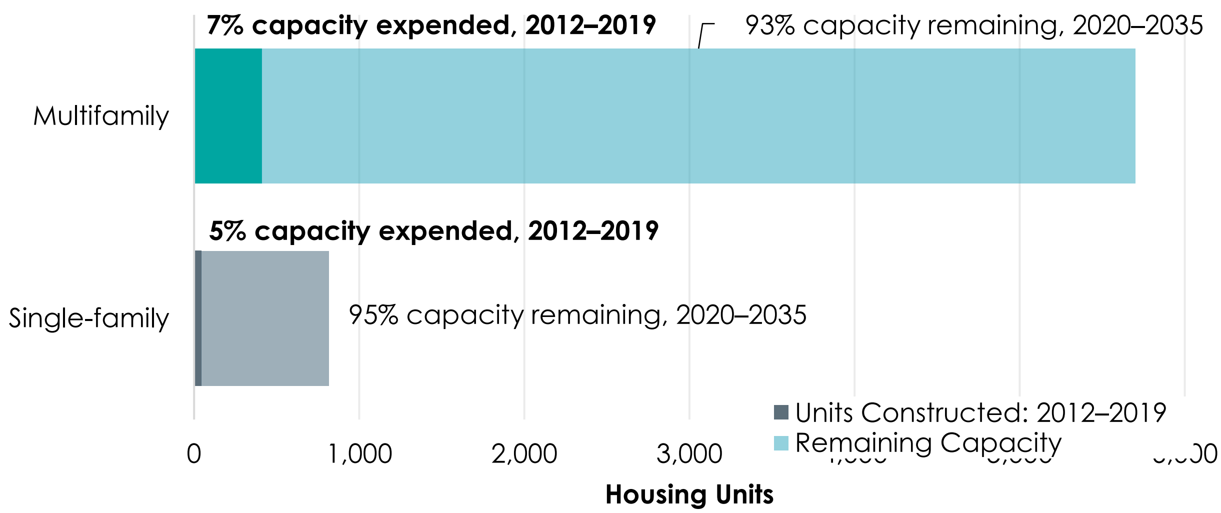
Source: City of SeaTac, 2015; PSRC, 2018.

C. 20-Year Development Capacity

Does SeaTac's zoning provide sufficient development capacity for SeaTac to meet its residential growth target?

- **"Development capacity"** refers to how much building space can be built under current regulations in a defined area – in this case, the city of SeaTac.
- SeaTac had 10,831 housing units[30] as of 2020.
- In the 2015 Comprehensive Plan, SeaTac adopted a 2035 target of 15,833 housing units.
- PSRC projects SeaTac should have 15,529 housing units by 2040 to support population growth.
- **The 2014 Buildable Lands Report estimated existing development capacity of 6,545 units, sufficient to meet growth targets noted above.**
- Since 2014, 451 new units have been built, representing 7% of the city's 2031 development capacity.

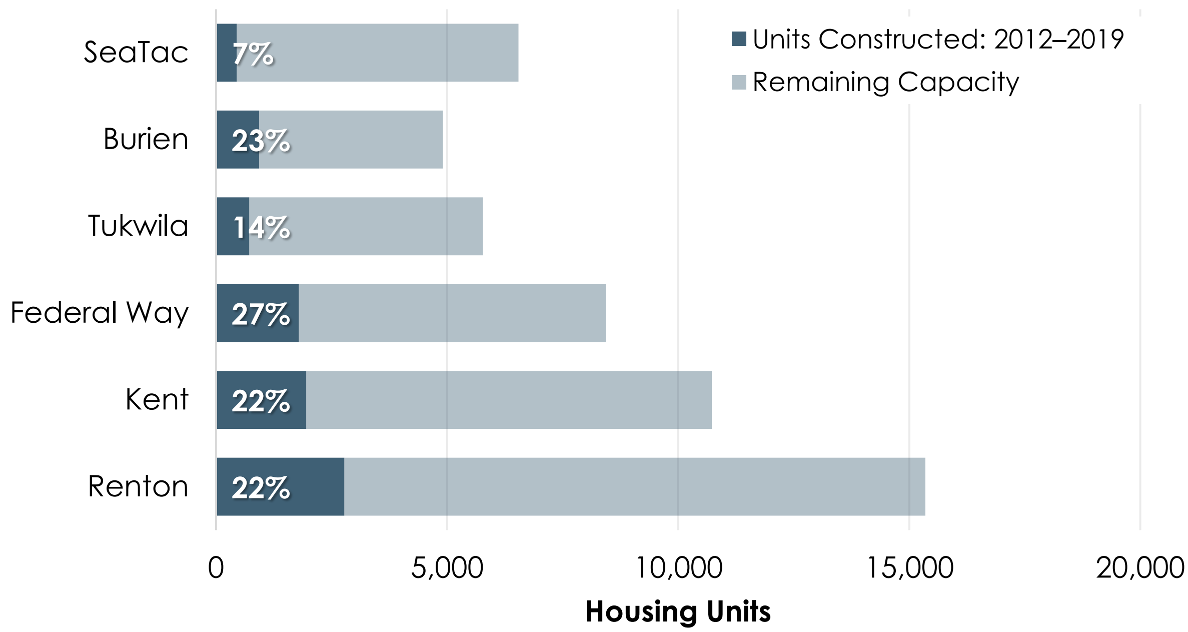
Exhibit 64. SeaTac Housing Development Capacity and Net Growth by Type



Source: City of SeaTac, Land Use Background Report, 2015.

[30] Washington Office of Financial Management, 2020

Exhibit 65. Development Capacity and Net Growth, SeaTac and Surrounding Cities (2014 BLR).



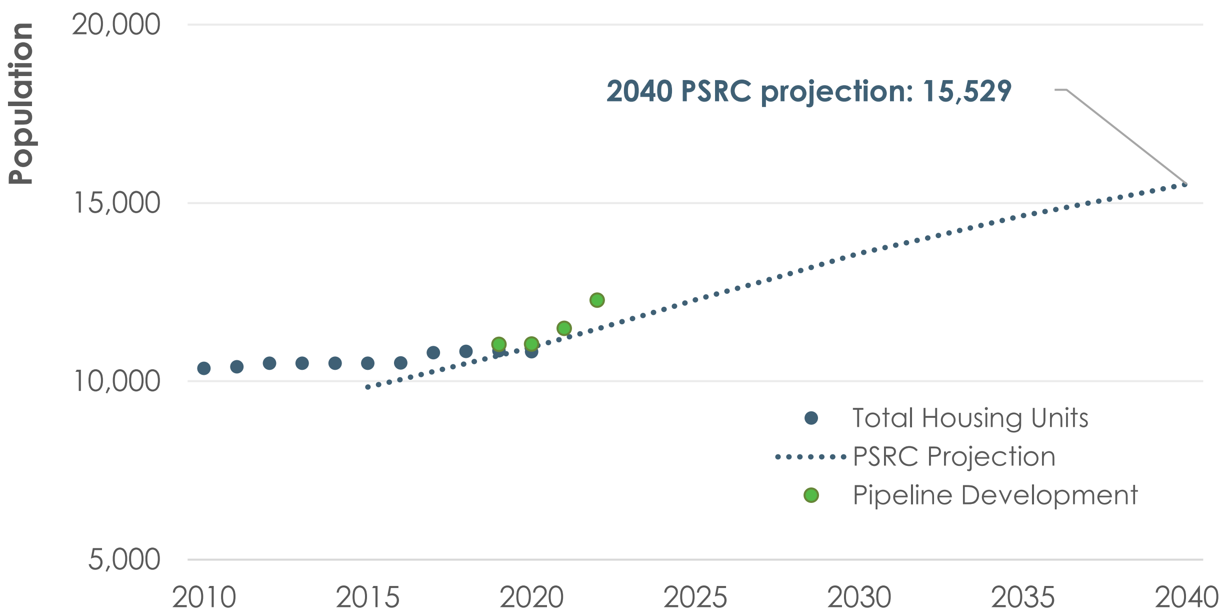
Source: King County Buildable Lands Report, 2014.

D. Development Pipeline

Real estate development projects that are in progress but have not yet been completed are referred to as being "in the development pipeline."

- Preliminary analysis performed for the 2021 Buildable Lands Report development capacity assessment noted 1,441 housing units in some stage of development in SeaTac. These units, if completed, could enter the market between 2020 and 2023.
- About half (790) of the pipeline units are currently under construction or were completed in 2020. The other half (651) were either under review or in the pre-application phase. These units may or may not be completed.
- 2020 pipeline development indicates a substantial increase in housing production in SeaTac. From 2000-2020, an average of 29 housing units were added per year. If all 1,441 units are completed in the four years from 2020 to 2023, the city will have increased the pace of housing production to 360 units per year over that period.

Exhibit 66. SeaTac Housing Demand Projections, 2020-2040



Source: City of SeaTac, 2015; PSRC, 2018; Preliminary 2021 King County Buildable Lands Report, BERK, 2020.

5-2 Gaps in Housing Supply

Purpose: This section assesses gaps in the housing supply in terms of the housing stock and available building and unit types.

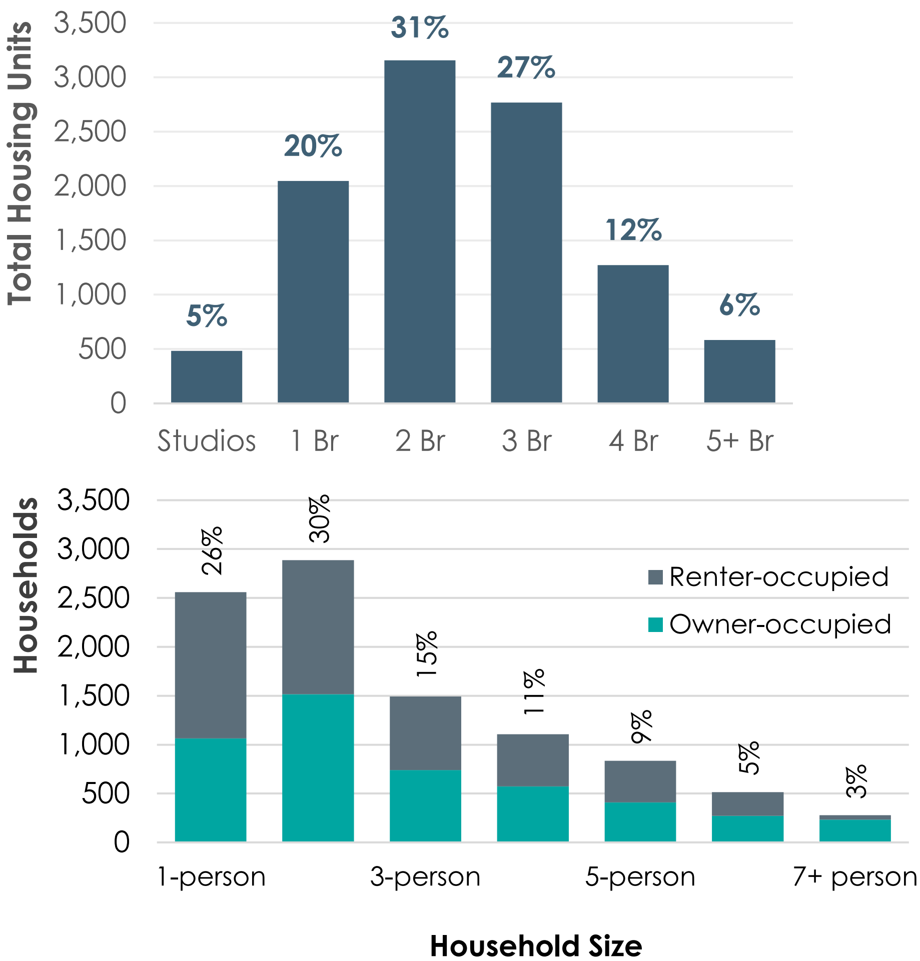
Building Stock

- Middle density housing, such as duplexes, townhouses, or small apartment buildings, do not play a large role in SeaTac's supply of housing. These building types are not allowed in the single-family zoning that covers most of the city's residential land, and there is relatively limited amount of land zoned for these moderate density zoning types.
- A housing supply with limited building types is likely not serving the needs or preferences of some households. This is especially the case for those interested in middle housing types because of affordability, family size, maintenance or other issues.
- Most of SeaTac's housing stock was built between 50 and 70 years ago. Buildings older than 50 years typically require major renovation or face mounting maintenance costs.
- **Building stock gaps include a lack of middle/moderate density options and newer multi-family and single-family dwellings.**

Large Units

- Compared to King County as a whole, SeaTac households are larger and more likely to be families with children. Large households have grown as a share of the population, including among renters.
- At the same time, housing units in SeaTac have fewer bedrooms than the county average. The largest units available are likely detached houses, mostly occupied by homeowners. However, family size among homeowners and renters is nearly identical (see Exhibit 67).
- Apartment buildings built from the 1960s-1980s provide most of SeaTac's housing stock. These older buildings tend to have more rooms than recently constructed buildings.
- **Based on the demand for large units, there appear to be gaps in the amount of two-plus bedroom rental and ownership options currently available.**

Exhibit 67. Comparison of Housing Unit and Household Size



Source: U.S. Census Bureau, 2018 ACS 5-Year Estimates.

Small Units and/or Shared Homes

- SeaTac has 1,064 one-person households and only 483 studios. This could mean that **single people are living in larger units or sharing homes**.
- For the city's 2,870 one- and two-person households, only 2,528 one-bedroom and studio units are available (a difference of 342 units).
- **Therefore, there is a gap in the supply of studio and one-bedroom apartments.**

Accessible Units

- With 23% of SeaTac's population between the ages of 50 and 70, SeaTac, like King County as a whole, has a large portion of its population approaching senior status (see Exhibit 33). By comparison, today only 6% of SeaTac residents are 70 or older.
- This "silver tsunami" suggests potential demand **for accessible housing – ground-floor or elevator-accessible housing with no internal stairs, ideally located in walking/rolling distance of resources and amenities**.
- With the large number of older low-rise apartments in SeaTac, it is likely that many rental units do not have elevators.
- Mid-century houses, which make up much of SeaTac's stock of detached houses, often have a single story, making them better suited to residents with limited mobility. However, home and yard maintenance can present financial and technical difficulties for older adults.
- **The data above indicates a demand for universal design housing options for those with mobility and other needs.**

5-3 Gaps in Affordability

Purpose: This section assesses gaps in the affordability of SeaTac's housing supply. First, the analysis considers the **affordability of units** for homebuyers and renters at different income levels. "Affordable" housing in this assessment is considered housing that costs households less than 30% of their total income. The second part of the analysis evaluates **affordability by income** and with a focus on **cost-burdened households.** Per the HUD definition, cost-burdened households are those that spend more than 30% of their income on housing.

A. Affordable Housing Availability

The term "affordability gap" describes the difference between housing costs in an area and the amount a household can afford to pay.

Affordability Gap for Homebuyers

- One method of understanding the affordability gap for SeaTac homebuyers is to examine the difference between the city's median home price and the price a median-income family can afford.
- In SeaTac, the median-priced home would cost more than a family making the median household income could afford.

Exhibit 68. Income Needed to Afford SeaTac Median Home Price

Median home price in SeaTac	$434,329
Required estimated minimum yearly income to afford*	$81,761 with 20% down payment $102,115 with 10% down payment
Median income for SeaTac family	$71,405 (2018)
Median income for all types of households	$58,995 (2018)

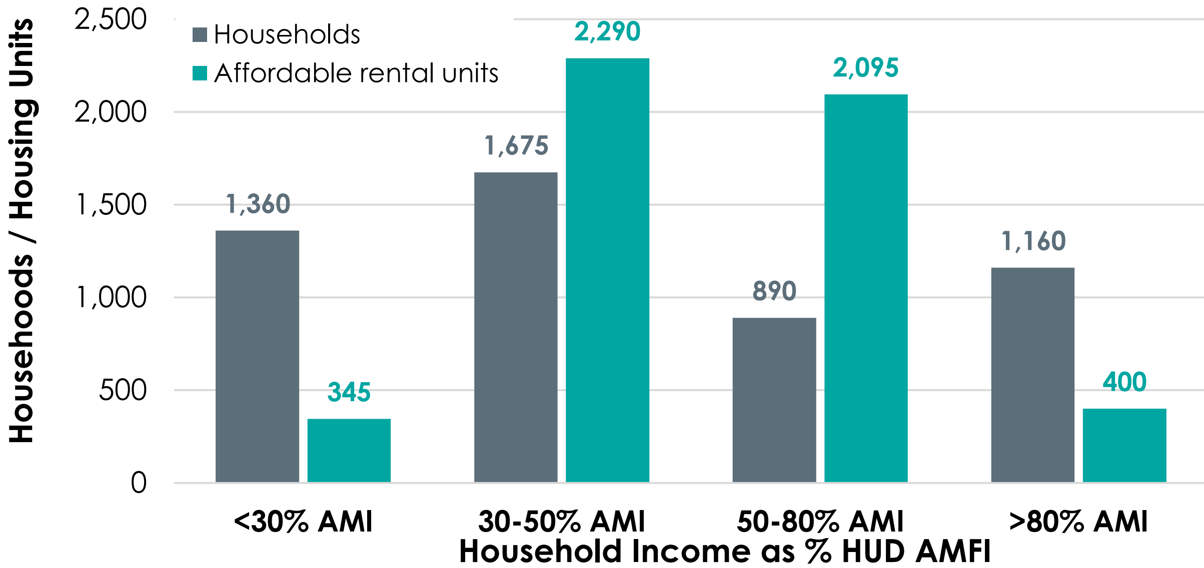
Source: Zillow, 2020; U.S. Census Bureau, 2018 ACS 5-Year Estimates.

*Monthly cost of loan principal, interest, property tax, insurance. Assumes 30% of household income benchmark for affordability and down payment from other source.

Affordability Gap for Renters

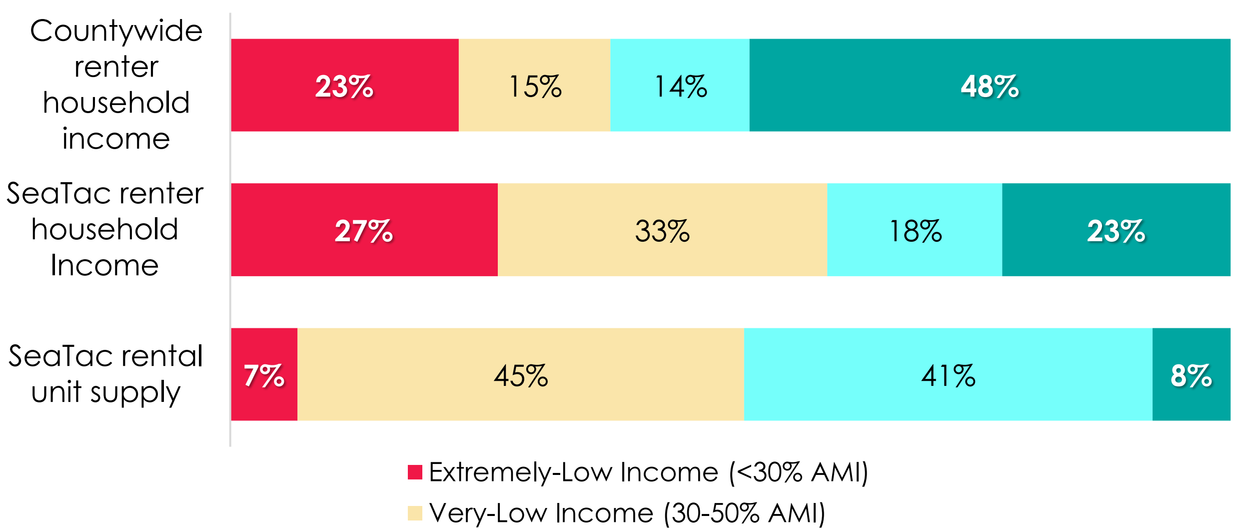
- In 2020, average rent in SeaTac for a two-bedroom apartment was $1,456, up from $986 in 2010.
- There is a surplus of units affordable to households who earn between 30% and 80% of median income.
- There is significant gap in the number of units that are affordable to households at the extremely low household income level, <30% AMI.
- There is a shortage of units for moderate-income households and those at median or above. This gap is likely due to the lack of higher-end market rate apartment units in the current SeaTac market.
- Because the number of housing units affordable at any income level does not match the number of households with said income, some portion of renters will rent units from either a higher or lower income category. SeaTac has a surplus of units affordable to households making between 30% and 80% of AMI, but a deficit in the number of units affordable to the 0-30% AMI and >80% income groups, causing these households to take on cost burden by renting homes they can't afford, or down-renting, respectively.

Exhibit 69. Gap in Available Rental Units by Income Group



Source: HUD CHAS (based on 2017 ACS 5-Year Estimates).

Exhibit 70. Affordability of Rental Units Compared to Incomes in SeaTac and King County



Source: HUD CHAS (based on 2017 ACS 5-Year Estimates).

Affordability Gap by Income Level

While the previous sections discussed gaps in affordability from the perspective of homebuyers and renters in SeaTac, this section evaluates gaps in the affordability of housing based on income levels and the percentage of cost-burdened households in the city.

Exhibit 72 shows the number of homeowner and rental housing units available to households within different income categories. The purple arrows indicate where, because of a lack of units in their income ranges, higher income households may be living in units affordable to lower income households, while lower income households may have to rent units that cost more than 30% of their incomes. Some key findings include the following:

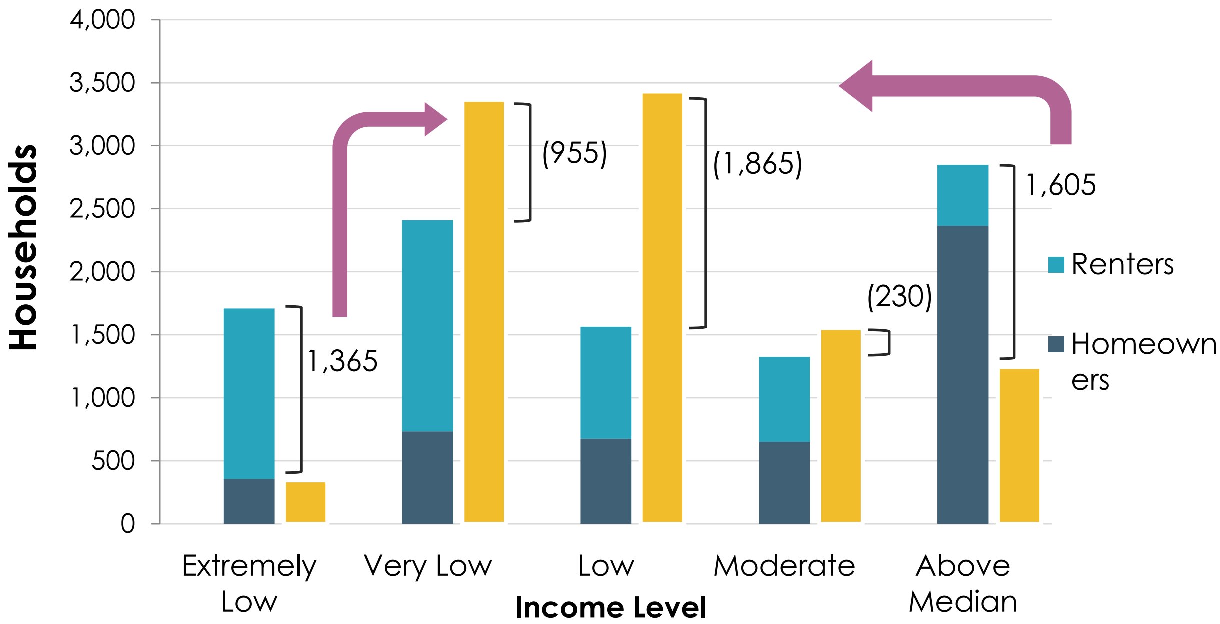
- There is a significant **lack of housing units affordable to extremely low-income** (<30% AMI) households in SeaTac.
- While there are enough units affordable to the very low-income (30-50% AMI) population, the housing gap for <30% AMI is larger than the 30-50% AMI surplus. As a result, both **very low- and extremely low-income households face a lack of affordable units**, requiring residents to rent more expensive units.
- More than half of both groups are cost burdened.
- There is a significant **gap in units available for households above median income.**

Exhibit 71. Housing Needs, Existing Supply, and Gaps/Surplus by Income Level

INCOME LEVEL	EXTREMELY LOW INCOME	VERY LOW INCOME	LOW INCOME	MODERATE INCOME	ABOVE MEDIAN INCOME
AMI Range	≤30% AMI	30-50% AMI	50-80% AMI	80-100% AMI	>100% AMI
Existing Demand (units)	1,710	2,410	1,565	1,325	2,850
Existing Supply (units)	345	3,365	3,430	1,555	1,245
Existing Gap/Surplus (Units)	-1,365	+955	+1,865	+230	-1,605

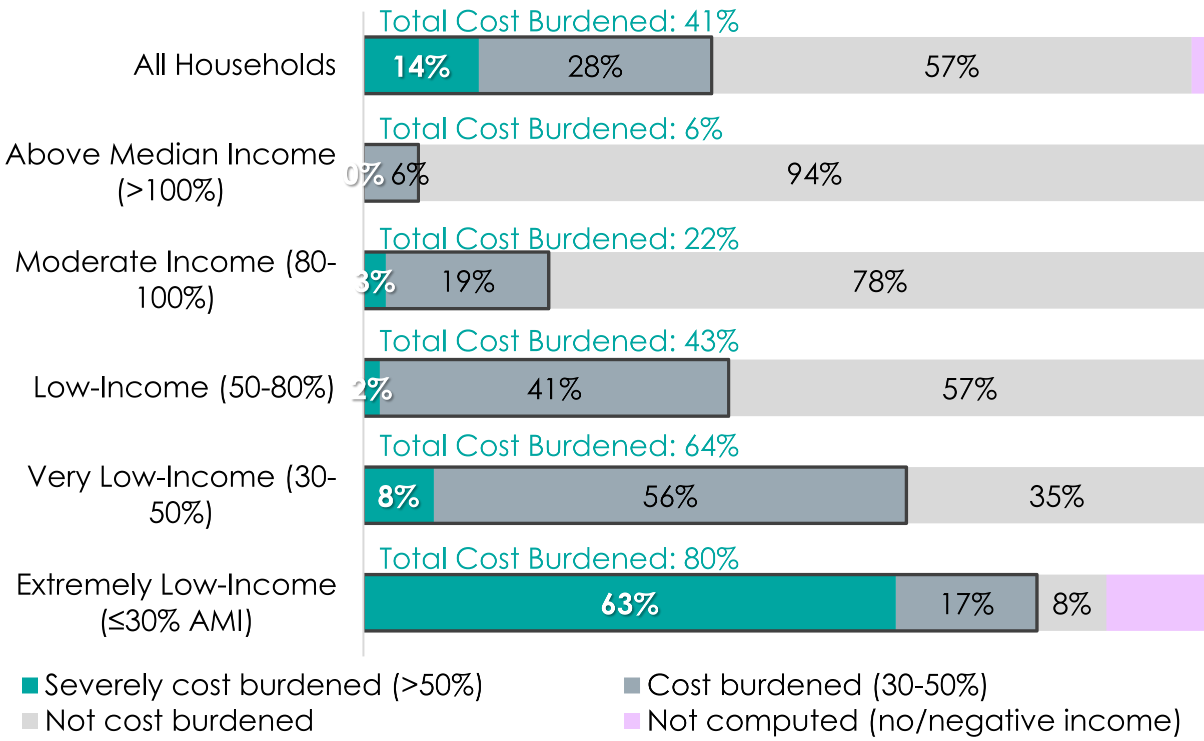
Source: HUD CHAS, 2020 (based on 2017 ACS 5-Year Estimates).

Exhibit 72. Housing Needs, Existing Supply, and Gaps/Surplus by Income Level



Source: HUD CHAS, 2020 (based on 2017 ACS 5-Year Estimates).

Exhibit 73. Cost Burden in SeaTac



* No income or negative income reported

Source: HUD CHAS (based on 2017 ACS 5-Year Estimates).

B. Future Housing Need by Income Level

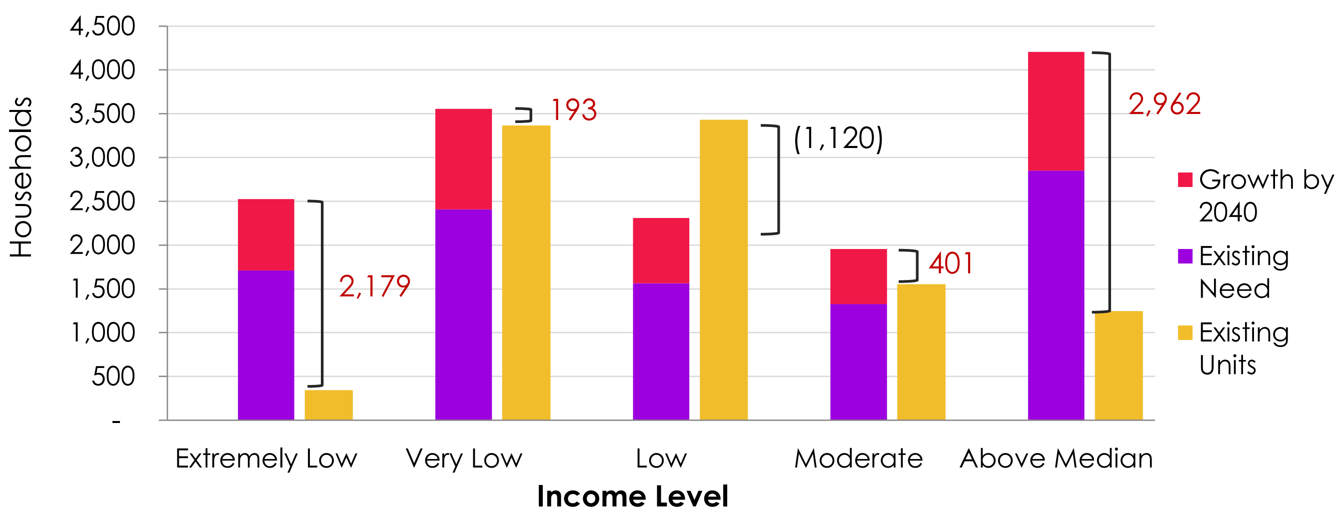
Exhibit 74 and Exhibit 75 compare existing units with the projected need by 2040. This analysis assumes the current household income level proportions remain constant over time (i.e., 17% of all households remain extremely low income, 29% remain above median income, etc.) and homeowners and renters are grouped together. The projected gap is most extreme at the low and high ends (without displacing existing households). While this analysis assumes that household income levels proportions will remain constant through 2040, it is likely that these proportions will change over time.

Exhibit 74. Projected Housing Need and Gaps by Income Level

INCOME CATEGORIES	EXTREMELY LOW-INCOME	VERY LOW-INCOME	LOW-INCOME	MODERATE INCOME	ABOVE MEDIAN INCOME
AMI Range	≤30% AMI	30-50% AMI	50-80% AMI	80-100% AMI	>100% AMI
Existing Demand	1,710	2,410	1,565	1,325	2,850
Existing Supply	345	3,365	3,430	1,555	1,245
2040 Demand	2,524	3,557	2,310	1,955	4,207
2040 Gap	-2,179	-193	+1,120	-401	-2,962

Source: PSRC LUV2 model; HUD CHAS, 2020 (based on 2017 ACS 5-Year Estimates).

Exhibit 75. Projected 2040 Housing Gap by Income Level



Source: PSRC LUV2 model; HUD CHAS, 2020 (based on 2017 ACS 5-Year Estimates).

5-4 Key Takeaways: SeaTac's Housing Gaps

City Housing Goal Implementation Gaps

- **Urban Village Strategy:** SeaTac's station area "urban villages" have seen some development activity since 2010; however, significant progress is needed to fulfill the urban village vision of complete communities with dense housing, amenities, jobs, and access to recreation.
- **Growth targets:** SeaTac has planned for the growth targets adopted in the 2035 Comprehensive Plan; however, to date the housing growth rate has been relatively slow.
- **Pipeline development:** Residential development projects in the pipeline show a major increase in the rate of housing production.

Housing Supply Gaps

- **Missing middle:** SeaTac's housing supply is dominated by single-family housing and large multi-family housing. Middle-density housing types, like duplexes, townhouses, and small multi-family buildings, could provide options for households that are not well served by other housing types.
- **Large unit gap:** SeaTac's housing stock does not adequately reflect the large households and high proportion of families among its population. There is demand for two-plus bedroom units for sale and for rent.
- **Small and/or shared homes:** SeaTac has a high proportion of singles, indicating demand for small and/or shared homes.
- **Accessible unit gap:** Almost a quarter of SeaTac's current residents will reach the age of 70 within the next 20 years. Ground-floor and elevator-accessible units, ideally located near transit and other resources and amenities, could help this segment of the population (and similarly sized cohort throughout the county) to remain in SeaTac as they age.

Affordability Gaps

- **Homeowner units:** About 27% of existing homeowners are cost burdened, including about half of all low, very low-, or extremely low-income homeowner households (all less than 50% AMI), indicating affordability problems for low-income homeowners. Renters with larger households may be interested in becoming homeowners but may be prevented from doing so by high house prices.
- **Rental units:** SeaTac has a housing supply gap of about 1,015 rental units for extremely low-income households (<30% AMI). Taken together there is a gap of about 400 housing units available for extremely low- (<30% AMI) and very low-income (<50% AMI) renters.
- **Low-end affordability gap:** SeaTac does not have enough housing affordable to extremely low- and very low-income households.
- **High-end gap:** SeaTac has relatively few rental units available for the 23% of renter households that have moderate or high incomes (above 80% AMI). Providing desirable units for higher income renters can reduce pressure on more moderately priced units, as long as displacement of existing households and affordable units is prevented.
- **Racial disparity:** Non-white households are experiencing significantly higher cost burden and lower homeownership rates than white households.

HOUSING INVENTORY & ASSESSMENT REPORT

Appendices

Contents

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Appendix A: City of SeaTac Comprehensive Plan Policies

The following are housing-related goals and policies adopted in the SeaTac 2035 Comprehensive Plan.

- **GOAL 1.1**
  As a public entity, serve the good of the SeaTac community.
- **GOAL 1.2**
  Ensure that SeaTac's Comprehensive Plan is internally consistent and remains consistent with the State's Growth Management Act and regional growth management plans and policies.

Healthy, Equitable, and Connected Communities

- **GOAL 2.2**
  Create walkable, compact, transit-oriented communities with a range of transportation, employment, housing, recreation, goods, and service choices for residents of all income levels.

Access to Transportation Choices

- **Policy 2.2A** (Smart Growth)
  Establish land use patterns that promote walking, bicycling, and transit use to access goods, services, education, employment, and recreation.
- **Policy 2.2B** (Transit oriented development)
  Promote dense residential and employment uses in transit communities to provide current and future residents with greater access to transportation, housing, and economic opportunities.

Access to Housing

- **Policy 2.2F**
  Foster high quality, diverse, and affordable housing.

Achieve a Diversity of Housing Options

- **Goal 2.3**
  Achieve a mix of housing types while maintaining healthy residential neighborhoods and guiding new housing development into appropriate areas.
- **Policy 2.3A** (Single-family neighborhoods)
  Stabilize and protect existing single family residential neighborhoods by maintaining a designated Residential Low Density (Single Family) area.
- **Policy 2.3B** (ADUs)
  Allow accessory dwelling units in single family designations to provide additional housing opportunities and income sources for homeowners, and compatible non-residential uses including schools, parks and religious use facilities.
- **Policy 2.3C** (Townhouses)
  Maintain single-family characteristics while building the densities that support transit ridership and nearby commercial activities through the Townhouse designation.
- **Policy 2.3D** (medium density)
  Allow higher densities than single family areas while maintaining a desirable family environment through the Residential Medium Density designation. Some compatible non-residential uses including schools, parks and religious use facilities may be allowed.
- **Policy 2.3E** (high density)
  Provide a high density living option through the Residential High Density designation. Some compatible non-residential uses may be allowed, including neighborhood oriented commercial when part of mixed use development.
- **Policy 2.3F** (vertical mixed use)
  Promote high density residential uses and opportunities for mixed use development that complements bordering high density commercial areas through the Residential High Mixed Use designation.

Variety of Housing Types

- **GOAL 3.4**
  Increase housing options in ways that complement and enhance nearby residential and commercial uses.
- **GOAL 3.6**
  Increase housing opportunities for all economic segments of the community, especially in SeaTac's transit communities.
- **GOAL 3.7** (special needs)
  Encourage a variety of housing opportunities for persons with special needs.

- **GOAL 3.8** (mobile home parks)
  Support the maintenance of SeaTac's existing mobile home parks as a source of affordable housing.
- **GOAL 3.9**
  Minimize the impacts of mobile home relocation on low- and moderate-income residents.
- **Policy 3.4A** (infill development)
  Encourage development of residential areas and lots with adequate existing utilities and transportation systems. SeaTac's neighborhoods have opportunities for infill development. Development of these lots is fiscally responsible and efficient since the utilities and infrastructure are already in place and available.
- **Policy 3.4B** (housing diversity)
  Promote a variety of housing types and options in all neighborhoods, particularly in proximity to transit, employment, and educational opportunities.

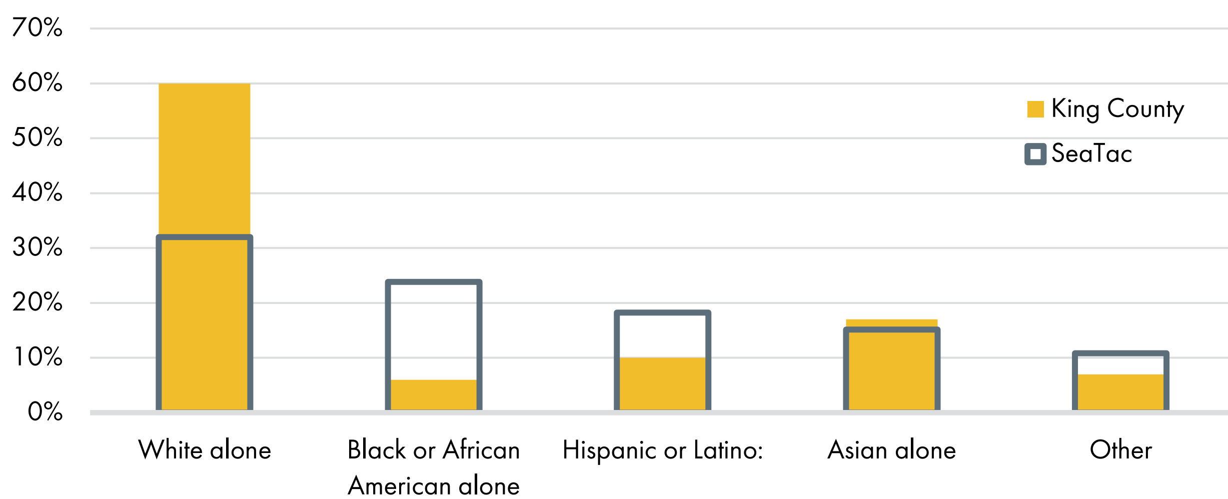
Appendix B: SeaTac Population & Housing Quick Facts

Demographics

Population by Race/Ethnicity, (2018) (Percent of Total Population)

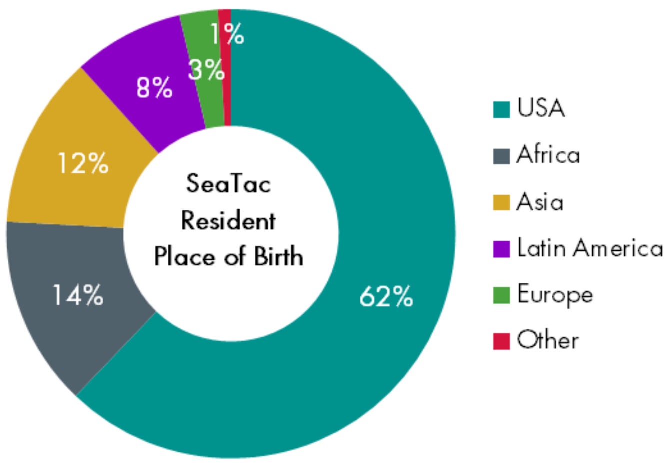
RACE/ETHNICITY	SEATAC	SOUTH KING COUNTY*	KING COUNTY
White, non-Hispanic	32%	55.1%	60%
Black, non-Hispanic	24%	11.2%	6%
American Indian, non-Hispanic	1%	0.9%	1%
Asian, non-Hispanic	15%	14.2%	17%
Native Hawaiian and Pacific Islander, non-Hispanic	3%	1.4%	1%
Two or more, non-Hispanic	6%	5.1%	5%
Hispanic, any race	18%	11.9	10%

Source: U.S. Census Bureau, 2018 ACS 5-Year Estimates, Table B03002; *South King County Subregional Housing Action Framework – Task 2 Housing Context Assessment Methods memo, ECONorthwest, Summer 2020 (Figure 7. South King County Households by Race and Ethnicity, 2018). Cities included Auburn, Burien, Federal Way, Renton, and Tukwila.



U.S. Census Bureau, 2018 ACS 5-year Estimates, Table DP05

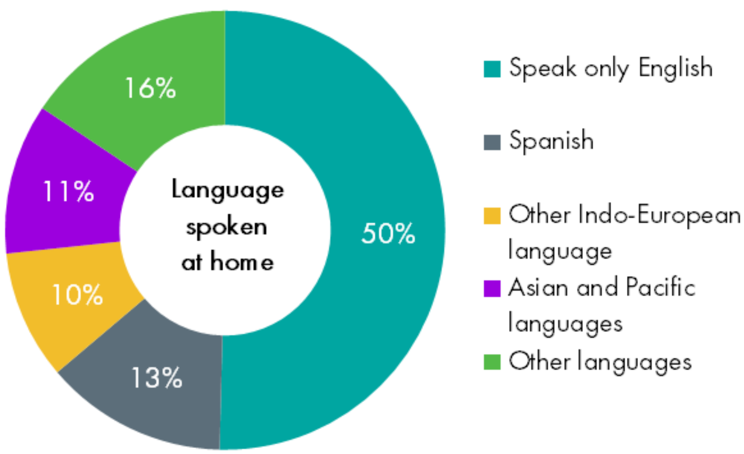
SeaTac Resident Place of Birth



PLACE OF BIRTH	
USA	62%
Africa	14%
Asia	12%
Latin America	8%
Europe	3%
Other	1%

Source: U.S. Census Bureau, 2018 ACS 5-year Estimates, Table B05002

SeaTac Household Languages Spoken at Home



LANGUAGES SPOKEN	
Speak only English	50.40%
Spanish	13.40%
Other Indo-European language	9.50%
Asian and Pacific languages	11.10%
Other languages	15.60%

Source: U.S. Census Bureau, 2018 ACS 5-Year Estimates, Table S1601

Households

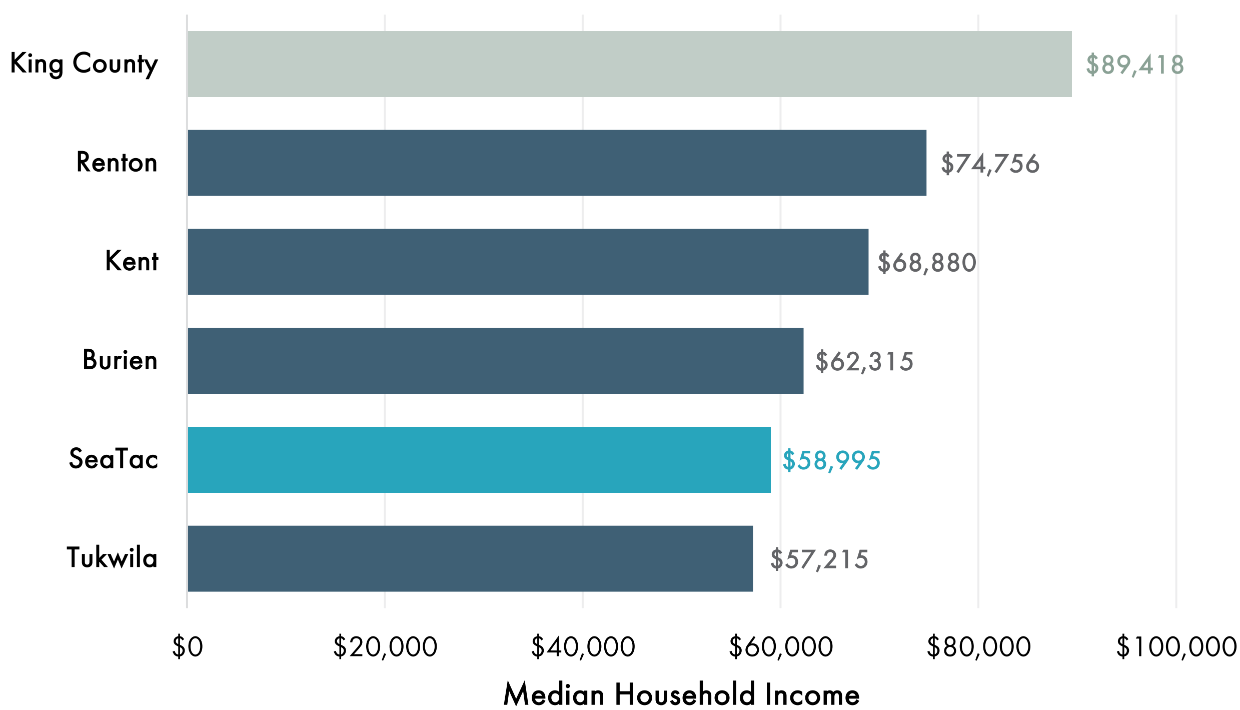
Total Households, SeaTac and King County

	SEATAC	KING COUNTY
Total households (2018)	**9,671**	865,627
Household size (people)	**2.88**	2.46

U.S. Census Bureau, 2018 ACS 5-Year Estimates, Table DP02

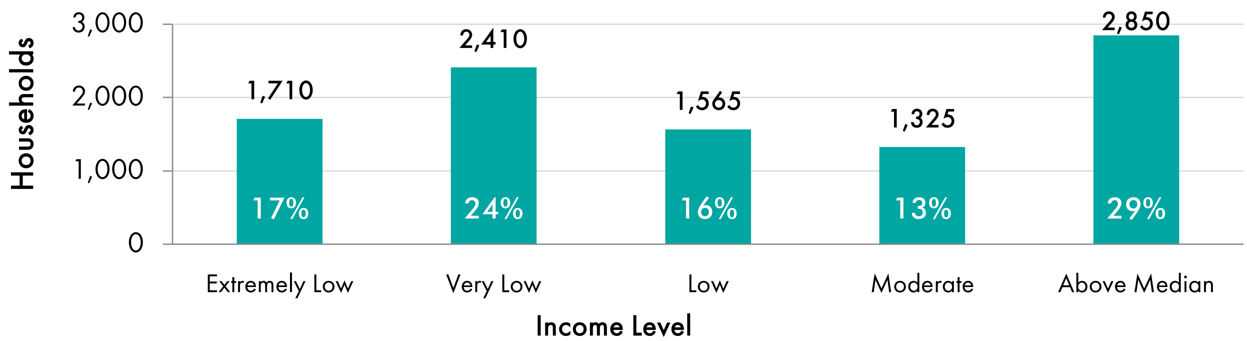
Household Income

Median Household Income in SeaTac, King County, and Peer Cities



Source: U.S. Census Bureau, 2018 ACS 5-Year Estimates.

SeaTac Households by Income Category



Source: HUD CHAS, 2020 (based on 2017 ACS 5-Year Estimates).

Income Categories with Sample Income and Job Information

INCOME CATEGORIES	EXTREMELY LOW-INCOME	VERY LOW-INCOME	LOW-INCOME	MODERATE INCOME	ABOVE MEDIAN INCOME
AMI Range	≤30% AMI	31-50% AMI	51-80% AMI	81-100% AMI	>100% AMI
Approx. Household Income*	<$33,990	$33,990 - $56,650	$56,650 - $90,640	$90,640 - $113,300	>$150,000
Typical Jobs	Retiree using Social Security Benefits	Airport Maintenance	Flight Attendant	Firefighter	Airline Pilot
	Fast Food Worker	City of SeaTac Parks Operation Worker	Middle School Teacher	Dental Hygienist	Software Engineer
	Uber Driver	Drywall Installer	Architect	Engineer	

*US HUD income thresholds scale with household size

Source: Airport Economic Impacts, 2018, Port of Seattle; US Department of Housing and Urban Development, City of SeaTac

Household Tenure

“Tenure” refers to whether a household owns or rents the unit they live in. SeaTac has had nearly even split of owner and renter households since at least 2000, with a rising share of renter households.

SeaTac Households by Tenure

SEATAC		
Renter households	4,865	50.3%
Owner households	4,806	49.7%

U.S. Census Bureau, 2018 ACS 5-Year Estimates, Table DP04

Comparison of SeaTac and King County Household Tenure (Owner/Renter Status)

	SEATAC			KING COUNTY		
Year	**2000**	**2010**	**2018**	**2000**	**2010**	**2018**
Owner Occupied	54%	53%	49.7%	60%	59%	57.1%
Renter Occupied	46%	47%	50.3%	40%	41%	42.9%

Source: U.S. Census Bureau, 2000 and 2010 U.S. Census, 2018 ACS 5-Year Estimates, Table DP04

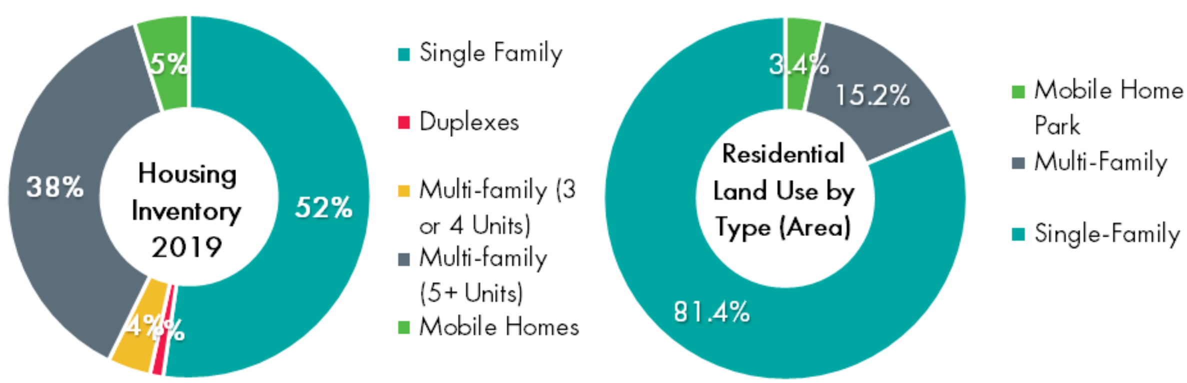
Housing Units

HOUSING TYPE	HOUSING UNITS	% OF TOTAL UNITS	ACREAGE	PERCENT OF RESIDENTIAL LAND USE
Single-family (detached) houses	5,675	52%	1,460	81.4%
Multi-family (includes duplexes and townhouses)	4,654	41%	273	15.2%
Mobile homes	526	5%	61	3.4%
Total (2019)	10,855	100%	1,794	100%

Washington Office of Financial Management, 2020, 2019; City of SeaTac, Land Use Background Report, 2015

SeaTac had 10,831 housing units as of 2020. [1]

SeaTac Residential Land Use and Housing Inventory Type



Source: City of SeaTac, Land Use Background Report, 2015; Washington Office of Financial Management, 2020

[1] Washington Office of Financial Management, 2020

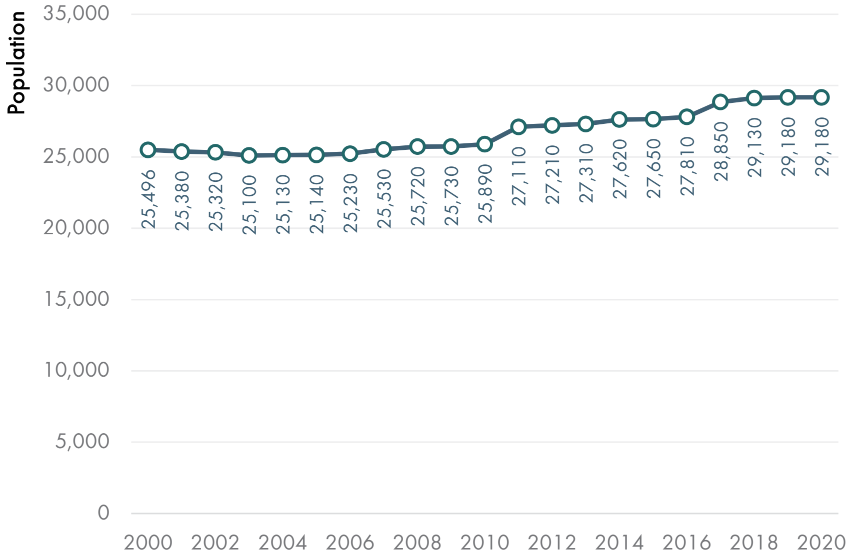
Appendix C: Additional SeaTac Housing Data & Diagrams

Note: The data in this appendix informed the creation of the HIAR, and much is included within the report. Exhibit numbers shown here do not match exhibit numbers in the HIAR or HAP documents.

List of Exhibits

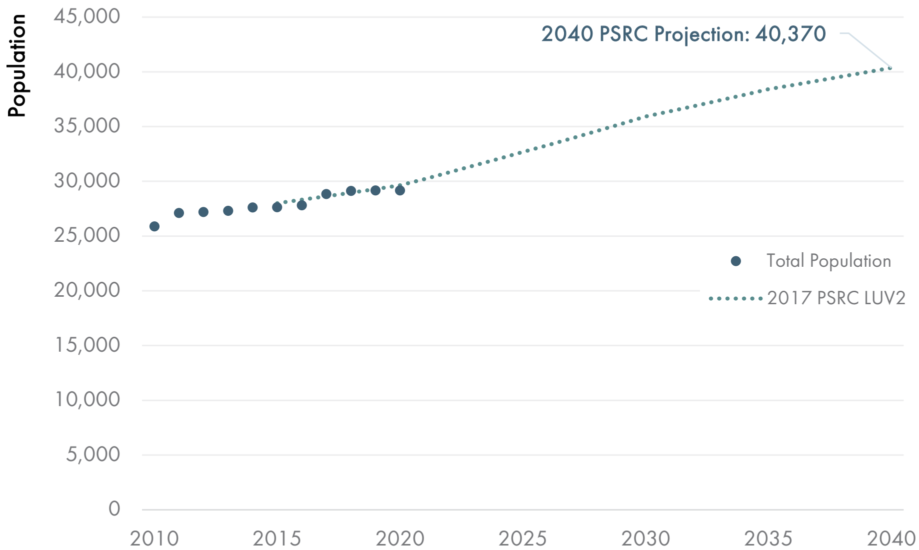
POPULATION - CHARTS

Exhibit 1. SeaTac Population, 2000–2020.



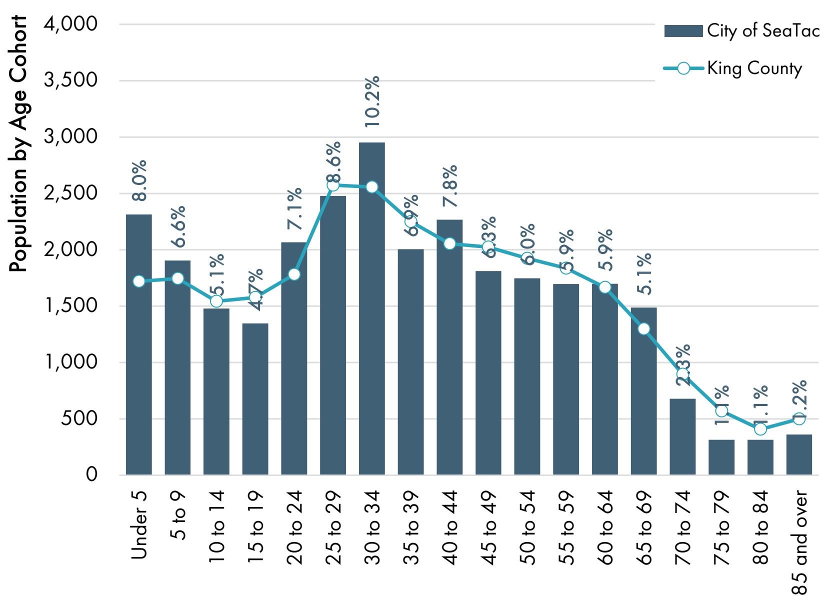
Source: Washington Office of Financial Management, 2020; BERK, 2020.

Exhibit 2. SeaTac Population Projections



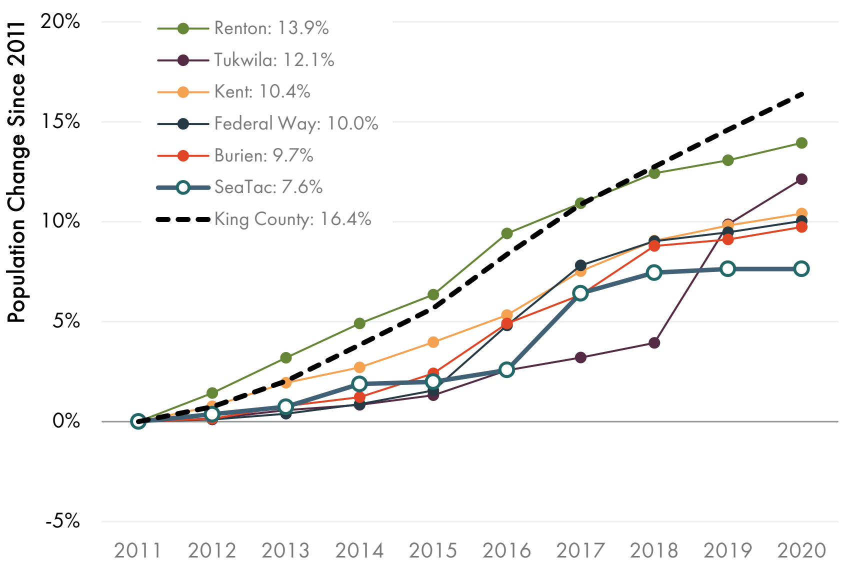
Source: PSRC, 2017; OFM, 2020; BERK, 2020.

Exhibit 3. SeaTac and County Population Age Cohorts, 2019.



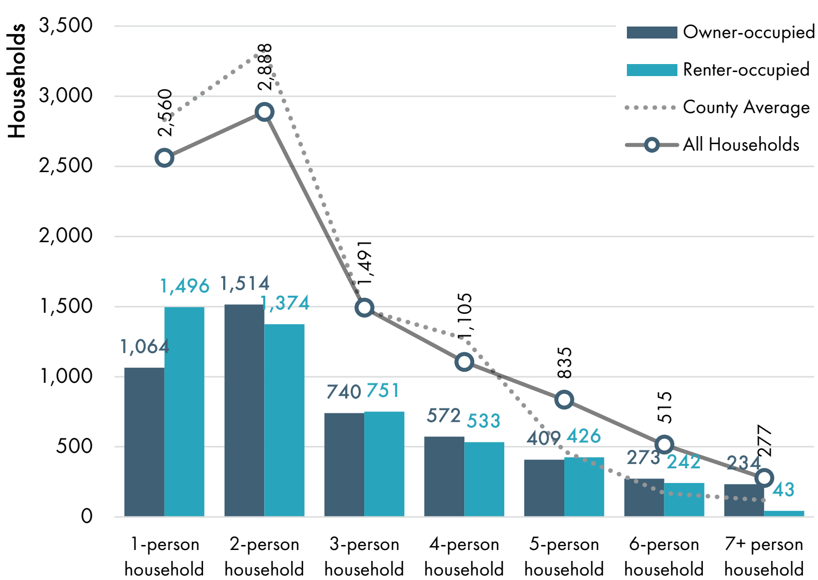
Source: US Census ACS 5-Year Statistics, 2019; BERK, 2020.

Exhibit 4. Population Growth in SeaTac and Neighboring Communities, 2011–2020.



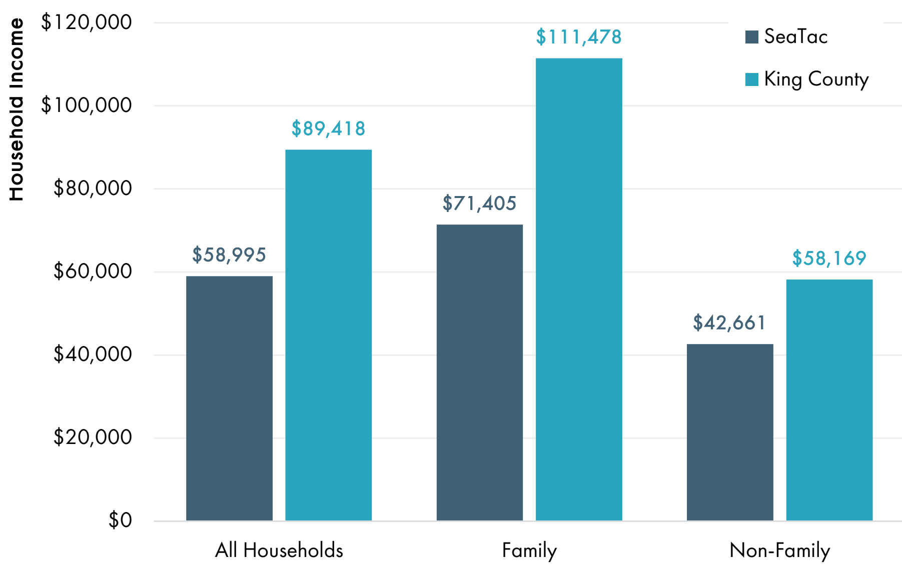
Source: Washington Office of Financial Management, 2020; BERK, 2020.

Exhibit 5. SeaTac Households by Size and Tenure, 2018.



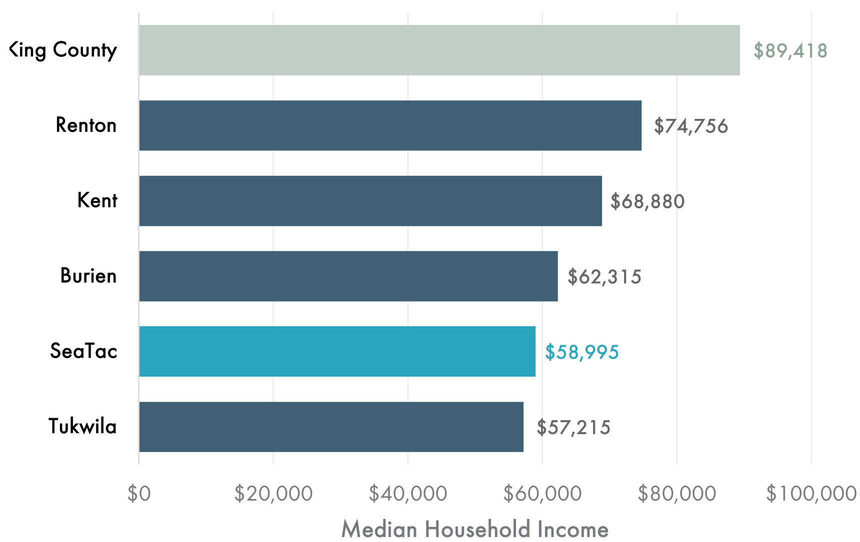
Source: US Census 2014-2018 ACS 5-Year Estimates; BERK, 2020.

Exhibit 6. SeaTac and County Household Median Income by Household Type, 2018.



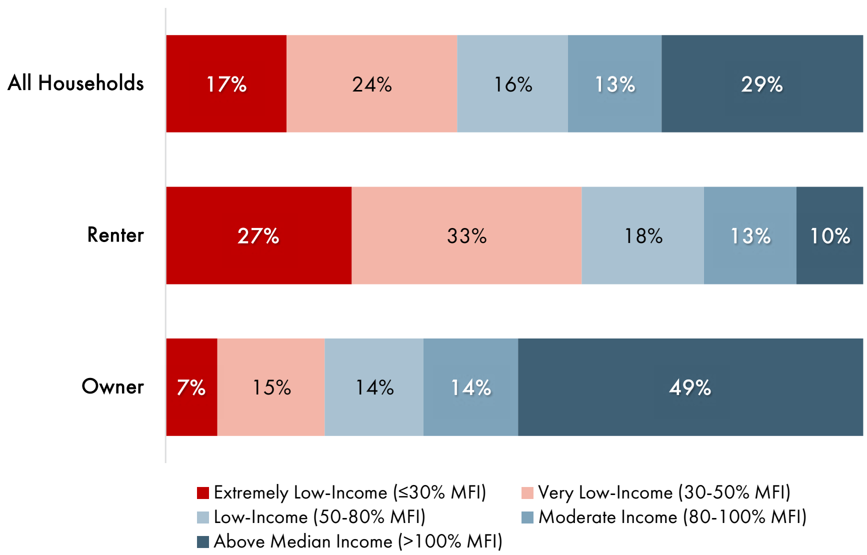
Source: US Census 2014-2018 ACS 5-Year Estimates; BERK, 2020.

Exhibit 7. Median Household Income, SeaTac and Neighboring Communities, 2018.



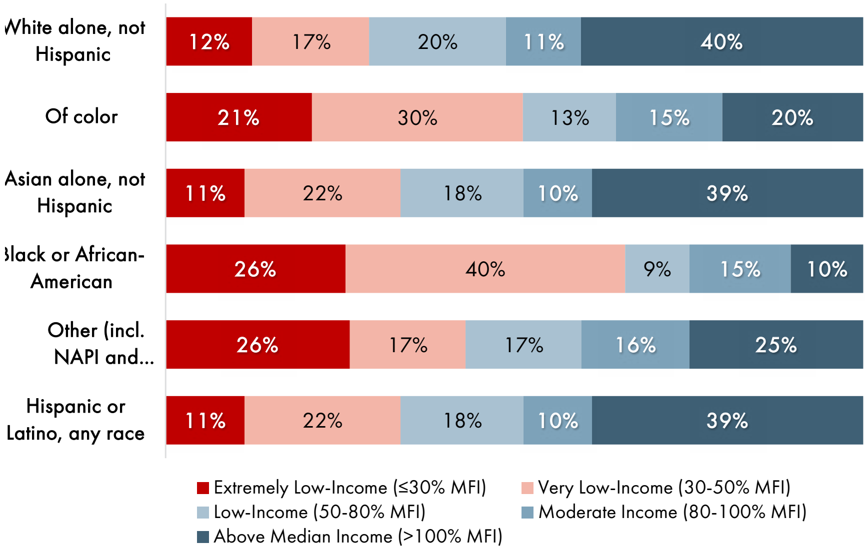
Source: US Census 2014-2018 ACS 5-Year Estimates; BERK, 2020.

Exhibit 8. Proportion of SeaTac Households by Tenure and Income Category.



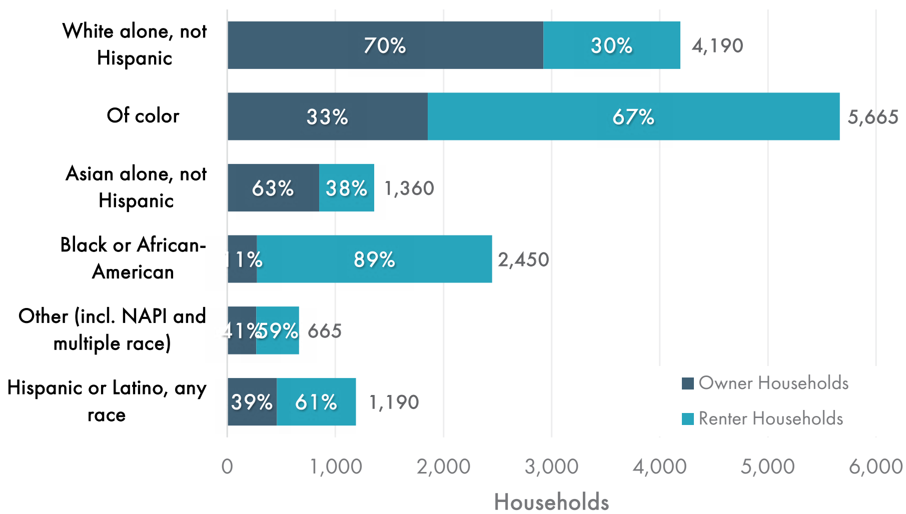
Source: HUD CHAS (based on ACS 2013-2017 5-year estimates)

Exhibit 9. Proportion of SeaTac Households by Race and Income Category.



Source: HUD CHAS (based on ACS 2013-2017 5-year estimates)

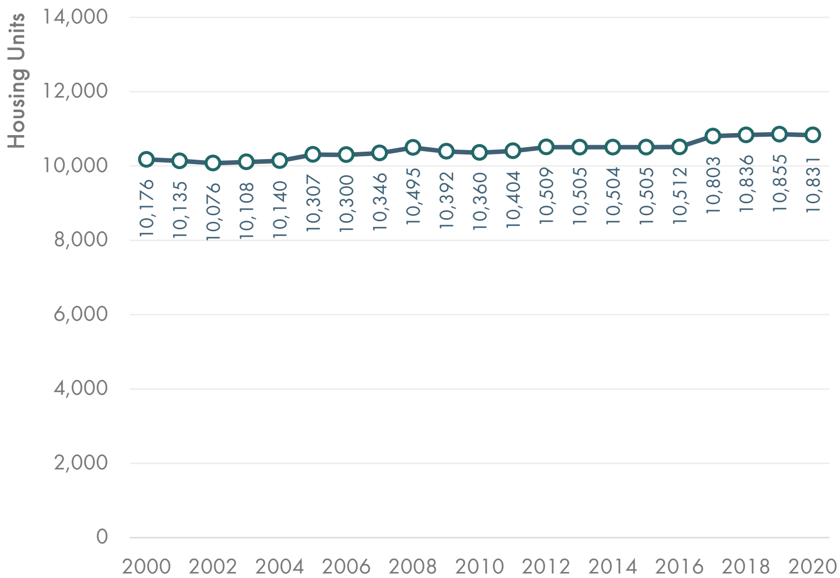
Exhibit 10. SeaTac Households by Race and Tenure.



Source: HUD CHAS (based on ACS 2013-2017 5-year estimates)

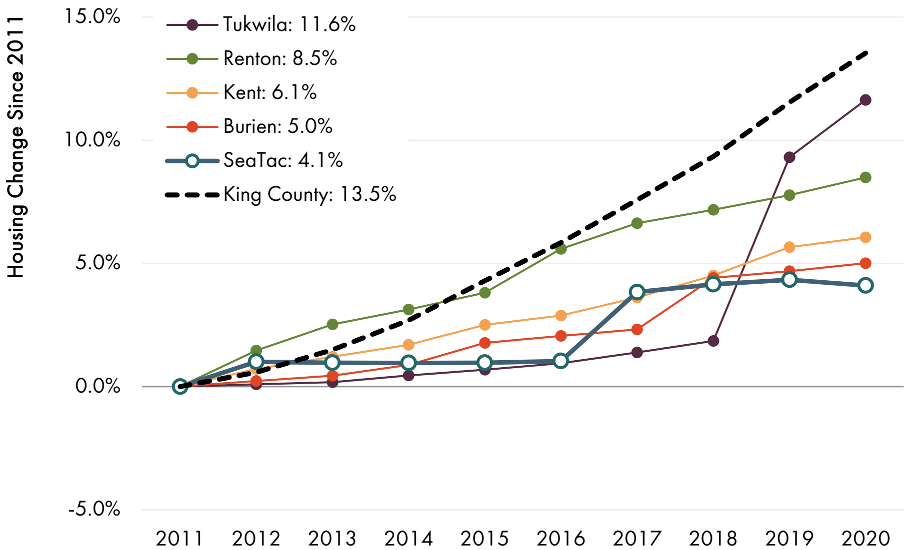
HOUSING - CHARTS

Exhibit 11. SeaTac Housing Units, 2000–2020.



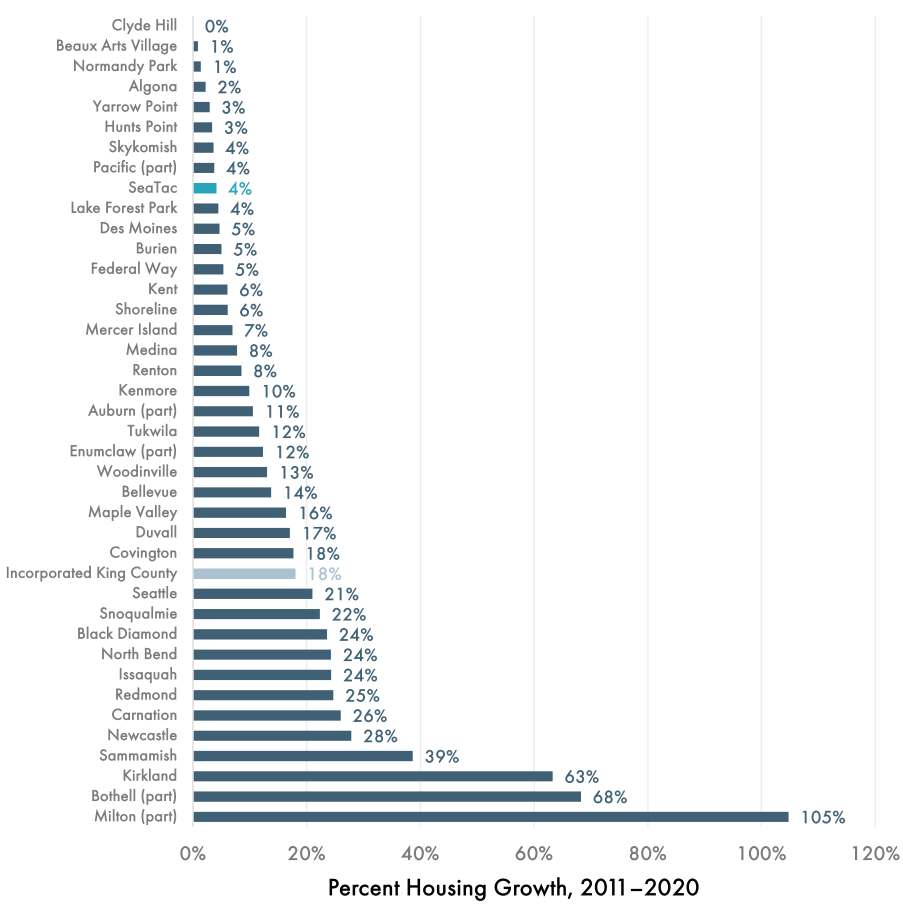
Source: Washington Office of Financial Management, 2020; BERK, 2020.

Exhibit 12. Housing Growth in SeaTac and Neighboring Communities, 2011–2020.



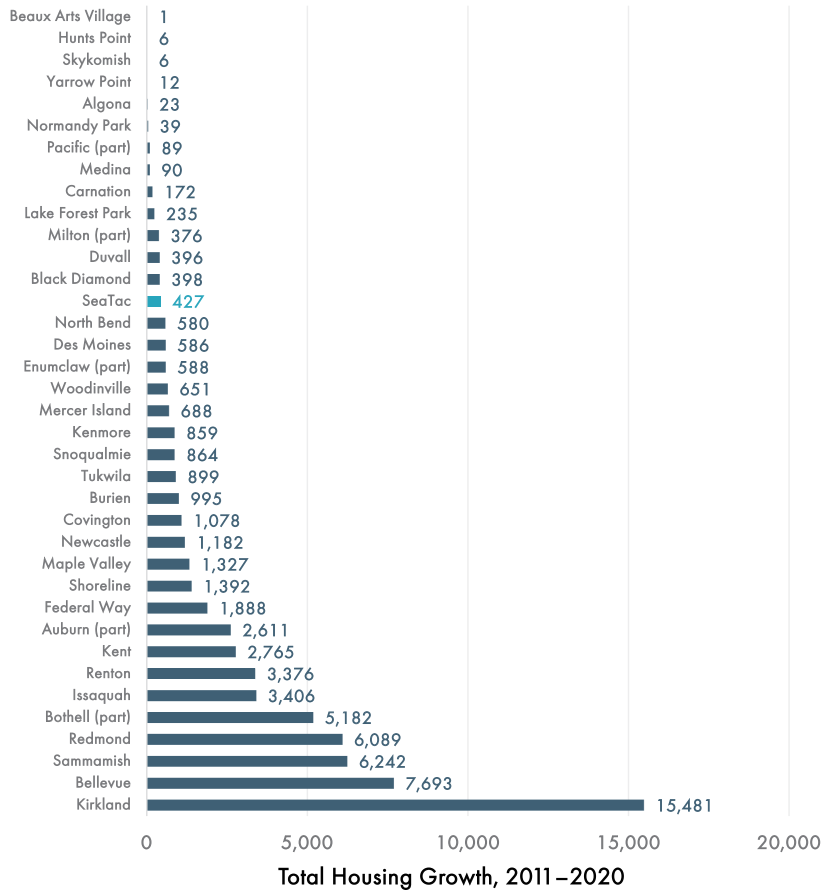
Source: Washington Office of Financial Management, 2020; BERK, 2020.

Exhibit 13. Housing Growth in King County Communities, Percent, 2011–2020.



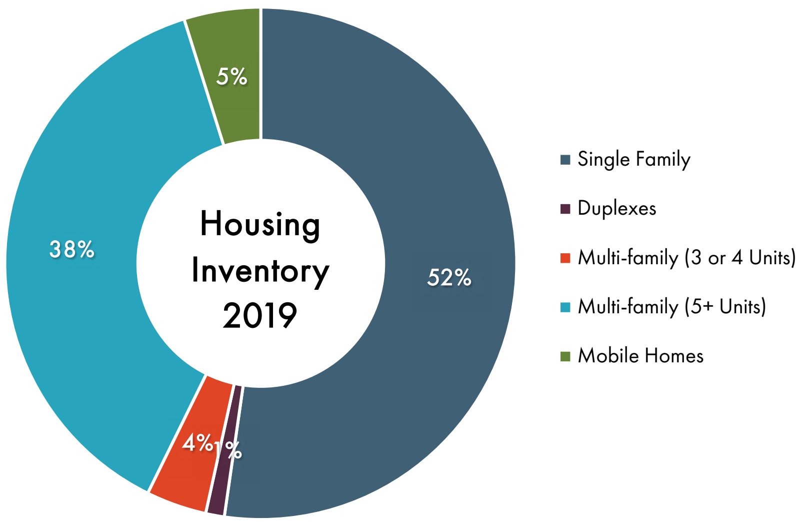
Source: Washington Office of Financial Management, 2020; BERK, 2020.

Exhibit 14. Housing Growth in King County Communities, Total, 2011–2020.



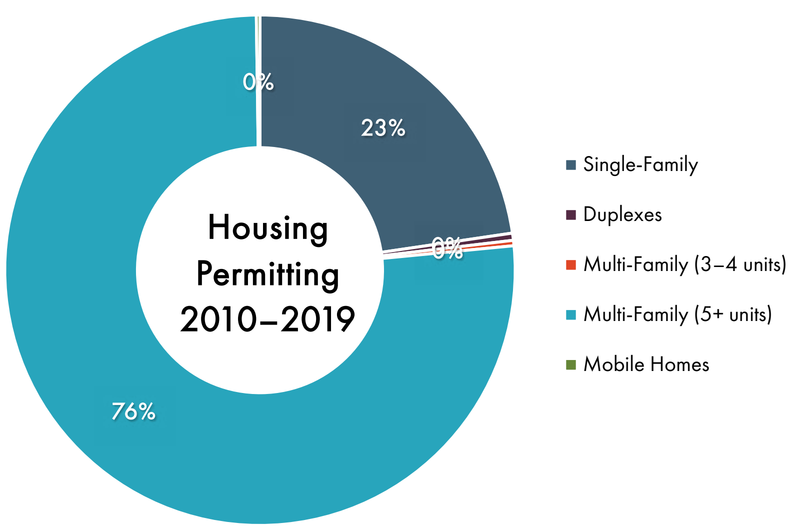
Source: Washington Office of Financial Management, 2020; BERK, 2020.

Exhibit 15. SeaTac Housing Inventory, 2019.



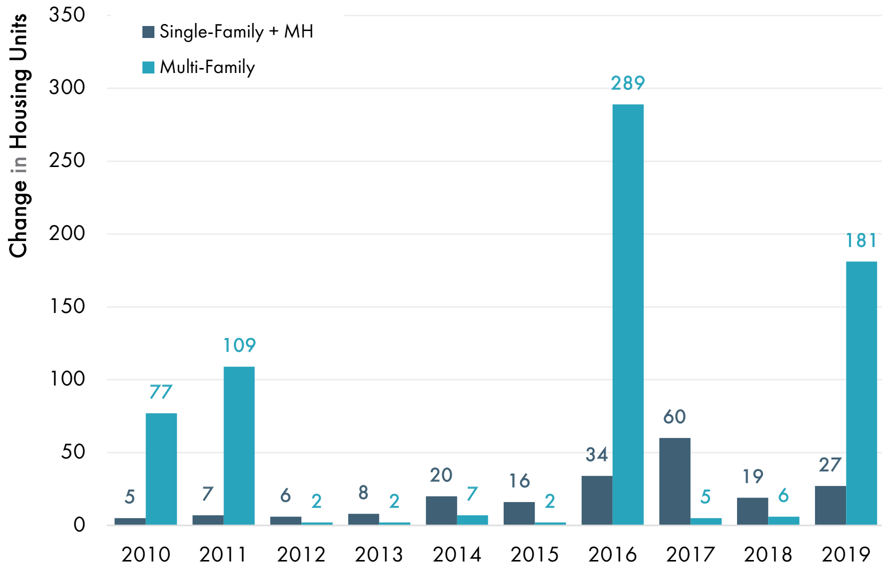
Source: Washington Office of Financial Management, 2020; BERK, 2020.

Exhibit 16. SeaTac Total Housing Permits by Housing Type, 2010–2019.



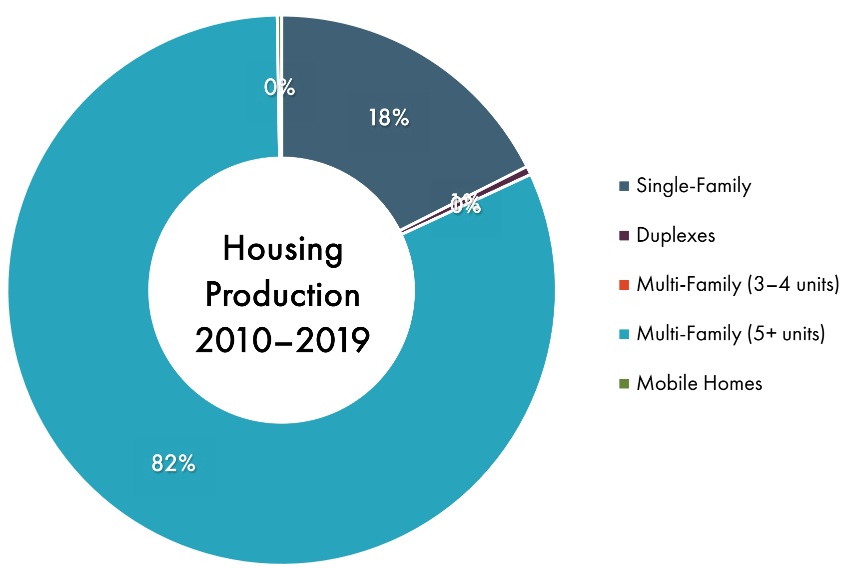
Source: Washington Office of Financial Management, 2020; BERK, 2020.

Exhibit 17. SeaTac Housing Permits by Type, 2010–2019.



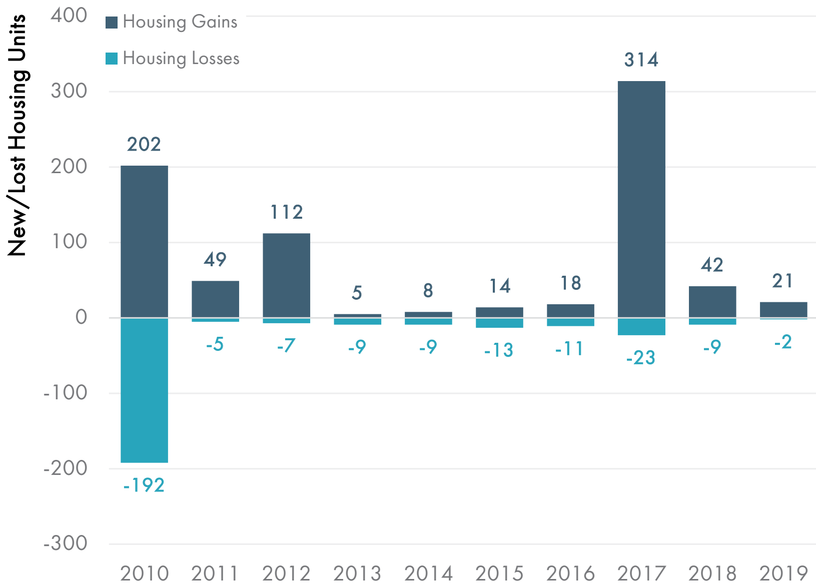
Source: Washington Office of Financial Management, 2020; BERK, 2020.

Exhibit 18. SeaTac Total Housing Production by Housing Type, 2010–2019.



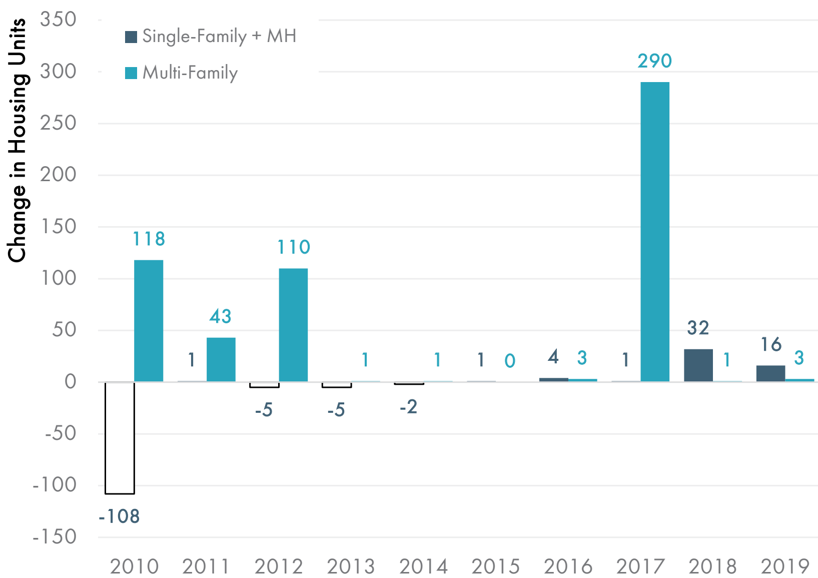
Source: Washington Office of Financial Management, 2020; BERK, 2020.

Exhibit 19. SeaTac Total Housing Gains and Losses, 2010–2019.



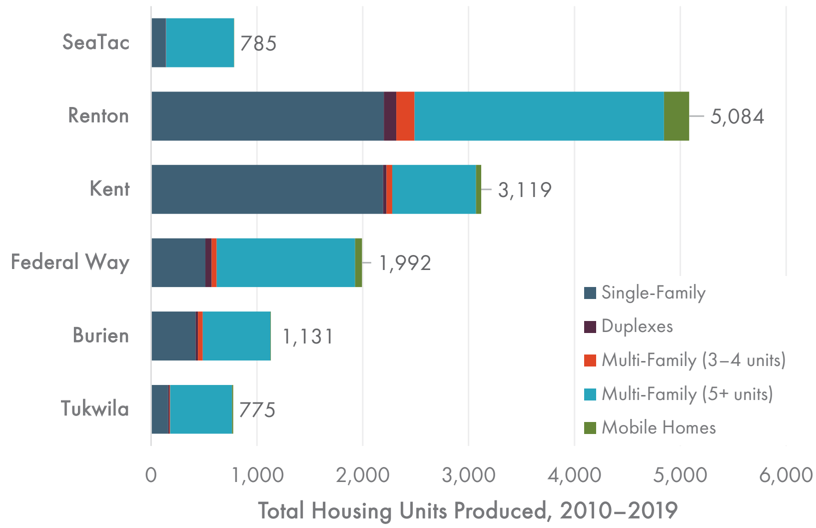
Source: Washington Office of Financial Management, 2020; BERK, 2020.

Exhibit 20. SeaTac Housing Net Change by Type, 2010–2019.



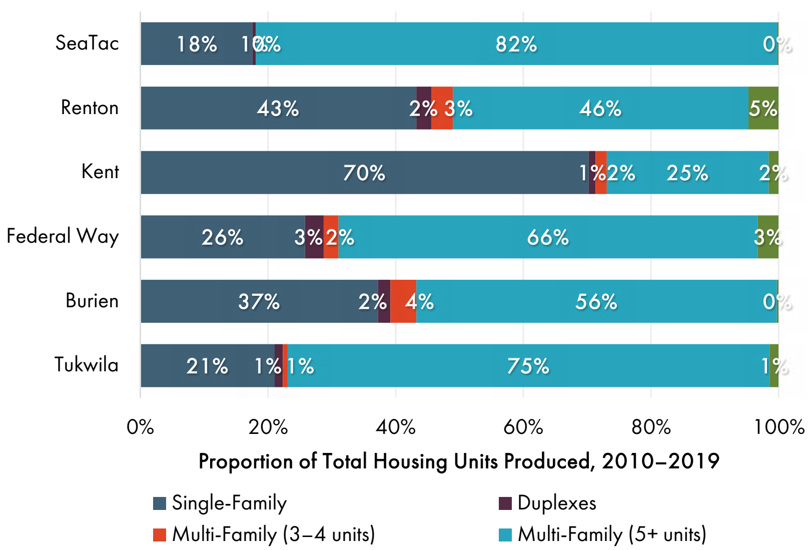
Source: Washington Office of Financial Management, 2020; BERK, 2020.

Exhibit 21. Housing Production, SeaTac and Neighboring Communities by Type, 2010–2019.



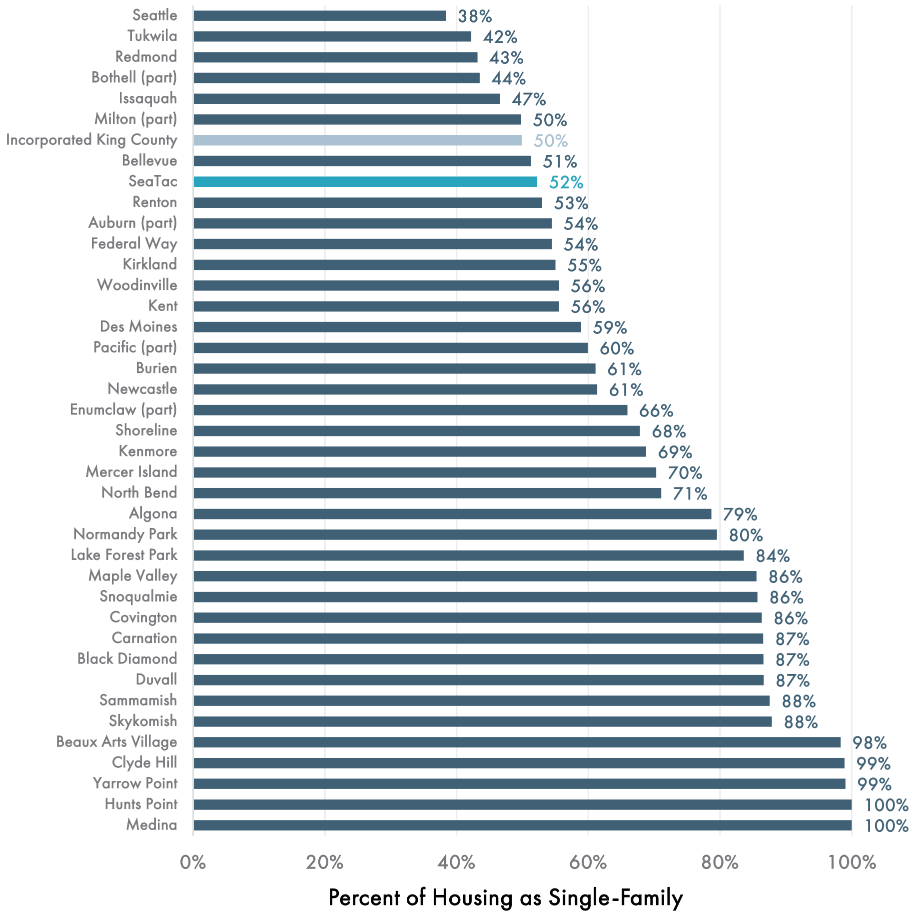
Source: Washington Office of Financial Management, 2020; BERK, 2020.

Exhibit 22. Housing Production, SeaTac and Neighboring Communities by Proportion of Housing Type, 20



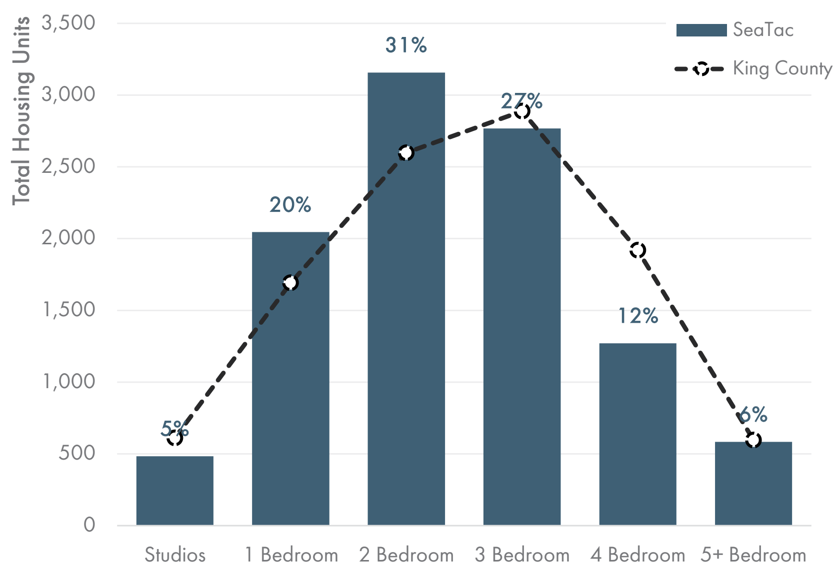
Source: Washington Office of Financial Management, 2020; BERK, 2020.

Exhibit 23. Percent of Housing Stock as Single Family Homes, Cities in King County, 2019.



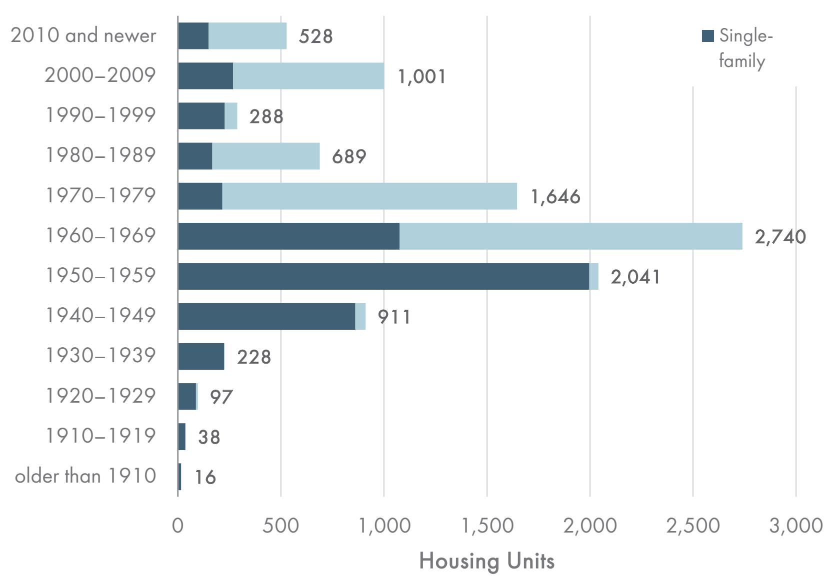
Source: Washington Office of Financial Management, 2020; BERK, 2020.

Exhibit 24. SeaTac Housing by Number of Bedrooms, 2018



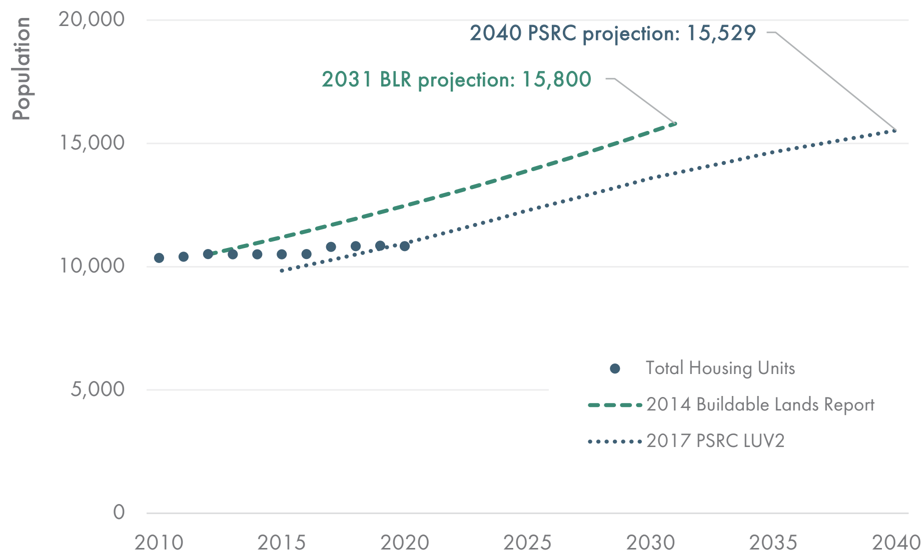
Source: 2013-2018 ACS 5-year estimates; BERK, 2020.

Exhibit 25. SeaTac Housing by Year Built, 2020.



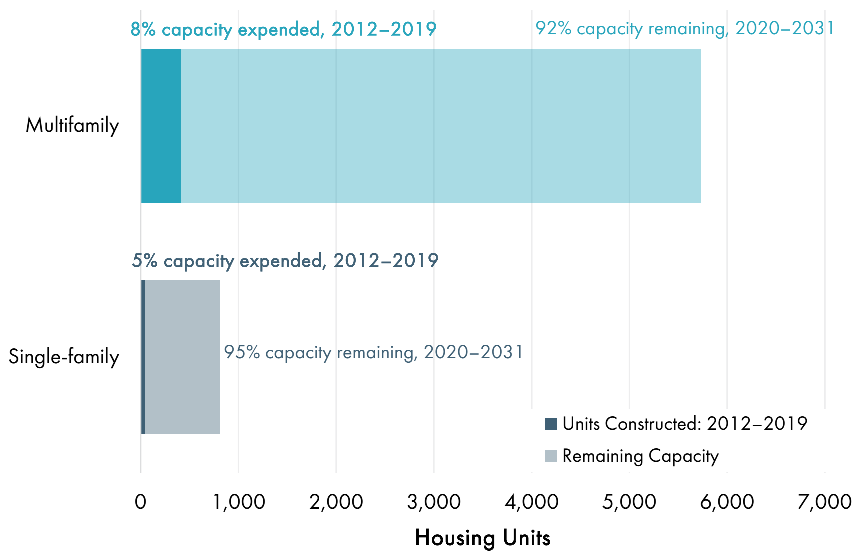
Source: King County Assessor, 2020; BERK, 2020.

Exhibit 26. SeaTac Housing Demand Projections, 2020–2040



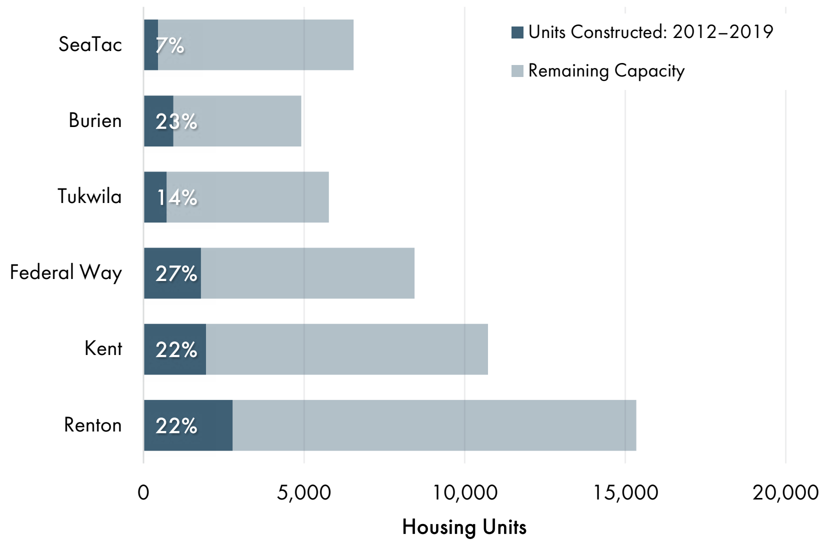
Source: City of SeaTac, 2015; PSRC, 2018; BERK, 2020.

Exhibit 27. SeaTac Housing Development Capacity and Net Growth by Type (2014 BLR).



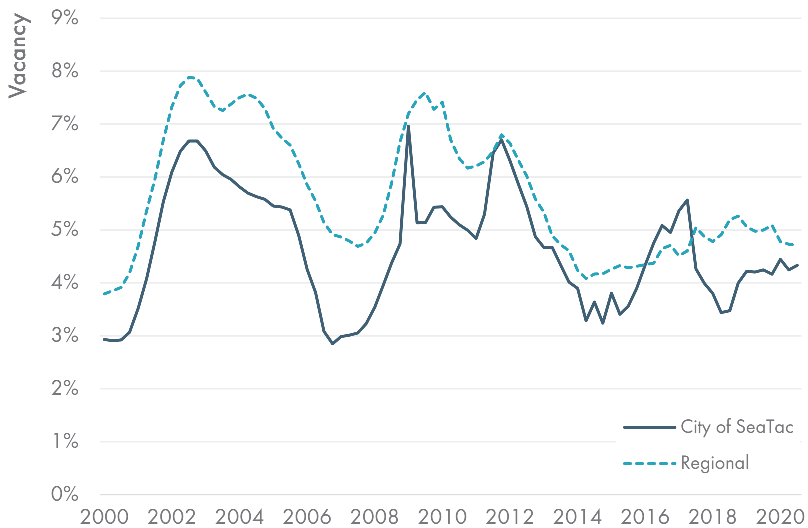
Source: King County Buildable Lands Report, 2014; BERK, 2020.

Exhibit 28. Development Capacity and Net Growth, SeaTac and Surrounding Cities (2014 BLR).



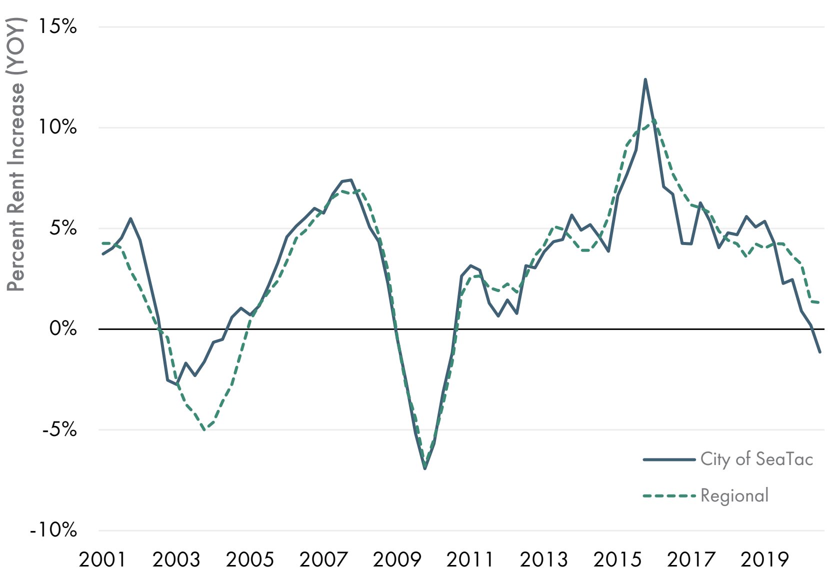
Source: King County Buildable Lands Report, 2014; BERK, 2020.

Exhibit 29. SeaTac and Regional Stabilized Rental Vacancy, 2000–2020.



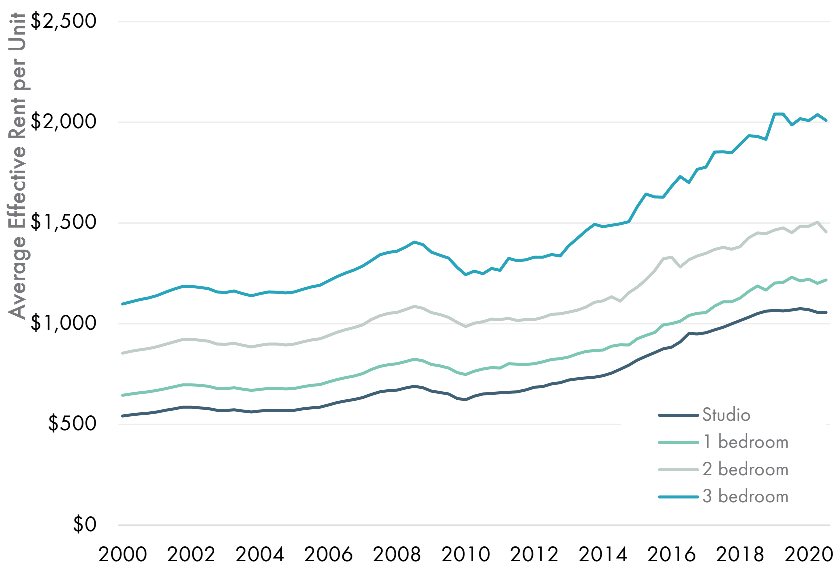
Source: CoStar, 2020; BERK, 2020.

Exhibit 30. SeaTac and Regional Rent Growth (YOY), 2001–2020.



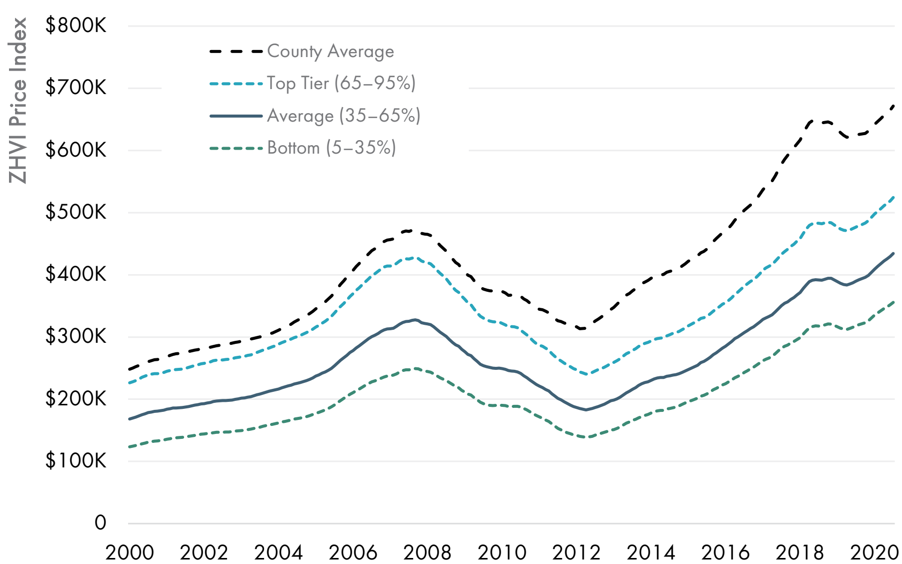
Source: CoStar, 2020; BERK, 2020.

Exhibit 31. SeaTac Average Effective Rent by Number of Bedrooms, 2000–2020.



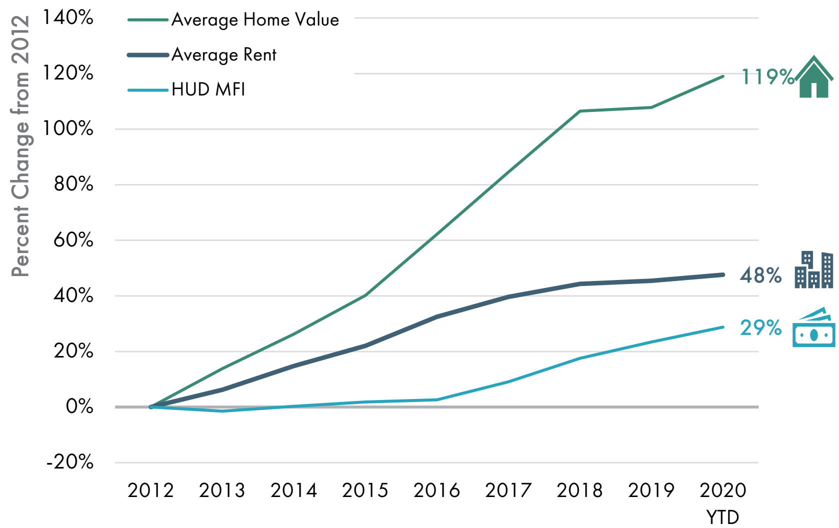
Source: CoStar, 2020; BERK, 2020.

Exhibit 32. SeaTac and County Housing Prices, 2000–2020.



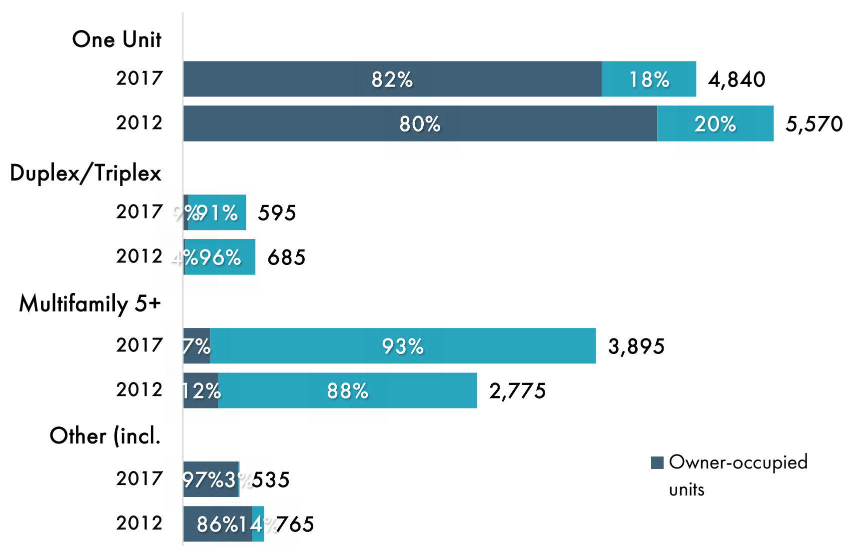
Source: Zillow, 2020; BERK, 2020.

Exhibit 33. SeaTac Change in Home Values, Rents, and HUD Area MFI, 2012–2020.



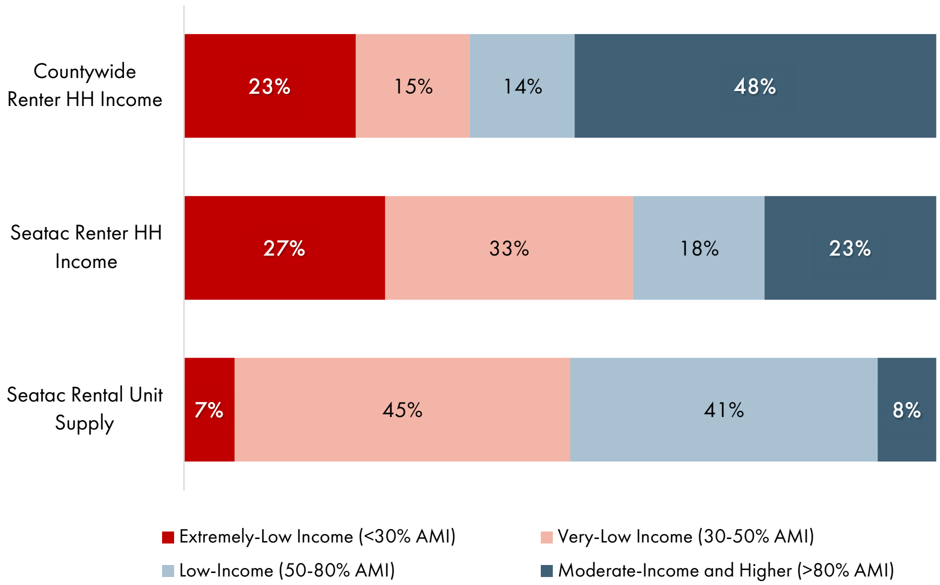
Sources: Zillow, 2020; HUD, 2020; BERK, 2020.

Exhibit 34. SeaTac Household Tenure by Housing Type, 5-Year Comparison.



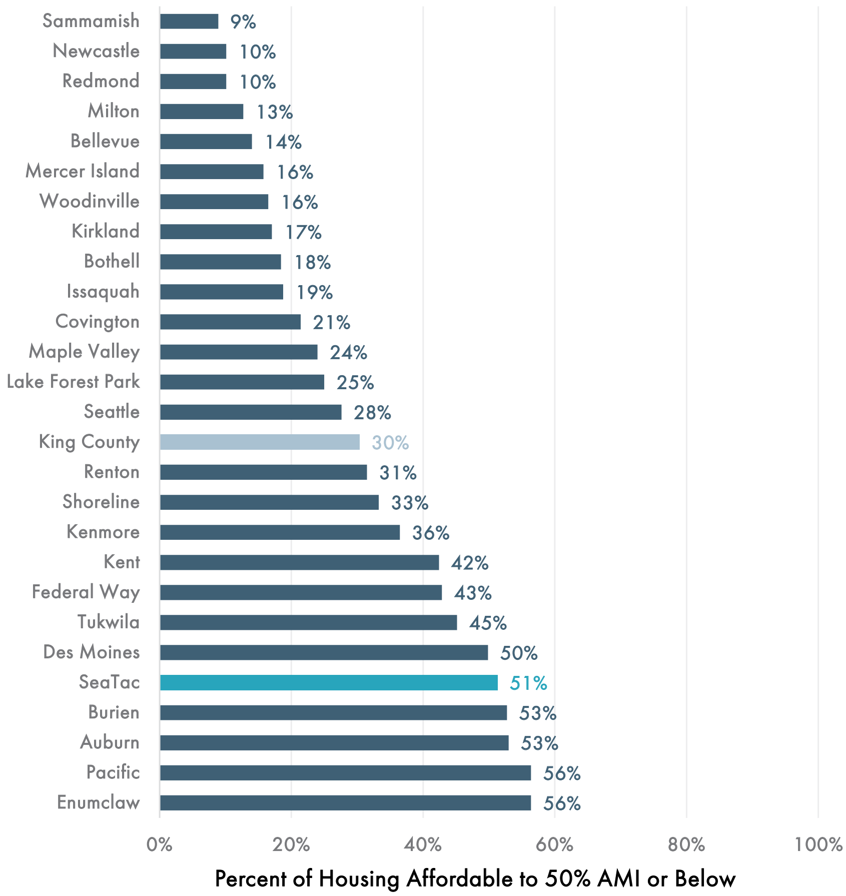
Source: HUD CHAS (based on ACS 2013-2017 and 2008–2012 5-year estimates); BERK, 2020.

Exhibit 35. SeaTac Renter Household Income and Affordable Rental Housing Supply.



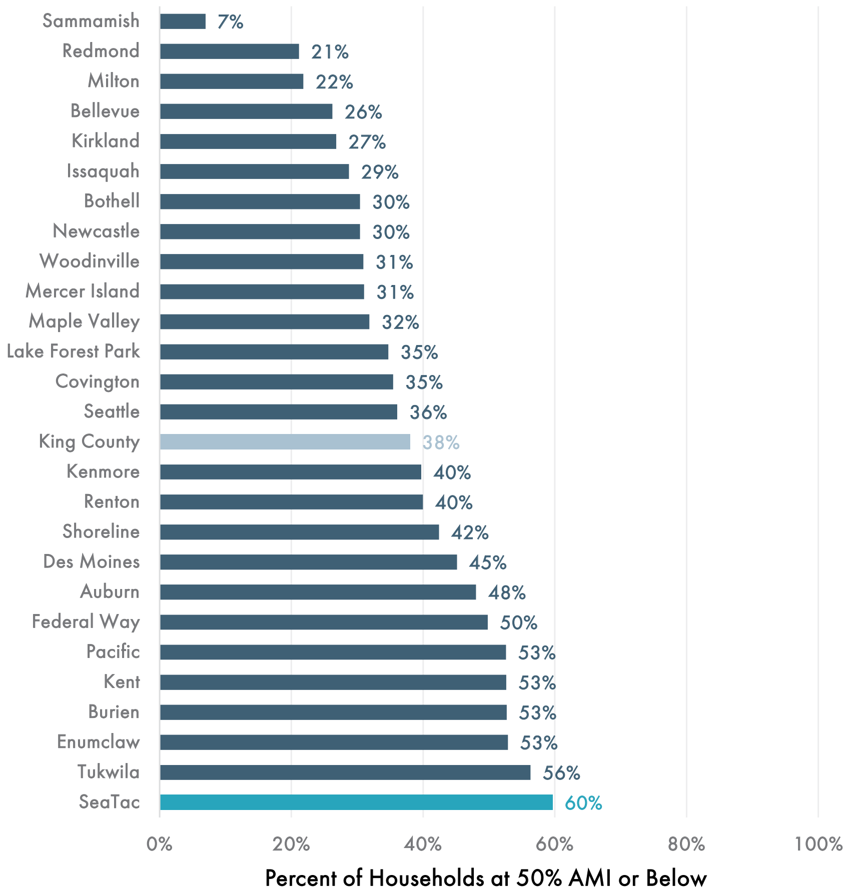
Source: HUD CHAS (based on ACS 2013-2017 and 2008–2012 5-year estimates); BERK, 2020.

Exhibit 36. Proportion of Rental Housing Stock as Affordable Units (≤50% AMI) in Cities in King County.



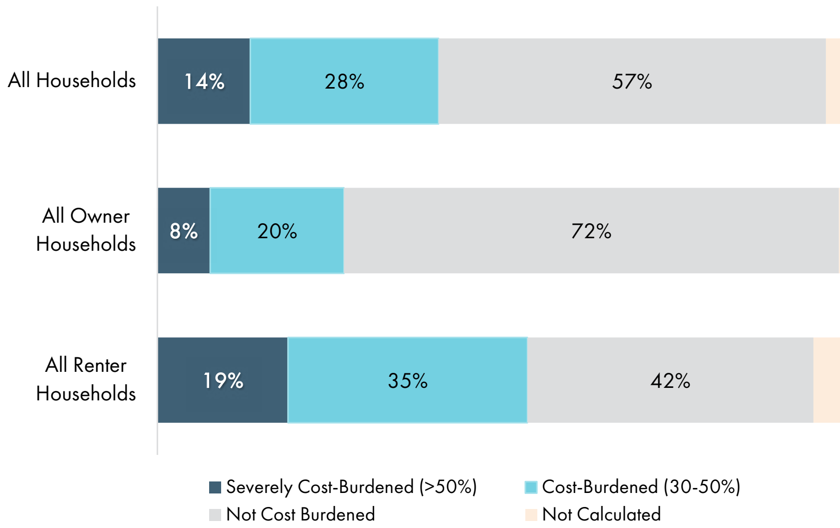
Source: HUD CHAS (based on ACS 2013-2017); BERK, 2020.

Exhibit 37. Proportion of Renter Households at ≤50% AMI in Cities in King County.



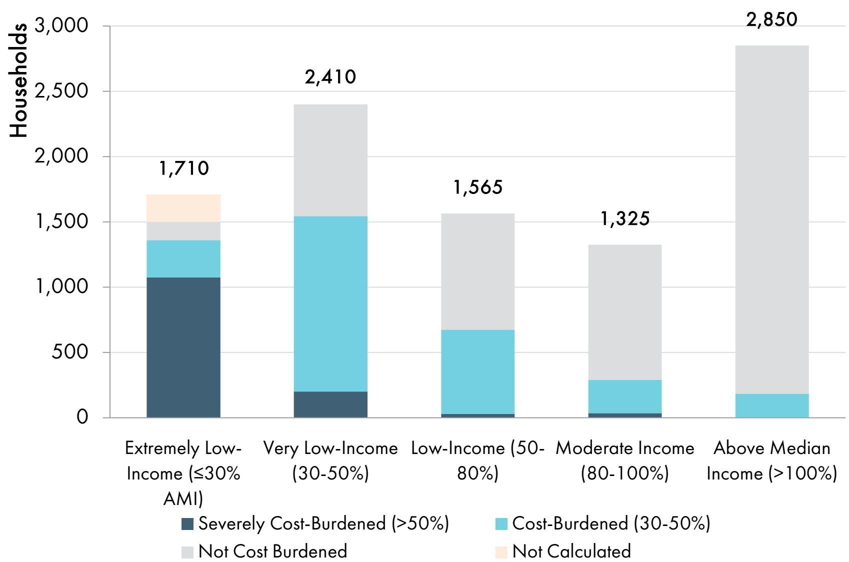
Source: HUD CHAS (based on ACS 2013-2017); BERK, 2020.

Exhibit 38. SeaTac Household Cost Burden by Tenure.



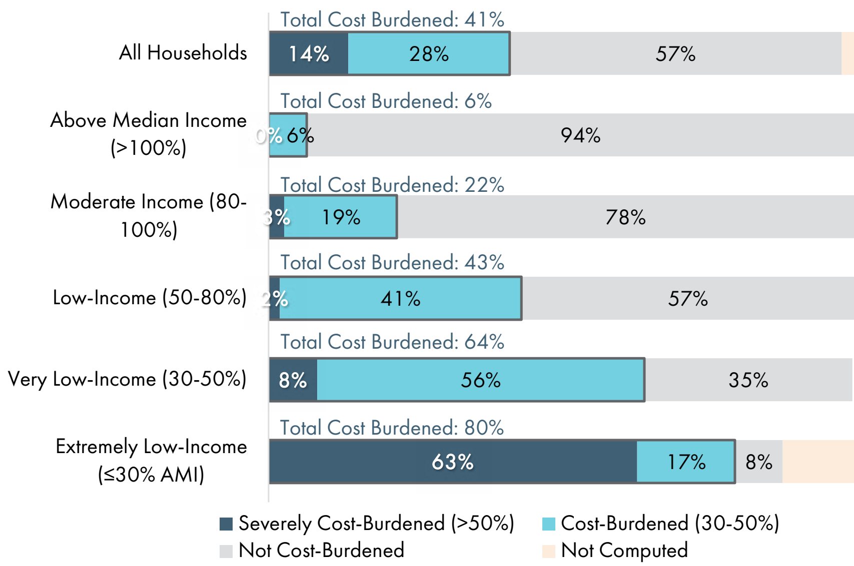
Source: HUD CHAS (based on ACS 2013-2017 5-year estimates); BERK, 2020.

Exhibit 39. SeaTac Household Cost Burden by Income Category.



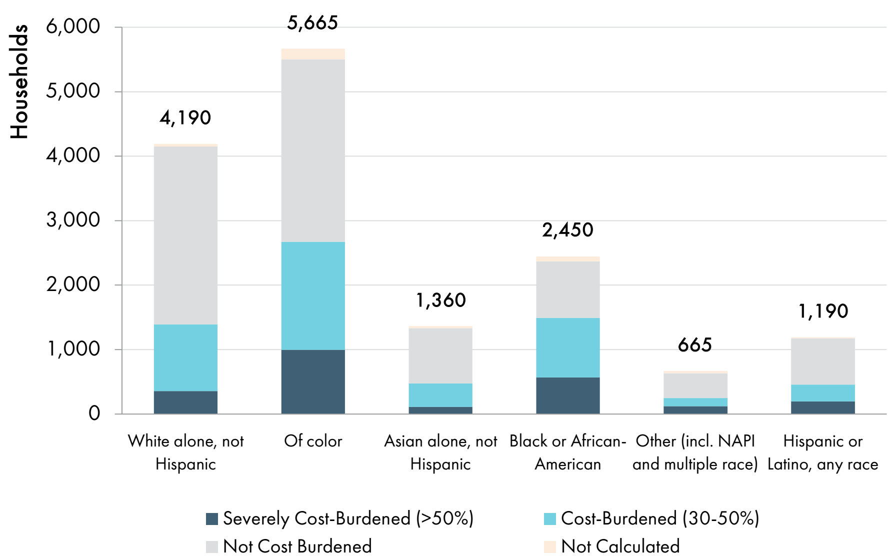
Source: HUD CHAS (based on ACS 2013-2017 5-year estimates); BERK, 2020.

Exhibit 40. SeaTac Proportion of Household Cost Burden by Income Category.



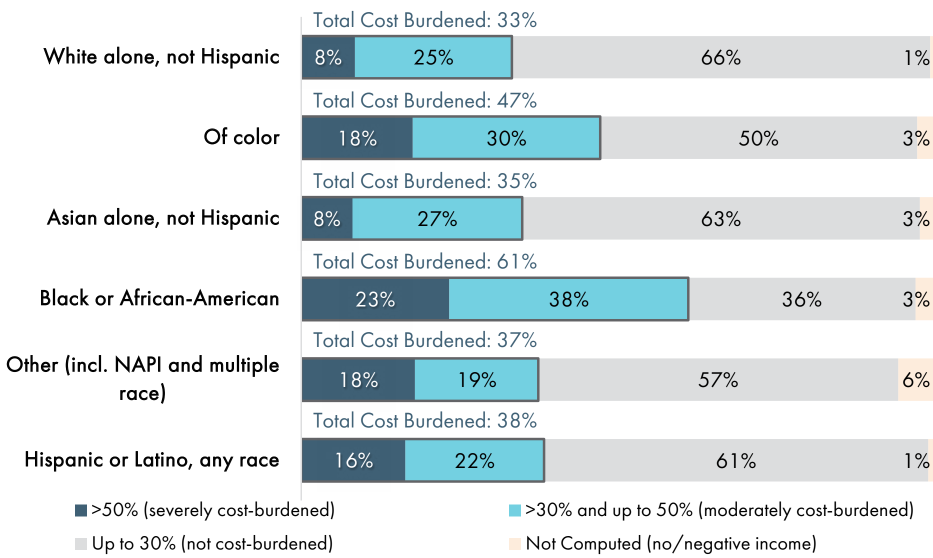
Source: HUD CHAS (based on ACS 2013-2017 5-year estimates); BERK, 2020.

Exhibit 41. SeaTac Household Cost Burden by Race.



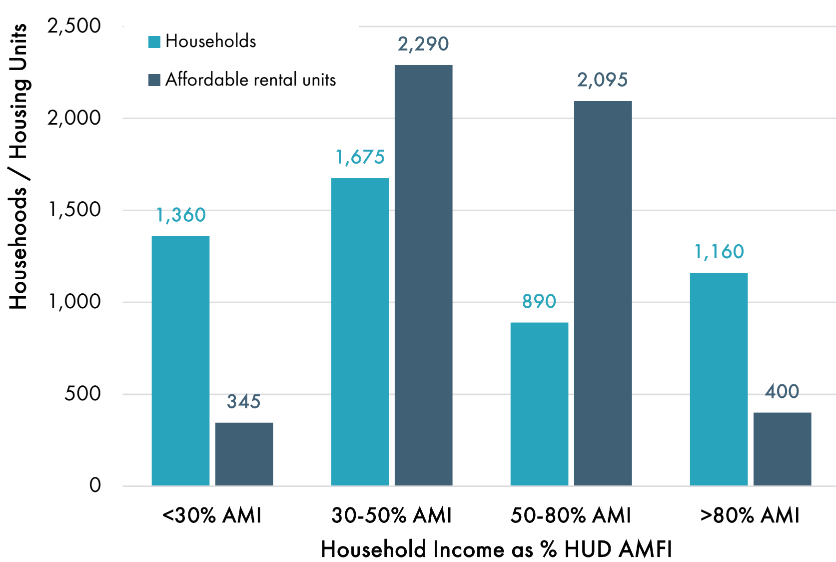
Source: HUD CHAS (based on ACS 2013-2017 5-year estimates); BERK, 2020.

Exhibit 42. SeaTac Proportion of Household Cost Burden by Race.



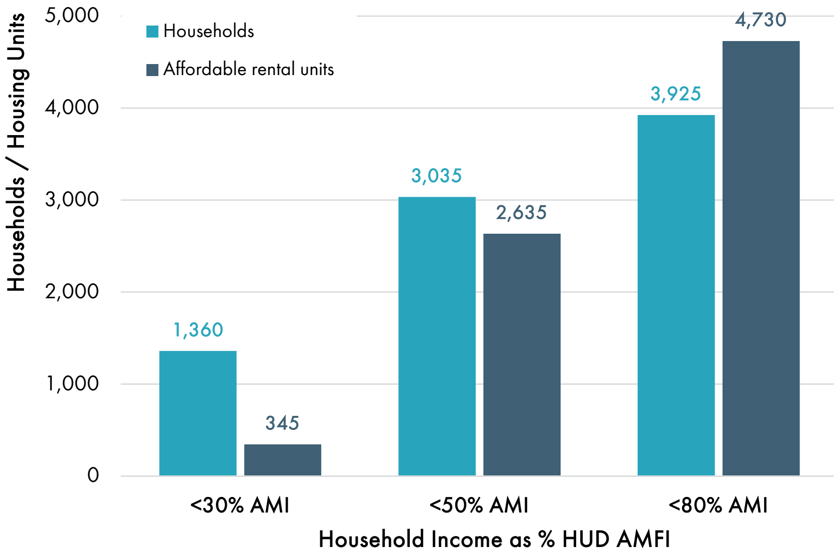
Source: HUD CHAS (based on ACS 2013-2017 5-year estimates); BERK, 2020.

Exhibit 43. SeaTac Affordability of Rental Units and Housing Gap.



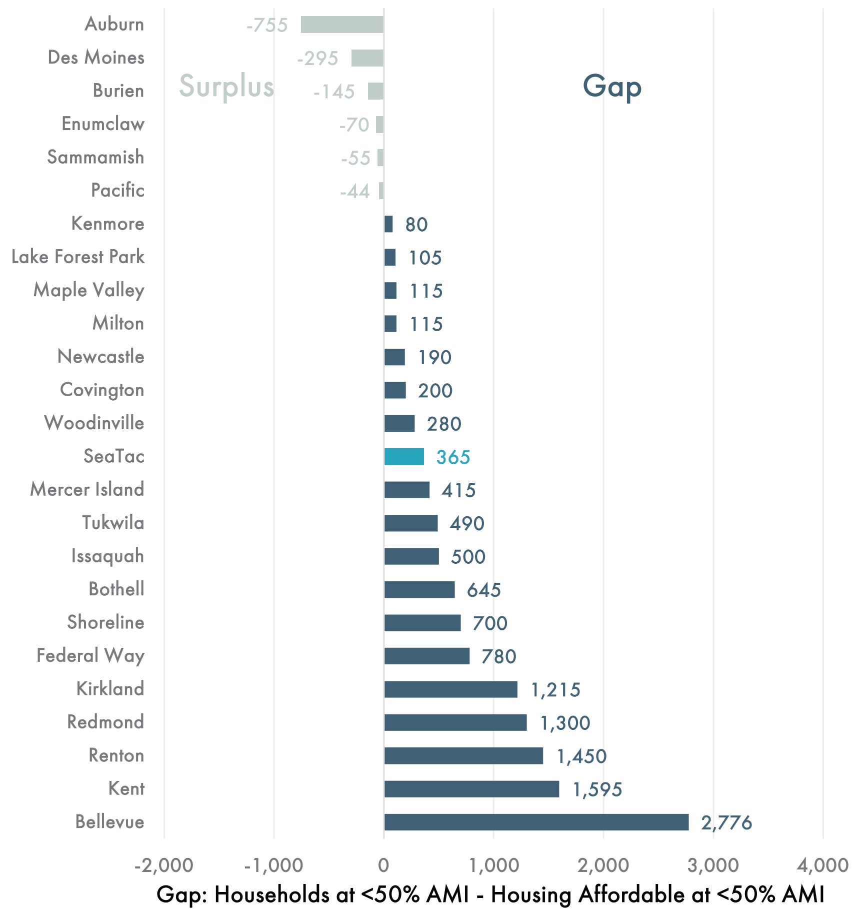
Source: HUD CHAS (based on ACS 2013-2017 5-year estimates); BERK, 2020.

Exhibit 44. SeaTac Cumulative Affordability of Rental Units and Gap.



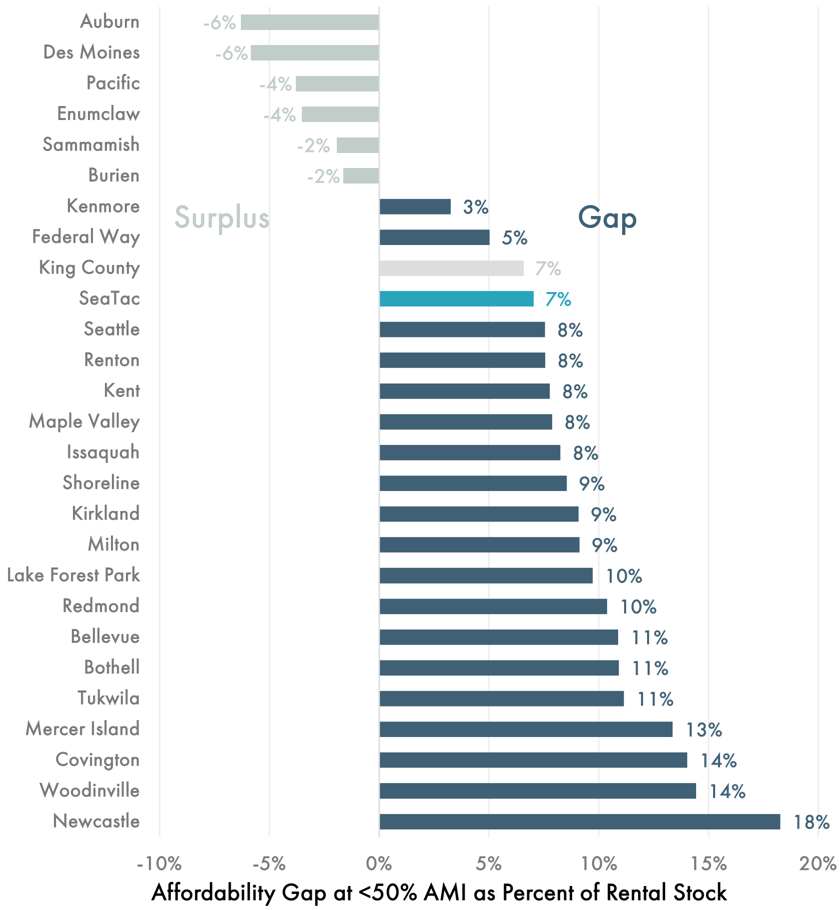
Source: HUD CHAS (based on ACS 2013-2017 5-year estimates); BERK, 2020.

Exhibit 45. Affordability Gap <50% AMI, Cities in King County.



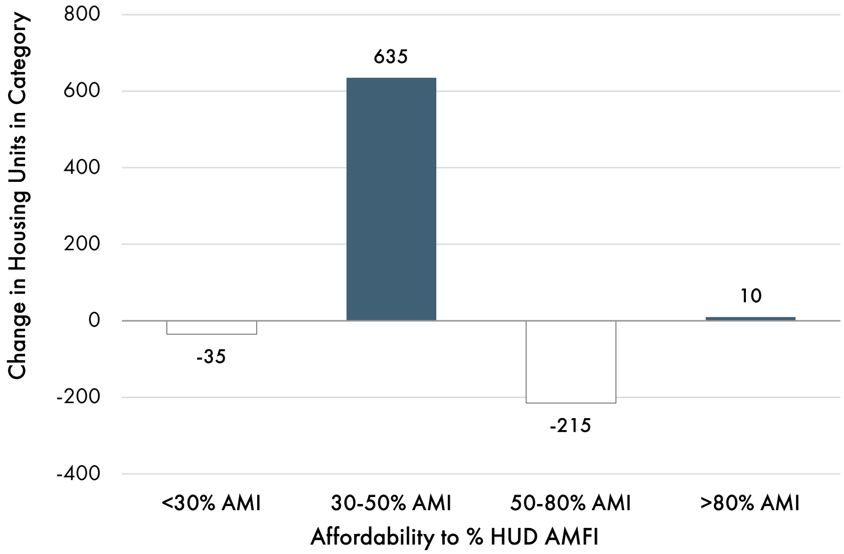
Source: HUD CHAS (based on ACS 2013-2017 5-year estimates); BERK, 2020.

Exhibit 46. Affordability Gap at <50% AMI as Percent of Total Rental Stock, Cities in King County.



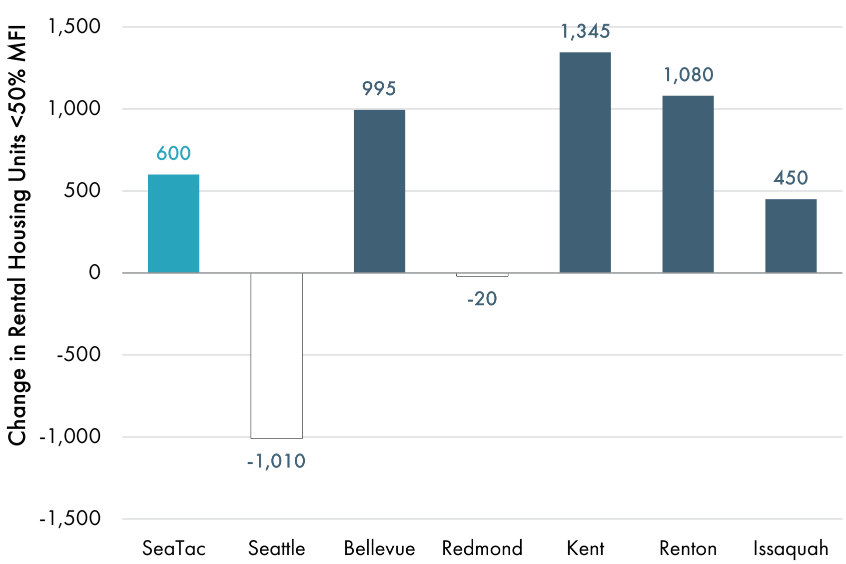
Source: HUD CHAS (based on ACS 2013-2017 5-year estimates); BERK, 2020.

Exhibit 47. SeaTac Five-Year Change in Unit Affordability.



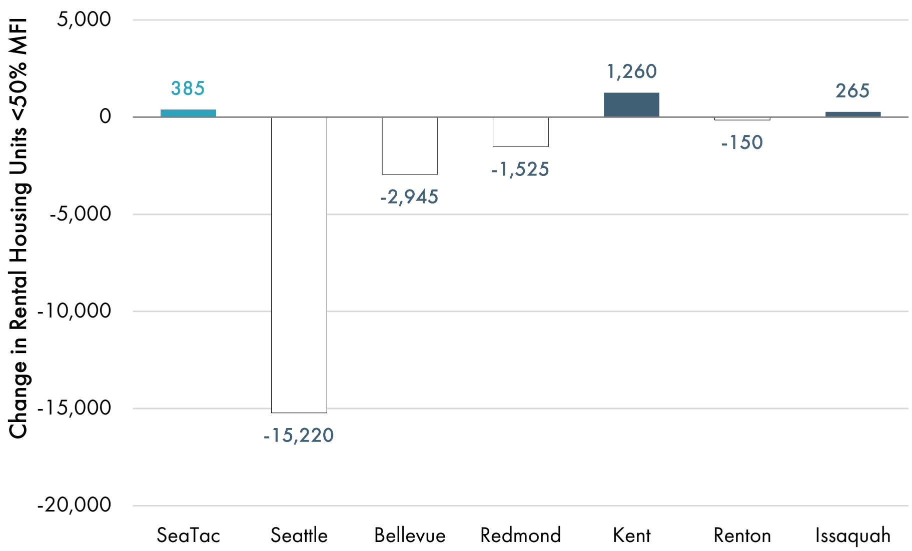
Source: HUD CHAS (based on ACS 2013-2017 5-year estimates); BERK, 2020.

Exhibit 48. Five-Year Change in Rental Units <50% MFI, SeaTac and Selected Cities.



Source: HUD CHAS (based on ACS 2013-2017 5-year estimates); BERK, 2020.

Exhibit 49. Five-Year Change in Rental Units <80% MFI, SeaTac and Selected Cities.



Source: HUD CHAS (based on ACS 2013-2017 and 2008-2012 5-year estimates); BERK, 2020.

Appendix D: SeaTac Displacement Risk Analysis

Introduction

Over time, many SeaTac residents will be facing greater challenges in the housing market. Higher prices, lower vacancies, and changes in the housing stock will mean that individuals and families will face greater pressures to access safe, affordable, and appropriate housing.

One effect of these pressures is **housing displacement**, where people are excluded from living in a community they could access before because they can no longer find appropriate and affordable housing. This can include the following:

- **Economic Displacement:** Current residents of a community may not be able to find appropriate housing that they can afford as rents increase and may be forced to find lower-cost options elsewhere.
- **Physical Displacement:** Residents may be physically displaced if their housing is redeveloped or rehabilitated and there are simply no other suitable options in the area that are available and can meet their needs, even if some housing would otherwise be affordable.
- **Cultural Displacement:** When economic and physical displacement results in neighbors moving elsewhere, and a corresponding loss of local social connections, culturally related businesses and institutions, and other community assets, many households may choose to relocate.

Displacement may also manifest as **direct displacement**, where current residents leave a community because of the displacement drivers described above, or **indirect (exclusionary) displacement**, where people that would normally be interested in moving into the community (e.g., young adults who grew up in SeaTac looking to move back) can no longer find appropriate housing to meet their needs.

Causes of Displacement

There are several factors that are involved with displacement of households:

- **Housing Costs.** The most important driver for displacement in communities involves high housing costs. Generally, households that spend more than 30% of their income on housing are considered "cost-burdened", with those spending more than half their income considered to be "severely cost-burdened". As housing costs increase for cost-burdened households, especially lower-income households, they will have fewer resources available to devote to other necessary household expenses, such as transportation, food, and childcare. Cost-burdened households are also often more vulnerable to housing instability as the result of unplanned expenses or other disruptions. Rising housing costs can both increase the number of households experiencing these pressures and the severity of effects, and many households may need to reduce their housing costs in some way as a response.

  Although most of the focus on displacement due to housing costs is related to renters, some homeowners can potentially be vulnerable to increased housing costs as well. Economic disruptions impacting the ability to make mortgage payments can be one factor. Additionally, residents that own their homes outright but are on a fixed or limited income may face challenges in covering maintenance costs, property taxes, and other expenditures. These households could be forced to sell as a result.

- **Housing Size.** Housing size is often a constraint to finding appropriate housing, especially with respect to newer housing built in a community that replaced existing units:
  - With housing intended as **owner-occupied housing**, especially single-family housing, new homes may be built to be as large as possible to maximize profits. This can price out many households looking for affordable options forw a smaller number of people, even if the market value for smaller housing would be affordable.
  - For **rental housing**, new homes may include a disproportionate number of smaller units (e.g., studios and one-bedroom apartments) that would not be appropriate for larger families with children. If older housing is being demolished and redeveloped, this can reduce options for families renting in the community, even if they could afford market-rate rents.

- **Household Characteristics.** Other characteristics can also be relevant to whether housing is appropriate to meet the needs of households looking to move or to stay in the community. Most notably, groups such as seniors, people with disabilities, and others may be excluded from considering certain neighborhoods as an option if the infrastructure and services required to meet their needs are not present, such as facilities for the mobility-impaired.

- **Loss of Support Networks.** As noted previously, a potential driver for displacement is with the loss of local cultural resources and support networks in a community. If neighbors move from the community, and local business and cultural institutions are shut down or otherwise displaced from the area, many residents of certain social, racial, and ethnic groups may not be inclined to remain. Additionally, new residents from those groups may not be as interested in moving into the community. As more people are displaced and fewer households move in to replace them, these existing support networks can decline.

Effects of Displacement

Displacement has clear impacts on households, the city, and the region:

- For **individual households**, a lack of housing options in the community can mean that alternatives in other communities would require longer commuting times and greater transportation costs; displacement of children from local school districts; relocation to areas with fewer services and community connections; or occupying housing that is unhealthy, unsafe, or otherwise inappropriate. In many cases, displacement from housing could also lead to homelessness. These can pose considerable financial, social, and health impacts on households, in addition to potential increases in financial strain due to higher rents.
- For **neighborhoods**, displacement can result in the loss of community cohesion and social bonds as long-term residents are forced to leave the area for other housing and their children or other members of their community cannot find local housing. While new development can support additional resources and amenities in an area, there may also be changes to local services and amenities that do not support the needs of the remaining residents.
- For **social and cultural groups** in the city, the displacement of existing residents and businesses/services and the exclusion of new residents can affect the long-term sustainability of these communities. Changes in the cultural character and makeup of a community can reduce important social connections, and local businesses supporting members of these communities may no longer have the customer base to continue. This can contribute to a decline in local support networks and in the diversity of the community and can encourage further cultural displacement.
- For **local businesses**, employees that are displaced from the community may need to commute longer distances to find appropriate housing. This can make it far more difficult to attract workers, especially lower-income employees that may be less likely to commute for longer distances to work.

- For the **city** and **region** overall, displacement can often result in higher rates of homelessness, both locally and across the region. Displacing lower-income households to other areas, especially locations with fewer resources, may put an additional strain on the social services provided in these communities. Conversely, retaining existing low-income residents as part of mixed-income neighborhoods can help improve economic mobility and opportunity, and support better outcomes through greater economic investment in the community.

It should be noted here that many households experiencing increasing displacement pressures may not leave a community, especially in areas where they strongly value the social connections, amenities, and services available. However, these households will experience more financial instability if they remain, and many may be forced to find affordable housing options in the community that may not be safe or appropriate for their needs. This can put them at risk for housing instability, and even homelessness.

Additionally, while all neighborhoods are expected to grow and change, and many households will move away from a community for various reasons, displacement is specifically related to the effects of households that are involuntarily forced to move due to certain conditions in the market, and the housing that they can access is less likely to meet their needs due to size, location, condition, or other characteristics.

Risk Assessment

Understanding the potential for displacement in the city is critical in evaluating the best approaches to take with addressing these effects. In this section, selected extracts from the Housing Inventory and Assessment Report (HIAR) are used to highlight some broader consideration with respect to displacement.

The distribution of risk across the city can also be important in targeting appropriate interventions for affordability and anti-displacement measures. Therefore, this analysis provides three assessments based on the spatial distribution of housing and risk factors:

- An assessment of **relative eviction risks** in SeaTac based on public eviction records and research from the University of Washington.
- Indexes from **Displacement Risk and Opportunity Mapping** reporting provided by the Puget Sound Regional Council (PSRC).
- The **Social Vulnerability Index** (SVI) used by the US Centers for Disease Control (CDC) and the Agency for Toxic Substances and Disease Registry (ATSDR).

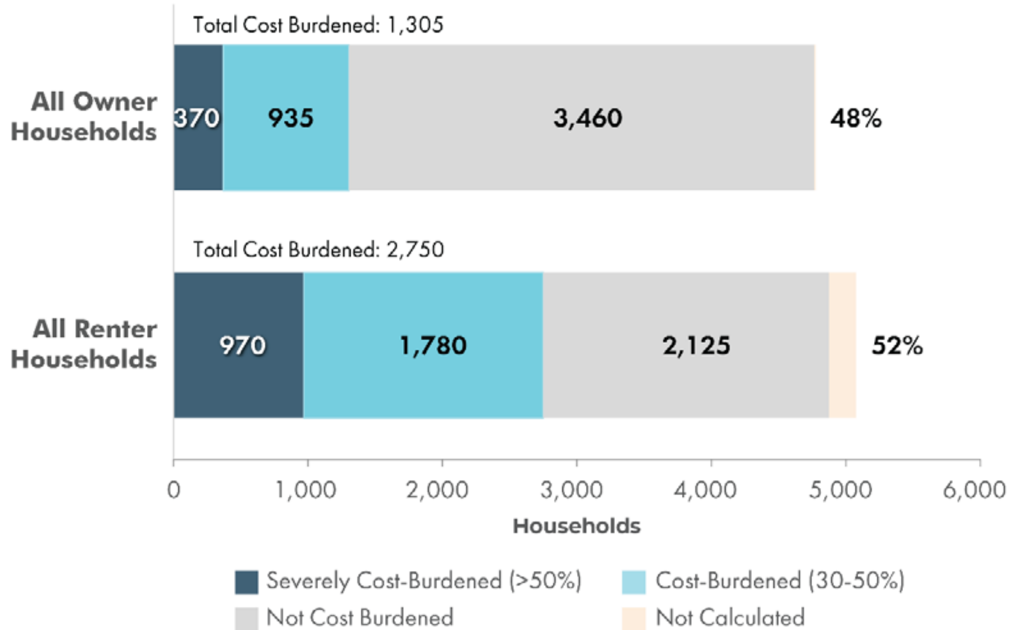
These maps are aggregated at the Census tract level; because of this level of aggregation, there may be challenges in highlighting smaller areas such as neighborhoods to determine precise locations of concern. However, these datasets can still be useful in indicating broad trends and comparisons across the region.

City-wide Statistics

From the HIAR, several graphs highlight potential concerns with respect to displacement. These graphs, included over the next few pages, are based on US Department of Housing and Urban Development's Comprehensive Housing Affordability Strategy (CHAS) dataset, which also uses US Census Bureau's American Community Survey data from 2013–2017.

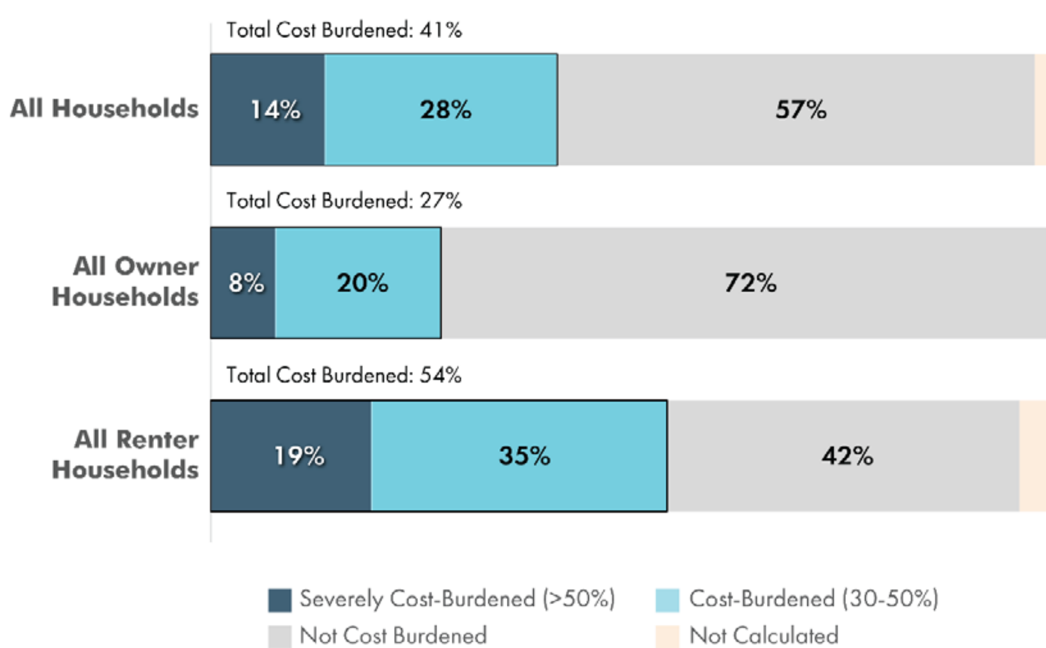
- **Overall housing cost burdens.** Figures 1 and 2 indicate overall housing cost burdens for renters and owners in the city, both by count and percentages. This highlights that there are a considerable number of households in the city that are cost-burdened, with nearly half of all renting households facing a cost burden. These high housing costs can leave many households vulnerable to increases in local rents, which can potentially lead to economic displacement.
- **Housing cost burdens on renters by income.** Figures 3 and 4 highlight that issues of cost burdens are strongly related to household income, as would be expected. While households of moderate income or higher (80% AMI or more) are not experiencing significant cost burdens with respect to housing, nearly 70% of very low-income (30–50% AMI) and 83% of extremely low-income (less than 30% AMI) households are facing these burdens. Additionally, about two-thirds of extremely low-income households are paying over half their income on rent.
- **Renter cost burdens versus affordable supply.** Figure 5 highlights a comparison between renter households across four income categories, and the housing in SeaTac that is affordable at the high end of these income ranges. This indicates noticeable gaps in affordable housing availability at the low and high end, which implies that lower income households are "uprenting", paying more to access housing affordable at higher income levels, and a significant number of higher income households are "downrenting", paying less than 30% of their income on housing. Figure 6 provides an indication of how this has changed over a five-year period, highlighting that this gap has increased slightly for both higher and lower income households.
- **Renter cost burdens by race and ethnicity.** Figures 7 and 8 highlight housing cost burdens for renters by race/ethnicity, both by count and percentage, respectively. This indicates that there are notable differences in cost burdens by race, with households of color experiencing twice the rate of severe cost burdens as white households. Additionally, a significant proportion of the severely cost burdened households in SeaTac are Black or African American.

Figure 1. Housing Cost Burden by Tenure, City of SeaTac.



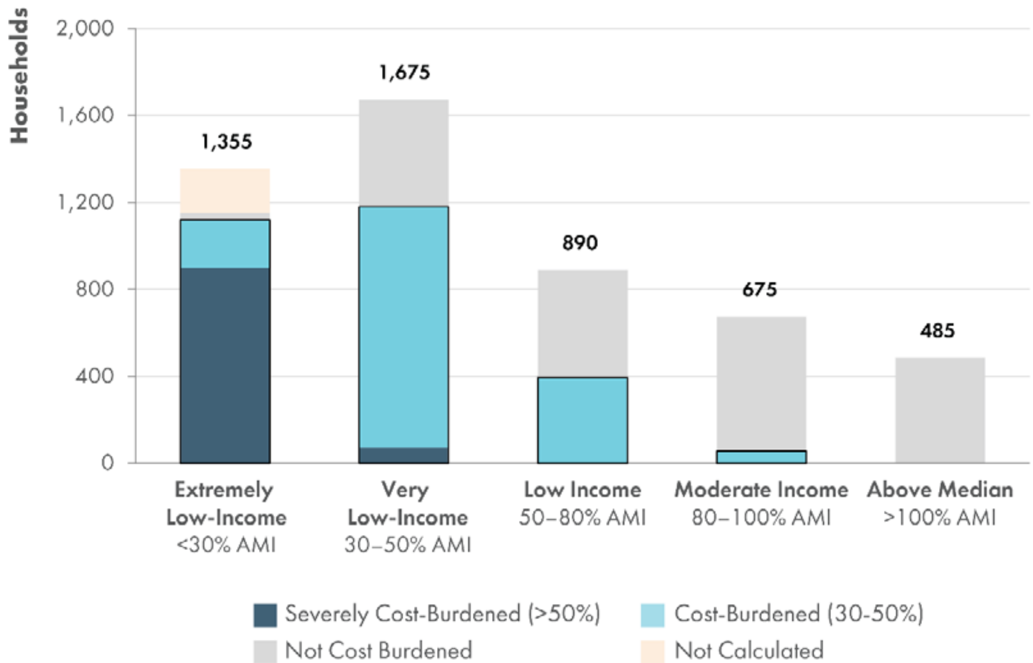
Sources: US Dept. of Housing and Urban Development CHAS, 2017 5-Year Estimates.

Figure 2. Housing Cost Burden by Tenure, Percent, City of SeaTac.



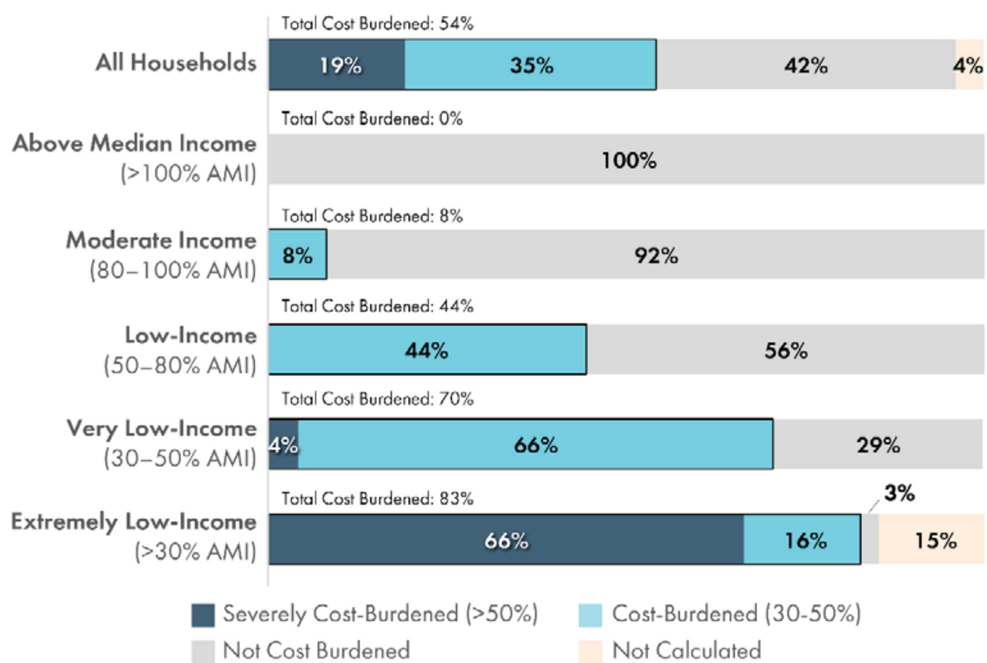
Sources: US Dept. of Housing and Urban Development CHAS, 2017 5-Year Estimates.

Figure 3. Rental Housing Cost Burden by Income Category, City of SeaTac.



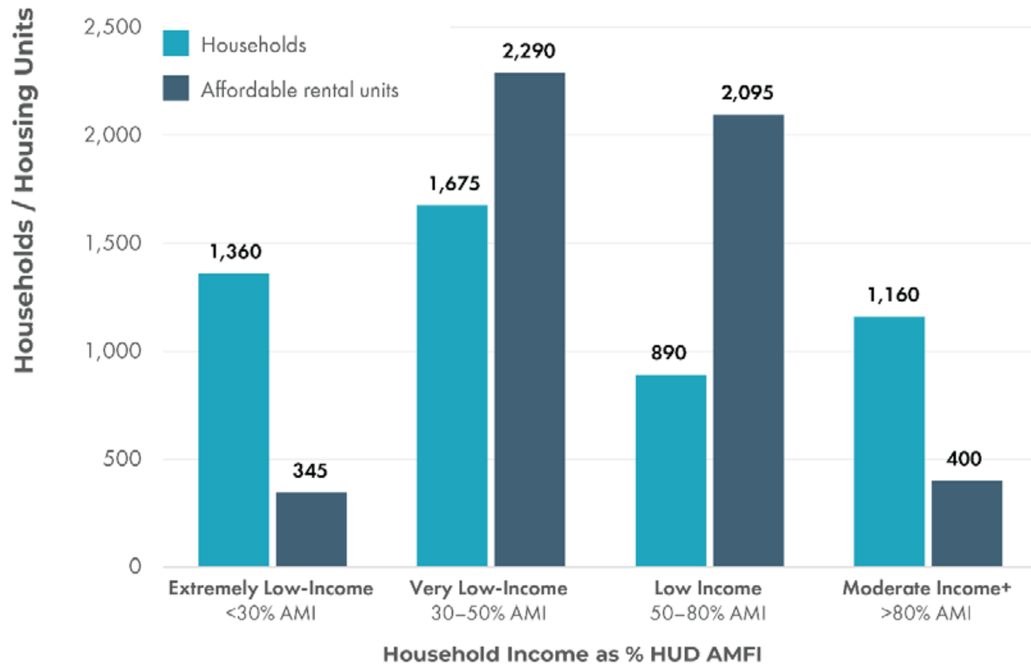
Sources: US Dept. of Housing and Urban Development CHAS, 2017 5-Year Estimates.

Figure 4. Rental Housing Cost Burden by Income Category, Percent, City of SeaTac.



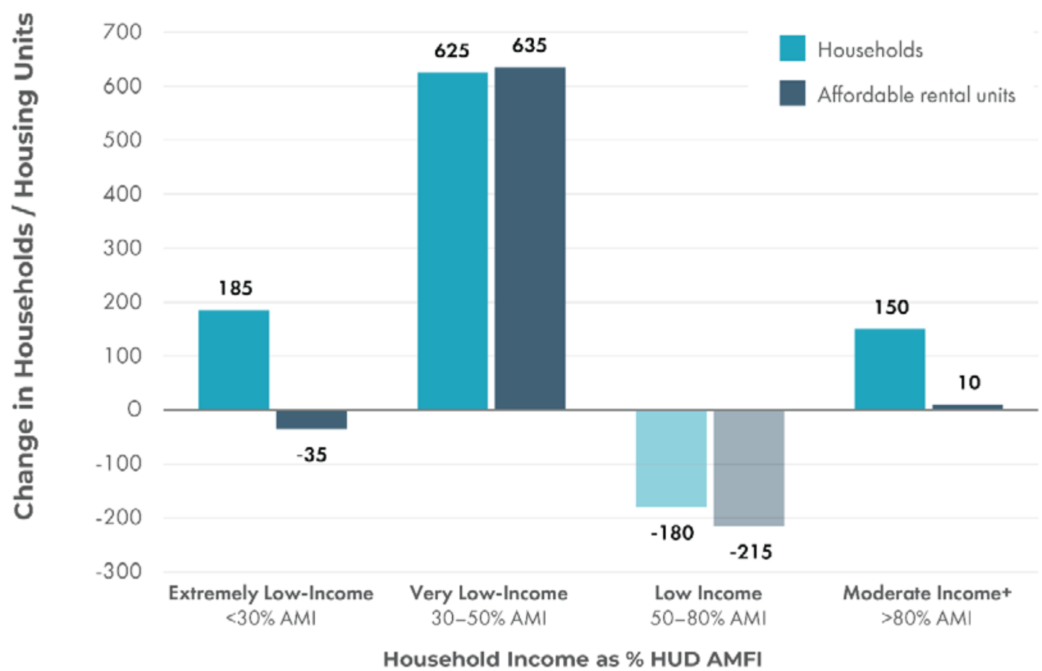
Sources: US Dept. of Housing and Urban Development CHAS, 2017 5-Year Estimates.

Figure 5. Renting Households and Available Affordable Rental Housing, City of SeaTac.



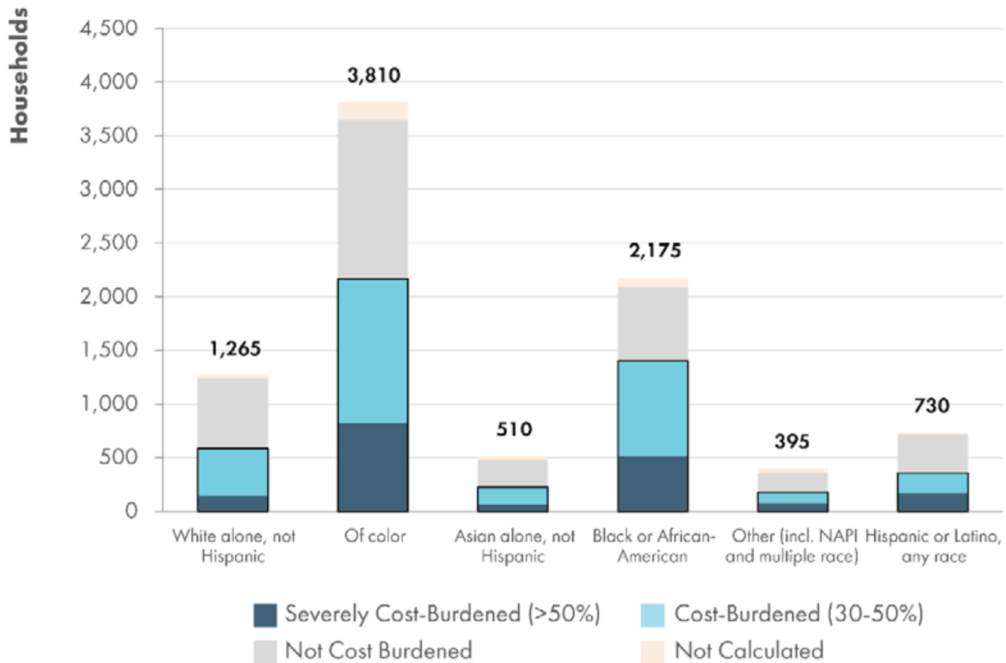
Sources: US Dept. of Housing and Urban Development CHAS, 2017 5-Year Estimates.

Figure 6. Five-Year Change in Households Renting and Available Affordable Housing, City of SeaTac.



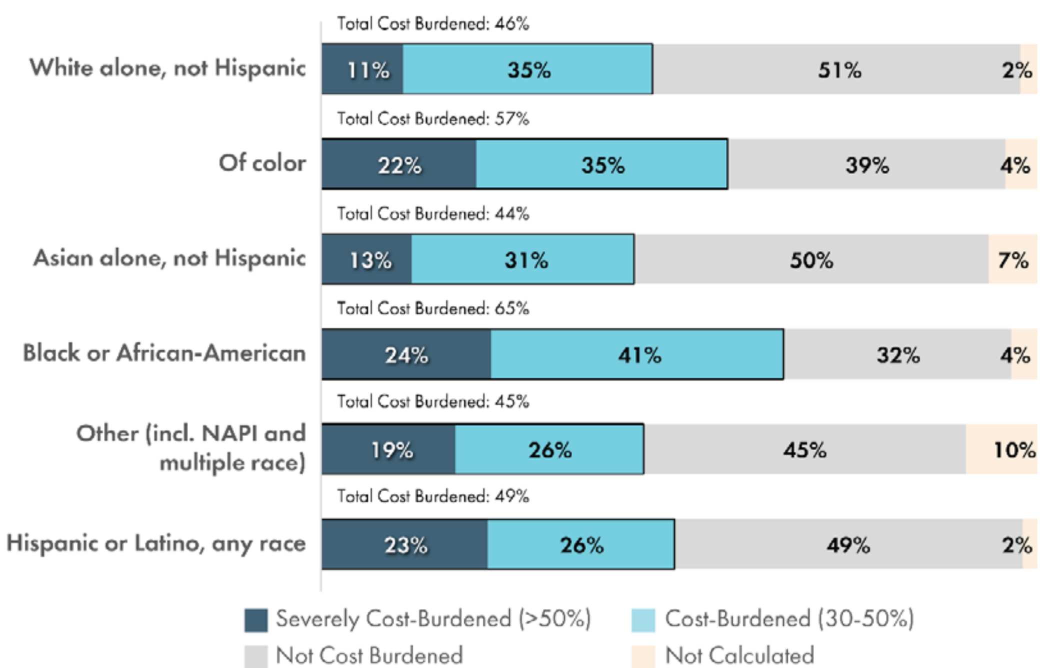
Sources: US Dept. of Housing and Urban Development CHAS, 2012 and 2017 5-Year Estimates.

Figure 7. Rental Housing Cost Burden by Race and Ethnicity, City of SeaTac.



Sources: US Dept. of Housing and Urban Development CHAS, 2017 5-Year Estimates.

Figure 8. Rental Housing Cost Burden by Race and Ethnicity, Percent, City of SeaTac.



Sources: US Dept. of Housing and Urban Development CHAS, 2017 5-Year Estimates.

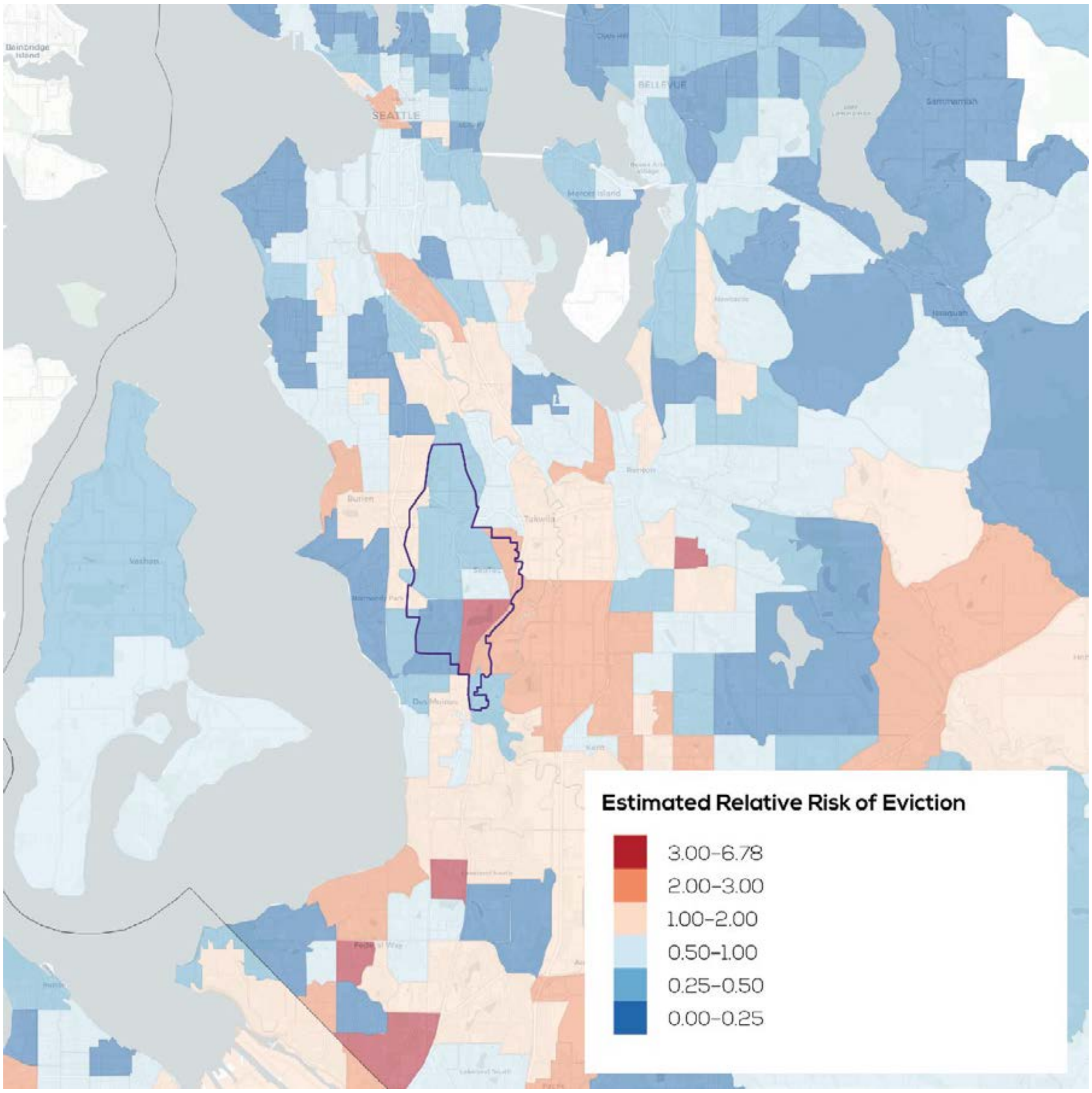
University of Washington Evictions Study

Understanding the rate at which households are evicted from housing can highlight situations where housing burdens may be severe, and households are vulnerable to financial hardship that can threaten their housing security. To identify areas where households face high eviction risks, data from the University of Washington Evictions Study is used, which captures both counts and rates of residential evictions across the Puget Sound region for the period between 2004 and 2017.

Regional Findings. From this study, Figure 9 shows relative eviction rates across south King County. Eviction rates are calculated by comparing the number of evictions against the total number of renters within a given Census tract, and then comparing this rate to all other Census tracts within King, Pierce, Snohomish, and Skagit Counties. This index can identify locations which stand out in the region for high rates of eviction.

SeaTac Findings. What is notable here is that for many portions of the city, the relative risks of eviction are in fact below average. However, the highest risks of eviction have been in the Census tract associated with the Angle Lake area, which is the tract with the most rental housing in SeaTac in this dataset. This area experienced 70 evictions over the study period for an eviction rate of 4.46%, which is about 217% higher than the regional average. This is one of the highest recorded values for the county and region in this study, although rates in south King County are generally higher than elsewhere in the county. This highlights that this area is likely to have been historically at risk for evictions and displacement related to economic hardship with households.

Figure 9. Relative Risk of Evictions, South King County, 2004–2017.



Source: The State of Evictions: Results from the University of Washington Evictions Project, 2019; ESRI, 2021.

PSRC Displacement Risk and Opportunity Index

The Puget Sound Regional Council (PSRC) developed a series of indicators in 2019 to highlight the locations across the region where businesses and households may have an increased relative risk for displacement. Over the entire region, the PSRC has relied on these indexes to provide an assessment of those neighborhoods that may require additional policy focus to prevent affordability challenges from having a disproportionate impact on low-income households.

PSRC's Regional Displacement Index identifies displacement risks by indicating Census tracts that have the highest combined score for 15 indicators in the region, as shown in Figure 10. These indicators include:

- **Socio-demographic characteristics**, such as populations of color, English language skills, proportion of renters, and household incomes
- **Transportation qualities** of the local neighborhood, including access to employment and proximity to current and future transit
- **Neighborhood characteristics**, including proximity to community businesses and public services, as well as locations close to high-income neighborhoods
- **Housing**, including development capacity and median rent

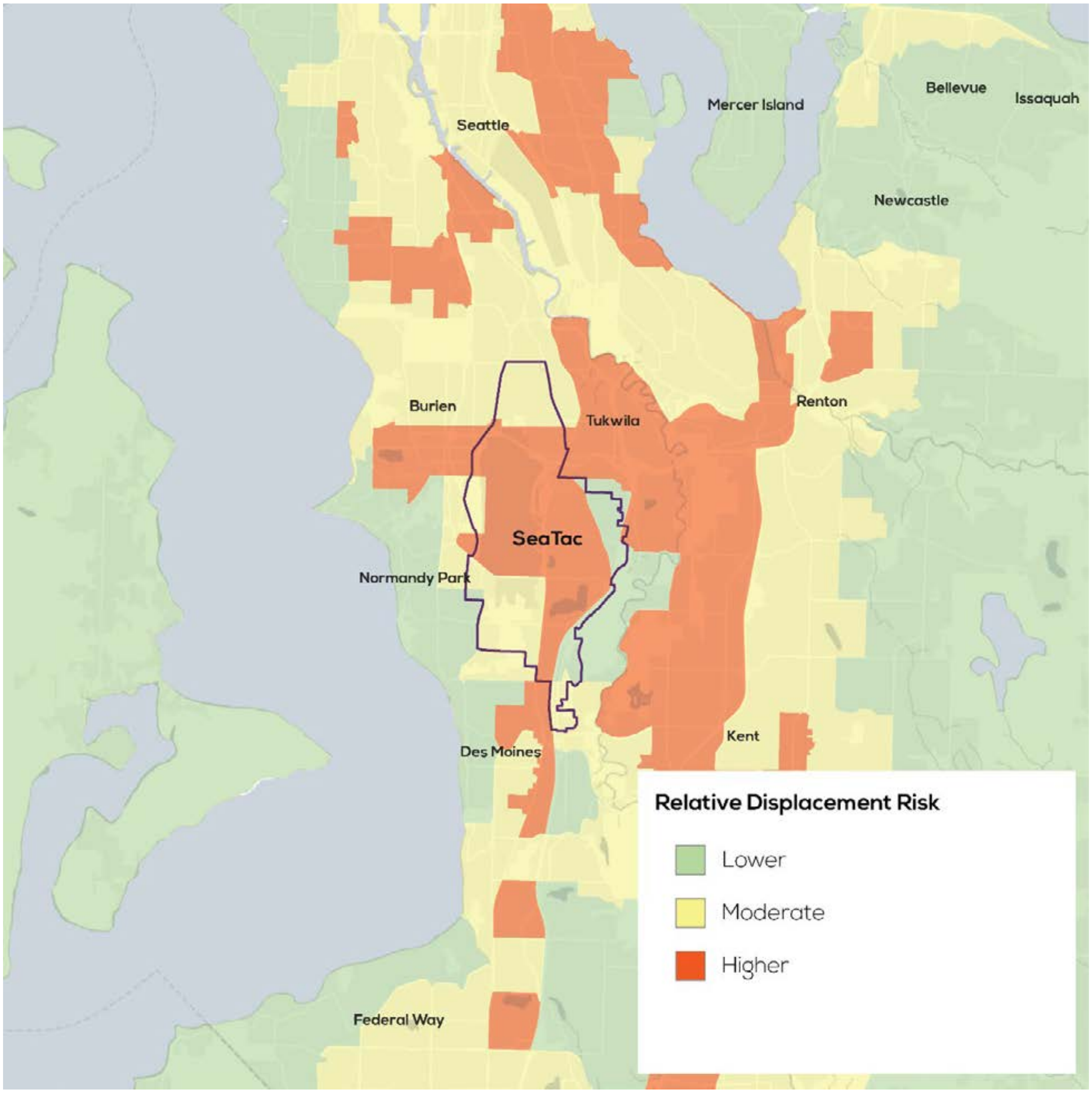
Census tracts are grouped into three categories based on their relative score:

- "Higher" risk (where scores in the top 10% of the score range)
- "Moderate" risk (scores in the top 50% but outside the top 10%)
- "Lower" risk (scores at the bottom 50% of the range)

PSRC's Opportunity Mapping Index (shown in Figure 11) highlights other elements related to the socio-economic resources and support available to residents, divided up according to the following categories:

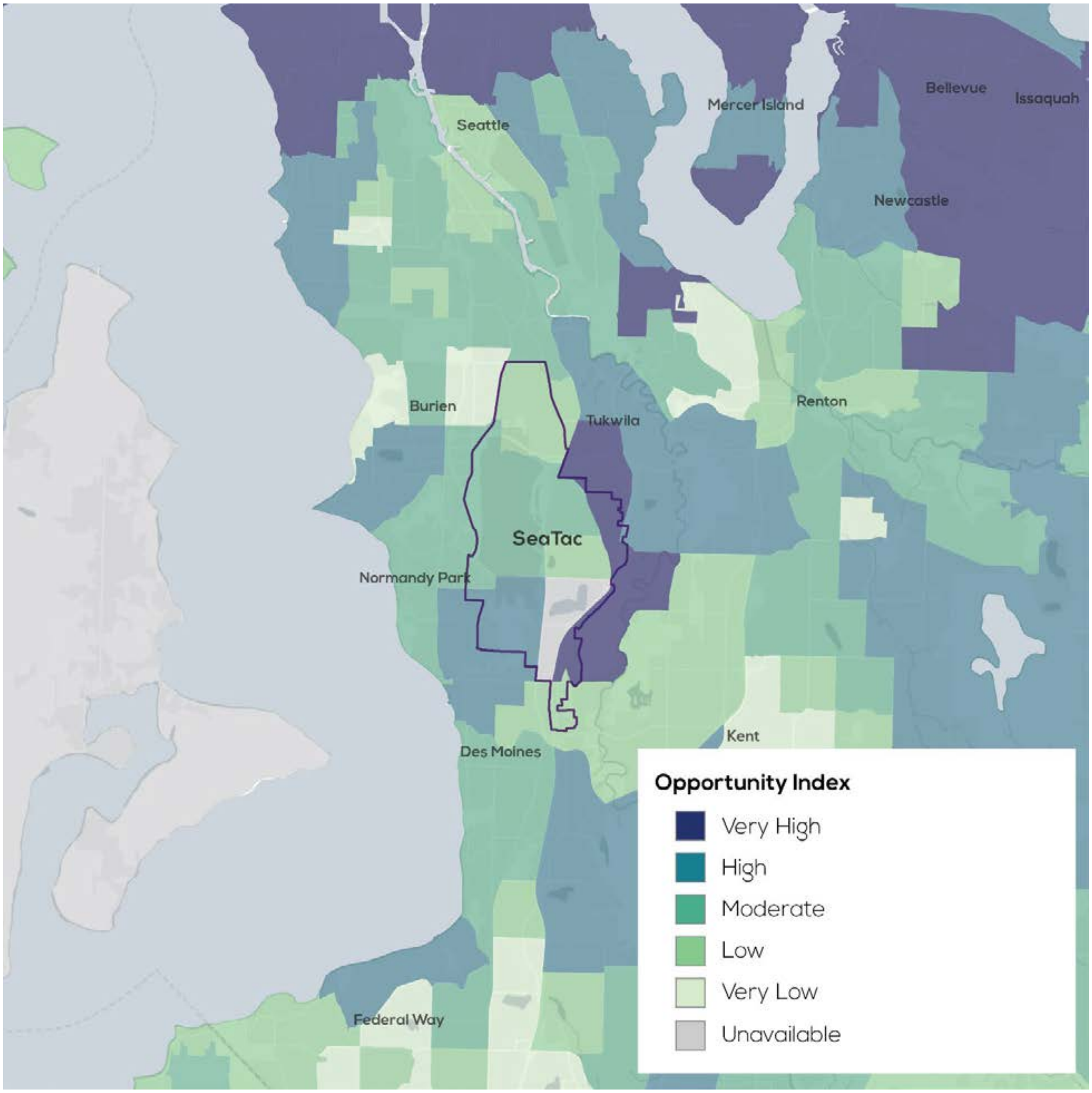
- **Education**, including local test scores and graduation rates
- **Economic Health**, with metrics such as job growth and unemployment rates
- **Housing and Neighborhood Quality**, including local vacancy and foreclosure rates, condition of local housing, and crime rates
- **Mobility and Transportation**, including transportation costs, walkability, and access to transit
- **Health and Environment**, incorporating proximities to parks and sources of pollution

Figure 10. PSRC Regional Displacement Risk, 2016.



Source: PSRC Displacement Risk Mapping, 2019; ESRI, 2021.

Figure 11. PSRC Opportunity Index, 2016.



Source: PSRC Opportunity Index Mapping, 2019; ESRI, 2021.

The Opportunity Mapping Index is intended to indicate areas of social and racial inequity in the region, where there are fewer community resources available to address local issues. These categories are based on five even divisions across the distribution of scores, ranging from "Very High" (the top 20% scoring Census tracts) to "Very Low" (the bottom 20%). (Note that the Angle Lake area is not scored given a lack of information for economic variables.)

Unlike the Displacement Risk Index, while areas with lower opportunity according to the index may be more vulnerable to displacement, these also show areas where existing resources and amenities, or improvements to these resources, could benefit populations at risk. While areas with increasing opportunity may also experience displacement pressures, these resources should be enhanced to support these households.

Regional Findings. There are several key findings about the distribution of the areas with populations sensitive to displacement:

- **Broad areas of displacement risk and resource gaps.** Many of the areas that are the most at risk for displacement are found in the urbanized areas of the region, especially along the I-5 corridor, across South King County, and in Tacoma. Given that high displacement risks and low resources are highlighted across south Seattle and south King County, there are distinct challenges both with housing affordability and the risk of displacement across the sub-region.
- **Transit expansion and displacement.** One challenge with displacement in the region is its relationship with station areas. Improved high-frequency transit can provide better access to goods and services, but increased accessibility can also result in higher prices, more competition for housing, and redevelopment or rehabilitation of existing affordable housing options.
- **Relationship with housing production gaps.** Areawide, there have been significant shortfalls in housing production, resulting in an increase in development pressures on many areas. As sites for development in other parts of King County become harder to access, these areas of displacement risk will become more vulnerable to turnover and the exclusion of lower-income households.

Local Findings. For SeaTac, there are several important conclusions to be reached from these maps:

- **Much of the city is at a "high" or "moderate" risk of displacement, with lower resources.** From the assessment of the index, almost all the city is indicated as being at a high or moderate risk relative to indicators by Census tract across the region, and most are highlighted as having moderate to low resources. While tract-level data is highly aggregated, this suggests that there are several major risk factors for household displacement that are present across the city.
- **SeaTac's designated urban center and areas around the light rail stations are identified as "higher" risk with fewer resources.** Although there is some variation across the city, locations in the SeaTac Regional Growth Center and in station areas are clearly indicated as being at high risk, with lower resources available. This is of significant concern for addressing displacement, as these are expected to be key locations for redevelopment over time.

- **The scores reflect challenges and opportunities in the community.** Examining the components of the Opportunity Index score can highlight some of the challenges facing SeaTac with respect to developing local resources. Scores for transportation access are on the high end in relation to the rest of the region (with all tracts as "High" or "Very High" in this category), as well as scores for housing (with 12 out of 16 tracts "High" or "Very High"). However, most tracts were considered "Low" or "Very Low" for education (11 of 16 tracts), and environment and health (10 out of 16).
- **Much of the existing multifamily rental housing in the city is in high risk areas.** In addition to the locations of new development, the higher risk areas for displacement are also sited where a substantial amount of rental housing is located. Affordable multifamily units in the city may be at significant risk of redevelopment or conversion to higher-rent units as pressures in the region continue, especially given their location close to regional transit. This could have significant negative impacts on retaining the local stock of affordable housing on the market.
- **Increasing resources while mitigating displacement risk will be an ongoing challenge.** The Opportunity Mapping Index highlights different topic areas that would likely be an ongoing focus for efforts to improve access to opportunity for residents while managing the risks of displacement. This could include efforts such as increasing local educational opportunities, improving access to good opportunities for local employment, reducing crime, improving housing stability and quality, increasing walkability, developing local parks and open space, and improving local environmental quality.

CDC/ATSDR Social Vulnerability Index

The Centers for Disease Control (CDC) and Agency for Toxic Substances and Disease Registry (ATSDR) maintain a Social Vulnerability Index (SVI) as a tool developed to identify vulnerability to hazardous events nationwide. The index was developed to assist public health and emergency response experts to identify areas of extra concern in the event of a shock such as a natural disaster or chemical spill.

This metric identifies four groups of indicators that highlight particular risk factors for local populations:

- **Socioeconomic Status**, including poverty rates, unemployment, income, and adults without high school diplomas
- **Household Composition and Disability**, including the proportion of children and seniors, single-parent households, and populations with disabilities
- **Minority Status and Language**, including minority status and residents that speak English "less than well"

- **Housing Type and Transportation**, including the number of multi-unit structures and mobile homes, crowding of households, households with no vehicles, and percentage of housing as group quarters

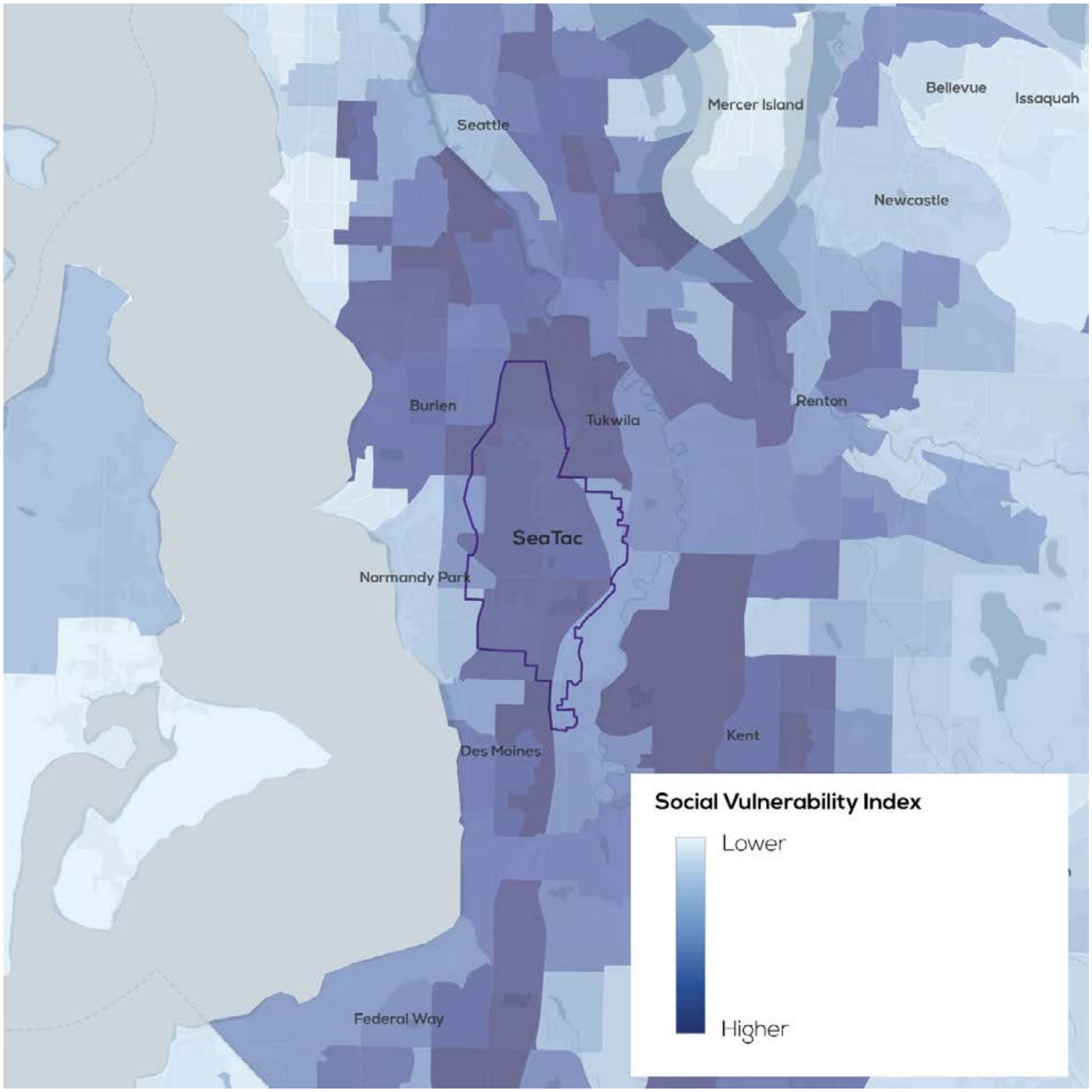
An aggregate index for these indicators is provided in Figure 12 based on a continuous range. In this case, "higher" represents a higher level of vulnerability where different factors can "weaken a community's ability to prevent human suffering and financial loss in a disaster". These factors contributing to a lack of local capacity and resiliency are also strongly related to those factors that may impact a community's ability to manage displacement pressures.

Regional Findings. This distribution is comparable to the PSRC indices for displacement risk and opportunity mapping, and highlights that vulnerable populations are not just limited to SeaTac but are also found throughout south King County.

Local Findings. As with other metrics, some areas largely associated with single-family neighborhoods in the east and west appear to exhibit lower index values for social vulnerability. For significant portions of the community, however, there is a high risk of social vulnerability to negative shocks. From a breakdown of the scores, "Socioeconomic Status", "Minority Status and Language", "Housing Type and Transportation" appear to dominate, with "Household Composition and Disability" a less significant factor for most of the city. For measures of housing type and transportation, this appears to be strongly related to overcrowding in housing, and the proportions of housing as mobile homes and group quarters.

As discussed above, this measure provides a general measure of expected vulnerability of populations to disasters and other shocks. However, this can also be related to risks of housing instability as households experience short-term disruptions and long-term displacement pressures. However, since many of the factors of this index are related to the characteristics of households, this is intended more to highlight areas with more vulnerable populations to allow for targeted action.

Figure 12. CDC/ATSDR Social Vulnerability Index, 2018.



Source: [CDC/ATSDR Social Vulnerability Index](), 2018; ESRI, 2021.

Additional Findings

From this review of risk factors for displacement, as well as the findings of the HIAR, there are several conclusions that can help guide policies related to affordability and anti-displacement:

- **SeaTac has a concentration of populations at risk for significant housing burdens and economic displacement.** SeaTac presents a significantly greater proportion of low-income households at risk for housing insecurity and displacement than the County as a whole. About 77% of renters in the city earn less than 80% of the area median income (the threshold for "low-income"), and 54% are paying at least 30% of their income on rent. Extremely low-income households earning less than 30% AMI comprise about 27% of renters in the community, and about 66% are facing severe housing cost burdens, spending over half their income on rent. This parallel many of the displacement risk indicators highlighted previously.
- **There are significant risk factors associated with displacement in the community, but these are present across south King County.** In the assessment of displacement risk factors for housing based on metrics from the PSRC and CDC, much of SeaTac has been identified as having high levels of displacement risk, lower levels of opportunity, and greater social vulnerability. While this is a concern, what should be highlighted here is that many of these indicators highlight similar issues across south Seattle and south King County as well. While there are ongoing pressures in the housing market related to displacement, these are being experienced in other neighboring communities in much the same way.
- **Housing displacement risks are higher with communities of color in the city.** As noted in the HIAR, households of color make up a larger proportion of the total population, but nearly two-thirds of these households rent their homes. About 57% of these households are experiencing cost burdens (paying over 30% of their income on rent), with about 65% of Black or African-American renters considered cost-burdened. Additionally, rates of severe cost burden where renters are paying more than half of their income on rent is double for households of color over white households (22% versus 11%), and rates of severe cost burdens are highest for Black or African American (24%) and Hispanic or Latino (23%) households. This suggests that strategies to manage housing displacement and affordability should be sensitive to the needs of different groups in the city.
- **Station areas may be at particular risk of displacement.** An important challenge with the development of areas around the light rail stations is that while these are areas that will be attractive for future development, these pressures may also put a considerable amount of the local naturally occurring affordable housing stock at risk. This may include single-family detached housing zoned for higher densities that are close to the South 154th Street Station, as well as smaller multifamily buildings located close to the SeaTac Airport Station. As noted from the

mapping, these areas may be particularly challenged with respect to displacement risks, and the loss of this housing with no replacements could push a considerable number of households out of the city.

Addressing Displacement in the Community

Addressing displacement as a municipal government can be a challenging prospect. This is especially true as many displacement pressures are due to regional market forces and trends that are outside of the control of even the largest communities. However, the resources and actions of communities can still make a strong difference in local displacement trends.

Some approaches that different jurisdictions have coordinated to minimize and mitigate the effects of displacement include the following:

- **Increasing local housing options.** One main approach to combatting displacement is to support the development of a greater range of housing for local households, both for existing residents and people potentially moving into the community. This should include housing options for a range of different incomes, not only to boost the units available to lower-income households, but also to address the needs of higher-income households and reduce the potential for "downrenting" that would take up affordable housing options. Cities can support this approach through regulation, by expanding the potential housing types that can be developed in the community, as well as with focused programs to provide financial support and incentives to build affordable and attainable housing projects.

  Examples of implementation include a range of potential options, from the Multifamily Tax Exemption (MFTE) to direct financial support of affordable and attainable housing projects. Many of these recommendations are discussed in more depth in SeaTac's Housing Action Plan.

- **Preserving existing affordable and attainable housing.** Another element of supporting local housing options is to preserve existing housing in the community that is affordable and attainable. This "naturally occurring affordable housing" can be at risk from redevelopment or rehabilitation and maintaining this housing as affordable can be more effective than building new, subsidized units for lower-income households. City efforts to preserve this type of housing include options to support existing owners willing to keep units as affordable, as well as new owners willing to maintain properties as affordable options through financial supports, development incentives, and other programs.

  Examples of implementation include the following:

  - **Notification of intent to sell:** The City of Burien has implemented as part of their Code (BMC 5.63.060) a requirement for owners of multifamily housing with rents at 80% AMI or below to provide notification of an intent to sell, which can help nonprofit buyers with purchasing these properties to preserve these units as affordable.

  - **Extensions to MFTE:** Recent amendments to the MFTE under SB 5287 by the State legislature can allow communities to provide an additional 12-year tax exemption to properties, preserving affordable units currently allowed under an MFTE program.
  - **Homeowner repair programs:** Examples of local home repair and maintenance programs can help to support existing residents maintain housing that is affordable to them. Aside from the City of SeaTac's Minor Home Repair Program, this can also include programs such as the King County Housing Authority Weatherization Program, which can provide funding to homeowners to reduce energy costs and provide for emergency repairs.

- **Encouraging local options for ownership.** Providing for housing stability for many households can also include options for long-term homeownership. Coordination with programs such as Community Land Trusts (CLTs) and shared-equity homeownership initiatives can support low- and moderate-income households with purchasing housing in the community.

  Local examples of implementation include:

  - **Community land trusts:** Homestead CLT has worked to develop Willowcrest Townhomes, a project with 12 three- and four-bedroom permanently affordable townhomes on land donated by the Renton Housing Authority. These units will be priced to be affordable at 60–80% AMI, and while the trust arrangement will ensure that while owners will be able to receive some increase in equity over time, future sales will be at affordable prices.
  - **Additional MFTE options:** The new MFTE amendments under SB 5287 allow communities to provide a 20-year property tax exemption for new housing projects where at least 25% of units are sold to a nonprofit or local government agency to support permanent affordable homeownership.
  - **Downpayment assistance:** The City of Bellingham has implemented a Downpayment Assistance Loan Program for homebuyers that have not owned a home for the past three years and are looking to purchase a primary residence. It is a second mortgage loan program for housing sold in the city at a set price or below ($427,500 for single-unit homes in March 2021). The loan can be used for a down payment or closing costs, and the balance is due at sale or conclusion of the mortgage.

- **Providing increased tenant protections to reduce the likelihood of evictions.** In addition to providing support for more affordable housing options, increased protections and counseling for tenants can help to ensure that economic disruptions or unfair business practices will not result in a loss of housing, especially among lower-income households.

Examples include the following:

  - **Rental housing registration/inspection:** The City of Kent passed an ordinance in 2018 to provide for a rental housing inspection program. (See Chapter 10.02 KCC.) This can ensure that available affordable housing is safe and healthy for residents, and that tenants are not challenged by the risk of eviction to report substandard conditions.
  - **Just-cause eviction:** The City of Burien has implemented just-cause eviction protections under BMC 5.63.070 that require landlords to fulfill certain conditions to evict a current tenant, and can prevent evictions conducted at will that may be discriminatory.

- **Increase the support for communities at risk of displacement.** Although displacement can be a broader risk across the community, specific cultural and social groups may experience additional challenges in securing housing that is both affordable and appropriate (see City-wide Statistics starting on page 5). Providing targeted outreach about options for accessing resources, encouraging neighborhood-based policies to meet specific needs for affordable housing with certain groups, and supporting local businesses can all help to reduce social and cultural displacement beyond implementation of overall city-wide policies.

  One of the strongest resources for strategies to address communities at risk of displacement is The CAP Report: 30 Ideas for the Creation, Activation & Preservation of Cultural Space, a May 2017 report from the City of Seattle intended to support cultural space development. Many of these approaches specifically address communities that are at risk of displacement, and policies that can be tailored to address the unique challenges facing them.

- **Collaborate with partners on solutions.** As discussed previously, issues of displacement are problems at regional and subregional levels as well. From a regional level, gaps in affordable housing across the region and in major centers will mean that people will be pushed towards lower-cost housing options elsewhere. At the sub-regional level, numerous communities in south King County are experiencing similar pressures on affordable housing options. Coordination with partners at these levels can help to promote holistic solutions that address market-wide impacts of displacement and affordability, through coordinated legislative action, alignment of policies, resource pooling for affordable housing projects, and information sharing.

  There are several examples in the Puget Sound of organizations that are promoting collaboration between partners on action related to displacement. These include:

  - South King Housing and Homelessness Partners (SKHHP), which includes King County and nine South King County cities (Auburn, Burien, Covington, Des Moines, Federal Way, Kent, Normandy Park, Renton, and Tukwila).

- A Regional Coalition for Housing (ARCH), a partnership that includes King County and 15 Eastside cities.
- King County Regional Homelessness Authority, a collaborative effort between Seattle and King County to address issues of homelessness across the region.
- The Housing Affordability Regional Taskforce (HART), a collaborative effort with city and county governments across Snohomish County to address housing affordability challenges.