

Summary of Proposed Ordinance relating to the 2022 annual update of the 2016 King County Comprehensive Plan, including adoption of the Skyway-West Hill and North Highline Subarea Plans

This summary fulfills Washington State Growth Management Act and King County Code (K.C.C.) 20.18.100 requirements for a “plain language summary.”

King County is updating its Comprehensive Plan policies, text and maps, and related planning and zoning development regulations in the King County Code. This is an optional update to address a set of timely issues as allowed for annual plan updates in K.C.C. 20.20.030 and is not a state-required update under the Growth Management Act. The proposed amendments are focused on the adoption of the Skyway-West Hill and North Highline Community Service Area Subarea Plans, which recently went through a subarea planning process as required by Chapter 11 of the Comprehensive Plan and K.C.C. 2.16.055.B. This update also includes the recommended adoption of land use and zoning map changes and new inclusionary housing regulations for these communities. The following is a summary of the code changes in the proposed ordinance.

Ordinance Section	King County Code Section	Current Code	Proposed Change	Intent/Rationale
1	n/a	n/a	Findings	Adopts findings that explains the need for the ordinance.
2	n/a	n/a	Adopts the following as amendments to the 2016 Comprehensive Plan: <ul style="list-style-type: none"> • Amendments to the Comprehensive Plan (Attachment A). • Skyway-West Hill subarea plan as an element of the Comprehensive Plan (Attachment B). • North Highline subarea plan as an element of the Comprehensive Plan (Attachment C). • Changes to the land use map and zoning atlas (Attachment D and Sections 12-14 of this ordinance). 	Reflects adoption of this 2022 annual update to 2016 Comprehensive Plan, including adoption of the Skyway-West Hill and North Highline subarea plans.
3	20.12.010	Includes citations related to adoption of the Comprehensive Plan and the current version of the adopted plan.	Updates citations	Reflects the proposed adoption of this 2022 annual amendment to the 2016 Comprehensive Plan.
4	20.12.017	Reflects zoning conversion from K.C.C. Title 21 to Title 21A in the 1990s to conform with the Growth Management Act.	Updates list of adopted zoning ordinances that apply to White Center and Vashon.	<ul style="list-style-type: none"> • Reflects land use and zoning amendments for North Highline that are proposed in this ordinance, which need to be reflected in the listing of current applicable zoning controls for White Center.

Ordinance Section	King County Code Section	Current Code	Proposed Change	Intent/Rationale
				<ul style="list-style-type: none"> • Technical corrections are proposed to reflect zoning changes adopted in 2020 in Ordinance 19119 (an alternative housing demonstration project in North Highline and Vashon). • Note that no changes for a current reference in the code to previously adopted West Hill area zoning are needed, as this section of code also states that the previous zoning was repealed and reflects the current zoning adopted in Ordinance 12824, as amended.
5	20.12.240	Establishes the 1994 White Center Community Action Plan as an element of the Comprehensive Plan and the county policy for that area.	Replaces the Action Plan with the 2022 North Highline subarea plan as the county policy for that area.	The recently completed North Highline subarea planning process was intended to review and update the current Action Plan and replace it with a new subarea plan. To make this change, this ordinance proposes to repeal the Action Plan (Section 24) and adopt the subarea plan (Section 2). This code section also needs to be updated to reflect that the subarea plan is the current policy for the North Highline community.
6	20.12.337	Establishes the 1994 West Hill Community Plan and 2020 Skyway-West Hill Phase 1 Land Use Strategy as elements of the Comprehensive Plan and the county policy for that area.	Replaces the Community Plan and Phase 1 Land Use Strategy with the 2022 Skyway-West Hill subarea plan as the county policy for that area.	The recently completed Skyway-West Hill subarea planning process was intended to review and update the current Community Plan and Phase 1 Land Use Strategy and replace it with a new subarea plan. To make this change, this ordinance proposes to repeal the current plans (Section 24) and adopt the new subarea plan (Section 2). This code section also needs to be updated to reflect that the subarea plan is the current policy for the Skyway-West Hill community.
7	21A.12.030	Sets density and dimension standards for residential and rural zones, including maximum allowed densities under the Residential Density Incentive (RDI) program in K.C.C. Chapter 21A.34 and/or the Transfer of Development Rights (TDR) program in K.C.C. Chapter 21A.37.	<ul style="list-style-type: none"> • Only allows maximum densities in Skyway-West Hill and North Highline to be achieved as allowed under the inclusionary housing program. • Allows for height increases as established in the inclusionary housing program. 	This ordinance proposes to create a new inclusionary housing program in Skyway-West Hill and North Highline (Sections 15 through 23). Under these proposals, maximum densities could only be allowed if a development meets requirements for including affordable dwelling units and/or through some limited use of the TDR program; use of the RDI program would not be allowed in these communities. This is intended to prioritize the inclusionary housing program over the TDR and RDI programs, as the inclusionary housing

Ordinance Section	King County Code Section	Current Code	Proposed Change	Intent/Rationale
				<p>program better meets the communities' desired anti-displacement and affordability goals. Additional height increases are also allowed if meeting the affordability provisions in the program to both reflect density bonuses that are provided if the inclusionary housing requirements are met and to help offset the costs of providing housing at lower cost levels. This code section needs to be updated to align with these proposals that will be located elsewhere in the code.</p>
8	21A.12.040	<p>Sets density and dimension standards for resource and commercial/industrial zones, including maximum allowed densities under the Residential Density Incentive (RDI) program in K.C.C. Chapter 21A.34 and/or the Transfer of Development Rights (TDR) program in K.C.C. Chapter 21A.37.</p>	<ul style="list-style-type: none"> • Only allows maximum densities in Skyway-West Hill and North Highline to be achieved as allowed under the inclusionary housing program. • Allows for height increases as established in the inclusionary housing program. 	<p>This ordinance proposes to create a new inclusionary housing program in Skyway-West Hill and North Highline (Sections 15 through 23). Under these proposals, maximum densities could only be allowed if a development meets requirements for including affordable dwelling units and/or through some limited use of the TDR program; use of the RDI program would not be allowed in these communities. This is intended to prioritize the inclusionary housing program over the TDR and RDI programs, as the inclusionary housing program better meets the communities' desired anti-displacement and affordability goals. Additional height increases are also allowed if meeting the affordability provisions in the program to both reflect density bonuses that are provided if the inclusionary housing requirements are met and to help offset the costs of providing housing at lower cost levels. This code section needs to be updated to align with these proposals that will be located elsewhere in the code.</p>
9	21A.34.020	<p>Establishes the areas where the RDI program can be used, including, if served by public sewers, in R-4 (residential, 4 dwelling units per acre) through R-48 (residential, 48 dwelling units per acre) zones or through mixed use development in commercial zones.</p>	<p>Prohibits use of the RDI program within Skyway-West Hill and North Highline; instead, density increases can only be achieved as allowed under the inclusionary housing program.</p>	<p>This ordinance proposes to create a new inclusionary housing program in Skyway-West Hill and North Highline (Sections 15 through 23). Under these proposals, maximum densities could only be allowed if a development meets requirements for including affordable dwelling units and/or through some limited use of the TDR program; use of the RDI program would not be allowed in these communities. This is intended to prioritize the inclusionary housing program over the TDR and RDI programs, as the inclusionary housing</p>

Ordinance Section	King County Code Section	Current Code	Proposed Change	Intent/Rationale
				<p>program better meets the communities' desired anti-displacement and affordability goals. This RDI code section needs to be updated to align with this proposal that will be located elsewhere in the code.</p>
10	21A.37.010	<p>Outlines the purpose and applicability of the TDR program.</p>	<p>Limits TDR receiving sites in Skyway-West Hill and North Highline to only be as allowed under the inclusionary housing program.</p>	<p>This ordinance proposes to create a new inclusionary housing program in Skyway-West Hill and North Highline (Sections 15 through 23). Under these proposals, maximum densities could only be allowed if a development meets requirements for including affordable dwelling units and/or through some limited use of the TDR program; use of the RDI program would not be allowed in these communities. This is intended to prioritize the inclusionary housing program over the TDR and RDI programs, as the inclusionary housing program better meets the communities' desired anti-displacement and affordability goals. This TDR code section needs to be updated to align with this proposal that will be located elsewhere in the code. this includes provisions that set certain requirements and limitations for use of TDRs in these cases (Section 18).</p>
11	21A.37.130	<p>Sets standards for the "TDR for affordable housing" pilot project, which allows for density increases via low-cost TDRs if the additional dwelling units are affordable.</p>	<p>Affordability requirement for dwelling units eligible for the density bonus is increased from 40% of Area Median Income (AMI) to 60%.</p>	<p>Eligibility for low-cost TDRs under the pilot project is proposed to be expanded. Dwelling units that are affordable at 60% of Area Median Income (AMI) are now eligible (was previously 40%). This change aligns with the options for density increases in the new inclusionary housing provisions proposed by this ordinance (Sections 15 through 23). Additionally, increasing the AMI may increase the use of the pilot program.</p>
12	21A.38.100	<p>Establishes a commercial and industrial Special District Overlay (SDO), SO-100, which applies to certain areas within North Highline.</p>	<ul style="list-style-type: none"> Clarifies the intent of the SDO is to accommodate and support existing commercial and industrial areas, and no longer focus on incentivizing redeveloped of underutilized lands commercial and industrial lands. Technical clarification to reflect the actual effective date of previously grandfathered uses. Technical corrections to uses that are listed as currently allowed under I 	<ul style="list-style-type: none"> These amendments are related to Land Use and Zoning Map Amendments numbers 9, 10 and 16 in Attachment D to this ordinance. Map amendments number 9 and 16 removes some parcels in the White Center Unincorporated Activity Center (UAC) from the SO-100 SDO; which this code section sets the development standards for. Land Use and Zoning Map Amendments number 10 adds SO-100 to several parcels in White

Ordinance Section	King County Code Section	Current Code	Proposed Change	Intent/Rationale
			<p>(Industrial) zoning but excluded from the SDO.</p> <ul style="list-style-type: none"> Removes waivers for standard code requirements for landscaping, setbacks, building heights, signage, roadway improvements, pedestrian circulation, and impervious surface and lot coverage. Changes parking exemptions that currently allow waiving some or all of required parking stalls for certain developments to now require all off-street parking stall for nonresidential developments to be reduced to at least 75% of the required amount but no less than 25%. 	<p>Center. Some parcels in the Top Hat commercial area not affected by the map amendment would also still be subject the SDO and these code provisions. As a result of the proposed map amendment, the SDO code provisions are proposed to be revised to be more applicable to the remaining parcels and to further promote pedestrian-oriented development in these key commercial areas of the North Highline community, rather than incentivizing development that would currently create a less pedestrian-friendly community. The purpose statement in the code is updated to reflect this, as well as changes to the SDO standards as follows.</p> <ul style="list-style-type: none"> The SDO was created in 1994. The SDO code at that time stated that existing commercial and industrial uses that would not already be allowed under the existing zoning code would be grandfathered as permitted uses. The code limits this allowance to uses in place as of "the effective date of the legislation" that put the SDO to those properties. For clarity, this language is updated to show the what the effective date of that legislation was (November 28, 1994). For CB (Community Business), RB (Regional Business), and O (Office) zoned properties, the SDO currently allows for uses allowed under the base zone, as well as uses allowed in the I zone except for certain industrial uses that are listed in this code section as being excluded from the SDO. This allows some additional industrial uses on these commercial properties that would not traditionally be allowed to support existing and incentivize new development on these properties; but not some of the more intensive industrial uses are not allowed to help reduce impacts on nearby residential areas. Similarly, I zoned properties in the SDO

Ordinance Section	King County Code Section	Current Code	Proposed Change	Intent/Rationale
				<p>are also currently subject to the list of excluded uses. Consistent with the other zones in the SDO, some of the more intensive industrial uses that would otherwise be allowed in the base I zone are excluded to help reduce impacts on nearby residential areas. The list of excluded uses has not been substantially reviewed or updated since its adoption in 1994.</p> <p>As part of the subarea planning work for this community, the list of uses that are normally allowed in the I zone but are excluded from the SDO was reviewed for consistency with the uses currently allowed in the I zone in the permitted use tables in K.C.C. Chapter 21A.08. This review found that several uses listed as excluded are not currently allowed in the base I zone. Given that, these uses no longer need to be called out as "excluded" from the SDO because they are not allowed to begin with. So, they are proposed to be removed from SDO provisions for consistency and clarity. Similarly, one of the uses listed as excluded is amended to match the actual use name as listed in the permitted use tables in K.C.C. Chapter 21A.08. These changes are technical in nature and do not substantively change what uses would be allowed within the SDO.</p> <ul style="list-style-type: none"> • Current SDO standards provides exemptions to normal standards for landscaping, setbacks, building heights, signage, roadway improvements, pedestrian circulation, and impervious surface and lot coverage. These exemptions were originally intended to incentivize more commercial and industrial development within the SDO. However, these exemptions can result in less pedestrian-friendly development, such as allowing unlimited building

Ordinance Section	King County Code Section	Current Code	Proposed Change	Intent/Rationale
				<p>heights that can block access to light and sun, not requiring roadway improvements such as sidewalks, and not requiring any pedestrian access within and onto the site. To reflect the community's desire to have more pedestrian-oriented development in these key commercial areas of the North Highline community, these exemptions are proposed to be removed. If adopted, developments would need to meet the normal standards in the code for landscaping, setbacks, building heights, signage, roadway improvements, pedestrian circulation, and impervious surface and lot coverage.</p> <ul style="list-style-type: none"> The current SDO provides exemptions to some or all of required parking stalls for certain developments. The waivers are complex and very granular, which can make them hard to understand and difficult to implement. They can also result in potentially waiving all required parking stalls for certain developments, which can reduce public access to key commercial areas. The community has expressed a strong desire for more commercial parking. The community also desires incentives to attract and support businesses in the community. To balance these desires, the ordinance proposes to now require all off-street parking stalls for applicable nonresidential developments to be reduced to at least 75% of the required amount but no less than 25%. The result is that parking will be less than traditionally required, which incentivizes business development, but not waived completely, which supports parking access opportunities. The language is also streamlined for clarity and consistency with other parking reductions elsewhere in code.
13	21A.38.XXX (new section)	n/a	Establishes a new section in K.C.C. Chapter 21A.38 that creates a new microenterprise	This new SDO is related to Land Use and Zoning Map Amendment 1 in Attachment D to this ordinance. This SDO would apply to

Ordinance Section	King County Code Section	Current Code	Proposed Change	Intent/Rationale
			<p>SDO in the Skyway-West Hill UAC, including development standards that:</p> <ul style="list-style-type: none"> • Limit the size of commercial spaces to 1,000 square feet or smaller. • Reduce parking standards. • Prohibit certain uses that would typically be allowed in the underlying zone. 	<p>parcels on the west side of Renton Avenue South between the two ends of the Skyway Business District. The intent is to promote small-scale commercial opportunities and provide for pedestrian-oriented retail and service uses. It also allows for a limited range commercial uses while allowing for higher residential density than is currently allowed. These changes provide for a commercial linkage between the two ends of the Skyway Business District and increase the diversity of housing choices within the UAC.</p>
14	21A.38.XXX (new section)	n/a	<p>Establishes a new section in K.C.C. Chapter 21A.38 that creates a new North Highline pedestrian oriented SDO in portions of the White Center UAC, including development standards that:</p> <ul style="list-style-type: none"> • Require pedestrian-oriented design elements for entrance placement, setbacks, building facades, and vehicle access. • Reduce parking stall requirements for nonresidential developments to be reduced to at least 75% of the required amount but no less than 25%. • Prohibit marijuana processors and producers. 	<p>This new SDO is related to Land Use and Zoning Map Amendments numbers 13, 14, 15, 16 and 17 in Attachment D to this ordinance. The proposed SDO includes requirements for pedestrian-oriented development standards, reduced parking requirements, and prohibiting marijuana producing and processing in key areas of the White Center UAC. The intent is to improve the pedestrian experience of the corridor. The pedestrian-oriented development standards are similar to some of the standards that are currently in SDO SO-090, which currently applies to these properties but is proposed for repeal in Section 24 of this ordinance; while some of the elements of SO-090 are appropriate for removal, continuing to have pedestrian-oriented development requirements on these properties reflects the community's desire for a pedestrian friendly environment in key commercial areas.</p> <p>While the community has expressed a desire for pedestrian-friendly development, they have also asked for more commercial parking. The community also desires incentives to attract and support businesses in the community. To balance these desires, the ordinance proposes to now require all off-street parking stalls for applicable nonresidential developments to be reduced to at least 75% of the required amount but no less than 25%. The result is that parking will be less than traditionally required, which incentivizes business</p>

Ordinance Section	King County Code Section	Current Code	Proposed Change	Intent/Rationale
				<p>development, but not waived completely, which supports parking access opportunities. The language is also streamlined for clarity and consistency with other parking reductions elsewhere in code.</p> <p>The prohibition on marijuana processors and producers also supports pedestrian-oriented development. This change implements one of the recommendations from the King County Marijuana Report (2019-RPT0002), which is to prohibit such uses in the pedestrian-oriented areas of North Highline, which is based on the report's finding that "marijuana producers and processors are not pedestrian-oriented uses – they are not accessible to the public and generally have no signage or indication that the business is there." The report specifically recommends that this prohibition be added to SO-090, which as noted above has pedestrian-oriented requirements. Because SO-090 is proposed for repeal, the intent of this recommendation is captured by including the prohibition in this new proposed pedestrian-oriented SDO.</p>
15	21A.XX (new chapter)	n/a	Creates a new chapter in K.C.C. Title 21A.	<p>Creates a new chapter in the zoning code for new mandatory and voluntary inclusionary housing regulations in Skyway-West Hill and North Highline as outlined in Sections 16 through 23 of this ordinance.</p> <p>"Inclusionary housing" regulations require or incentivize new residential or mixed-use developments to include a certain number of affordable dwelling units in market-rate developments. The intent of the inclusionary housing regulations is to ensure the creation of new housing units that are affordable to residents making less than the area median income in areas with high risk for displacement due to the high potential for new development in those communities. In exchange for providing affordable housing, regulatory flexibilities are provided to help offset the costs of providing housing at lower cost levels.</p>

Ordinance Section	King County Code Section	Current Code	Proposed Change	Intent/Rationale										
				<p>These proposed regulations implement one of the recommendations of the 2021 Skyway-West Hill and North Highline Anti-displacement Strategies Report (2021-RPT0112), which is to establish an inclusionary housing program in these communities, with mandatory and voluntary elements.</p>										
16	21A.XX.XXX (new section)	n/a	<p>As part of the new inclusionary housing chapter in K.C.C. Title 21A:</p> <ul style="list-style-type: none"> • Sets the purpose of the inclusionary housing regulations. 	<p>States that the goal for the inclusionary housing regulations is to increase the availability of affordable housing in areas of unincorporated King County that have high displacement risks.</p>										
17	21A.XX.XXX (new section)	n/a	<p>As part of the new inclusionary housing chapter in K.C.C. Title 21A:</p> <ul style="list-style-type: none"> • Creates definitions for the inclusionary housing regulations. 	<p>Outlines definitions for unique terms used in the new inclusionary housing regulations, in addition to the definitions in K.C.C. Chapter 21A.06.</p>										
18	21A.XX.XXX (new section)	n/a	<p>As part of the new inclusionary housing chapter in K.C.C. Title 21A:</p> <ul style="list-style-type: none"> • Sets required inclusionary housing standards in the Skyway and White Center UACs. • Sets voluntary inclusionary housing standards in the remaining areas of Skyway-West Hill and North Highline. • Prohibits use of the RDI program in these geographies. • Allows a 200% residential density bonus if 100% of the dwelling units are affordable at 60% of AMI for rental units and/or 80% of AMI for ownership units. • Allows a 150% residential density bonus if affordable housing is provided at one of the following levels: <table border="1" data-bbox="989 1149 1463 1406"> <thead> <tr> <th data-bbox="989 1149 1178 1235">% of total units that must be affordable</th> <th data-bbox="1178 1149 1463 1235">% of AMI that the units must be affordable at</th> </tr> </thead> <tbody> <tr> <td data-bbox="989 1235 1178 1292">30%</td> <td data-bbox="1178 1235 1463 1292">80% for ownership units</td> </tr> <tr> <td data-bbox="989 1292 1178 1349">25%</td> <td data-bbox="1178 1292 1463 1349">70% for rental and/or ownership units</td> </tr> <tr> <td data-bbox="989 1349 1178 1406">20%</td> <td data-bbox="1178 1349 1463 1406">60% for rental units</td> </tr> <tr> <td data-bbox="989 1406 1178 1442">15%</td> <td data-bbox="1178 1406 1463 1442">50% for rental units</td> </tr> </tbody> </table>	% of total units that must be affordable	% of AMI that the units must be affordable at	30%	80% for ownership units	25%	70% for rental and/or ownership units	20%	60% for rental units	15%	50% for rental units	<p>Requires or incentivizes, depending on the location of the development, inclusion of some affordable housing in new or majorly remodeled developments in Skyway-West Hill and North Highline in exchange for residential density bonuses. This would apply to any new residential developments or major renovations of existing residential developments, including "mixed use" developments that have both commercial and residential elements. This would apply to properties in both communities with the following zoning: R-4 through R-48 (Residential, 4 dwelling units per acre through 48 dwelling units per acre), NB (Neighborhood Business), CB (Community Business), RB (Regional Business), and O (Office).</p> <p>Based on the Anti-Displacement Report, this ordinance proposes the required inclusionary housing apply to the areas in Skyway-West Hill and North Highline with the highest opportunity for residential and commercial densities, and thus the highest risk of displacement; specifically, the Skyway and White Center UACs. In the face of these current and future conditions, the risk of displacement in both of these high-density residential and commercial areas is expected to increase as new</p>
% of total units that must be affordable	% of AMI that the units must be affordable at													
30%	80% for ownership units													
25%	70% for rental and/or ownership units													
20%	60% for rental units													
15%	50% for rental units													

Ordinance Section	King County Code Section	Current Code	Proposed Change	Intent/Rationale						
			<ul style="list-style-type: none"> ○ An additional 50% residential density bonus is allowed (a200% density bonus in total) if TDRs are used. • In the voluntary area, the density may also be increased if only using TDRs (and not the affordability levels above) as follows: <ul style="list-style-type: none"> ○ For 9 dwelling units or less, a 150% residential density bonus is allowed. ○ For 10 dwelling units or more, a 150% residential density bonus is allowed if affordable housing is provided at one of the following levels: <table border="1" data-bbox="989 521 1463 688"> <thead> <tr> <th data-bbox="989 521 1178 602">% of total units that must be affordable</th> <th data-bbox="1178 521 1463 602">% of AMI that the units must be affordable at</th> </tr> </thead> <tbody> <tr> <td data-bbox="989 602 1178 659">30%</td> <td data-bbox="1178 602 1463 659">100% for ownership units</td> </tr> <tr> <td data-bbox="989 659 1178 688">25%</td> <td data-bbox="1178 659 1463 688">80% for rental units</td> </tr> </tbody> </table> ○ Up to an additional 50% residential density bonus is allowed (a200% density bonus in total) if the affordable housing TDR pilot program in K.C.C. 21A.37.130 is used for each additional unit. 	% of total units that must be affordable	% of AMI that the units must be affordable at	30%	100% for ownership units	25%	80% for rental units	<p>development occurs. Implementing a mandatory inclusionary zoning program in these geographies now is important to ward off displacement pressures caused by this future development. To be effective, mandatory inclusionary housing regulations should be established before the start of a robust development market to capture the opportunity window to leverage the new construction activity. If the regulations are not established prior to increased rent or home values, the opportunity to add affordable units through inclusionary zoning is lost permanently. To offset the impacts of these requirements, the projects will receive density bonuses.</p> <p>To increase opportunities to combat displacement by incentivizing additional affordable housing, the affordability elements and associated density bonuses are also available, but not required, in the rest of Skyway-West Hill and North Highline.</p> <p>For either the required or incentivized inclusionary housing, the largest residential density bonus is provided to developments where all of the housing is affordable to people making less than AMI. The intent is to provide a greater development incentive for this higher number of affordable units. A lower density incentive or offset is provided for developments that choose to provide one of a range of other affordability levels (shown in the table on the left). The intent is to still provide a development incentive or offset while also recognizing that less affordable units would be provided than the 100% affordable developments. An additional density bonus is allowed if TDRs are used, in order to reflect the additional environmental conservation benefits of the development. In the voluntary area, density bonuses if only using TDRs (instead of the affordability elements of the inclusionary housing provisions) is also allowed. Though, larger developments would still be required to have some affordability</p>
% of total units that must be affordable	% of AMI that the units must be affordable at									
30%	100% for ownership units									
25%	80% for rental units									

Ordinance Section	King County Code Section	Current Code	Proposed Change	Intent/Rationale
				<p>element to ensure that the unique displacement risks of these communities are addressed.</p> <p>These proposed standards provide more affordability than what is currently allowed under the RDI program. This is to ensure that the unique affordability needs and anti-displacement risks of Skyway-West Hill and North Highline are addressed. Given this, the regulations would not allow use of the RDI program in these two geographies.</p>
19	21A.XX.XXX (new section)	n/a	<p>As part of the new inclusionary housing chapter in K.C.C. Title 21A:</p> <ul style="list-style-type: none"> Establishes how the number of affordable housing dwelling units will be calculated. Creates a fee in-lieu alternative for portions of affordable units calculations that are less than 0.5. Incentivizes dwelling units that include larger numbers of bedrooms. 	<p>Provides clarity on how the percentages of voluntary or required affordable housing dwelling units will be used to calculate the actual number of units that must be included. If the percentage results in a fraction of a dwelling unit that is less than 0.5, the unit is not required to be included and a fee will be paid instead. Additionally, affordable dwelling units with more than one bedroom are encouraged by allowing those units to count as more than "one dwelling unit" (depending on the size) for the purpose of calculating the required number of affordable units. This is to reflect the community's desire for larger, "family-sized" affordable units.</p>
20	21A.XX.XXX (new section)	n/a	<p>As part of the new inclusionary housing chapter in K.C.C. Title 21A:</p> <ul style="list-style-type: none"> Requires that the Permitting Division of the King County Department of Local Services make the initial and final determinations of the total number of the affordable and market-rate dwelling units. Require a covenant or deed restriction to be filed to ensure the appropriate number of affordable units are provided for a minimum of 50 years or for the life of the project, whichever is longer. 	<p>Ensures that:</p> <ul style="list-style-type: none"> It is clear that the Permitting Division, not project applicants, calculates and sets the number of dwelling units to be provided; the affordable units are provided for a length of time that is commensurate with the additional regulatory flexibilities that are provided; and the affordability requirements continue even if property ownership changes, reflects the minimum duration requirements in state law (50 years), and goes further in duration to be commensurate with the additional regulatory flexibilities that are provided.
21	21A.XX.XXX (new section)	n/a	<p>As part of the new inclusionary housing chapter in K.C.C. Title 21A:</p> <ul style="list-style-type: none"> sets design requirements for the affordable units; 	<p>Ensures that the affordable units are developed as required by the Comprehensive Plan, including being integrated throughout the development, constructed at similar quality as</p>

Ordinance Section	King County Code Section	Current Code	Proposed Change	Intent/Rationale
			<ul style="list-style-type: none"> • gives a 15 foot maximum height bonus for developments in the R-18, R-24, R-48, NB, CB, RB, and O zones that provide inclusionary housing, but requires additional setbacks for that portion of the building if base heights are exceeded; <ul style="list-style-type: none"> ○ except, the height limitation flexibility does not apply to the North Highline Pedestrian-Oriented SDO; and • reduces the number of required parking stalls for developments that provide inclusionary housing by 50%, with the option to reduce to 25% if supported by a parking study. 	<p>market-rate units in the development, and provide similar levels of accessible elements as the market-rate dwelling units. Also, requires the affordable units to be of similar or larger size than the market rate units; this is to reflect the community's desire for larger, "family-sized" affordable units. To further incentivize voluntary and offset mandatory affordable units, additional regulatory flexibilities are provided, including allowing increases in building heights and reductions of required parking. To limit the impacts of increased heights, setbacks for those portions of the building are increased. The height bonus is proposed to not apply to properties subject to property-specific development conditions in P-Suffix NH-PXX (the p-suffix established in Land Use and Zoning Map Amendment 17 of Attachment D to this ordinance), which sets a height limitation of 55 feet on some properties along 16th Avenue SW to help preserve the character of the downtown core of the community.</p>
22	21A.XX.XXX (new section)	n/a	<p>As part of the new inclusionary housing chapter in K.C.C. Title 21A:</p> <ul style="list-style-type: none"> • Requires community preference and affirmative marketing plans and reports for developments that provide inclusionary housing. 	<p>The Anti-Displacement Report recommended the County explore whether to require a community preference policy for projects built under the inclusionary housing program. The Report states that community preference policies "ensure that existing residents and households with connections to Skyway-West Hill and North Highline benefit from new affordable housing constructed in their neighborhoods." The County evaluated this issue and determined that incorporating community preference requirements into the inclusionary housing regulations is necessary to further reduce displacement risks. This section outlines the elements of those community preference requirements.</p>
23	21A.XX.XXX (new section)	n/a	<p>As part of the new inclusionary housing chapter in K.C.C. Title 21A:</p> <ul style="list-style-type: none"> • Allows modifications of the inclusionary housing regulations under certain circumstances. 	<p>Provides an option for the Permitting Division Director to waive requirements of the inclusionary housing regulations in cases where an applicant can show that the cost of compliance is either unduly and negatively disproportionate to or does not address the harm the regulations are intended to prevent.</p>

Ordinance Section	King County Code Section	Current Code	Proposed Change	Intent/Rationale
24.A	20.12.015	Establishes how to address regulatory conflicts between community plans that existed prior to adoption of the 1994 Comprehensive Plan	Repeal.	This code section is no longer applicable because, with the adoption of this ordinance, all pre-1994 community plans have been repealed.
24.B	21A.38.090	Sets standards for the economic redevelopment SDO in the White Center UAC	Repeal.	This repeals SO-090, which is an economic redevelopment SDO in the White Center UAC; it relates to Land Use and Zoning Map Amendments 10, 13, 14, 15, and 17 in Attachment D to this ordinance, which proposes to remove the SDO from all parcels that it currently applies to. The purpose of the SDO is to provide incentives for the redevelopment of large existing, underutilized concentrations of commercial and industrial lands within urban areas. The SDO has not been effective in incentivizing redevelopment within affected area since it was adopted in the 1994 White Center Community Action Plan. The SDO includes provisions such as building bulk requirements, parking standards, and pedestrian-oriented development standards. While these standards are proposed for repeal, some similar elements are retained in the new SDOs proposed in Sections 12 and 14 of this ordinance, as well as some property-specific development conditions proposed in the Land Use and Zoning Map Amendments in Attachment D to this ordinance.
24.C	n/a - White Center Community Action Plan portions of Attachments I, II, III and IV to Ordinance 11568	Adopts the White Center Community Action Plan	Repeal.	The recently completed North Highline subarea planning process was intended to review and update the current Action Plan and replace it with a new subarea plan. To make this change, this ordinance proposes to repeal the Action Plan in this section and adopt the new subarea plan (Section 2). Attachments I through IV of the ordinance that adopted the Action Plan (Ordinance 11568) includes both the Action Plan and Area Zoning; the zoning portion of that ordinance is still active per K.C.C. 20.12.017.M.5.a. So, only the Action Plan portion of that ordinance is proposed for repeal.
24.D	n/a - Attachments I, II, III, VI and V	Adopts the West Hill Community Plan	Repeal.	The recently completed Skyway-West Hill subarea planning process was intended to review and update the current Community Plan and Phase 1 Land Use Strategy and

Ordinance Section	King County Code Section	Current Code	Proposed Change	Intent/Rationale
	to Ordinance 11166			replace it with a new subarea plan. To make this change, this ordinance proposes to repeal the current plans in this section and adopt the new subarea plan (Section 2). The Community Plan and associated area zoning was adopted in Attachments I, II, III, VI and V to Ordinance 11166. The zoning portion of Ordinance 11166 was already "repealed" by reference in K.C.C. 20.12.017.M.4.n. So, this ordinance proposes to formally repeal all of the attachments (the Community Plan and area zoning). However, it is not proposed to repeal the whole ordinance, as there is code language that is maintained in K.C.C. 20.12.337, that is amended by this ordinance and should be retained.
24.E	n/a - Attachments F and G to Ordinance 19146	Adopts the Skyway-West Hill Phase 1 Land Use Strategy as part of the West Hill Community Plan	Repeal.	The recently completed Skyway-West Hill subarea planning process was intended to review and update the current Community Plan and Phase 1 Land Use Strategy and replace it with a new subarea plan. To make this change, this ordinance proposes to repeal the current plans in this section and adopt the new subarea plan (Section 2). The Phase 1 Land Use Strategy was adopted in Attachments F and G to Ordinance 19146. Only these attachments are proposed for repeal, as Ordinance 19146 addresses a variety of other Comprehensive Plan elements and development regulations, which need to be maintained.
25	n/a	n/a	Severability.	Standard King County severability language.