

Issaquah Affordable Housing Snapshot

Demographic Data		Housing Costs	
Population: 38,690 Subregion: East King County Owners: 59% Renters: 41%	Land Zoned Residential: 46% (including mixed-use) Single-Family Zoning: 61.87% Multifamily Zoning: 12.7%	Average Estimated Rent: \$2,250 Rent Change (2019-2020): +5% <small>Source: RentCafe Rental Market Trends, Issaquah</small>	Median Estimated Home Value: \$710,000 Median Home Value Change (2018-19): -4.49% <small>Source: Zillow, calculated using ZHVI from 6/2018 and 6/2019</small>
People Experiencing Homelessness: Sheltered (East King County): 586 people Unsheltered (East King County): 446 people <small>Sources: 2018 ACS 5-Year Estimates, 2020 AllHome Count Us In report, OFM Population Estimates April, 1 2020</small>		Cost burdened - Households that spend over 30% of income on housing and may have difficulty affording other necessities such as food, transportation, and medical care. <ul style="list-style-type: none"> • 43.5% of rental households are cost-burdened • 26.2% of households with a mortgage are cost-burdened <small>Source: 2018 ACS 5-year estimates</small>	

Equity and Affordability: A household in Issaquah must earn **\$90,000/year** or **\$43/hour** to afford the average market-rate rental.
2018 King County Median Household Income (Annual by race): **Black:** \$55,152 | **Hispanic or Latino:** \$66,853 | **Asian:** \$111,609 | **White:** \$100,298
Source: [King County Economic Indicators, MHI by Race](#)

	FUND SOURCE	ZONING & LAND USE	SPECIAL POPULATION & INCLUSIVE HOUSING	INCENTIVES & EXEMPTIONS	PARTNERSHIPS & COLLABORATION
COMMITMENTS	<ul style="list-style-type: none"> • Ensure that AH created using public incentives or assistance remains affordable for the longest term possible. 	<ul style="list-style-type: none"> • Protect existing neighborhood character, while encouraging compatible infill/redevelopment. • Promote diverse housing types, sizes, styles, affordable for rental & ownership at all income levels. • Encourage high-density & MUR housing near commercial centers/transit. • Encourage energy efficiency, sustainability, & conservation measures in new housing. • Encourage ADU development in SF zones. • Consider new regulations/changes to land use/development capacity effects will have on housing supply and live/work balance. • Consider giving priority to AH on surplus, public-owned land. 	<ul style="list-style-type: none"> • Ensure city programs, regulations, & land use practices provide equal access for all classes. • Allow special needs housing in all residential areas. • Support a range of housing options & services to move homeless persons/families to long-term financial independence. • Support aging in place. • Promote awareness of Universal Design standards. 	<ul style="list-style-type: none"> • Consider requiring AH (or equivalent payment) when up/rezoning. • Use incentives to offset increased costs of affordable housing for builders. • Use exemptions to offset increased costs of affordable housing for builders. • Consider using transfer of development rights (TDR) to assist with the dev. and preservation of AH. 	<ul style="list-style-type: none"> • Support regional efforts to prevent homelessness. • Collaborate regionally to assess the need for, and create, affordable and special needs housing. • Work with other jurisdictions to achieve a geographic balance in siting special needs housing throughout the region.
POLICIES	<ul style="list-style-type: none"> • Adopted HB 1406 (RCW 82.14.540) authorizing portion of state sales tax for AH through ARCH. 3.04.028 • In the case for a fractional housing unit, payment in lieu is allowed. 18.21.040 • MFTE in one residential target area. 3.09 	<ul style="list-style-type: none"> • MIZ in certain areas depending on household income targets. 18.21.070 • MUR is permitted for those zones which permit both MF and commercial/office use (18.06). MUR is limited by zoning density or FAR (18.07 C1S 4.4). Parking determined for the MUR by combining requirements of residential and commercial use. • ADUs allowed in SF, MFH, MUR zones; provided units meet criteria (18.07.450). The principal unit must be owner-occupied. Applications require Level 0 review. 18.04 • AH often required in development agreements. 	<ul style="list-style-type: none"> • Administrative adjustment of senior housing standards allows senior housing to be occupied by persons with special housing needs 18.07.390. • Parking req. for groups other than seniors must meet MFH dev. standards (18.09.050) unless within ¼ mi of Transit Center. 8.130. 	<ul style="list-style-type: none"> • Open space requirements are reduced by 50%. 18.21.040 D2 • AH dev. is eligible for impact fee waivers provided in 3.63.030 B, 3.71.040 A, 3.72.040 A, & 3.73.040 A. • AH is eligible for the following fee waivers: some utility connection charges, building permit fees/plan check, mitigation, land use permit & public works. Resolution 2008-13 • Senior housing dev. in permitted zones are eligible for density bonus. 18.07.320 • Parking req. reductions for senior housing. 18.07.390 • Parking adjustments for AH units by administrative approval. 18.09.060 • Parking adjustments for building entrances within ¼ mile of the Issaquah Transit Center. CIS 8.130 	<ul style="list-style-type: none"> • ARCH • EHSF • SCA • AWC

ADU	Accessory Dwelling Unit
AH	Affordable Housing
AMI	Area Median Income
ARCH	A Regional Coalition for Housing
AWC	Association of Washington Cities
DADU	Detached Accessory Dwelling Unit
Devs	Developments (affordable housing developments)
EHSF	Eastside Human Services Forum
EKC	East King County
FAR	Floor Area Ratio
KC	King County
MFH	Multi-Family Housing
MFTE	Multi-Family Tax Exemption
MIZ	Mandatory Inclusionary Zoning
MUR	Mixed-Use Residential
NKC	North King County
NP	Nonprofit
NUHSA	North Urban Human Services Alliance
PHA	Public Housing Authority
PSH	Permanent Supportive Housing
PTE	Property Tax Exemption
RTA	Residential Target Areas
SCA	Sound Cities Association
SF	Single Family
SKC	South King County
SKHHP	South King Housing and Homelessness Partners
TDR	Transfer of Development Rights
TOD	Transit Oriented Development

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