

Making Room for Housing near Transit

Options for Policy Reform in the Puget Sound Region

Yonah Freemark, Lydia Lo, Olivia Fiol, Gabe Samuels, and Andrew Trueblood

New construction has slowed in recent decades in the Puget Sound region. As a result, there is not enough housing to meet demand.

More than a third of the region's renters spent more than 35 percent of their income on rent in 2020.

One explanation for current conditions is the presence of restrictive zoning policies. **One-third of transit-adjacent land is zoned for single-family homes**, limiting housing construction overall.

Statewide zoning reforms could **increase housing production throughout the region by up to 70 percent**. That new housing could be built near the numerous light rail and bus rapid transit lines planned to be operational by 2040 and funded by taxpayer-approved referendums.

A diversity of zoning reforms scaled to community needs is necessary.

Changes could include allowing two- to four-unit buildings in single-family neighborhoods and encouraging increased housing density right next to stations.

Despite being home to a thriving economy known for disruption and innovation, the Puget Sound region has a housing problem. Specifically, it suffers from high costs and increased crowding because of limited housing availability. The 200,000 new housing units added over the last decade are not enough to keep pace with the region's record-setting population growth.

This inadequate housing supply can be partially attributed to zoning restrictions around many public transit stations. Many of the region's municipalities require parking in association with new housing, increasing construction costs. Some inhibit the construction of multifamily housing altogether, even though such units would provide residents access to the growing network of bus and rail lines.

The Puget Sound region has a unique opportunity to build on its strengths by expanding access to housing near transit, which will provide affordable and sustainable transportation options for all. Here, we show how different zoning policies could affect housing stock near transit in jurisdictions across the region. Additional information about these proposed reforms is available in the accompanying report.

Imagining Housing-Rich Neighborhoods near Transit

New land-use regulations could encourage mixed-use, vibrant communities



URBAN INSTITUTE

Source: Illustration by TBD Studio for the Urban Institute.

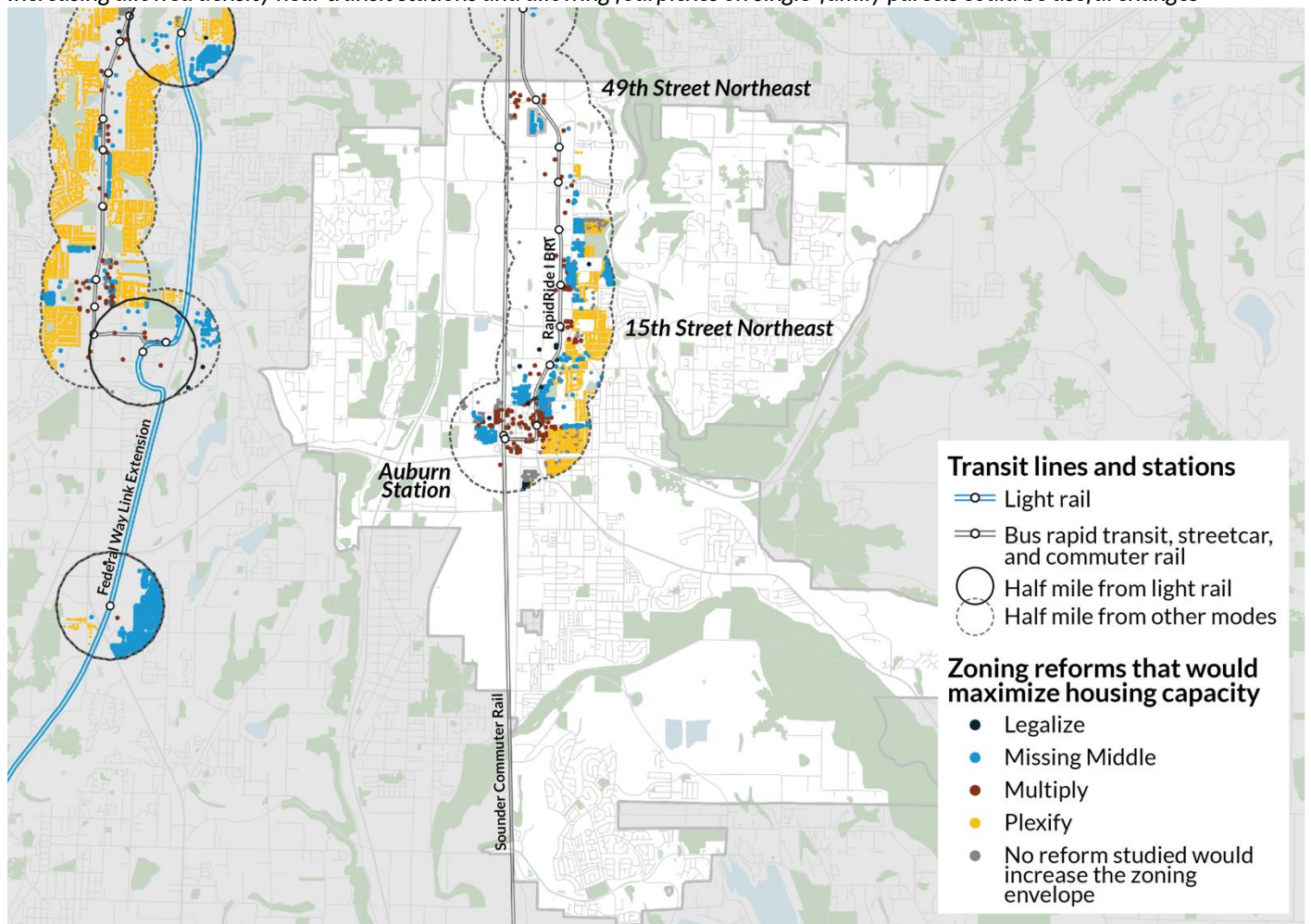
Auburn

Auburn, a community in the southern portion of the Puget Sound region, housed 87,000 people in 2021. Currently, a single Sounder commuter rail line serves Auburn, but by 2040, its residents will have access to high-quality transit service at nine stations on the RapidRide I bus rapid transit line thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 19 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Auburn policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near existing and planned rail and bus rapid transit stations in Auburn and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the “Plexify” reform) could make way for about 2,000 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”), especially in the area around the Sounder rail station, could make way for more than 17,000 units.

Zoning Reforms Could Make Room for 24,000 More Homes near Transit in Auburn

Increasing allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Notes: BRT = bus rapid transit. Analysis does not account for accessory dwelling units.

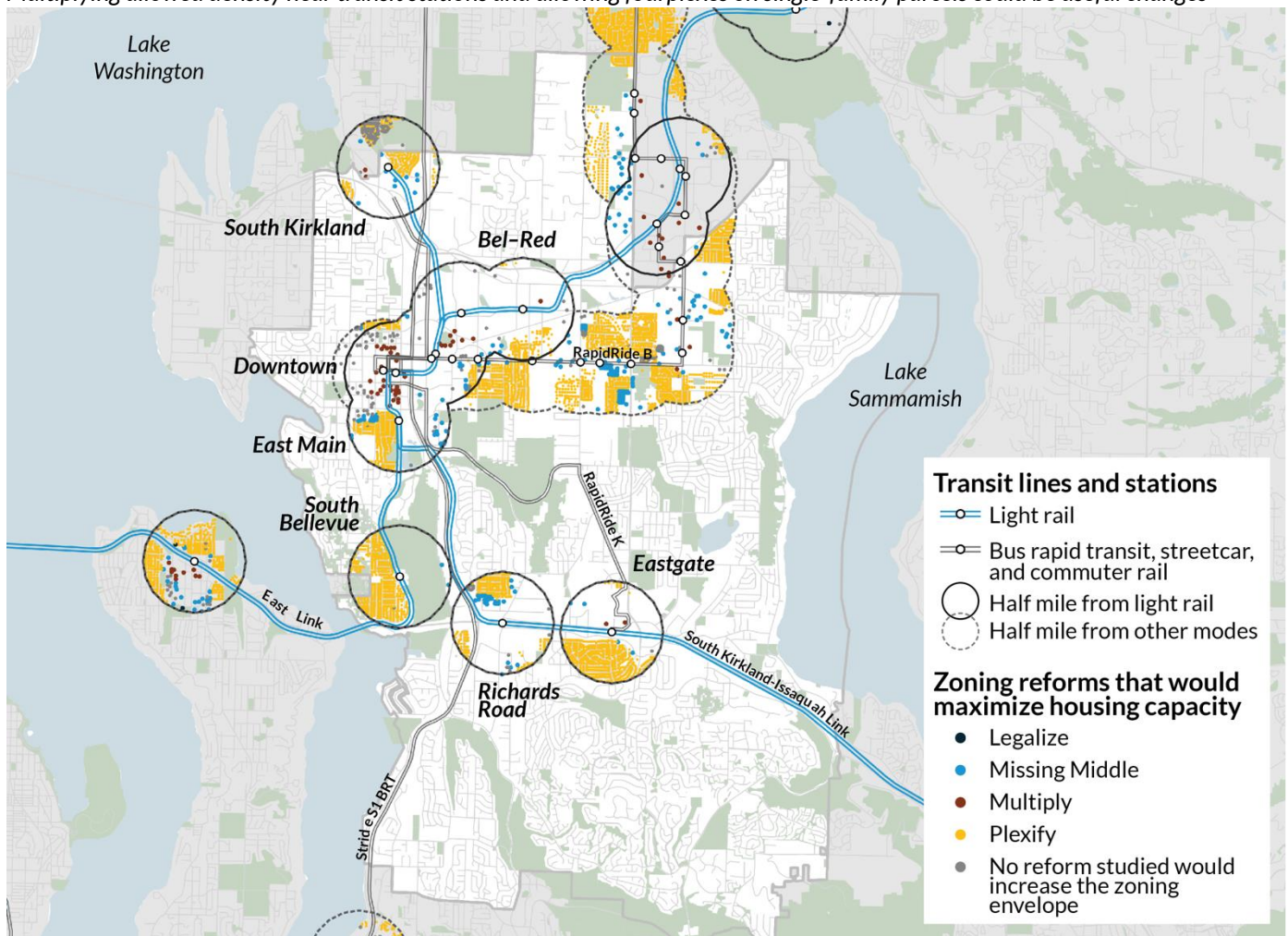
Bellevue

Bellevue, a community in the center of the Puget Sound region, housed 149,000 people in 2021. Currently, one bus rapid transit line serves Bellevue, but by 2041, its residents will have access to high-quality transit service at a dozen stations, including several on Link light rail lines, thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 41 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Bellevue policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near existing and planned transit stations in Bellevue and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the “Plexify” reform), such as in South Bellevue, could make way for 11,000 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”), especially downtown, could make way for almost 10,000 units.

Zoning Reforms Could Make Room for 28,000 More Homes near Transit in Bellevue

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Notes: BRT = bus rapid transit. Analysis does not account for accessory dwelling units.

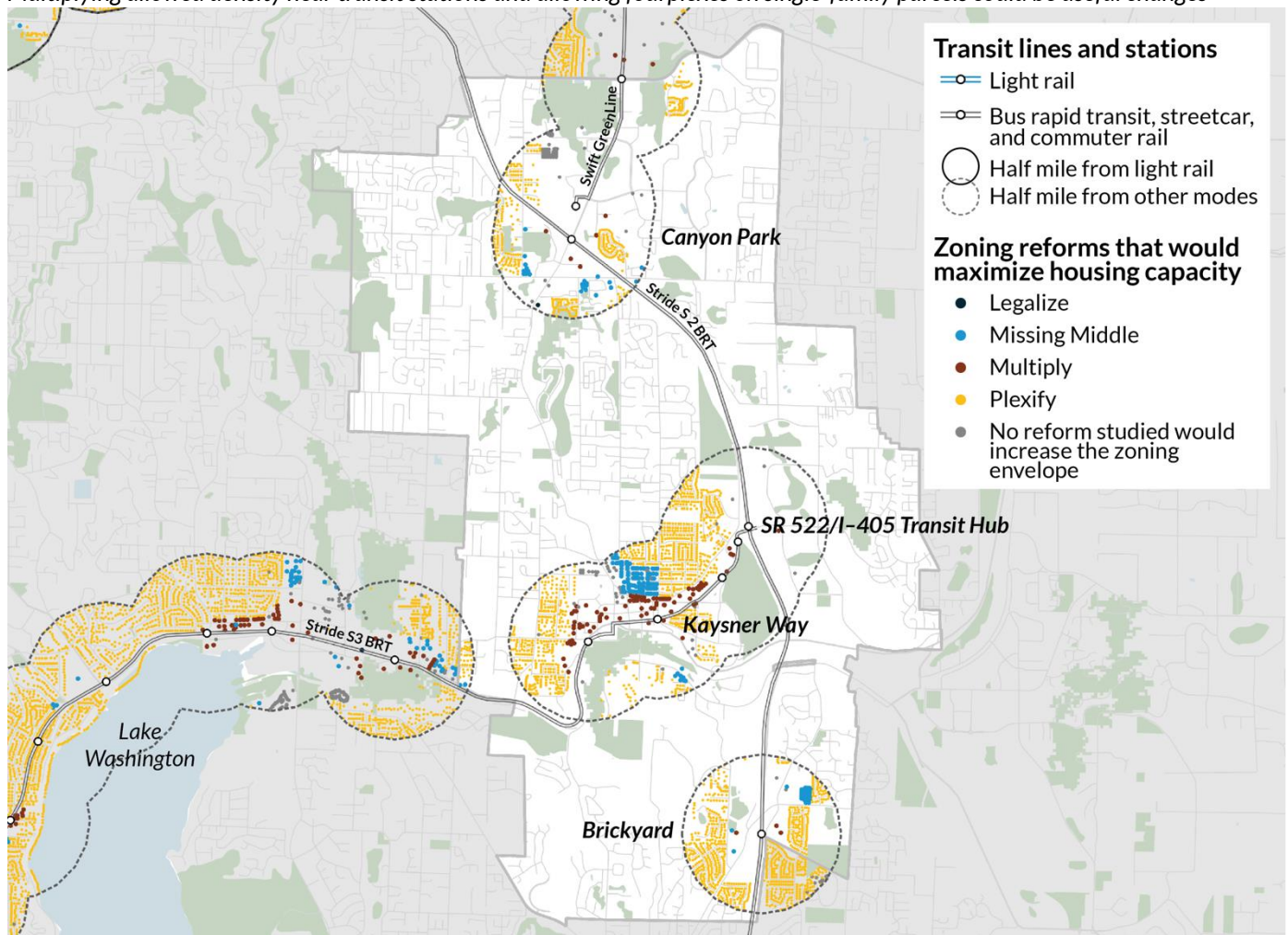
Bothell

Bothell, a community in the northeast portion of the Puget Sound region, housed 46,000 people in 2020. Currently, one bus rapid transit line serves Bothell, but by 2027, its residents will have access to high-quality transit service at nine stations, including service along two Stride bus rapid transit routes, thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 34 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Bothell policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near existing and planned bus rapid transit stations in Bothell and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the “Plexify” reform) could make way for 5,500 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”), such as along the Stride S3 bus rapid transit line, could make way for 12,000 units.

Zoning Reforms Could Make Room for 22,000 More Homes near Transit in Bothell

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Notes: BRT = bus rapid transit. Analysis does not account for accessory dwelling units.

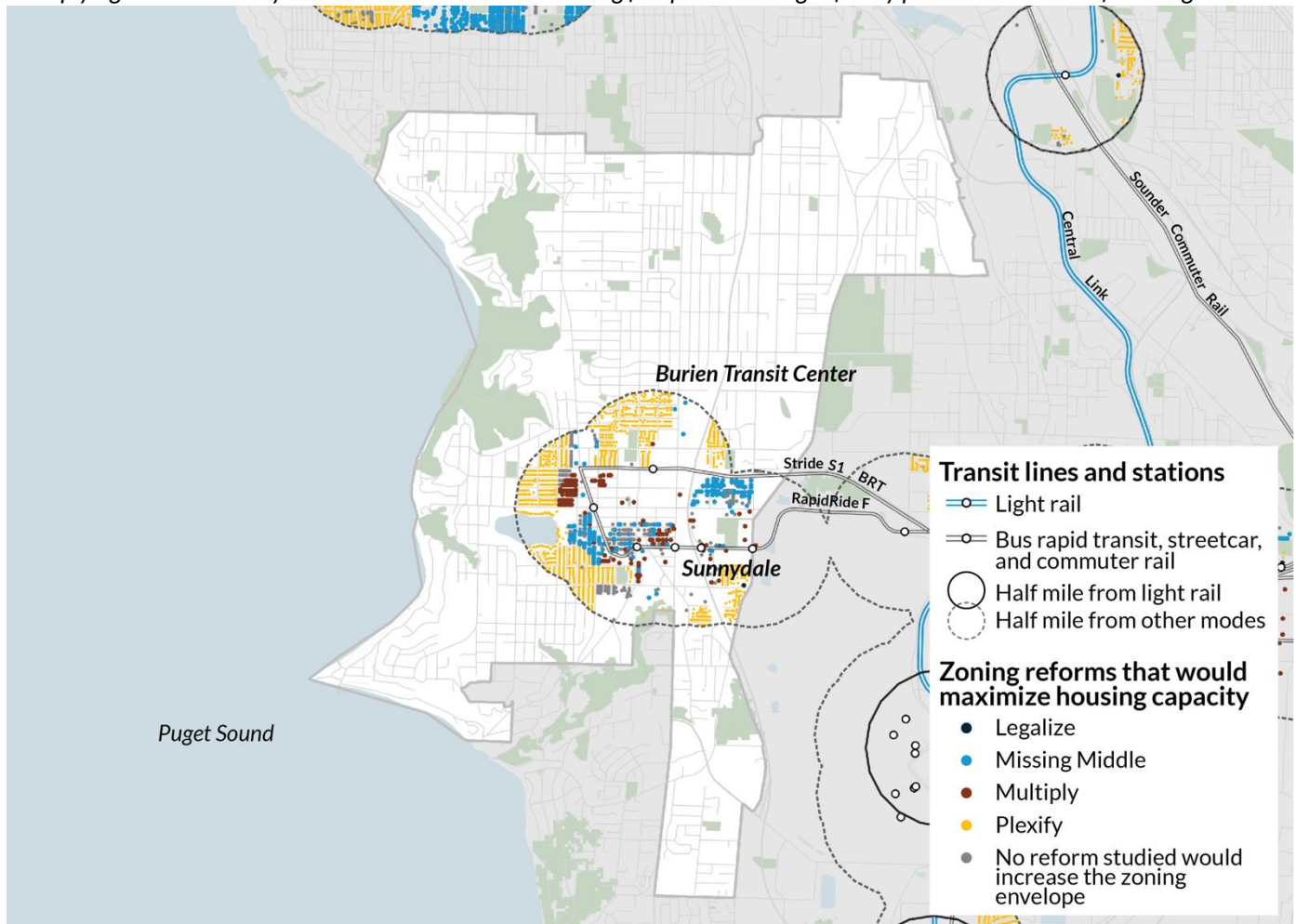
Burien

Burien, a community south of the city of Seattle, housed 52,000 people in 2020. Currently, one bus rapid transit line serves Burien, but by 2026, its residents will have access to high-quality transit service on a new route—the Stride S1 bus rapid transit line—thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 30 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Burien policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near existing and planned bus rapid transit stations in Burien and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the “Plexify” reform), such as around the transit center, could make way for 3,000 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”) could make way for about 3,400 units along the city’s two bus rapid transit lines.

Zoning Reforms Could Make Room for 7,000 More Homes near Transit in Burien

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Notes: BRT = bus rapid transit. Analysis does not account for accessory dwelling units.

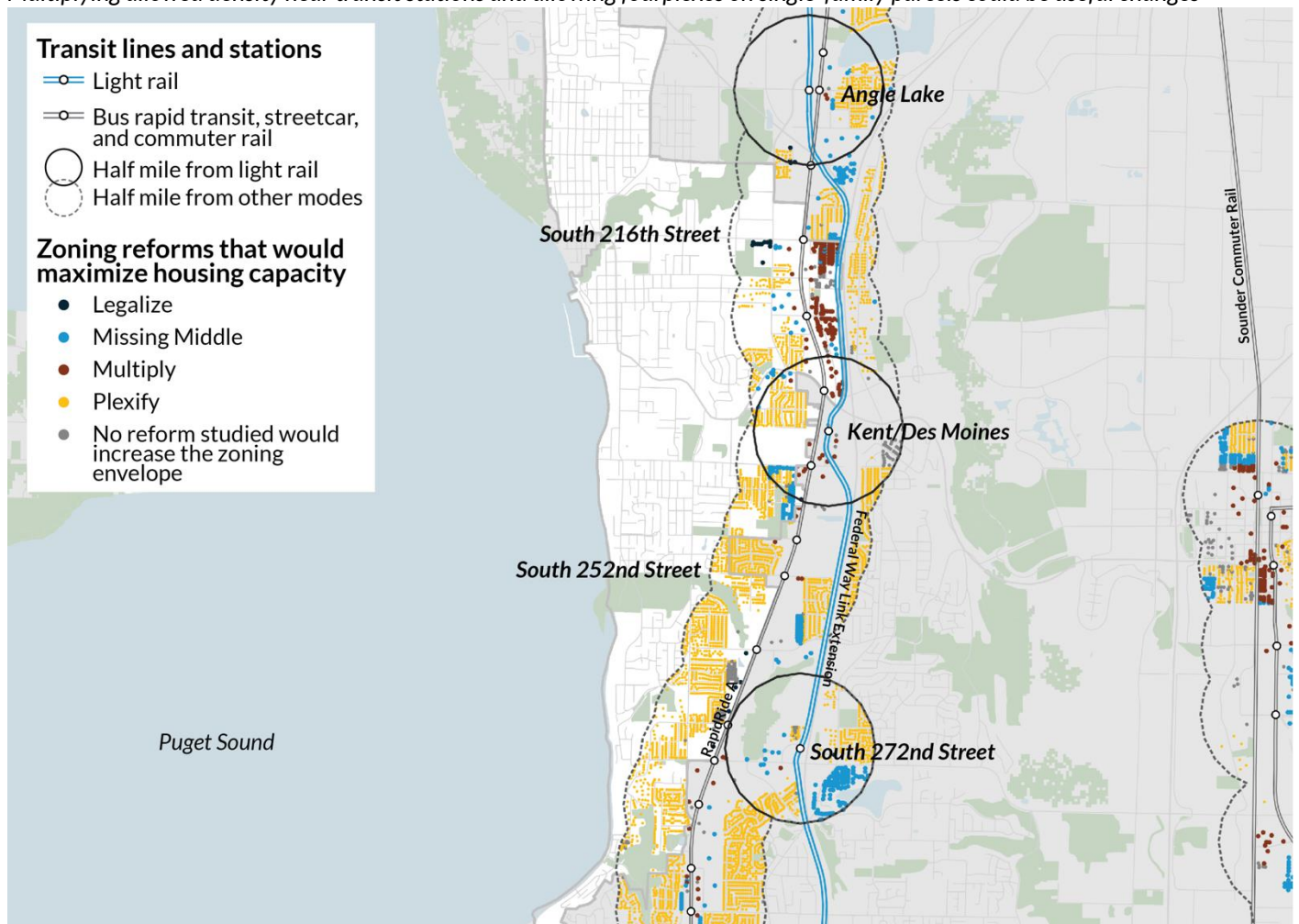
Des Moines

Des Moines, a community in the southern portion of the Puget Sound region, housed 32,000 people in 2020. Currently, one bus rapid transit line serves Des Moines, but by 2024, its residents will have access to high-quality transit service at new light rail stations thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 37 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Des Moines policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near existing and planned rail and bus rapid transit stations in Des Moines and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the “Plexify” reform) could make way for 4,000 new units along the RapidRide A line. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”), such as near the Kent/Des Moines Link station, could make way for 9,500 units.

Zoning Reforms Could Make Room for 16,000 More Homes near Transit in Des Moines

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Note: Analysis does not account for accessory dwelling units.

DuPont

DuPont, a community at the far southwestern edge of the Puget Sound region, housed 9,500 people in 2020. Currently, DuPont has no fixed-guide transit service, but by 2045, its residents will have access to high-quality transit service at a new Sounder commuter rail station thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 13 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, DuPont policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near the planned rail transit station in DuPont and identify which types of zoning reform could lead to the most new housing. Legalizing residential uses on properties zoned only for commercial uses within a half mile of the Sounder station (the “Plexify” reform) could make way for 2,000 new units. Allowing a doubling of housing units within a quarter mile of the station (“Multiply”) could make way for about 500 units.

Zoning Reforms Could Make Room for 3,000 More Homes near Transit in DuPont

Multiplying allowed density near the transit station and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Note: Analysis does not account for accessory dwelling units.

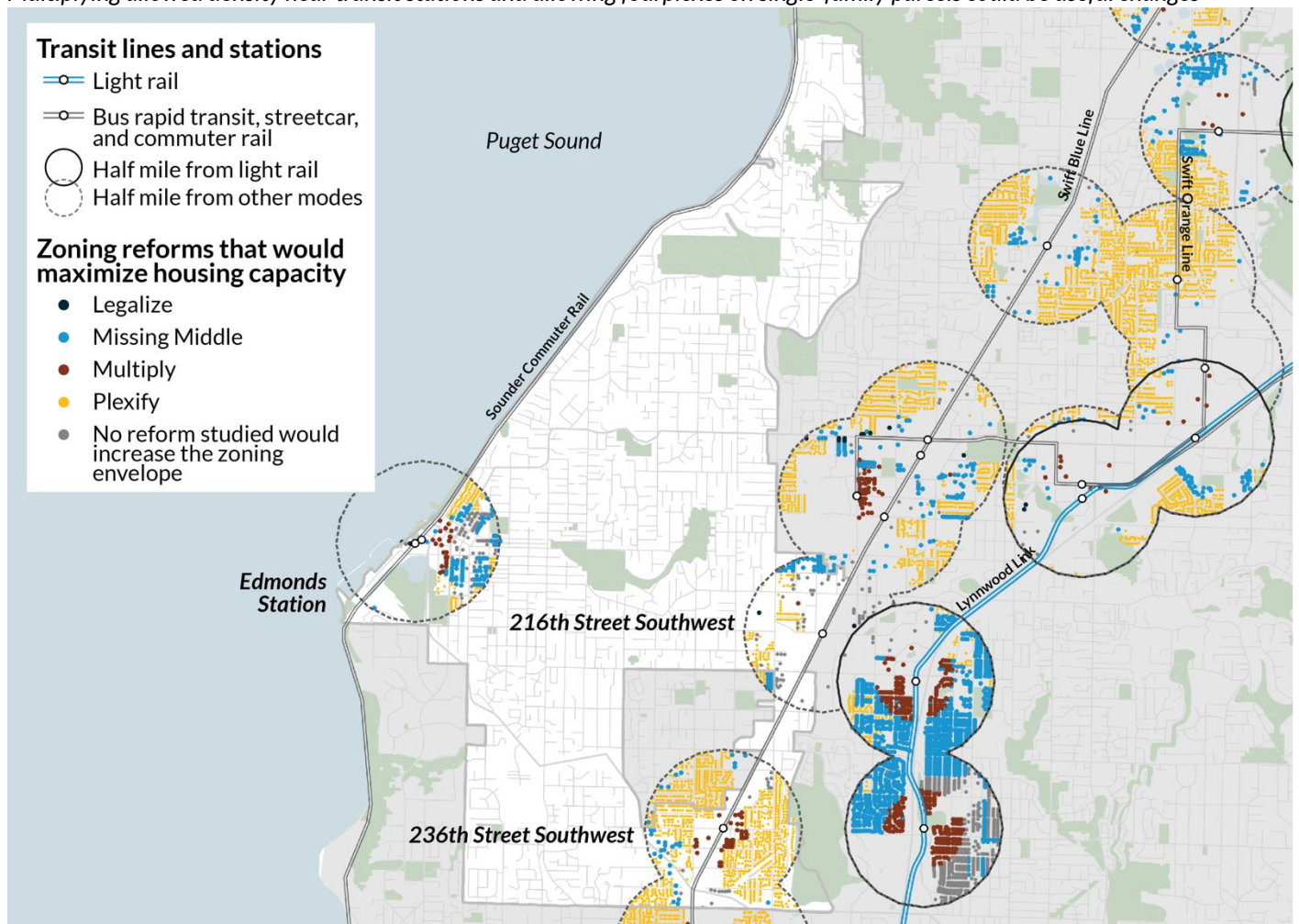
Edmonds

Edmonds, a community in the northern portion of the Puget Sound region, housed 42,000 people in 2020. Currently, Edmonds is served by the Sounder commuter rail line and the Swift Blue Line bus rapid transit line. By 2024, its residents will also have access to high-quality transit service at two light rail stations in nearby Mountlake Terrace thanks to a major voter-approved investment in Sound Transit. This transit service will be within easy walking distance of 25 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Edmonds policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near existing and planned rail and bus rapid transit stations in Edmonds and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the “Plexify” reform), especially along the Swift Blue Line, could make way for 2,500 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”), especially near the Sounder station, could make way for 7,000 units.

Zoning Reforms Could Make Room for 14,000 More Homes near Transit in Edmonds

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Note: Analysis does not account for accessory dwelling units.

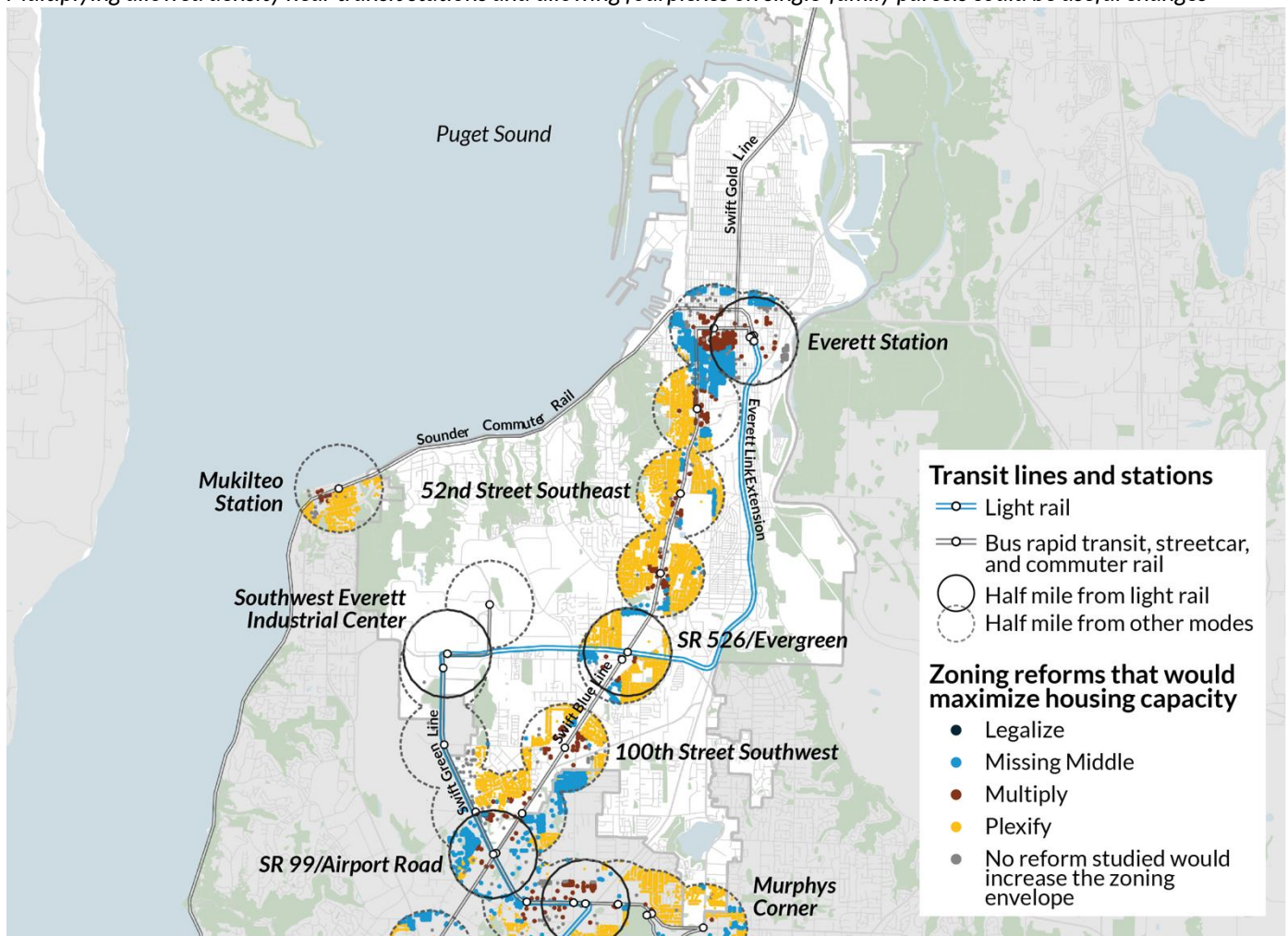
Everett

Everett, a large city on the northern edge of the Puget Sound region, housed 111,000 people in 2021. Currently, a bus rapid transit line and a commuter rail line serve Everett, but by 2041, its residents will have access to high-quality transit service at additional stations along Link light rail thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 34 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Everett policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near existing and planned transit stations in Everett and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the “Plexify reform), especially along the Swift Blue Line, could make way for 11,000 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”), particularly downtown, could make way for 35,000 units.

Zoning Reforms Could Make Room for 55,000 More Homes near Transit in Everett

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Note: Analysis does not account for accessory dwelling units.

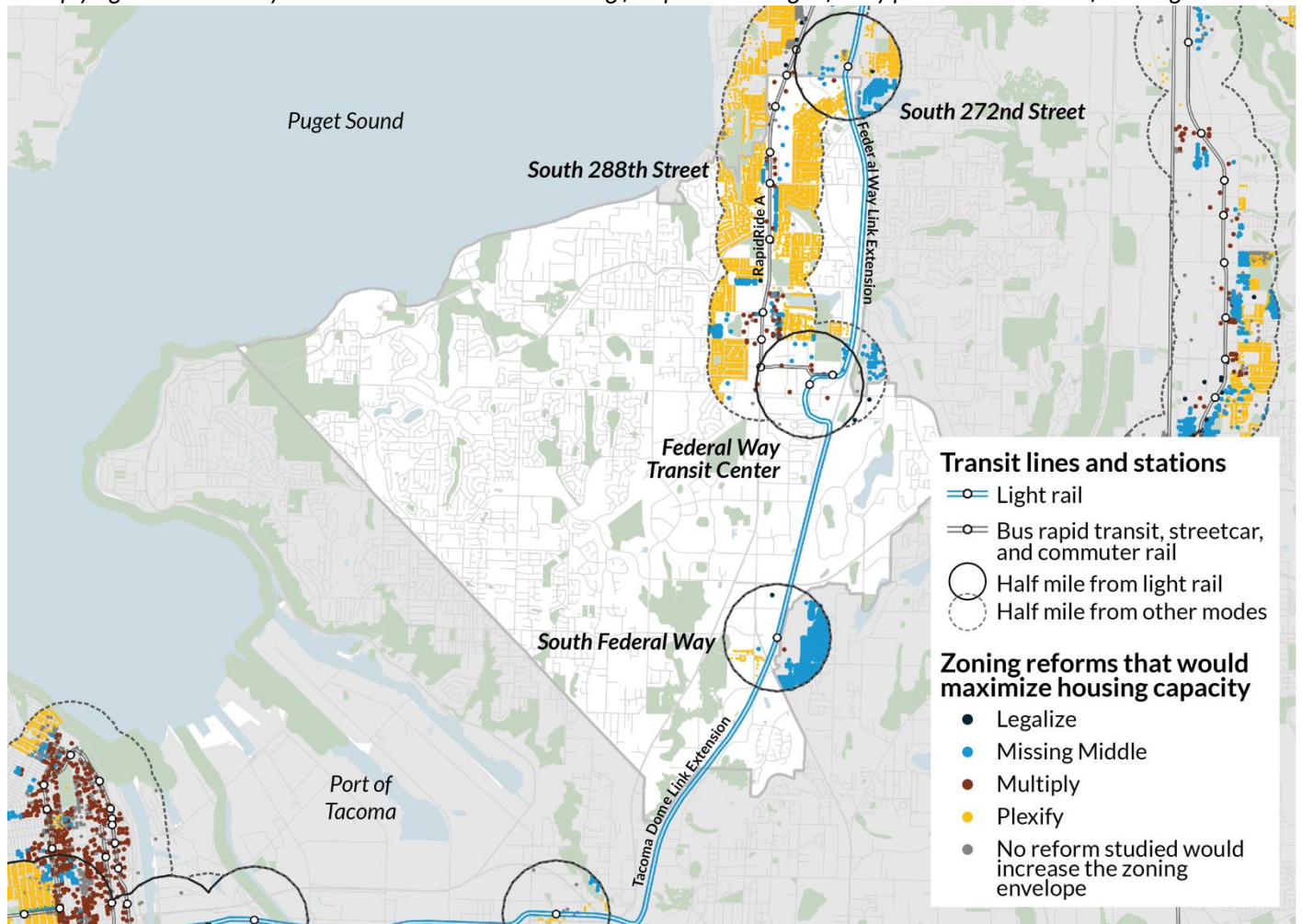
Federal Way

Federal Way, a community in the southern portion of the Puget Sound region, housed 99,000 people in 2021. Currently, one bus rapid transit line—RapidRide A—serves Federal Way, but by 2032, its residents will have access to high-quality transit service at three new Link light rail stations thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 19 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Federal Way policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near existing and planned rail and bus rapid transit stations in Federal Way and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the “Plexify” reform), such as along the RapidRide A route, could make way for 7,000 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”), including near the transit center, could make way for 13,000 units.

Zoning Reforms Could Make Room for 25,000 More Homes near Transit in Federal Way

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Note: Analysis does not account for accessory dwelling units.

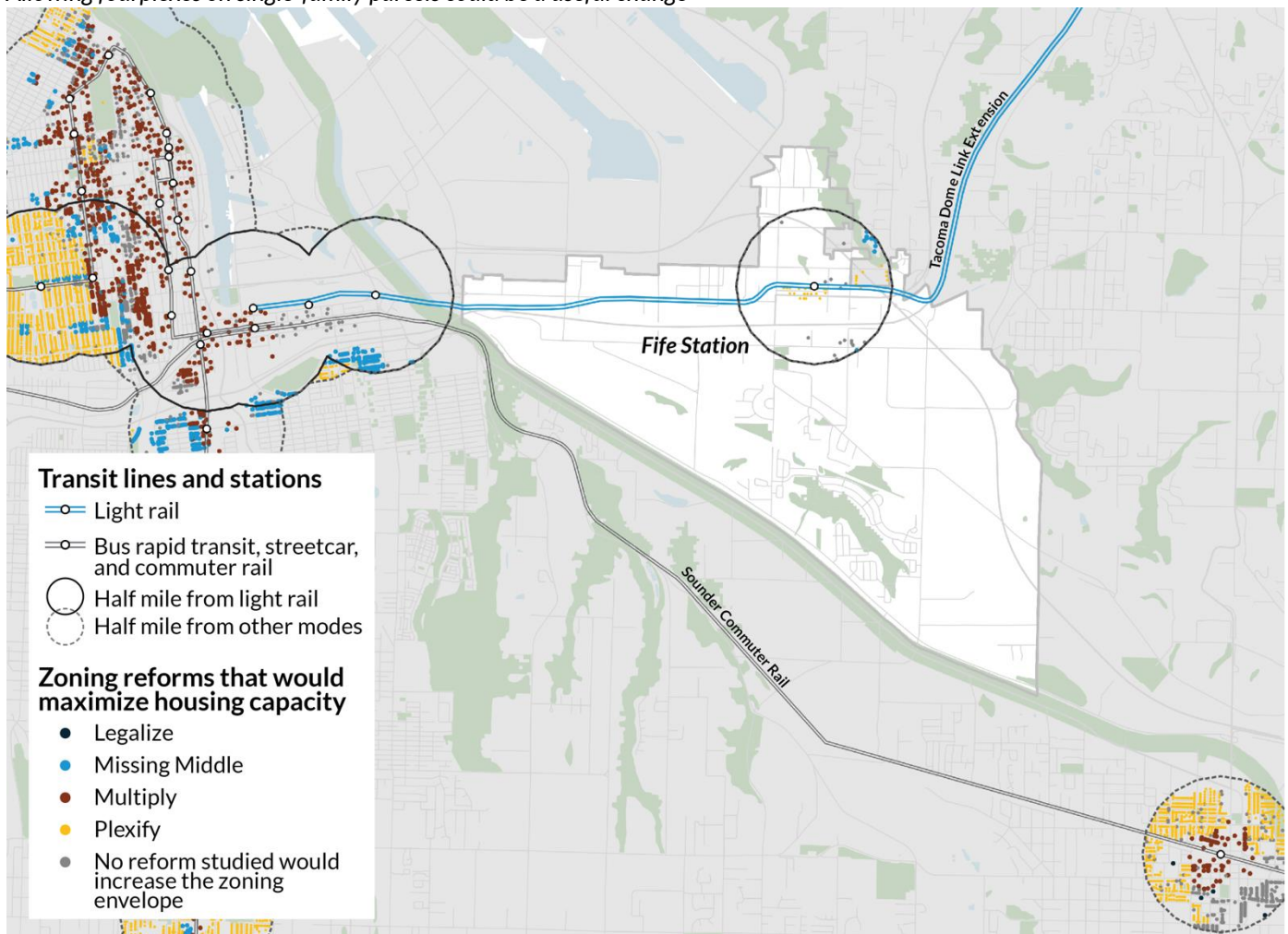
Fife

Fife, a community east of Tacoma and in the southern portion of the Puget Sound region, housed 10,000 people in 2020. Currently, no fixed-guideway transit lines serve Fife, but by 2032, its residents will have access to high-quality transit service at a new Link light rail station thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 10 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Fife policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near the planned light rail transit station in Fife and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of the station (the “Plexify reform”) could make way for 80 new units.

Zoning Reforms Could Make Room for 80 More Homes near Transit in Fife

Allowing fourplexes on single-family parcels could be a useful change



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Note: Analysis does not account for accessory dwelling units.

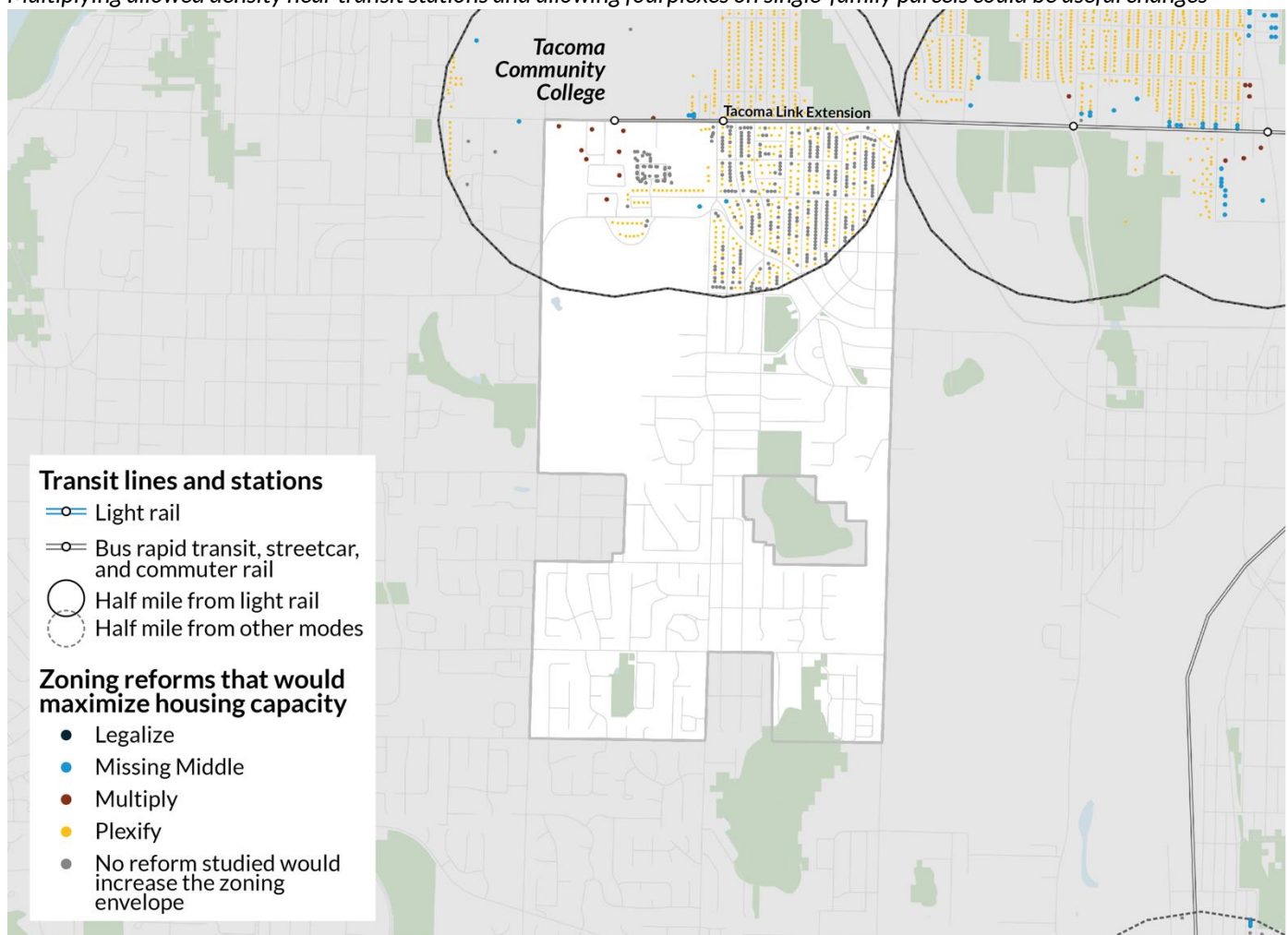
Fircrest

Fircrest, a small community west of Tacoma and in the southern portion of the Puget Sound region, housed 6,800 people in 2020. Currently, no fixed-guideway transit lines serve Fircrest, but by 2023, its residents will have access to high-quality transit service at two new stations along the Tacoma Link line thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 31 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Fircrest policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near the planned rail stations in Fircrest and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the “Plexify” reform) could make way for almost 400 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”), particularly in the area around Tacoma Community College, could make way for about 450 units.

Zoning Reforms Could Make Room for 850 More Homes near Transit in Fircrest

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Note: Analysis does not account for accessory dwelling units.

Issaquah

Issaquah, a community in the far southeast portion of the Puget Sound region, housed 39,000 people in 2020. Currently, no fixed-guideway transit lines serve Issaquah, but by 2041, its residents will have access to high-quality transit service at a new Link light rail station thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 4 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Issaquah policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near the planned light rail station in Issaquah and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of the station (the “Plexify” reform) could make way for 70 new units.

Zoning Reforms Could Make Room for 70 More Homes near Transit in Issaquah

Allowing fourplexes on single-family parcels could be a useful change



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Note: Analysis does not account for accessory dwelling units.

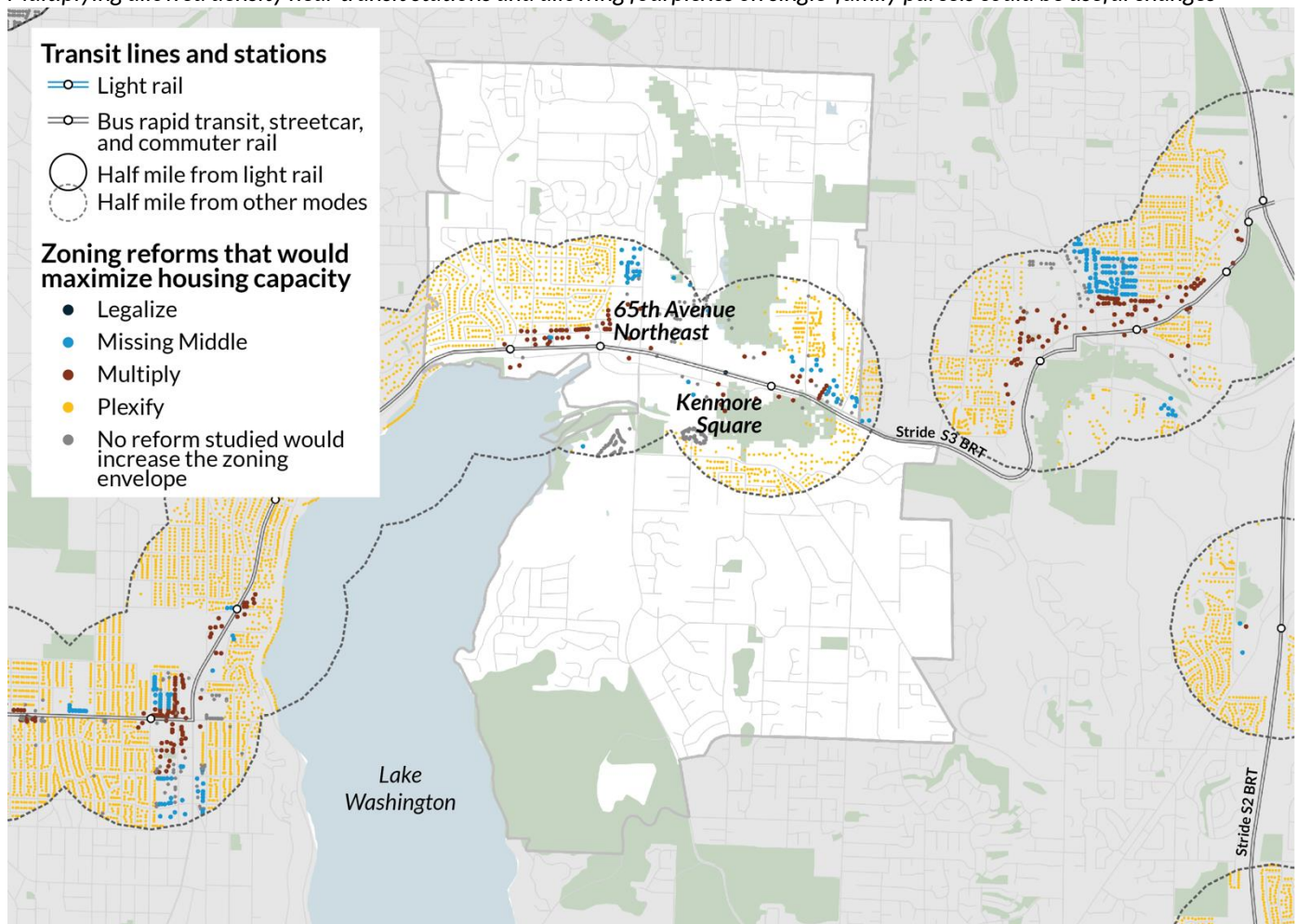
Kenmore

Kenmore, a community in the northeast portion of the Puget Sound region, housed 23,000 people in 2020. Currently, no fixed-guideway transit lines serve Kenmore, but by 2027, its residents will have access to high-quality transit service at three new bus rapid transit stations along the Stride S3 line thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 30 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Kenmore policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near planned bus rapid transit stations in Kenmore and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the “Plexify” reform) could make way for 2,700 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”), particularly in the area directly adjacent to the planned Stride S3 bus rapid transit line, could make way for 1,700 units.

Zoning Reforms Could Make Room for 5,000 More Homes near Transit in Kenmore

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Notes: BRT = bus rapid transit. Analysis does not account for accessory dwelling units.

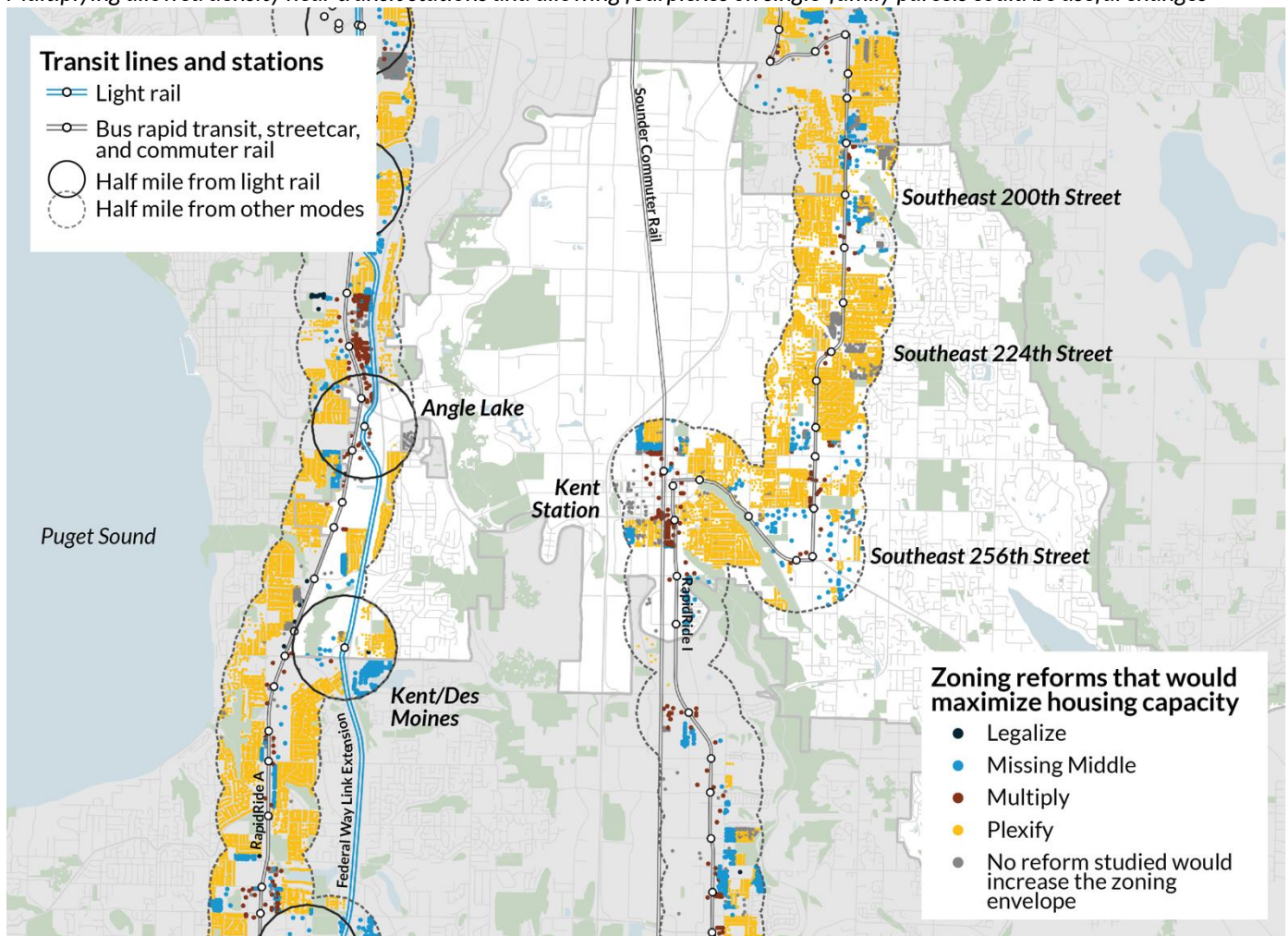
Kent

Kent, a community in the southern portion of the Puget Sound region, housed 135,000 people in 2021. Currently, Kent is served by light rail, commuter rail, and bus rapid transit. By 2024, its residents will have access to high-quality transit service at more than a dozen stations, including at the new Kent/Des Moines Link light rail stop, thanks to voter-approved investment in Sound Transit and other regional transit providers. This transit service will be within easy walking distance of 36 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Kent policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near existing and planned rail and bus rapid transit stations in Kent and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the "Plexify" reform) could make way for 14,000 new units. Allowing a doubling of housing units within a quarter mile of stations ("Multiply"), such as the Sounder commuter rail station, could make way for 15,000 units.

Zoning Reforms Could Make Room for 36,000 More Homes near Transit in Kent

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Note: Analysis does not account for accessory dwelling units.

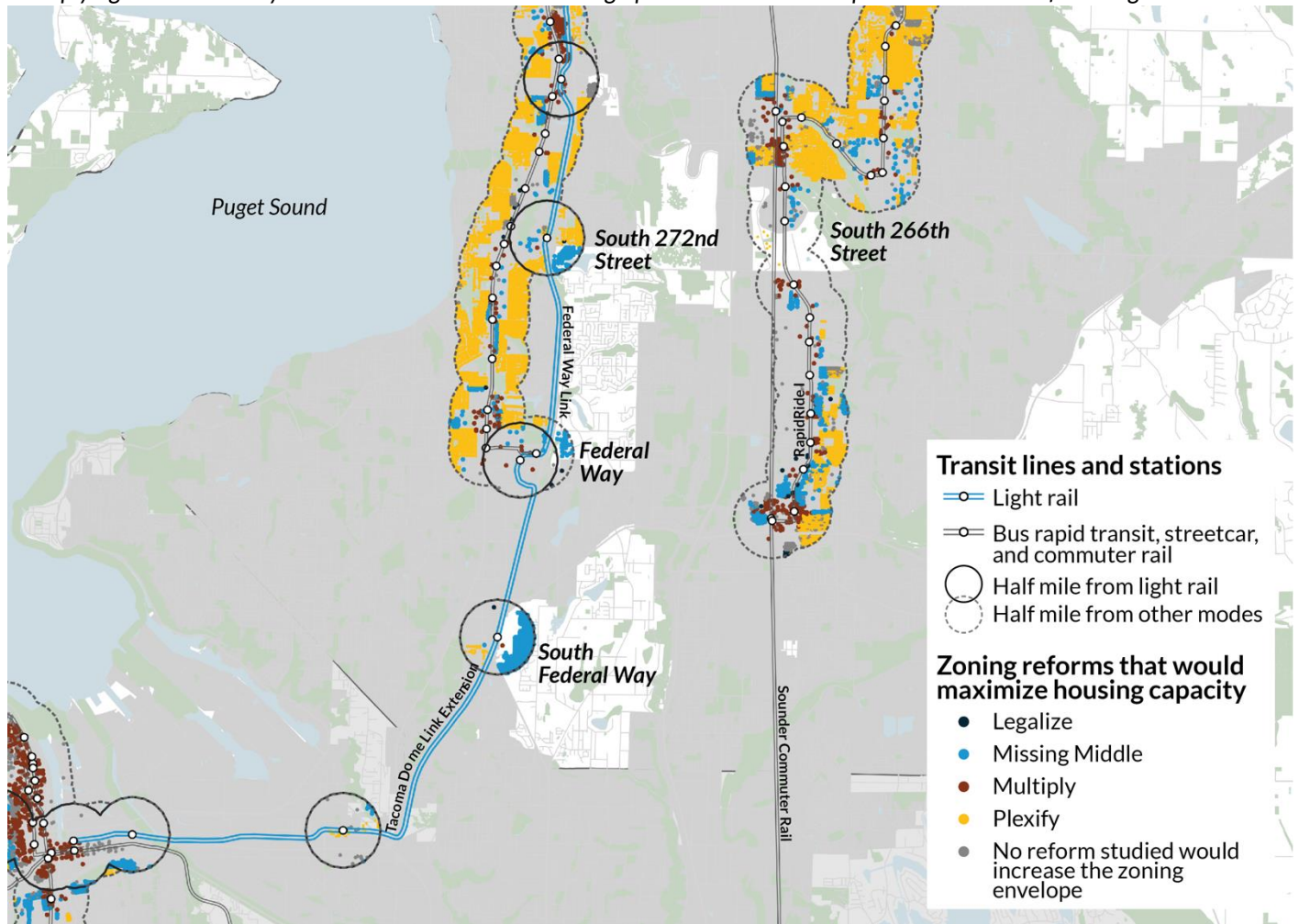
Unincorporated King County

Portions of unincorporated King County are located between Auburn and Federal Way. This area—called Lakeland—is currently served by Sounder commuter rail, but by 2032, its residents will have access to high-quality transit service at three new Link light rail stations, plus new bus rapid transit stations along the RapidRide I route, thanks to a voter-approved investment in Sound Transit and other regional public transportation providers. To ensure better access to transit, less polluting commutes, and a more affordable housing market, King County policymakers could encourage construction by altering land-use regulations.

Below, we map properties near existing and planned rail and bus rapid transit stations in unincorporated King County and identify which types of zoning reform could lead to the most new housing. Allowing up to 12 units on small parcels within a half mile of stations (the “Missing Middle” reform) could make way for 8,000 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”) could make way for 1,000 units.

Zoning Reforms Could Make Room for 12,000 More Homes near Transit in Unincorporated King County

Multiplying allowed density near transit stations and allowing up to 12 units on small parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Note: Analysis does not account for accessory dwelling units.

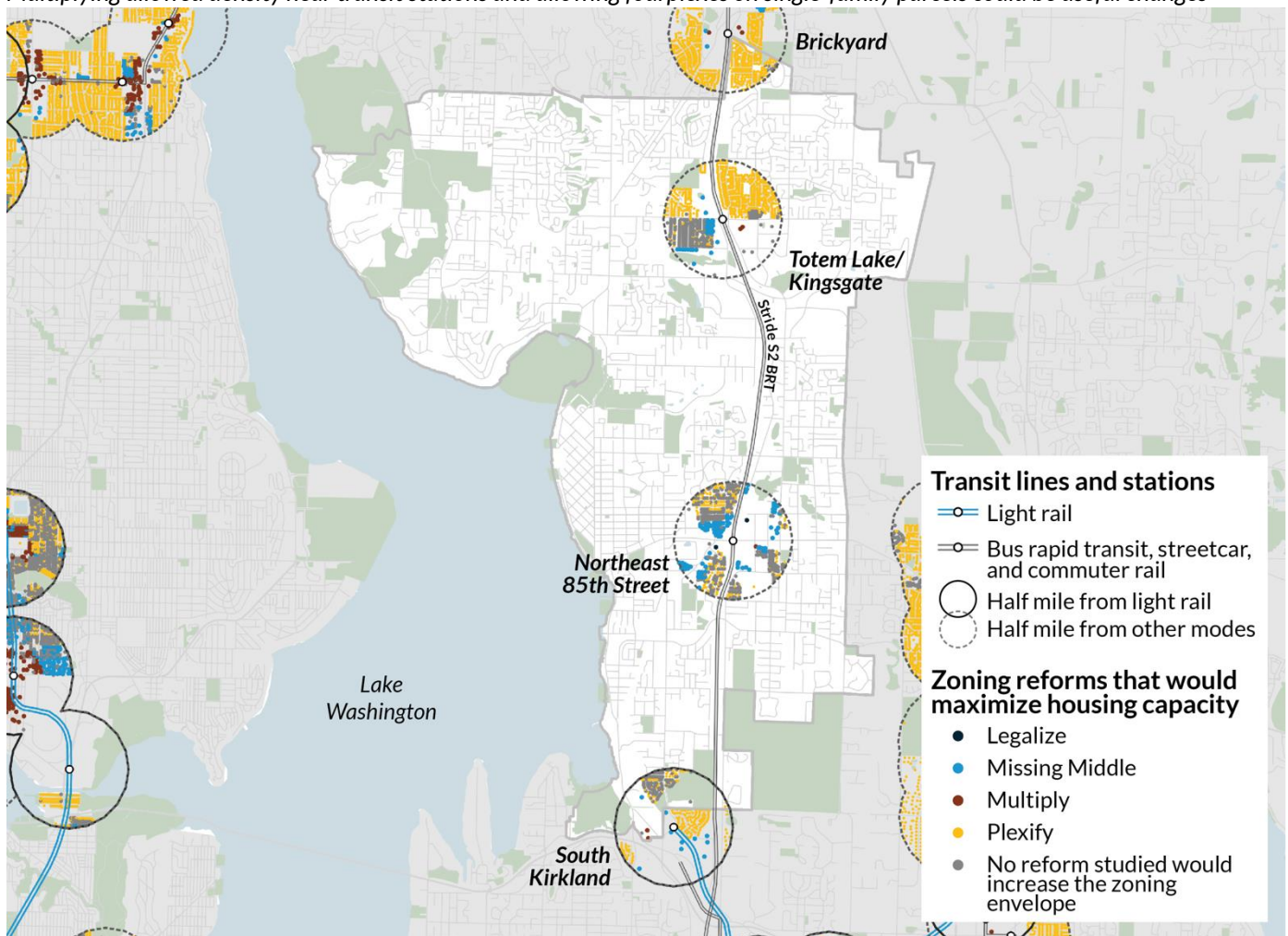
Kirkland

Kirkland, a community in the northeast portion of the Puget Sound region, housed 92,000 people in 2021. Currently, no fixed-guideway transit lines serve Kirkland, but by 2041, its residents will have access to high-quality transit service at a Link light rail station and three bus rapid transit stops thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 10 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Kirkland policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near planned rail and bus rapid transit stations in Kirkland and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the “Plexify” reform) could make way for almost 2,000 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”), such as the South Kirkland Link station, could make way for more than 3,000 units.

Zoning Reforms Could Make Room for 8,500 More Homes near Transit in Kirkland

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Notes: BRT = bus rapid transit. Analysis does not account for accessory dwelling units.

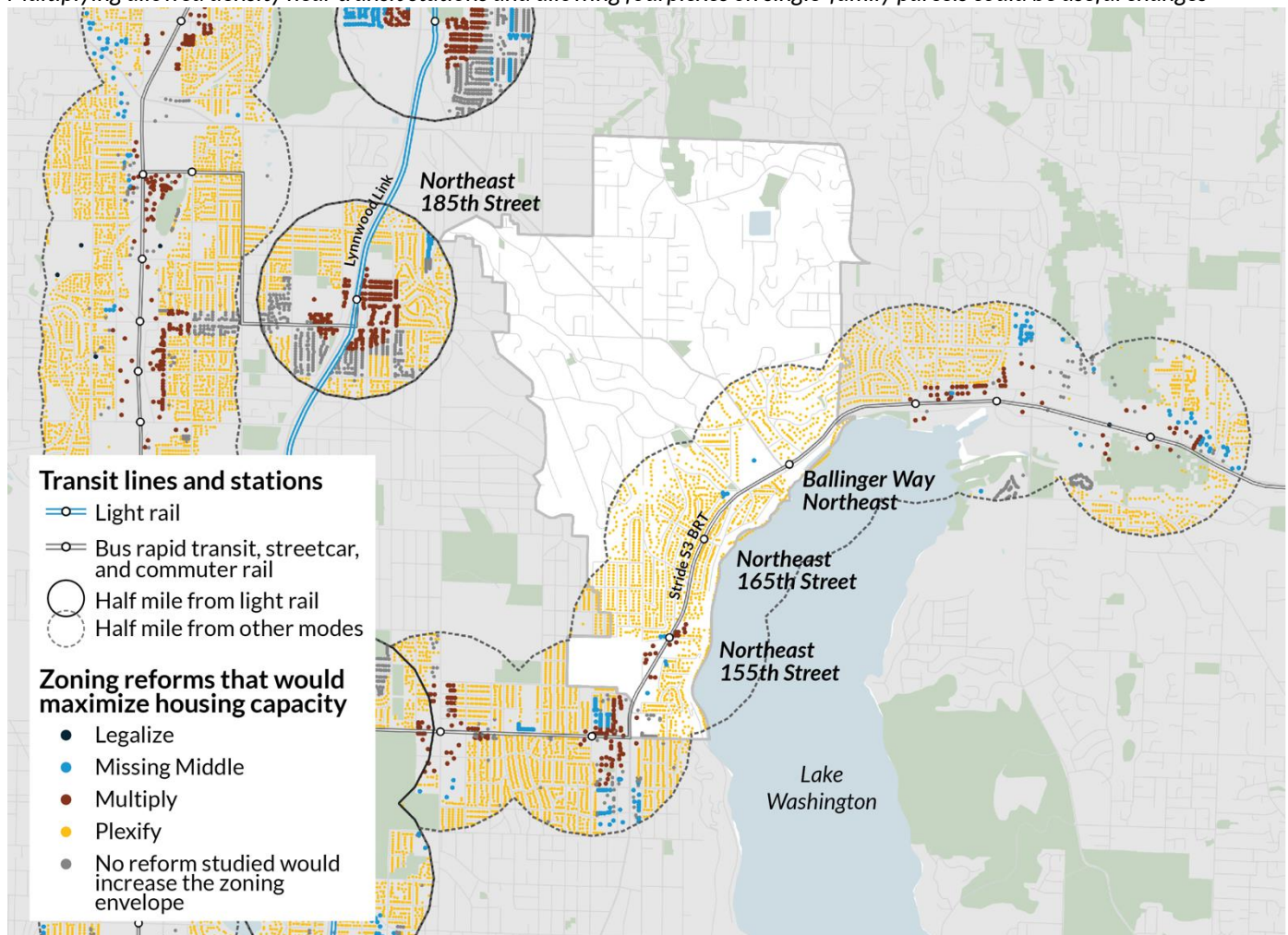
Lake Forest Park

Lake Forest Park, a community north of the city of Seattle, housed 13,000 people in 2020. Currently, no fixed-guideway transit lines serve Lake Forest Park, but by 2027, its residents will have access to high-quality transit service at four bus rapid transit stations along the Stride S3 line thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 33 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Lake Forest Park policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near planned transit stations in Lake Forest Park and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the “Plexify” reform), particularly along the Stride S3 bus rapid transit line, could make way for more than 4,000 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”) could make way for 700 units.

Zoning Reforms Could Make Room for 5,500 More Homes near Transit in Lake Forest Park

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Notes: BRT = bus rapid transit. Analysis does not account for accessory dwelling units.

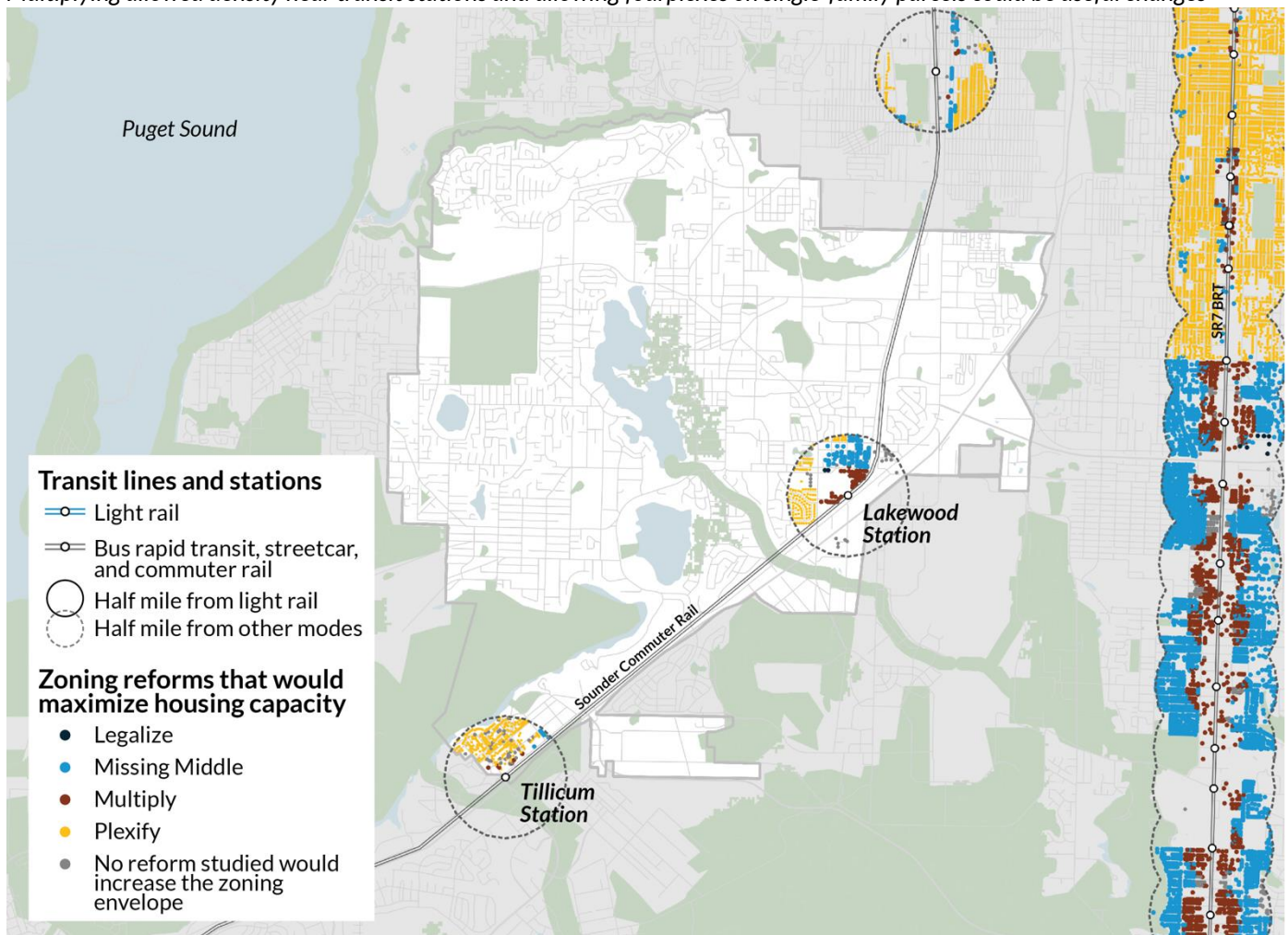
Lakewood

Lakewood, a community at the far southwestern edge of the Puget Sound region, housed 61,000 people in 2020. Currently, one commuter rail transit station serves Lakewood, but by 2045, its residents will have access to high-quality transit service at an additional Sounder station thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 6 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Lakewood policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near existing and planned commuter rail transit stations in Lakewood and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the “Plexify” reform), such as around the planned Tillicum station, could make way for 1,000 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”) could make way for 700 units.

Zoning Reforms Could Make Room for 2,000 More Homes near Transit in Lakewood

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Notes: BRT = bus rapid transit. Analysis does not account for accessory dwelling units.

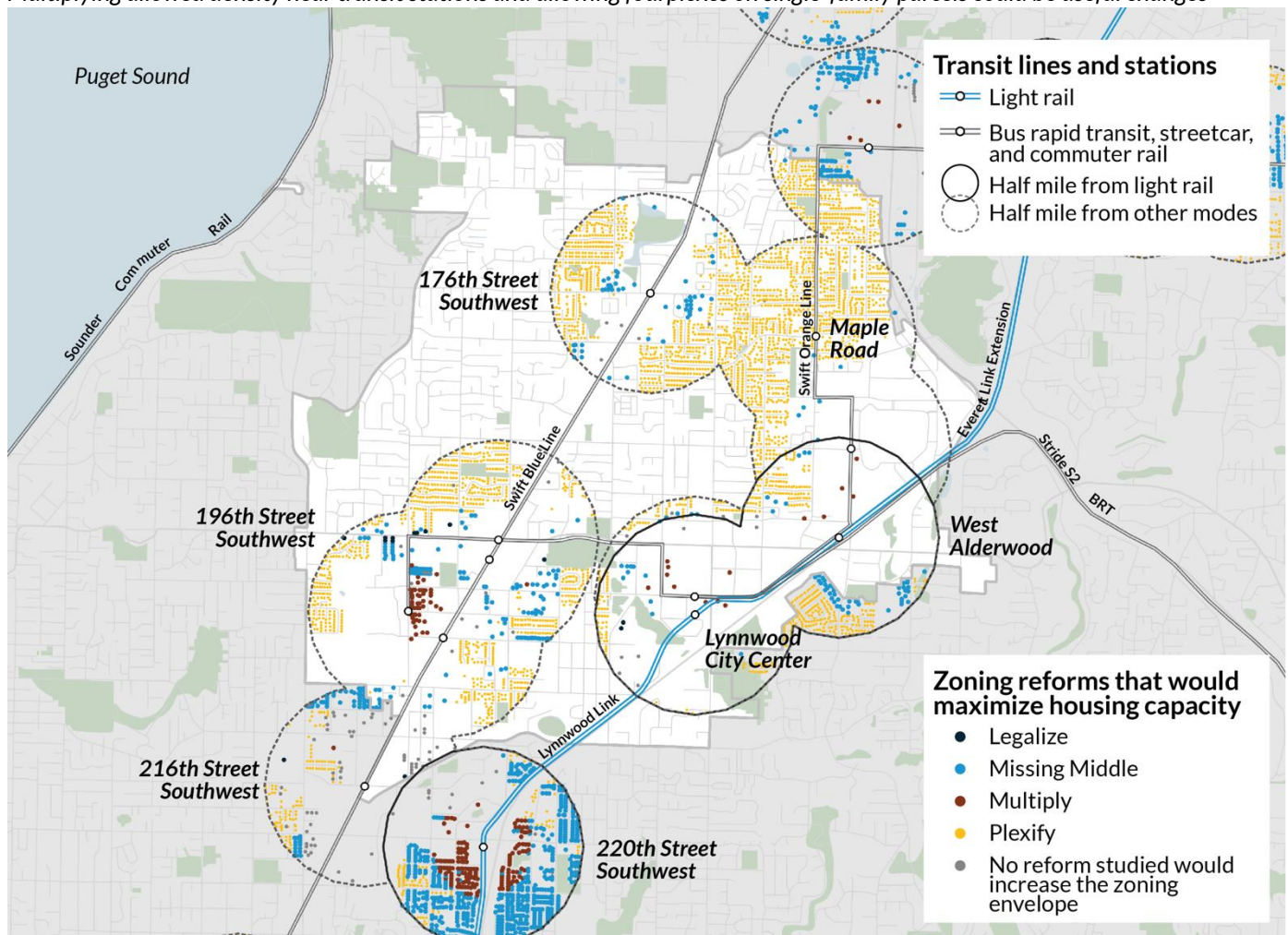
Lynnwood

Lynnwood, a community in the northern portion of the Puget Sound region, housed 39,000 people in 2020. Currently, one bus rapid transit line—the Swift Blue Line—serves Lynnwood, but by 2037, its residents will have access to high-quality transit service at additional Link light rail stations plus two new bus rapid transit lines, thanks to a major voter-approved investment in Sound Transit and other transit providers. This service will be within easy walking distance of 58 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Lynnwood policymakers could encourage construction by altering land-use regulations.

Below, we map properties near existing and planned transit stations in Lynnwood and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the “Plexify” reform), such as along bus rapid transit lines, could make way for more than 8,000 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”) could make way for more than 4,000 units.

Zoning Reforms Could Make Room for 19,000 More Homes near Transit in Lynnwood

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Notes: BRT = bus rapid transit. Analysis does not account for accessory dwelling units.

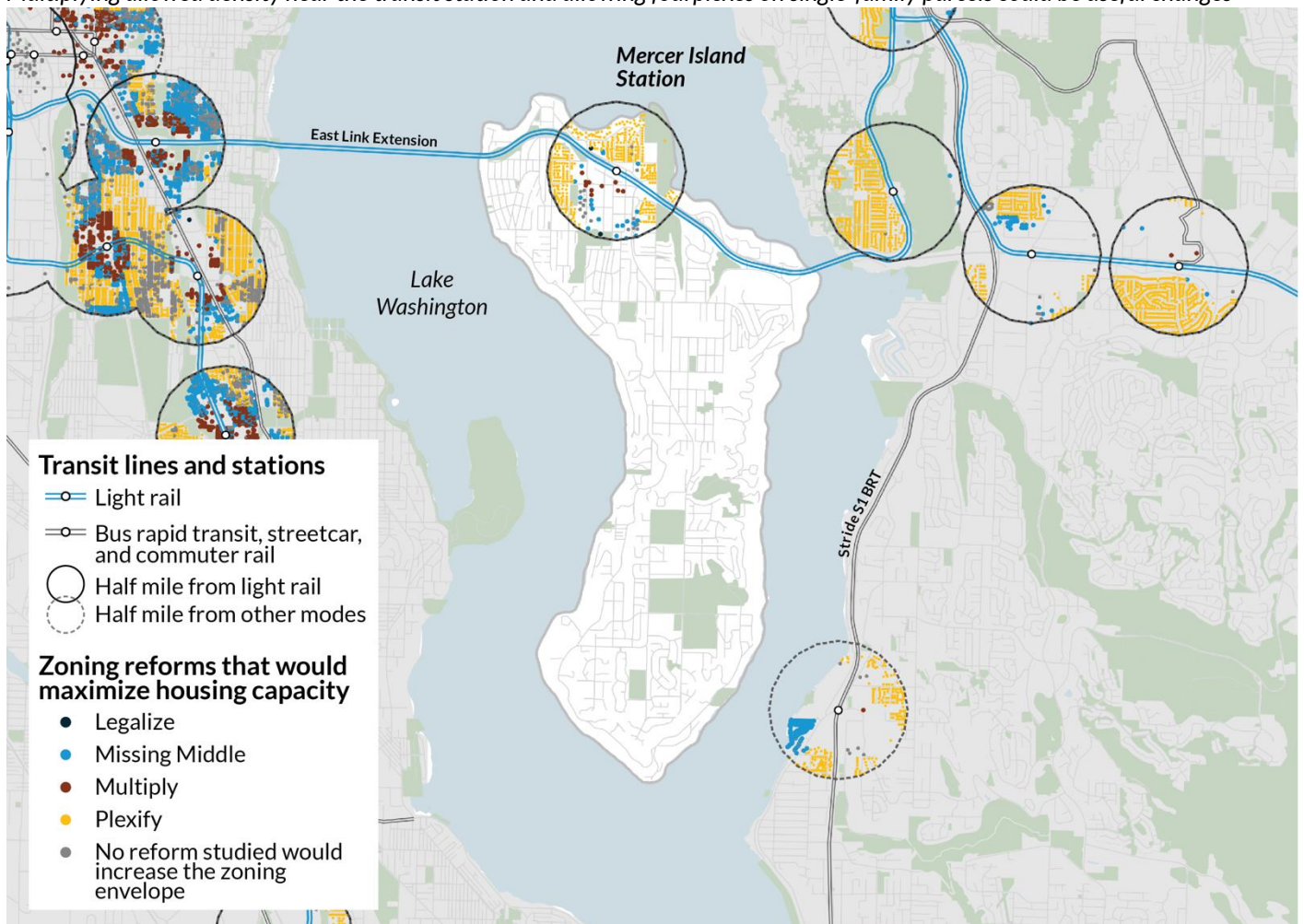
Mercer Island

Mercer Island, a community comprising an island of the same name in Lake Washington that lies in the center of the Puget Sound region, housed 26,000 people in 2020. Currently, no fixed-guideway transit lines serve Mercer Island, but by 2024, its residents will have access to high-quality transit service at a new Link light rail station thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 25 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Mercer Island policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near the planned light rail station in Mercer Island and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of the station (the “Plexify” reform) could make way for 900 new units. Allowing a doubling of housing units within a quarter mile of the station (“Multiply”) could make way for 1,400 units.

Zoning Reforms Could Make Room for 3,600 More Homes near Transit in Mercer Island

Multiplying allowed density near the transit station and allowing fourplexes on single-family parcels could be useful changes



Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Notes: BRT = bus rapid transit. Analysis does not account for accessory dwelling units.

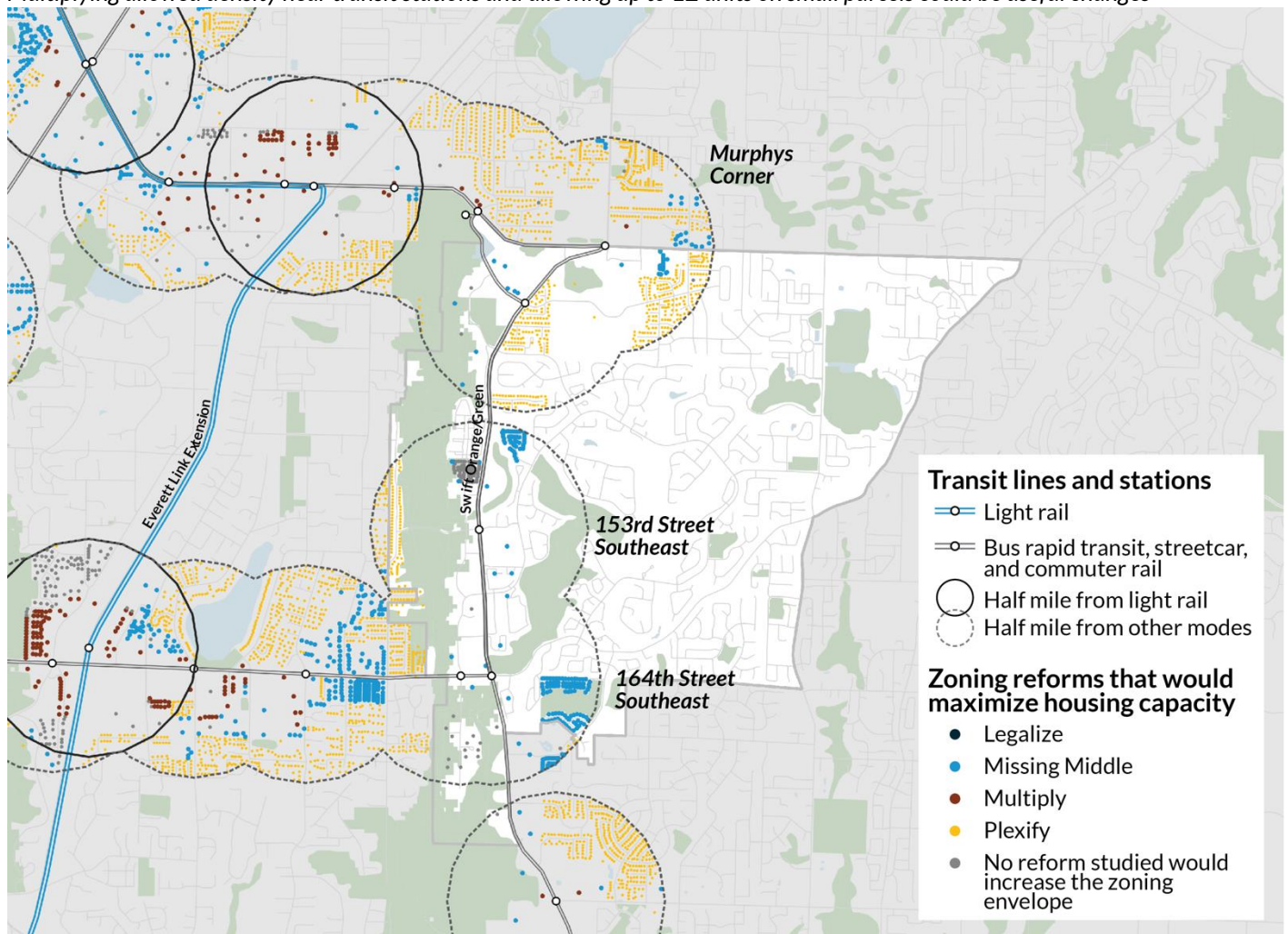
Mill Creek

Mill Creek, a community in the northeastern portion of the Puget Sound region, housed 21,000 people in 2020. Currently, the Swift Green Line bus rapid transit serves Mill Creek, but by 2024, its residents will have access to high-quality transit service along the new Swift Orange Line, plus nearby Link light rail, thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 42 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Mill Creek policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near existing and planned rail and bus rapid transit stations in Mill Creek and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the “Plexify” reform) could make way for 1,200 new units. Allowing up to 12 units on small-scale properties in the same area (“Missing Middle”) could make way for 2,800 units.

Zoning Reforms Could Make Room for 4,000 More Homes near Transit in Mill Creek

Multiplying allowed density near transit stations and allowing up to 12 units on small parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Note: Analysis does not account for accessory dwelling units.

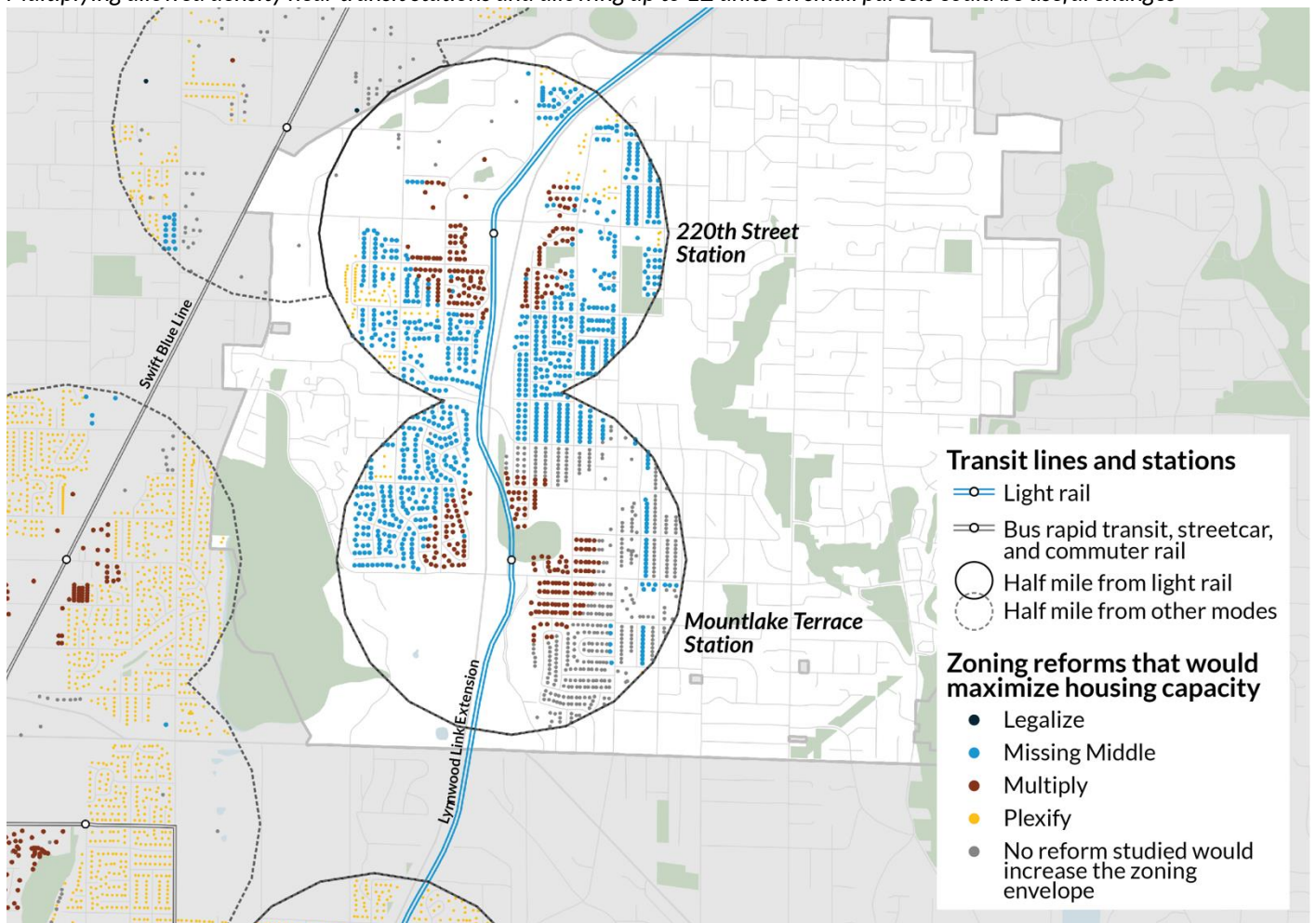
Mountlake Terrace

Mountlake Terrace, a community in the northern section of the Puget Sound region, housed 21,000 people in 2020. Currently, one bus rapid transit line—the Swift Blue Line—serves Mountlake Terrace, but by 2024, its residents will also have access to high-quality transit service at two Link light rail stations thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 23 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Mountlake Terrace policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near existing and planned transit stations in Mountlake Terrace and identify which types of zoning reform could lead to the most new housing. Allowing up to 12 units on small parcels within a half mile of stations (the “Missing Middle” reform) could make way for more than 7,000 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”), including both planned light rail stops, could make way for 14,000 units.

Zoning Reforms Could Make Room for 20,000 More Homes near Transit in Mountlake Terrace

Multiplying allowed density near transit stations and allowing up to 12 units on small parcels could be useful changes



Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Note: Analysis does not account for accessory dwelling units.

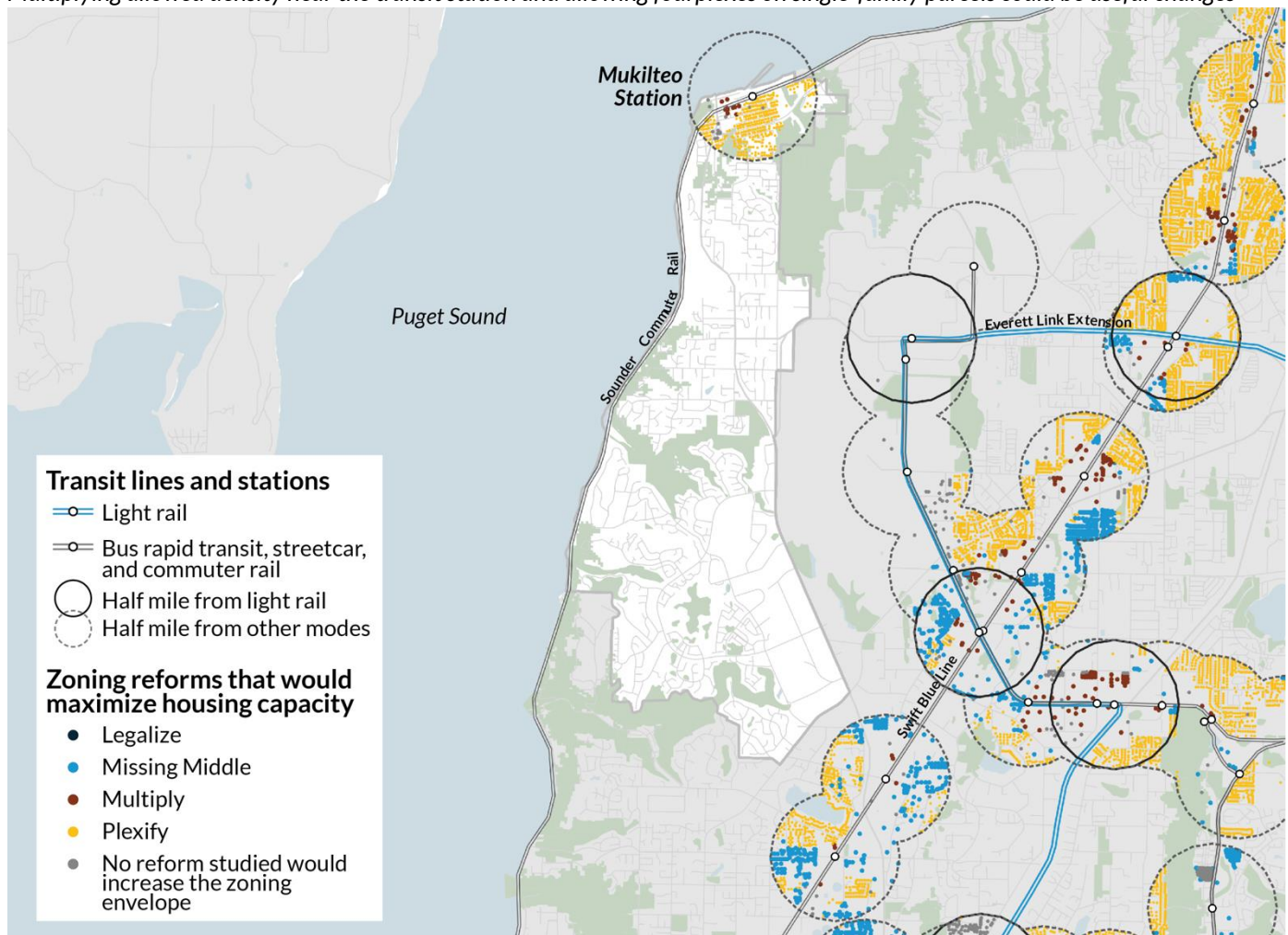
Mukilteo

Mukilteo, a waterfront community in the northern portion of the Puget Sound region, housed 21,000 people in 2020. Currently, one commuter rail transit line serves Mukilteo; this is within easy walking distance of 5 percent of the city’s existing housing units. By 2041, Mukilteo’s residents will also have access via connecting bus to high-quality transit service at Link light rail stations in adjacent cities thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Mukilteo policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near the existing Sounder station in Mukilteo and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of the Sounder station (the “Plexify” reform) could make way for 1,000 new units. Allowing a doubling of housing units within a quarter mile of that station (“Multiply”) could make way for 300 units.

Zoning Reforms Could Make Room for 1,300 More Homes near Transit in Mukilteo

Multiplying allowed density near the transit station and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Note: Analysis does not account for accessory dwelling units.

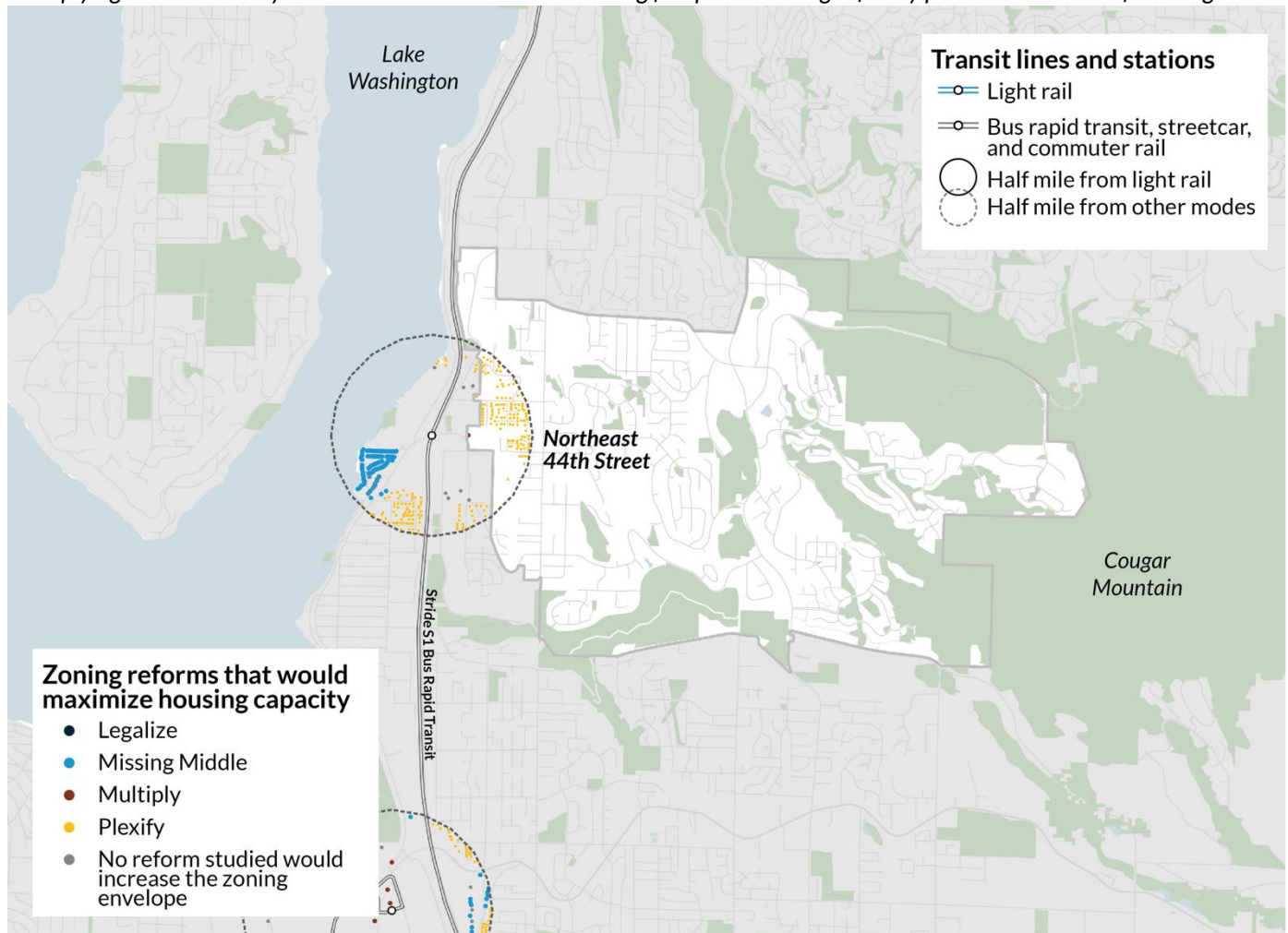
Newcastle

Newcastle, a community in the eastern portion of the Puget Sound region, housed 12,000 people in 2020. Currently, no fixed-guideway transit lines serve Newcastle, but by 2027, its residents will have access to high-quality transit service at a new bus rapid transit station on the Stride S1 line thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 3 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Newcastle policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near the planned transit station in Newcastle and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of the planned station along the Stride S1 bus rapid transit line (the “Plexify” reform) could make way for 300 new units. Allowing a doubling of housing units within a quarter mile of that station (“Multiply”) could make way for 50 units.

Zoning Reforms Could Make Room for Almost 400 More Homes near Transit in Newcastle

Multiplying allowed density near the transit station and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Note: Analysis does not account for accessory dwelling units.

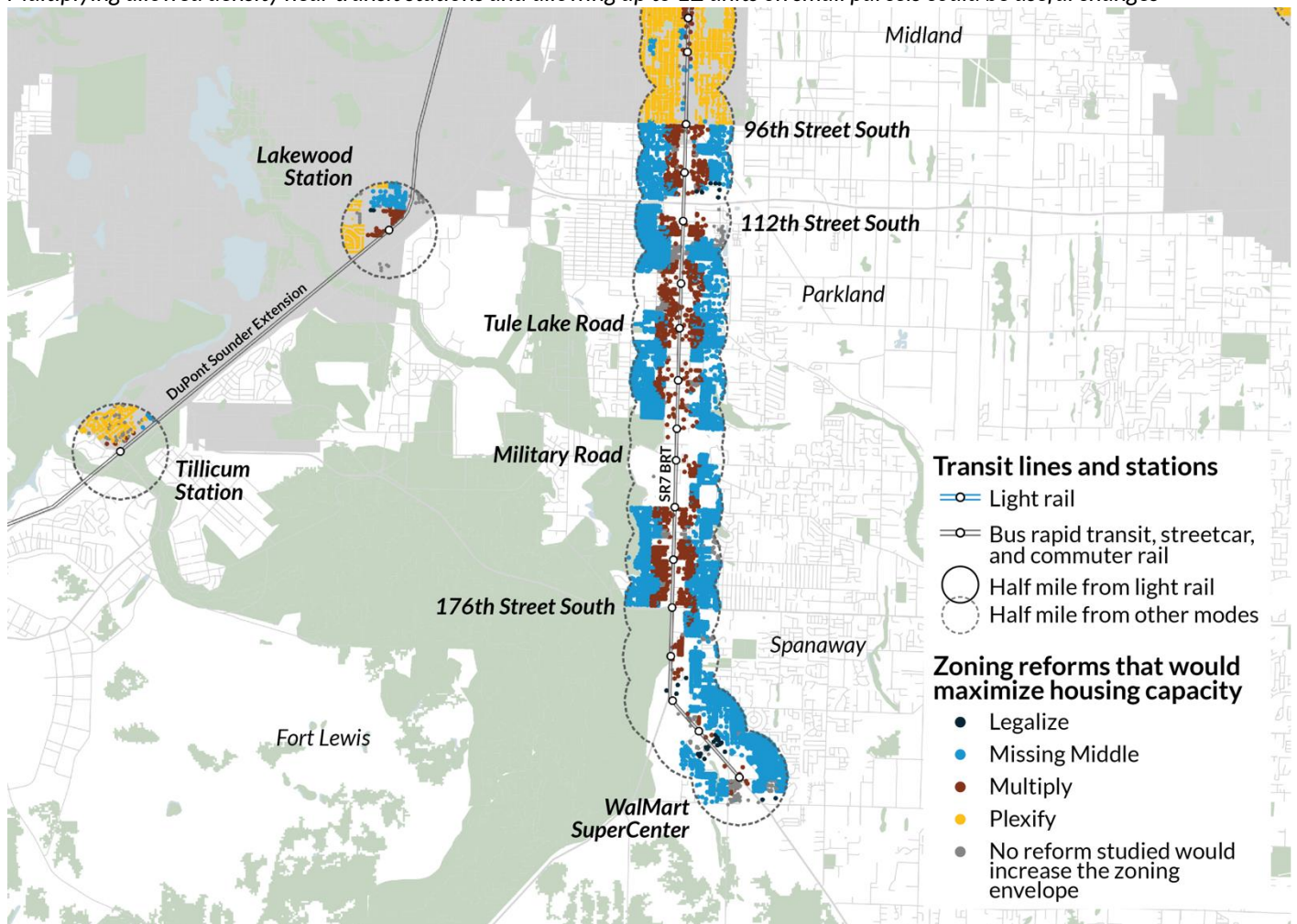
Unincorporated Pierce County

Portions of unincorporated Pierce County are located south of Tacoma. This area—called Parkland and Spanaway—is currently not served by any fixed-guideway transit, but by 2027, its residents will have access to high-quality service at a dozen new bus rapid transit stations along the SR7 line, thanks to a voter-approved investment in Sound Transit and other regional public transportation providers. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Pierce County policymakers could encourage construction by altering land-use regulations.

Below, we map properties near existing and planned bus rapid transit stations in unincorporated Pierce County and identify which types of zoning reform could lead to the most new housing. Allowing up to 12 units on small parcels within a half mile of stations (the “Missing Middle” reform), particularly those along the SR7 bus rapid transit line, could make way for 47,000 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”) could make way for 25,000 units.

Zoning Reforms Could Make Room for 74,000 More Homes near Transit in Unincorporated Pierce County

Multiplying allowed density near transit stations and allowing up to 12 units on small parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Notes: BRT = bus rapid transit. Analysis does not account for accessory dwelling units.

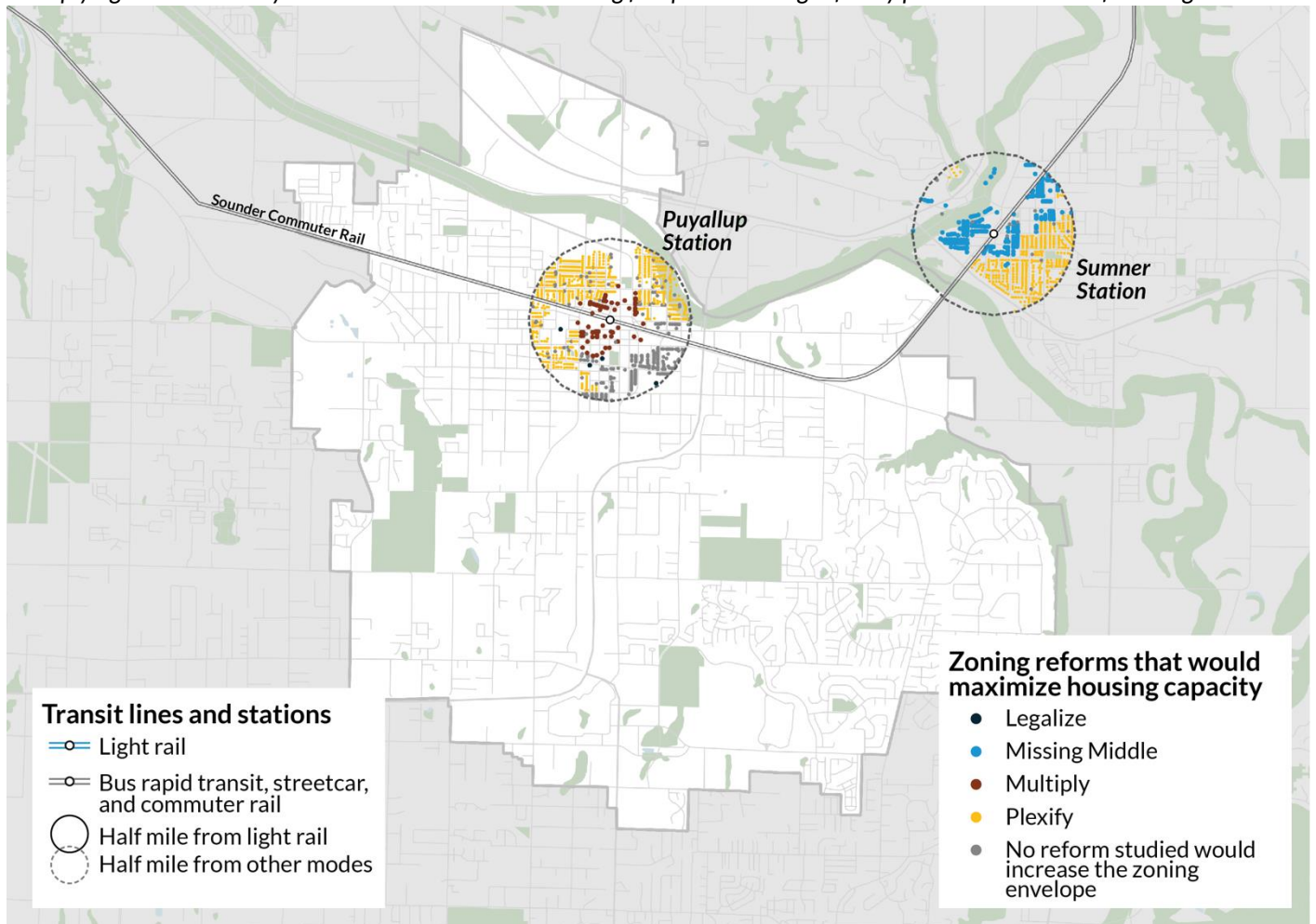
Puyallup

Puyallup, a community in the southern portion of the Puget Sound region, housed 42,000 people in 2020. Currently, the Sounder commuter rail line serves Puyallup. This transit service is within easy walking distance of 7 percent of the city’s existing housing units. By 2040, Puyallup residents will have access to a network of high-quality transit routes linked to Sounder throughout the region thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Puyallup policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near the existing Sounder commuter rail transit station in Puyallup and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of the station (the “Plexify” reform) could make way for 1,200 new units. Allowing a doubling of housing units within a quarter mile of the station (“Multiply”), particularly in the area directly adjacent to it in downtown Puyallup, could make way for 3,300 units.

Zoning Reforms Could Make Room for More Than 7,000 Homes near Transit in Puyallup

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Note: Analysis does not account for accessory dwelling units.

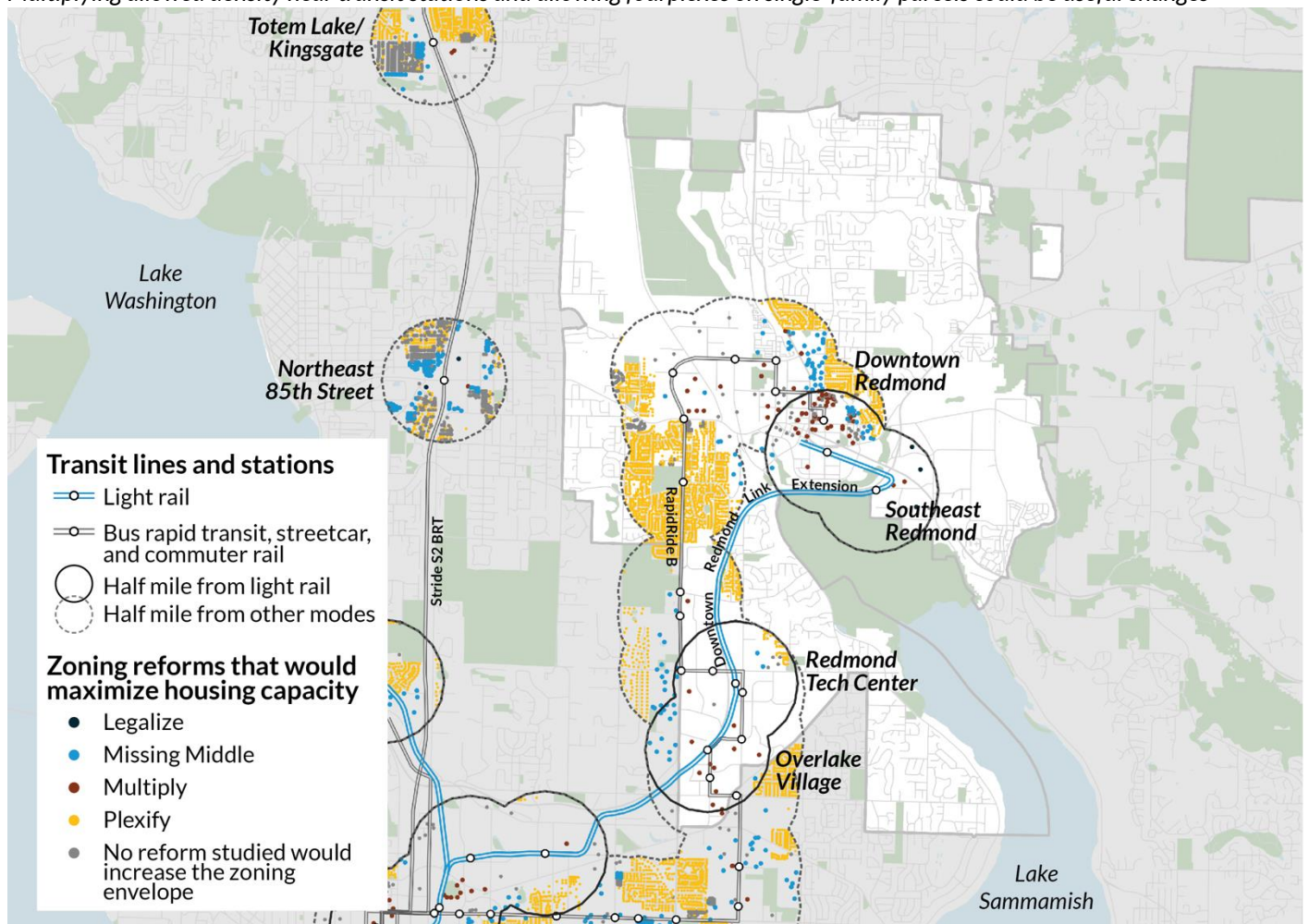
Redmond

Redmond, a community in the northeastern portion of the Puget Sound region, housed 76,000 people in 2021. Currently, one bus rapid transit line—the RapidRide B—serves Redmond, but by 2024, its residents will have access to high-quality transit service at four Link light rail stations thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 43 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Redmond policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near existing and planned rail and bus rapid transit stations in Redmond and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the “Plexify” reform), particularly along the RapidRide B route, could make way for almost 6,000 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”), especially downtown, could make way for almost 10,000 units.

Zoning Reforms Could Make Room for 19,000 More Homes near Transit in Redmond

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Notes: BRT = bus rapid transit. Analysis does not account for accessory dwelling units.

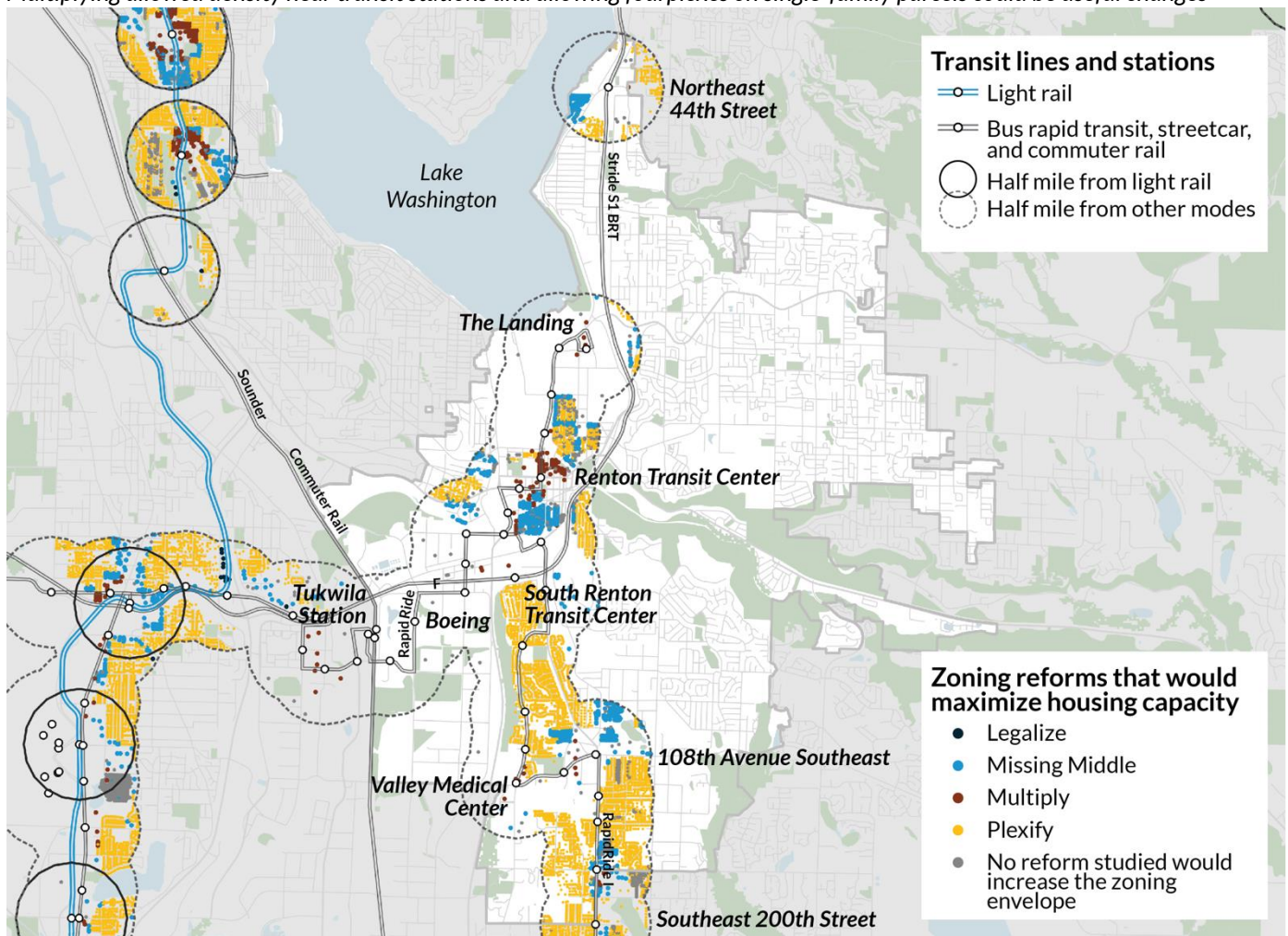
Renton

Renton, a large city in the southeastern portion of the Puget Sound region, housed 105,000 people in 2021. Currently, Sounder commuter rail and the RapidRide F bus rapid transit route serve Renton, but by 2027, its residents will have access to high-quality transit service at a dozen new bus rapid transit stations thanks to voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 26 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Renton policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near existing and planned rail and bus rapid transit stations in Renton and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the “Plexify” reform) could make way for 8,000 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”), concentrated around the transit center, could make way for more than 15,000 units.

Zoning Reforms Could Make Room for 26,000 More Homes near Transit in Renton

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Notes: BRT = bus rapid transit. Analysis does not account for accessory dwelling units.

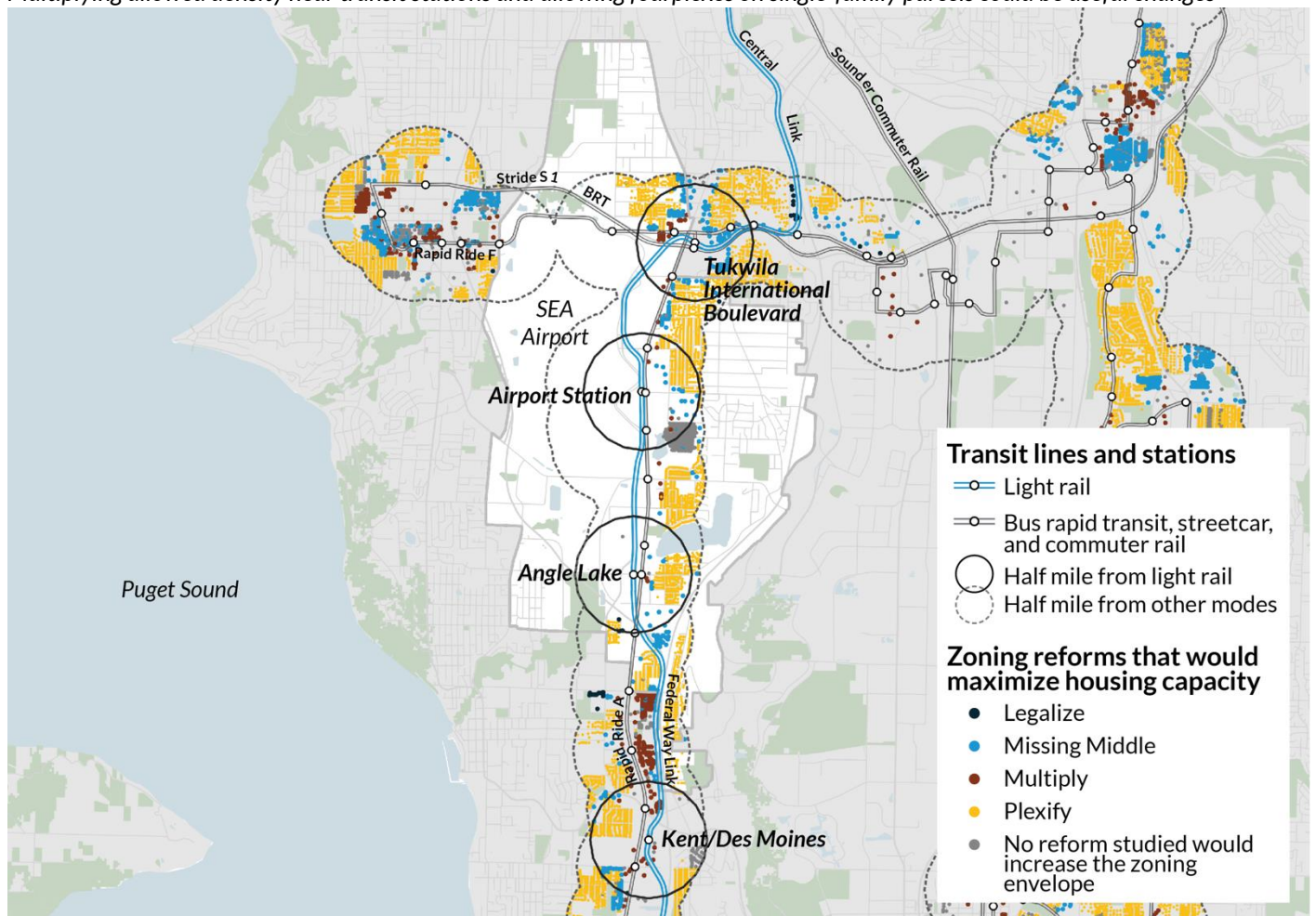
SeaTac

SeaTac, a community south of the city of Seattle, housed 29,000 people in 2020. Currently, light rail and bus rapid transit lines serve SeaTac, but by 2027, its residents will gain access to high-quality transit service at an additional light rail station, plus the new Stride S1 bus rapid transit route, thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 49 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, SeaTac policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near existing and planned rail and bus rapid transit stations in SeaTac and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the “Plexify” reform) could make way for 5,000 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”), such as in the areas near the Tukwila International Boulevard Link stop, could make way for almost 8,000 units.

Zoning Reforms Could Make Room for 21,000 More Homes near Transit in SeaTac

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Notes: BRT = bus rapid transit. Analysis does not account for accessory dwelling units.

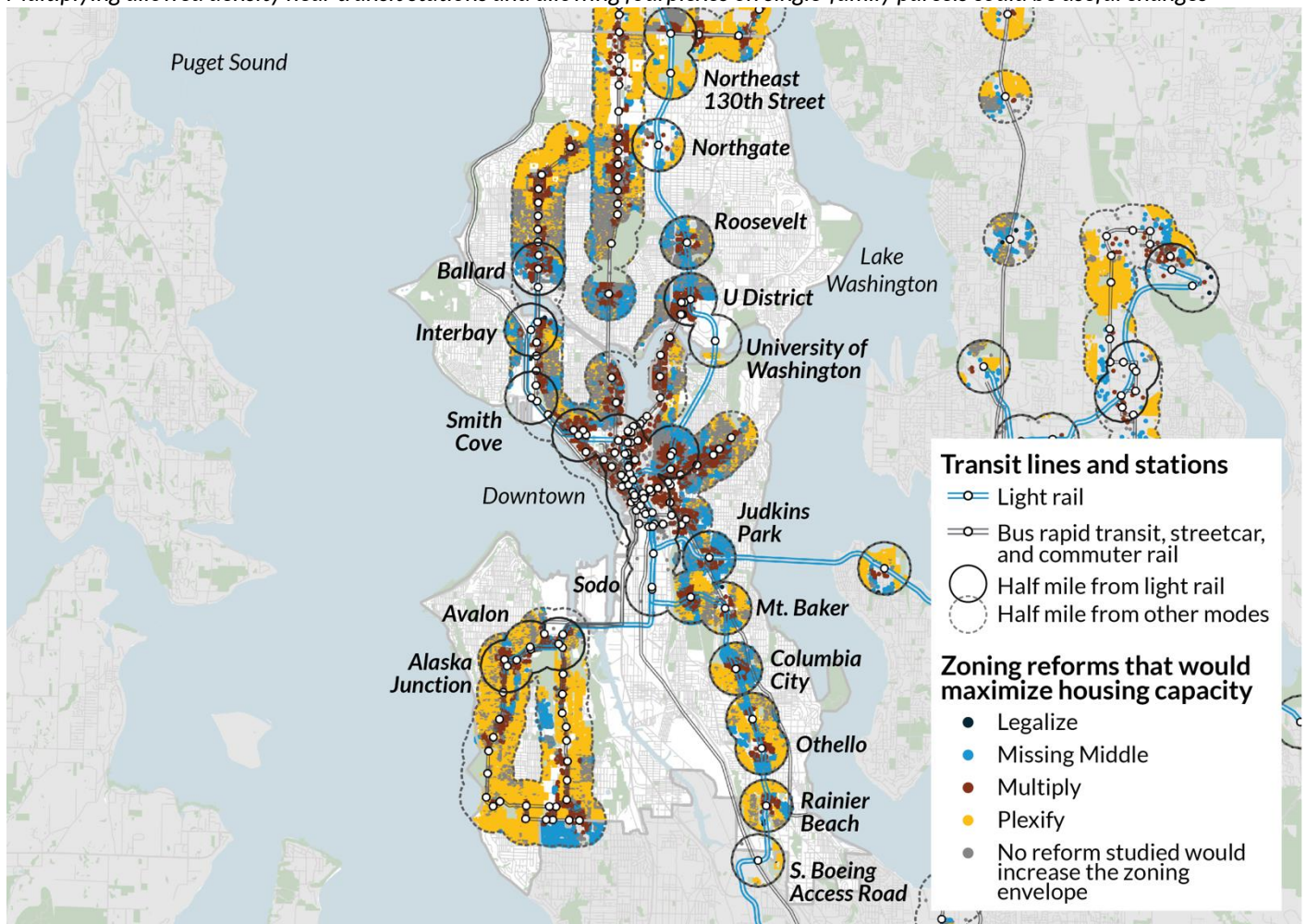
Seattle

Seattle, the largest city of the Puget Sound region, housed 734,000 people in 2021. Currently, one light rail line and several bus rapid transit lines serve Seattle, but by 2039, its residents will also have access to high-quality transit service at dozens of additional stations thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. This transit service will be within easy walking distance of 64 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Seattle policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near existing and planned rail and bus rapid transit stations in Seattle and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the “Plexify” reform), such as in West Seattle, could make way for almost 50,000 new units. Allowing a doubling of housing units within a quarter mile of stations in areas throughout the city (“Multiply”) could make way for more than 200,000 units.

Zoning Reforms Could Make Room for 270,000 More Homes near Transit in Seattle

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Note: Analysis does not account for accessory dwelling units. Exact route of West Seattle and Ballard Link extensions not yet confirmed.

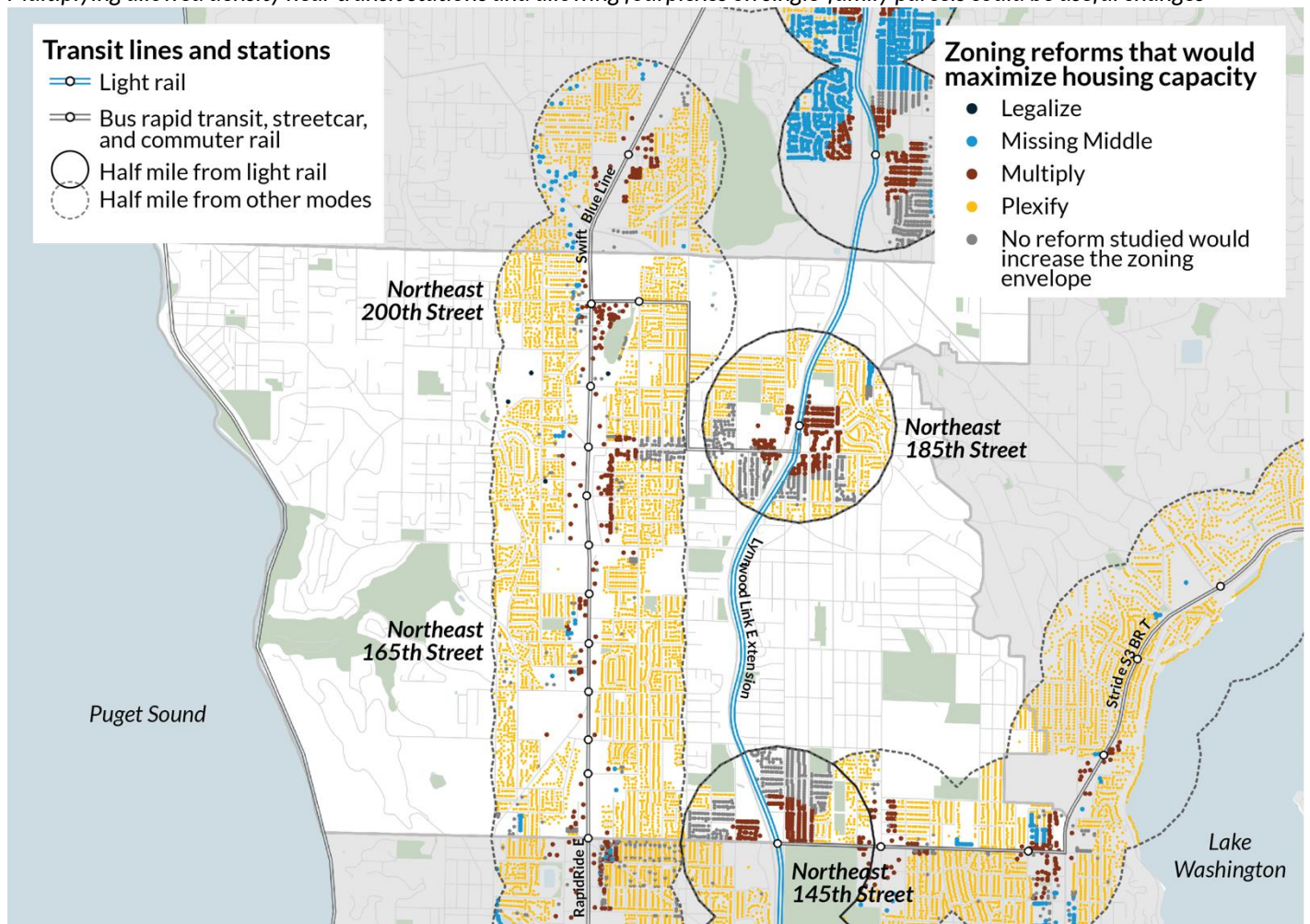
Shoreline

Shoreline, a community just north of the city of Seattle, housed 57,000 people in 2020. Currently, two bus rapid transit lines—RapidRide E and the Swift Blue Line—serve Shoreline, but by 2027, its residents will also have access to high-quality transit service at two Link light rail stations, plus stops on the Stride S3 route, thanks to a voter-approved investment in Sound Transit and other regional transit providers. This transit service will be within easy walking distance of 38 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Shoreline policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near existing and planned rail and bus rapid transit stations in Shoreline and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the “Plexify” reform) could make way for 15,000 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”), such as near the planned Link station at Northeast 185th Street, could make way for 22,000 units.

Zoning Reforms Could Make Room for 39,000 More Homes near Transit in Shoreline

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Notes: BRT = bus rapid transit. Analysis does not account for accessory dwelling units.

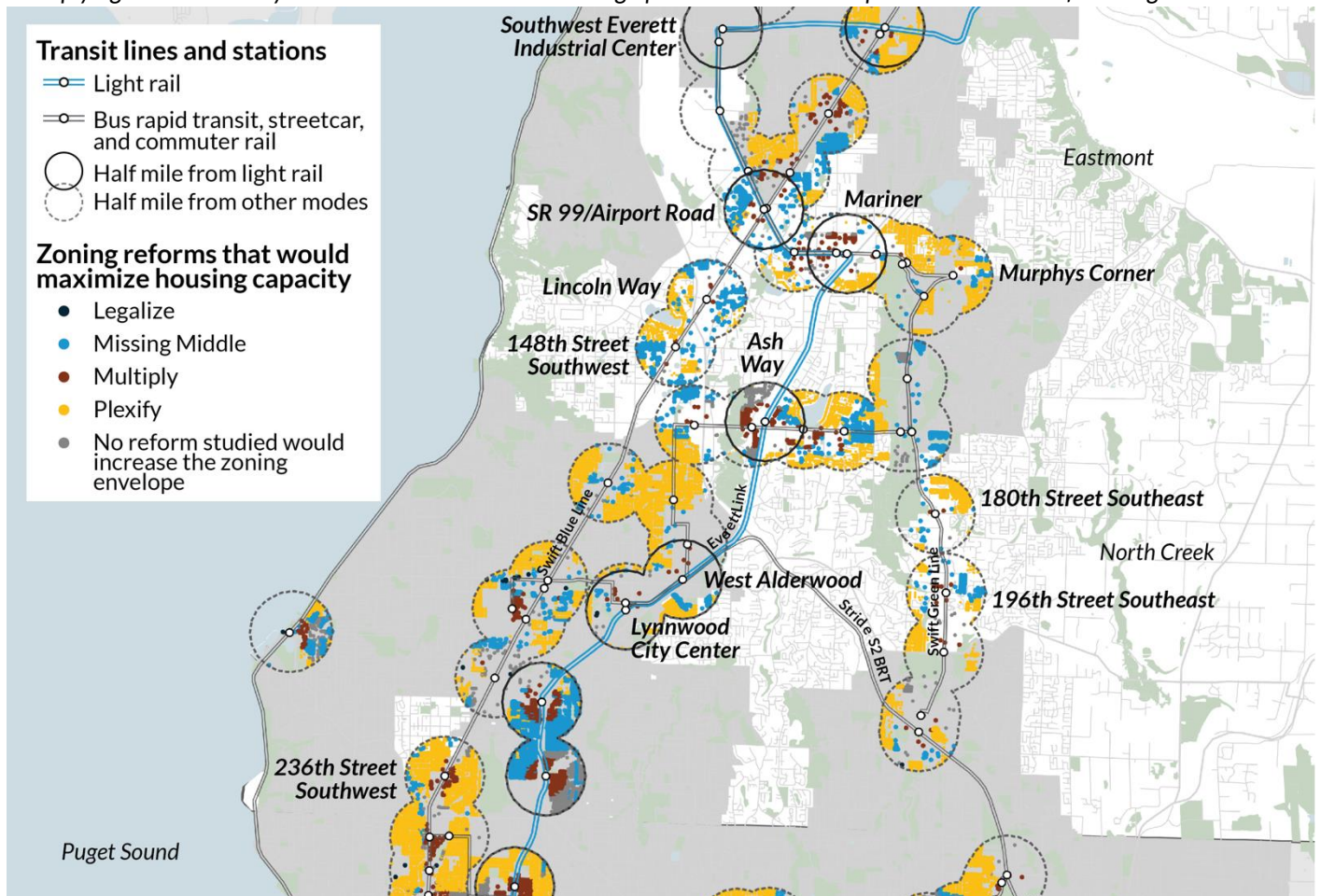
Unincorporated Snohomish County

Portions of unincorporated Snohomish County are located between Everett, Lynnwood, and Mill Creek. This area—including Alderwood and North Lynnwood—is served by the Swift Blue and Green bus rapid transit lines, but by 2041, its residents will have access to high-quality transit service at new Link light rail stations and along the Stride S2 bus rapid transit route, thanks to a voter-approved investment in Sound Transit and other regional public transportation providers. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Snohomish County policymakers could encourage construction by altering land-use regulations.

Below, we map properties near existing and planned rail and bus rapid transit stations in unincorporated Snohomish County and identify which types of zoning reform could lead to the most new housing. Allowing up to 12 units on small parcels within a half mile of stations (the “Missing Middle” reform) could make way for 43,000 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”), such as near the Ash Way Link station, could make way for almost 20,000 units.

Reforms Could Make Room for 67,000 More Homes near Transit in Unincorporated Snohomish County

Multiplying allowed density near transit stations and allowing up to 12 units on small parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Notes: BRT = bus rapid transit. Analysis does not account for accessory dwelling units.

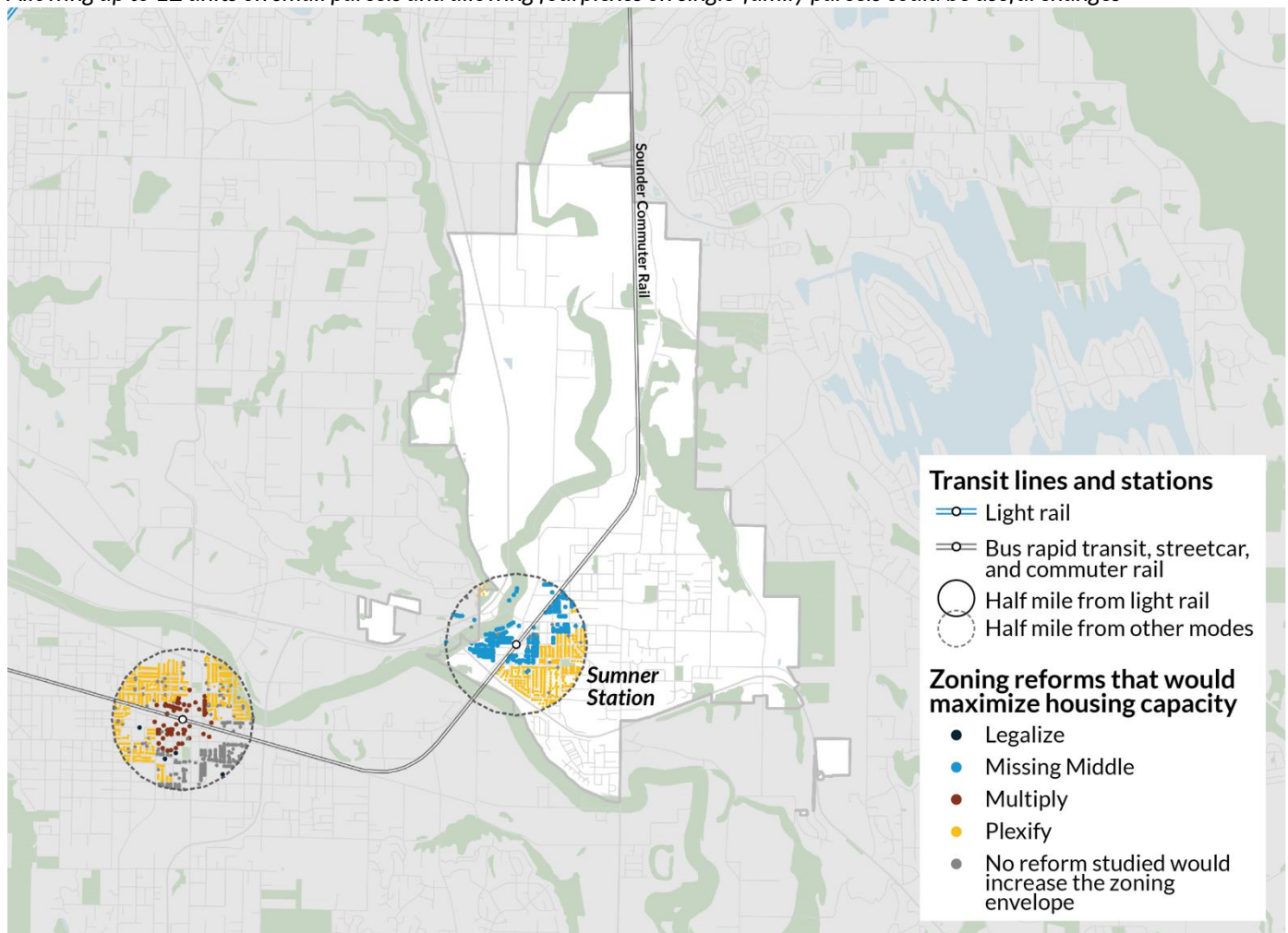
Sumner

Sumner, a community in the southeastern portion of the Puget Sound region, housed 10,000 people in 2020. Currently, the Sounder commuter rail line serves Sumner. This station is within easy walking distance of 12 percent of the city’s existing housing units. By 2040, Sumner residents will have access to a network of high-quality transit service linked to Sounder throughout the region thanks to a major voter-approved investment in Sound Transit and other regional public transportation providers. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Sumner policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near the existing commuter rail station in Sumner and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of the station (the “Plexify” reform) could make way for 1,200 new units. Allowing up to 12 units on small parcels concentrated in the neighborhoods around the Sumner Sounder station (“Missing Middle”) could make way for 1,100 units.

Zoning Reforms Could Make Room for 2,400 More Homes near Transit in Sumner

Allowing up to 12 units on small parcels and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Note: Analysis does not account for accessory dwelling units.

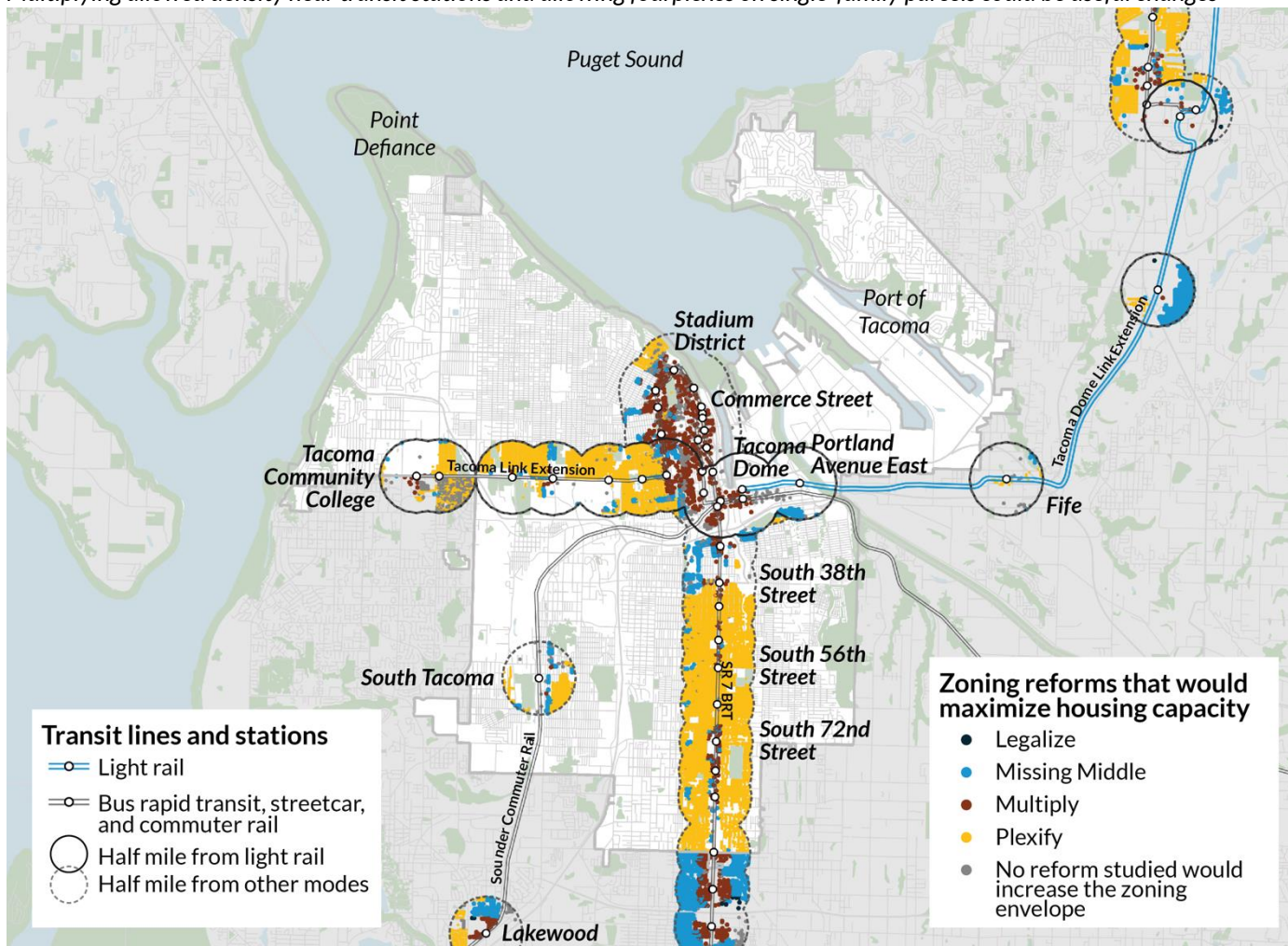
Tacoma

Tacoma, a large city in the southern portion of the Puget Sound region, housed 219,000 people in 2021. Currently, one light rail line and the Sounder commuter rail line serve Tacoma, but by 2032, its residents will have access to high-quality transit service at half a dozen new light rail stations, plus a new bus rapid transit route on SR7, thanks to a voter-approved investment in Sound Transit and other regional transit providers. This transit service will be within easy walking distance of 30 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Tacoma policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near existing and planned transit stations in Tacoma and identify which types of zoning reform could lead to the most new housing. Allowing up to four units on single-family parcels within a half mile of stations (the "Plexify" reform) could make way for 30,000 new units. Allowing a doubling of housing units within a quarter mile of stations ("Multiply"), particularly near downtown along the Tacoma Link line, could make way for 31,000 units.

Zoning Reforms Could Make Room for 65,000 More Homes near Transit in Tacoma

Multiplying allowed density near transit stations and allowing fourplexes on single-family parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Notes: BRT = bus rapid transit. Analysis does not account for accessory dwelling units.

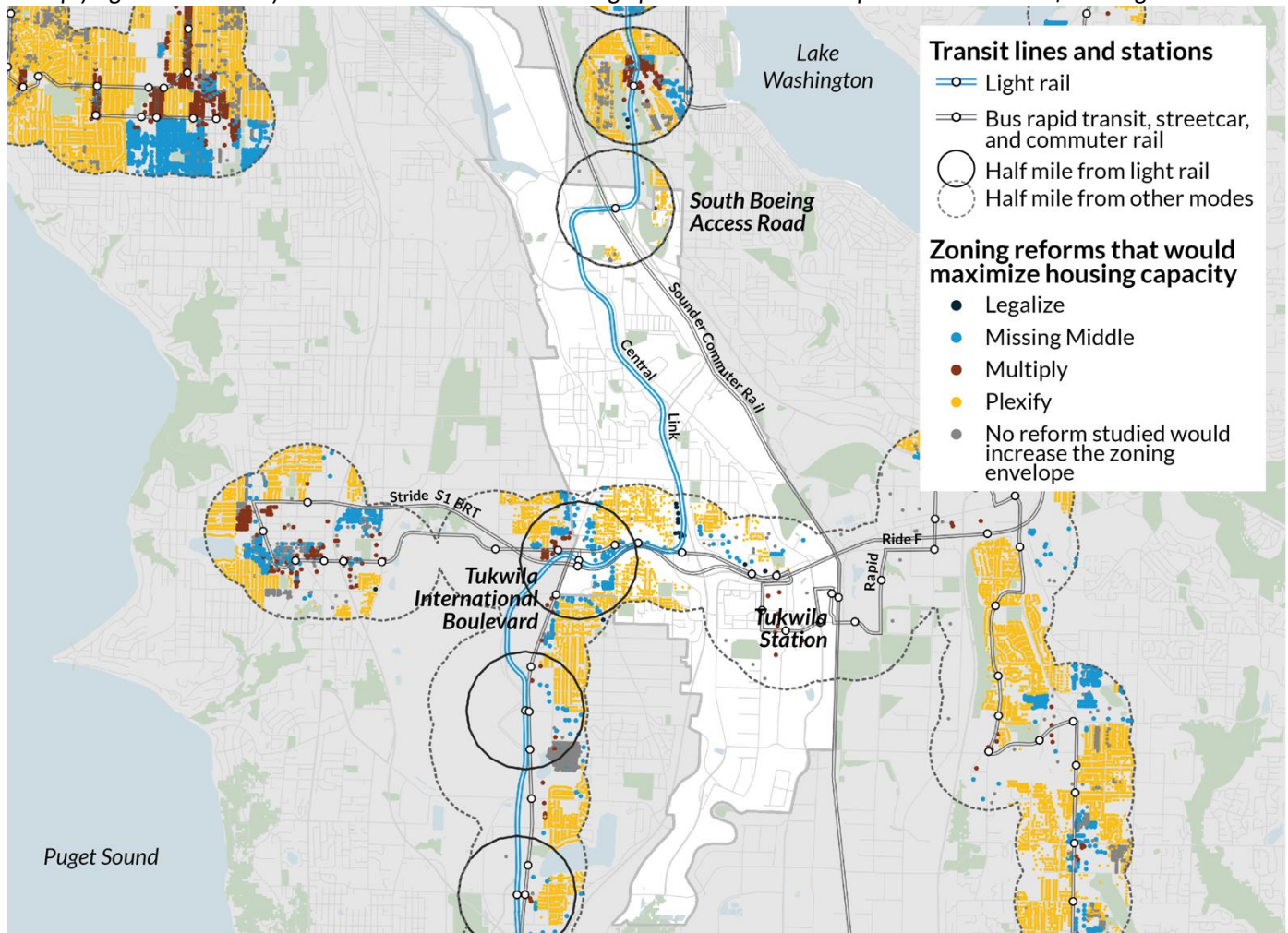
Tukwila

Tukwila, a community south of the city of Seattle, housed 20,000 people in 2020. Currently, light rail, commuter rail, and bus rapid transit lines serve Tukwila. By 2031, its residents will also have access to high-quality transit service at the new South Boeing Access Road Link station and along the Stride S1 bus rapid transit line thanks to a voter-approved investment in Sound Transit and other regional transit providers. This transit service will be within easy walking distance of 31 percent of the city’s existing housing units. To ensure better access to transit, less polluting commutes, and a more affordable housing market, Tukwila policymakers could encourage more construction by altering land-use regulations.

Below, we map properties near existing and planned rail and bus rapid transit stations in Tukwila and identify which types of zoning reform could lead to the most new housing. Allowing up to 12 units on small parcels within a half mile of stations (the “Missing Middle” reform) could make way for 3,000 new units. Allowing a doubling of housing units within a quarter mile of stations (“Multiply”), such as adjacent to the Tukwila Sounder station, could make way for 4,400 units.

Zoning Reforms Could Make Room for 12,000 More Homes near Transit in Tukwila

Multiplying allowed density near transit stations and allowing up to 12 units on small parcels could be useful changes



URBAN INSTITUTE

Source: Author analysis based on Puget Sound Regional Council data, municipality and county zoning files, and Transit Explorer 2 data.

Notes: BRT = bus rapid transit. Analysis does not account for accessory dwelling units.

Additional Reading

Making Room for Housing Near Transit: Zoning's Promise and Barriers

Yonah Freemark, Lydia Lo, Olivia Fiol, Gabe Samuels, and Andrew Trueblood,
<https://www.urban.org/research/publication/making-room-housing-near-transit>

About the Authors

Yonah Freemark is a senior research associate in the Metropolitan Housing and Communities Policy Center at Urban Institute.

Lydia Lo is a research associate in the Metropolitan Housing and Communities Policy Center at Urban Institute.

Olivia Fiol is a research analyst in the Metropolitan Housing and Communities Policy Center at Urban Institute.

Gabe Samuels is a research assistant in the Metropolitan Housing and Communities Policy Center at Urban Institute.

Andrew Trueblood is a non-resident fellow in the Metropolitan Housing and Communities Policy Center at Urban Institute

Acknowledgements

This report was funded by a grant from Amazon. We are grateful to them and to all our funders, who make it possible for Urban to advance its mission.

The views expressed are those of the authors and should not be attributed to the Urban Institute, its trustees, or its funders. Funders do not determine research findings or the insights and recommendations of Urban experts. Further information on the Urban Institute's funding principles is available at [urban.org/fundingprinciples](https://www.urban.org/fundingprinciples).

Thanks to Sophia Weng for her assistance in reviewing zoning codes. We appreciate the detailed feedback provided to us by Gregg Colburn, Mary Cunningham, Paul Inghram, Courtney Jones, Christina Stacy, and Liz Underwood-Bultmann. We also appreciate feedback from planning staff in 20 jurisdictions who offered in-depth review of their respective zoning codes.



500 L'Enfant Plaza SW
Washington, DC 20024
www.urban.org

ABOUT THE URBAN INSTITUTE

The nonprofit Urban Institute is a leading research organization dedicated to developing evidence-based insights that improve people's lives and strengthen communities. For 50 years, Urban has been the trusted source for rigorous analysis of complex social and economic issues; strategic advice to policymakers, philanthropists, and practitioners; and new, promising ideas that expand opportunities for all. Our work inspires effective decisions that advance fairness and enhance the well-being of people and places.

Copyright © January 2023 Urban Institute. Permission is granted for reproduction of this file, with attribution to the Urban Institute.