

| Issue | Discussion Notes | Issue Status |
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| Affordable Housing Amendments | | |
| <p>1. Comparative affordable parking approaches.</p> <p>Commissioner Weston</p> | <p><u>Commission Discussion</u></p> <ul style="list-style-type: none"> Commission is interested in the affordable parking approaches of other East King County jurisdictions. <p><u>Staff Comments</u></p> <ul style="list-style-type: none"> Affordable Housing approaches among the East King County jurisdictions that are part of A Regional Coalition for Housing (ARCH) are, broadly, substantively similar. The approach to parking for affordable housing units was a topic of discussion at regularly scheduled ARCH Executive Board meetings, where a consensus was reached. <ul style="list-style-type: none"> The consensus was support for the recommendation of a specific monthly parking allowance option to be offered to developers in projects with less than 1 stall per unit, and with adjustments to the allowance based on CPI and updated market surveys. | <p>Closed 2/8</p> |
| <p>2. Support for affordable housing guidance.</p> <p>Commissioner Aparna</p> | <p><u>Commission Discussion</u></p> <ul style="list-style-type: none"> Commission is interested in the City providing guidance to affordable households for external programs which serve income-specific households (such as Puget Sound Energy's lower utility rates for qualifying households). <p><u>Staff Comments</u></p> <ul style="list-style-type: none"> Currently, A Regional Coalition for Housing (ARCH), the organization which monitors and manages the affordable housing units, provides some guidance. Mainly through the "community resources" page of the ARCH website. This page does include a link to Puget Sound Energy programs to assist with bill payment. <ul style="list-style-type: none"> Affordable housing tenants are not automatically enrolled in programs which serve income-specific households. ARCH does develop some materials which are distributed to the private property management team, who then distribute the materials to tenants. ARCH provides services to many different East King County jurisdictions. As such, an exhaustive and uniform list of local jurisdictional programs and assistance for lower income households would be difficult. However, identifying larger regional programs and assistance is possible and these items are posted on the ARCH website. ARCH has, as part of its 2023 work plan, a project to expand educational materials including programs and assistance for new tenants. | <p>Open</p> <p>Remain open for Commissioner Aparna</p> |

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| | <ul style="list-style-type: none"> Redmond staff can coordinate with ARCH to expand the City's housing website to help tenants access these resources. | |
| <p>3. Decoupled Market Rate Parking Prices and Caps. Commissioner Van Niman</p> | <p><u>Commission Discussion</u></p> <ul style="list-style-type: none"> Commission is interested if other jurisdictions have established regulatory maximum prices for decoupled market rate parking stalls. Commission is interested in market rate parking stall pricing across the region. <p><u>Staff Comments</u></p> <ul style="list-style-type: none"> Staff did not find regional jurisdictions with maximum prices for decoupled market rate parking stalls. City policy is to not subsidize parking, because this would conflict with other City goals like sustainability. <ul style="list-style-type: none"> Also, capped decoupled market rate parking stalls would likely not lower overall housing costs for market rate housing because the excess parking cost would just get transferred to the regular rent. The properties know what total housing expenses the market will pay. The proposed amendment would not place a maximum price of parking stalls for affordable units in projects with less than 1 parking stall per 1 dwelling unit, but would add an allowance to mitigate costs. | <p>Closed 2/8</p> |
| <p>4. Written Comment Written Public Hearing Comment - Jessica Clawson</p> | <p><u>Commission Discussion</u></p> <ul style="list-style-type: none"> Commenter shared that, as drafted, the Redmond code requires building owners to subsidize low-income tenants' parking. Commenter agrees that clarity from the City's ordinances on parking is required, because ARCH has set its own policy that is often not consistent with established City ordinances. If the Planning Commission determines that subsidy is required, commenter would recommend that Redmond conform to the current Bellevue MFTE practice regarding parking. <p><u>Staff Comments</u></p> <ul style="list-style-type: none"> Existing Redmond code requires that most new housing development include affordable housing units within market rate buildings. This is a subsidy of affordable housing units by the building owners. By meeting these affordable housing requirements, buildings receive bonuses such as bonus market rate units, bonus Floor-Area-Ratio, etc. <ul style="list-style-type: none"> Where parking ratios equal or exceed 1.0 stalls/unit, Redmond's approach ensures equitable access to parking for households in affordable units. The proposal does not require a developer to provide parking beyond what the code requires. Where parking ratios are less than 1.0 stalls/unit, Redmond's approach recognizes that households in affordable units sometimes need to travel to places that are difficult to access by transit (e.g., | <p>Open 2/22</p> |

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| | <p>work and school). The parking allowance recognizes this need without fully subsidizing a parking space.</p> <ul style="list-style-type: none">• The ARCH Executive Board sometimes recommends policies and regulatory approaches for affordable housing to member jurisdictions. However, it is the legislative bodies of each jurisdiction that decides whether and how to adopt such policies and regulations.• Redmond's proposal is consistent with the ARCH Executive Board recommendation made on 9/9/2021. Bellevue amended its code on this topic prior to the ARCH Executive Board making a recommendation.• Proposed regulations advancing with Redmond Code ReWrite Phase 2 would reduce and in some cases eliminate required off-street parking in centers and near transit. State legislation under consideration in Olympia would also eliminate required off-street parking near transit. | |

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