

1 Parking Discount	2 Transportation Allowance (Staff Rec.)
<p>Tenants of affordable units could lease parking at a discount. This discount could either be associated with the AMI level (e.g. 80% AMI units get a 60% discount, 50% AMI units get a 75% discount) or with the parking ratio of the project as a whole (e.g. all affordable units in a project parked at 0.75 stalls/unit would get a 75% discount on parking).</p> <p><i>Advantages</i></p> <ul style="list-style-type: none"> <li>• Relatively straight-forward to administer for owner</li> <li>• Affordable housing tenants who need cars may receive a discount</li> </ul> <p><i>Disadvantages</i></p> <ul style="list-style-type: none"> <li>• Any parking costs would increase a tenant's cost burden</li> <li>• More costly than other options for tenants with and without cars</li> <li>• Discounting parking has the potential to incentivize use of cars and create a parking ratio imbalance</li> <li>• Difficult to monitor compliance</li> </ul>	<p>A monthly allowance (through rent reduction) would apply to each affordable tenant. This allowance could be used to purchase a transit pass or to pay for a portion of the cost of a parking stall, which would be offered at full market price and available in the same manner as to tenants paying market rents. This allowance could be set with consideration for the typical transit and parking costs. Currently, this would be around \$100 per month, or about half the cost of a parking stall.</p> <p><i>Advantages</i></p> <ul style="list-style-type: none"> <li>• Predictable cost to developers</li> <li>• Owner can charge full parking price</li> <li>• Tenants can choose between transit and parking</li> <li>• Encourages the use of transit when possible</li> <li>• Easy for property managers and ARCH to administer—works like utilities allowances</li> <li>• Other ARCH cities plan to use</li> </ul> <p><i>Disadvantages</i></p> <ul style="list-style-type: none"> <li>• Not easy to adjust based on transit access/project location in Bellevue</li> <li>• Requires administrative updates each year to track costs of transit and parking</li> </ul>
3 Uncouple Parking – Lower AMI	4 Uncouple Parking
<p>Parking would cost the same and be available in the same manner to all tenants, market rate and affordable. In order to maintain the same overall cost to the affordable tenants, the MFTE AMI levels would be lowered by 10% AMI but income eligibility could remain at the higher level to avoid disqualifying more potential renters. This is equivalent to about a \$200 drop in affordable rents. This maintains a similar cost:benefit ratio for the MFTE program from the owner's perspective as well.</p> <p><i>Advantages</i></p> <ul style="list-style-type: none"> <li>• Retains overall housing costs for affordable tenants with cars</li> <li>• Achieves deeper affordability for affordable tenants without cars</li> <li>• Neither incentivizes the use of nor unevenly distributes parking stalls</li> </ul> <p><i>Disadvantages</i></p> <ul style="list-style-type: none"> <li>• Sets a precedent that separates parking costs from housing costs for future affordable housing calculations</li> </ul>	<p>Parking would cost the same and be available in the same manner to all tenants, market rate and affordable. AMI level baseline would remain at 80% AMI.</p> <p><i>Advantages</i></p> <ul style="list-style-type: none"> <li>• Neither incentivizes the use of nor unevenly distributes parking stalls</li> </ul> <p><i>Disadvantages</i></p> <ul style="list-style-type: none"> <li>• Any parking costs would increase a tenant's cost burden significantly</li> <li>• Additional utilization would be unlikely beyond Option 3's utilization</li> <li>• Sets a precedent that separates parking costs from housing costs for future affordable housing calculations</li> </ul>