City of Kenmore

City of Kenmore - 18120 68th Avenue NE - Kenmore, WA 98028
Phone: 425-398-8900 - E-mail: cityhall@kenmorewa.gov

City of Kenmore
Planning Commission Meeting Agenda

June 30 @ 7 p.m.
ON-SITE and ONLINE
Log-in Information for the Commission Meeting:
Please click the link below to join the webinar or copy and put this link in your address bar in your web browser:
https://kenmorewa-gov.zoom.us/j/86514973070
Or One tap mobile :
US: +12532158782,,86514973070# or +13462487799,,86514973070#
Or Telephone:
Dial(for higher quality, dial a number based on your current location):
US: +1 253 215 8782 or +1 346 248 7799 or +1 669 900 9128 or +1 312 626 6799 or +1 646 558 8656 or +1 301 715 8592
Webinar ID: 865 1497 3070

If you have any questions or to confirm agenda items prior to the meeting, or if you require special accommodations, please email Rita Moreno at mailto:mquery@kenmorewa.govrmoreno@kenmorewa.gov.

1. CALL TO ORDER

2. PUBLIC COMMENTS

This is an opportunity to express your views on issues that are important to you and to the community. Please email comments to Rita Moreno at rmoreno@kenmorewa.gov by 5:00 p.m. on Thursday, June 30, 2022. All comments received will be forwarded to the Planning Commission for consideration. In a hybrid meeting we will hear from our onsite guest first, followed by our virtual guests. You also may use the "raise hand" feature in Zoom during the Public Comment portion of the meeting or call in at the number listed above. A 3-minute comment limit applies.

3. APPROVAL OF MINUTES

June 7, 2022 Planning Commission Meeting Minutes

4. AGENDA ITEMS

- Transportation Concurrency Tutorial

Staff Memo 1
Transportation Concurrency Tutorial

- Affordable Housing Feasibility Tutorial

Staff Memo 2
ARCH Presentation

5. ADJOURNMENT

6. UPCOMING MEETINGS:

July 19, 2022, 7:00 p.m.
August 2, 2022, 7:00 p.m.

City of Kenmore
Planning Commission Meeting
June 7, 2022, @ 7:00 p.m.

Planning Commission Members – In Attendance (the meeting was held virtually using the Zoom online platform)

Dwight Thompson, Chair
Mike Vanderlinde, Vice Chair
Tracy Banaszynski
Nathan Loutsis
Christiana Mathews
Mariel Torres Mehdipour
Derek Wycoff

Staff

Debbie Bent, Community Development Director
Lauri Anderson, Principal Planner
Rita Moreno, Recreation Coordinator/ Administrative Assistant
Sammie Roeun, Permit and Administrative Specialist

1. CALL TO ORDER

The meeting was called to order by Chair Thompson at 7:00 p.m.

2. AMENDMENT OF PLANNING COMMISSION RULES

Commissioners discussed amending the rules for the hybrid meeting. A motion was made by Commissioner Vanderlinde and seconded by Chair Thompson to suspend Article 5 of the Planning Commission Rules to allow for a rule change. Motion passed by unanimous consent.

A motion was made by Commissioner Vanderlinde and seconded by Chair Thompson to amend Section 9, Article 3, meeting quorum as stated in the May 31, 2022, staff memorandum. Motion passed by unanimous consent.

Commissioners also discussed the need to review and revise Planning Commission Rules. Chair Thompson, Vice Chair Vanderlinde and Commissioner Loutsis agreed to form a committee to review the rules and present recommendations to the Commission at a future meeting.

3. PUBLIC COMMENTS

James Olson – Spoke in support of having Kenmore look at development patterns in Europe. Mr. Olson also expressed concern with the Burke Gilman trail and its safety and useability for Kenmore residents.

Stacey Valenzuela – Described the challenges she experienced accessing the meeting link and meeting audio and her concern about limiting public comment to three minutes. Ms. Valenzuela also was concerned about permits issued for short plats with bonus rate housing that are encroaching on lands and waterways that should be preserved.

Corina Pfeil – Thanked the Planning Commissioners for their hard work and noted the audio and video for the hybrid meeting were working well. MS. Pfeil invited Planning Commissioners to participate in the Pride Parade on June 26th.

4. APPROVAL OF MINUTES

- Commissioners approved the May 17, 2022, Planning Commission Meeting Minutes with corrections by unanimous consent.

5. AGENDA ITEMS

- Final Recommendations on Comprehensive Plan and Development Regulation Amendments

Staff gave an overview of the final recommendations on the Comprehensive Plan and Regulation Amendments. Commissioners then gave their final recommendations.

- The revised Vision Statement (Attachment #4 to the 5/31/22 memo). Motion to adopt, approved unanimously.
- The revised Land Use Element (Attachment #5 to the 5/31/22 memo). A motion was made by Commissioner Banaszynski, seconded by Chair Thompson to change “Native American” to “Tribes” in Policy LU.4.2.3 (line 18-page 4A-32). The motion passed unanimously. A motion was made by Commissioner Banaszynski, seconded by Chair Thompson to delete the words “character and” in the Implementation Strategies (line 22-page 4A-33)
- The revised Housing Element (Attachment #6 to the 5/31/22 memo). Motion to adopt, approved unanimously.
- The revised Capital Facilities Element (Attachment #7 to the 5/31/22 memo). Motion to adopt, approved unanimously.
- The revised Zoning Map (Attachment #8 to the 5/31/22 memo)

- Missing Middle Housing Code Amendments (Attachment #9 to the 5/31/22 memo). A motion was made by Commissioner Loutsis and seconded by Commissioner Wycoff to accept the revised language for landscape standards adjacent to driveways shown in blue on page 19. Motion failed 4-3.
- Figure 8.21.025.1 R6 Zoning within ¼ mile of Transit Corridor. Motion to adopt, approved unanimously.

- **Joint Meeting Presentation to the City Council**

Commissioners discussed which topics they wanted to present to council at the joint meeting on June 27th.

1. Missing Middle Housing (quarter mile zone) - Commissioner Loutsis and Commissioner Vanderlinde
2. Missing Middle/ Diverse housing – Chair Thompson and Commissioner Matthews
3. Environmental Concerns – Chair Thompson and Commissioner Banaszynski
4. Diversity Equity and Inclusion – Commissioner Torres Mehdipour and Commissioner Banaszynski

6. Meeting Cancellation

A motion was made by Chair Thompson and seconded by Commissioner Loutsis to cancel the June 21st and July 5th Planning Commission meetings. The motion was approved by unanimously. A motion was made by Commissioner Loutsis and seconded by Chair Thompson for a special meeting on June 30th at 7pm. The motion passed unanimously.

7. ADJOURNMENT

Chair Thompson adjourned the meeting at 8:56 PM

_____
Planning Commission
Approved by Planning Commission on: _____

City Of Kenmore, Washington

Memorandum

Date: June 17, 2022

To: Planning Commission

From: John Vicente, P.E., P.M.P., City Engineer

Regarding: Transportation Concurrency Program Presentation

At your June 30 meeting, there will be a presentation on the City's transportation concurrency program. Conducted by a consultant, the presentation is focused on providing a "Transportation Concurrency 101" overview, covering the following topics:

- General objectives and requirements for transportation concurrency in Washington
- How concurrency is used to evaluate new growth
- How concurrency programs can support community goals
- How concurrency fits into the planning process and how performance measures and standards can influence funding and the projects that get built
- Overview of current City program – what is measured and what standards are applied
- How concurrency could affect future transportation projects in the Transportation Element and Capital Facilities Plan Update

Staff Recommendations

There are no recommendations at this time, this presentation is for informational purposes only.

Next Steps

Future meetings will review the draft updated Transportation Element.

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KENMORE PLANNING COMMISSION WORK SESSION

TRANSPORTATION CONCURRENCY TUTORIAL

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AN EMPLOYEE-OWNED COMPANY
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INTRODUCTION

REAH FLISAKOWSKI, PE
SENIOR TRANSPORTATION ENGINEER
B.S. CIVIL ENGINEERING
23 YEARS EXPERIENCE AT DKS
WASHINGTON TRANSPORTATION PLANNING
EXPERTISE:
- **ON-CALL DEVELOPMENT REVIEW**
- **LONG-RANGE COMMUNITY PLANNING**

GROWTH MANAGEMENT ACT

The **Growth Management Act (GMA)** is a series of state statutes, first adopted in 1990 and administered by the Washington Department of Commerce.

GMA requires growing agencies to develop a comprehensive plan to address:

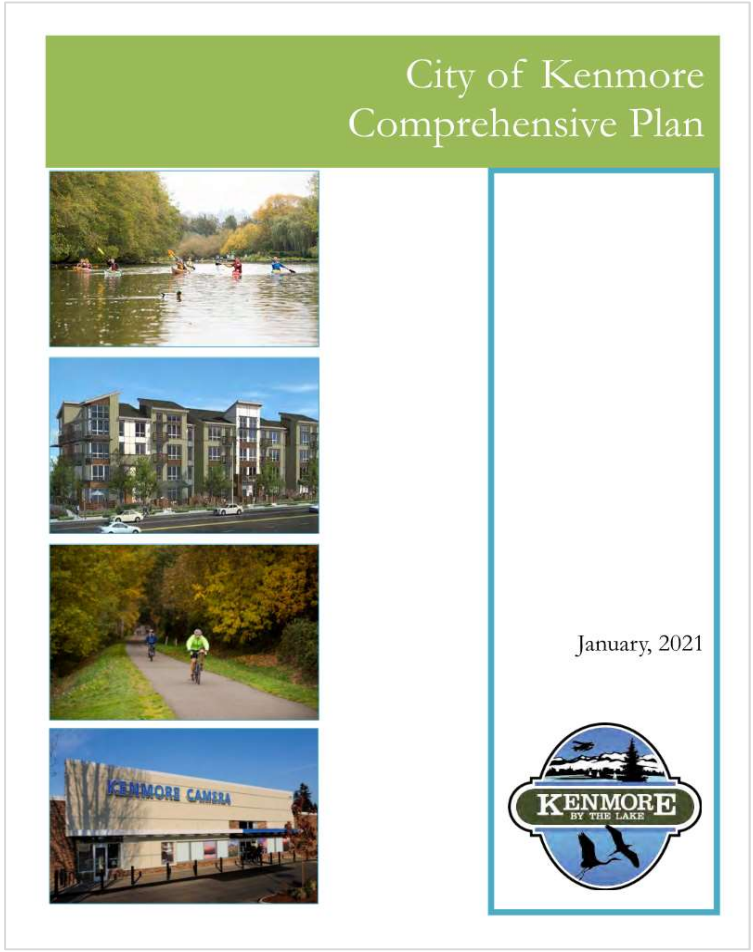
- land use
- housing
- economic development
- parks and recreation
- capital facilities
- utilities
- transportation

WHO PLANS UNDER THE GMA?
In Washington, 29 counties and 218 cities fully plan under the GMA (95% of the state's population).

COMPREHENSIVE PLAN

Comprehensive Plan's Transportation Element has two primary objectives:

- Sets the framework for transportation policies and projects based on community values and financial resources.
- Guides transportation investments by identifying projects the City needs to support future growth and travel needs.



WHAT IS CONCURRENCY?

Concurrency is one of 14 GMA goals that local governments must implement in land use planning.

Concurrency is intended to ensure public facilities and services are adequate to serve new development without decreasing service levels below locally established minimum standards.

Statewide Goals:

- Encourage land use patterns that can be served efficiently by public infrastructure
- Provide appropriate infrastructure at the time of new development
- Prevent new development from degrading local service standards for current users of the existing system

MEETING CONCURRENCY GOALS

Local agencies must:

- Develop transportation investments in a capital facility plan
- Establish minimum standards for their performance
- Connect them to specific funding strategies
- Identify transportation projects needed to support development

PUBLIC FACILITIES AND SERVICES NEEDED TO SUPPORT DEVELOPMENT MUST BE REGULATED BY A ***CONCURRENCY PROCESS*** *THAT TRIGGERS REASSESSMENT AND MITIGATION IF THE MINIMUM STANDARD IS NOT MET.*

KENMORE INTEGRATED TRANSPORTATION PROGRAM

Concurrency requirements defining adequate transportation system

Level of service standards (LOS) to evaluate the multimodal system and ensure system maintains LOS standards over time

Transportation impact fees to require new growth and development to pay proportionate share of the cost of new improvements

Safe site access to facilitate safe and efficient operations of the system through site-access improvements.

CONCURRENCY REQUIREMENTS

Kenmore Code Definition

A. "Concurrency" means transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development, so that the level of service on a city transportation facility does not decline below the levels of service adopted in this chapter. "Concurrent with development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

HOW IS CONCURRENCY EVALUATED?

City maintains a transportation concurrency program and evaluation spreadsheet to assess each proposed development

- **Mobility Unit –** One PM peak hour person trip end (all modes: driving, walking, biking, riding transit)
- **Mobility Unit Capacity** – Amount of capacity from transportation facilities planned in the next 6 years (determined by City, updated annually based on transportation improvement program)
- **Mobility Unit Demand** – Number of mobility units generated by a new development

Transportation system is deemed concurrent when capacity > demand

If capacity < demand, additional transportation facilities are needed

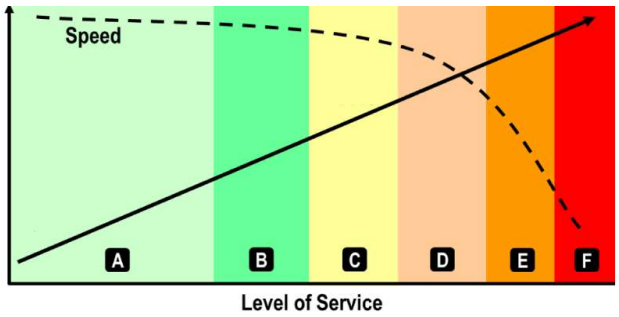
LEVEL OF SERVICE STANDARDS

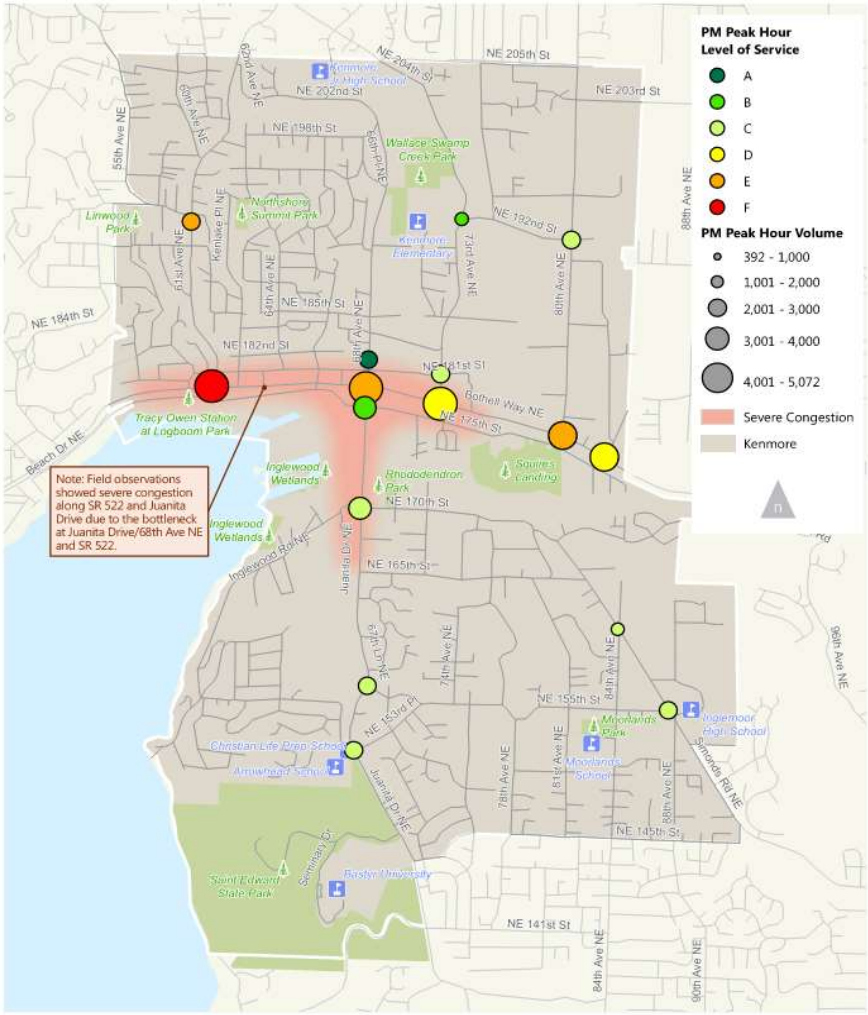
Development proposals apply LOS standards in traffic impact analysis

City has standards for different modes of travel

Roadway LOS standard

- By functional classification
- Sets maximum vehicle delay allowed at intersections and select corridors





LEVEL OF SERVICE STANDARDS

Pedestrian and Bicycle LOS standards

- Only applied in the identified priority pedestrian and bicycle networks
- Sets minimum standard for walking and biking facilities

Transit LOS standard

- Based on transit stop amenities, access to stop and service frequency

Table 4: Bicycle LOS – Facility Requirements

LOS	Within Bicycle Priority Network
●	Provides minimum treatment* recommendation, as shown within Bicycle Priority Network
●	Provides a lower-level facility* than recommended in the Bicycle Priority Network
●	No Facility

* Bicycle facilities – lowest-level to highest-level of treatment: shared; bike lanes; buffered bike facility; separated trail.

TRANSPORTATION ELEMENT UPDATE

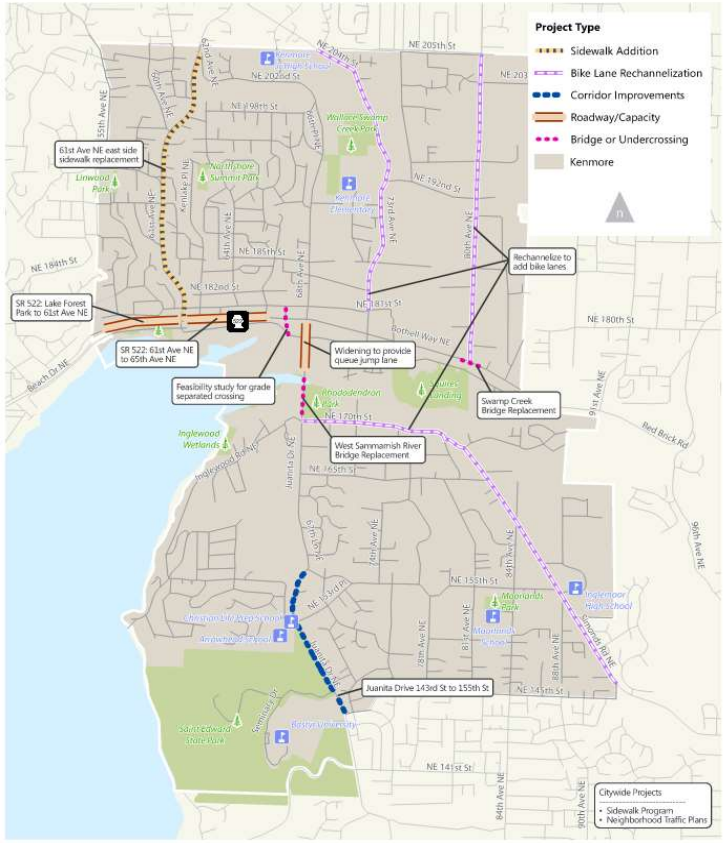
Level of Service Standards

- Applied to evaluate existing and future system conditions and deficiencies
- Determine need for vehicle, pedestrian, bicycle and transit projects in long-term (20-year) plan

Concurrency Program

- Based on short-term programming and anticipated funding, identify 6-year project list
- Update Mobility Unit Capacity in concurrency evaluation for development

SIX-YEAR PROJECTS



Source: 2015 Kenmore Comprehensive Plan

THANK YOU

DKS CORE VALUES

MEANINGFUL DIFFERENCE

OPPORTUNITY

EXPERTISE

TRUSTWORTHY

CLIENT SATISFACTION

TEAMWORK

REAH FLISAKOWSKI
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KENMORE LOS STANDARDS

12.80.030 Level of service standards.
Level of service standards are established for different modes of travel within the City:

A. Roadway Level of Service Standards.

1. The level of service for roadways shall be as described in the most recent Transportation Research Board *Highway Capacity Manual*. The LOS shall be amended on a date selected by the city manager whenever the LOS in the *Highway Capacity Manual* is amended by the Transportation Research Board. The city manager may select and apply alternative LOSs, to be effective on a date selected by the city manager.

2. Roadway LOS shall be by functional classification of roadway:

a. Boulevards (primary arterials) – LOS "E" or better;

b. Urban avenues and neighborhood connections (minor arterials) – LOS "D" or better; and

c. Local streets (collectors) – LOS "C" or better (see transportation element of the comprehensive plan).

3. Roadway LOS shall be measured at intersections of classified roadways, except as provided in subsection (A)(4) of this section.

4. Roadway LOS shall be measured at the corridor level on SR 522 and 68th Avenue/Juanita Drive/Simonds Road.

5. When a lower classification of roadway intersects with a higher classification of roadway (for example, when a local street connects with an urban avenue), the LOS for the higher classification shall apply.

B. Pedestrian Level of Service Standards.

1. The City has designated a yellow LOS for pedestrian facilities where indicated in the pedestrian priority network (all as defined in the transportation element of the comprehensive plan) as the minimum standard to achieve.

2. Outside of the pedestrian priority network, the City has not established an LOS for pedestrian facilities.

C. Bicycle Level of Service Standards.

1. The City has designated a yellow LOS for bicycle facilities where indicated in the bicycle priority network (all as defined in the transportation element of the comprehensive plan) as the minimum standard to achieve.

2. Outside of the bicycle priority network, the City has not established an LOS for bicycle facilities.

D. Transit Level of Service Standards.

1. The transportation element of the comprehensive plan contains guidance for providing quality transit service, amenities, and access to an identified transit priority network. While the City does not control transit service, it has established the following level of service standards for transit stop amenities and pedestrian access to transit:

a. The City has designated a yellow LOS for transit stop amenities and pedestrian access to transit (as defined in the transportation element of the comprehensive plan) as the minimum standard to achieve.

b. Outside of the transportation priority network, the City has not established an LOS for transit stop facilities. [Ord. 16-0420 § 2 (Exh. 1).]

KENMORE LOS STANDARDS

PEDESTRIAN LOS – SIDEWALK REQUIREMENTS

LOS	Within Pedestrian Priority Network
●	Pedestrian facility* where indicated in Pedestrian Priority Network, with a buffer
●	Pedestrian facility* provided on one side of the street
●	No pedestrian facility

*Pedestrian facility includes sidewalks and shoulders protected by a raised curb.

BICYCLE LOS – FACILITY REQUIREMENTS

LOS	Within Bicycle Priority Network
●	Provides recommended treatment* recommendation, as shown within Bicycle Priority Network
●	Provides a lower-level facility* than recommended in the Bicycle Priority Network
●	No Facility

*Bicycle facilities – lowest-level to highest-level of treatment: shared; bike lanes; buffered bike facility; separated trail.

TRANSIT PRIORITY CORRIDOR LEVEL OF SERVICE

LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
●	High level	Sidewalks and marked crosswalks serving stops	All day service. Peak service 15 minutes or less, midday 30 minutes or less
●	Some amenities	Sidewalks and marked crosswalks serving some stops	All day service. Peak services 30 minutes or less, midday service 60 minutes or less
●	Little or no amenities	General lack of sidewalks and marked crosswalks	Low level of service

A Regional Coalition for Housing
A Partnership of Local Governments Since 1993

Together Center
16225 NE 87th St, Suite A-3 | Redmond, WA 98052
425-861-3677
info@archhousing.org

To: Chair and Members of the Kenmore Planning Commission

Through: Debbie Bent, Community Development Director
Lauri Anderson, Principal Planner

From: Mike Stanger, Senior Planner

Subject: TOD Regulations – Affordable Housing Program Orientation

Date: June 17, 2022

As part of the Commission's work on amending the City's Transit-Oriented Development (TOD) zoning, staff believes that an overview of affordable housing programs would provide a useful orientation. Briefly, at your meeting on July 30th we plan to present:

- The basis in state law for local land use regulations and incentives to create affordable housing.
- An overview of the ARCH program and Kenmore's participation.
- A summary of Kenmore's land use and tax exemption programs for income-restricted housing, including:
  - Characteristics of the housing created through these programs.
  - How the programs and properties are administered to ensure performance.
- An outline of policies and programs of fellow ARCH communities for possible consideration in Kenmore along with explanations of the affordability analysis that supports decisions to create or revise those programs.

If presentation materials are ready in advance of the Commission's meeting, staff will send them out as a preview of our discussion.

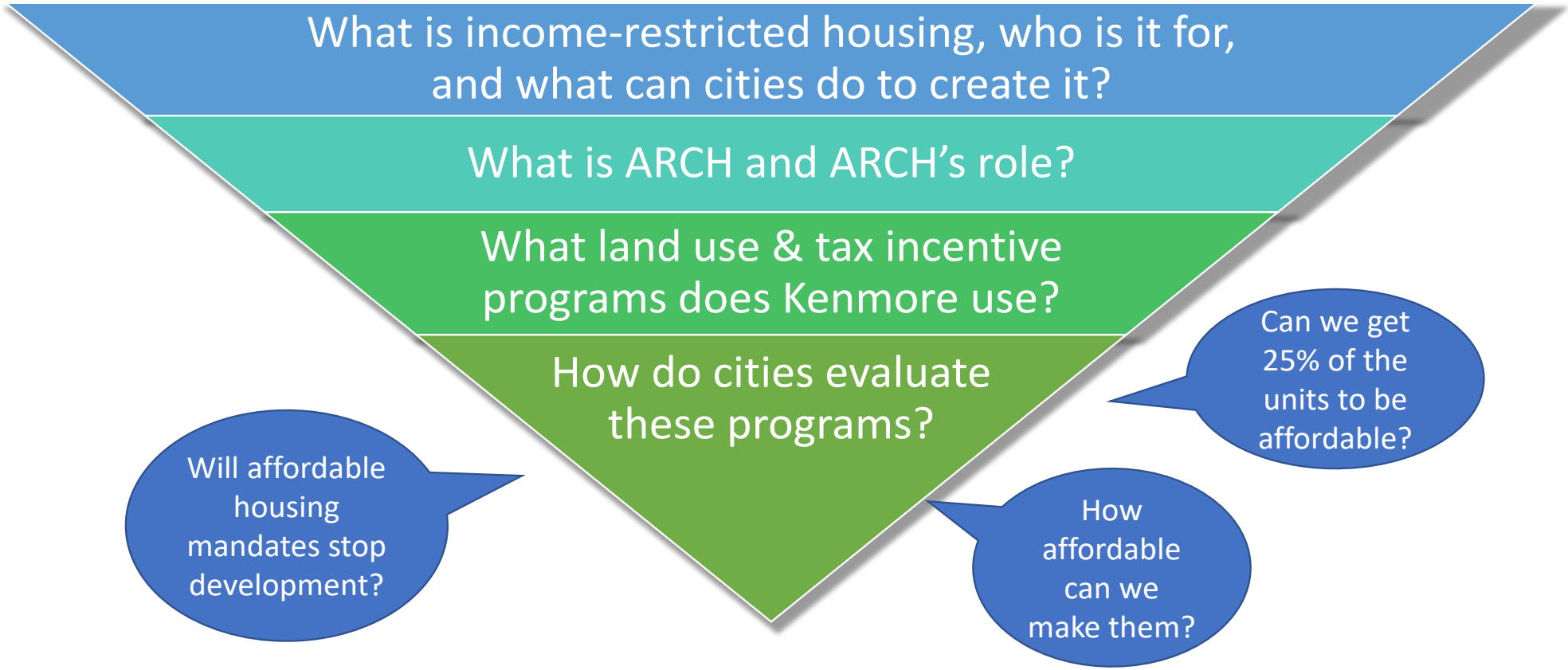
Income-Restricted Housing in Land Use & Tax Incentive Programs

June 30, 2022

Mike Stanger, A Regional Coalition for Housing (ARCH)

mstanger@bellevuewa.gov

Presentation outline



Sample Income & Rent Limits

2021 Area Median Income (AMI), 4 people = $115,700

Households must have annual incomes below these limits to qualify for housing at given affordability levels:

AMI	1 person	2 people	3 people	4 people
30%	$24,297	$27,768	$31,239	$34,710
50%	$40,495	$46,280	$52,065	$57,850
80%	$64,792	$74,048	$83,304	$92,560

Monthly housing expenses (rent, utilities, etc.) must not exceed these limits—30% of income limits:

AMI	Studio	1 Bdrm	2 Bdrms	3 Bdrms
30%	$607	$651	$781	$1,007
50%	$1,012	$1,085	$1,302	$1,504
80%	$1,620	$1,736	$2,083	$2,407

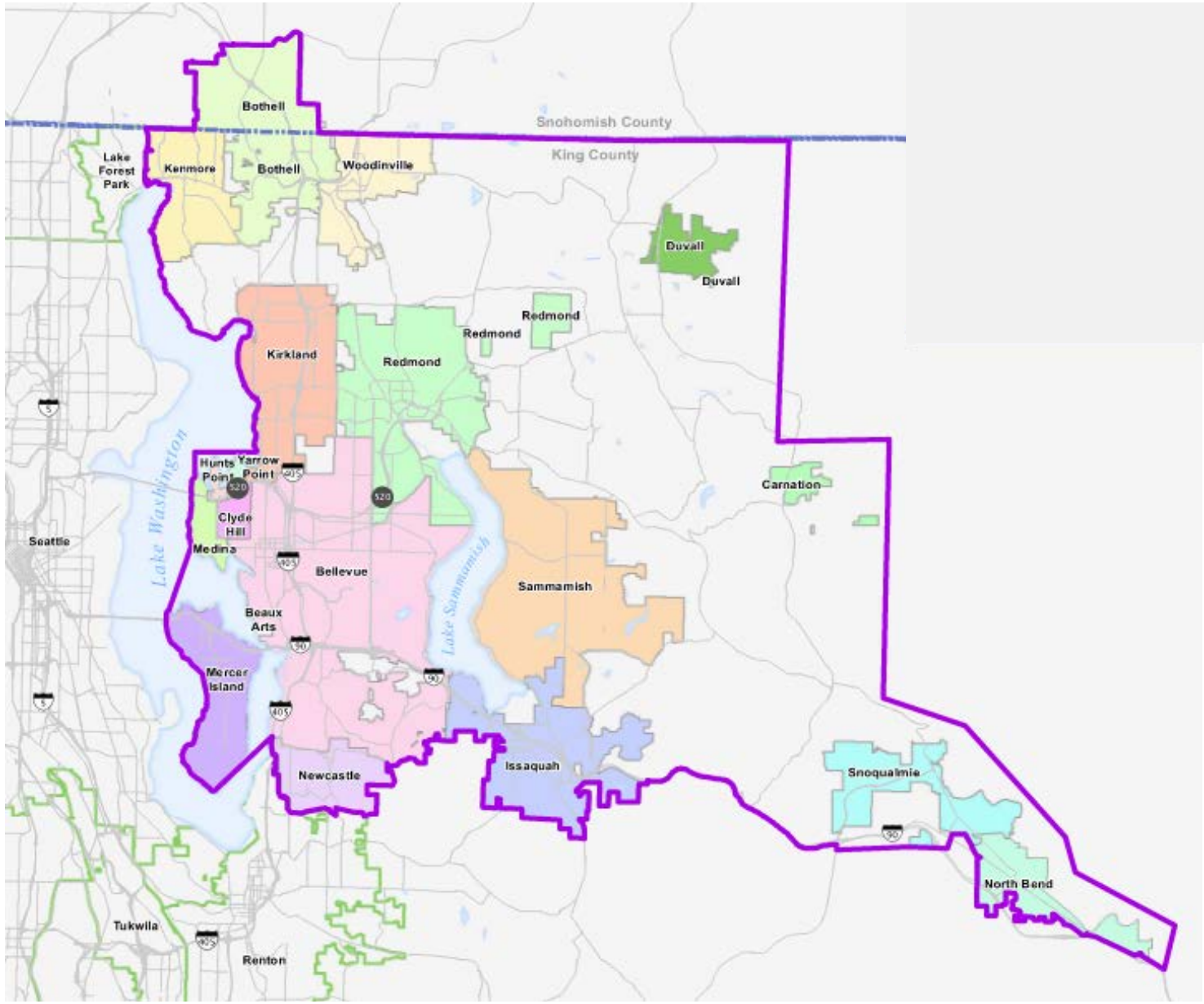
Who is income-restricted housing for?

ARCH – A Regional Coalition for Housing

- Voluntary partnership of local governments in east King Co.
- Formed in 1992.
- Shared “housing staff” for members:
  - Long-range planning, strategies.
  - Program development and administration.
  - Pooled funding (“trust fund”) for land acquisition and construction.
  - Outreach and public information.

What is ARCH and ARCH's role?

A Regional Coalition for Housing (ARCH)



Local programs

	Land Use		MFTE exemption	MFTE affordability	
Bellevue	Voluntary		12 years (2015)	12 yrs	80 AMI*
Bothell	Mandatory	60 – 80 AMI	8 or 12 years (2021)	Life	60 AMI*
Issaquah	Split vol & mandatory		Pilot project (2018)		
Kenmore	Voluntary	35 – 80 AMI	12 years (2010)	Life	60 AMI
Kirkland	Mandatory	50 – 100 AMI	8 or 12 years (2010)	Life	50 AMI*
Mercer Island	Voluntary	60 – 90 AMI	None		
Newcastle	Mandatory	50 – 80 AMI	None		
Redmond	Mandatory	50 or 80 AMI	8 or 12 years (2017)	Life	60 AMI*
Sammamish	Combo vol & mandatory	80 AMI	None		

800 homeownership and 2,000 rental units (excludes trust fund projects)

State enabling statutes

Require contracts or covenants

Land Use

- General land use incentives (RCW 36.70A.540).
  - Low-income – up to 80 AMI for rental and 100 AMI for owner-occupied housing.
  - Affordable for at least 50 years.
  - Fee-in-lieu OK.
- Impact fee reductions/waivers (RCW 82.02.060).
  - Up to 80% without "replacement."

Multifamily Tax Exemption (MFTE)

Ch 84.14 RCW

- New or rehabilitated multifamily housing, 4 or more units.
- Residential improvements exempt from property taxes for 8 or 12 years.
- Must provide affordable housing for 12-year exemption; city's option for 8-year exemption.
- Affordability period not limited.
- 12-year exemptions may be extended 12 years.

What programs are available?

Mandatory vs. Voluntary Land Use Programs

Voluntary

Development Capacity Incentive

- Owner/developer chooses.
  - Has to be a decisive advantage for most.
- Density or height bonuses, parking reductions, etc. in a "fixed exchange," e.g., 2 bonus units for one affordable unit.

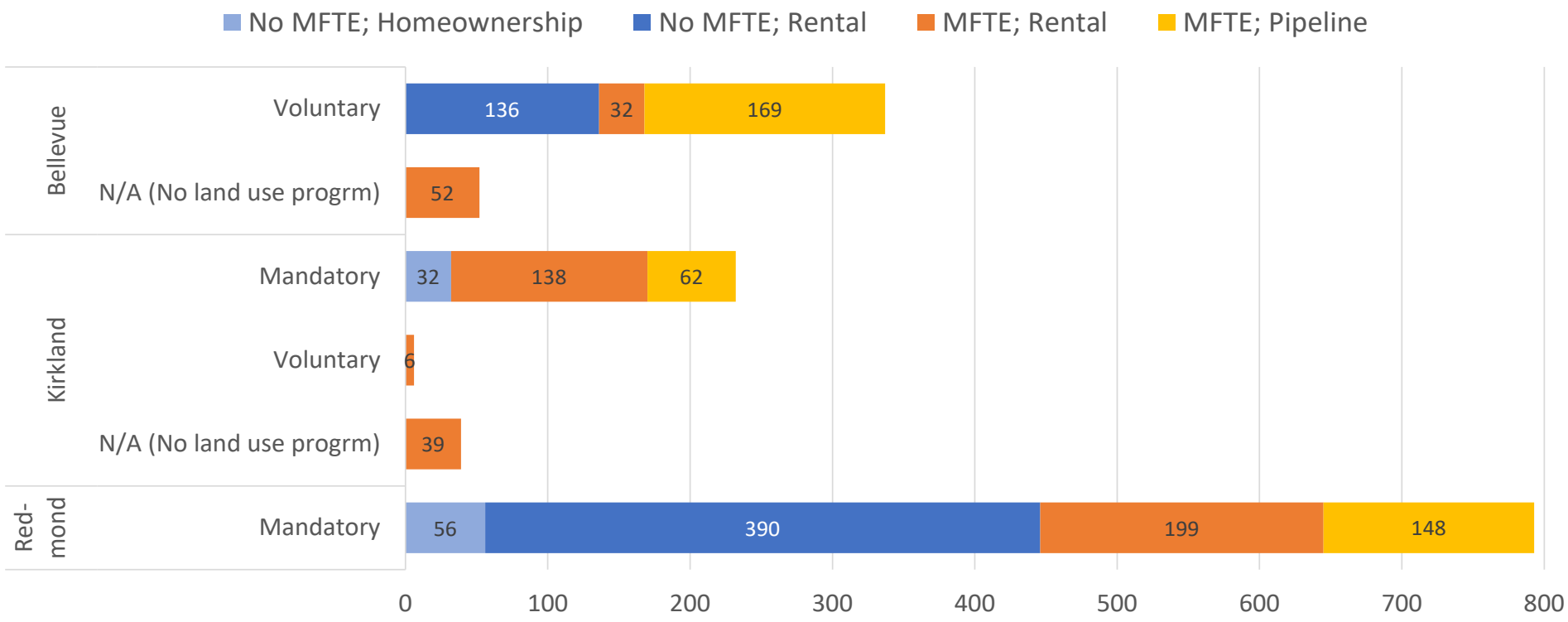
Mandatory

"Inclusionary zoning"

- City "chooses."
  - Can usually get more affordability.
- Similar to incentive system, but:
  - Development capacity increased as-of-right.
  - Affordability required whether project takes advantage or not.

What programs are available?

Affordable units … since 2010, incl pipeline



Kenmore Programs – land use

Voluntary Density Bonuses

(rental affordability for life of the project)

- Residential Density Incentive:
  - 2 bonus units for each 50-AMI unit or 1 bonus unit for each 70-AMI unit.
  - Offered in certain zones.
- TOD Incentive:
  - Tiered system of bonus units, each tier (greater densities) providing deeper affordability.
  - Defined geographic area.

Miscellaneous

- Impact Fee Exemptions:
  - Road Impact Fees.
  - Park Impact Fees.
- Parking (as directed by state law):
  - Lower minimum parking ratios at multifamily properties close to frequent transit, especially when affordable housing is provided.

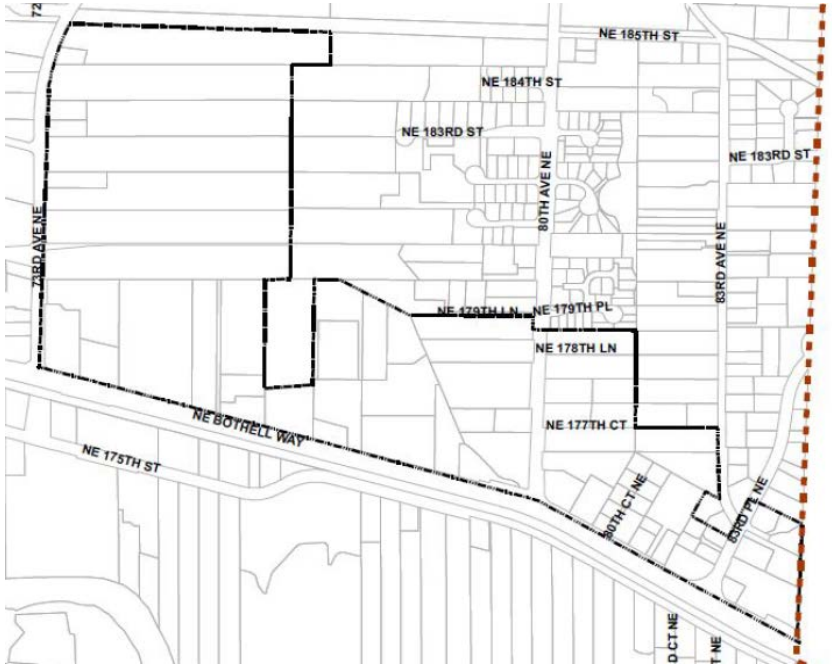
What programs does Kenmore use?

Kenmore Programs – tax incentive

Multifamily Tax Exemption (MFTE)

- First, only for old park-and-ride lot, Kenmore Village (now Spencer 68).
- In TOD: 12-year exemption in exchange for setting aside 25% of units affordable at 60% AMI.

Transit-OrientedDevelopment (TOD)



What programs does Kenmore use?

Spencer 68

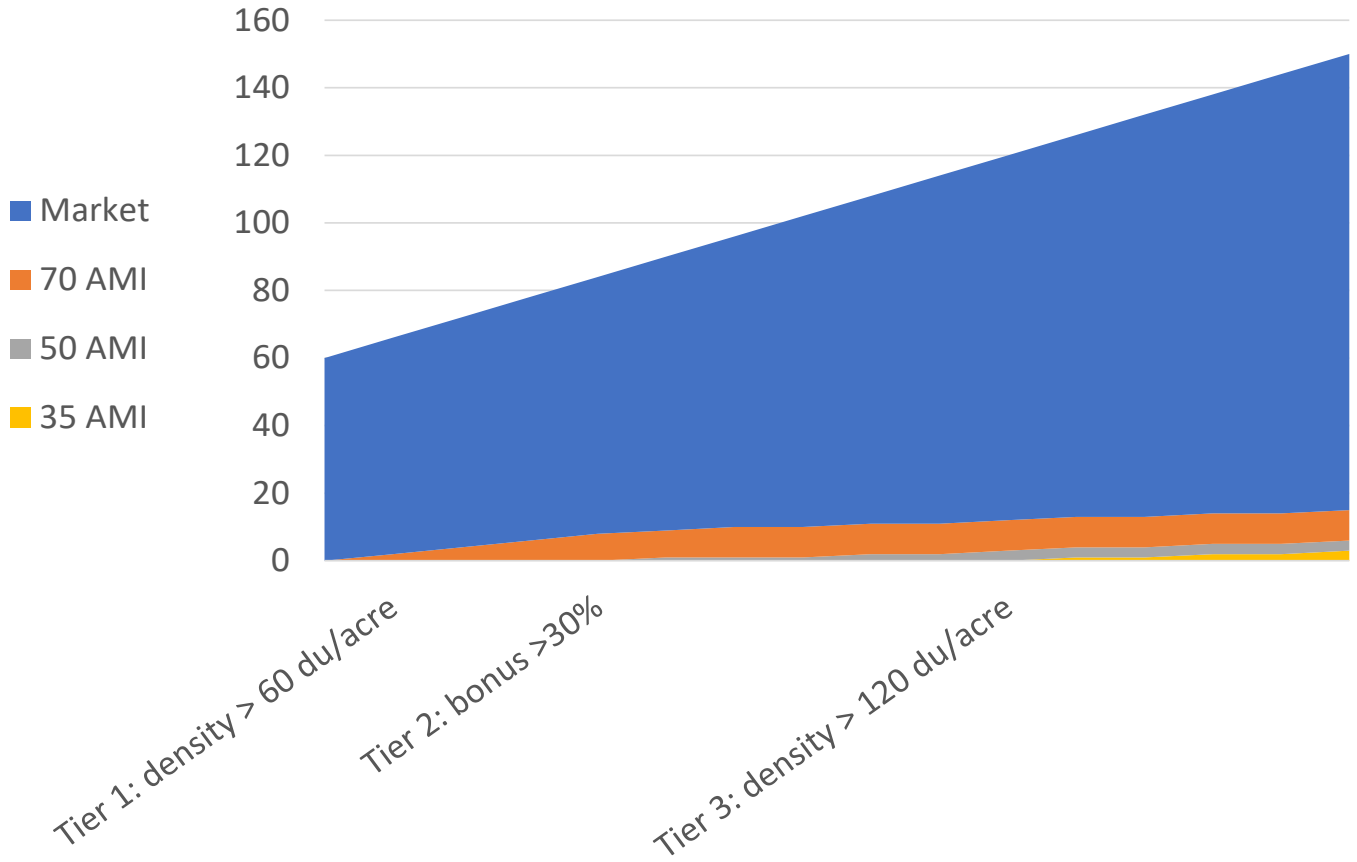
General Information

6711 NE 182nd St

Developer/Sponsor:	MainStreet Property Group
Placed in Service:	2015—2017
Tenure:	Rental
Total Units:	222
Tax exemption:	12 years (through 2028)
Affordable Units:	56
Affordability Level:	50% (5), 85% AMI (51)
Duration:	Life of the project
Serving:	General public

Kenmore projects

City-owned land, development agreement, and MFTE



Current TOD system – land use program design

Affordable units max at 10% of total but affordability deepens at bonus increases.

Transit-Oriented Development Overlay

Current TOD system

- Minimum 60 units/acre.
- Above underlying density = bonus.
- Tier 1: bonus <= 30% of total.
  - 1/3 units affordable at 70 AMI, maximum 10% of total.
- Tier 2: bonus > 30% of total but total density <= 120 units/acre.
  - 1/4 units affordable at 50 AMI but maximum 33% of affordable units.
- Tier 3: density > 120 units/acre but <=150 units/acre.
  - Maintain 10% set-aside as bonus increases by adding 35% AMI units.

Hypothetical example: 1.5 acres

Underlying base density	48 units/acre
Base density yields	72 units
Owner wants to build	210 units (21 affrd)
Proposed density	140 units/acre: Tier 3
Affordable units from Tier 2:	
Yield at 120 units/acre	180 units (18 affrd)
Affordable at 70 AMI	13 units
Affordable at 50 AMI	5 units
Affordable units from Tier 3 Affordable at 35 AMI	3 units

Incentives Analysis

How can we design a system that better:

a. Enables the kind of development the city needs.

b. Creates housing with long-term affordability; i.e., income-restricted units.

c. Improves value for owners and developers.

d. Easy enough for developers to trust.

e. Easy enough for staff to administer in a timely and consistent manner?

<u>Not</u> an objective of this type of analysis:

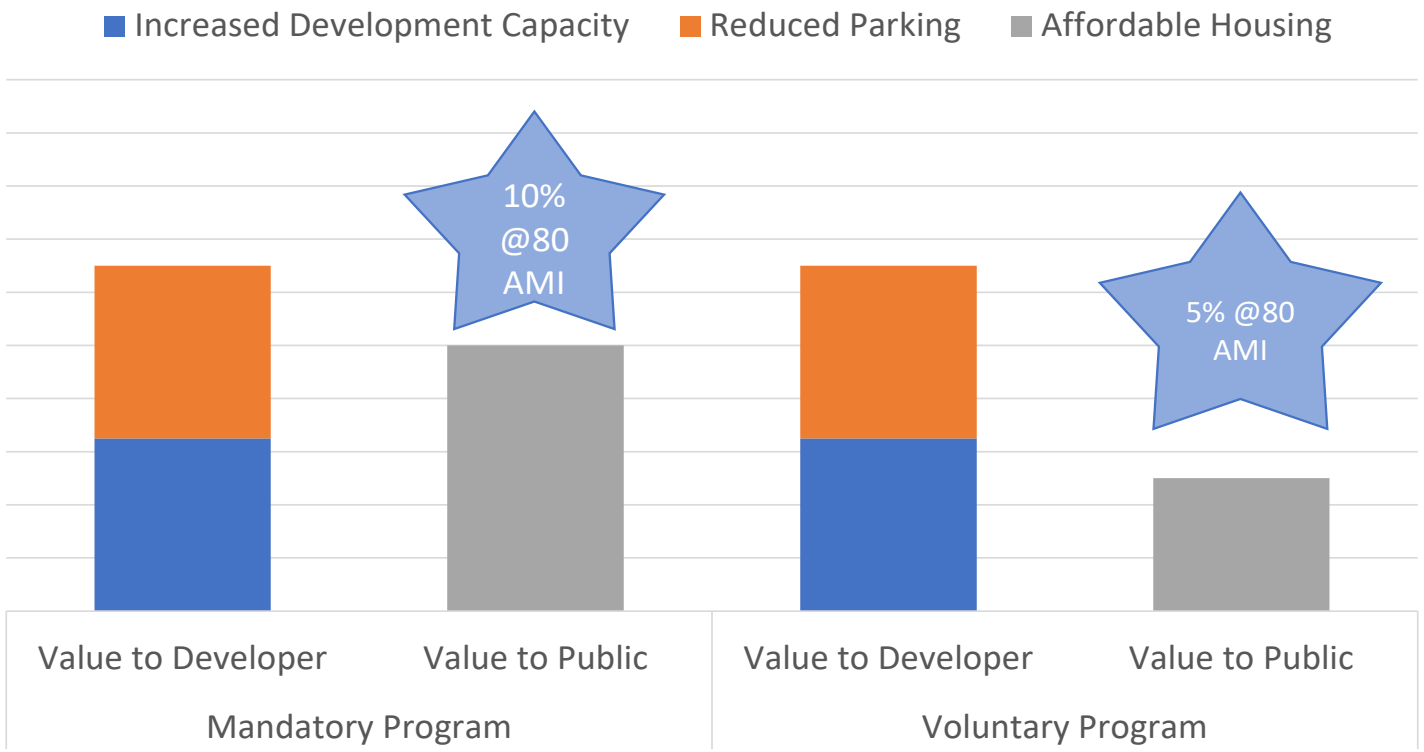
- Making development feasible that would not be feasible without affordable housing.

Object: Secure as much value for the public as possible without hurting development viability

Private Benefits	Regulation	Valuation
Increased development capacity	Bonus system - # additional units or floor area for each affordable unit, or Up-zone – additional units or floor area by right.	Land price per "door" before up-zone times the number of added units.
Reduced parking	Incentive – fewer stalls per affordable unit, or General reduction in parking ratios.	Cost per stall times reduction in number of stalls.
Impact fee waivers	Reduced or waived impact fees on affordable units.	Impact fee reduction times number of affordable units.
Public Benefit	**Regulation**	**Valuation**
Affordable housing	"Set-aside:" percentage of units. "Affordability level:" percentage of Area Median Income (AMI). "Affordability period:" Time that units must remain affordable.	Rent gap = Difference between market and affordable rents over the affordability period.

How do cities decide?

Concept of benefits analysis



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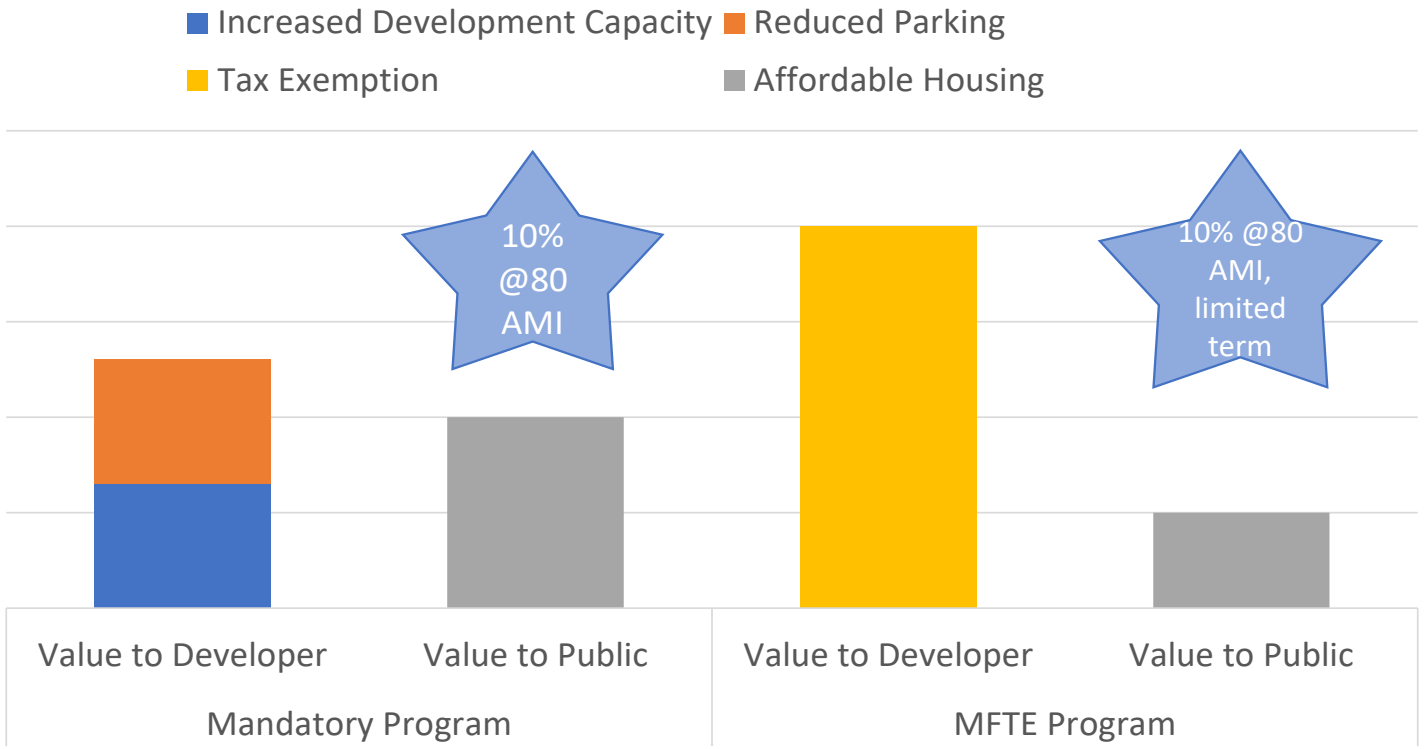

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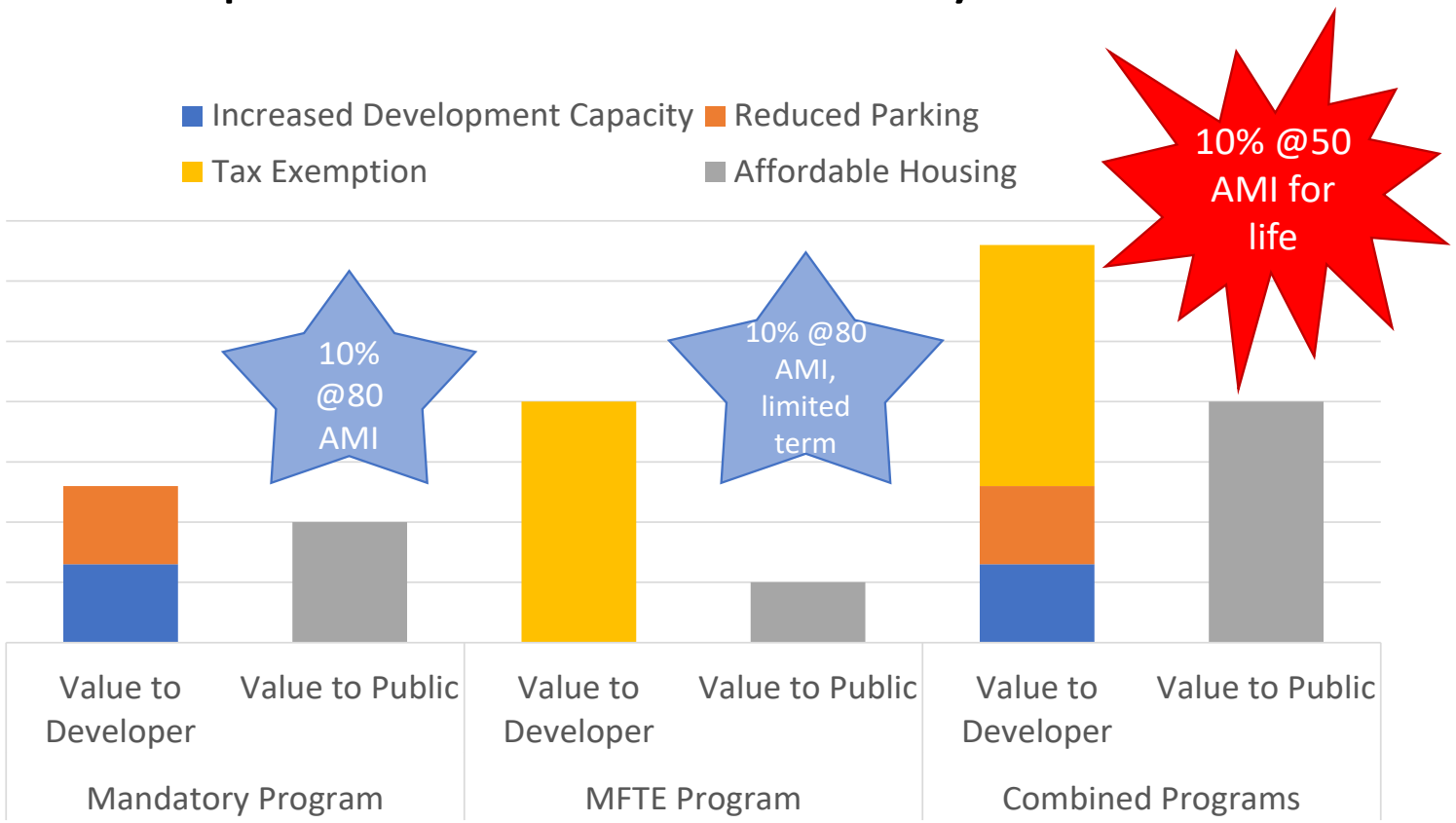

How do cities decide?

Key factors in analysis/model

- Recent land sales.
- Costs to construct structured or underground parking.
- Market rents.
- Capitalization rates.
- Existing and acceptable densities (development capacities).
- Existing and acceptable parking minimums.
- Impact fees.

Sample analysis

Developer Benefits per Affordable Unit

Set-Aside	Added Mkt-Rate Units	Additional Land Value	Reduced Parking Stalls	Parking Construction Savings	Total Private Benefit
5.0%	5.67	$215,749	5.33	$213,333	$429,082
7.5%	3.44	$131,141	3.56	$142,222	$273,364
10.0%	2.33	$88,838	2.67	$106,667	$195,504
12.5%	1.67	$63,456	2.13	$85,333	$148,789
15.0%	1.22	$46,534	1.78	$71,111	$117,645
20.0%	0.67	$25,382	1.33	$53,333	$78,716

Public Benefit per Affordable Unit

Affrd Level	Value per Affrd Unit (Rent Gap)
50 AMI	$244,969
60 AMI	$187,896
70 AMI	$131,089
80 AMI	$74,114

- Not shown: tax exemption values.

Sample analysis

Private : Public Benefit Ratios

Set-Aside	50%	60%	70%	80%
20.0%	0.32	0.42	0.60	1.06
17.5%	0.39	0.51	0.73	1.29
15.0%	0.48	0.63	0.90	1.59
12.5%	0.61	0.79	1.14	2.01
10.0%	0.80	1.04	1.49	2.64
7.5%	1.12	1.45	2.09	3.69
5.0%	1.75	2.28	3.27	5.79

- The matrix charts the ratios of private benefits (value) to public benefits for each combination of set-aside (affordable units) and affordability level (percent of AMI).
- This example: we looked for ratios between 1.2 and 2.0 (highlighted).

Conclusions

- If we know:
  - How much development capacity the city is willing to allow.
  - How much parking the city is willing to reduce,
- We can model options for set-aside and affordability levels.

- Or, if we start with targets for set-aside and affordability levels,
- We can model options for increasing development capacity and reducing parking.