

November 14, 2017

Honorable Bruce Harrell, President Seattle City Council City Hall, 2nd Floor Seattle, WA 98199

Dear Council President Harrell:

I am pleased to transmit the attached legislation, which modernizes our City's approach to off-street parking by creating flexibility for new and existing spaces and advancing progressive parking policies in areas served by frequent transit. It also enacts key recommendations of the Housing Affordability and Livability Agenda to reduce the effects of parking on housing costs.

This ordinance implements a new flexible use parking category, which will expand access to off-street parking in neighborhoods across the city by opening up unused and underutilized parking spaces to new users, and establishes guidelines for the provisions of new flexible parking. It also clarifies the definition of frequent transit service, requiring less off-street parking in areas where we have made significant transportation investments. Together, these policies advance our mobility and climate goals while more efficiently allocating the parking that is already in place.

These strategies will also help address our housing affordability challenge. Off-street parking is expensive to construct, and unnecessary parking can significantly increase the cost of new housing. Creating more flexibility and right-sizing the amount of parking near transit will help reduce both housing and transportation expenses. The legislation will also require lease agreements to unbundle rent and parking costs, so that tenants understand the costs and are not required to pay for parking in our already challenging rental housing market.

Thank you for your consideration. If you have any questions, please do not hesitate to contact Nathan Torgelson, Director of the Seattle Department of Construction and Inspections, at (206) 684-0343.

Sincerely,

Tim Burgess

Mayor of Seattle

cc: Honorable Members of the Seattle City Council