

First I would like to commend the Director for the wise decision to not grant a 25% reduction in the parking requirements for a development < ¼ mile from a station unless the development does not open for business until the station is open. Also, it's good to know that developers don't automatically receive a 25% reduction in the parking requirements if they meet just some of the criteria in 20.50.400. Depending on what they do, they may get a lot less. If this good news was made more public, it may calm some nerves.

In my opinion, The Planning Commission should recommend that guidelines should be developed by staff regarding the content of a Parking Management Plan (#3) and a Residential Parking Zone (RPZ) (#4) mentioned in 20.50.400. This should be done before any of those plans are approved by the City, otherwise overlapping plans proposed by different developers are likely to conflict, since left to their own devices, I'm sure some developers will come up with plans which are mainly to their own advantage. These guidelines would also save staff time in the approval process.

Since RPZ parking permits are meaningless without enforcement, once a predefined number of RPZ permits have been issued for the entire city, Shoreline should be required to hire Parking Enforcement Officers. Life will probably be very difficult for people in the early RPZ's until those officers are hired. Police don't have the time for parking enforcement. Also, it should be recommended that when that predefined number is reached the City will also adopt a citywide Comprehensive Parking Management Plan that includes city defined RPZ policies for all the various neighborhoods in Shoreline. The trouble with approved developer designed parking management plans is that the citizens they affect, may never learn what's in those plans. This could frustrate many people. The sooner we get rid of the developer plans, the better. The same is true of developer designed traffic calming facilities mentioned in 20.50.400 (#7).

Since homeowners, multifamily residential and commercial users, and commuters are all going to want parking permits, the pricing structure will require careful analysis.

Is there good science to justify the 50% reduction in the parking requirement mentioned in 20.50.400 (#8) (B)? In my experience, people in all income brackets, including the zero bracket, own cars and sometimes more than one.