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From: Marshall Ling <marshall@onetrent.com>
Sent: Thursday, February 3, 2022 3:56 PM
To: Plancom
Subject: [EXTERNAL] Public Comment - Unbundle Parking Cost from Rent

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To whom it may concern,

I'm writing to encourage the Planning Commission to revise 20.50.140 (C) of the Development Code to "unbundle" the cost of a parking space from the cost of rent of a multifamily dwelling unit.

Bundled parking makes housing less affordable and disincentivizes living car-free even when that lifestyle is entirely possible or even preferred. According to a 2021 Move.org study, owning a car in Washington costs on average \$403/month. For many, that expense is far greater than they would spend on public transit and rideshare platforms for their transportation needs. For those who want to live a more affordable and sustainable lifestyle by choosing not to own a car, bundled parking penalizes them with higher rents for something they don't need. Utilizing these alternative mobility options should be rewarded, not discouraged, and those who choose not to own a car should not be made to subsidize the cost of such amenities for those who do.

Bundled parking discourages density and hinders transit-oriented development. Inexpensive surface parking results in low-density, low-quality development that is both environmentally and economically unsustainable. An overabundance of "free" parking encourages single occupant vehicle use and prioritizes car-centric infrastructure that ultimately cannot be maintained with the revenue generated by these low-density developments. Communities are then faced with a deficit and must fund existing infrastructure with revenue from new developments which, if parking requirements don't change, will continue to feed into the same parking ponzi scheme. Underground and structured parking, while far more expensive to build, allows for the density needed to create thriving, walkable, economically sustainable communities.

Unbundled parking helps developers support the cost of building structured and underground parking while also improving affordability for residents by creating direct market competition for housing and parking separately. Residents are incentivized to walk, bike, and use transit or other mobility services, while car owners can find competitively priced parking options. Developers should not be obligated to supply parking that can't be justified economically where other more efficient, affordable, sustainable transportation options are available. With unbundled parking, property managers are also better able to manage demand for limited parking supply which helps balance traffic and provides better access to transit and other transportation options for the people who will use them.

Unbundling parking will enhance economic development, drive sustainable growth, and improve housing affordability in Shoreline. The City should enact this change to leverage rail and rapid bus transit investments, embrace new mobility tech for a new generation, and increase density to meet the growing demand for housing.

Regards,

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