

MEMORANDUM

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|-----------------|---|------------|----------|
| Date: | March 2, 2016 | TG: | 15023.00 |
| To: | Scott Smith, City of Mill Creek | | |
| From: | Mike Swenson, PE, PTOE Jesse Birchman, PE, PTOE | | |
| cc: | Mark Ossello – Inland Group Ryan Patterson – Vintage Housing | | |
| Subject: | Vintage at Mill Creek – Parking Analysis | | |

This memorandum summarizes the evaluation of parking requirements and demands associated with the proposed Vintage at Mill Creek development located in Mill Creek, Washington. This analysis focuses on the proposed parking supply, provides estimates the required parking, and estimates the project's peak parking demand. This memorandum responds to initial review comments provided by City staff.

Project Description

The proposed Vintage at Mill Creek development would construct senior apartments and retail space within the East Gateway Urban Village (EGUV) on the Mollgaard parcel evaluated in the September 2012 *Traffic Analysis and Development Standards*. The project proposal includes a total of 216 affordable senior apartment units with up to 3 on-site employees on-site at one time, and amenity space exclusive to the use of apartment residents. The project would also provide approximately 13,400 square feet of commercial space that would serve generic commercial uses (10,400 square feet), a police department office (500 square feet), and a beauty shop and mini-mart (2,500 square feet). Lastly, the project also includes 2,800 square feet of senior center use.

Attachment A shows a preliminary site plan, project access, adjacent roadways, and parking management plan. The project proposal includes 160 on-site parking stalls that would be shared among the residential and commercial uses, as well as the construction of 14 on-street parking stalls immediately adjacent to the on-site buildings. Of the on-site parking stalls, 108 stalls would be reserved for apartment resident use only. In total, the project would construct 174 parking stalls.

Parking Code Evaluation

Parking requirements are identified in Mill Creek Municipal Code MCMC 17.27.020.C.5, D.1, D.5, and D.6 and the project would be required to provide parking as shown in Table 1. Note that all commercial space is considered to be retail space for purposes of calculating code required parking. Also note that required parking for the senior center use is not specified in the MCMC. City staff¹ have provided information that indicates a parking supply rate of approximately 1 stall per 100 square feet of senior center use (10 stalls per 1,000 square feet) that has been used at another similar facility within the region.

¹ Senior Center parking rate per information provided by City of Mill Creek staff is included in Attachment B (email from T. Rogers to R. Patterson, January 5, 2016).

Table 1. Parking Code Requirements

| Land Use | Size | Minimum Parking Supply Rate ¹ | Required Parking |
|------------------------------------|------------------|--|-----------------------------|
| <u>Commercial Space</u> | | | |
| Building 1 Commercial | 6,300 sf | 1 stall / 250 sf | 25 |
| Building 2 Commercial | 4,100 sf | 1 stall / 250 sf | 17 |
| Police Department Office | 500 sf | 1 stall / 250 sf | 2 |
| <u>Beauty Shop & Mini-Mart</u> | <u>2,500 sf</u> | <u>1 stall / 250 sf</u> | <u>10</u> |
| Total Commercial Space | 13,400 sf | | 54 stalls |
| <u>Senior Apartments</u> | | | |
| Dwelling Units | 216 du | 0.5 stalls/du | 108 stalls |
| Employees | 3 employees | 1 stall/employee | 3 stalls |
| <u>Leasing Office</u> | <u>1,000 sf</u> | - | <u>0 stalls²</u> |
| Total Senior Apartments | | | 111 stalls |
| Senior Center | 2,800sf | 1 stall / 100 sf³ | 28 stalls |
| Total Required Spaces | | | 193 stalls |
| Total Constructed Parking | | | 174 stalls |
| Proposed On-Site Parking Supply | | | 160 stalls |
| Proposed On-Street Parking Supply | | | 14 stalls |

Notes: du = dwelling unit, sf = square feet

1. City of Mill Creek Municipal Code
2. No parking required for leasing office space as parking requirements are based on dwelling units and employees.
3. Senior Center parking rate per information provided by City of Mill Creek staff (email from T. Rogers to R. Patterson, January 5, 2016).

As show in Table 1, the project would be required to provide a minimum of 193 parking stalls and exceeds the proposed parking supply of 174 stalls by 19 stalls. Mill Creek Municipal Code (MCMC 17.27.020.G) allows for a reduction in parking requirements of up to 10 percent of the total on-site parking. This mixed-use shared parking is further evaluated in the following sections

Parking Demand Evaluation

The peak parking demand rate used for the commercial uses is based on the ITE *Parking Generation* suburban rates for senior housing apartment units (#252) and shopping center (#820) while the peak parking demand rate for the senior center use is assumed to be equal to the City-required parking supply rate.

Table 2. Weekday Peak Parking Demand

| Land Use | Size | Peak Parking Demand Rate ¹ | Peak Parking Demand |
|--------------------------|------------|---------------------------------------|---------------------|
| Senior Apartments (#252) | 216 du | 0.59 stalls/du | 128 |
| Retail (LU #820) | 13.400 ksf | 2.55 stalls/ksf | 35 |
| Senior Center | 2.800 ksf | 10.0 stalls/ksf ² | 28 |

Note: du = dwelling units, ksf = thousand square feet

1. Trip rates per ITE *Parking Generation*, 4th Generation
2. Senior Center parking rate per information provided by City of Mill Creek staff (email from T. Rogers to R. Patterson, January 5, 2016).

Given the mix of uses it is unlikely that the residential and commercial/senior center peak parking demands would occur at the same time; residential uses typically peak in the overnight hours while retail uses typically peak midday. *Parking Generation* provides additional information regarding how parking demands for each of these uses vary during a typical weekday. Figure 1 shows the anticipated parking demand by time of day based on the proposed land uses. Note that 108 stalls are reserved for resident use only and based on this, the apartment resident parking demand was assumed to remain 108 vehicles or greater.

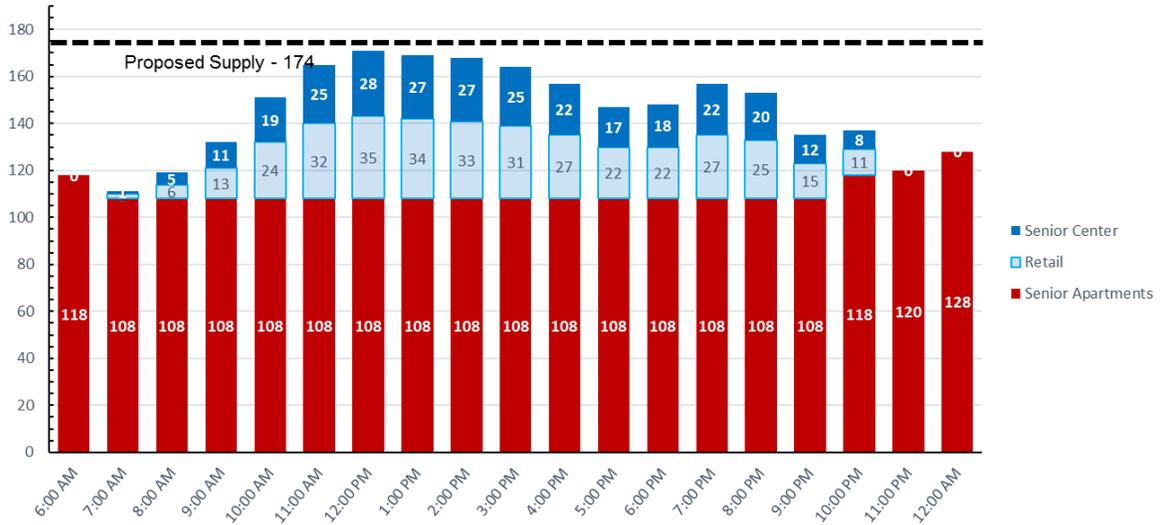


Figure 1 Shared Parking

As shown in Figure 1, the peak parking demand is 171 vehicles,² conservatively assuming that a minimum of 108 reserved residential parking spaces would remain occupied throughout a typical day, and could be accommodated by the proposed supply of 174 stalls. The attached parking management plan (Attachment A) outlines the proposed supply and allocation by use.

Mixed-Use Required Parking Reduction Justification

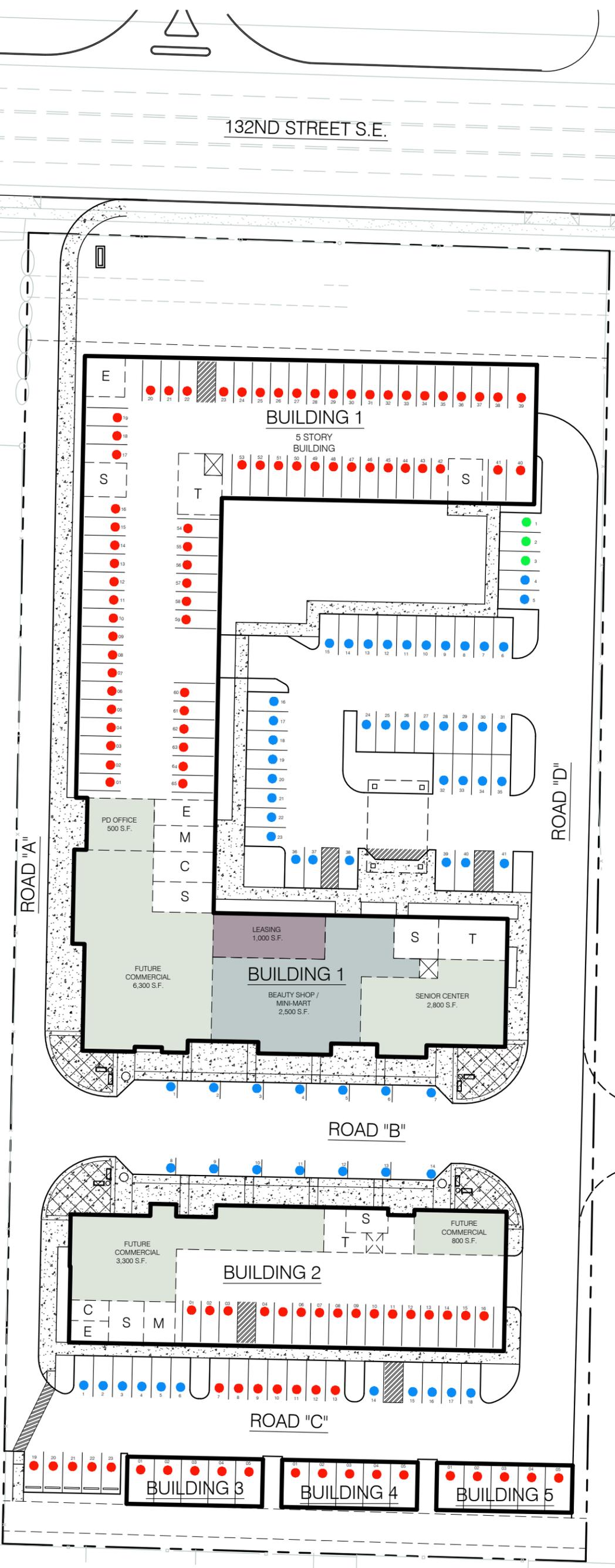
Mill Creek’s municipal code allows for a reduction in parking requirements of up to 10 percent of the total on-site parking for mixed-use developments (MCMC 17.27.020.G) such as the proposed Vintage at Mill Creek project. Based on the required supply of 193 stalls, a reduction of up to 19 stalls could be applied to this development.

As illustrated in Figure 1, the forecast peak development parking demand is 171 vehicles and is 98 percent, or 3 vehicles less than the proposed supply of 174 parking stalls. This peak demand is 89 percent, or 22 vehicles less than the required supply of 193 vehicles. Note that actual parking demand will likely be lower as the mid-day apartment resident demand is anticipated to fall below the minimum 108 reserved residential parking spaces assumed to be fully occupied. Based on this, the code required parking supply could be reduced by 10 percent (19 stalls) to result in 174 required parking stalls and would accommodate the forecast peak parking demand.

² 108 reserved apartment resident stalls + 35 commercial peak vehicles + 28 senior center vehicles

**Attachment A. Preliminary Site Plan / Parking
Management Plan**

PARKING MANAGEMENT PLAN



PARKING LEGEND

- RESIDENT PARKING
- STAFF PARKING - TIME RESTRICTED
- COMMERCIAL USE / SENIOR CENTER PARKING - TIME RESTRICTED
- COMMERCIAL SPACE / SENIOR CENTER
- RESIDENT AMENITY SPACE
- LEASING OFFICE

PARKING MANAGEMENT:

PARKING IN THE VINTAGE AT MILL CREEK WILL BE MANAGED WITH A COMBINATION OF MEANS. RESIDENTS WILL BE ABLE TO PARK WITHIN BUILDINGS 1 AND 2 WITH GATED PARKING, BUILDINGS 3, 4 AND 5 (SINGLE STORY RESIDENTIAL GARAGES PROVIDING 5 PARKING BAYS EACH) AS WELL AS SOME SITE PARKING TO THE SOUTH OF BUILDING 2 (LOCATIONS DEPICTED IN THE PARKING MANAGEMENT PLAN). RESIDENT STICKERS WILL BE PROVIDED SHOWING THAT THEY HAVE LEGAL RIGHT TO BE IN THEIR DESIGNATED PARKING STALL. COMMERCIAL PARKING WILL BE MANAGED WITH SIGNAGE AND MONITORED BY ONSITE STAFF. STAFF PARKING WILL BE MANAGED WITH SIGNAGE AND PARKING STICKERS PROVIDED TO THE APPROPRIATE STAFF.



**Attachment B. Email from T. Rogers to R.
Patterson, January 5, 2016**

Jesse Birchman

From: Mike Swenson
Sent: Tuesday, January 5, 2016 4:27 PM
To: Jesse Birchman
Subject: Fwd: Senior Center Parking Ratios

Please see below.

Begin forwarded message:

From: Tom Rogers <tomr@cityofmillcreek.com>
Date: January 5, 2016 at 4:24:32 PM PST
To: Ryan Patterson <RPatterson@hunterchase.com>
Cc: "Mike.Swenson@transpogroup.com" <Mike.Swenson@transpogroup.com>, "Christi Amrine" <christia@cityofmillcreek.com>, Rebecca Polizzotto <rebeccap@cityofmillcreek.com>
Subject: **RE: Senior Center Parking Ratios**

I have been in meetings all day. Has Transpo revised the parking calcs. minus the 2800 senior center to see where we are? We called the North Shore Senior Center and they are parked at 1 space per 100 sq ft. Using 1 space per 250 sq ft would be 11 spaces., which on the face of it probably is not enough.

Tom Rogers, AICP
Director of Community and Economic Development
tomr@cityofmillcreek.com
P: 425-921-5721 | F: 425-745-9650

-----Original Message-----

From: Ryan Patterson [<mailto:RPatterson@hunterchase.com>]
Sent: Tuesday, January 5, 2016 3:46 PM
To: Tom Rogers; Ryan Patterson
Cc: Mike.Swenson@transpogroup.com; Mark Ossello; Chris Olson (Olson@nystromolson.com); Christi Amrine; Scott Smith
Subject: RE: Senior Center Parking Ratios

Tom,

Did you have a chance to look at this further for clarification?

Thanks

Ryan

-----Original Message-----

From: Tom Rogers [<mailto:tomr@cityofmillcreek.com>]

Sent: Monday, January 04, 2016 1:59 PM

To: Ryan Patterson

Cc: Mike.Swenson@transpogroup.com; Mark Ossello; Chris Olson (Olson@nystromolson.com); Christi Amrine; Scott Smith

Subject: Senior Center Parking Ratios

Ryan and the rest of the team,

I did discuss the issue of building occupancy for the senior center use. His first comments were that building code occupancy is not used for parking standards, but instead, mostly for exiting requirements. Kind of a worst case scenario plus safety factors. Requiring 1 space per maximum occupancy would likely be overkill. Also, depending on the ultimate buildout of the space by the senior center, occupancy could vary greatly.

I reviewed the code requirements again and believe that the section we discussed today is inappropriate since it is a public use, not a commercial use. Looking into the Community Facilities section of the parking requirements, it is not addressed very well there either. It is not a place of assembly. I am thinking that the best option is to use the section in the code about Uses Not Specified, where the director applies the use most similar to the proposal. One use that may be similar is a public library. The parking requirements for a Public Library are 1 space/250 sq ft. I think this may be a great comparison. Also, it happens to be the same parking requirement as the commercial land use, which is what you were already using. Anyway, that is what I am thinking at this point. We need to do a little more research on our end.

In the meantime, let's continue what we discussed this morning and we will see where we are in the next day or so.

Tom Rogers, AICP

Director of Community and Economic Development tomr@cityofmillcreek.com

P: 425-921-5721 | F: 425-745-9650