

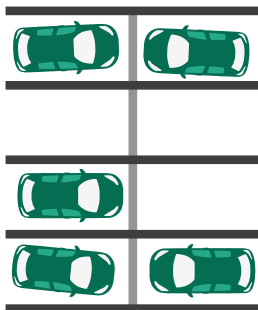


Prepared by
FEHR & PEERS

Safeco Plaza
1001 4th Avenue, Suite 4120
Seattle, WA 98154
www.fehrandpeers.com



CITY OF
ISSAQUAH
WASHINGTON



CENTRAL ISSAQUAH PARKING ANALYSIS LAND & SHORE DRAFT

June 2017

Executive Summary

This report summarizes the findings and next steps for the Central Issaquah Parking Analysis. The project was undertaken to determine if the residential parking requirements set forth in the Central Issaquah Plan are appropriate not only for current conditions, but also if they will help achieve the vision of the Plan as Issaquah transitions to a more urban mixed use area. There are two key questions posed as part of this project. First, are minimum parking requirements set too low, resulting in parking spillover? Second, is structured parking feasible and should it be required as part of developments as opposed to encouraged as it is under current regulations? This report includes information and analysis for the first question, while a separate memo from ECONorthwest covers the second question. After input from the Issaquah Land and Shore Committee, these two pieces will be combined in one document and the pros and cons of different policy options will be added.

This report is organized into the following sections:

- Project Background: The Central Issaquah Plan is introduced, including specific sections of the Plan that handle the City's vision for parking from new development.
- Data Collection: Data was collected via an interview with the Atlas Apartments developer, King County Metro's 2017 Right Size Parking utilization and inventory survey update for Issaquah sites, and a variety of Eastside 2012 Right Size Parking locations.
- Case Studies of In-Progress Projects: Two Central Issaquah multifamily projects currently in development were reviewed and observations from data collection were applied to predict how the proposed parking will perform once the developments are occupied.
- Conclusions: Conclusions and recommendations based on the data collection are outlined.
- Next Steps: An overview of the next steps for the project.

Summary of Key Findings

- Current parking minimums in the Central Issaquah Plan are appropriate.
- Developers are providing more than the minimum required parking supply.
- Parking spillover between the Central Issaquah area and single family neighborhoods is limited by terrain.
- Higher minimums are not recommended for areas of Central Issaquah farther from transit due to low risk of spillover and the long-term vision for the Area.
- Lower minimums could incentivize shared parking on surplus parking in large retail and office lots.
- On-street parking will be utilized more as areas densify, even if adequate parking is available off-street.

Project Background

This project analyzed the parking regulations, utilization and inventory, and emerging parking trends in the Central Issaquah Plan area (Figure 1) and compared parking data from other Puget Sound municipalities to parking observations in Central Issaquah. Policy and code recommendations are included to ensure that parking at future developments in the Central Issaquah area align with the City's vision from the plan. The Central Issaquah Plan was adopted to "guide the evolution of Central Issaquah from a collection of strip malls and office buildings into a more livable, sustainable and balanced mixed use urban area serving everyday essentials to residents, employees and visitors." To achieve the vision of the plan, the Central Issaquah Development and Design Standards were adopted in 2013 and amended through September 2016. Chapter eight of the standards gives the development standards, including parking minimums, maximums and credits to reduce the minimums. The goal of the development standards is to provide the right amount of parking to prevent spillover associated with too little parking, while at the same time preventing excessive parking that reduces space for people and landscaping. Chapter 15 gives the design standards for parking, including provisions to screen parking areas from view and minimize the impact to pedestrians.

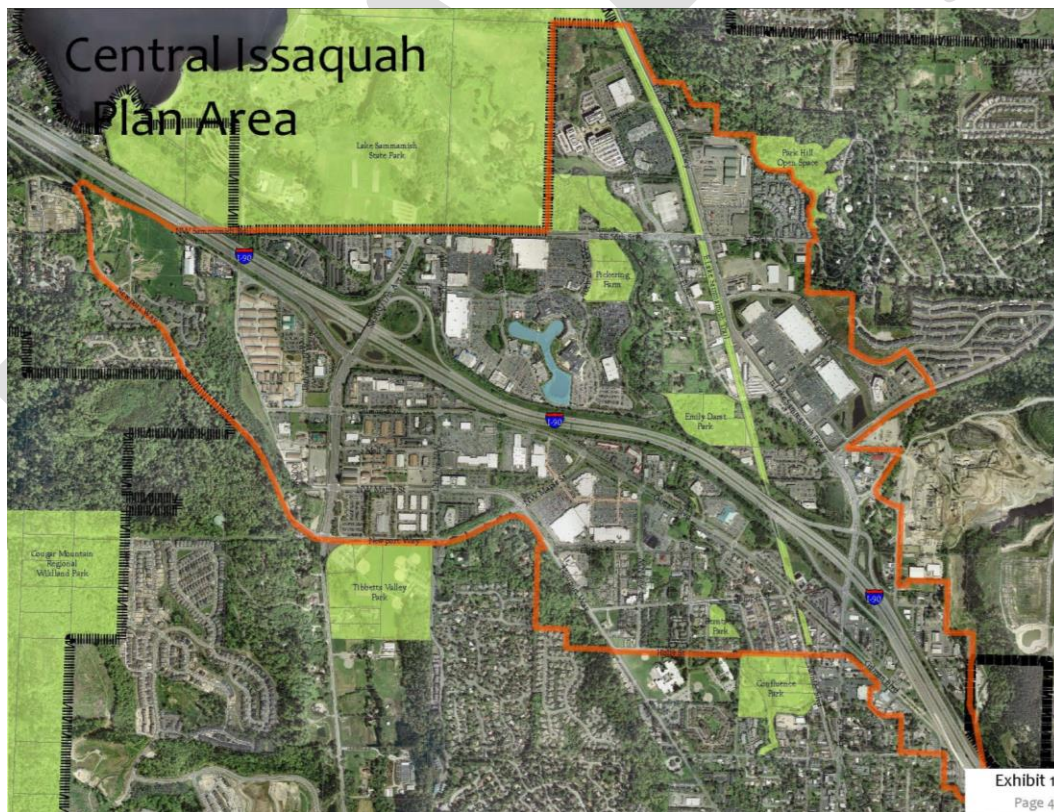
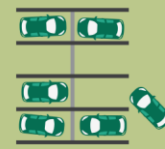


Figure 1: Central Issaquah Plan Area (Source: Central Issaquah Plan)



Data Collection

Data were collected from a variety of sources including an interview with a developer, the 2012 King County Metro Right Size Parking project, the current Right Size Parking Update, field observations, and Issaquah's Active Projects Viewer as detailed below.

Atlas Apartments Interview

Fehr & Peers conducted a phone interview with Brad Machat, Development Manager with Lennar Multifamily Communities, the developer of Atlas Apartments. The development is located at 7th Avenue and Gilman Boulevard (Figure 2), and has 344 total units and 396 total parking spaces in a combination of under building and surface parking. Atlas Apartments is the first completed multifamily development under the Central Issaquah standards and the development is pictured in Figure 3 and Figure 4.

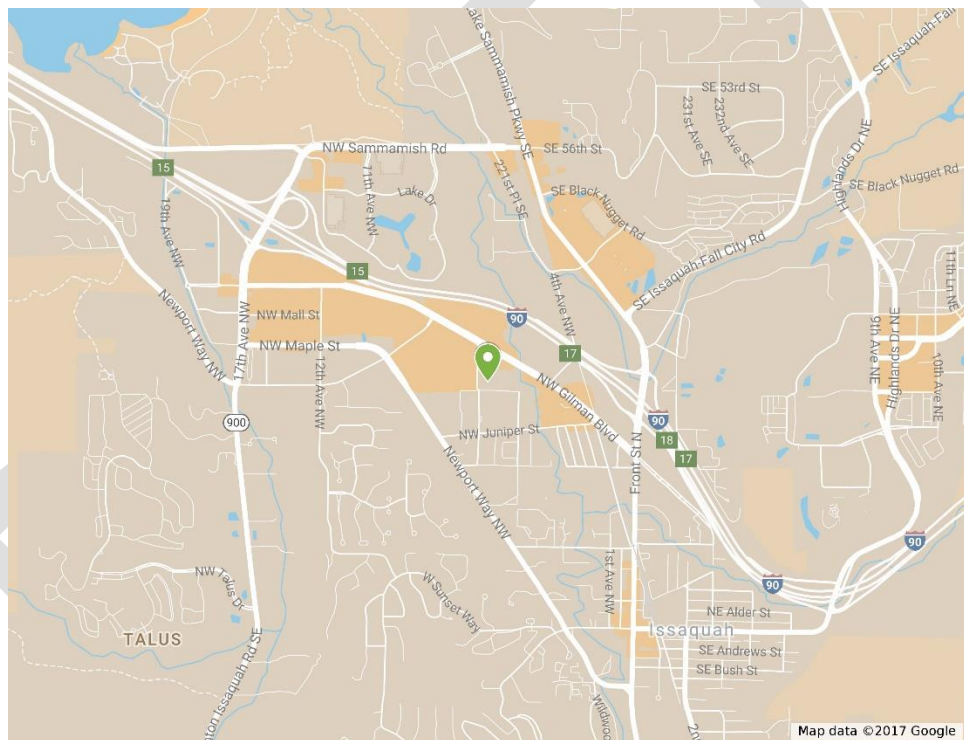


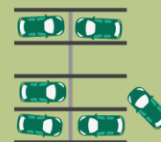
Figure 2 : Atlas Apartments Location (Source: Google Maps)



Figure 3: Atlas Apartments



Figure 4: On-Street Parking Adjacent to Atlas Apartments



This interview provided insight from the developer's perspective and a better understanding of how Atlas residents make decisions regarding parking. Key takeaways from this interview are listed below:

- Atlas is currently 50% occupied, but only 40% of their garage stalls are leased.
- Atlas is built at a parking ratio of 0.83 stalls per bedroom with their garage and surface lots, although the ratio is 0.91 if the 40 additional stalls of on-street parking constructed as part of the project are added. This equates to a ratio of 1.15 built on-site stalls per dwelling unit. This compares to Central Issaquah's minimum parking requirement of 1 stall per unit.
- Atlas management has discouraged parking in the Safeway lot across 7th Avenue NW, including language in the lease specifically prohibiting parking there. However, management has no direct control over Safeway parking, although they have requested that Safeway tow Atlas residents if they are parking overnight in Safeway's lot. There have been no complaints from Safeway management regarding Atlas residents, although there were issues with construction vehicles parked in the lot during the construction phase.
- Mr. Machat anecdotally identified two types of parking "customers" at Atlas: 1) Price sensitive customers who are not interested in a garage permit and seek available surface or on-street parking. 2) Convenience oriented customers who like the certainty of finding a space in the garage.
- As a developer, Lennar does not wish to build less parking than will be desired by residents, since this could result in some apartments going unrented.
- When asked, Mr. Machat stated that providing 100 percent of required parking in a structure would likely have made the project economically unviable as currently built. The site as developed provides approximately two-thirds of the parking in underground garages with the remainder in surface lots.
- Currently, Atlas leases parking independently from apartments. Parking is offered on a month-to-month basis. This gives residents the flexibility to add or drop parking if their car ownership changes.
- Lennar has the flexibility to offer free parking as an incentive to entice residents towards parking in the garage long term.
- Guest parking at Atlas is not specifically provided. It is expected that guests are able to park on-street or use a resident hang tag and park in the surface lot. There have been no complaints about a lack of guest parking to date.
- Mr. Machat suggested that the regulations could better encourage shared parking by reducing parking minimums to better align with future parking demand (which the developer anticipates will be less than current demand). In other words, set the minimum parking ratio below the market rate and let the developer secure shared parking with adjacent uses to match the market demand. The developer suggested that the current requirements of shared parking for perpetual leases of space within a radius of the site are too burdensome and it is simpler just to develop all the parking on-site.

Right Size Parking Data

King County Metro conducted an extensive project in 2012 to identify the “right amount” of parking at multifamily developments in the county. The goal of the project was to identify the extent of parking overbuilding at residential projects in King County, since inexpensive parking that makes it more difficult to access transit is seen as a barrier to more sustainable transportation choices by the agency. King County’s Right Size Parking project collected information from property managers across the county on apartment characteristics, including numbers of each size of apartment, rents, parking supply, and parking pricing data. Once this data was collected, overnight inventories (the peak period for residential parking) were collected to observe the parking inventory and utilization rates at each property. This data gives a view of how parking is utilized around the region as opposed to what is required in municipal codes. Overall, Right Size Parking found that 40 percent of all multifamily parking in the region goes unused. King County Metro is currently collecting new data to update Right Size Parking to 2017 conditions.

Issaquah 2017 Data

King County Metro collected parking inventory and utilization data for three multifamily developments in Issaquah as part of their 2017 update to Right Size Parking. The data collection locations are shown in Figure 5.

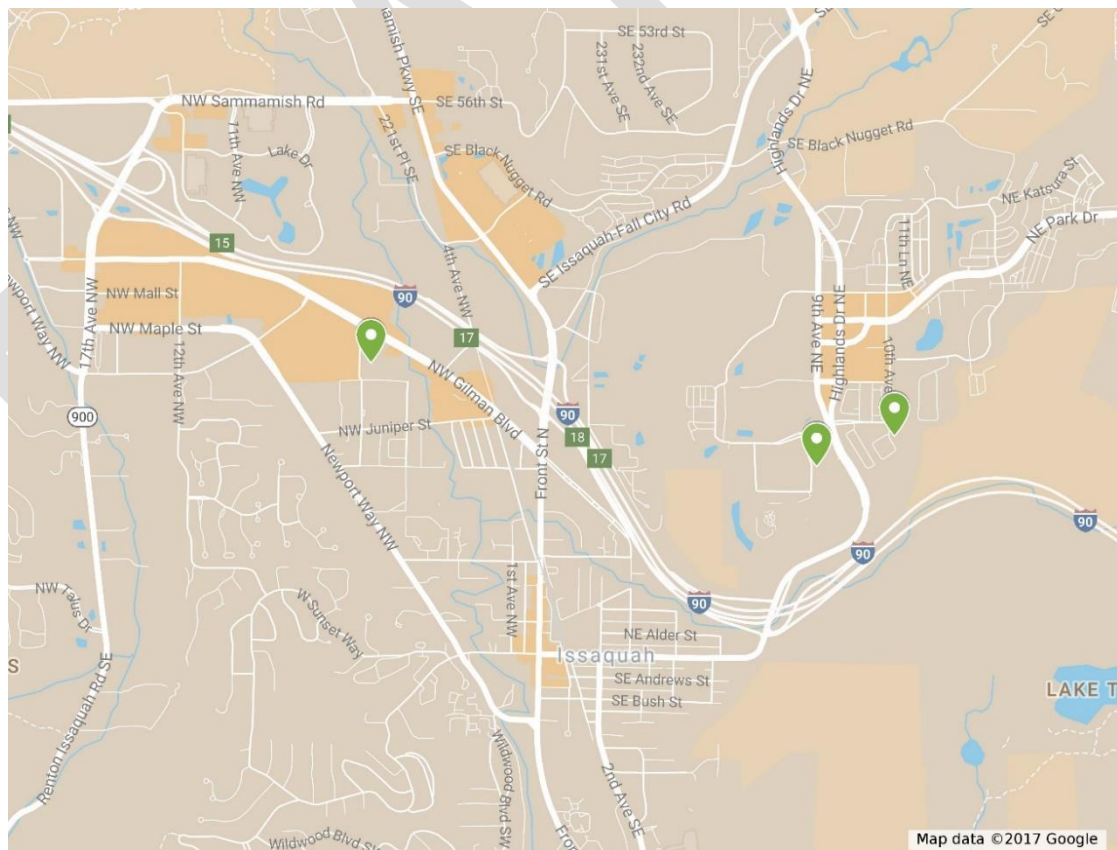
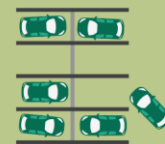


Figure 5 : Issaquah 2017 Data Collection Sites (Source: Google Maps)



Parking utilization data was collected in the early morning hours of April 5, 2017, to observe peak residential parking occupancy. The data are summarized in Table 1.

Table 1 : Issaquah Parking Utilization

Apartment Name	Total Units	Percent Occupied	Total Parking	Utilized Parking	Percent Utilized Parking	Utilized Stalls/ Occupied Unit
Site 1	344	54%	396	169	43%	0.90
Site 2	360	96%	448	395	88%	1.14
Site 3	209	98%	284	232	82%	1.14

Source: King County Metro Right Size Parking Data Collection 2017, Summarized by Fehr & Peers 2017.

In addition to the Right Size Parking data collection, Fehr & Peers visited Atlas Apartments to observe the parking situation. This visit was conducted at 11PM the same week that the Right Size Parking data was collected. Observations from the site visit are as follows:

- All but three stalls of on-street parking along 7th Avenue NW and NW Locust Street beside Atlas were utilized
- All on-street parkers in the spaces immediately adjacent to Atlas displayed Atlas Apartment resident hang tags
- Two vehicles with Atlas hang tags were parked in the Safeway lot and one vehicle with hang tags was located just south of Locust Street along 7th Avenue
- Overall, on-street parking was fairly sparse away from Atlas
- There were about 25 on-site surface stalls vacant; based on King County Metro data, more than half of the garage stalls are vacant

These results show that even with free on-site surface stalls available, many people still prefer to park on-street (or even in the Safeway lot) due to the convenience of walking a shorter distance to their homes.

Right Size Parking data from 2012 was reviewed for Issaquah as well as other Eastside communities. The 2012 data is mapped in Figure 6 and summarized by location in Table 2.

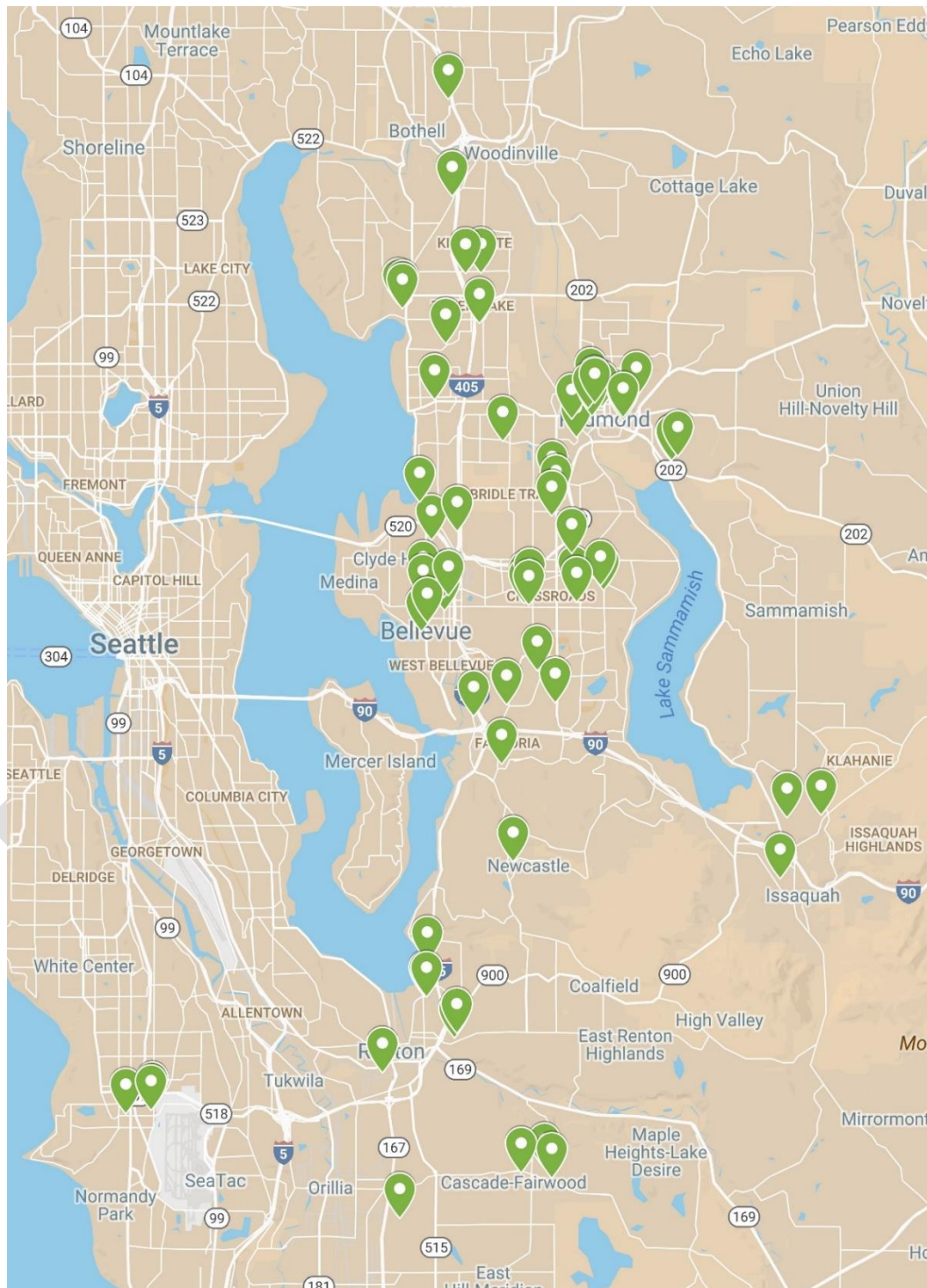


Figure 6 : 2012 Right Size Parking Data Collection Locations (Source: Google Maps)

Table 2 : 2012 Right Size Parking Data

Location	Percent Occupied Units	Percent Parking Utilized	Occupied Stalls/ Occupied Unit
Kirkland (10 sites)	96%	71%	1.15
Downtown Redmond (12 sites)	97%	69%	1.14
Southeast Redmond (3 sites)	98%	73%	1.34
North Bellevue (2 sites)	96%	76%	1.37
Overlake (4 sites)	98%	48%	0.83
Downtown Bellevue (7 sites)	93%	38%	1.12
Crossroads (9 sites)	95%	79%	1.21
South Bellevue (5 sites)	97%	67%	1.28
Newcastle (1 site)	97%	69%	1.37
Issaquah (3 sites)	96%	80%	1.49
Bothell (2 sites)	96%	84%	1.53
Burien (3 sites)	98%	75%	1.26
Renton (10 sites)	92%	67%	1.29

Source: King County Metro Right Size Parking Data Collection 2012, Summarized by Fehr & Peers 2017.

Data Collection Conclusions

Utilized parking in a variety of Eastside locations varies from 0.83 to 1.53 stalls per multifamily dwelling unit. The current Central Issaquah Plan minimum parking requirement of 1.0 stalls per unit lines up well with the 2017 Right Size Parking data and the observed parking ratios from 2012, particularly in the denser areas of the Eastside. This similarity suggests that the current parking ratios are appropriate for current conditions, even though places like Overlake and Downtown Bellevue have more transit service than Central Issaquah and the Issaquah Highlands.

Case Studies Of In-Progress Projects

The Vale Apartments (formerly Issaquah Apartments or 7th and Locust) project and the Inneswood Apartment project are currently in development in the Central Issaquah area. A review of the proposed parking was conducted in order to perform a case study of what the expected parking outcomes will be when these projects are built and occupied.

Vale Apartments

Vale Apartments, proposed at the Southwest corner of 7th Avenue NW and NW locust Street (kitty-corner to the existing Atlas Apartments) is a proposed 110 unit multifamily development (Figure 7, Figure 8, Figure 9).

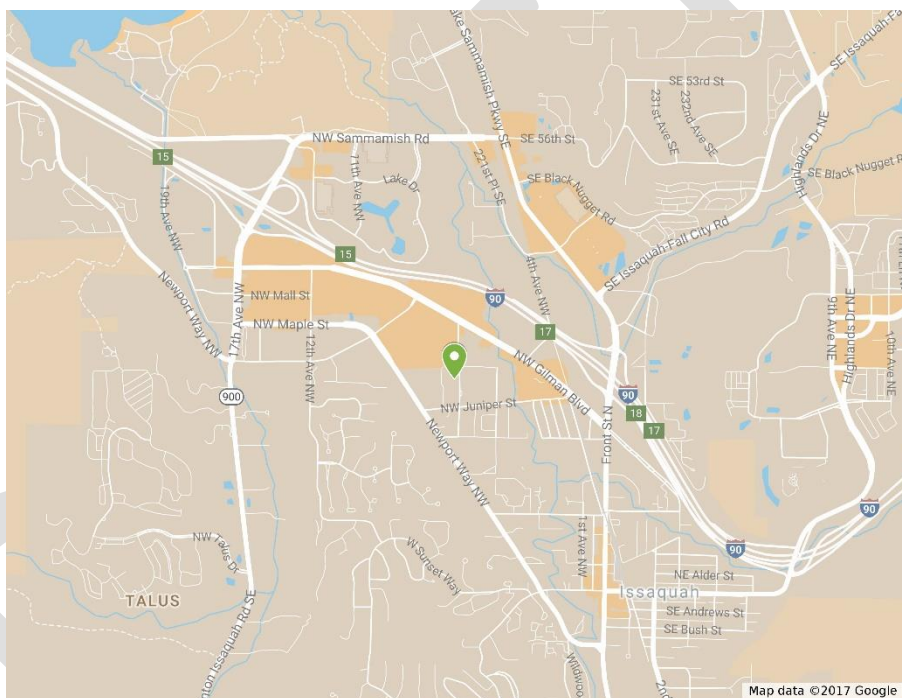


Figure 7 : Vale Apartments Location (Source: Google Maps)

PERSPECTIVE - NE CORNER



ISSAQUAH APARTMENTS
955 7th Avenue NW
Issaquah, WA 98027

ISSY 7TH AVE, LLC

DEVELOPMENT COMMISSION PLAN SET
September 07, 2016

4.01 grouparchitect

Figure 8: Vale Apartments
(Source: Issaquah Apartments Development Commission Plan Set)

CONCEPTUAL SITE PLAN



ISSAQUAH APARTMENTS
955 7th Avenue NW
Issaquah, WA 98027

ISSY 7TH AVE, LLC

DEVELOPMENT COMMISSION PLAN SET
September 07, 2016

1.01 grouparchitect

Figure 9: Vale Apartments Site Plan
(Source: Issaquah Apartments Development Commission Plan Set)

The Central Issaquah plan requires a minimum of 0.75 stalls per studio unit and 1.0 stalls per one or two bedroom unit. With 20 studios, 53 one bedroom units, and 37 two bedroom units, the required parking for the project is 105 spaces. However, the developer also utilized an electric vehicle charging stall credit to remove five stalls from the requirement, leaving 100 stalls. In addition to the 100 required and provided stalls, 24 spaces were provided in twelve tandem stalls which were not counted towards the minimum requirement. In addition to the on-site parking, approximately 11 on-street parallel parking stalls will be built on 7th Avenue NW as part of the project. These stalls do not count towards the requirement but do increase overall parking inventory in the project vicinity. Depending on how the parking is accounted, Vale is providing the following amount of parking per apartment unit:

- 0.91 stalls per unit (not accounting for tandem stalls or on-street stalls)
- 1.13 stalls per unit (accounting for tandem stalls, but not on-street)
- 1.23 stalls per unit (accounting for tandem and on-street stalls)

Due to the proximity to Atlas Apartments, parking utilization is expected to be similar to that project. Although the Atlas development is only partially occupied, it is expected that the utilization rates observed to date will continue as additional occupancy occurs. The current utilization of 0.90 stalls per unit at Atlas is a sign that the provided parking will likely accommodate the parking needs of Vale Apartments residents. However, Atlas residents did show a desire to park on street so it is expected that the on street parking in front of Vale Apartments will be highly utilized, with potential spillover to additional on-street parking from residents who prefer street parking to paying for under-building parking.

Inneswood Apartments

Inneswood Apartments, proposed along Newport Way, is a multifamily development with two buildings. The first building would contain twelve townhome units, 17 studio units, and 57 one or two bedroom units. The second building would contain seven non-studio apartments. The required parking for the first building is 84 stalls and the required parking for the second building is seven stalls. According to the Transportation Impact Analysis provided by Transpo Group, the provided parking in each building is 113 stalls and 8 stalls respectively. Limited on-street parking will be constructed as part of this project and there is no parking currently available along the project perimeter. There are about seven existing on-street parking stalls available on Juniper Street, approximately 300 feet away from the project. Terrain and limited street connections make it highly unlikely that any parking spillover from Inneswood would impact any nearby single family neighborhoods, which are the most sensitive areas for parking spillover impacts.

Due to the lack of on-street parking in the immediate vicinity of the project, it is expected that a high proportion of residents will park on-site. The provided parking for the first building amounts to 1.31 stalls per unit and 1.14 stalls per unit in the second building. These numbers are higher than or equal to observed utilization rates at Issaquah Sites 2 and 3 collected as part of the 2017 Right Size Parking update. On the basis of this data, it is expected that the Inneswood Apartments project will provide all needed parking, with minimal spillover effects due to the project location.

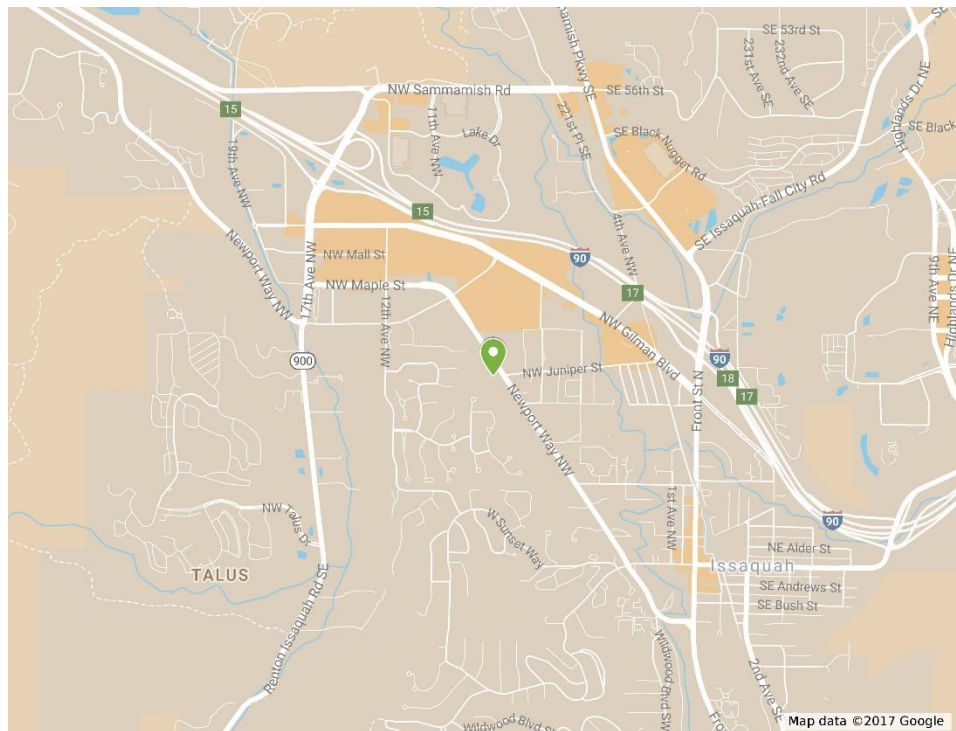


Figure 10: Inneswood Site Location (Source: Google Maps)



Figure 11: Inneswood Renderings (Source: Inneswood Plan Set)

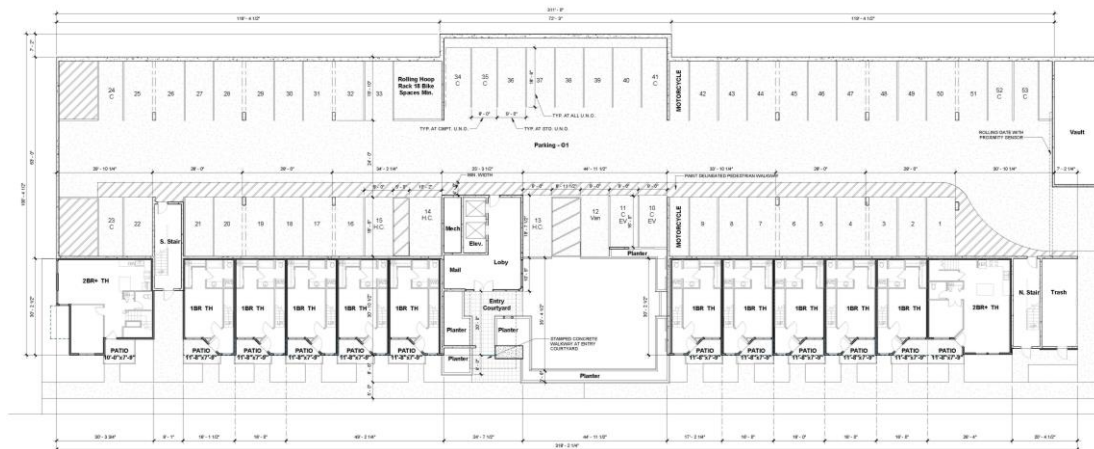
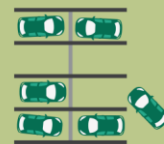


Figure 12: Building 1 First Floor Parking (Source: Inneswood Plan Set)

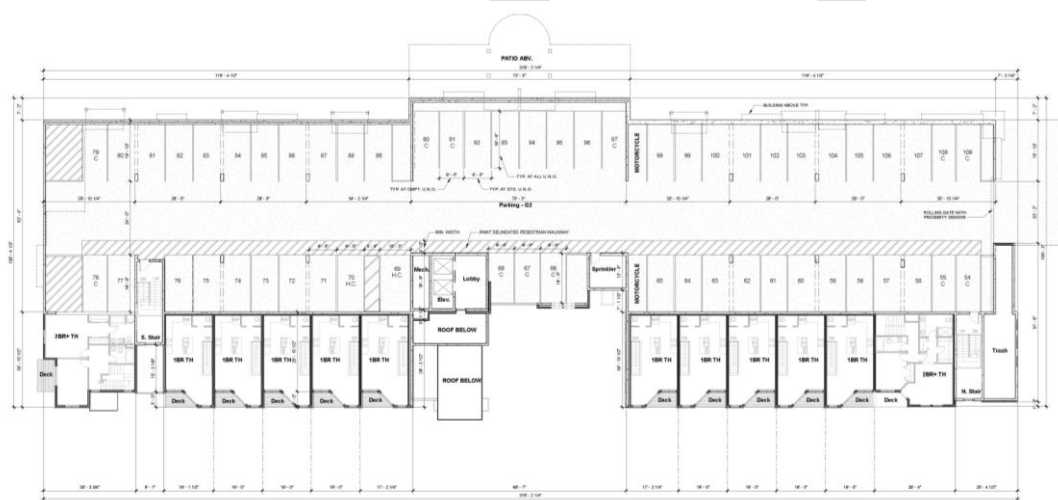


Figure 13: Building 1 Second Floor Parking (Source: Inneswood Plan Set)

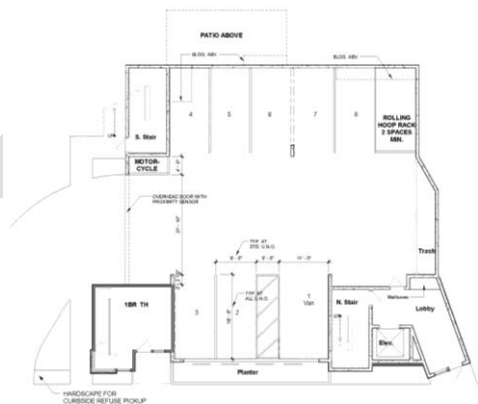
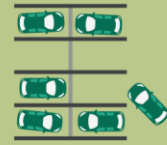


Figure 14: Building 2 Parking (Source: Inneswood Plan Set)

Conclusions

In reviewing the Right Size Parking data for Issaquah and surrounding cities, the interview with the Atlas Apartment developer, and a review of two in-process developments we come to the following conclusions:

- The minimum parking requirements for residential development in Central Issaquah are appropriate given the parking utilization data from the Right Size Parking surveys. Our general recommendation is to set minimum parking requirements to be near, or just below current utilization. Since parking is a long-lived asset, this strategy helps to balance current parking needs against a future with higher-density development and a more compact urban form that requires less parking.
- Developers are not taking advantage of the existing code to provide the minimum supply possible. This validates our conclusion that the current minimum parking requirements are roughly aligned with market demand and that options to reduce the flexibility in the code are not warranted.
- The terrain and surrounding land uses make major parking spillover problems less likely in Central Issaquah compared to other higher-density areas in the region. In other words, the surrounding single-family neighborhoods (which are the most sensitive to residential parking spillover concerns) are not immediately adjacent or are significantly uphill from Central Issaquah. The one possible exception to this finding is the extreme southeastern area of Central Issaquah near the intersection of Dogwood Street and 3rd Avenue/Gilman Boulevard, which is closer to some single family homes.
- Because the code roughly aligns with observed demand and the low risk of parking spillover, we do not recommend raising parking minimums for different parts of Central Issaquah (e.g., in areas farther away from the transit center). Lower parking minimums are consistent with the long-term land use vision for Central Issaquah.
- By reducing the minimum parking requirement, there could be greater incentive for developers to enter into voluntary shared parking arrangements with owners of surplus property. This would reduce the cost to develop and allow developers to take advantage of the large retail and office parking lots in Central Issaquah. If this option were pursued, we would recommend that it be restricted to the northern portion of Central Issaquah (north of Juniper Street and north/east of Newport Way). This strategy would also be more effective with on-street parking management.
- As the area densifies, there will be increased use of on-street parking as it is the most convenient and desirable type of parking, even with ample on-site parking.



Next Steps

The findings from our data collection and interviews will be shared with the City Council's Land and Shore Committee to determine what, if any parking policy changes might be warranted. Potential options include modifications to the parking code, on-street parking management, and changes to how parking is provided. A future update to this report will incorporate ECONorthwest's assessment on structured parking costs and regulations and an analysis of potential parking policy/code changes that may stem from our discussions with City Council.

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