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To: Robert Pantley

From: Jeff Hee, TSI

Subject: 162 Ten NE 80th Street – Parking Analysis

This memorandum summarizes the parking analysis for the proposed 162 Ten NE 80th Street residential-suite (SRO) development-project in Downtown Redmond. The following includes a brief project description, our major conclusions, and the parking analysis.

Project Description

The project is located at 16210 NE 80th Street and is at the northeast corner of NE 80th Street and 162nd Ave NE. A vicinity map is attached for reference.

The project is proposed with up to 96 SRO units and 940 sq. ft. of non-residential space, for a small community based café and public conference room. There are 30 onsite parking spaces proposed.

Conclusions

The parking demand for 162 Ten NE 80th Street is 30 vehicles. The proposed parking supply, 30 spaces, will meeting the project's parking needs. The project will also include a Transportation Management Program and building management is expected to assist in monitoring and assisting with the parking needs of the project's tenants.

The RZC 21.10.080 states that within the Town Square (TSQ) zone SRO uses are required to provide at minimum parking ratio of 0.50 parking spaces per SRO unit. This analysis concludes that the proposed SRO use will generate parking at a ratio of 0.306 vehicle per SRO unit, which is 61% lower than the City's parking requirement.

Parking Analysis

SRO Parking Requirements

Your other five local SRO projects are described below:

- Emerald 10, located at 315 10th Ave in Seattle, is in an RPZ and does not provide onsite parking. City records shows that there are only 4 RPZ permits registered to the 36 SRO units.
- Portula'ca was developed as a townhouse concept and is located at 8055 165th Lane NE. The site includes 7 SRO units and parking was not analyzed at this site.

- Tudor Manor, located at 16552 NE 84th Court in Downtown Redmond, includes 61 SRO units and 34 onsite parking spaces. Parking occupancy data was provided by your building manager.
- Vision 5, located at 8525 163rd Court NE in Downtown Redmond, includes 96 SRO units and 42 onsite parking spaces. Vision 5 which also includes some commercial space, will be most similar to 162 Ten NE 80th Street. Parking occupancy data was provided by your building manager.
- Arete is an in process mixed SRO and multifamily development located at 450 Central Way in Kirkland. This site is not yet built.

This study focuses on parking occupancy statistics collected at Tudor Manor and Vision 5. The data is compiled below in Table 1. To be conservative and in addition to the data provided by building management, TSI assumed that there may be up to two tenants who park offsite during the evenings.

The vicinity of Tudor Manor, Vision 5 and the proposal includes two-hour on-street parking limits which makes long term resident on-street parking during the day undesirable. The parking duration limitations are not present in the evening hours.

It is important to note that much of the SRO tenants utilize onsite parking for storage. Vehicle storage works well with the parking lifts proposed and existing at Vision 5, as a tenant may lease an affordable onsite parking space to store their little-used vehicle. Secured, covered and convenient bicycle parking along with the site’s proximity to transit and downtown jobs and amenities help to reduce the needs for tenants to drive or own a vehicle. Also, the affordable nature of your sites attracts tenants whose current lifestyles are not car-centric.

Table 1: SRO Parking Occupancy

Project	Date	SRO Units	Parking	Vehicles	Open Stalls ¹	Parking Ratio ²
Tudor Manor	Mar-2014	61	32	20	12	0.328
	Aug-2013	61	32	23	9	0.377
	Oct-2013	61	32	23	9	0.377
Vision 5	Aug-2014	96	42	26	16	0.271
	Sep-2013	96	42	23	19	0.240
	Nov-2013	96	42	29	13	0.302
Average: ³						0.306

1. Number of unoccupied, or unused, parking spaces
2. Parking Ratio expressed as Vehicles per SRO unit
3. Weighted Average

Table 1 shows that the average SRO parking demand is 0.306 vehicles per SRO unit. With 96 SRO units proposed the SRO parking ratio is 30 parking stalls. The 30 onsite parking spaces is sufficient to meet the proposed SRO use’s parking needs.

The City’s SRO parking requirement is 0.50 spaces per SRO. The average parking ratio (0.306 spaces per SRO), from above, is 61% of the lower than the City’s SRO parking requirement.



Table 1 also shows that between Tudor Manor and Vision 5 there are, on average, 26 total unoccupied parking spaces between both existing sites which are less than a half mile from the proposed site. Your have indicated that your goal is to minimize unused onsite parking to maximize the available building area; and thus, the minimum parking (30 spaces) is being proposed at 162 Ten NE 80th Street.

Café and Conference Room Parking Requirements

The site also includes up to 940 sq. ft. of non-residential space for a small community based café, at roughly 730 sq. ft. in total size, and a public conference room, at roughly 210 sq. ft. in size.

The RZC 21.10.080 states that the parking requirement for small general sales and services uses, such as a café, may be waived by the Technical Committee if the proposed use is less than 750 sq. ft. in area and would support or enhance the downtown area, such as being visible and within 100 ft. of a promenade.

The café is intended as a building amenity and the service is intended to enhance the local area. As stated above the café space will be less than 750 sq. ft., which meets the code requirement. Also, the café's location is visible from the NE 80th Street and is located at the south end 162nd Ave NE (Cedar Street) which is an extension of the existing walking path between the Veloce apartments and Transit Center Park and Ride Garage. Café trips will be drawn from the local area. Based on the size, location and orientation the proposed community based café should be required to provide any onsite parking.

The conference room space, like the café, is also small in size and is intended as an enclosed free public meeting space. This space will not be supported with onsite parking. This space is treated as a building and a community amenity and should not be required to provide parking as its users will come from the local community.

Lastly, we understand that Rick William Consulting is currently working with the City to update their parking requirements. As currently proposed and to enhance the walkability of the community developments with commercial building areas that are under 5,000 sq. ft. would not be required to provide onsite parking. The proposed non-residential space, which is up to 940 sq. ft. of building area, clearly fits within the proposed Code change criteria.

I trust that the information presented above will assist you as your go through the building permit process with Redmond staff. If you have any questions or comments please contact me at your earliest convenience.

