

STAFF REPORT TO THE DIRECTOR

Alderwood South Administrative Parking Reduction June 18, 2018

I. Application Name and Number

File Name: Alderwood South

File Number(s): PAR-006532-2018

Applicant: Greg Van Patten, The Wolff Company
gvanpatten@awolff.com

Staff Reviewer: Todd Hall, Planning Manager
(425) 670-5407, thall@lynnwoodwa.gov

II. Background and Proposal

In addition to seeking approval of a Project Design Review (PDR) application (File No. PDR-006531-2018), the applicant has submitted a request for an Administrative Parking Reduction to reduce the required parking at the proposed development by 3.1 percent, a total reduction of 14 parking stalls. This equates to 440 parking stalls rather than the required 454. The applicant has provided an analysis supporting the administrative parking request.

The applicant proposes to construct a 240-unit multi-family housing development located at 2927 Alderwood Mall Blvd (Parcel #00372600100305). The project consists of ten 3-story buildings with associated club house, swimming pool, spa, BBQ, active recreation areas, fitness room, and dog park. A small commercial retail space will also be provided (approximately 3,300 square feet) along the street frontage facing Alderwood Mall Blvd. The project is being built on the former Edmonds School District transportation center (bus barn).

The property, approximately nine acres, is zoned Planned Commercial Development (PCD) on the Official Zoning Map and is designated Regional Commercial (RC) on the City's Comprehensive Plan Future Land Use Map.

III. Exhibits

- 1.1 Administrative Parking Reduction Application, received April 25, 2018
- 1.2 Administrative Parking Reduction Site Plan, received April 25, 2018
- 1.3 Parking Memorandum, prepared by TENW, received April 25, 2018.

IV. Noticing

A Notice of Application was posted at the City of Lynnwood official posting sites, on-site and published in the Herald newspaper on May 15, 2018. Owners of property within a 600-foot radius of the subject property were also mailed a Notice of Application.

V. Environmental Review

This proposal is exempt from State Environmental Policy Act review.

VI. Relevant Legal Citations

A. City Regulations and Requirements

LMC 21.18 – Parking

LMC Section 21.18.820 – Administrative Adjustment to Parking provides a process to administratively allow a parking reduction. LMC 21.18.820 states:

- 21.18.820.A: The community development director shall have the authority to administratively reduce the parking capacity requirements of LMC 21.18.800 or stacking lane requirements of LMC 21.18.810, by not more than 20 percent or to increase the proportion of compact stalls by up to 10 percent (rounded to the nearest whole number of stalls) upon presentation of empirical evidence acceptable to the director that a particular use of property will generate different parking demands than other similar uses. Such evidence may include:
 1. 21.18.820.A.1: “Parking studies performed by a qualified engineer or professional parking consultant;
 2. 21.18.820.A.2: “Parking surveys conducted at similar and comparably situated uses. The applicant or owner shall bear the burden of demonstrating that the survey methodology is correct and applicable to the situation;
 3. 21.18.820.A.3: “Other empirical evidence that in the professional judgment of the director clearly demonstrates that the particular use or property will generate less parking demand than similar uses;
 4. 21.18.820.A.4: “A plan, map or diagram showing the proposed parking layout and how vehicular ingress/egress, pedestrian access, landscaping, and all other requirements of this code and applicable citywide design guidelines will be provided.”

- 21.18.820.B: “On approving such administrative reduction, the director shall make written findings that:
 1. 21.18.820.B.1: “The reduction will not be a grant of special privilege inconsistent with parking requirements for similar uses.”
 2. 21.18.820.B.2: “The level or amount of the reduction granted is consistent with the empirical evidence in the study or survey.”
 3. 21.18.820.B.3: “Granting the reduction will not be detrimental to the public welfare, or injurious to other property or improvements in the vicinity.”
 4. 21.18.820.B.4: “The nature or configuration of the use or facility is such that its future occupancy by uses generating significantly higher parking demand is unlikely.”
 5. 21.18.820.B.5: “The reduction is consistent with the purpose and intent of the comprehensive plan and zoning code.”
- 21.18.820.C: The director may require a parking management plan or agreement, or other conditions of approval reasonably necessary to ensure compliance with any of the findings required by subsection (B) of this section.
- 21.18.820.D: A reduction in parking allowed by this section may not be in addition to parking reductions allowed by LMC 21.18.850 and/or 21.18.900 unless supported by a professional parking study that justifies the entire reduction.

VII. Public Comment

A 14-day public comment period on the proposal ended on May 29, 2018. No written comments were received by the public.

VIII. Analysis and Comment

The analysis below is based on the documents attached to this report.

A. Analysis

Title 21 - Zoning

LMC 21.18.800 – Parking

Tables LMC 21.18.08 state that the required parking spaces for the proposed use is as follows:

- Restaurant dine-in: 1 per 100 SF GFA (2 per 200)
- Multi-family Residential:
 - Studio (over 500 SF): 1.5 per dwelling unit
 - 1 bedroom: 1.75 per dwelling unit

- 2 bedroom: 2 per dwelling unit
- 3 bedroom: 2 per dwelling unit

LMC 21.18.820(A), provides for the Director to grant up to a 20 percent reduction in parking spaces or stacking lane requirements or increase the proportion of compact stalls by up to 10 percent upon presentation of empirical evidence acceptable to the director that a particular use of property will generate different parking demands than other similar uses.

Parking Analysis

The applicant has provided a parking analysis submitted by TENW completed on April 25, 2018. The submitted analysis is based on widely accepted peak parking demand ratios documented in the Institute of Transportation Engineers (ITE) Parking Generation manual (4th Edition), peak parking demand estimated using vehicle ownership in the project vicinity based on census data, and the results from a 2012 local parking demand study at a similar multifamily development.

ITE Parking Ratios

The consultant provided data from the ITE Parking Generation Manual (4th Edition), and based on this manual the average weekday peak period parking demand for Low/Mid-Rise Apartments) in suburban locations is 1.23 vehicles per dwelling unit. This results in a demand of 295 vehicles (240 DU x 1.23) for the proposed multi-family project. A parking demand of 295 vehicles would represent a 32 percent reduction to the code required capacity of 427 spaces per Chapter 21.18 LMC.

As the consultant states, the ITE manual also provides information on the size of units for multi-family development, which indicates a number of bedrooms per unit for suburban locations at 1.70 bedrooms per unit. Based on the proposed unit mix at the project site, the project would average 1.43 bedrooms per unit. Therefore, the parking demand may be conservative since the number of bedrooms at the project site are less than the average number of bedroom per the ITE manual.

Census Data (Vehicle Ownership)

The consultant provided estimates on peak parking demand based on vehicle ownership data for two local area U.S. Census Tracts. Based on the data in the project vicinity and the proposed unit mix for the Alderwood South project, the peak tenant parking demand rate of 1.23 vehicles per dwelling unit was calculated. A visitor/guest parking demand rate of 0.15 vehicles per dwelling unit was also calculated. Tenant parking demand plus the visitor/guest parking demand equates to 1.38 vehicles per dwelling unit. The parking demand rate is therefore calculated at 331 vehicles (240 DU x 1.38 vehicles/du). 331 vehicles would represent a reduction of 24 percent.

Local Parking Demand Study

The consultant provided 2012 parking demand data from Andorra Apartments, which is a apartment community located in Mountlake Terrace similar to Alderwood South. At the

time of the study, Andorra Apartment included 193 apartments units with an average of 1.70 bedrooms per unit. Based on the study conducted by TENW, the peak parking demand determined was 1.18 vehicles per dwelling unit, with an average weekday peak of 227 vehicles. For the Alderwood South project using a peak parking demand rate of 1.18 vehicles per dwelling unit, this results in a forecasted demand of 283 vehicles (240 x 1.18). 283 vehicles would represent a reduction of 35 percent.

Staff Analysis

The following is an analysis of the findings that must be made to grant an administrative parking reduction:

1. The reduction will not be a grant of special privilege inconsistent with parking requirements for similar uses.

The proposal of a 3.1% reduction would not grant a special privilege greater than parking requirements for similar uses. The City code allows a reduction of up to 20% if justified. This parking reduction allowed by code would therefore be consistent with the requirements for similar uses within the city.

2. The level or amount of the reduction granted is consistent with the empirical evidence in the study or survey.

The applicant is requesting an 3.1% reduction in the parking stall requirement (from 454 required stalls to 440 stalls).

The consultant study and supplemental report as previously discussed provides sufficient empirical evidence that a parking reduction is not unreasonable.

3. Granting the reduction will not be detrimental to the public welfare, or injurious to other property or improvements in the vicinity.

As noted in the supporting documentation provided by the consultant, the request for a 3.1% reduction will not be detrimental to the public welfare, injurious to other property or improvements in the vicinity.

4. The nature or configuration of the use or facility is such that its future occupancy by uses generating significantly higher parking demand is unlikely.

The nature and configuration of the use or facility is of such that an alternate non-commercial use is unlikely. The development has a fixed number of units and will slightly vary depending on vehicle ownership.

5. The reduction is consistent with the purpose and intent of the comprehensive plan and zoning code.

The purpose and intent of the comprehensive plan is to allow commercial and housing development to reduce parking if empirical data suggests the City's current parking code requires excess parking. The applicant and consultants have submitted adequate empirical information on existing and likely future parking demand on this specific site to warrant a reduction.

C. Comments/Other

Referrals were sent to all City Departments. There were no responses to the parking reduction application from the Building Official and Fire Marshal or any other City departments. No comments were received from the general public or other agencies.

IX. Conclusion and Recommendation

A. Conclusions

Based on the application materials and the analysis contained in this staff report, staff concludes that the applicant has met the decision criteria for approval of an Administrative Parking Reduction.

B. Recommendation

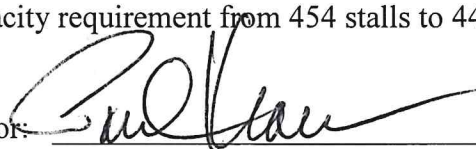
Staff recommends approval of this Administrative Parking Reduction application subject to the following conditions:

1. The Administrative Parking Reduction approval is specific to the land uses identified in this application. Similar uses which retain similar or lower parking demand characteristics may be allowed under this proposal. Any intensification of existing uses causing increased traffic, new uses or a combination of new uses that increases the off-street parking capacity requirement for the site shall require a new adjustment or must be addressed through other means provided by the Lynnwood Municipal Code.

X. Director's Decision

I concur with the above conclusions and recommendation to approve the request to reduce the off-street parking capacity requirement from 454 stalls to 440 stalls, or a total reduction of 14 stalls.

Community Development Director:



Paul Krauss, AICP

Date: June 18, 2018

XI. Right of Appeal

Administrative decisions of the director may be appealed by filing a written request for appeal with the Community Development Department within 14 calendar days of the date of issuance of the decision. The appeal deadline shall is **July 2, 2018**. An appeal filed within this time limit shall be processed pursuant to Process II, as identified in LMC Section 1.35.200.

