



# MEMORANDUM

*Date:* April 17, 2023  
*To:* Sarah Schelling  
 City of Lacey  
*From:* Steve Schmitz, PE  
*Subject:* Lacey 7th Ave Apartments - Parking

This memorandum is meant to provide a narrative of the proposed shared parking strategy between properties owned by MJR Development within the Woodland Square Loop District. Items discussed include the proposed apartments, underground parking garage, shared parking, and the project’s approach to meet City of Lacey parking count requirements.

### Proposed Apartments:

MJR Development proposes to construct two apartment buildings on parcel 84990003200 with an underground garage spanning under both buildings. Combined, the buildings will include 376 units and approximately 18,000 square feet of retail space. The minimum parking requirements per Chapter 16.72 of the City of Lacey Municipal Code for the proposed development are summarized in the Table 1 below.

**Table 1**

Use	Quantity	Parking/Unit	Required Parking
Studio	170 units	1	170
Open 1	12 units	1	12
1 – Bedroom	94 units	1.5	141
2 – Bedroom	85 units	1.5	128
3 – Bedroom	15 units	2	30
Retail	17,865 sf	3/1000 sf	54
<b>Total Required Parking</b>			<b>534</b>

This project will also impact the existing parking for the 4565 and 640 buildings. Required parking for the office buildings is shown in Table 2 below.

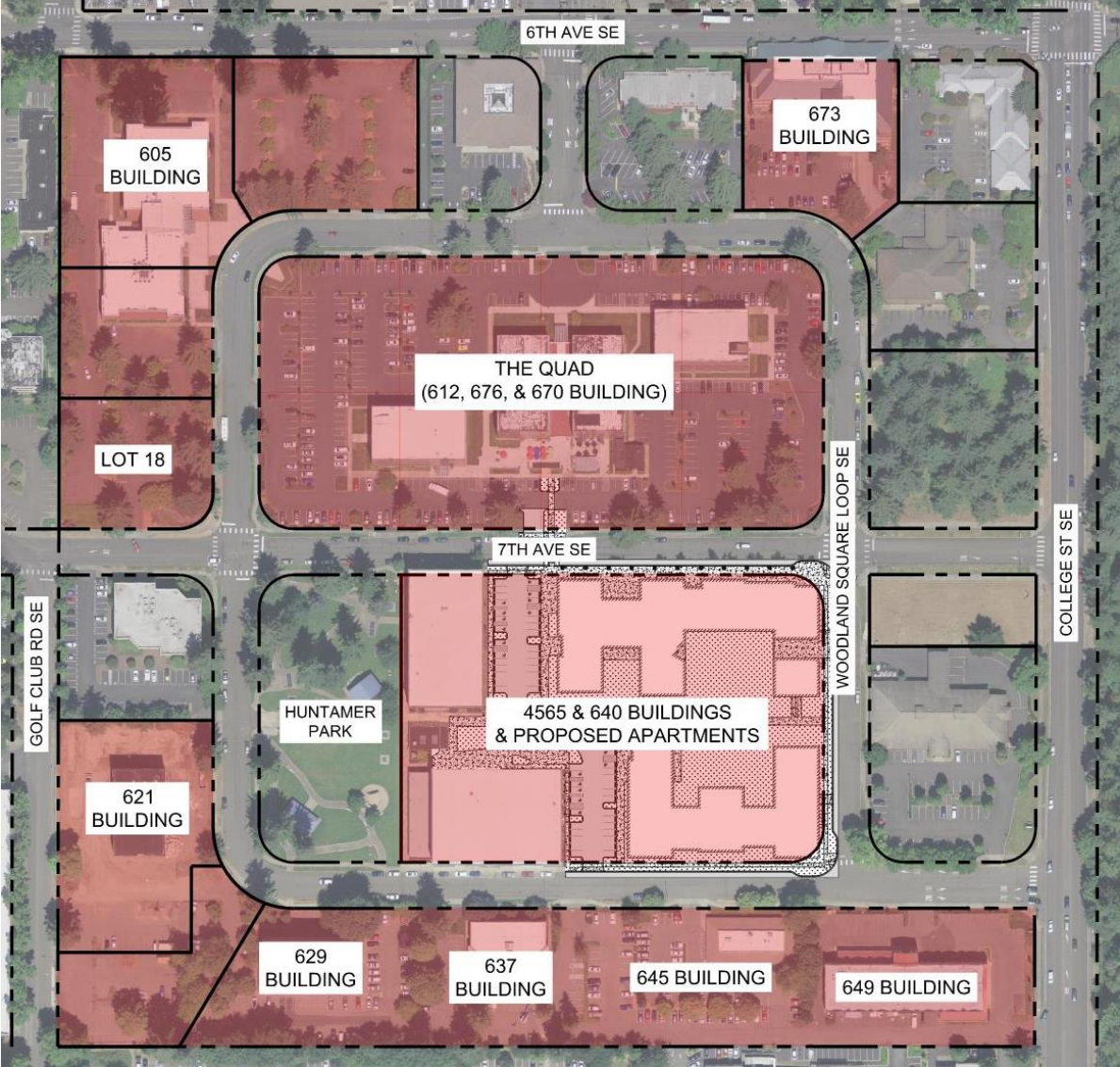
**Table 2**

Use	SF	Parking/1000 sf	Required Parking
4565 Building	54,888	2	110
640 Building	76,863	2	154
<b>Total Required Parking</b>			<b>264</b>

As proposed the site will include 307 below ground stalls and 48 above ground stalls, totaling 355 stalls for use by the apartments and office buildings. Per code the site requires 798 stalls resulting in a deficit 443 stalls. To address this, MJR Development has established a shared parking agreement among their properties within Woodland Square Loop to meet City of Lacey parking requirements.

**Woodland Square Loop Properties:**

The following properties owned by MJR Development, shown in the figure below, are included in the shared parking agreement. All the properties shown are within a convenient walking distance, with the distance between properties ranging from 0 to 1/4 mile from one another. The shared parking agreement will be for the use of on-grade parking.



*Figure 1*

**Parking Counts:**

The parking counts for the properties shown in the previous figure are summarized in the Table 3 below. The proposed apartments will require the removal of all existing surface parking on the parcel removing 321 stalls currently for the 4656 and 640 buildings. The parking garage and associated surface parking will restore 355 of these stalls which results in a shortage of 443 stalls when the project is completed. As shown in the Table 3, the existing sites, which are not of the proposed apartment and associated office buildings, have a total surplus of 620 parking stalls.

Therefore, with the shared parking agreement in place, parking count requirements will be met and there will remain a surplus of 177 off-street parking spaces. There is also street parking along Woodland Square Loop and 7<sup>th</sup> Avenue, which provides approximately an additional 175 parking spaces.

**Table 3**

Building	Use	Usable Area (SF)	Required Parking	Existing Stalls	Existing Stalls Retained	New Stalls Created	Total Stalls	Over (+) / Under (-) Stalls
673	Office	52,497	105	90	90	0	90	-15
605	Medical Institution	75,104	58	176	176	0	176	118
Lot 18	-	-	-	105	105	0	105	105
The Quad	Office	108,887	218	402	402	0	402	184
621	Office	38,564	78	178	178	0	178	100
629	Office	26,992	54	79	79	0	79	25
637	Office	16,113	33	39	39	0	39	6
645	Office	5,091	11	100	100	0	100	89
649	Office	24,766	50	58	58	0	58	8
4565	Office	54,888	110	160	0	14	14	-96
640	Office	76,863	154	161	0	11	11	-143
Proposed Apartments	Multi-Family Commercial	-	534	-	-	330	330	-204
<b>Total</b>			<b>1,405</b>	<b>1,548</b>	<b>1,227</b>	<b>355</b>	<b>1,582</b>	<b>177</b>

**Daily Parking Distribution:**

The proposed apartments and retail space will primarily share parking with the existing office buildings. While there has shown to be adequate parking for all uses within the proposed parking agreement, it should be noted that these uses will not be occupying parking at the same time of day. The Institute of Transportation Engineers (ITE) Trip Generation Manual, 11<sup>th</sup> Edition was used to determine traffic distribution for the uses in the area. Directional traffic distribution for weekday mornings and evenings are summarized in the table below:

**Table 4**

Use	Land Use Code	7-9AM		4-6PM	
		Enter	Exit	Enter	Exit
Multifamily (Mid-Rise)	221	26%	74%	61%	39%
Shopping Plaza	822	62%	38%	48%	52%
General office building	710	86%	14%	16%	84%

The proposed retail spaces have relatively even distribution entering and leaving in the mornings and evenings. In the morning, majority of the traffic from the apartments will be leaving and majority of the traffic from office buildings will be arriving. In the evening, office employees are primarily leaving the site while apartment residents will be primarily entering. Therefore, parking near the apartments will mostly be occupied by apartment residents in the evenings and nights, and by office employees during the day. Table 5 below uses the trip distributions shown in Table 4 and the parking demand in Tables 1 and 2 to estimate the total number of stalls required during daytime and nighttime hours.

**Table 5**

<b>Use</b>	<b>Daytime</b>	<b>Nighttime</b>
Multifamily (Mid-Rise)	125	293
Shopping Plaza	34	26
General office building	227	42
<b>Estimated Stalls Required</b>	<b>386</b>	<b>361</b>

**Summary:**

The proposed project meets and exceeds the minimum parking ratios defined in Chapter 16 of the City of Lacey Municipal Code, as shown in Table 3, with the use of shared parking agreements in place. Section 16.72.30.D of the Code states that “Applicants are encouraged to provide less automobile parking than the minimum listed whenever possible based upon being located within one-half mile of a fixed transit route with thirty-minute headway or less, available on-street parking, shared parking within walking distance, on-site vehicle sharing programs, and other factors.” The proposed project is within a quarter mile of the Lacey Transit Center, there is available street parking, and proposed shared parking is within easy walking distance.

The project is also targeting students and young professionals as renters, which historically have lower parking demand. Further reducing demand is the distribution of when residents and tenants will be arriving and leaving the site which will allow a percentage of stalls to be used by both groups. With these items considered, the project satisfies the parking and transportation needs for the development and associated properties in the share parking agreement.