

**CREEKSIDE PHASE 3 APARTMENTS  
PARKING DEMAND STUDY**

**CITY OF STANWOOD**

**Prepared for**

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**Prepared by**



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**November 18, 2019**



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Joe Sievers  
Maple Court 2020, LLC  
2320 Hewitt Ave.  
Everett, WA 98201

Re: Creekside Phase 3 – City of Stanwood  
Parking Demand Study

Dear Mr. Sievers:

We are pleased to submit this parking demand study report for the proposed Creekside Phase 3 Apartment project. The Creekside Phase 3 project consists of 60 apartment units located to the south of Phases 1 and 2, on the northeast corner of the Pioneer Hwy./72<sup>nd</sup> Ave. NW intersection in the City of Stanwood.

The purpose of this study is to calculate the peak parking demand of the existing Creekside Apartments, and compare the results to peak parking demand per the Institute of Transportation (ITE) 4th Edition Parking Generation manual and to the current City of Stanwood parking code.

### **PROJECT DESCRIPTION**

The proposed project consists of 60 apartment units (12, one-bedroom and 48, two-bedroom units) in 4 buildings. The preliminary site plan provides 90 parking stalls, or 1.5 stalls per unit.

### **PEAK PARKING DEMAND OF EXISTING CREEKSIDE APARTMENTS**

The peak parking demand for the existing Phase 1 and Phase 2 Creekside apartments was calculated by counting the number of occupied parking stalls after 10:00 PM for two consecutive nights on November 13<sup>th</sup> and 14<sup>th</sup>. There was an average of 198 occupied stalls for the two nights. There are 156 apartment units in the existing Creekside Phase 1 and Phase 2 apartments, therefore, the average peak parking demand is  $198/156 = 1.27$  stalls per unit. The parking count data is attached. The peak parking demand for the 60 proposed Creekside Phase 3 apartments would be calculated at 76 parking stalls. Therefore, the 90 provided stalls should be sufficient to cover peak parking demands.

Additionally, we performed a parking demand count at the Creekside Phase 1 apartments (known previously as Maple Court) in 2013, and the demand rate was **1.23 stalls per unit**, which is consistent with, and within statistical probability of the current calculations.

**PEAK PARKING DEMAND PER THE INSTITUTE OF TRANSPORTATION ENGINEERS PARKING GENERATION MANUAL**

Peak parking demand rates are from the ITE 4th Edition Parking Generation manual. Parking rates for Low/Mid-rise Apartments (land use code 221) were chosen since it most closely matches the proposed usage of the Creekside Apartments.

Data from the ITE parking occupancy studies for Low/Mid-rise Apartments in a suburban area shows the average peak parking demand rate is **1.23 stalls per unit**. In an urban area, the parking demand rate is **1.2 stalls per unit**.

**CITY OF STANWOOD PARKING CODE STANDARDS**

The current parking requirements for apartments in the City of Stanwood are as follows:

- 1.5 stalls - for each studio or one bedroom unit
- 2.0 stalls - for each two bedroom unit
- 2.5 stalls - for each three bedroom unit

plus, 1.0 guest stall - for every five apartment units

Therefore, the City code would require (1.5 stalls x 12 one-bedroom units) + (2.0 stalls x 48 two-bedroom units) = 114 stalls.

**COMPARISON OF CITY CODE TO PARKING SURVEY AND ITE RATES**

The following Table 1 shows a comparison of the parking rates needed to meet the peak demand based on results of the parking survey of the existing Creekside Apartments and data from the ITE 4th Edition Parking Generation manual. Also included are the current City parking rates which are not based on actual parking demand.

**Table 1**  
**Comparison of Peak Parking Demand Requirements**

Reference	Average Peak Demand rate of Stalls per Apartment Unit
City of Stanwood Parking Code Requirements	1.5 to 2.5 stalls/unit
Parking Survey of Existing Creekside Apartments Phase 1 and Phase 2	1.27 stalls/unit
ITE Parking Manual	1.20 to 1.23 stalls/unit

**SUMMARY AND, CONCLUSIONS**

Based on the results of this parking study, it appears the City of Stanwood parking code requires more stalls to be built than is actually required to meet the peak parking demand. Our conclusions are based on the parking survey of the existing, adjacent Creekside Apartments and also data from the nationally recognized and accepted ITE 4<sup>th</sup> Edition Parking Generation Manual for Low/Mid-Rise Apartments.

The parking supply of 90 stalls proposed by the Creekside Phase 3 apartment project should be able to easily handle the average peak parking demand of 76 vehicles.

If you have any questions, please call 425-522-4118. You may also contact us via e-mail at [vince@nwtraffex.com](mailto:vince@nwtraffex.com) or [larry@nwtraffex.com](mailto:larry@nwtraffex.com).



Very truly yours,

Larry D. Hobbs, P.E.  
Principal  
TraffEx

## **Creekside Phase 3 Parking Demand Survey for Phases 1 & 2**

### **Phase I 11/14/19**

TTL Spaces: 216  
Total Units: 108  
Empty spaces: 76  
Occupied Spaces: 140  
Demand:  $140/108 = 1.30$

### **Phase II 11/14/19**

TTL Spaces: 76  
Total units: 48  
Empty spaces: 18  
Occupied Spaces: 58  
Demand:  $58/48 = 1.21$

### **Phase I 11/15/19**

TTL Spaces: 216  
Total Units: 108  
Empty spaces: 77  
Occupied Spaces: 139  
Demand:  $139/108 = 1.29$

### **Phase II 11/15/19**

TTL Spaces: 76  
Total Units: 48  
Empty spaces: 18  
Occupied Spaces: 58  
Demand:  $58/48 = 1.21$

### **Combined**

TTL Spaces: 292  
Total Units: 156  
Occupied Spaces: 198  
Demand:  $198/156 = 1.27$