

November 30, 2012

Lucy Sloman, Designated Official
City of Issaquah
PO Box 1307
Issaquah, WA 98027

Dear Lucy:

Re: Rowley DA Appendix F (Parking)/Parking Ratios

We are writing to request an administrative modification, as per section 10.1 (Administrative Modification of Parking Spaces) for parking ratios associated temporary lodging as outlined in section 3.4. Temporary lodging is listed in the DA under commercial was given a requirement of 2 per 1,000 NSF. We feel this minimum is actually too high for temporary lodging. Given the spirit of the DA's intent, which is to reduce parking and move to structured parking over time, we are requesting that the parking ratio of one space per one room be allowed instead. This change would be consistent with the current IMC parking code and what our Hilton Garden Inn-Seattle/Issaquah™ (HGI) offers. In the future, we would like to revisit further reducing the minimum parking requirements for temporary lodging as the neighborhoods urbanize and further evolve.

As per section 4.0 (Parking Districts), we are meeting its intent as listed in section 4.1. With the creation of a parking district for Hyla Crossing, we will account for all parking to ensure neither an oversupply or oversupply of parking is available.

Our transportation consultant, Heffron Transportation, ran numbers early on as part of in depth study in the Environmental Impact Statement for both traffic and parking demand according to the Institute of Transportation Engineers (ITE) Parking Generation requirements (4th edition-2010) as a basis for overall parking demand (@ build out). The ITE parking ratio for a hotel used .55 for PM peak and 1.2 on Saturdays. Given this study, we feel more than comfortable with a reduction from the 2 spaces per 1000 NSF to one space per room.

Specific to the extended stay hotel project, if we were to follow the DA parking ratios in this particular instance, we would be required to offer roughly 403 spaces, resulting in a sea of unused

parking most, if not all, of the time. Those numbers, according to the current requirement, are as follows:

Existing: HGI – 179 rooms = **179 stalls**

Proposed: extended stay hotel: 113,884 sf-1725 sf (retail) = 112159/1000 = 112x2= **224 stalls.**

**Proposed project Retail portion: 1725sf. This area would be waived for parking requirements per Appendix F 4.5.E due to being under 3000NSF and being located adjacent to a pedestrian facility (sidewalk).*

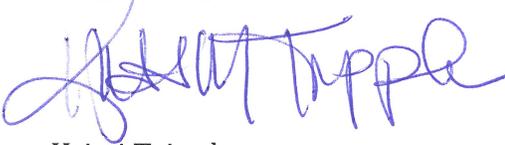
The total required parking for both hotels, without an administrative modification, would be 403 parking stalls. We have proposed a total 335 parking stalls to serve the two hotels.

We will have a total of 301 hotel rooms (HGI and extended stay hotel); 335 parking stalls will be more than sufficient. Not all guests will arrive via car, similar to what we currently see with HGI. Our current HGI parking lot is rarely full because we offer free shuttle service within 5 miles. The majority of our guests are on Costco business, which is less than a mile away. We also have many guests who arrive by town car or taxi (with no need of a rental car). With the addition of the new hotel, we plan to purchase another vehicle so that we'll have two available to transport guests around the area.

We know the value of parking to the consumer, our banker, and the neighborhood and that at the end of the day, if we do not have sufficient parking conducive to meet or exceed the market, our project could suffer. As a result, we planned for ample parking to support the two hotels.

If you have any questions or would like to discuss this further, I would welcome the opportunity to discuss. Thanks in advance for your consideration.

Respectfully,



Kristi Tripple

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