

## MEMORANDUM

<b>Date:</b>	February 16, 2024	<b>TG:</b> 1.24037.00
<b>To:</b>	Molly McGuire – City of Mercer Island	
<b>From:</b>	Kassi Leingang, PE and Mike Swenson, PE, PTOE– Transpo Group	
<b>cc:</b>	Robin Farrish - Gallagher Co. LLC Victoria Genise Arthur - FREIHEIT Architecture	
<b>Subject:</b>	Mercer Island Gastropub Tenant Improvement Trip Generation Methodology	

This memorandum summarizes the revised trip generation estimate for the proposed Gastropub tenant improvement (TI) located in Mercer Island to support the revised Transportation Concurrency Application. This memorandum includes an overview of the proposed project and project trip generation methodology as previously coordinated with City Staff.

### Project Description

The proposed tenant improvement project would replace the existing salon located at 3041 78th Ave SE, Suite 904 in Mercer Island (Figure 1), with a Gastropub restaurant. The existing building is approximately 2,100 square feet (sf) and currently occupied by a salon with workstations for 13 stylists. As shown in Figure 1 below, the project occupies tenant space within a larger existing shopping center.

#### VICINITY MAP

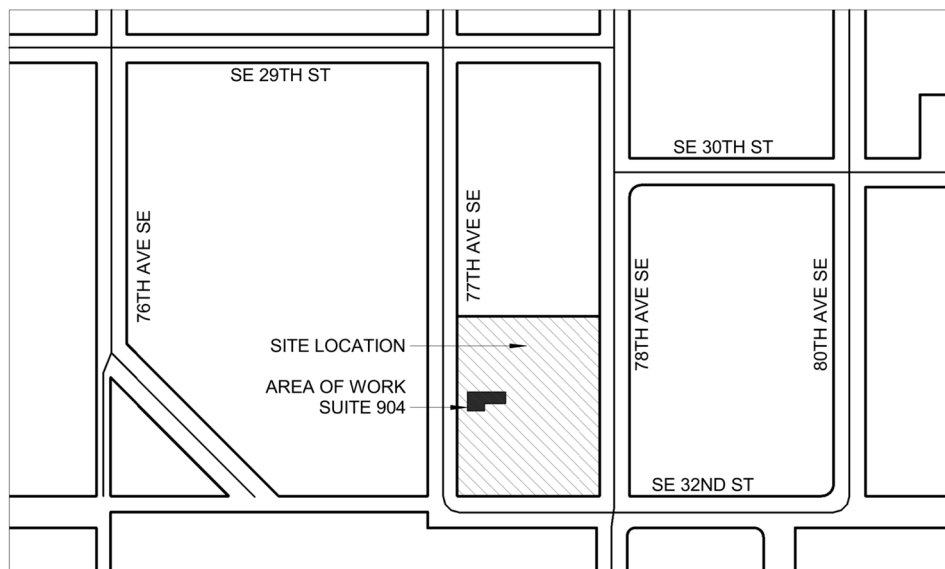


Figure 1: Site Vicinity

### Trip Generation

Trip generation for the proposed TI had previously been estimated and submitted through the City's Transportation Concurrency Application, based on trip generation rates included on the application form which reflect ITE's *Trip Generation Manual*, 10th edition (2017). The City of Mercer Island's

TIA guidelines identify using the latest edition trip generation manual published by the Institute of Transportation Engineers (ITE) when estimating the number of new vehicle project trips, which is the 11th edition (2021). Given the requirements in the TIA guidelines, the trip generation estimate for the project was updated.

The land uses assumed for the analysis included High-Turnover (Sit-Down) Restaurant (LU 932) for the proposed use and Strip Retail Plaza (<40k) (LU 822) for the existing use being replaced. Note that Strip Retail Plaza (<40k) (LU 822) was used in place of Hair Salon (LU 918). This assumption was made based on several factors including:

- ITE’s Hair Salon trip rate is based on a singular study that is not consistent with the size of the existing site (>4,000 sf as compared to ~2,000 sf) whereas the retail land use has 25 studies including those that fall within the size range of the site.
- A trip rate per stylist workstation is not available under ITE’s Hair Salon (LU 918) land use, rather the singular included study is per size (1,000 sf). The rate of 1.45 trips/1,000 sf is anticipated to underestimate the associated trip generation of the existing salon.
- ITE cautions the use of trip rates based on a low number of studies, as is shown for the existing use.
- ITE’s land use description of Strip Retail Plaza (<40k) (LU 822) is consistent with the characteristics of the existing site.

Additionally, although restaurants are often a use that is included in ITE’s Strip Retail Plaza (<40k) (LU 822) land use, the analysis assumed a change in use from retail to restaurant to represent the actual change expected in trip generation for that tenant space.

Pass-by for both the existing and proposed uses were estimated per ITE’s *Trip Generation Manual*, 11th Edition (2021). Note that pass-by for the existing retail use (LU 822) was assumed consistent with the similar LU 821 as no studies were available for LU 822 and including pass-by the existing use provides a conservative estimate of net new trip generation for the project.

Table 1 summarizes the anticipated number of weekday PM peak hour trips the proposed tenant improvement would generate. Detailed trip generation calculations are included in Attachment A.

**Table 1. Estimated Weekday Vehicle Trip Generation**

Land Use <sup>1,2</sup>	Size	PM Peak-Hour Trips		
		In	Out	Total
<b>Proposed Use:</b>				
High Turnover (Sit-Down) Restaurant (LU 932)	2,100 sf	12	7	19
<i>Pass-by Reductions (43%)</i>		<u>-4</u>	<u>-4</u>	<u>-8</u>
<b>Subtotal</b>		<b>8</b>	<b>3</b>	<b>11</b>
<b>Existing Use:</b>				
Strip Retail Plaza (<40k) (LU 822)	2,100 sf	7	7	14
<i>Pass-by Reductions (40%)</i>		<u>-3</u>	<u>-3</u>	<u>-6</u>
<b>Subtotal</b>		<b>4</b>	<b>4</b>	<b>8</b>
<b>Total New Trips</b>		<b>4</b>	<b>-1</b>	<b>3</b>

Notes: sf = square-foot

1. Average trip rates from ITE’s *Trip Generation Manual*, 11th Edition (2021).
2. Pass-by rates per ITE’s *Trip Generation Manual*, 11th Edition (2021). Note that pass-by for the retail use (LU 822) was assumed consistent with the similar LU 821 as no studies were available for LU 822.

As shown in Table 1, the project is estimated to result in 3 new primary trips during the PM peak hour relative to the existing use, inclusive of pass-by. If not considering pass-by reductions consistent with the City’s concurrency rates, the project is estimated to result in 5 new PM peak



hour trips relative to the existing use. Regardless of if pass-by reductions are included in the estimated number of trips generated by the project, trip generation falls below the City's 10 trip threshold such that no additional traffic impact analysis is necessary.

## **Traffic Concurrency**

As stated above, a traffic concurrency application was previously submitted for the proposed project reflecting trip generation based on ITE's *Trip Generation Manual*, 10th edition (2017). An updated application based on ITE's *Trip Generation Manual*, 11th edition (2021), reflecting the trip generation shown above is included in Attachment B.

## **Summary**

The proposed tenant improvement project located at 3041 78th Ave SE, Suite 904 to replace the existing use with a Gastropub restaurant is estimated to generate 3 new primary trips during the PM peak hour relative to the existing use. This falls below the City's 10 trip threshold such that no additional traffic impact analysis is necessary.

## Attachment A: Detailed Trip Generation Worksheets

**MI Gastropub**

<b><u>Proposed Use</u></b>																
Land Use	Setting	Size	Units	Rate <sup>1</sup>	Inbound %	Gross Trips			Pass-By Trips <sup>2</sup>			Primary Trips				
						Inbound	Outbound	Subtotal	%	In	Out	Total	Inbound	Outbound	Total	
High-Turnover (Sit-Down) Restaurant (932)		2,100	sf													
PM Peak Hour	General Urban/Suburban			9.05	61%	12	7	19	43%	4	4	8	8	3	11	
<b><u>Existing Use</u></b>																
Land Use	Setting	Size	Units	Rate	Inbound %	Gross Trips			Pass-By Trips			Primary Trips				
						Inbound	Outbound	Subtotal	%	In	Out	Total	Inbound	Outbound	Total	
Retail (LU 822)		2,100	sf													
PM Peak Hour	General Urban/Suburban			6.59	50%	7	7	14	40%	3	3	6	4	4	8	
<b><u>Net New Trips</u></b>																
PM Peak Hour						5	0	5		1	1	2	4	-1	3	

**Notes:**

1. Trip rates based on Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (11th Edition) equation and average trip rates as shown above.
2. Passby rates assumed consistent with ITE's *Trip Generation Manual* (11th edition). Note that retail passby assumed consistent with LU 821 to provide a conservative estimate of net new project trips.

## Attachment B: Transportation Concurrency Application

**CITY OF MERCER ISLAND**  
**COMMUNITY PLANNING & DEVELOPMENT**  
 9611 SE 36TH STREET | MERCER ISLAND, WA 98040  
 PHONE: 206.275.7605 | [www.mercergov.org](http://www.mercergov.org)



CITY USE ONLY		
PERMIT #	RECEIPT#	FEE
DATE RECEIVED:		

<b>TRANSPORTATION CONCURRENCY APPLICATION</b>	Received By:
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STREET ADDRESS/LOCATION		COUNTY ASSESSOR PARCEL #'S
PROPERTY OWNER <i>(required)</i>	ADDRESS <i>(required)</i>	CELL/OFFICE <i>(required)</i> E-MAIL <i>(required)</i>
APPLICANT NAME <i>(if different from above)</i>	ADDRESS	CELL/OFFICE E-MAIL

Use this form to determine the net number of additional dwelling units and/or vehicle trips generated by the proposed development. A **TRAFFIC IMPACT ANALYSIS** complying with the City's **Traffic Impact Analysis Guidelines** must be submitted with this form if the development proposal will generate 10 or more peak hour vehicle trips. **In determining the net new trips, no credit shall be given for vehicle trip ends from sites/structures that have been vacant for more than one year or for trips from any unpermitted or illegal development.**

**WRITTEN DESCRIPTION OF DEVELOPMENT PROPOSAL:**

**TYPE OF DEVELOPMENT:** Check all boxes that apply.

<input type="checkbox"/>	Single Family	<input type="checkbox"/>	Mixed use	<input type="checkbox"/>	School
<input type="checkbox"/>	Multifamily	<input type="checkbox"/>	Commercial	<input type="checkbox"/>	Other _____

**RELATED APPLICATION TYPE(S):** Check all boxes that apply.

<input type="checkbox"/>	Building Permit	<input type="checkbox"/>	Design Review	<input type="checkbox"/>	Conditional Use Permit
<input type="checkbox"/>	Development Agreement	<input type="checkbox"/>	Short or Long Plat	<input type="checkbox"/>	Other _____

**FOR RESIDENTIAL PROJECTS:** Demonstrate net dwelling units.

Number of Existing Dwelling units:		Number of Dwelling Units to be Demolished:		Number of Net New Dwelling Units:	
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**FOR COMMERCIAL PROJECTS:** Complete this section of the form to demonstrate total proposed vehicle trip ends. Use the Vehicle Trip tables on the following pages to fill in the following sections to determine the Net New Vehicle Trips associated with your development proposal.

Credit can be given for a previous use if that use has not been vacant for more than one year. <b>If offsetting trips with previous use:</b>				
<b>Provide Previous/Current Tenant Name and Use :</b>				
<b>Has the above named use been vacated for one year or more?</b>		<input type="checkbox"/> <b>Yes</b>		
		<input type="checkbox"/> <b>No</b>		
<b>PROPOSED LAND USE – ITE Land Use Category/Code</b>	<b>Unit of Measure</b>	<b>Number of Units</b> (ft <sup>2</sup> , dwellings, room, bed, etc.)	<b>Trips per Unit</b>	<b>Total Proposed Vehicle Trips</b> (Number of Units x Trips Per Unit)
<b>CURRENT/PRIOR LAND USE - ITE Land Use Category/Code</b> <small>(only if use occupied in last 1 year)</small>	<b>Unit of Measure</b>	<b>Number of Units</b> (ft <sup>2</sup> , dwellings, room, bed, etc.)	<b>Trips per Unit</b>	<b>Total Proposed Vehicle Trips</b> (Number of Units x Trips Per Unit)
<b>Net New Vehicle Trips</b> Subtract Total Prior Vehicle Trips from Total Proposed Vehicle Trips				

**CONCURRENCY VALIDITY AND EXPIRATION (MICC 19.20.040D, MICC 19.20.040E, MICC 19.20.040F)**

**Validity:** A transportation concurrency certificate is valid only for the specified uses, densities, intensity and development proposal site(s) for which it was issued and shall not be transferred to a different project or parcel. A transportation concurrency certificate shall remain valid for the longer of:

1. One (1) year from the date of issuance;
2. During the period of time the development proposal associated with the certificate is under review by the city;
3. For the same period of time as the development approval. If the development does not have an expiration date or an approved phasing schedule that allows a longer build-out, the concurrency certificate shall be valid for one (1) year from the date of the last permit approval associated with the development proposal;
4. For a period of time specified in an approved development agreement.

**Expiration:** A transportation concurrency certificate shall expire if any of the following occur:

1. The timeframe established in section the validity section above is exceeded.
2. The related development permit application is denied or revoked by the city.
3. The related development permit expires prior to issuance of a building permit.

**Extension:** A transportation concurrency certificate shall not be extended. A new transportation concurrency application, review and certificate are required if the previous transportation concurrency certificate has expired.

**DECLARATION:** I HEREBY STATE THAT I AM THE OWNER OF THE SUBJECT PROPERTY OR I HAVE BEEN AUTHORIZED BY THE OWNER(S) OF THE SUBJECT PROPERTY TO REPRESENT THIS APPLICATION, AND THAT THE INFORMATION FURNISHED BY ME IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE. I HAVE READ THE ABOVE INFORMATION REGARDING EXPIRATION DEADLINES AND APPEAL PROCESS IN CHAPTER 19.20 MICC. I FURTHER UNDERSTAND THAT ISSUANCE OF A TRANSPORTATION CONCURRENCY CERTIFICATE IS NOT A GUARANTEE THAT THE CITY WILL ISSUE A DEVELOPMENT PERMIT OR BUILDING PERMIT.

*victoria genise arthur*

SIGNATURE

DATE