



DESIGN COMMISSION VIDEO MEETING AGENDA

Thursday, April 22, 2021

Zoom Virtual Platform
9611 SE 36th Street | Mercer Island, WA 98040
Phone: 206.275.7706 | www.mercerisland.gov

PLANNING COMMISSIONERS:

Chair: Richard Erwin

Vice Chair: Colin, Brandt

Commissioners Traci Granbois, Claire McPherson, Anthony Perez, Tom Soeprono, Suzanne Zahr

In compliance with the Americans with Disabilities Act, those requiring accommodation for meetings should notify the Staff Liaison at least 24 hours prior to the meeting.

VIRTUAL MEETING NOTICE

The Design Commission meeting will be held virtually using video conferencing technology provided by Zoom, and the public will have the opportunity to provide comment during Appearances by either calling in or logging onto the meeting as a Zoom attendee.

Registering to Speak: Individuals wishing to speak during live Appearances will need to register their request with the Sr. Administrative Assistant at 206.275.7791 or email at andrea.larson@mercerisland.gov and leave a message before 4pm on the day of the Design Commission meeting. Please reference "Appearances". Each speaker will be allowed three (3) minutes to speak.

Public Comment by Video: Notify the Sr. Administrative Assistant in advance that you wish to speak on camera and staff will be prepared to permit temporary video access when you enter the live Design Commission meeting. Please remember to activate the video option on your phone or computer, ensure your room is well lit, and kindly ensure that your background is appropriate for all audience ages. Screen sharing will not be permitted, but documents may be emailed to the [Design Commission](#).

Join by Telephone at 6:00 pm: To listen to the hearing via telephone, please call 253.215.8782 and enter Webinar ID **871 7191 3251** and Passcode **414088** when prompted.

Join by Internet at 6:00 pm: To watch the hearing over the internet via your computer microphone/ speakers follow these steps:

1. Click this [Link](#)
2. If the Zoom app is not installed on your computer, you will be prompted to download it.
3. If prompted for Meeting ID, enter **871 7191 3251**; Enter Passcode **414088**

CALL TO ORDER & ROLL CALL, 6:00 PM

APPROVAL OF MINUTES

(1) February 24, 2021 Minutes

APPEARANCES

This is the time set aside for members of the public to speak to the Commission about issues of concern. If you wish to speak, please consider the following points:

- Speak audibly into the podium microphone.

- State your name and address for the record.
- Limit your comments to 3 minutes.

The Commission may limit the number of speakers and modify the time allotted. Total time for appearances: 15 minutes.

REGULAR BUSINESS

[\(2\)](#) Clarifying information for Xing-hua design review (DSR20-001)

OTHER BUSINESS

Director's Report

Planned Absences for Future Meetings

Announcements & Communications

Next Scheduled Meeting: TBD

ADJOURN

DESIGN COMMISSION

MEETING MINUTES



Wednesday, February 24, 2021

CALL TO ORDER

Chair Richard Erwin called the virtual meeting to order at 7:06 PM from a remote location.

ROLL CALL

Chair Richard Erwin, Vice Chair Colin Brandt, Commissioners Traci Granbois, Anthony Perez, Claire McPherson, and Suzanne Zahr were present. Commissioner Tom Soeprono was absent.

STAFF PRESENT

Jeff Thomas, Interim CPD Director, Andrea Larson, Senior Administrative Assistant, and Robin Proebsting, Senior Planner were present.

MEETING MINUTES APPROVAL

The Commission reviewed the minutes from the December 9, 2020.

It was moved by Brandt; seconded by McPherson to:

Approve the December 9, 2020 minutes

Passed 6-0

PUBLIC HEARING

Agenda Item #1: DSR20-001 – Xing Hua Mixed Use Building Public Hearing

Chair Erwin opened the Public Hearing at 7:10pm.

There were no public comments provided to the Commission.

Chair Erwin closed the public hearing at 7:12pm

REGULAR BUSINESS

Agenda Item #2: Code of Ethics Discussion

Deb Estrada, City Clerk, gave a brief presentation to the Commission about the Code of ethics.

The Commission received the presentation and asked questions of the City Clerk.

Agenda Item #3: DSR20-001 – Xing Hua Mixed Use Building

Robin Proebsting, Senior Planner, introduced the applicant team.

Megan McKay, Johnston Architects, and Clayton Beaudoin, Site Workshop, gave a presentation on the project.

Robin Proebsting, Senior Planner, gave a brief staff presentation of the project.

The Commission reviewed and discussed the project.

The Commission discussed with the applicant the north elevation paint color between gridlines C.5 and H.5.

The Commission reviewed the project and asked questions of the applicant team.

It was moved by Zahr; seconded by Perez to:

Grant Johnston Architects design review approval for the construction of a new mixed use building in the Town Center located at 2570 77th Ave SE and 2885 78th Ave SE, as shown in Exhibit 3, subject to the following conditions:

1. All aspects of the proposed development shall be in substantial conformance with the detail information submitted with this application (i.e., elevations, perspective drawings, colors, materials, font, size of sign lettering and relationship and layout of the approved wording and graphics), as depicted by Exhibit 3, provided the north elevation paint color between gridlines C.5 and H.5 becomes the charcoal gray matching the charcoal corrugated siding used on the other sides of the building. Further, the applicant may paint portions of the interior courtyard to be the charcoal gray matching the charcoal corrugated siding used on the other sides of the building at the applicant's discretion.
2. If a building permit is required and the applicant has not submitted a complete application for a building permit within three years from the date of this notice, or within two years from the decision on appeal from the final design review decision, design review approval shall expire.
3. Prior to building permit issuance, the applicant shall provide documentation in a form acceptable to the City that the proposed affordable units and affordability level will be maintained, consistent with the requirements of MICC 19.11.040(C).
4. Prior to building permit issuance, the applicant shall provide documentation that the exterior and interior finishes of the affordable units will be the same as the other units as required by MICC 19.11.040(D)(5).
5. Prior to building permit issuance, the applicant shall submit an affordable housing agreement as required by MICC 19.11.040(F).
6. The applicant shall provide proof of Built Green 4 Star certification within 180 days of issuance of a final certificate of occupancy, or such later date as may be allowed by the code official for good cause, by submitting a report analyzing the extent credits were earned toward such rating.
7. Prior to the issuance of certificate of occupancy, an agreement providing the right of pedestrian use of the through-block connection in a form and substance acceptable to the city attorney shall be recorded with King County.
8. Prior to building permit issuance, the applicant shall provide a landscaping maintenance plan, documenting how all landscaping on the subject property will 1) be maintained in good condition by the property owner, in a manner consistent with MICC 19.11.070(B)(2)(e), and 2) provide 100% cover of groundcover plants within two years, consistent with MICC 19.11.070(B)(2)(b)(iii).
9. Prior to the issuance of the certificate of occupancy, the applicant shall pay a fee in lieu of constructing street improvements on 77th Ave SE, pursuant to MICC 19.11.120(B). The amount shall be determined by the City Engineer based on a proportionate share of the corridor-wide improvements.
10. Prior to building permit issuance, a landscape plan showing branching height for all street trees on city property shall be provided.

11. Prior to building permit issuance, an updated parking management plan, specifying the proposed time limits for public parking spaces, shall be submitted. The time limits shall be consistent with MICC 19.11.130(B)(5)(b).
12. Prior to building permit issuance, all detail design for the utilities, including water, sewer and storm systems, and all design detail for frontage work in the public right of way and the private property shall be provided for review.

Passed 5-0-1, Commissioner Granbois abstained

PLANNED ABSENCES FOR FUTURE MEETINGS

There were no planned absences.

OTHER BUSINESS

Jeff Thomas, Interim CPD Director, gave a brief department update to the Commission.

Andrea Larson, Sr. Administrative Assistant, lead a discussion with the Commission regarding their meeting time and day.

The Commission discussed the meeting day and time.

By a consensus vote of 6-0 the Commission adjusted their meeting day and time to meet on the second and fourth Thursday of each month at 6pm.

ANNOUNCEMENTS AND COMMUNICATIONS

The next Design Commission meeting is TBD.

ADJOURNMENT

The meeting was adjourned at 9:58PM

CITY OF MERCER ISLAND

COMMUNITY PLANNING & DEVELOPMENT

9611 SE 36TH STREET | MERCER ISLAND, WA 98040

PHONE: 206.275.7605 | www.mercerisland.gov



DESIGN COMMISSION

To: Design Commission
From: Robin Proebsting, Senior Planner
Date: April 16, 2021
RE: Clarifying information for Xing-hua design review (DSR20-001)

SUMMARY

Staff will present updated exhibits for the Xing-hua project at the Design Commission's April 22, 2021 meeting, clarifying the amount and type of parking proposed to be provided.

BACKGROUND

On February 24, 2021, the Design Commission held a public hearing and voted to approve, with conditions, design review for the proposed Xing-hua project (DSR20-001), a new four-story mixed-use development located at 2570 77th Avenue SE and 2885 78th Avenue SE in the Town Center. A written decision of the Design Commission's approval has yet to be issued. The project proposes to construct 159 residential units, 7,579 square feet of retail space, 5,727 square feet of restaurant space, and 202 parking stalls of which 90 stalls will be dedicated to residential parking, 43 stalls will be dedicated to commercial parking and 69 stalls will be dedicated as shared or flex parking – residential or commercial depending on the time of day.

The design review approval request was initially submitted in early 2020. The design evolved throughout iterations of the staff review process in response to review comments. As a result, some inconsistencies were created between the original document package submitted and select documents received later in the process. The packet of materials presented to the Design Commission in February 2021 contained a blend of older and newer documents presented as exhibits to the staff report.

While the Design Commission gave every indication of confidence in understanding the proposal to be voted on and ultimately approved, enough variation existed in the project record for the City to determine the appropriate course of action is to seek clarification from the applicant and reconvene the Design Commission to present the clarifications on the project record before a written decision is issued. Applicant did not object, and agreed with the course of action as determined by the City. Specifically, exhibits 3, 10, 11 and 12 have been updated to be consistent in the number of residential units, the amount of commercial space and the number of parking stalls proposed for construction.

The clarifications to the project exhibits consist of:

- **Exhibit 3:** Three plan sheets were updated to show 202 parking stalls, together with a breakdown of the parking types (i.e. reserved residential, reserved commercial, and flex residential);
- **Exhibits 10 and 11:** The updated memo from the project transportation planner provides analysis of the scope of work shown in the updated Exhibit 3 (i.e. parking needs for 159 apartment units instead of 160 units as was provided in the analysis provided with the February 2021 staff report);
- **Exhibit 12:** The review memo from the City's third-party reviewer reviews and confirms the analysis done by the project transportation planner, noting that while the proposed commercial and flex spaces are estimated to have 90% occupancy at peak demand, the proposed design includes an additional ten flex parking spaces, providing an estimated 82% occupancy during peak demand.

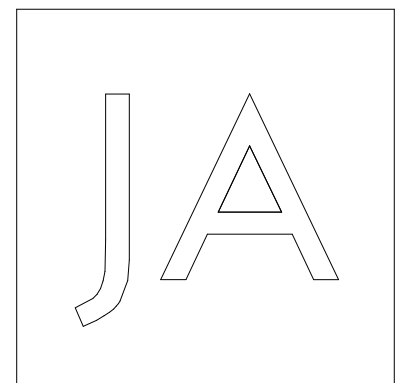
These clarifications have been received by the City for the project record and staff will present these to the Design Commission on April 22, 2021. No formal action is being requested of the Design Commission. A written decision of the Design Commission's February 24, 2021 approval of this proposal will be issued in short order following this meeting.

NEXT STEPS

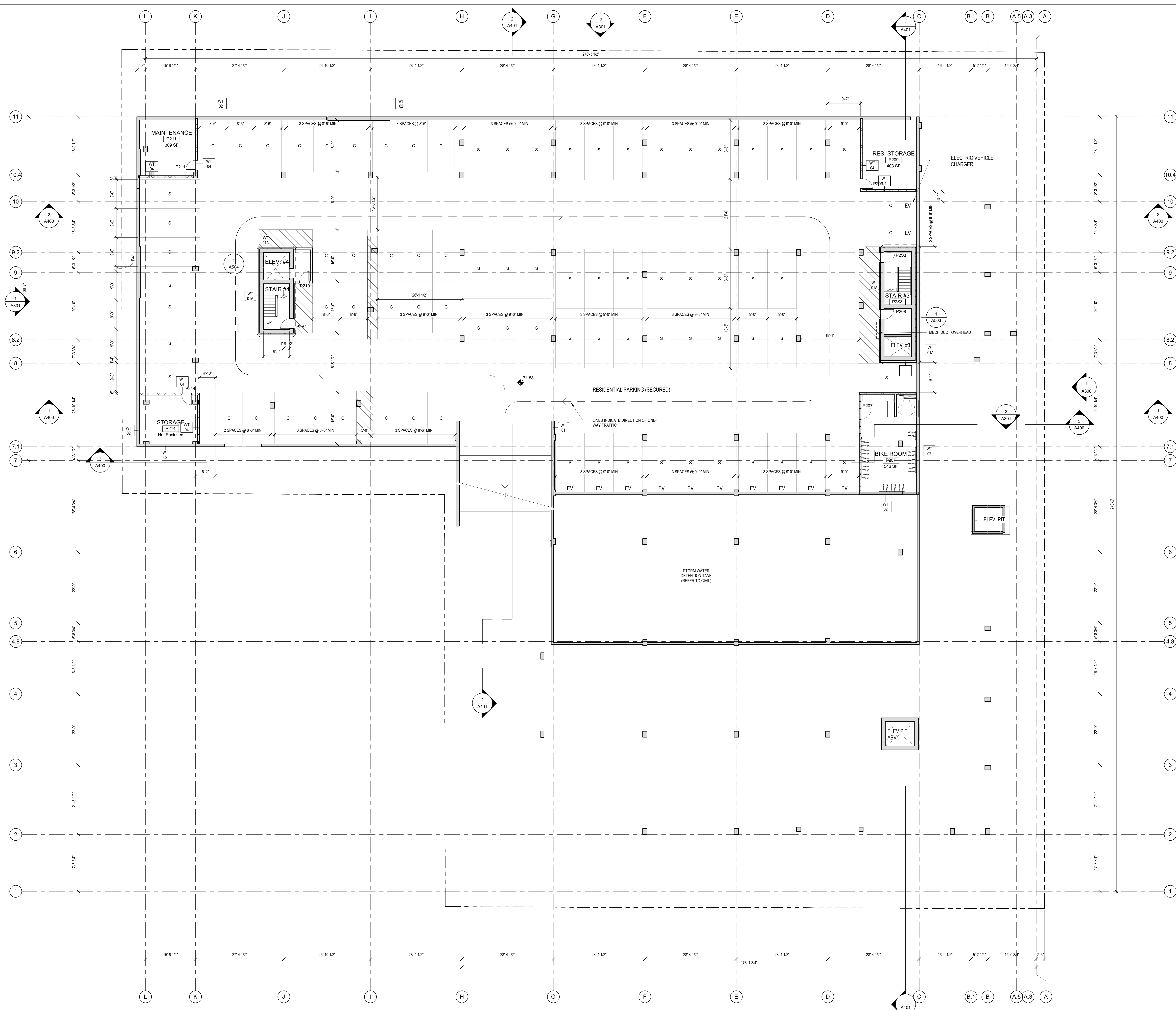
Receive presentation of updated exhibits at the April 22, 2021 Design Commission meeting.

ATTACHMENTS

1. Updated excerpt from Exhibit 3: Plan sheets A200, A200.2, A201 dated March 30, 2021
2. Updated Exhibits 10 and 11: Memorandum from Transpo Group, dated April 5, 2021
3. Updated Exhibit 12: Memorandum from KPG, dated April 9, 2021



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P2 PARKING SCHEDULE			
Type	Count	Level	USE
LEVEL P-2			
COMPACT STALL - 8.5x16'	29	LEVEL P-2	RESIDENTIAL
STANDARD STALL - 9x18.5'	53	LEVEL P-2	RESIDENTIAL
Grand total	82		

P1 PARKING SCHEDULE			
Type	Count	Level	USE
LEVEL P-1			
COMPACT STALL - 8.5x16'	13	LEVEL P-1	FLEXIBLE
COMPACT STALL - 8.5x16'	6	LEVEL P-1	RESIDENTIAL
STANDARD STALL - 9x18.5'	43	LEVEL P-1	COMMERCIAL
STANDARD STALL - 9x18.5'	56	LEVEL P-1	FLEXIBLE
STANDARD STALL - 9x18.5'	2	LEVEL P-1	RESIDENTIAL
Grand total	120		

TOTAL COMPACT STALLS: 29 + 19 = 48
 COMPACT STALLS PERCENTAGE: 48 / (82 + 120) = 23.76% < 25%
 COMPACT STALLS: NO MORE THAN 25% OF THE REQUIRED OFF-STREET PARKING SPACES
 - 1 RETAIL ADA VAN STALL AND 3 ADA STALLS PROVIDED
 - 1 RESIDENTIAL ADA VAN STALL AND 2 ADA STALLS PROVIDED

**MERCER ISLAND
MIXED USE**

2845 90TH AVE SE
MERCER ISLAND, WA 98040

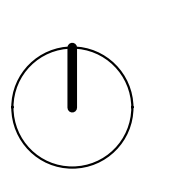
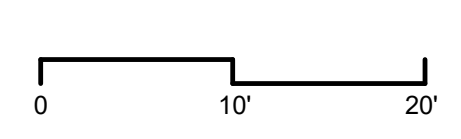
DRAWING ISSUE	
Date	Description
12/24/2019	LAND USE SET
03/31/2020	50% CD
06/26/2020	LAND USE SET REV #1
12/04/2020	LAND USE SET REV #2
01/25/2021	BUILDING PERMIT / 90% CD
03/30/2021	LAND USE SET REV #3

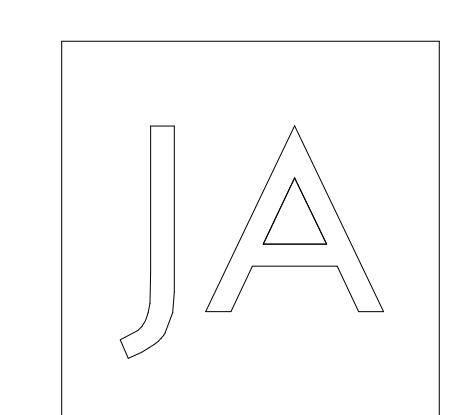
SHEET TITLE
LEVEL P2 FLOOR PLAN

SHEET NO.
A200

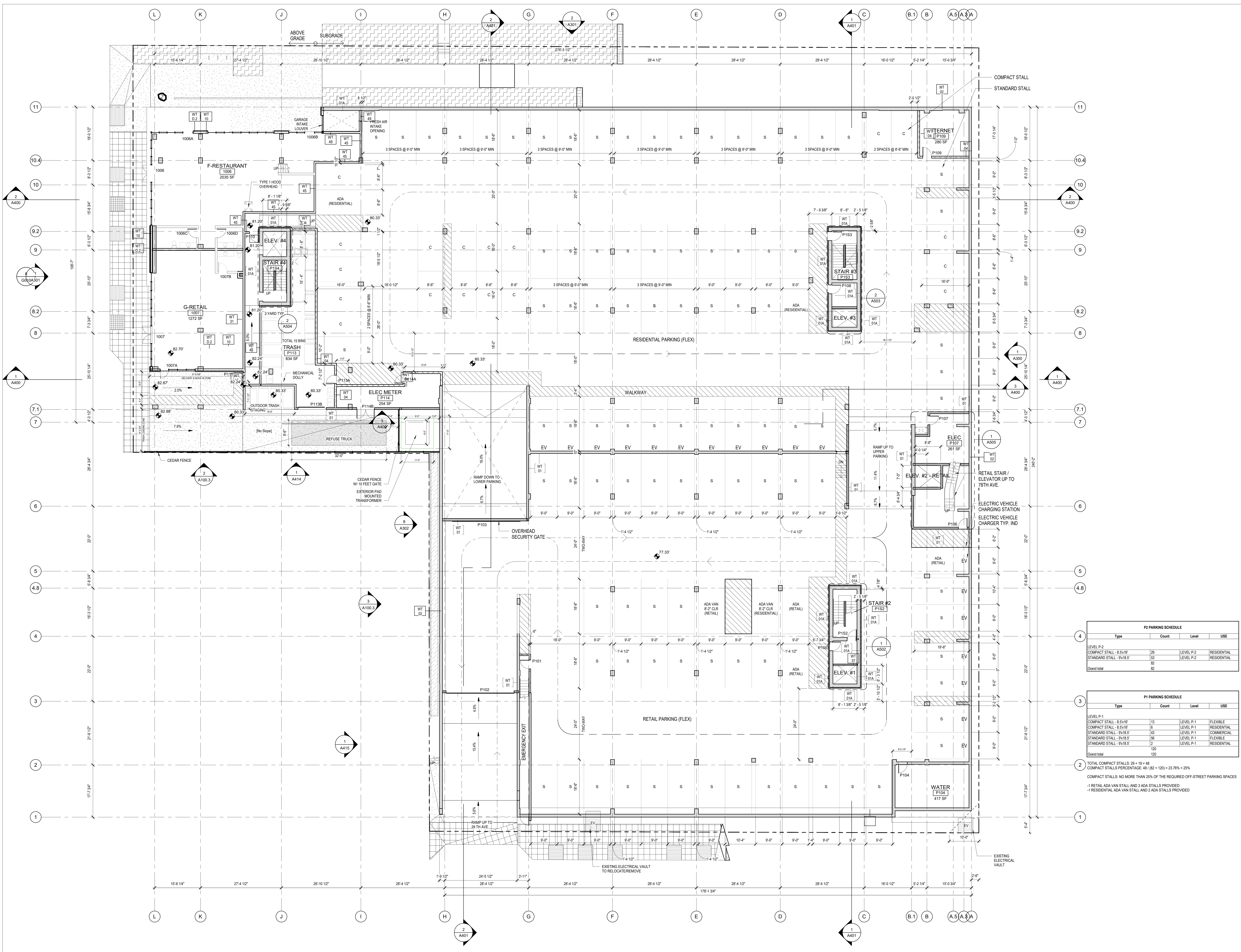
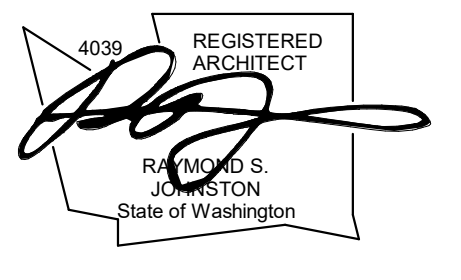
Drawn
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1 LEVEL P-2
1" = 10'-0"





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P2 PARKING SCHEDULE			
Type	Count	Level	USE
LEVEL P-2			
COMPACT STALL - 8'x16'	59	LEVEL P-2	RESIDENTIAL
STANDARD STALL - 9'x18.5'	82	LEVEL P-2	RESIDENTIAL
Grand Total	141		

P1 PARKING SCHEDULE			
Type	Count	Level	USE
LEVEL P-1			
COMPACT STALL - 8'x16'	13	LEVEL P-1	FLEXIBLE
COMPACT STALL - 8'x16'	6	LEVEL P-1	RESIDENTIAL
STANDARD STALL - 9'x18.5'	43	LEVEL P-1	COMMERCIAL
STANDARD STALL - 9'x18.5'	16	LEVEL P-1	FLEXIBLE
STANDARD STALL - 9'x18.5'	2	LEVEL P-1	RESIDENTIAL
Grand Total	120		

2 TOTAL COMPACT STALLS: 20 + 10 = 30
 COMPACT STALLS PERCENTAGE: 48 (82 + 120) = 23.76% < 25%
 COMPACT STALLS: NO MORE THAN 25% OF THE REQUIRED OFF-STREET PARKING SPACES
 -1 RETAIL ADA VAN STALL AND 3 ADA STALLS PROVIDED
 -1 RESIDENTIAL ADA VAN STALL AND 2 ADA STALLS PROVIDED

**MERCER ISLAND
MIXED USE**
 2845 107TH AVE SE
 MERCER ISLAND, WA 98040

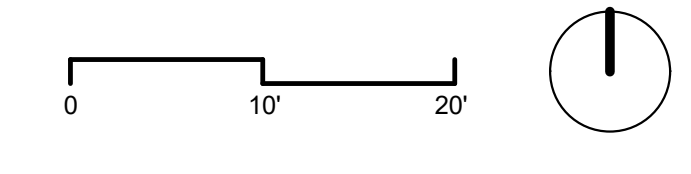
DRAWING ISSUE

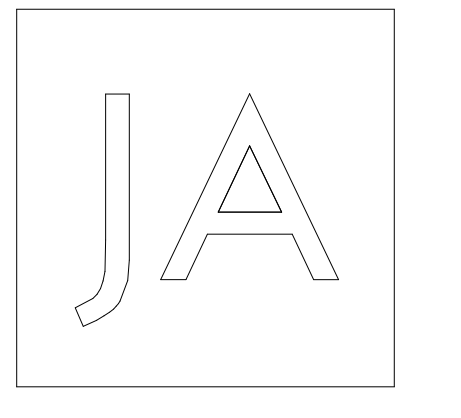
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12/24/2019	LAND USE SET
03/31/2020	50% CD
06/26/2020	LAND USE SET REV #1
12/04/2020	LAND USE SET REV #2
01/25/2021	BUILDING PERMIT 190% CD
03/30/2021	LAND USE SET REV #3

SHEET TITLE
LEVEL P1 FLOOR PLAN
 SHEET NO.
A200.2

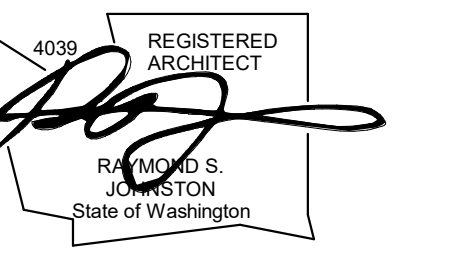
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 Author: [Name]
 Checker: [Name]

1 LEVEL P-1
 1" = 10'-0"



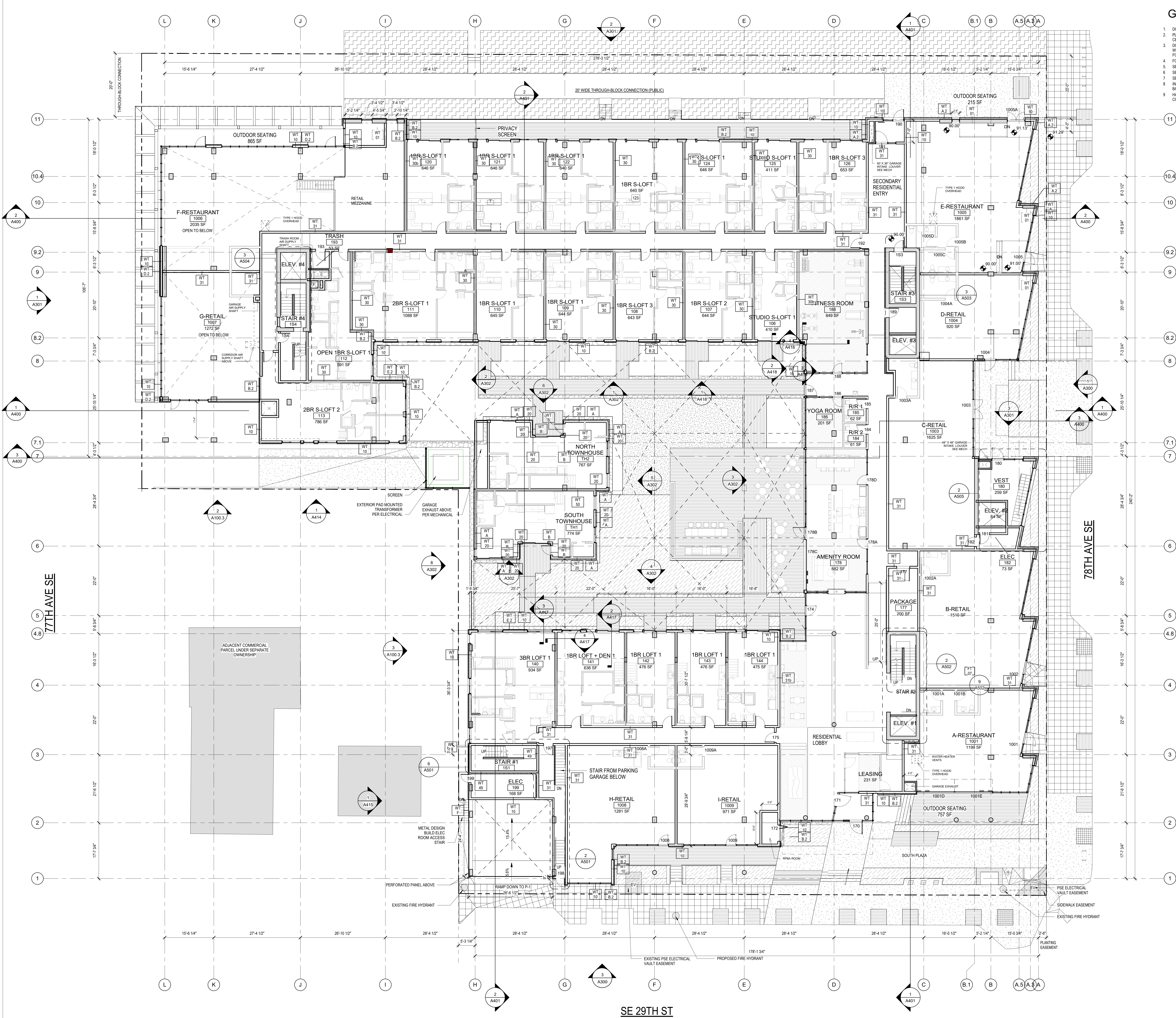


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GENERAL - FLOOR PLAN NOTES

1. DO NOT SCALE DRAWINGS.
2. PLAN DIMENSIONS ARE TO FACE OF STUD, FACE OF CONCRETE WALL, CENTERLINE OF COLUMN, OR CENTERLINE OF ROUGH OPENINGS. UON: CONTACT ARCHITECT FOR CLARIFICATIONS.
3. DOORS AND GASED OPENINGS INDICATED ADJACENT TO WALL INTERSECTIONS SHALL BE LOCATED WITH THE EDGE OF FINISH OPENING SIX INCHES FROM THE ADJACENT WALL AT THE EXTERIOR AND FOUR INCHES FROM THE ADJACENT WALL.
4. FOR KITCHEN BATH WASHERS DRYER FAN LOCATIONS, SEE MECHANICAL DWGS.
5. SEE SHEET A800 & A801 FOR WINDOW SCHEDULE AND DETAILS.
6. SEE SHEET A802, A803 & A804 FOR DOOR SCHEDULE AND DETAILS.
7. SEE SHEET A810 - A813 FOR WALL ASSEMBLIES.
8. INSTALL BLOCKING FOR GRAB BARS IN ALL BATHROOM WALLS SURROUNDING WATER CLOSET, BATHS AND SHOWER. REF: A.3.XX.
9. HANDRAILS SHALL RETURN TO A WALL, GROUND OR THE WALKING SURFACE OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT STAIR FLIGHT OR RAMP RUN - PER IBC 1012.5



Retail Schedule					
Name	Count	Area	MIN PARKING	MAX PARKING	
LEVEL 1S					
B-RETAIL	1	1510 SF	3	5	
C-RETAIL	1	1625 SF	3	5	
D-RETAIL	1	920 SF	2	3	
G-RETAIL	1	1272 SF	3	4	
H-RETAIL	1	1281 SF	3	4	
I-RETAIL	1	971 SF	2	3	
Grand Total	6	7578 SF	16	24	

Restaurant Schedule					
Name	Count	Area	MIN PARKING	MAX PARKING	
LEVEL P-1					
F-RESTAURANT	1	2035 SF	10	20	
A-RESTAURANT	1	1199 SF	6	12	
E-RESTAURANT	1	1861 SF	9	19	
LEVEL M-S					
F-RESTAURANT	1	652 SF	3	6	
Grand Total	4	5747 SF	28	57	

MERCER ISLAND MIXED USE

2805 77TH AVE SE
MERCER ISLAND, WA 98040

DRAWING ISSUE

Date	Description
12/24/2019	LAND USE SET
03/31/2020	50% CD
06/26/2020	LAND USE SET REV #1
12/04/2020	LAND USE SET REV #2
01/25/2021	BUILDING PERMIT 190% CD
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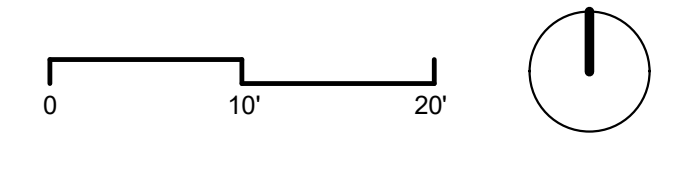
SHEET TITLE

LEVEL 1 FLOOR PLAN

SHEET NO.

A201

Drawn
Checked



MEMORANDUM

Date:	April 5, 2021	TG:	18352.00
To:	Patrick Yamashita – City of Mercer Island John Davies - KPG		
From:	Michael Swenson and Nick Gorman – Transpo Group		
cc:	Lu Zhang, Johnston Architects		
Subject:	Mercer Island Mixed Use: Transportation Impact Analysis Addendum		

Subsequent to the approval of the October 2020 Transportation Impact Analysis (TIA), there has been minor revisions to the split of the commercial uses between Retail and Restaurant uses. This memorandum provides an updated trip generation and parking demand forecasts that correspond to the change in retail and restaurant square footage and total number of residential units. A comparison of the original assumptions and the current plan are included below in Table 1.

Table 1. October 2020 TIA Development Plan Versus April 2021 Development Plan

	Residential Dwelling Units	Retail Square Footage	Restaurant Square Footage
<u>October 2020 TIA</u>	160 du	7,930 sf	5,417 sf
<u>April 2021</u>	159 du	7,579 sf	5,727 sf
Difference	1 du	351 sf	310 sf

Trip Generation

Weekday AM and PM peak hour trip generation for the proposed development was estimated based on the land use size and trip rates from the Institute of Transportation Engineers' (ITE) *Trip Generation*, 10th Edition for Shopping Center (LU #820), High-Turnover (Sit-Down) Restaurant (LU #932) and Mid-Rise Multifamily Housing (LU #221). The trip generation was adjusted for pass-by and internal trips to account for the localized nature of the commercial uses. Pass-by trips reflect traffic already on streets in the vicinity of the project site that would visit the commercial component of the project. Based on ITE *Trip Generation Handbook (2017 3rd Edition)*, a 34 percent pass-by adjustment was made for the retail uses during the PM peak period and a 43 percent pass-by adjustment was made for the restaurant uses. Internal trips were calculated based on the method presented in the *Trip Generation Handbook*. This methodology is consistent with the approved October 2020 TIA.

The proposed project would redevelop the existing uses north of SE 29th Street and between 77th Avenue SE and 78th Avenue SE. The existing buildings total approximately 19,136 square-feet with a mix of commercial uses including a pet store, a restaurant, and other small retail shops. The church on the southwest corner of the site would remain. Traffic counts were collected at the existing site access driveways in November 2018 to identify the trip generation and travel patterns of the existing uses. The data shows that the current uses generate approximately gross 19 trips during the weekday AM peak hour and approximately gross 65 trips during the weekday PM peak hour. A detailed summary of the existing counts is provided in Attachment A.

To calculate the anticipated net new project generated traffic and account for existing site traffic, the trip generation was adjusted for traffic generated by the existing on-site uses. The result is the

weekday net new off-site vehicle trips generated by the proposed project shown in Table 2 below. Detailed trip generation calculations are provided in Attachment B.

Table 2. Estimated Weekday Project Trip Generation

Land Use	Size	Trip Rate ¹	Unadjusted Trips	Internal Trips ²	Pass-by Trips ³	Total Trips		
						Total	In	Out
<i>AM Peak Hour</i>								
<i>Proposed</i>								
Shopping Center (#820)	7,579 sf	0.94	7	0	0	7	4	3
High-Turnover (Sit-Down) Restaurant (#932)	5,727 sf	9.94	57	7	0	50	25	25
Mid-Rise Multifamily Housing (#221)	159 DU	0.36	57	7	0	50	14	36
<i>Sub-total</i>			121	14	0	107	43	64
<i>Existing⁴</i>								
Various Uses	19,136 sf	-	19	-	0	19	10	9
Net New Trips			103	14	0	88	33	55
<i>PM Peak Hour</i>								
<i>Proposed</i>								
Shopping Center (#820)	7,579 sf	EQN	81	34	16	31	18	13
High-Turnover (Sit-Down) Restaurant (#932)	5,727 sf	EQN	56	28	12	16	14	2
Mid-Rise Multifamily Housing (#221)	159 DU	0.44	70	24	0	46	28	18
<i>Sub-total</i>			207	86	28	93	60	33
<i>Existing⁴</i>								
Various Uses	19,136 sf	-	97	-	32	65	33	32
Net New Trips			110	86	-4	28	27	1

Notes: sf = square-feet, du = dwelling units

1. Average trip rates & regression equation from ITE Trip Generation Manual, 10th Edition (2017). Rate or equation used consistent with ITE Trip Generation Handbook, 3rd Edition (2017) methodologies.
2. Internal Capture methodology consistent with ITE Trip Generation Handbook, 3rd Edition (2017).
3. Pass-by rates based on ITE Trip Generation Handbook, 3rd Edition (2017).
4. Existing trips based on counts collected on November 2018.

As shown in Table 2, the proposed project would generate 88 net new AM peak hour trips and 28 net new PM peak hour trips.

Previously, per the October 2020 Traffic Impact Analysis, the project was estimated to generate 86 net new AM peak hour trips and 27 net new PM peak hour trips. The proposed update represents an increase in **2 AM peak hour trips** and **1 PM peak hour trip**. Given the small increase in trip generation, no additional transportation impacts as compared to the previous TIA are forecast to occur.

Parking Demand

The parking demand associated with the residential use of the proposed project was calculated using the King County Right Size Parking calculator¹. The King County Right Size Parking calculator is an online tool developed by King County that estimates parking/unit ratios for

¹ www.rightsizeparking.org



multifamily developments throughout urban areas of King County. The Right Size Parking calculator relies on the unit mix of the proposed development and the development location to estimate a parking demand ratio. Based on the calculator and unit mix, an average parking rate of 0.83 per unit was assumed. Parking spaces are not expected to be bundled and an estimated monthly charge of \$200 per parking stall.

For the retail use, the parking rate used to estimate the peak parking demand was based on the ITE Parking Generation rates. The ITE Parking Generation land use assumed for the analysis included Shopping Center (LU #820) and High Turnover Sit Down Restaurant (LU #932). The number of required parking spaces consistent with City code, estimated peak parking demand, and proposed parking supply are summarized in Table 3. It is important to note that the peak parking demand shown below are not forecast to occur at the same time. Detailed parking demand calculations can be found in Attachment C.

Table 3. Parking Demand

Proposed Land Use	Size ¹	Peak Parking Demand
<u>Residential Parking</u>		
Apartments (LU #221)	159 units	131 vehicles
<u>Retail Parking</u>		
Shopping Center (LU #820)	7,579 sf	15 vehicles
Restaurant (LU #932)	5,727 sf	54 vehicles

1. du = dwelling unit, sf = square-feet
 2. Mercer Island City Code 19.11.110 B.1

As shown in Table 3, the peak parking demand for the residential use is 131 vehicles. For the retail land uses, the shopping center use peak is 15 vehicles, and the restaurant peak is 54 vehicles.

As these uses will not peak at the same time during the day, a shared parking analysis was conducted which involves time of day distributions applied to each individual land use’s peak parking demand to find overall demand per each hour of day. Attachment C contains a shared parking demand analysis. As shown in Attachment C, the overall peak parking demand for the development is expected to occur at 8 p.m. on a typical weekday with a peak demand of 151 vehicles.

Parking Supply

The development includes a total of 202 parking stalls. The applicant has submitted a shared parking management plan to accommodate the site’s residential and commercial parking needs. This plan includes dedicated commercial spaces, dedicated residential spaces, and flex spaces to be shared between the commercial and residential uses.

The parking management plan identifies the number of flex spaces based on a 90% occupancy goal for all shared parking uses. The 90% occupancy (or 10 free spaces) includes both the commercial demand and residential flex space demand during the highest commercial peak demand of 12:00 p.m. – 1 p.m. All other hours of the day will experience 30 – 85% occupancy for these shared spaces.

Based on the utilization target of 90% for the commercial and flex space parking supply, 59 total flex spaces are proposed that would allow commercial customers to park in those spaces between business hours of 11 a.m. – 9 p.m. while residential tenants would be able to park in those spaces at any time of the day. In addition, 43 commercial only spaces and 100 residential only spaces will



be provided for a grand total of 202 parking spaces on-site. The shared parking management plan will be considered mitigation for the proposed project. Details regarding parking enforcement and signage would be provided during the permitting process.

See Attachment C for parking demand calculations, and the hourly breakdown of the shared parking supply and demand per time of day.

Summary/Conclusions

Updates to the development plan resulted in a net decrease of 41 square feet of overall commercial space, with the amount of general retail and restaurant space shifted slightly. The updated plan resulted in an increase of 2 trips during the weekday AM Peak hour and 1 trip during the weekday PM peak hour. This increase is not significant and would not alter the findings, conclusions, or mitigation requirements outlined in the October 2020 TIA.

With the shift in the commercial uses, the hourly parking demands for the project shifted slightly. This resulted in a need to increase the flex parking total from 56 stalls to 59 stalls to accommodate the slight increase in commercial parking demand.



Attachment A: Existing Site Counts



Existing On-Site Peak Hour Trips																			
	Driveway	1		2		3		4		5		TOTAL		PEAK HOUR					
	Time	in	out	in	out	in	out	in	out	in	out	in	out	in	out	total			
AM Peak Hour	7:00	2	1	1	3	0	0	0	0	1	1	4	5						
	7:15	0	0	0	0	0	1	1	1	2	0	3	2						
	7:30	0	0	0	0	0	0	0	0	0	0	0	0						
	7:45	0	1	0	0	0	0	0	0	2	0	2	1				9	8	17
	8:00	0	1	0	1	0	0	0	0	2	0	2	2				7	5	12
	8:15	2	4	0	1	0	0	1	0	0	0	3	5				7	8	15
	8:30	2	1	0	0	0	0	0	0	1	0	3	1				10	9	19
	8:45	0	0	0	0	0	0	0	0	1	0	1	0				9	8	17
PM Peak Hour	Site	1		2		3		4		5		TOTAL		PEAK HOUR					
	16:00	2	5	0	3	0	0	1	2	4	1	7	11						
	16:15	5	3	0	3	0	0	0	2	4	1	9	9						
	16:30	3	6	1	1	1	1	1	1	2	0	8	9						
	16:45	8	11	0	3	2	1	1	1	8	4	19	20				43	49	92
	17:00	2	5	2	2	2	0	1	2	3	0	10	9				46	47	93
	17:15	3	4	0	0	1	2	1	0	4	2	9	8				46	46	92
	17:30	2	5	1	0	0	2	4	3	4	1	11	11				49	48	97
17:45	11	6	0	0	1	1	1	1	10	1	23	9	53				37	90	

Mercer Island - Driveway Counts
Thursday, November 15, 2018
SITE 1



SITE 1 (AM)		
TIME	IN	OUT
7:00	2	1
7:15	0	0
7:30	0	0
7:45	0	1
8:00	0	1
8:15	2	4
8:30	2	1
8:45	0	0
TOTAL	6	8

Site 1 (PM)		
TIME	IN	OUT
16:00	2	5
16:15	5	3
16:30	3	6
16:45	8	11
17:00	2	5
17:15	3	4
17:30	2	5
17:45	11	6
TOTAL	36	45

Mercer Island - Driveway Counts
 Thursday, November 15, 2018
 SITE 2



SITE 2 (AM)		
TIME	IN	OUT
7:00	1	3
7:15	0	0
7:30	0	0
7:45	0	0
8:00	0	1
8:15	0	1
8:30	0	0
8:45	0	0
TOTAL	1	5

Site 2 (PM)		
TIME	IN	OUT
16:00	0	3
16:15	0	3
16:30	1	1
16:45	0	3
17:00	2	2
17:15	0	0
17:30	1	0
17:45	0	0
TOTAL	4	12

Mercer Island - Driveway Counts
Thursday, November 15, 2018
SITE 3



SITE 3 (AM)		
TIME	IN	OUT
7:00	0	0
7:15	0	1
7:30	0	0
7:45	0	0
8:00	0	0
8:15	0	0
8:30	0	0
8:45	0	0
TOTAL	0	1

Site 3 (PM)		
TIME	IN	OUT
16:00	0	0
16:15	0	0
16:30	1	1
16:45	2	1
17:00	2	0
17:15	1	2
17:30	0	2
17:45	1	1
TOTAL	7	7

Mercer Island - Driveway Counts
 Thursday, November 15, 2018
 SITE 4



SITE 4 (AM)		
TIME	IN	OUT
7:00	0	0
7:15	1	1
7:30	0	0
7:45	0	0
8:00	0	0
8:15	1	0
8:30	0	0
8:45	0	0
TOTAL	2	1

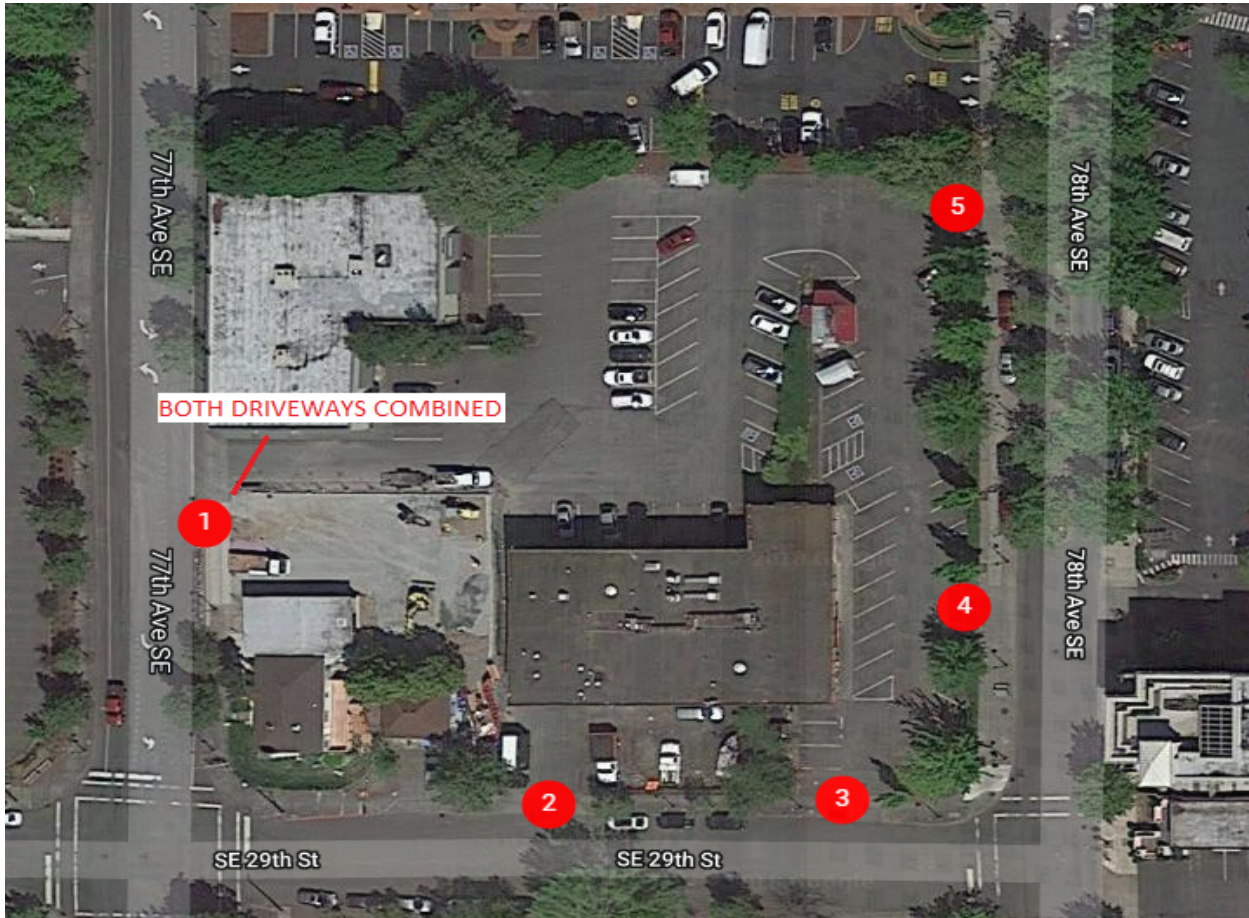
Site 4 (PM)		
TIME	IN	OUT
16:00	1	2
16:15	0	2
16:30	1	1
16:45	1	1
17:00	1	2
17:15	1	0
17:30	4	3
17:45	1	1
TOTAL	10	12

Mercer Island - Driveway Counts
 Thursday, November 15, 2018
 SITE 5



SITE 5 (AM)		
TIME	IN	OUT
7:00	1	1
7:15	2	0
7:30	0	0
7:45	2	0
8:00	2	0
8:15	0	0
8:30	1	0
8:45	1	0
TOTAL	9	1

Site 5 (PM)		
TIME	IN	OUT
16:00	4	1
16:15	4	1
16:30	2	0
16:45	8	4
17:00	3	0
17:15	4	2
17:30	4	1
17:45	10	1
TOTAL	39	10



Attachment B: Trip Generation



AM Peak Hour Trip Generation

Land Use	Size	Trip Rate ¹	Total Trips				Internal Trips ³			Driveway Trips			Pass-By Trips				Primary Trips		
			Total	In% ²	In	Out	In	Out	Total	In	Out	Total	Pass-By Rate ⁴	In	Out	Total	In	Out	Total
Proposed																			
Shopping Center (820)	7,579 sq ft	0.94 per 1000 sq ft	7	62%	4	3	0	0	0	4	3	7	0%	0	0	0	4	3	7
High-Turnover (Sit-Down) Restaurant (932)	5,727 sq ft	9.94 per 1000 sq ft	57	55%	31	26	6	1	7	25	25	50	0%	0	0	0	25	25	50
Multifamily Housing (Mid-Rise) (221)	159 units	0.36 per unit	57	26%	15	42	1	6	7	14	36	50	0%	0	0	0	14	36	50
Existing⁵																			
Various Uses ⁵	19,136 sq ft												0%	0	0	0	10	9	19
Net New																	33	55	88

1. Trip rate from ITE *Trip Generation*, 10th Edition (2017) and methods in *Trip Generation Handbook*, 3rd Edition (2017).
 2: In/out percentages based on ITE *Trip Generation*, 10th Edition (2017)
 3: Internal Trips methodology consistent with ITE *Trip Generation Handbook*, 3rd Edition (2017)
 4: No weekday AM peak hour pass-by rate is given, assumed to be 0% for conservative purposes.
 5. Existing trip generation based on driveway counts conducted in November 2018.

PM Peak Hour Trip Generation

Land Use	Size	Trip Rate ¹	Total Trips				Internal Trips ³			Driveway Trips			Pass-By Trips				Primary Trips		
			Total	In% ²	In	Out	In	Out	Total	In	Out	Total	Pass-By Rate ⁴	In	Out	Total	In	Out	Total
Proposed																			
Shopping Center (820)	7,579 sq ft	$\ln(T) = .74 * \ln(X) + 2.89$	81	48%	39	42	13	21	34	26	21	47	34%	8	8	16	18	13	31
High-Turnover (Sit-Down) Restaurant (932)	5,727 sq ft	9.77 per 1000 sq ft	56	62%	35	21	15	13	28	20	8	28	43%	6	6	12	14	2	16
Multifamily Housing (Mid-Rise) (221)	159 units	0.44 per unit	70	61%	43	27	15	9	24	28	18	46	0%	0	0	0	28	18	46
Existing⁵																			
Various Uses ⁵	19,136 sq ft												34%	16	16	32	33	32	65
Net New																	27	1	28

1. Trip rate from ITE *Trip Generation*, 10th Edition (2017) and methods in *Trip Generation Handbook*, 3rd Edition (2017).

2. In/out percentages based on ITE *Trip Generation*, 10th Edition (2017)

3. Internal Trips methodology consistent with ITE *Trip Generation Handbook*, 3rd Edition (2017)

4. Weekday PM peak hour pass-by rate from ITE *Trip Generation Handbook*, 3rd Edition (2017).

5. Existing trip generation based on driveway counts conducted in November 2018.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Mercer Island Residential	Organization:	Transpo Group
Project Location:	Mercer Island Residential	Performed By:	
Scenario Description:		Date:	
Analysis Year:		Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0	0	0
Retail				7	4	3
Restaurant				57	31	26
Cinema/Entertainment				0	0	0
Residential				57	15	42
Hotel				0	0	0
All Other Land Uses ²				0	0	0
				121	50	71

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	6	0		0
Hotel	0	0	0	0	0	

	Total	Entering	Exiting
All Person-Trips	121	50	71
Internal Capture Percentage	12%	14%	10%
External Vehicle-Trips ⁵	107	43	64
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	0%	0%
Restaurant	19%	4%
Cinema/Entertainment	N/A	N/A
Residential	7%	14%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Mercer Island Residential
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	4	4	1.00	3	3
Restaurant	1.00	31	31	1.00	26	26
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	15	15	1.00	42	42
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		0	0	0	0
Restaurant	8	4		0	1	1
Cinema/Entertainment	0	0	0		0	0
Residential	1	0	8	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	7	0	0	0
Retail	0		16	0	0	0
Restaurant	0	0		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	6	0		0
Hotel	0	0	2	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	0	4	4	4	0	0
Restaurant	6	25	31	25	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	14	15	14	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	0	3	3	3	0	0
Restaurant	1	25	26	25	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	6	36	42	36	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
²Person-Trips
³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Mercer Island Residential	Organization:	
Project Location:	Mercer Island Residential	Performed By:	
Scenario Description:		Date:	
Analysis Year:		Checked By:	
Analysis Period:	PM Peak Hour	Date:	

Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0	0	0
Retail				81	39	42
Restaurant				56	35	21
Cinema/Entertainment				0	0	0
Residential				70	43	27
Hotel				0	0	0
All Other Land Uses ²				0	0	0
				207	117	90

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		10	0	11	0
Restaurant	0	9		0	4	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	4	5	0		0
Hotel	0	0	0	0	0	

	Total	Entering	Exiting
All Person-Trips	207	117	90
Internal Capture Percentage	42%	37%	48%
External Vehicle-Trips ⁵	121	74	47
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	33%	50%
Restaurant	43%	62%
Cinema/Entertainment	N/A	N/A
Residential	35%	33%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Mercer Island Residential
Analysis Period:	PM Street Peak Hour

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	39	39	1.00	42	42
Restaurant	1.00	35	35	1.00	21	21
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	43	43	1.00	27	27
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		12	2	11	2
Restaurant	1	9		2	4	1
Cinema/Entertainment	0	0	0		0	0
Residential	1	11	6	0		1
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	1	0	2	0
Retail	0		10	0	20	0
Restaurant	0	20		0	7	0
Cinema/Entertainment	0	2	1		2	0
Residential	0	4	5	0		0
Hotel	0	1	2	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	13	26	39	26	0	0
Restaurant	15	20	35	20	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	15	28	43	28	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	21	21	42	21	0	0
Restaurant	13	8	21	8	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	9	18	27	18	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P
²Person-Trips
³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

Attachment C: Parking Demand



Right Size Parking
King County Multi-Family Residential Parking Calculator V2.0
TOOLS TO BALANCE SUPPLY

🔍

Parking/Unit Ratio
>0.50 ■ ■ ■ ■

2 Parcels Selected
0.83

Building & Parking Specifications
Location Characteristics
Parking Impacts

The preset values below represent subregional (CBD, Urban and Suburban) average/median values (from field work) for building (with no affordable units) and parking specifications. These represent the default values, as a starting point, for which parking use ratios are estimated. Scroll down to view parking optimization estimates and guidance on unbundled and affordable housing options.

	NUMBER OF UNITS	AVERAGE RENT (\$)	RESIDENTIAL AREA (SQ FT)
STUDIOS:	<input style="width: 40px;" type="text" value="11"/>	<input style="width: 60px;" type="text" value="\$1,100"/>	<input style="width: 40px;" type="text" value="500"/>
1 BEDROOMS:	<input style="width: 40px;" type="text" value="107"/>	<input style="width: 60px;" type="text" value="\$1,400"/>	<input style="width: 40px;" type="text" value="650"/>
2 BEDROOMS:	<input style="width: 40px;" type="text" value="27"/>	<input style="width: 60px;" type="text" value="\$1,600"/>	<input style="width: 40px;" type="text" value="900"/>
3+ BEDROOMS:	<input style="width: 40px;" type="text" value="14"/>	<input style="width: 60px;" type="text" value="\$2,000"/>	<input style="width: 40px;" type="text" value="1200"/>
TOTAL:	159	\$1,466	116,150
AFFORDABLE UNITS:	<input style="width: 60px;" type="text" value="0"/>		
PARKING			
PARKING STALLS:	<input style="border: 2px solid red; color: red; font-weight: bold; font-size: 0.9em;" type="text" value="160"/> ↑ Parking Oversupplied for this price.		
PRICE PER STALL (\$/MO):	<input style="border: 2px solid red; color: red; font-weight: bold; font-size: 0.9em;" type="text" value="\$200"/>		
UPDATE RESET			

Retail Parking Demand Rate Calculation		
Project Information		
Project:	Mercer Island Mixed Use	
Project No:	18352.00	
Retail Size:		
Commercial Space		
7,579 sf	Retail	
Local Mode Split Data¹:		
Vehicle	100%	
Walk / Bicycle	0%	
Transit	0%	
	100%	
Parking Demand Rate²:		
1.95	stalls / 1,000 sf (ITE Shopping Center #820)	
Localized Parking Demand Rate:		
Parking Demand Rate x Vehicle Mode Split		
1.95	vehicles / 1,000 sf	Shopping Center
Parking Demand:		
Retail Size x Localized Parking Demand Rate		
15	vehicles	

Notes:

1 Based on ITE Parking Generation (5th Edition, 2019) shopping center land use 820 for non-Friday weekday, non-December.

Restaurant Parking Demand Rate Calculation		
Project Information		
Project:	Mercer Island Mixed Use	
Project No:	18352.00	
Retail Size:		
Commercial Space		
5,727 sf	Restaurant	
Local Mode Split Data¹:		
Vehicle	100%	
Walk / Bicycle	0%	
Transit	0%	
	100%	
Parking Demand Rate²:		
9.44	stalls / 1,000 sf (High-Turnover Sit Down Restaurant)	
Localized Parking Demand Rate:		
Parking Demand Rate x Vehicle Mode Split		
9.44	vehicles / 1,000 sf	Restaurant
Parking Demand:		
Retail Size x Localized Parking Demand Rate		
54	vehicles	

Notes:

1 Based on ITE Parking Generation (5th Edition, 2019)) High-Turnover Sit Down Restaurant land use 932 on a weekday

Weekday Shared Parking Demand Estimate

Size Rate ¹	Retail (LU #820)	Restaurant (LU #932)	Residential (LU#221) Dedicated Parking	Residential (LU#221) Flex Parking	Total Commercial & Residential Flex Demand	Total Commercial & Residential Flex Supply	Occupancy (%) of Shared Flex and Commercial Spaces	Cumulative Parking Demand				
	7,579 sf 1.95 vehicles per 1,000 sf	5,727 sf 9.44 vehicles per 1,000 sf	103 du .83 vehicles per unit	56 du .83 vehicles per unit								
Peak Demand	15	54	85	46								
Parking Spaces	43 shared commercial spaces		100 spaces	59 spaces								
Time of Day ²	% Hourly Demand ²	Hourly Demand	% Hourly Demand ²	Hourly Demand	% Hourly Demand ²	Hourly Demand	% Hourly Demand ²	Hourly Demand	Hourly Demand	Total Spaces	Percent Occupied	Hourly Demand
12-4:00 AM	0%	0	0%	0	100%	85	100%	46	46	102	45%	131
5:00 AM	0%	0	0%	0	94%	80	94%	43	43	102	42%	123
6:00 AM	0%	0	0%	0	83%	71	83%	38	38	102	37%	109
7:00 AM	0%	0	0%	0	71%	60	71%	33	33	102	32%	93
8:00 AM	15%	2	0%	0	61%	52	61%	28	30	102	29%	82
9:00 AM	32%	5	0%	0	55%	47	55%	25	30	102	29%	77
10:00 AM	54%	8	9%	5	54%	46	54%	25	38	102	37%	84
11:00 AM	71%	10	15%	8	53%	45	53%	24	42	102	41%	87
12:00 PM	99%	15	100%	54	50%	43	50%	23	92	102	90%	135
1:00 PM	100%	15	81%	44	49%	42	49%	23	82	102	80%	124
2:00 PM	90%	13	54%	29	49%	42	49%	23	65	102	64%	107
3:00 PM	83%	12	33%	18	50%	43	50%	23	53	102	52%	96
4:00 PM	81%	12	26%	14	58%	49	58%	27	53	102	52%	102
5:00 PM	84%	12	29%	16	64%	54	64%	29	57	102	56%	111
6:00 PM	86%	13	58%	31	67%	57	67%	31	75	102	74%	132
7:00 PM	80%	12	70%	38	70%	60	70%	32	82	102	80%	142
8:00 PM	63%	9	77%	42	76%	65	76%	35	86	102	84%	151
9:00 PM	42%	6	61%	33	83%	71	83%	38	77	102	75%	148
10:00 PM	15%	2	41%	22	90%	77	90%	41	65	102	64%	142
11:00 PM	0%	0	0%	0	93%	79	93%	43	43	102	42%	122
												151

Note: sf = square-feet, DU = dwelling units

1. Retail and Restaurant Parking demand rate based on the ITE Parking Generation, 5th Edition . Residential parking demand rate based on Right Size parking.
2. Time of day based on the ITE Parking Generation, 5th Edition.

Memorandum

To: Patrick Yamashita, City of Mercer Island
From: John Davies, KPG
Date: 4/9/2021
Re: Review of Parking Analysis for 2885 78th Avenue SE Traffic Impact Analysis Addendum dated April 5, 2021 (TCC20-002)

The City of Mercer Island requested KPG to complete a peer review of the Transportation Impact Analysis (TIA) Addendum dated April 5, 2021 for the Xing Hua development (TCC20-002), prepared by the Transpo Group. Previous reviews were conducted by KPG of the December 2019 and June 2020 TIA submittals and a January 8, 2021 memorandum. The April 5, 2021 TIA Addendum included additional analysis to identify changes to the parking supply and demand for the development. In addition, the March 30, 2021 “Land Use Set Revision #3” plan set was reviewed for consistency with the traffic and parking analysis.

The 202 parking spaces meets the City of Mercer Island minimum code requirement for parking spaces based on MICC 19.11.130. The code provides for a range of required parking spaces based on the land uses of the development and the number of parking spaces required to meet the peak shared parking demand of the development. The Institute of Transportation Engineer (ITE) Parking Generation was used to evaluate peak demand for the shared parking uses.

Our review of the January 8, 2021 TIA Addendum found agreement with the analysis and calculation of the peak parking demand. Table 1 shows a comparison of the January 2021 memorandum, the April 2021 TIA Addendum, and March 30, 2021 plan set.

Table 1. Proposed Parking Supply

Parking Type	January 2021 Memo	April 2021 TIA Addendum	March 2021 Plan Set
Reserved Residential Spaces	104	100	90
Flex Residential Spaces	56	59	69
Commercial Spaces	43	43	43
Total	203	202	202

The April 2021 TIA Addendum memo meets the estimated peak hour parking demand (92 spaces at 12-1 PM) with 90 percent parking occupancy (92/102). The March 2021 plan set has additional flexible residential spaces and less reserved residential spaces, so there is more parking available for commercial uses. With the March 2021 plan set, the parking occupancy is 82 percent (92/112).

The applicant should provide written documentation to clarify the parking supply with the City, but either the April 5, 2021 TIA Addendum or the March 30, 2021 Plan Set conforms with the required parking. If not already done, a Parking Management Plan should be submitted and approved. An outline of the document was described in the KPG Review Memorandum dated 1/15/2021.