


RAINIER LANDING – PHASE 2

JURISDICTION: CITY OF SEATAC

Prepared for:
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TRIP GENERATION AND PARKING ANALYSIS

FOR

RAINIER LANDING – PHASE 2

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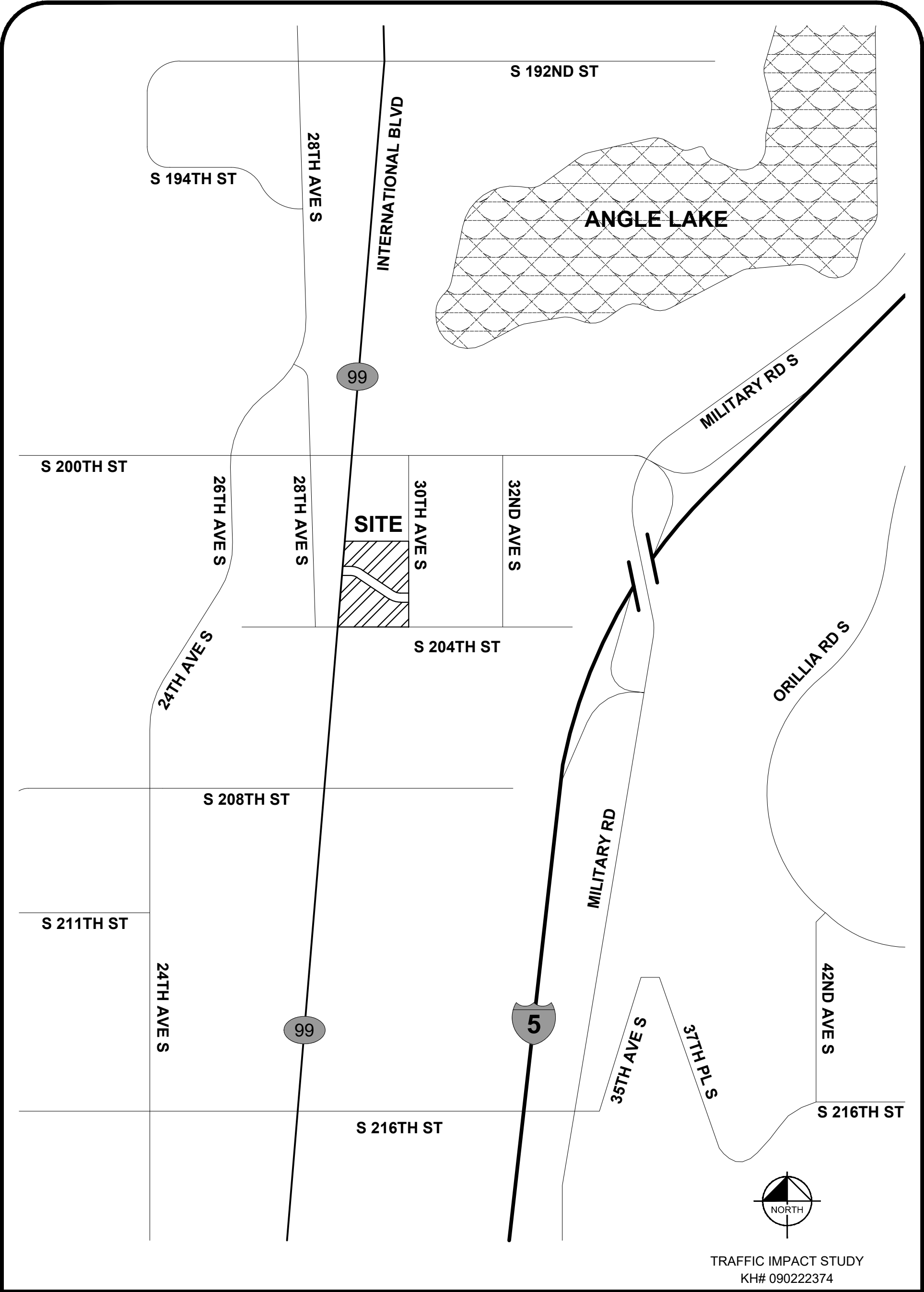
TRIP GENERATIONA

1. DEVELOPMENT IDENTIFICATION

Kimley-Horn and Associates, Inc. (Kimley-Horn) has been retained to provide a trip generation memorandum and identify parking supply for the Rainier Landing – Phase 2 development (Development) within the City of SeaTac (City). The Development is proposed to update the previously approved breakdown of 394 multifamily (mid-rise) units and 10,261 square feet (SF) of strip retail space to 150 all-suite hotel rooms, 150 business hotel rooms, and 139 multifamily (mid-rise) units. The land area and access for phase II is unchanged. The Development is located on the east side of SR-99 between S 200th Street and S 204th Street. A site vicinity map is included in **Figure 1**.

Brad Lincoln, responsible for this report, is a licensed professional engineer (Civil) in the State of Washington and member of the Washington State section of the Institute of Transportation Engineers (ITE).

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RAINER LANDING - PHASE 2	LEGEND  DEVELOPMENT SITE	FIGURE 1 VICINITY MAP
		CITY OF SEATAC

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2. TRIP GENERATION

Trip generation calculations for the Development have been performed utilizing data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition (2021)*. This is the same methodology as in the original traffic Impact analysis that was approved by the City in June 2023. The average trip generation rates for ITE Land Use Code (LUC) 221, Multifamily (Mid-Rise near Rail), ITE LUC 822, Retail Strip Plaza (<40k), were utilized for the prior submittal. The average trip generation rates for ITE LUC 221, Multifamily (Mid-Rise near Rail), ITE LUC 311, All Suites Hotel, and ITE LUC 312, Business Hotel, were utilized for the updated uses of the second phase of the site. The trip generation for the Development of the previous site breakdown and the updated breakdown are summarized in Error! Reference source not found., and **Table 1**, respectively.

Table 1: Trip Generation Summary – Phase II (Previously Approved)

Land Use	Size	Average Daily Trips	AM Peak-Hour			PM Peak-Hour		
			In	Out	Total	In	Out	Total
Multifamily (Mid-Rise) Near Rail ITE LUC 221	394 Units	1,872	45	81	126	74	40	114
Retail Strip Plaza (<40k) ITE LUC 822	10,261 SF	559	14	10	24	34	34	68
TOTAL		2,431	59	91	150	108	74	182

Table 2: Trip Generation Summary – Phase II (Updated Proposed)

Land Use	Size	Average Daily Trips	AM Peak-Hour			PM Peak-Hour		
			In	Out	Total	In	Out	Total
Multifamily (Mid-Rise) Near Rail ITE LUC 221	139 Units	660	16	28	44	26	14	40
All Suite Hotel ITE LUC 311	150 Units	660	27	24	51	26	28	54
Business Hotel ITE LUC 312	150 Units	603	21	33	54	26	21	47
TOTAL		1,923	64	85	149	78	63	141

The update is anticipated to generate approximately 508 fewer average daily trips using the average rates, with approximately 1 fewer AM peak-hour trips and approximately 41 fewer PM peak-hour trips compared to the previously submitted study. The trip generation calculations are provided in **Appendix A**.

3. PARKING ANALYSIS

The parking demand has been calculated using the Development's total units, hotel rooms, and the square footage of the hotel meeting areas per *SeaTac Municipal Code (SMC) 15.455.120 – Parking Chart for Required Off-Street Spaces*. The minimum parking rates for residential and commercial uses were used to calculate the number of parking spaces per the SMC. The SMC parking demand for each use is summarized in **Table 3**.

Table 3: SMC Parking Requirement Summary

Uses	Code Minimum Required Parking				
	Variable	Rate per Space	Spaces	Parking Reduction	Updated Spaces
Studio Unit	48 Units	1.0 per Unit	48	35%	31
One-Bedroom Units	61 Units	1.5 per Unit	92	35%	60
Two-Bedroom Units	30 Units	2.0 per Unit	60	35%	39
Hotel Use	300 Suites	0.75 per Suite	225	30%	158
Hotel Meeting Rooms	2,140 SF	1 per 150 SF	15	30%	10
TOTAL			440	32%	298

SMC identifies 440 parking spaces for the site but does not account for applicable reductions for the uses. Additionally, per *SMC 15.455.140(A)* a maximum reduction of up to 35% can be taken for residential uses and 30% can be taken for general services based on the adjacent Angle Lake Light Rail station. This would therefore reduce the residential parking requirement to 130 parking spaces and the hotel parking requirement down to 168 parking spaces. The updated development is proposing 132 residential parking spaces and 170 hotel parking spaces for a total of 302 parking spaces, which will meet the total parking requirement of 298 parking spaces.

4. CONCLUSIONS

The Development is proposed to change the previously submitted breakdown of 394 multifamily (mid-rise) units and 10,261 SF of strip retail space to 150 all-suite hotel units, 150 business hotel units, and 139 multifamily (mid-rise) units. The change is anticipated to result in a decrease in trip generation and additional transportation analysis should not be required. The updated total parking based on the architectural calculations and allowable City reductions should provide sufficient supply to meet City code as identified in the site plan and total parking.

APPENDIX A

TRIP GENERATION

150 Units - All Suites Hotel
150 Units - Business Hotel

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Trip Generation for: Weekday
(a.k.a.): Average Weekday Daily Trips (AWDT)

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
									TOTAL			PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Multifamily (Mid-Rise) Near Rail	139 units	221	4.75	50%	50%	660	0%	0	660	0%	0	0%	0	660	0	0	0	0	330	330
All Suites Hotel	150 units	311	4.40	50%	50%	660	0%	0	660	0%	0	0%	0	660	0	0	0	0	330	330
Business Hotel	150 units	312	4.02	50%	50%	603	0%	0	603	0%	0	0%	0	603	0	0	0	0	302	302
Total						1923		0.00	1923		0		0	1923	0	0	0	0	962	962

150 Units - All Suites Hotel
150 Units - Business Hotel

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Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 AM
(a.k.a.): Weekday AM Peak Hour

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
									TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Multifamily (Mid-Rise) Near Rail	139 units	221	0.32	36%	64%	44	0%	0	44	0%	0	0%	0	44	0	0	0	0	16	28
All Suites Hotel	150 units	311	0.34	53%	47%	51	0%	0	51	0%	0	0%	0	51	0	0	0	0	27	24
Business Hotel	150 units	312	0.36	39%	61%	54	0%	0	54	0%	0	0%	0	54	0	0	0	0	21	33
Total						149		0.00	149		0		0	149	0	0	0	0	64	85

150 Units - All Suites Hotel
150 Units - Business Hotel

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Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 PM
(a.k.a.): Weekday PM Peak Hour

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
									TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Multifamily (Mid-Rise) Near Rail	139 units	221	0.29	65%	35%	40	0%	0.00	40	0%	0	0%	0	40	0	0	0	0	26	14
All Suites Hotel	150 units	311	0.36	49%	51%	54	0%	0.00	54	0%	0	0%	0	54	0	0	0	0	26	28
Business Hotel	150 units	312	0.31	55%	45%	47	0%	0.00	47	0%	0	0%	0	47	0	0	0	0	26	21
Total						140.81		0.00	141		0		0	141	0	0	0	0	78	63