City of Puyallup Traffic Scoping Worksheet

PROJECT INFORMATION

Project Title: Bradley Heights Date: 3/31/2023

Applicant Name: Mr. Dave Enslow Telephone Number: N/A

Project Description: 236 Multi-Family Apartment Units Year of Occupancy: 2024

Project Location: PN: 0419036006 Parcel Size: 7.78-acres

Proposed Number of Access Point(s): 3 Existing Number of Access Point(s): 16

Land Use	Quantity	ITE Land Use Code	Average Daily Trips	AM Peak Hour Trips*	PM Peak Hour Trips*
Existing Use(s)					
Mobile Home Park (See attached parcel list)	48	240	341.8	18.7	27.8
Proposed Use(s)					
Multifamily Housing (Low-Rise)	236	220	1590.6	94.4	120.4
Net New Trips			1248.8	75.7	92.6
Traffic Impact Fees: Net New PM Peak Hour Trips x $4,500 = $416,700					

* The project trips shall be rounded to the nearest tenth.
* The project trips shall be estimated using the ITE's *Trip Generation*, 11th Edition.
* Trip generation regression equations shall be used when the R^2 value is 0.70 or greater.
* For land uses that do not exist within the ITE's *Trip Generation*, actual field data shall be collected from three local facilities that have similar characteristics to the proposal.
* For single-family units and offices and specialty retail smaller than 30,000 SF, use ITE's *Trip Generation*, 11th Edition, average rate.

Identify all intersections that will be affected by 25 new project peak hour trips or more:

1. S Meridian & 23rd Ave SE
2. S Meridian & 27th Ave SE
3. S Meridian & 31st Ave SE
4. S Meridian & SR-161
5. 7th St SE & 27th Ave SE
6. Project Access & 27th Ave SE
7.
8.

Prepared by: Traffic Engineer: Aaron Van Aken Telephone Number: 253-770-1401

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Office Use Only

TIS ☐ TAS ☐ TAIS ☐ No Further Work Required ☐

Checklist (Please make sure you have included the following information):

☒ Completed Worksheet ☒ Attach Site Plan ☒ Attach Trip Assignment ☒ Attach Trip Distribution

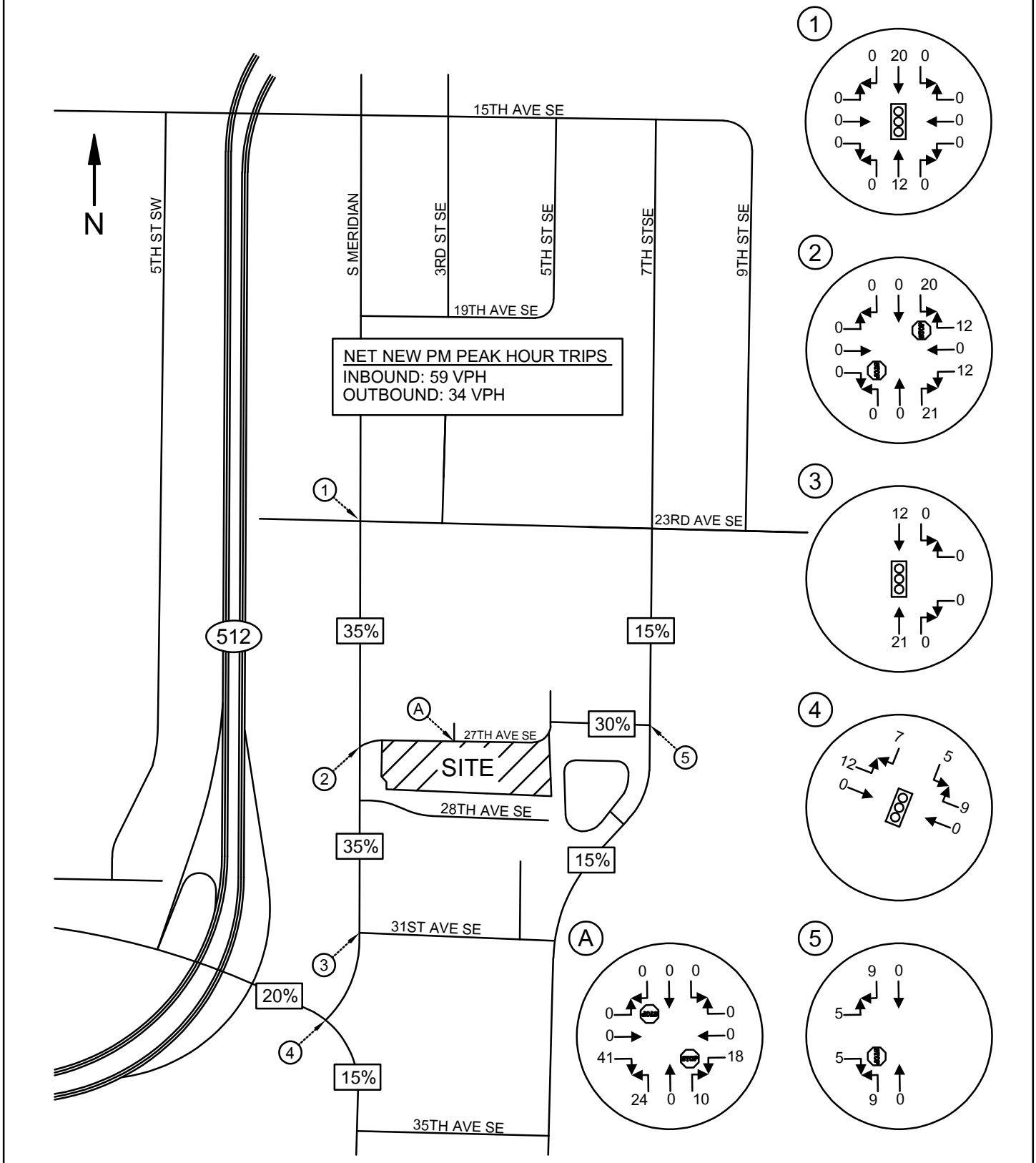
☒ Mail or hand deliver to 333 South Meridian, Puyallup, WA 98371 or e-mail to standle@ci.puyallup.wa.us

HEATH & ASSOCIATES

TRAFFIC AND CIVIL ENGINEERING

BRADLEY HEIGHTS

SITE PLAN
FIGURE 1



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BRADLEY HEIGHTS

PM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
FIGURE 2

Mobile Home Park
(240)

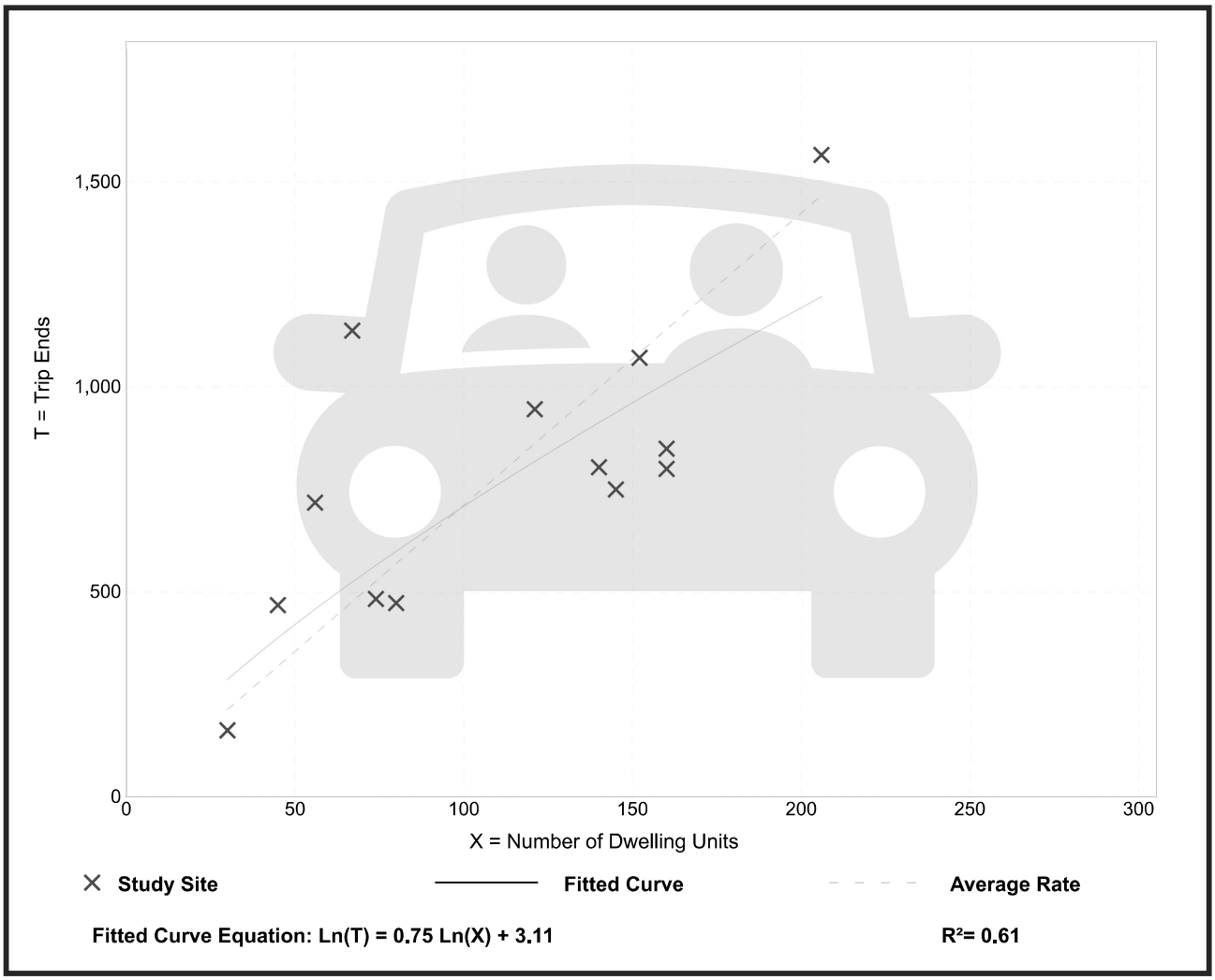
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 13
Avg. Num. of Dwelling Units: 110
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.12	5.00 - 16.96	2.91

Data Plot and Equation



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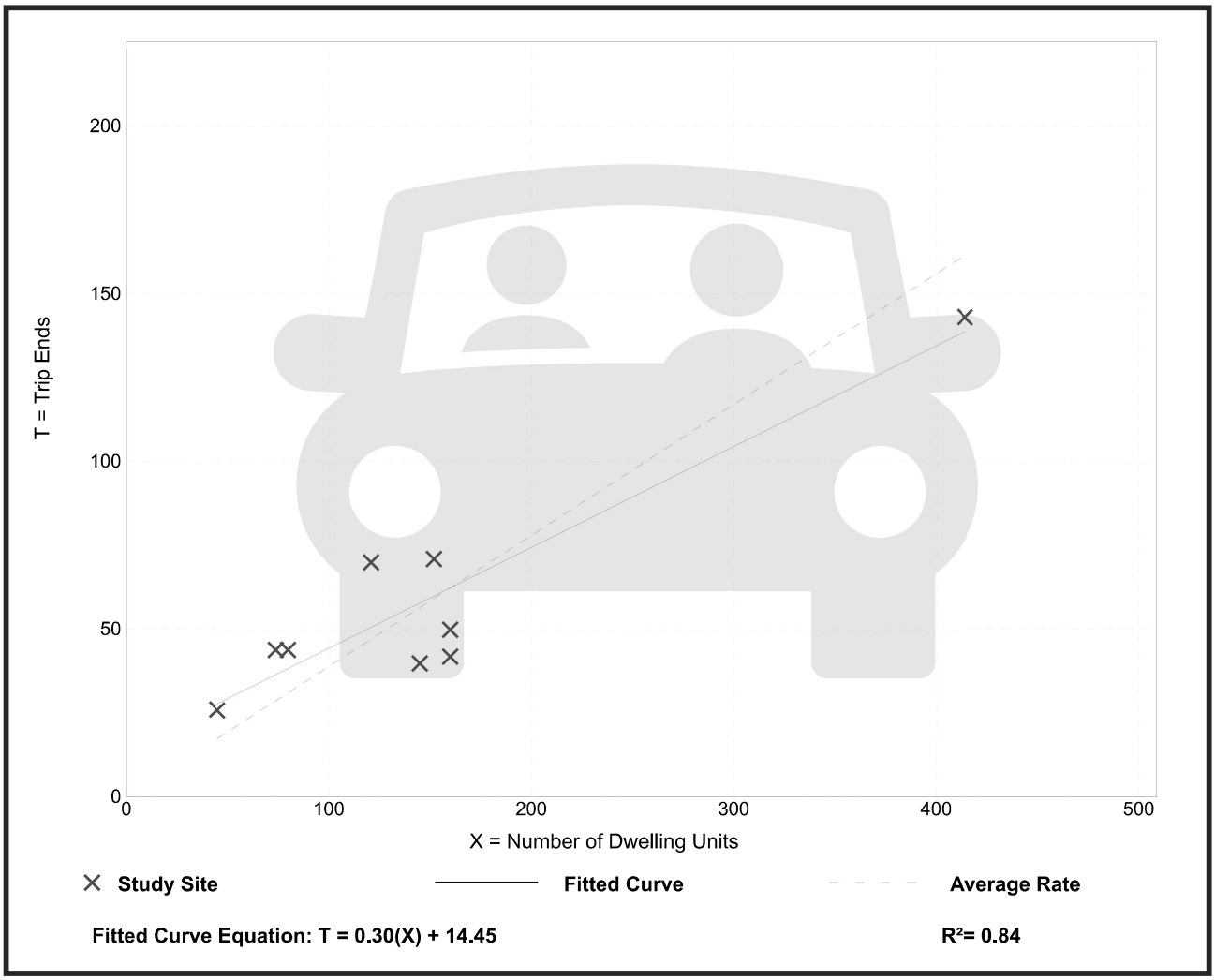
Mobile Home Park
(240)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 9
Avg. Num. of Dwelling Units: 150
Directional Distribution: 21% entering, 79% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.26 - 0.59	0.12

Data Plot and Equation



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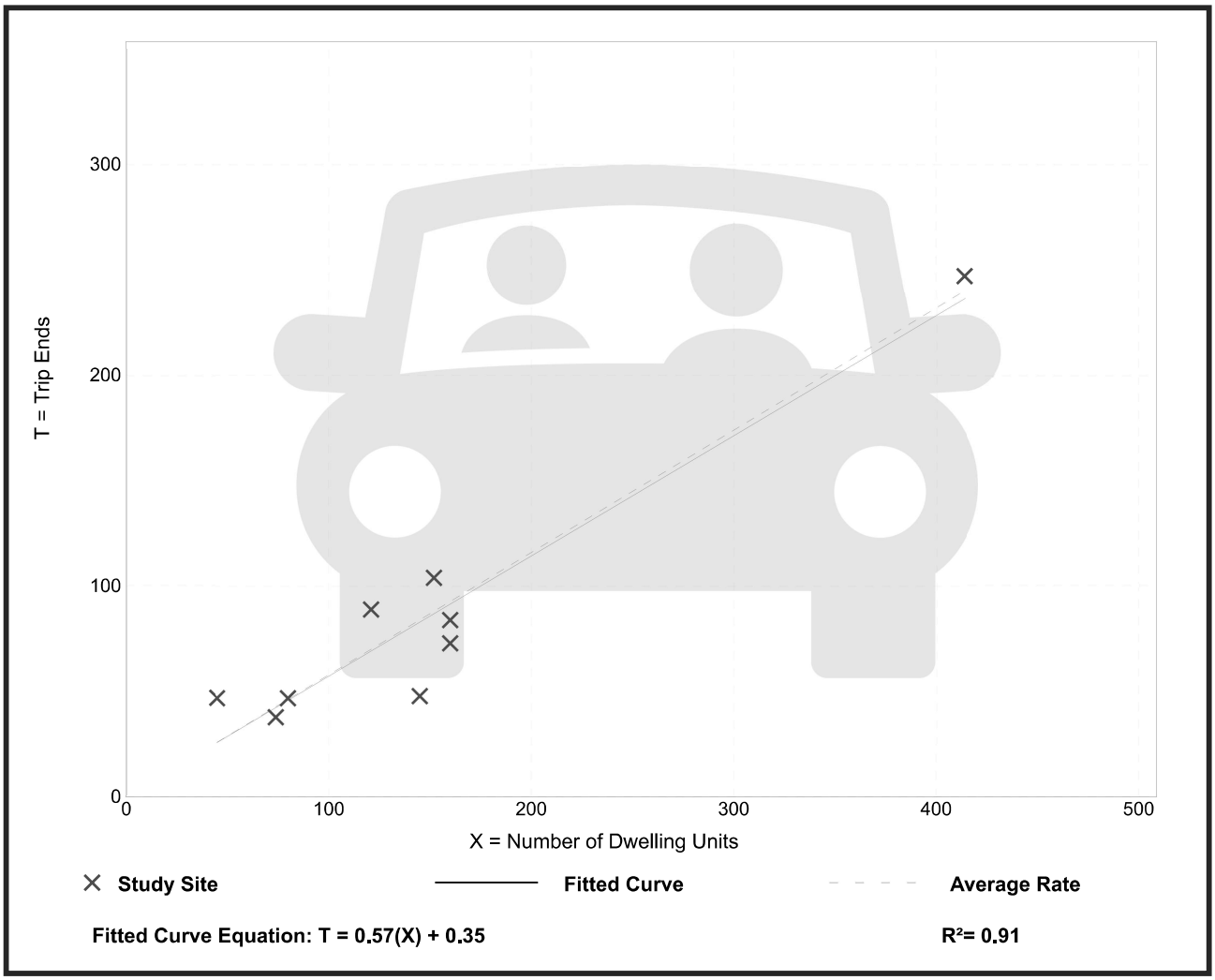
Mobile Home Park
(240)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 9
Avg. Num. of Dwelling Units: 150
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.58	0.33 - 1.04	0.15

Data Plot and Equation



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Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

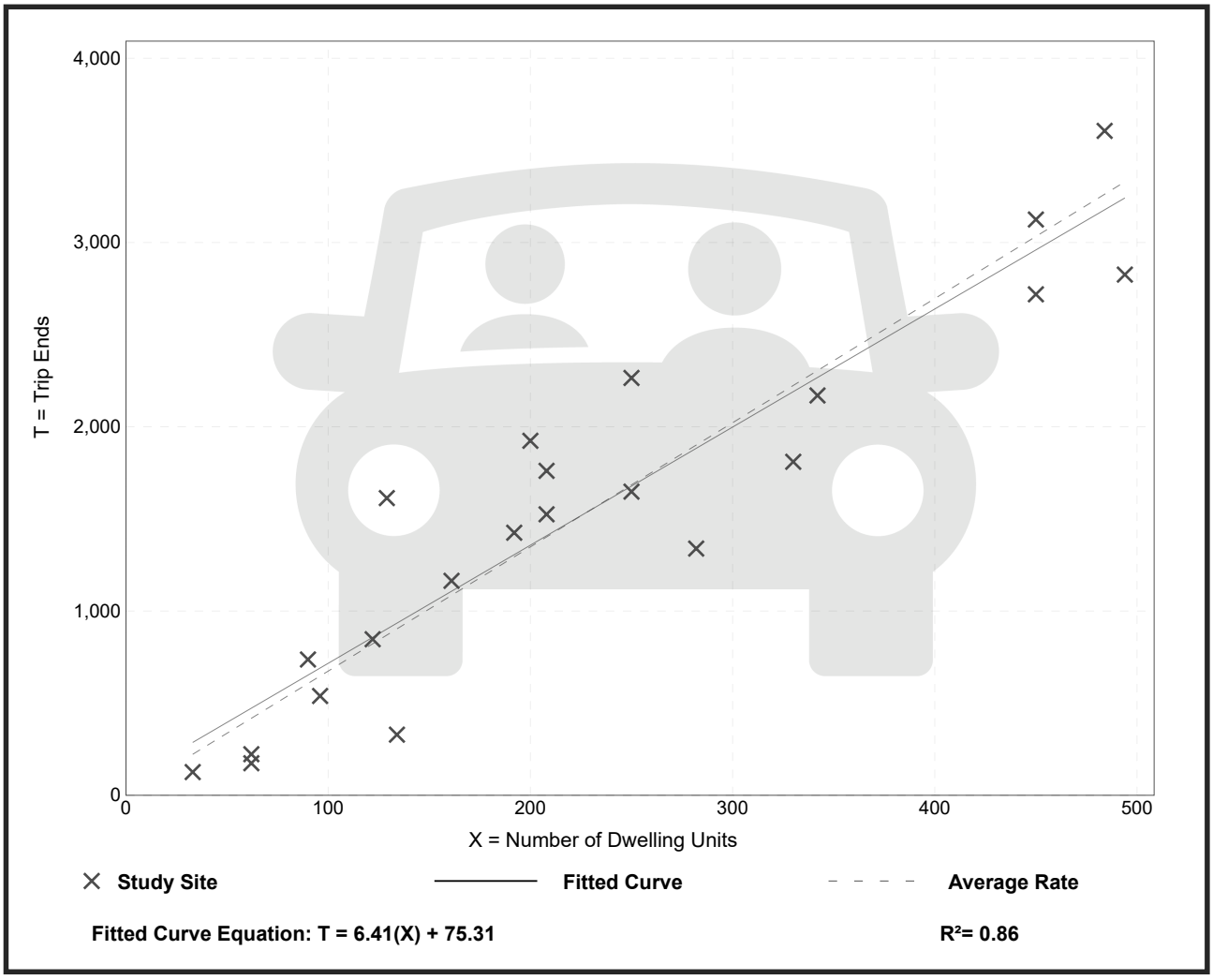
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



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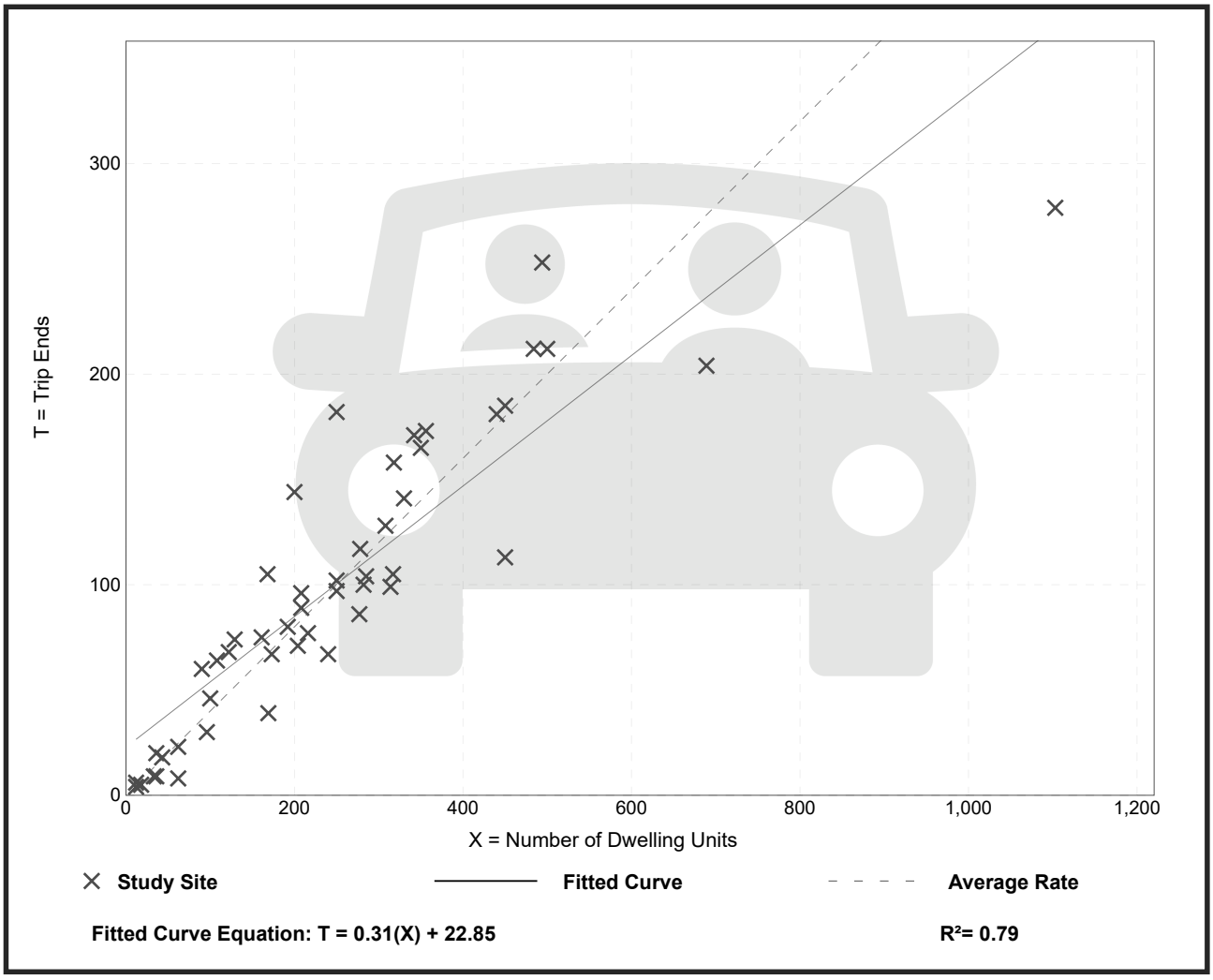
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



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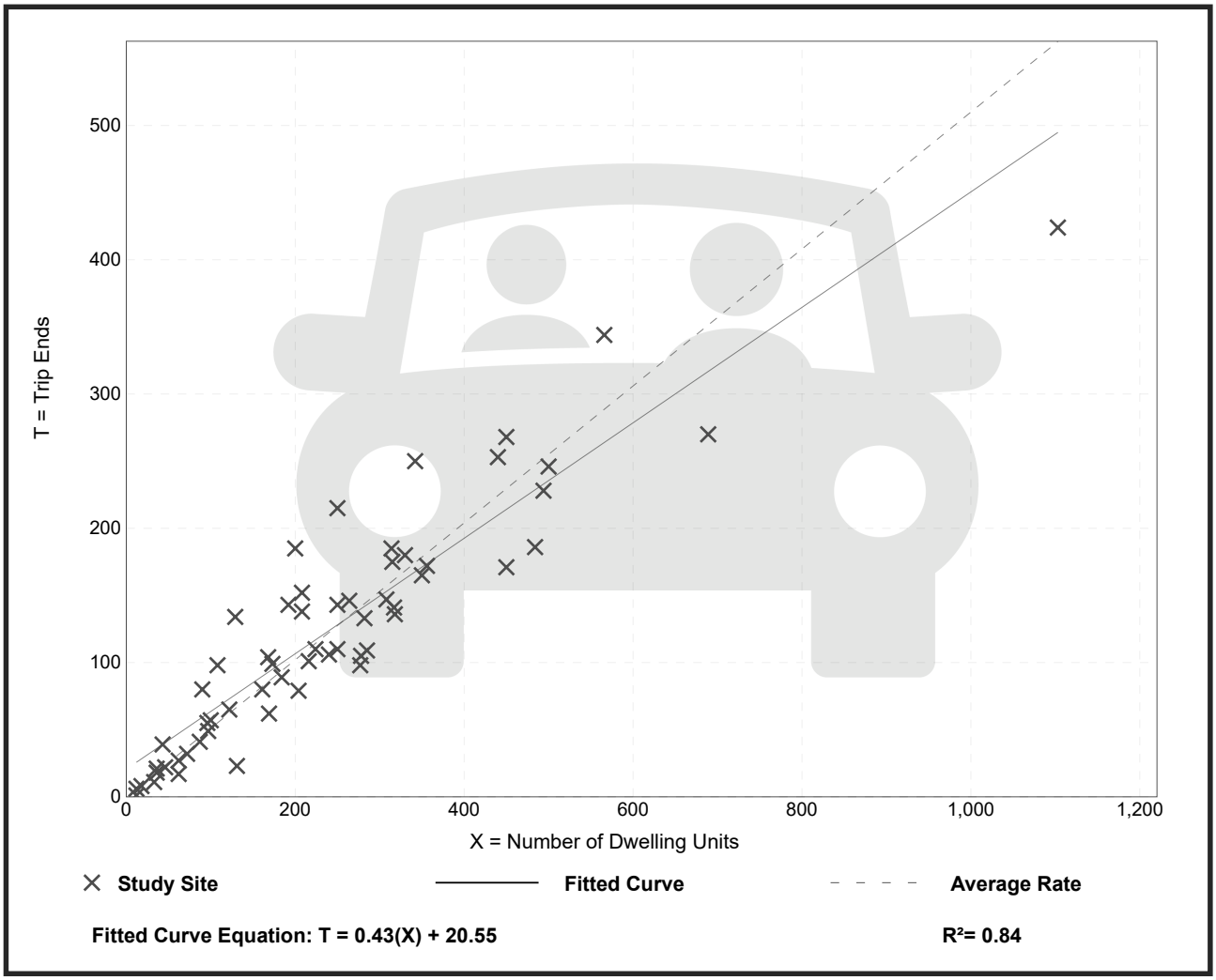
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



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Bradley Heights Property Tax List

Use Link: https://atip.piercecountywa.gov/app/propertyDetail/5000078390/summary

Parcel #
4403095100
5000067690
4136094025
4367041800
5000038500
4074083000
4353090000
4315007400
5000010235
4316048000
4238002000
5000067240
4023060005
5000060035
5000039855
4066000795
4146097000
4432010050
4412099380
5000023935
5000071210
4391095010
5000043065
4023096600
4066078005
5555513873
4412102092
5000004915
4308032940
5555515513
4420001800
4315004000
4308091500
4146180000
5000078455
5000023175
4074084000
5555512940
4162071160
5555515980
4163056392
5000045600
4294001075
4391050606
4198051400
5555510637
5000078390
5555510051
Total

Existing unit count
tax parcels = 48