

City of Puyallup Traffic Scoping Worksheet

PROJECT INFORMATION

Project Title: 2nd Street Apartments Date: 12/2/2020

Applicant Name: Mr. Don Huber Telephone Number: N/A

Project Description: 29 Multi-Family Apartment Units Year of Occupancy: 2023

Project Location: PN: 7600200051 Parcel Size: 0.77-acres

Proposed Number of Access Point(s): 2 Existing Number of Access Point(s): 1

| Land Use | Quantity | ITE Land Use Code | Average Daily Trips | AM Peak Hour Trips* | PM Peak Hour Trips* |
|--------------------------------------|--|-------------------|---------------------|---------------------|---------------------|
| Existing Use(s) | LUC 220 (Low Rise Multifamily) has a trip generation rate of 0.51 trips per dwelling unit. This works out to 14.8 PM peak trips[Traffic Scoping] | | | | |
| Undeveloped | | | | | |
| Proposed Use(s) | | | | | |
| LUC 221 Multifamily Housing Mid-Rise | 29 | 221 | 157.8 | 10.4 | 12.8 |
| Net New Trips | | | 157.8 | 10.4 | 12.8 |

Based on current edition of ITE manual, this project is now considered LUC 220 (Low Rise Multifamily) because it there are only 3 floors of living space [Traffic Scoping]

PM Peak Hour Trips x \$4,500 = \$57,600

TIF to be updated to \$66,600[Traffic Scoping]

rounded to the nearest tenth.
 calculated using the ITE's *Trip Generation*, 10th Edition.

- * Trip generation regression equations shall be used when the R² 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*, 10th Edition, average rate.

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

1. None 4. _____
2. _____ 5. _____
3. _____ 6. _____
4. _____ 8. _____

Prepared by: Traffic Engineer: Gregary B. Heath Telephone Number: 253-770-1401

Address: 2214 Tacoma Rd, Puyallup, WA 98371 gheath@heathtraffic.com

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



December 2, 2020

Bryan Roberts, P.E.
Traffic Engineer
City of Puyallup

Subject: 2nd Street Apartments Scoping Narrative

The proposed 29-unit, three-story multifamily building located on the northeast corner of 2nd Street NE/5th Avenue NE plans for two driveway accesses as illustrated in provided site plan (Figure 1).

Due to insufficient driveway spacing per City standards (Section 101.10.1) it is acknowledged that an Alternative Methods Request (AMR) will be required for both proposed driveway locations.

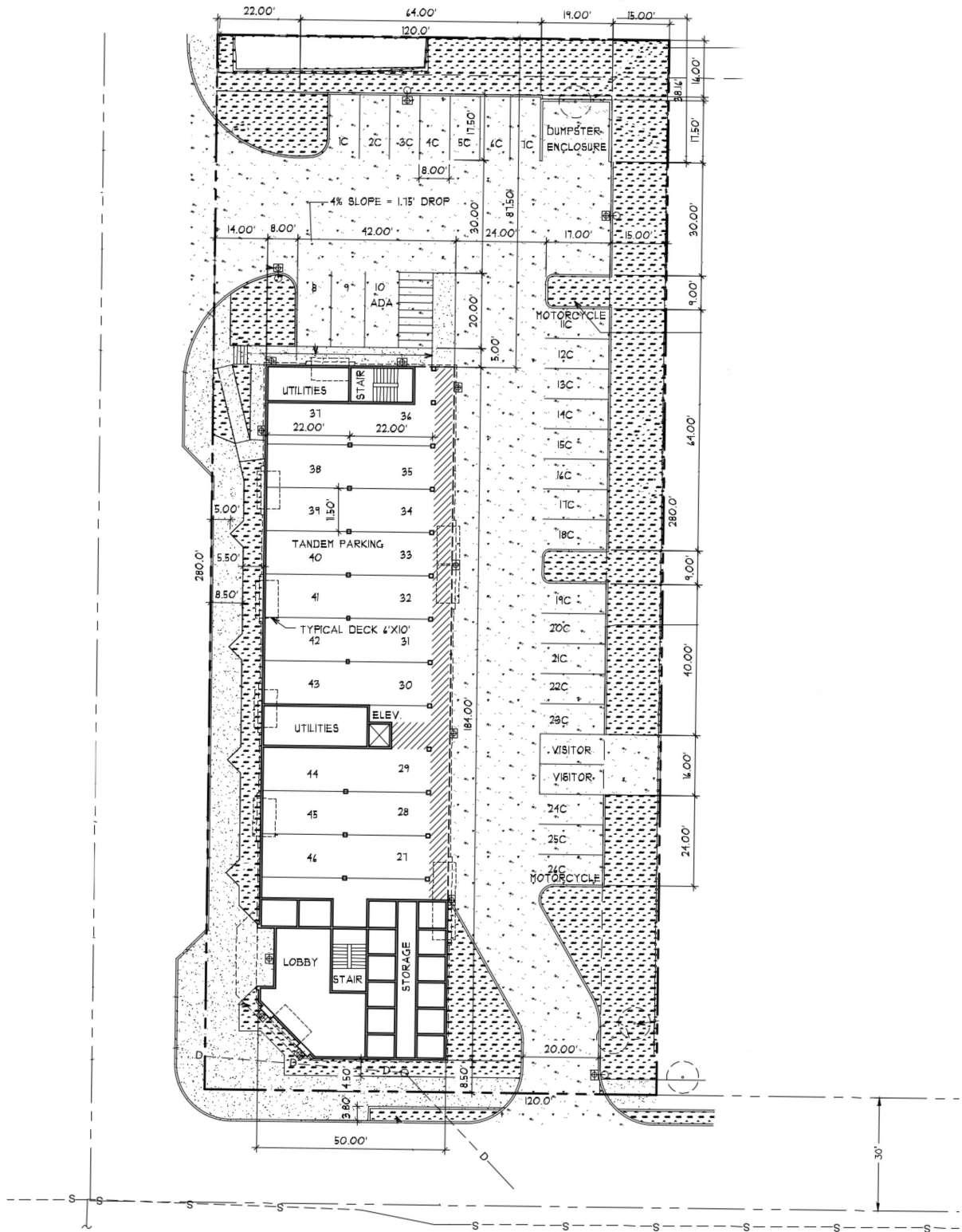
2nd Street NE: Is considered a Major Arterial and requires 300-foot spacing. As the access roadway is northbound one-way travel, the driveway would be restricted to right-in/right-out only.

5th Avenue NE: Is considered a Major Collector and requires 150-foot spacing. The driveway is proposed for right-in/right-out movements only. This driveway would benefit the project and residents who intend to travel from the site in the east/west/south directions given that the 2nd Street NE limits routes via northbound travel only. The nominal traffic increase from the project is not anticipated to have a significant impact to the local street system.

Please call if you require anything further.

Sincerely,

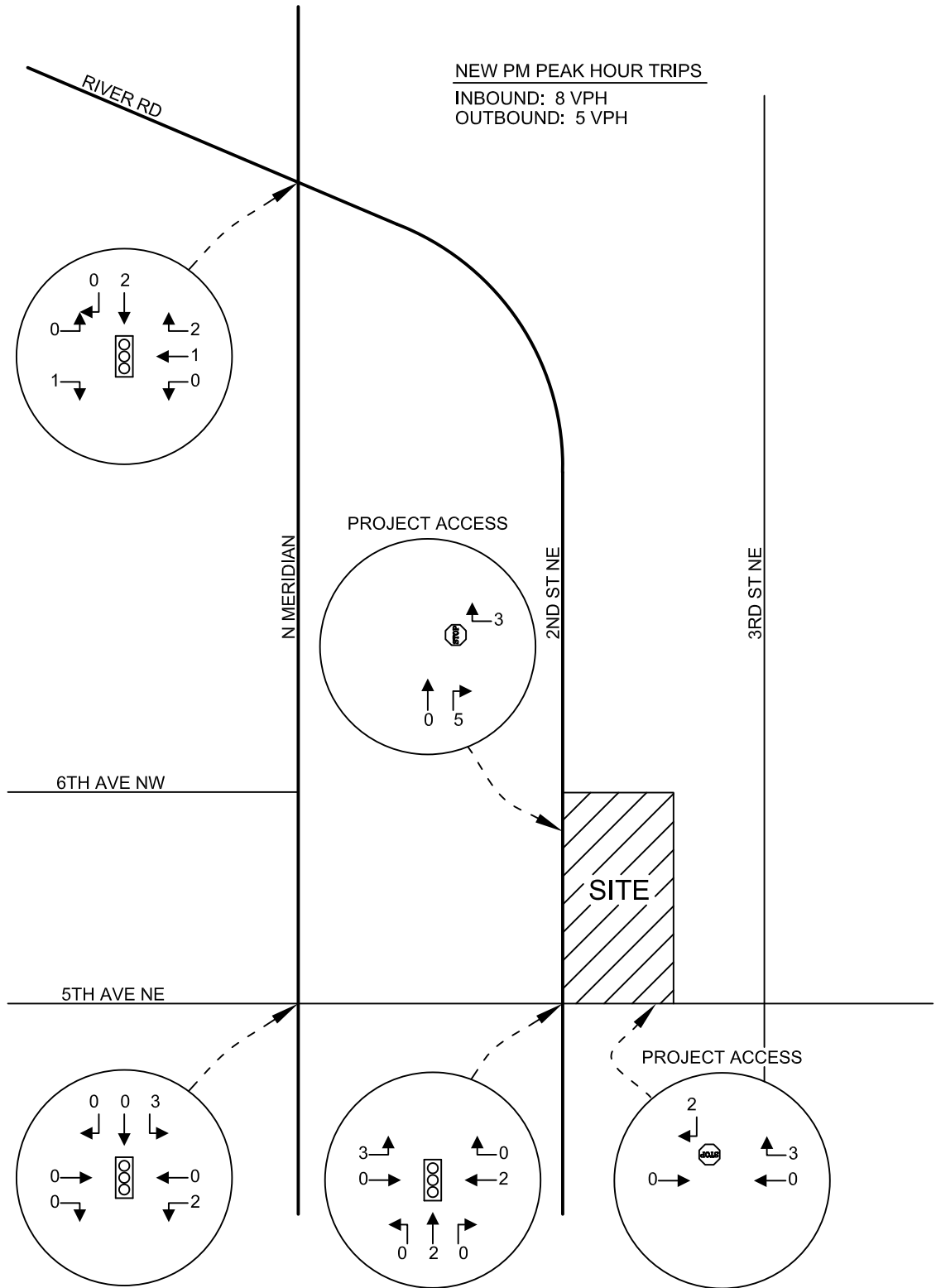
Gregary B. Heath, P.E., PTOE



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

2ND STREET APARTMENTS - PUYALLUP

SITE PLAN
FIGURE 1



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

2ND STREET APARTMENTS - PUYALLUP
PM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
FIGURE 2

Multifamily Housing (Mid-Rise) (221)

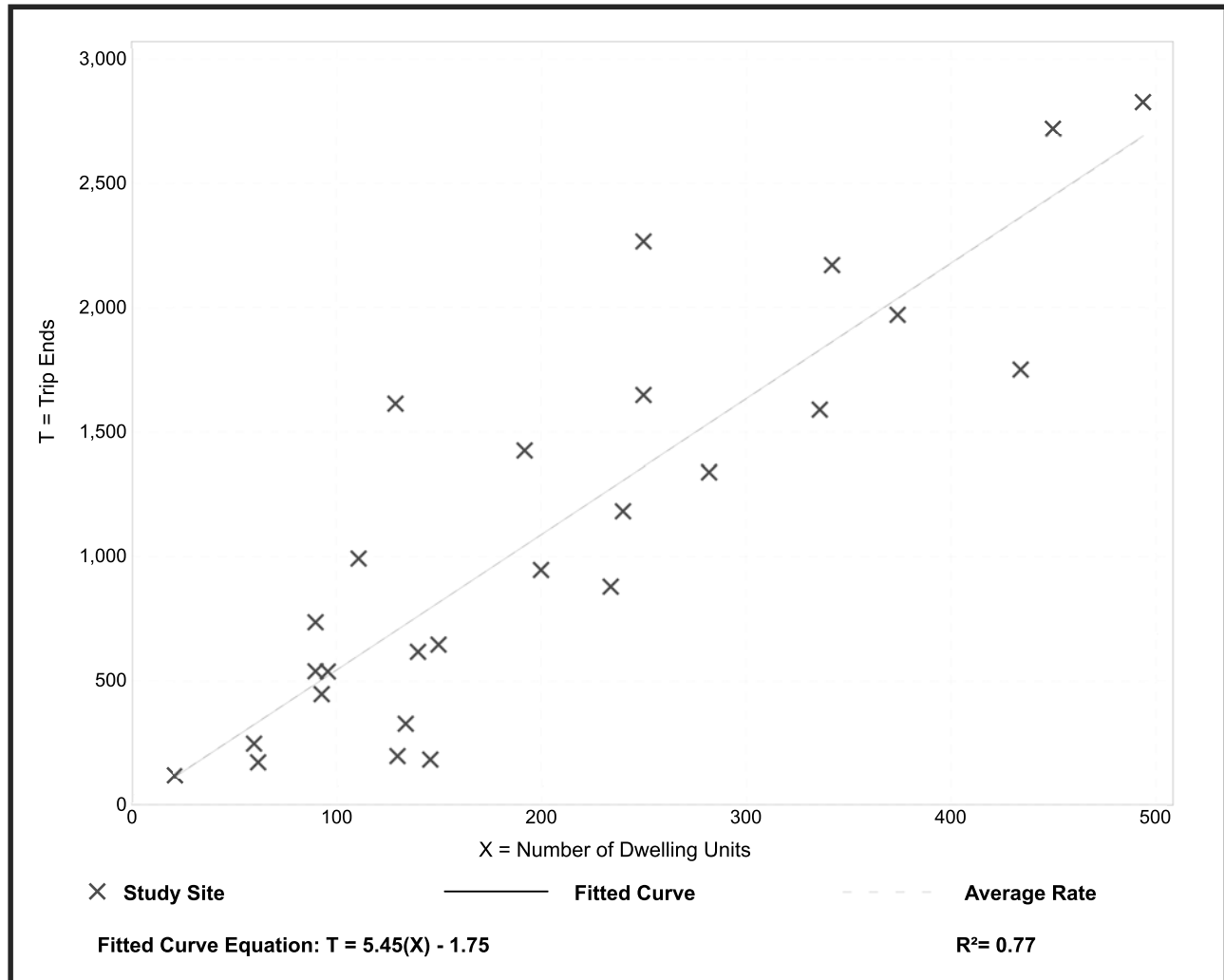
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 5.44 | 1.27 - 12.50 | 2.03 |

Data Plot and Equation



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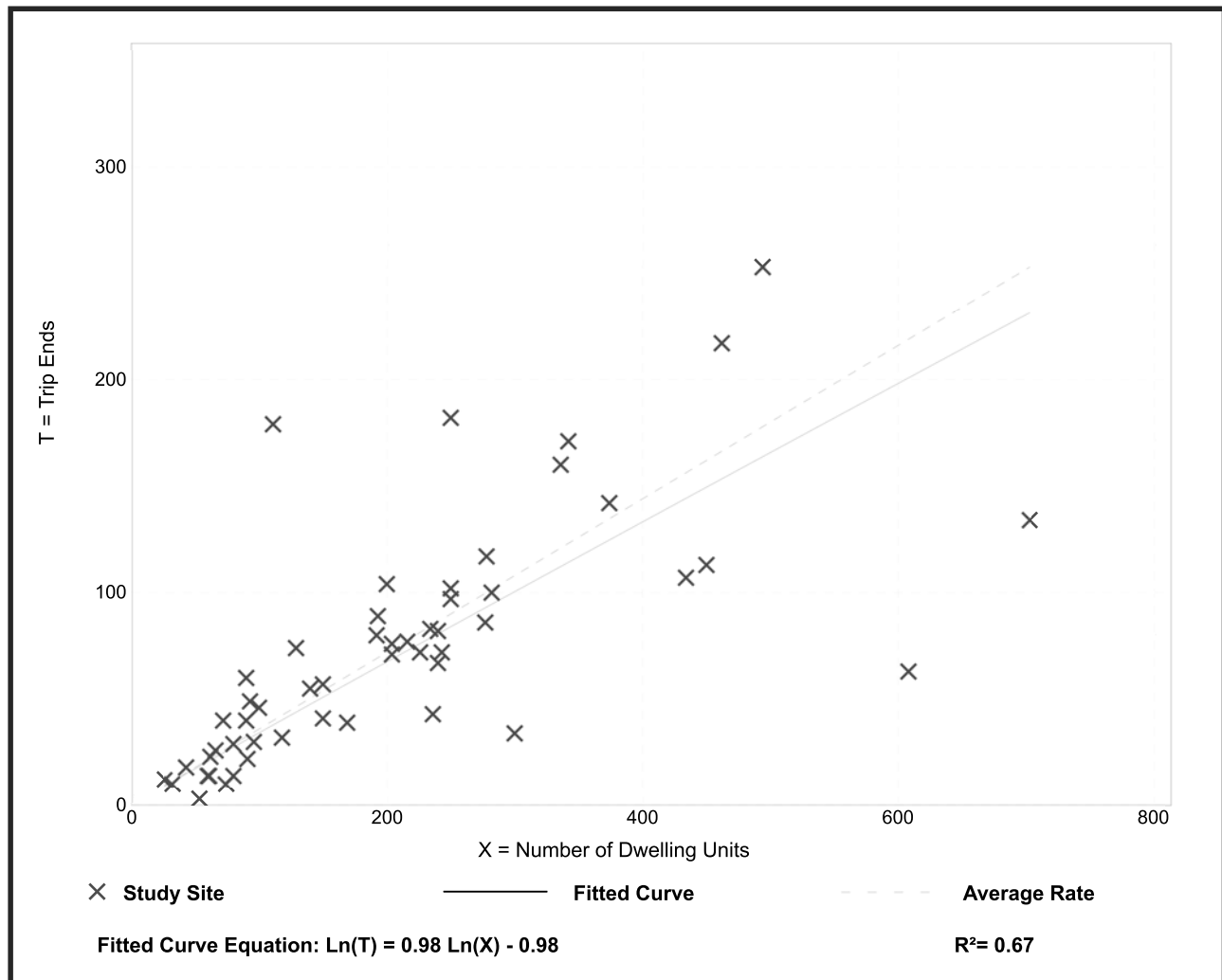
Multifamily Housing (Mid-Rise) (221)

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: 53
 Avg. Num. of Dwelling Units: 207
 Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.36 | 0.06 - 1.61 | 0.19 |

Data Plot and Equation



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Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

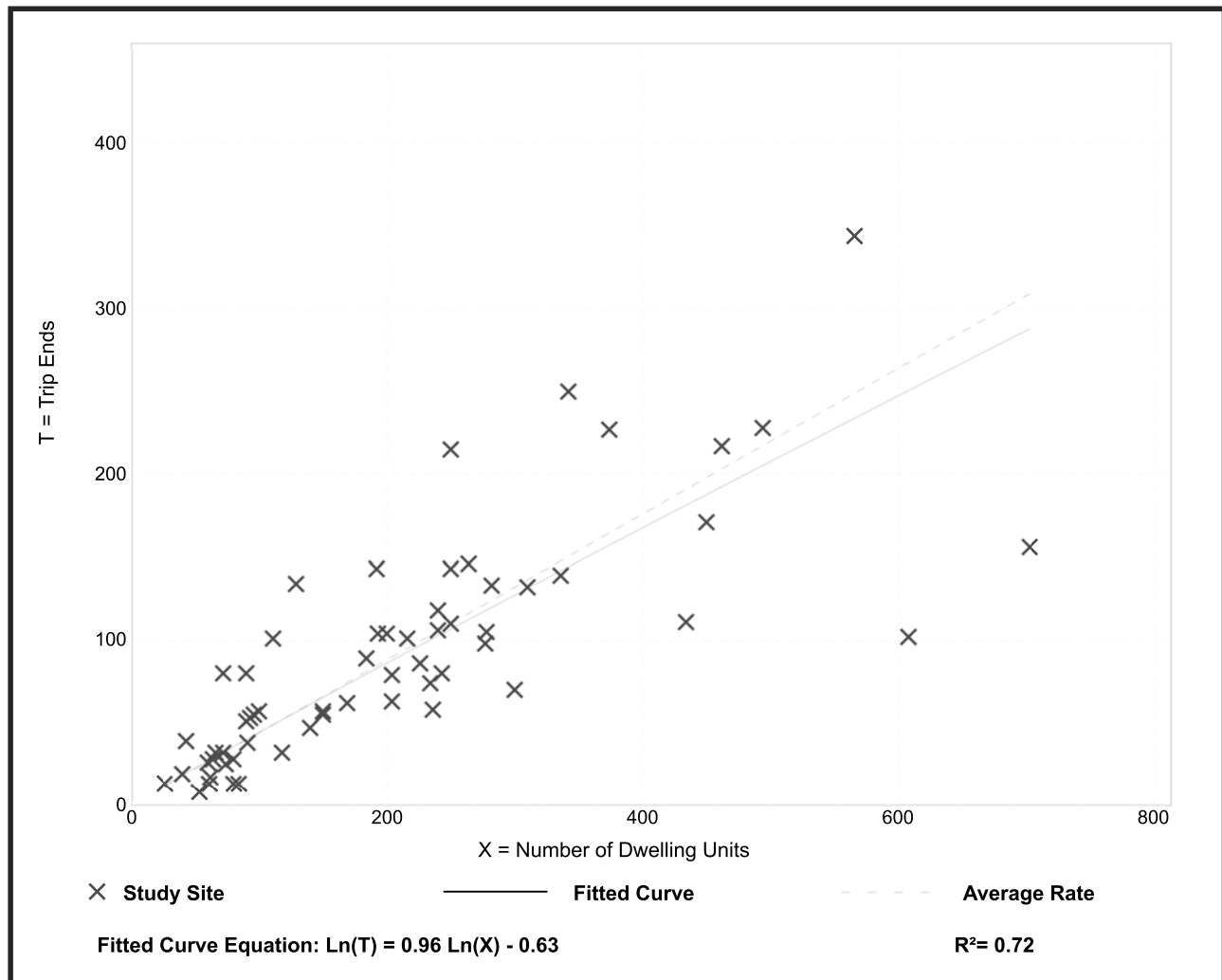
Setting/Location: General Urban/Suburban

Number of Studies: 60
 Avg. Num. of Dwelling Units: 208
 Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.44 | 0.15 - 1.11 | 0.19 |

Data Plot and Equation



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