

City of Puyallup Traffic Scoping Worksheet

PROJECT INFORMATION

Project Title: 2nd Street Apartments Date: 6/27/2022

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)					
Undeveloped	-	-	-	-	-
Proposed Use(s)					
LUC 220 Multifamily Housing Low-Rise	29	220	195.5	11.6	14.8
Net New Trips			195.5	11.6	14.8
Traffic Impact Fees: Net New PM Peak Hour Trips x \$4,500 = \$66,600					

- * 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 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*, 11th 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: Aaron Van Aken Telephone Number: 253-770-1401

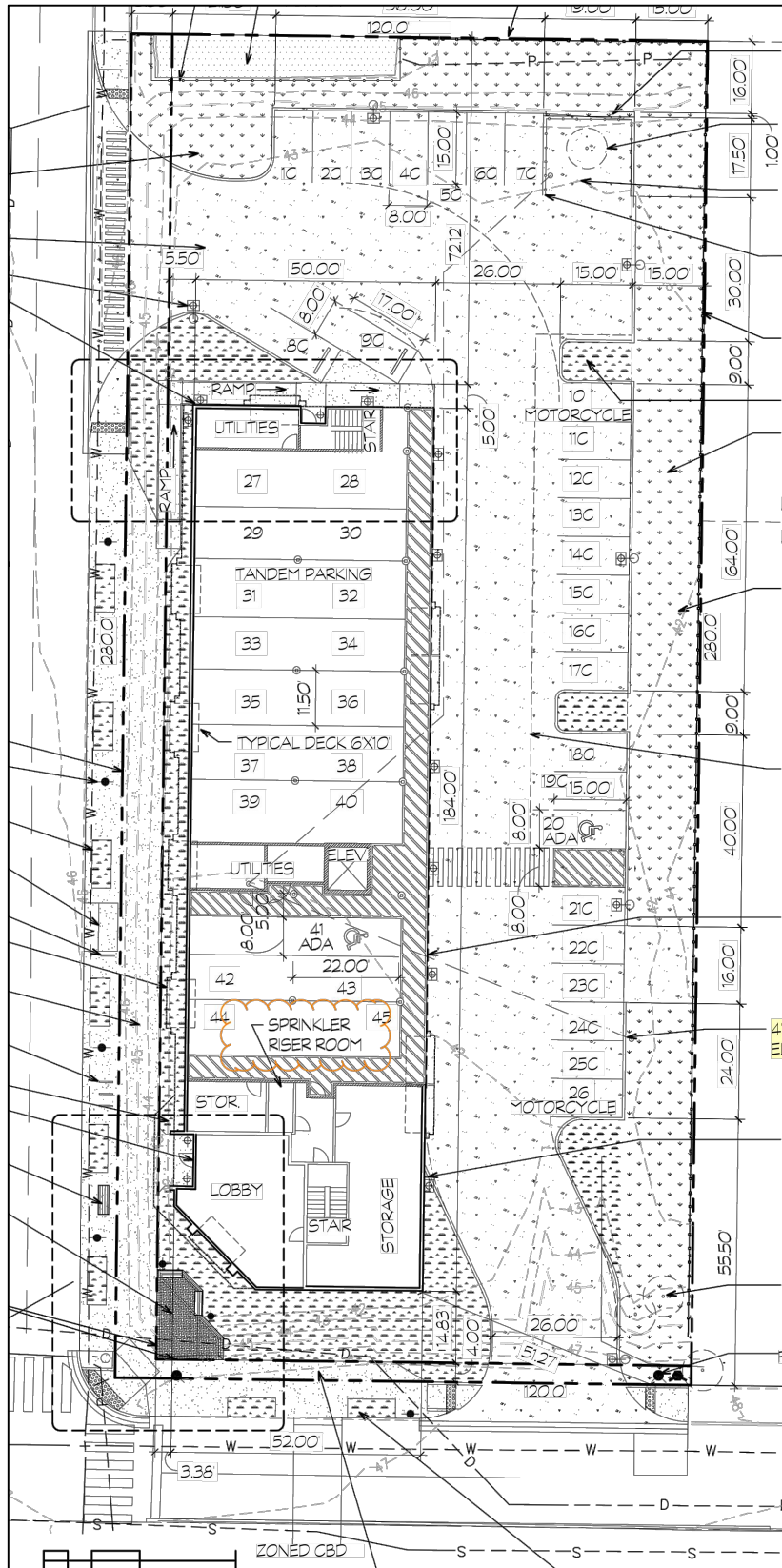
Address: 1011 E Main Suite 453, Puyallup, WA 98371 avanaken@heathtraffic.com

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



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

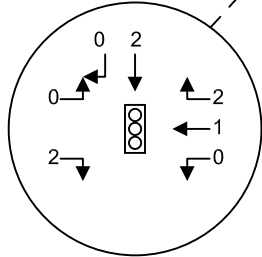
2ND STREET APARTMENTS - PUYALLUP

SITE PLAN
FIGURE 1



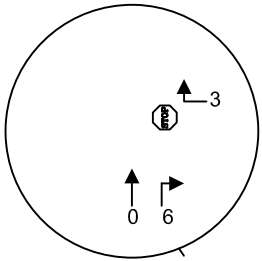
RIVER RD

NEW PM PEAK HOUR TRIPS
INBOUND: 9 VPH
OUTBOUND: 6 VPH



N MERIDIAN

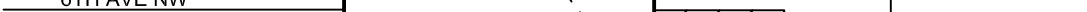
PROJECT ACCESS



2ND ST NE

3RD ST NE

6TH AVE NW



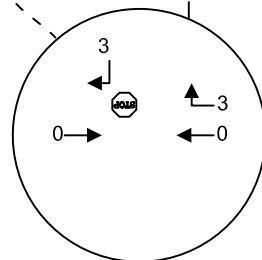
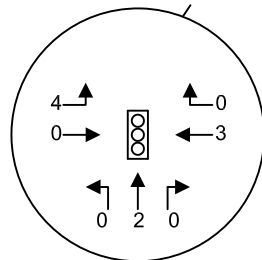
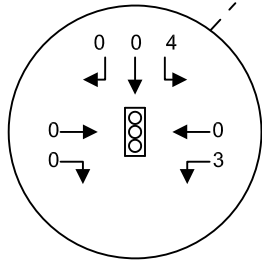
5TH AVE NE



SITE



PROJECT ACCESS



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

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

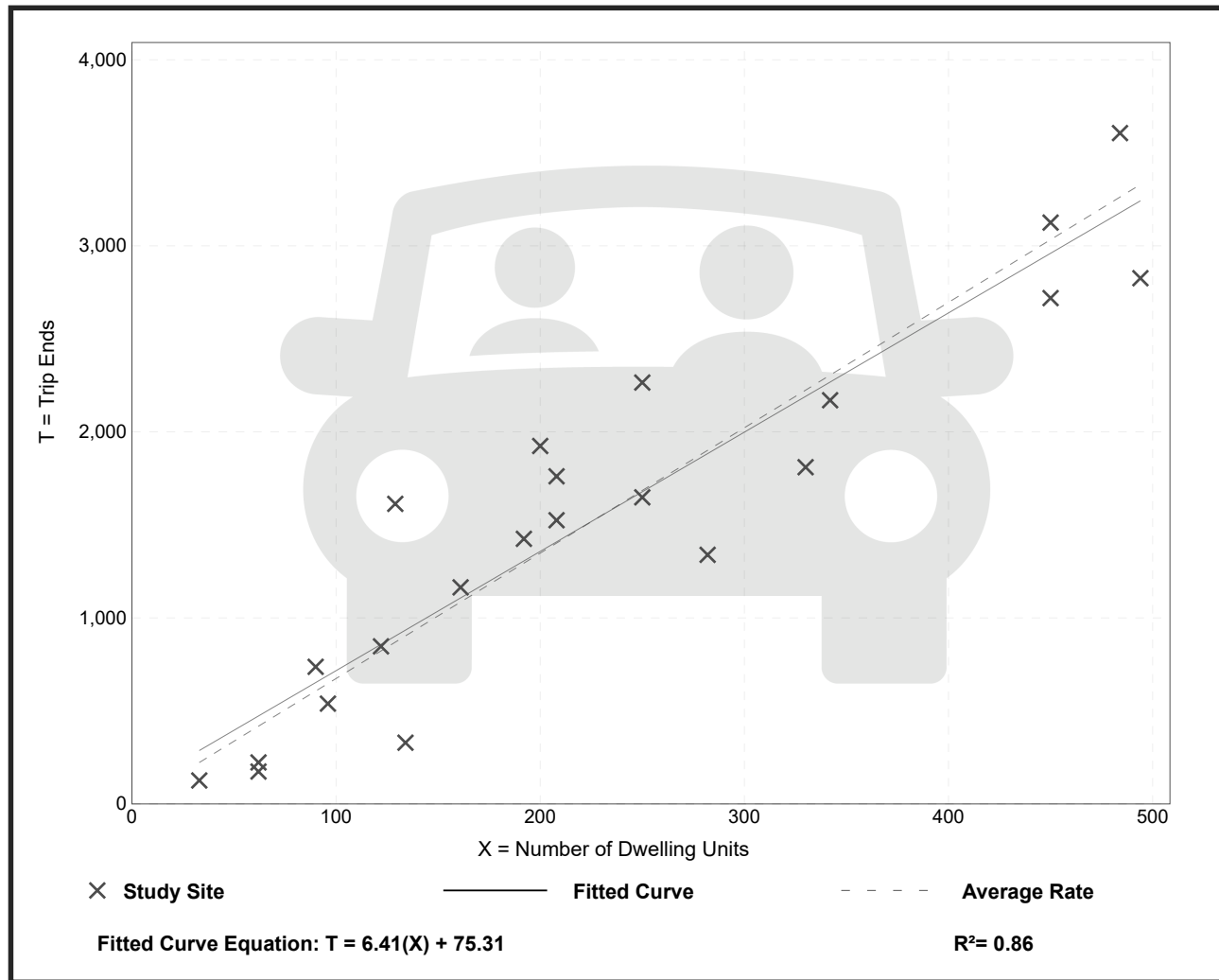
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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



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.

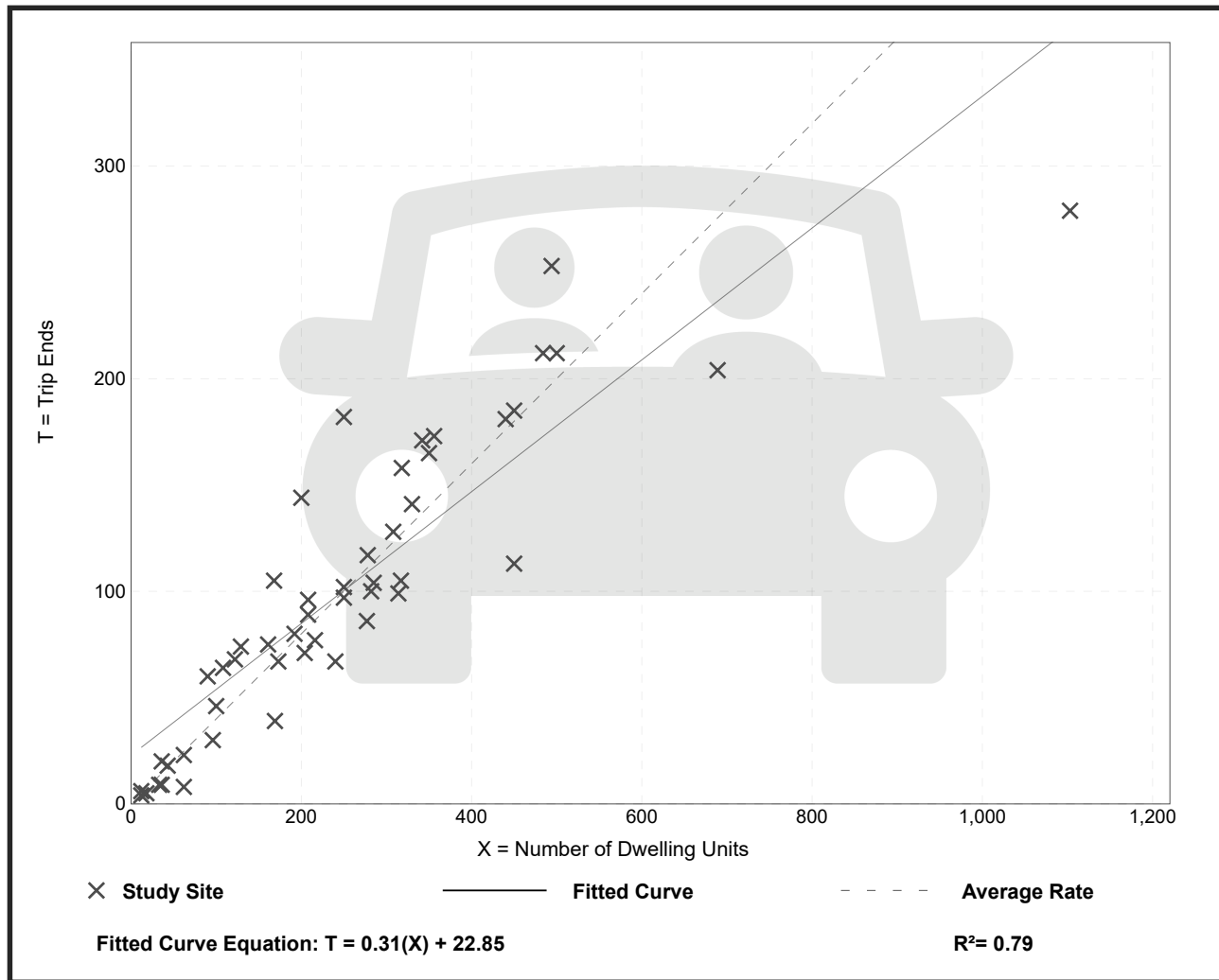
Setting/Location: General Urban/Suburban

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



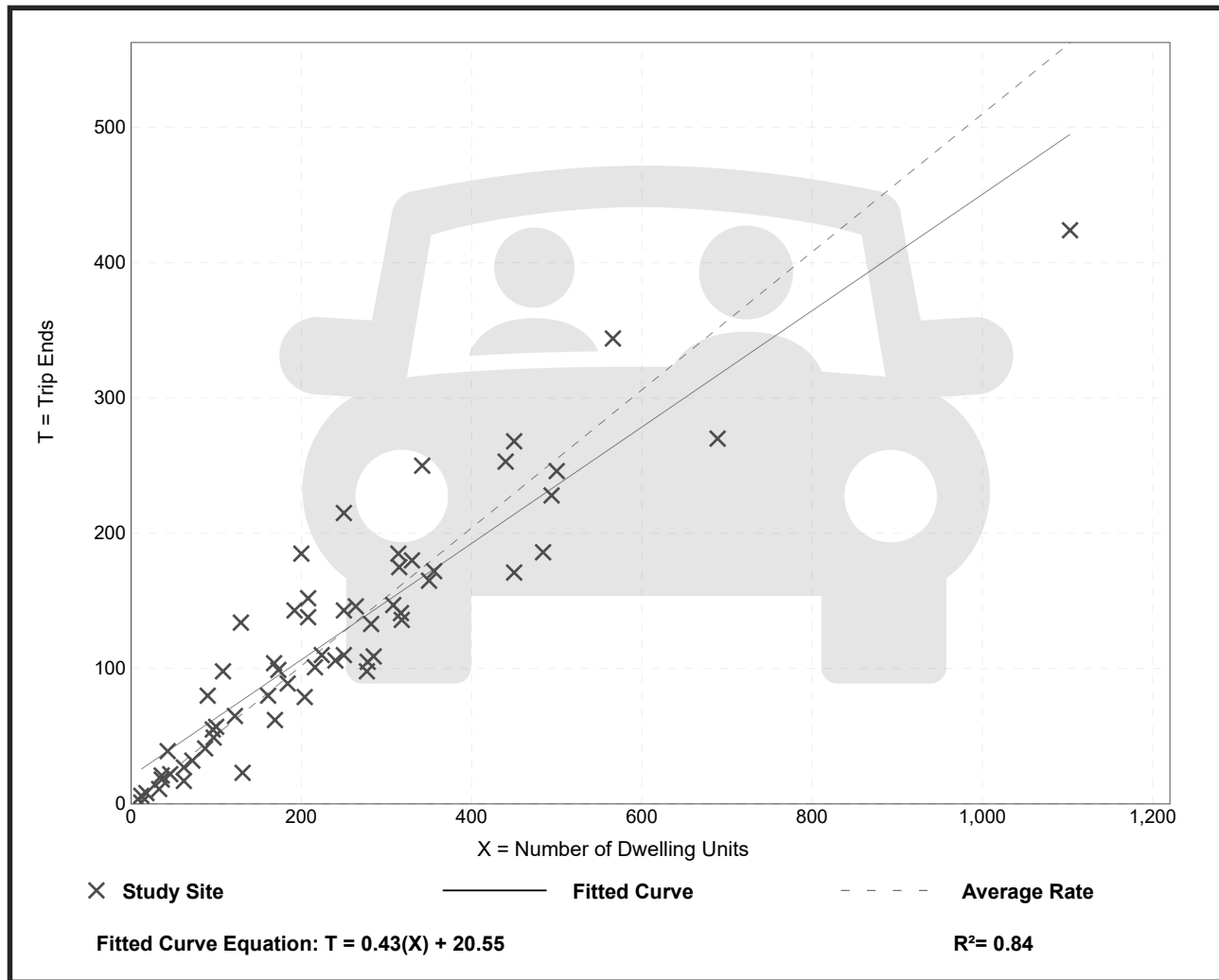
Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

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





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