

City of Puyallup Traffic Scoping Worksheet

PROJECT INFORMATION

Project Title: Puyallup Walmart Supercenter Date: 12/12/2025

Applicant Name: Jessica Wall (Kimley-Horn) Telephone Number: 425-386-3067

Project Description: eight (8) new EV charging stalls Year of Occupancy: 1995

Project Location: 310 31st Avenue SE, Puyallup, WA Parcel Size: 9.68 AC

Proposed Number of Access Point(s): 5 Existing Number of Access Point(s): 5

Land Use	Quantity	ITE Land Use Code	Average Daily Trips	AM Peak Hour Trips*	PM Peak Hour Trips*
Existing Use(s)					
(N/A - existing parking stalls)					
Proposed Use(s)					
EV charging parking stalls	8	Appendix A	165.12	5.60	9.12
Net New Trips				*2.07	*3.92
Traffic Impact Fees: Net New PM Peak Hour Trips x \$4,500.00 = \$ <u>17,640.00</u>					

- * The peak hour 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 all single-family units and offices and specialty retail centers smaller than 30,000 SF, use ITE's *Trip Generation*, 11th Edition, average rate.
- *After pass-by reduction applied

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

- | | |
|----------------|----------|
| 1. <u>None</u> | 4. _____ |
| 2. _____ | 5. _____ |
| 3. _____ | 6. _____ |
| 4. _____ | 8. _____ |

Prepared by: Traffic Engineer: Brad Lincoln Telephone Number: 206-485-4774

Address: 2828 Colby Avenue, Suite 200, Everett, WA 98201

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 broberts@puyallupwa.gov

MEMORANDUM

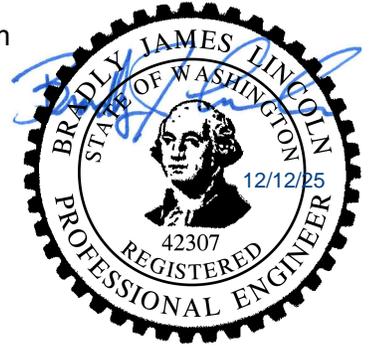
To: Mico Hutchens, Traffic Engineering Technician
City of Puyallup

From: Brad Lincoln, PE
Joey Miller
Kimley-Horn and Associates, Inc.

Date: December 12, 2025

Kimley-Horn Project No. 094507884

Subject: Walmart EV Charging Stalls – Traffic Scoping Memo



Kimley-Horn and Associates, Inc. (Kimley-Horn) has been retained to provide a trip generation memorandum that summarizes the total trips and mitigation fees anticipated for converting existing parking stalls to electric vehicle (EV) parking stalls within the existing Walmart in the City of Puyallup (City). The Site is located on the southeast corner of 5th Street SE and 31st Avenue SE. A site vicinity map is shown in **Figure 1**.



Figure 1: Site Vicinity Map

1. TRIP GENERATION

The trip generation calculations for the proposed EV charging parking stalls are based on trip data for a similar development provided by City staff. The Development will generate vehicle trips associated with the utilization of each individual charging bay.

The trip data and calculated average trip generation rates based on the provided study is summarized in **Table 1**.

Table 1: Provided Trip Data and Trip Generation Calculations

8 EV Charging Parking Stalls	Average Daily Trips (ADTs)	AM Peak-Hour	PM Peak-Hour
Generation Rate	0.86 trips per parking stall (24 hours)	0.70 trips per parking stall (1 hour)	1.14 trips per parking stall (1 hour)
Total Trips	165.12	5.60	9.12
Pass-By Trips	---	-3.53	-5.20
New Trips	---	2.07	3.92

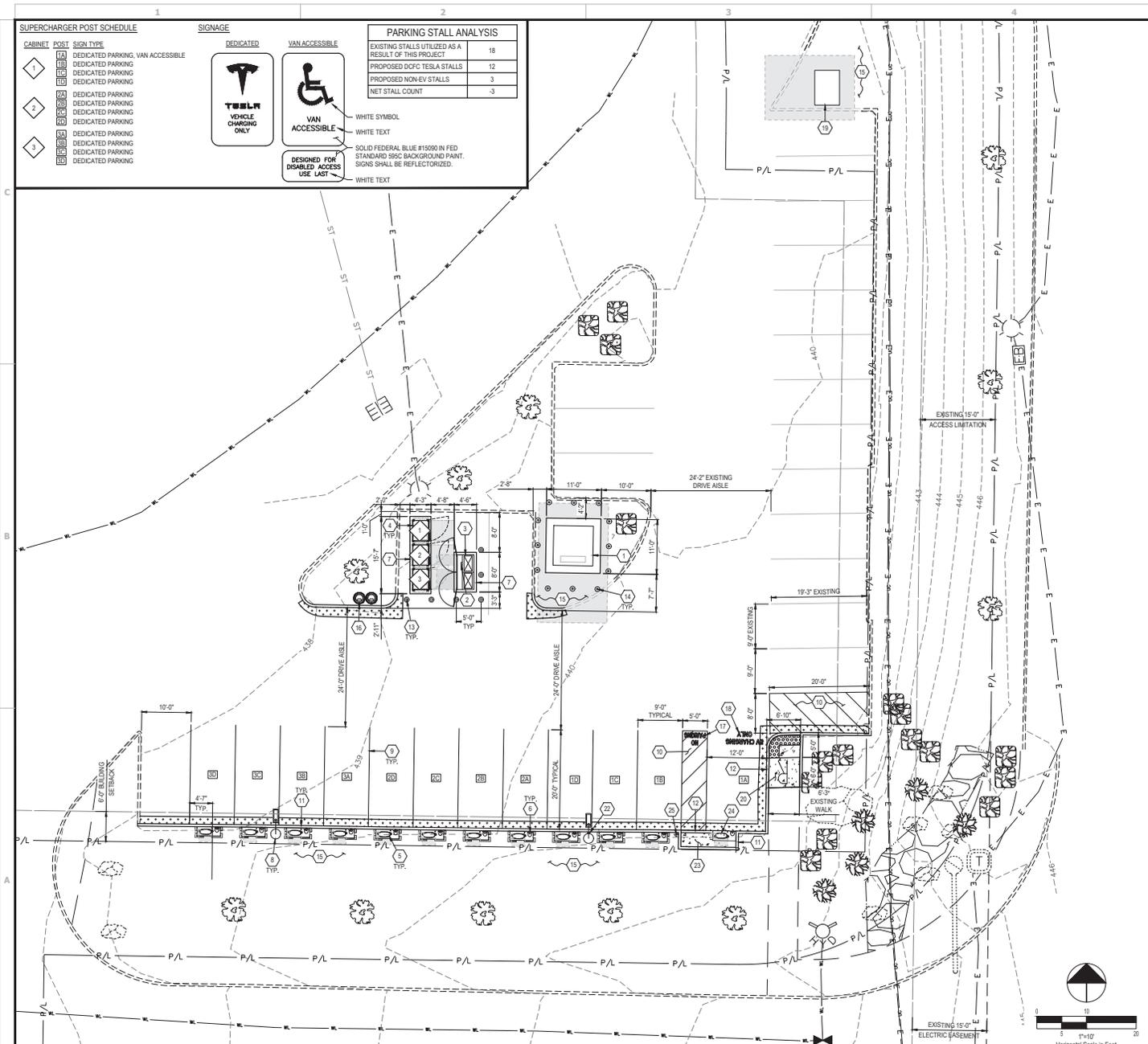
The Site is proposed to convert existing parking stalls to support EV charging with four chargers and eight bays. Using the total number of proposed parking stalls and the calculated trip generation rates as provided in the study provided, the EV charging parking stalls are anticipated to generate approximately 165 average daily trips with approximately 2 new AM peak hour trips and approximately 4 new PM peak hour trips after pass-by reductions have been applied. The reference document is provided in **Appendix A**.

2. TRAFFIC IMPACT FEES

The City assesses traffic impact fees for commercial uses per PM peak-hour trip. Based on [City of Puyallup Traffic Scoping Worksheet](#), the traffic impact fee per PM peak-hour trips is \$4,500.00. The Site is anticipated to generate 3.92 new PM peak-hour trips. This equates to a traffic impact fee of \$17,640.00 owed to the City.

APPENDIX A
REFERENCE STUDY

Drafting: Nemo, C (2023) 2023/24/04, 2023 23/23 - South Hill (Energy) Puyallup, WA - 02/10/2024
 January 19, 2024 1:42 PM - 02/09/2024



SUPERCHARGER POST SCHEDULE

CABINET	POST	SIGN TYPE
1	1A	DEDICATED PARKING, VAN ACCESSIBLE
	1B	DEDICATED PARKING
	1C	DEDICATED PARKING
	1D	DEDICATED PARKING
2	2A	DEDICATED PARKING
	2B	DEDICATED PARKING
	2C	DEDICATED PARKING
	2D	DEDICATED PARKING
3	3A	DEDICATED PARKING
	3B	DEDICATED PARKING
	3C	DEDICATED PARKING
	3D	DEDICATED PARKING

SIGNAGE



PARKING STALL ANALYSIS

EXISTING STALLS UTILIZED AS A RESULT OF THIS PROJECT	18
PROPOSED DCFC TESLA STALLS	12
PROPOSED NON-EV STALLS	3
NET STALL COUNT	-3

WHITE SYMBOL
WHITE TEXT
SOLID FEDERAL BLUE #15050 IN FED STANDARD 350C BACKGROUND PAINT. SIGNS SHALL BE REFLECTORIZED.
WHITE TEXT

GENERAL SHEET NOTES

- EXISTING PROPERTY LINES, RIGHT-OF-WAY BOUNDARIES, EASEMENT BOUNDARIES, SETBACKS, AND UTILITIES ARE SHOWN FOR REFERENCE ONLY.
 - CONTRACTOR SHALL REMOVE EXISTING PAVEMENT AND/OR CURB USING CLEAN SAWCUTS TO INSTALL PROPOSED UNDERGROUND CONDUITS AND REPLACE PAVEMENT AND/OR CURB AFTER CONDUITS HAVE BEEN INSTALLED. SEE ELECTRICAL SHEETS FOR CONDUIT ROUTING, APPROXIMATE CONDUIT RUN LENGTHS AND TRENCH DETAIL. CONTRACTOR SHALL MEET OR EXCEED EXISTING PAVEMENT SPECIFICATIONS. NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO PERFORMING WORK.
 - APPLY LIQUID ASPHALT AT ALL JOINTS BETWEEN CONCRETE AND ASPHALT AND WHERE PROPOSED ASPHALT MEETS EXISTING, INCLUDING SAW CUT JOINTS.
 - CONTRACTOR SHALL FIELD VERIFY ALL EXISTING SLOPES AND GRADES PRIOR TO CONSTRUCTION. FINAL GRADES SHALL BE DETERMINED IN FIELD BY THE CONTRACTOR AND APPROVED BY THE CONSTRUCTION MANAGER.
 - THE CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE TOWARDS THE NEAREST EXISTING DRAINAGE STRUCTURE AND ENSURE NO PONDING OCCURS ON SITE.
 - CONTRACTOR SHALL ENSURE SLOPES OF PARKING STALL 1A AND ADJACENT TRANSVERSE STRIPED AREAS ARE COMPLIANT WITH NATIONAL ADA STANDARDS. NO SLOPE SHALL EXCEED 2% IN ANY DIRECTION WITHIN PARKING STALL 1A AND ADJACENT TRANSVERSE STRIPED AREAS. CONTRACTOR SHALL REMOVE AND REGRADE AREAS(S) AS REQUIRED TO ACHIEVE NECESSARY SLOPES. CONTRACTOR SHALL INSTALL FINAL PAVEMENT MARKINGS IN ACCORDANCE WITH THE CURRENT AHJ'S REGULATIONS.
- PLAN KEYNOTES**
- PROPOSED PAD MOUNTED ELECTRICAL UTILITY TRANSFORMER (BY UTILITY). CONTRACTOR SHALL PROVIDE CONCRETE PAD AND VAULT PER UTILITY SPECIFICATIONS. COORDINATE FINAL LOCATION WITH UTILITY. SEE ELECTRICAL PLANS FOR PROPOSED ROUTING.
 - PROPOSED UTILITY METER MOUNTED IN SWITCHGEAR PER ELECTRIC COMPANY SPECIFICATIONS AND DETAILS ON ELECTRICAL SHEETS.
 - PROPOSED SWITCHGEAR ASSEMBLY WITH INTEGRATED TESLA SITE CONTROLLER AND PRIMARY BROADCAST UNIT PER ELECTRICAL DRAWINGS. SEE CIVIL DETAILS FOR ANCHORAGE.
 - PROPOSED TESLA SUPERCHARGER CABINET (TYPICAL OF 3). SEE CIVIL DETAILS.
 - PROPOSED TESLA SUPERCHARGER POST WITH INDIVIDUAL PRECAST CONCRETE FOUNDATION AND ATTACHED DETERRENT BOLLARD (TYPICAL OF 11). SEE CIVIL DETAILS.
 - PROPOSED NON-ILLUMINATED PARKING SIGN (TYPICAL OF 12). SEE CIVIL DETAILS. SEE SUPERCHARGER POST SCHEDULE, THIS SHEET. MOUNT SIGN POST IN BOLLARD AS NOTED.
 - PROPOSED CONCRETE EQUIPMENT PAD. SEE CIVIL DETAILS.
 - PROPOSED LIGHT POLE (TOTAL OF 2). SEE CIVIL DETAILS. SEE ELECTRICAL DRAWINGS FOR POLE AND FIXTURE SPECIFICATIONS AND WIRING.
 - PROPOSED PAINTED 4" WIDE SOLID STRIPE TO MATCH EXISTING STRIPING IN COLOR. SEE PAVEMENT MARKING NOTES ON SHEET C-003.
 - PROPOSED PAINTED 4" WIDE TRANSVERSE STRIPING TO MATCH EXISTING STRIPING IN COLOR. STRIPING SHALL BE 3'-0" O.C. SEE PAVEMENT MARKING NOTES ON SHEET C-003 AND CIVIL DETAILS.
 - PROPOSED CONCRETE CURBS TO MATCH EXISTING. SEE CIVIL DETAILS.
 - PROPOSED FLUSH CONCRETE CURB. SEE CIVIL DETAILS.
 - PROPOSED CRASHWORE DETERRENT BOLLARD (TYPICAL OF 6). SEE CIVIL DETAILS.
 - PROPOSED DETERRENT BOLLARD PER UTILITY SPECIFICATION (TYPICAL OF 12)
 - ALL DISTURBED AREAS NOT TO BE PAVED SHALL BE RETURNED TO MATCH EXISTING GROUND CONDITIONS UNLESS OTHERWISE NOTED. FINAL MATERIAL SHALL BE COORDINATED WITH TESLA.
 - PROPOSED TRASH CAN AND RECYCLING BIN (TYPICAL OF 1 EACH). SEE CIVIL DETAILS.
 - PROPOSED "NO PARKING" IN WHITE LETTERS, 12 INCHES. SEE PAVEMENT MARKING NOTES ON SHEET C-003.
 - PROPOSED "EV CHARGING ONLY" IN WHITE LETTERS, 12 INCHES. SEE PAVEMENT MARKING NOTES ON SHEET C-003.
 - PROPOSED UTILITY JUNCTION BOX PER UTILITY SPECIFICATION.
 - PROPOSED ACCESSIBLE CONCRETE RAMP. SEE CIVIL DETAILS.
 - PROPOSED CONCRETE CURB TAPER. SEE CIVIL DETAILS.
 - PROPOSED WIRELESS ACCESS POINT (TYPICAL OF 1). MOUNT PER MANUFACTURER'S SPECIFICATIONS AT MINIMUM 10'-0" ABOVE GRADE, WHERE APPLICABLE. CONTRACTOR SHALL MOUNT TO EXISTING LIGHT POLE.
 - PROPOSED CONCRETE ACCESSIBLE WALK. SEE CIVIL DETAILS.
 - PROPOSED TESLA SUPERCHARGER POST WITH INDIVIDUAL CAST-IN-PLACE CONCRETE FOUNDATION (TYPICAL OF 1). SEE CIVIL DETAILS.
 - PROPOSED NO PARKING SIGN ON POST. SEE CIVIL DETAILS.
- LEGEND**
(SEE SHEET C-003 FOR EXISTING LEGEND)
- PROPOSED EQUIPMENT CLEAR SPACE
 - PROPOSED CONCRETE PAVEMENT TO MATCH EXISTING IN TYPE AND DEPTH. INCLUDE ENGINEERED COMPACTED BACKFILL BELOW PAVEMENT SECTION. TRENCHING NOT INCLUDED. CONTRACTOR SHALL REPLACE ANY FABRIC ENCOUNTERED DURING EXCAVATION INCLUDING BUT NOT LIMITED TO: GEOTEXTILE, WATER-PROOFING, PAVING FABRICS, ETC. THE REPLACEMENT MATERIAL(S) SHALL BE EQUAL TO OR BETTER THAN EXISTING AND SHALL BE CONFIRMED BY THE MANUFACTURER'S REPRESENTATIVE TO BE COMPATIBLE WITH THE EXISTING INSTALLATION.
 - PROPOSED ASPHALT PAVEMENT TO MATCH EXISTING IN TYPE AND DEPTH. INCLUDE ENGINEERED COMPACTED BACKFILL BELOW PAVEMENT SECTION. TRENCHING NOT INCLUDED. FOR FULL DEPTH REPLACEMENT, CONTRACTOR SHALL REPLACE ANY FABRIC ENCOUNTERED DURING EXCAVATION INCLUDING BUT NOT LIMITED TO: GEOTEXTILE, WATER-PROOFING, PAVING FABRICS, ETC. THE REPLACEMENT MATERIAL(S) SHALL BE EQUAL TO OR BETTER THAN EXISTING AND SHALL BE CONFIRMED BY THE MANUFACTURER'S REPRESENTATIVE TO BE COMPATIBLE WITH THE EXISTING INSTALLATION. IN LIEU OF FULL DEPTH REPLACEMENT CONTRACTOR CAN MILL AND OVERLAY (1.5" MIN) PROPOSED ASPHALT PROVIDED THAT THE FINAL ASPHALT SECTION IS EQUAL TO OR GREATER THAN THE EXISTING SECTION AND DRAINAGE AND ADA COMPLIANCE IS NOT NEGATIVELY AFFECTED.

3500 DEER CREEK RD
PALO ALTO, CA 94304
(650) 681-5000

GPD GROUP
Professional Corporation
520 South Main Street, Suite 2351
Albany, OH 44611
330.572.2100 Fax 330.572.2101

REV.	DATE	DESCRIPTION
A	08/10/2023	ISSUED FOR PRELIM REVIEW
B	09/10/2023	ISSUED FOR PERM REVIEW
C	09/10/2023	ISSUED FOR BVI REVIEW
D	10/02/2023	ISSUED FOR BOOK & SEAL
E	01/09/2024	ISSUED FOR BOOK & SEAL - UTILITY JOINTS

LEONARDO A. SERRANO
REGISTERED PROFESSIONAL ENGINEER
EXPIRES 04/16/2024
01/19/2024

TESLA SUPERCHARGER STATION
3310 S MERIDIAN ST. (TESLA SUPERCHARGER)
PUYALLUP, WA 98373

CIVIL SITE PLAN

PROJECT MANAGER	DESIGNER
MM	MM

JOB NO.
2023241.47

C-111

Brian Roberts, PE
Traffic Engineer
City of Puyallup
333 S Meridian
Puyallup, WA 98371

Tesla Charging Station – South Hill Mall, Puyallup, WA

Mr. Roberts,

GPD Group, Professional Corporation (“GPD”) has completed a Trip Generation Estimate, on behalf of our client, Tesla, for a proposed charging station to be located on the site of South Hill Mall, 3310 S. Meridian Street, Puyallup, WA. The proposed station will have 12 charging stations. Access to the site will be provided by the five access points for South Hill Mall as illustrated in Figure 1 below.



Figure 1 - Site Vicinity

Trip Generation Rate

The Institute of Transportation Engineers (ITE) Trip Generation Manual is the industry standard for estimating trip generation. Being a newer land use, stand-alone EV charging stations are not yet included in the Trip Generation Manual. In such cases, it is common to consider trip generation rates for similar land uses. ITE 944 (gasoline/service station) is the most similar land use in function; however, since charging a vehicle's battery takes much longer than filling a gas tank, it is not an appropriate substitute.

Given that there isn't an appropriate ITE land use for trip generation purposes, Tesla has provided data for four existing charging stations, each located in areas similar to the proposed charging station. These locations include stations in Auburn (12 stalls), Tacoma (16 stalls), Everett (12 stalls) and Federal Way (12 stalls). Usage data was collected on an hourly basis over a three-day period Tuesday through Thursday, September 3rd-5th, 2024. The data presented in **Table 1** on the next page shows the number of sessions across the AM and PM peaks, 7-9am and 4-6pm respectively, and daily totals, all averaged down to average number of sessions per hour, per period. Per hour usage data is provided for the reference stations in **Attachment A**.

Table 1 – Tesla Charging Station Session Data and Sessions Per Hour, Per Charger at Comparable Sites (9/3/24-9/5/24)

Period	Three-Day Total Number of Charging Sessions During Period <i>Peak: 2 Hrs</i> <i>Daily: 24 Hrs</i>	One-Day Average Number of Charging Sessions <i>(Column B / 3)</i>	Average Number of Charging Sessions Per Hour, Per Period <i>(Column C / 2 peak hours)</i> <i>(Column C / 24 hrs/day)</i>	Chargers On Site	Average Number of Charging Sessions Per Hour, Per Period, Per Charger <i>(Column E / Column F)</i>
Column A	Column B	Column C	Column D	Column E	Column F
Auburn					
AM (7-9am)	28	9.33	4.67	12	0.39
PM (4-6pm)	48	16.00	8.00	12	0.67
Daily	397	132.33	5.51	12	0.46
Tacoma					
AM (7-9am)	15	5.00	2.50	16	0.16
PM (4-6pm)	34	11.33	5.67	16	0.35
Daily	262	87.33	3.64	16	0.23
Everett					
AM (7-9am)	37	12.33	6.17	12	0.51
PM (4-6pm)	50	16.67	8.33	12	0.69
Daily	415	138.33	5.76	12	0.48
Federal Way					
AM (7-9am)	23	7.67	3.83	12	0.32
PM (4-6pm)	40	13.33	6.67	12	0.56
Daily	465	155.00	6.46	12	0.54

Table 2 presents the average number of sessions per day, per period across the four comparable sites. As requested, averages were calculated using two sets of comparable sites: Auburn, Tacoma, and Everett; as well as these three sites plus Federal Way.

Table 2 - Average Number of Sessions Per Period Amongst Comparable Sites, Per Hour

Period	Table 1 Column G Avg. Number of Charging Sessions Per Hour, Per Period, Per Charger				Average Number of Sessions Per Hour	Average Number of Sessions Per Hour
	Auburn	Tacoma	Everett	Federal Way	Auburn, Tacoma, and Everett	Auburn, Tacoma, Everett, and Federal Way
Column A	Column B	Column C	Column D	Column E	Column F	Column G
AM Peak Hour	0.39	0.16	0.51	0.32	0.35	0.35
PM Peak Hour	0.67	0.35	0.69	0.56	0.57	0.57
Daily Hourly Average	0.46	0.23	0.48	0.54	0.39	0.43

Using the average values for Auburn, Tacoma, Everett, and Federal Way from Table 2, Column G, **Table 3** presents the anticipated AM and PM Peak Hour trip generation rates based on the peak hour of the adjacent road, as well as the daily trip generation rates. Further, pass-by trip deductions are listed for the most similar ITE land use, #944 (Gasoline Station/Service Center) and are applied to the AM and PM peak hours. ITE does not publish a pass-by trip deduction factor for daily trips.

Table 3 - Expected Trip Generation at Proposed Puyallup Charging Station

Period	Sessions Per Charger, Per Hour	Trips per Charger	Proposed Number of Chargers	Site Trips Generated	Pass-by Percent for ITE LUC 944	Pass-by Trips	New Trips Generated in Peak Hour
	<i>From Table 2, Column G</i>	<i>Column B times 2 trips/session</i>		<i>Column C times Column D</i>		<i>Column E times Column F</i>	<i>Column E minus Column G</i>
Column A	Column B	Column C	Column D	Column E	Column F	Column G	Column H
AM Peak Hour	0.35	0.70	12	8.40 (1 hr)	63%	5.29	3.11
PM Peak Hour	0.57	1.14	12	13.68 (1 hr)	57%	7.8	5.88
Daily Average	0.43	0.86	12	247.68 (24 hrs)	—	—	—

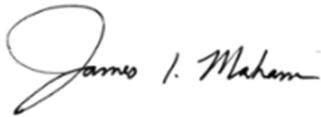
Based on the above calculations, the proposed charging station will generate 8.4 trips during the AM peak hour, of which 5.29 are anticipated to be pass-by trips per ITE LUC 944 and 3.11 are anticipated to be net new trips. In the PM, 13.68 trips are expected to be generated during the PM peak hour, of which 7.8 trips are anticipated to be pass-by trips and 5.88 are anticipated to be net new trips. Across the day, the charging station is anticipated to generate 247.68 trips. It's unclear how many of these will be pass-by verse net-new trips as ITE does not publish daily pass-by rates.

If this development is subject to the traffic impact fee of \$4,500 per net new trip added in the PM peak hour, the addition of 5.9 trips (rounded) during this period will result in an impact fee of \$26,550.

Given the amount of traffic in the vicinity, this impact is expected to be negligible.

GPD Group appreciates the opportunity to assist with this project. If you have any questions or comments, please feel free to contact me at (614) 588-8946 or imaham@gpdgroup.com

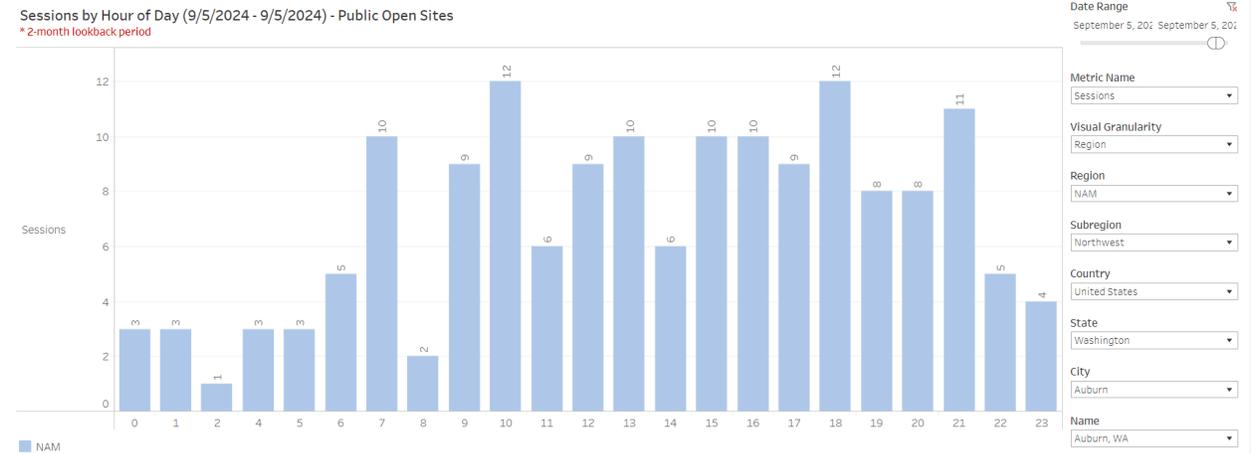
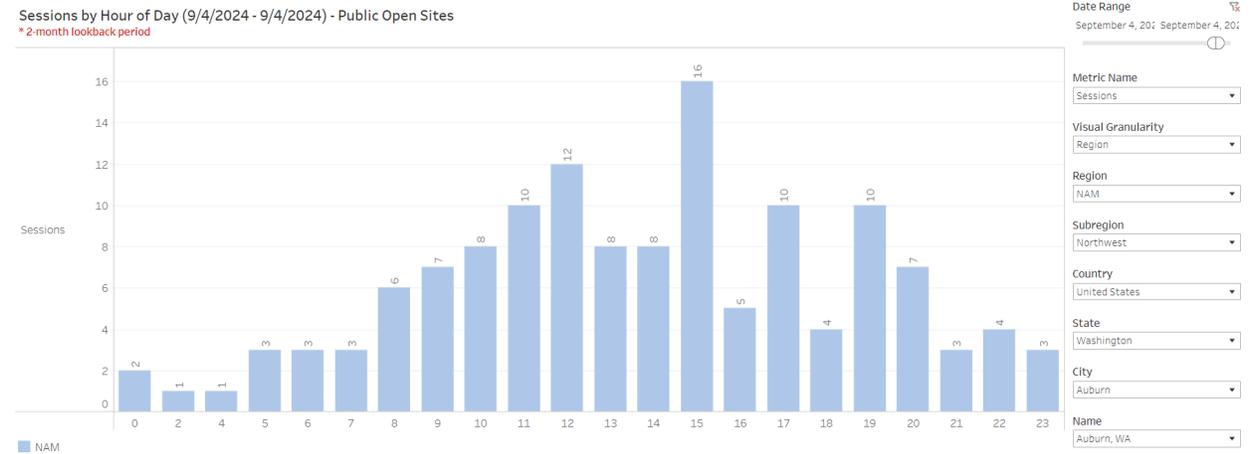
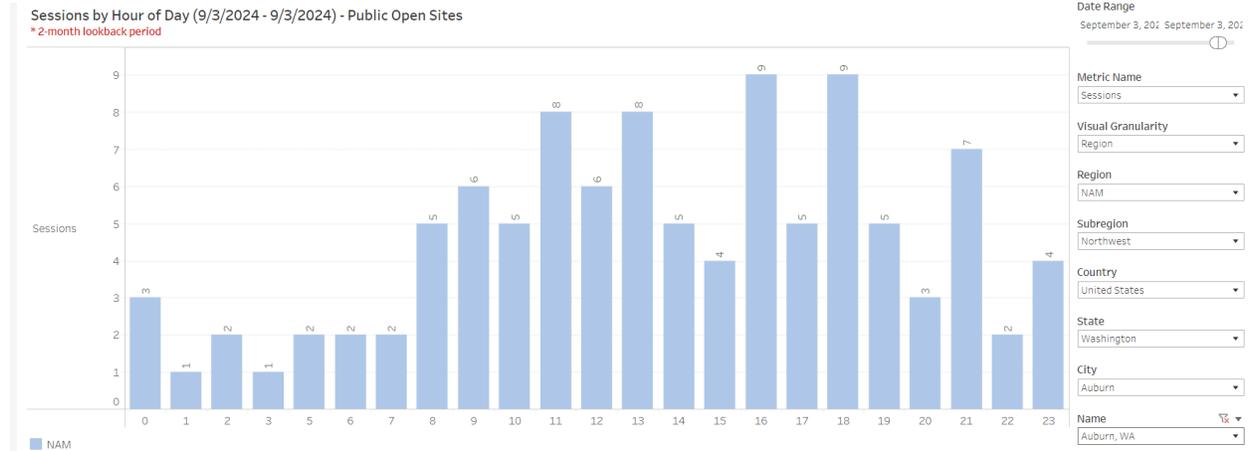
Sincerely,

A handwritten signature in black ink that reads "Isaac Maham". The signature is written in a cursive style with a large initial "I".

Isaac Maham
Project Manager

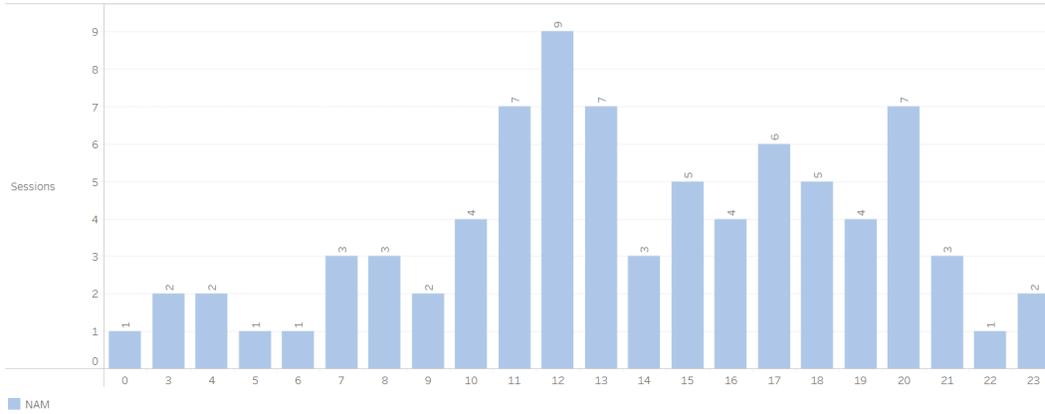
ATTACHMENT A

AUBURN – 12 STALLS



Tacoma – Tacoma Mall – 16 STALLS

Sessions by Hour of Day (9/3/2024 - 9/3/2024) - Public Open Sites
 * 2-month lookback period



Date Range
 September 3, 20: September 3, 20:

Metric Name
 Sessions

Visual Granularity
 Region

Region
 NAM

Subregion
 Northwest

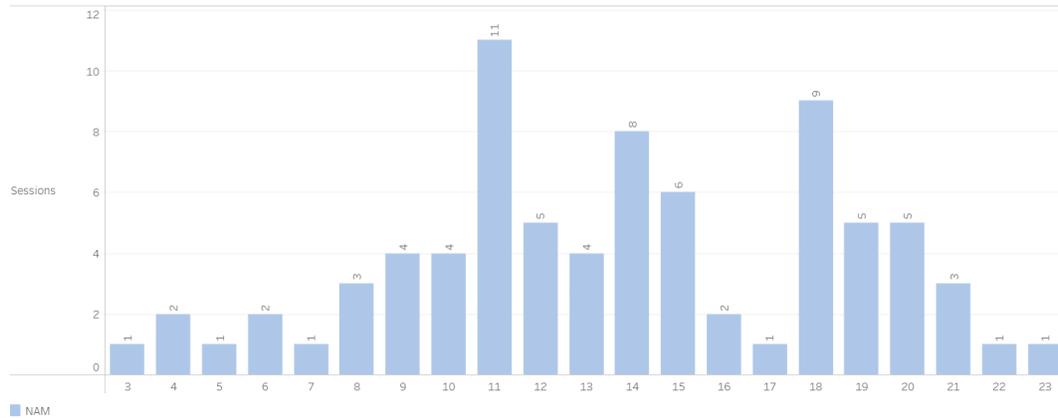
Country
 United States

State
 Washington

City
 Tacoma

Name
 Tacoma, WA - S Steele Street

Sessions by Hour of Day (9/4/2024 - 9/4/2024) - Public Open Sites
 * 2-month lookback period



Date Range
 September 4, 20: September 4, 20:

Metric Name
 Sessions

Visual Granularity
 Region

Region
 NAM

Subregion
 Northwest

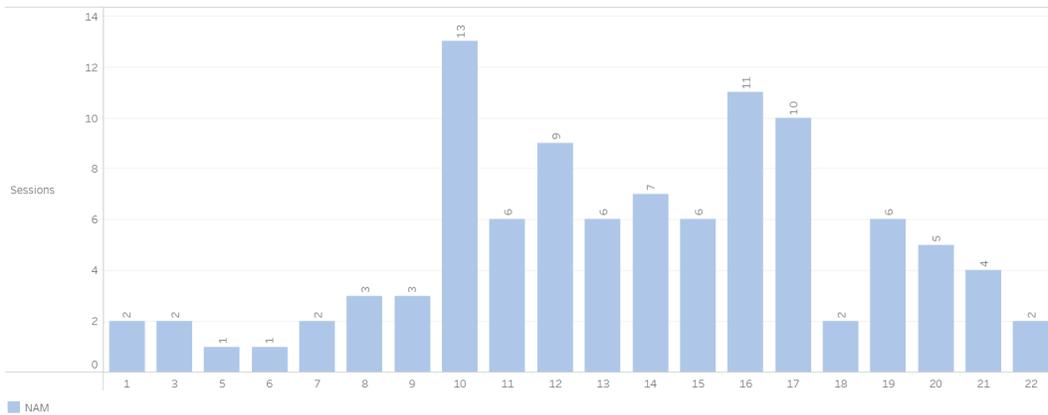
Country
 United States

State
 Washington

City
 Tacoma

Name
 Tacoma, WA - S Steele Street

Sessions by Hour of Day (9/5/2024 - 9/5/2024) - Public Open Sites
 * 2-month lookback period



Date Range
 September 5, 20: September 5, 20:

Metric Name
 Sessions

Visual Granularity
 Region

Region
 NAM

Subregion
 Northwest

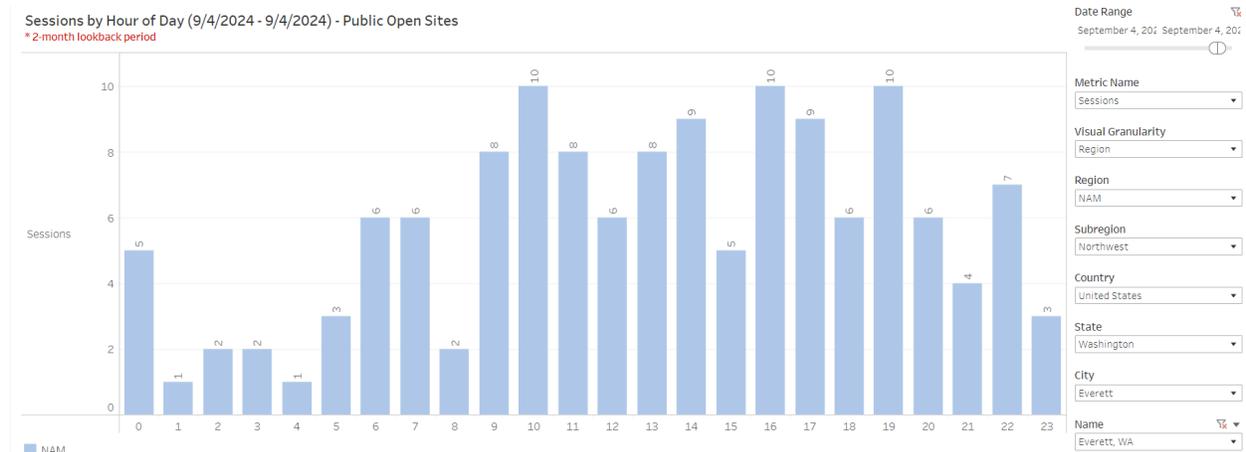
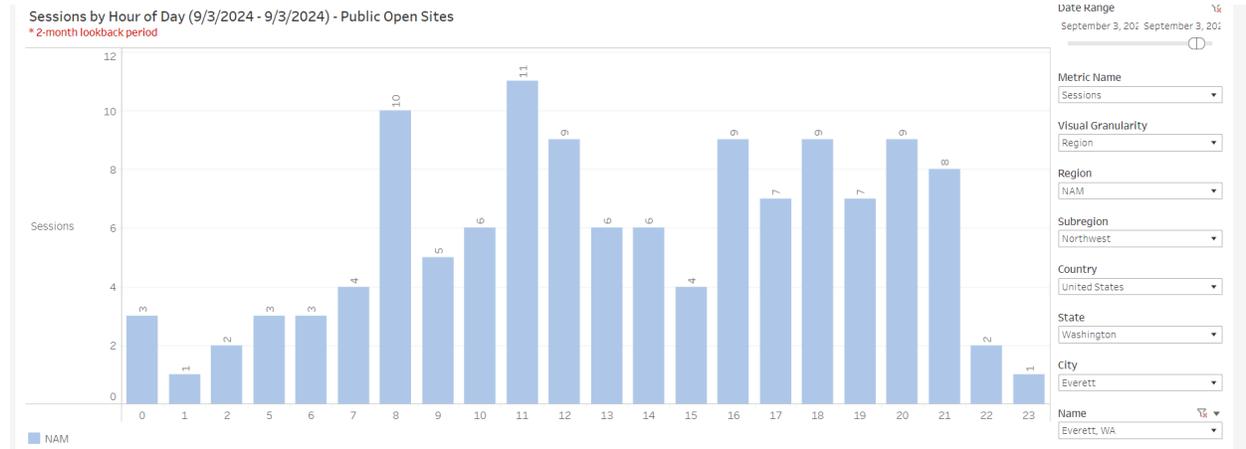
Country
 United States

State
 Washington

City
 Tacoma

Name
 Tacoma, WA - S Steele Street

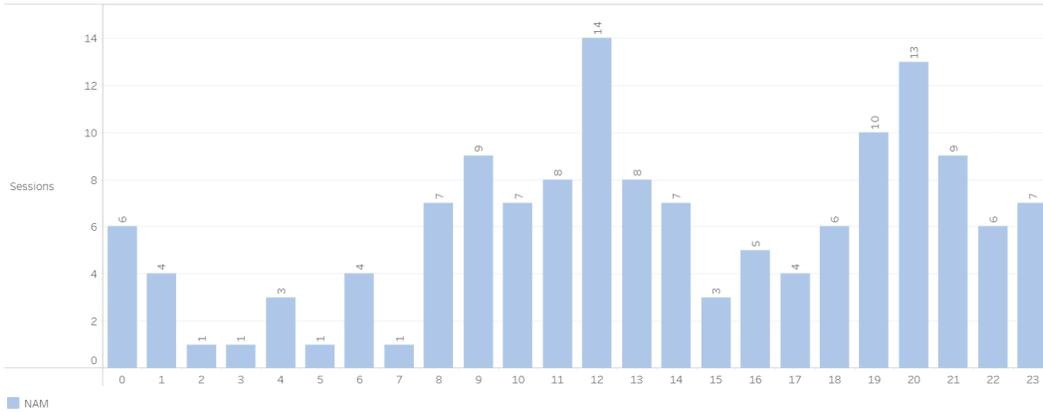
EVERETT – 12 STALLS



FEDERAL WAY – 12 STALLS

Sessions by Hour of Day (9/3/2024 - 9/3/2024) - Public Open Sites
 * 2-month lookback period

Date Range
 September 3, 2024 - September 3, 2024



Metric Name
Sessions

Visual Granularity
Region

Region
NAM

Subregion
Northwest

Country
United States

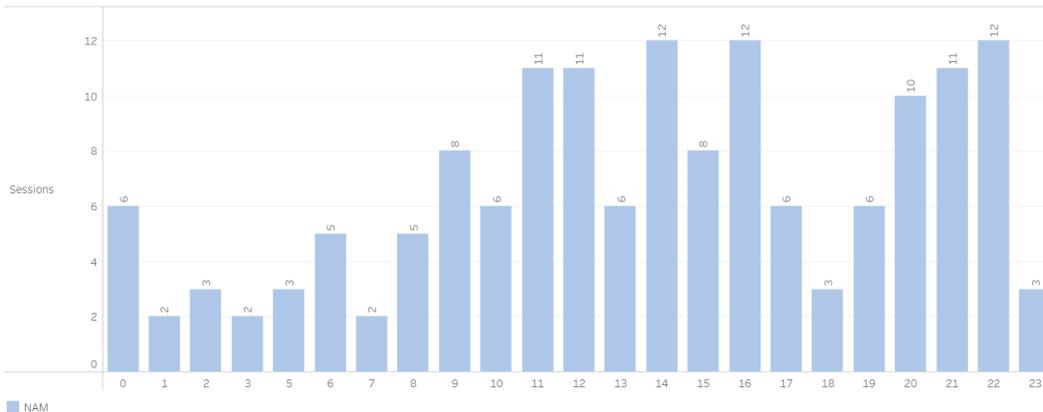
State
Washington

City
Federal Way

Name
Federal Way, WA

Sessions by Hour of Day (9/4/2024 - 9/4/2024) - Public Open Sites
 * 2-month lookback period

Date Range
 September 4, 2024 - September 4, 2024



Metric Name
Sessions

Visual Granularity
Region

Region
NAM

Subregion
Northwest

Country
United States

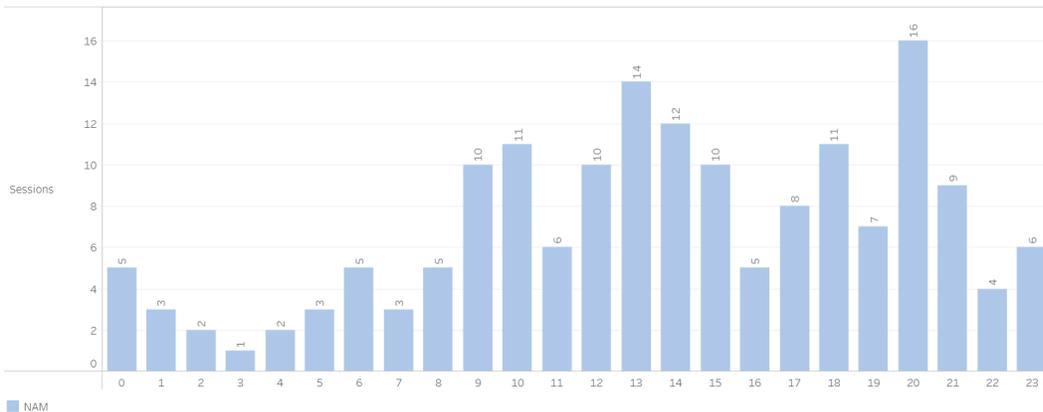
State
Washington

City
Federal Way

Name
Federal Way, WA

Sessions by Hour of Day (9/5/2024 - 9/5/2024) - Public Open Sites
 * 2-month lookback period

Date Range
 September 5, 2024 - September 5, 2024



Metric Name
Sessions

Visual Granularity
Region

Region
NAM

Subregion
Northwest

Country
United States

State
Washington

City
Federal Way

Name
Federal Way, WA