

MEMORANDUM

DATE: May 25, 2023

TO: Sarah Bogue
WSDOT Olympic Region

FROM: Amy Wasserman
TENW

SUBJECT: Response to WSDOT Traffic Comments
Fortress Puyallup
TENW Project No. 2022-311

The following provides responses to WSDOT traffic comments (dated November 21, 2022) received based on review of the *240 15th Street SE Traffic Impact Analysis (TENW, October 20, 2022)*. Our responses to the two (2) comments are provided below. A copy of the comment letter is included in **Attachment A**.

- 1) To note, per the guidance supplied in the Trip Generation Handbook, 3rd Edition, land uses that have less than 20 data points, $R^2 > 0.75$, and standard deviation is $< 55\%$, local trip data collection is suggested as shown in Figure 4.2 (p. 28)

RESPONSE: The proposed *240 15th Street SE* project would include up to 135,100 square feet (SF) of building area that is intended for general warehousing use. However, per the request of the City of the Puyallup, since the tenant is unknown, three land use scenarios were evaluated in the Traffic Impact Analysis (TIA). The three land use scenarios included warehousing (Scenario A) which is the intended use, manufacturing (Scenario B), and high-cube fulfillment center (Scenario C). This comment is referencing the high-cube fulfillment center (sort) land use scenario (Scenario C) analyzed in the TIA and the site is not intended to be high-cube fulfillment center use.

- 2) Clarify if an "Addition of ten (10) or more AM or PM peak-hour vehicle trips assigned to an individual approach leg to a state highway intersection". The calculation of weekday daily trips is great, however, it does not determine if development surpasses the vehicular trip threshold (WSDOT Design Manual M 22-01.21 p. 1130-14).

RESPONSE: The proposed *240 15th Street SE* project would include up to 135,100 square feet (SF) of building area that is intended for general warehousing use. As documented in the *240 15th Street SE Traffic Impact Analysis (TENW)*, with land use Scenario A (Warehousing), the project would not meet or exceed the vehicular trip threshold to have a probable significant adverse impact to the state highway system as documented in the WSDOT Design Manual (11.30.09(2)(a)).

If you have any questions regarding the information presented in this memo, please feel free to contact me at (425) 466-7072 or amy@tenw.com.

ATTACHMENT A

WSDOT Comments
(dated November 21, 2022)

**PLANS, SPECIFICATIONS AND ESTIMATE
Review Comment Disposition Form**

Project Title: SR 512/Fortress Concrete Warehouse		Job Charge #:		
Reviewer (name & office) Sarah Bogue – Traffic			Responses By:	
Date of Review Comments: 11/21/22			Date of Disposition:	
Comment No.	Sht or Pg.	Review Comment	Status Code	Designer's Response
1.	PDF p22	To note, per the guidance supplied in the <i>Trip Generation Handbook, 3rd Edition</i> , land uses that have less than 20 data points, $R^2 \geq 0.75$, and standard deviation is $\leq 55\%$, local trip data collection is suggested as shown in Figure 4.2 (p. 28).		
2.	PDF p22	Clarify if an "Addition of ten (10) or more AM or PM peak-hour vehicle trips assigned to an individual approach leg to a state highway intersection". The calculation of weekday daily trips is great, however, it does not determine if development surpasses the vehicular trip threshold (WSDOT Design Manual M 22-01.21 p. 1130-14).		
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Status Code Legend: A = Incorporated B = Open/Under Review C = Evaluated/Not Incorporated D = Beyond Scope/Not Evaluated
 All "B" and "C" responses require explanatory comments.