

# City of Puyallup Traffic Scoping Worksheet

## PROJECT INFORMATION

Project Title: Bradbury Place Townhomes Date: 03.20.2023

Applicant Name: Ken Rody Telephone Number: 1.253.318.5711

Project Description: 43 - Townhomes Year of Occupancy: 2024

Project Location: 26xx 5th St. SE Parcel Size: 2- parcels; 2.682 acres combined

Proposed Number of Access Point(s): 1 Existing Number of Access Point(s): none

Land Use	Quantity	ITE Land Use Code	Average Daily Trips	AM Peak Hour Trips*	PM Peak Hour Trips*
<b>Existing Use(s)</b>					
None					
<b>Proposed Use(s)</b>					
Townhomes	43	215	309.6	20.6	24.5
<b>Net New Trips</b>			309.6	20.6	24.5
<b>Traffic Impact Fees: Net New PM Peak Hour Trips x \$4,500.00 = \$ <u>110,250</u></b>					

- \* The peak hour project trips shall be rounded to the nearest tenth.
- \* The project trips shall be estimated using the ITE's *Trip Generation*, 11<sup>th</sup> Edition.
- \* Trip generation regression equations shall be used when the R<sup>2</sup> 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.

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. _____ |

Mark J. Jacobs, 206.762.1978 o

Prepared by: Traffic Engineer: PE, PTOE Telephone Number: 206.799.5692 c  
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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 broberts@puyallupwa.gov

TABLE 1 - VEHICULAR TRIP GENERATION  
BRADBURY TOWNHOMES - PUYALLUP  
TRAFFIC SCOPING

Time Period	Size (X)	TG Rate	Enter %	Enter Trips	Exit %	Exit Trips	Total (T)	Pass-by %*	Pass-by Trips	Net Total
Proposed: Single-Family Attached Housing - General Urban/Suburban (ITE LUC 215; 43-units)										
Weekday	43	7.2	50%	154.8	50%	154.8	309.6	--	--	--
AM peak hour	43	0.48	31%	6.4	69%	14.2	20.6	--	--	--
PM peak hour	43	0.57	57%	14.0	43%	10.5	24.5	--	--	--

Where X = number of units or sf and T = Trips; parenthesis (xx) denote negative values

\* - Pass-by rates per ITE, local Agency data and Traffic Engineering Experience, residential trips are typically considered new thus for analysis no pass-by to account for service/delivery type trips is taken

Trip rates per the Institute of Transportation Engineers Trip Generation Manual 11th Edition

Note: Due to rounding some values may not add up

A vehicle trip is defined as a single or one direction vehicle movement with either the origin or destination (exiting or entering) inside the study site. The above trip generation values account for all the site trips made by all vehicles for all purposes, including commuter, visitor, recreation, and service and delivery vehicle trips.

NET NEW SITE GENERATED PM PEAK HOUR TRIPS

Direction	Total	Site Access	(Existing)	Net New
Enter	14	14	-	14
Exit	11	11	-	11
Total	25	25	-	25

Note: Rounding can result in minor trip differential

Parenthesis (xx) - denote negative values per standard accounting convention

LAND USE SUMMARY

P/N: 0419036002 & 0419036003

TAX DESCRIPTION:
0419036002: Section 03 Township 19 Range 04 Quarter 21 : L 2 OF S P 81-01-07-0262 OUT OF
04-19-03-2-023 SEG R-0362 T/J/SO EMS
0419036003: Section 03 Township 19 Range 04 Quarter 21 : L 3 OF S P 81-01-07-0262 OUT OF
04-19-03-2-023 SEG R-0362 T/J/SO EMS

JURISDICTION: PUYALLUP

ZONING DESIGNATION: RM-20 - HIGH DENSITY MULTI-FAMILY RESIDENTIAL
DESIGNATION: N.Y.D.

WIND ZONE: N.Y.D.

PARCEL AREA: 116,828 SF / 2.682 AC (COMBINED)

SURROUNDING PARCELS: RM-20 TO THE EAST, WEST, AND SOUTH. RM-10 TO THE NORTH

USE: TOWNHOMES (PERMITTED)
MINIMUM LOT AREA: 4,000 SF PER BUILDING
MINIMUM DISTANCE BETWEEN BUILDINGS: 10 FT
MINIMUM LOT WIDTH: 40 FT
MINIMUM LOT DEPTH: 70 FT
MINIMUM SETBACKS: FRONT 20 FT, REAR 20 FT, SIDE 5 or 15 FT
MAXIMUM SETBACK:
MAXIMUM HEIGHT: 36 FT
MAXIMUM FLOOR AREA RATIO: 3
MINIMUM DENSITY: 14 du/ac (38 UNITS)
MAXIMUM DENSITY: 16 du/ac (43 UNITS)

VEHICLE PARKING ANALYSIS
REQUIRED: 2 STALLS PER UNIT
ON-SITE VEHICLE STALLS PROVIDED : 2+

COMPACT MAX.: 50 PERCENT
COMPACT STALLS PROVIDED: 0

ACCESSIBLE STALLS REQ'D: N/A
ACCESSIBLE STALLS PROVIDED: N/A

WAC 51-50-0427 ELECTRIC VEHICLE CHARGING INFRASTRUCTURE:
REQUIRED: 5 PERCENT = N/A (CONFIRM)
PROVIDED: N.Y.D.

OVERALL SITE LANDSCAPING ANALYSIS
MINIMUM: 20% (116,828 SF x 0.2 = 23,366 SF)
EXISTING SITE AREA: 116,828 SF / 2.682 AC

SITE AREA: 116,828 SF / 2.682 AC

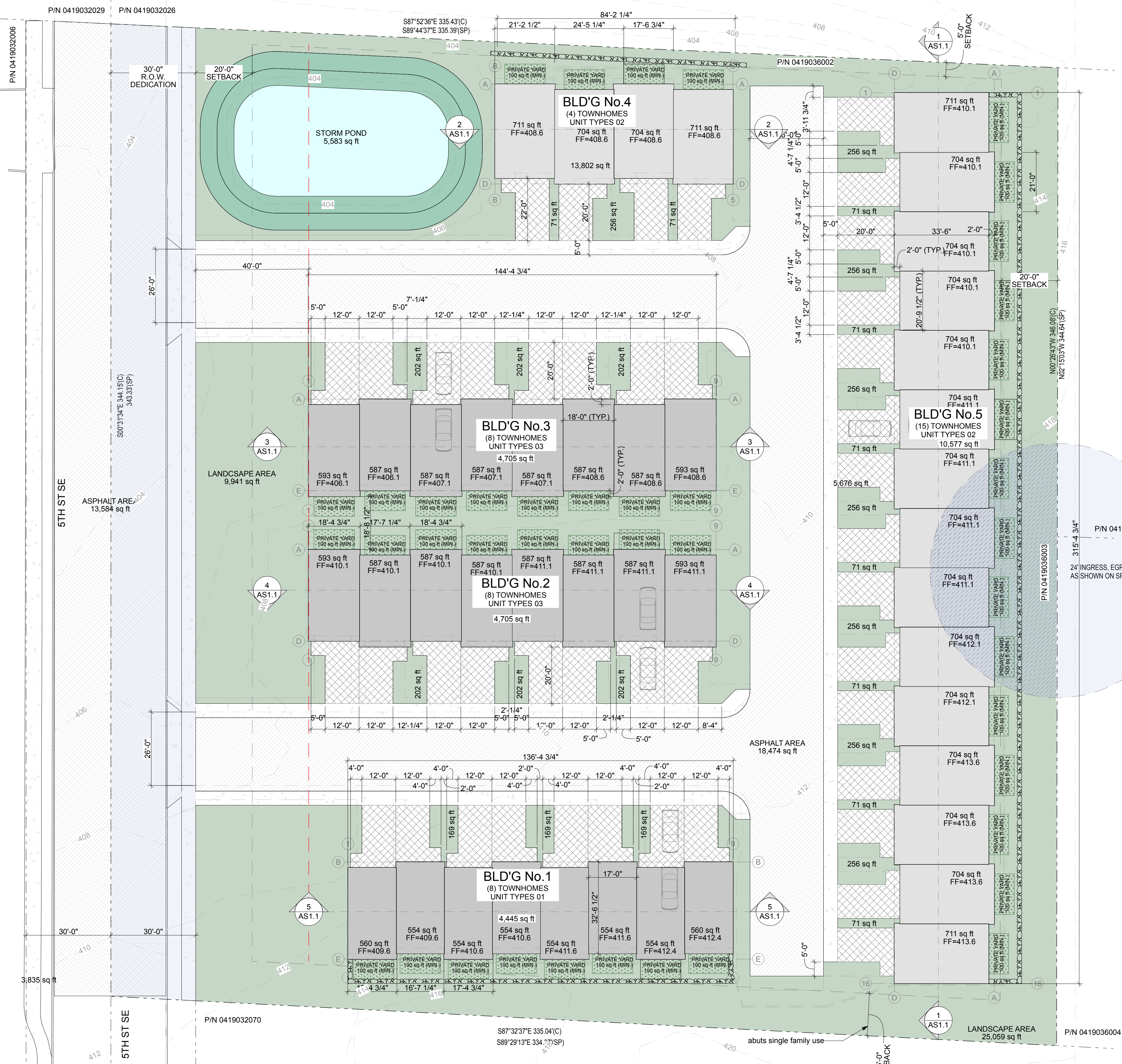
YARD SPACE REQUIREMENTS ANALYSIS
MINIMUM COMMON OPEN SPACE: 30% (116,828 SF x 0.3 = 35,048 SF)
MINIMUM PRIVATE OPEN SPACE PER GROUND UNIT: 100 SF
MINIMUM PRIVATE OPEN SPACE PER UPPER UNIT: 10'x6'
MAXIMUM LOT COVERAGE: 55% OF NET

MULTIFAMILY OPTION FOR ORGANIZING THE SITE DESIGN

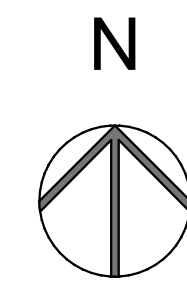
SELECTION:

Dwelling units shall be organized along a traditional street system as per subsection (3) of this section.

- (3) Traditional Street System. Where traditional street system orientation is utilized through selection of the menu option in subsection (1)(b) of this section, the following standards shall be met:
(a) Streets upon which the dwelling units are oriented toward shall be organized by blocks that do not exceed 500 feet in length for the purpose of breaking up the scale of the development pattern.
NOTE: COMPLIANT; CONFIRM THIS WORKS WITH 2018 IRC
(b) The street pavement width shall not exceed 10 feet above the minimum width of a street based on its functional classification or most appropriate classification if the street is private.
NOTE: ALL PROPOSED ROADS OUTSIDE 5th ST ROW DEDICATION ARE 26-FT WIDE.
(c) Garages integrated into residential buildings may be accessed from the street, provided, that the street-facing facade has a total window area (excluding window openings into the garage) that is at least 50 percent of the total area of any garage door openings on the same facade.
work note: the following needs to be update, as Ken had me remove a ground level window at entry of each unit.
NOTE: IT IS OUR UNDERSTANDING THAT THIS INCLUDES STREET-FACING WINDOW AREAS FROM ALL FLOOR LEVELS. EACH GARAGE DOOR IS 8x8 SO 32-sf (64-sf x 0.50) OF WINDOW AREA PER TOWNHOME WILL NEED TO BE PROVIDED.
(d) Parallel parking is permitted along both sides of the street. Perpendicular or angled parking spaces are not permitted except in groupings of six stalls with at least 100 feet of street front between groupings.
NOTE: HOW WIDE WOULD THE STREET NEED TO BE TO ACCOMMODATE PARALLEL PARKING AND DOES THIS COUNT TOWARD ITEM (b) ABOVE?
(e) Dwelling units shall have their entrance and front facade oriented to the traditional street system.
NOTE: COMPLIANT
(f) For dwelling units oriented to the street, at least one window or door from a primary room (i.e., kitchen or living room) of each dwelling unit must face the street.
NOTE: KITCHENS HAVE STREET-FACING WINDOWS
(g) The front facade facing the traditional street system shall be characterized by modulating intervals no wider than 24 feet with at least a two-foot offset between each interval.
NOTE: EACH UNIT STEPS 2-FT AND IS EACH UNIT IS NOT WIDER THAN 24-ft.
(h) Rooftop variety of buildings taller than one story utilizing the traditional streetscape system orientation shall include at least two feet in elevation change or offset distance between any continuous rooftop segment over 24 feet in length.
work note: SHOULD BE EASY TO ACCOMMODATE WITH STEPPING DESIGN THAT ADDRESSES PROPOSED GRADES.



1 SITE PLAN
SCALE: 1" = 20'

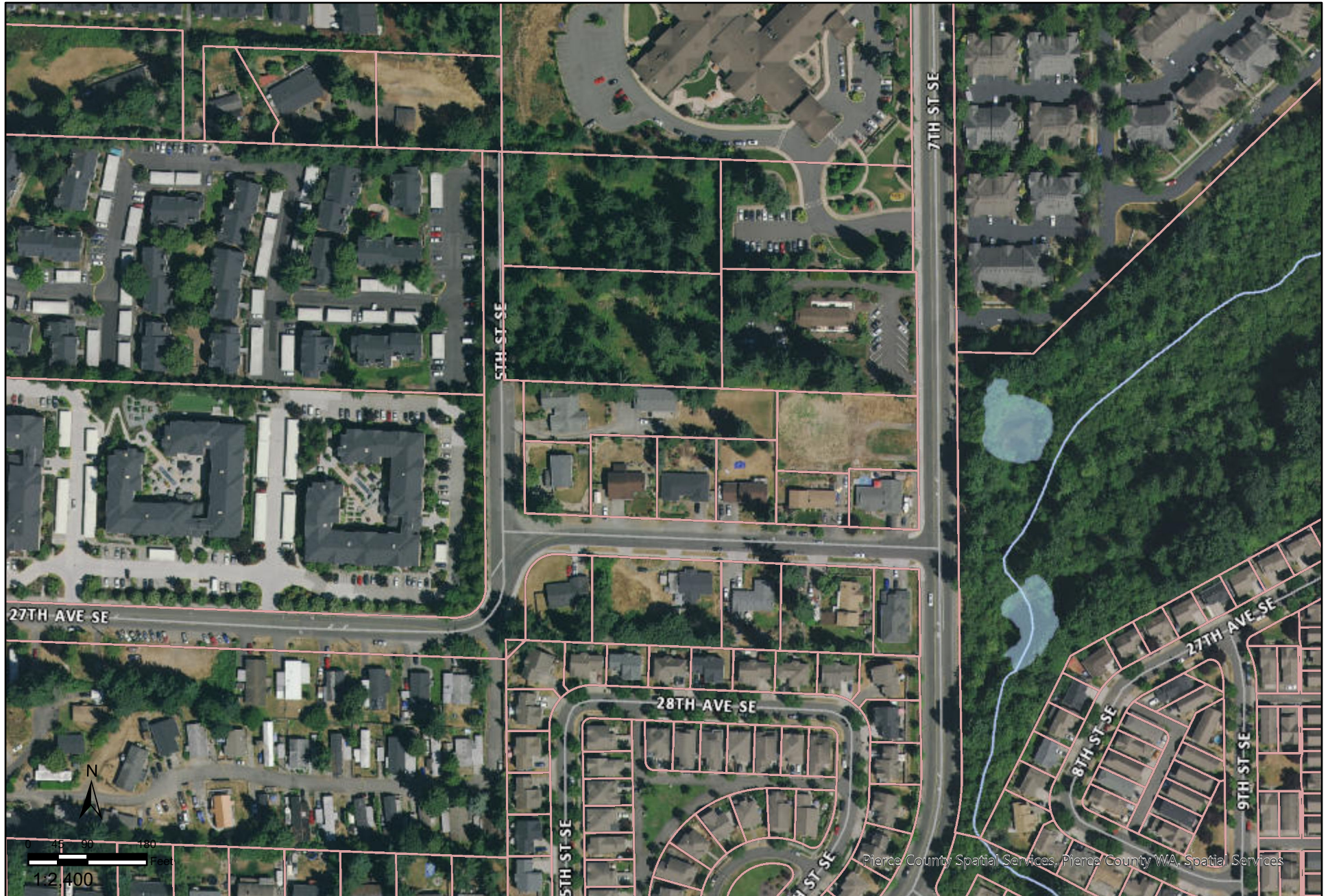


REVISIONS

Table with 4 columns: No., Description, Date, and Drawn/Checked by. The table is currently empty.

DRAWN BY: CM / BL
CHECKED BY: BL
DATE: 23.02.21
TITLE: SITE PLAN
PROJECT #: 2104
SHEET:

# Bradbury Place Townhomes - Puyallup



*Disclaimer: The map features are approximate and have not been surveyed. Additional features not yet mapped may be present. Pierce County assumes no liability for variations ascertained by formal survey.*

Date: 3/9/2023 11:43 AM