

City of Puyallup Traffic Scoping Worksheet

PROJECT INFORMATION

Project Title: Bell Place Apartments Date: 11/1/2023

Applicant Name: Paul Green Telephone Number: 253-770-3144

Project Description: 109 Apartment Units Year of Occupancy: 2026

Project Location: PN: 574500-1641; -1632; & -1631 (204 4th St SW) Parcel Size: 0.74-acres

Proposed Number of Access Point(s): 1 Existing Number of Access Point(s): Street Parking

Land Use	Quantity (dwelling units)	ITE Land Use Code	Average Daily Trips	AM Peak Hour Trips*	PM Peak Hour Trips*
Existing Use(s): LUC 210 – Single-Family Detached Housing					
Single-Family Housing	1	210	-9.4	-0.7	-0.9
Proposed Use(s) LUC 221 – Multifamily Housing (Mid-Rise) (close to rail transit)					
Multifamily Housing (Mid-rise)	109	221	517.8	34.9	31.6
Net New Trips			508.4	34.2	30.7
Traffic Impact Fees: Net New PM Peak Hour Trips x \$4,500 = \$138,150					

- * 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. Project Access & W Meeker 4. _____
2. _____ 5. _____

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 broberts@puyallupWA.gov

HEATH&ASSOCIATES

Transportation Planning & Engineering

Date: November 1, 2023

To: Bell Place LLC.
Azure Green Consultants
(253)-770-3144

From: Aaron Van Aken, PE, PTOE

Subject: Bell Place Apartments – Trip Generation Memo

Project Summary

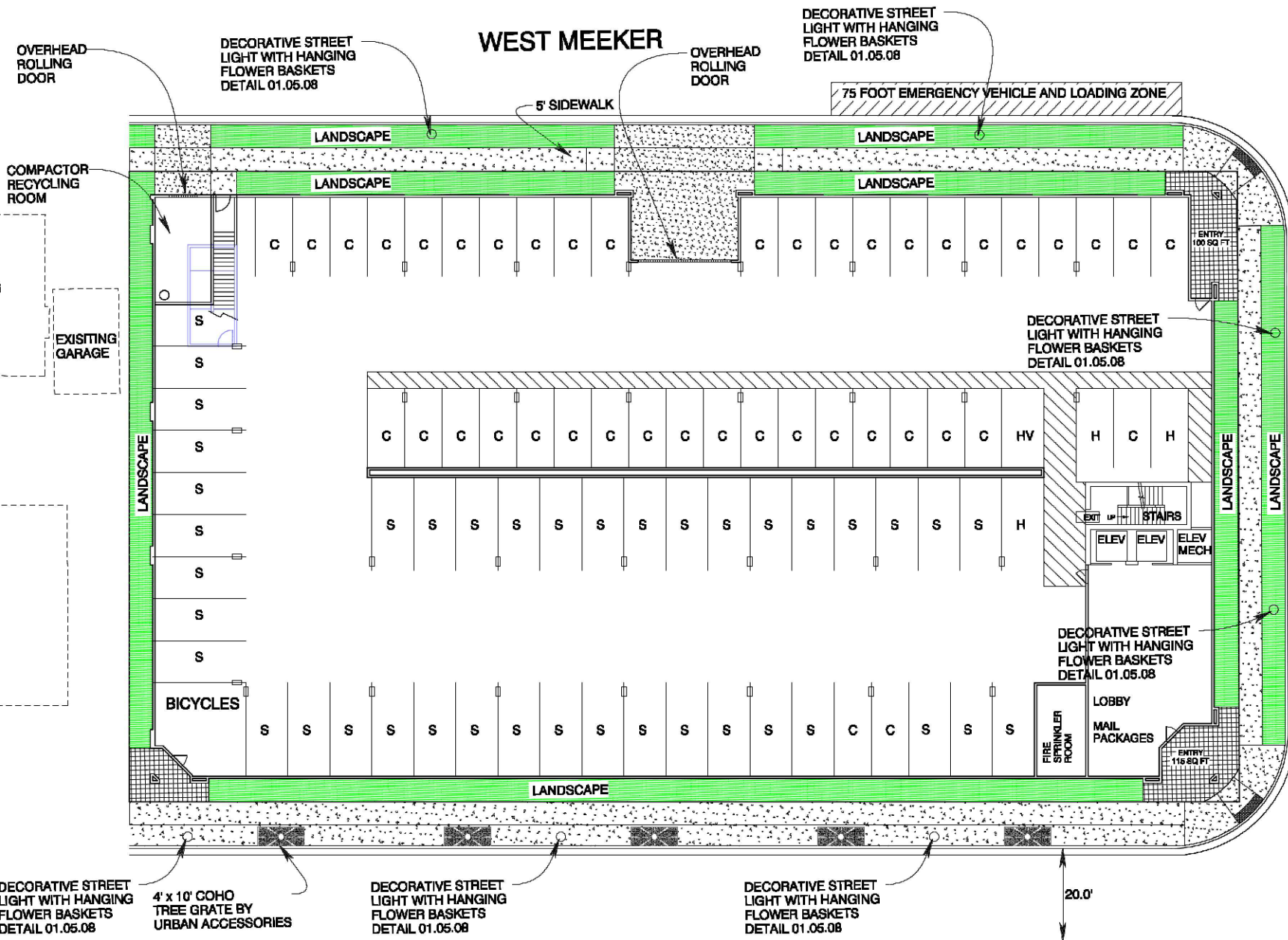
Bell Place Apartments proposes for the construction of 109 multifamily apartment units located within the city of Puyallup. The subject site comprises a cumulative 0.74-acres within tax parcel #'s: 574500-1641; -1632; & -1631. The proposed development, with a site address of 204 4th Street SW, is bordered to the north by W Meeker, to the east by 4th Street SW, and to the south by W Pioneer. One single-family dwelling unit exists on-site, which is to be demolished prior to new construction. Access to the site is proposed via one new access point extending south from W Meeker. Rail and public transit services are provided within walking distance of the proposed project. Figure 1 below provides an aerial vicinity of the subject site. Figure 2 depicts a conceptual site plan which shows approximately 87 parking stalls.

Figure 1: Aerial Vicinity





WEST MEEKER



Trip Generation

Trip generation is defined as the number of vehicle movements that enter or exit the respective project site during a designated time period such as the PM peak hour or an entire day. The magnitude of the anticipated vehicle trip generation for the proposed project was derived from the Institute of Transportation Engineers (ITE) publication, *Trip Generation*, 11th Edition. The proposed land use code utilized for analysis is defined under ITE's Land Use Code (LUC) 221 Multifamily Housing (Mid-Rise), as the development is located under 1.0-mile from rail transit, the subcategory of "close to rail transit" was selected. Dwelling units were used as the input variable with ITE average rates to determine trip ends.

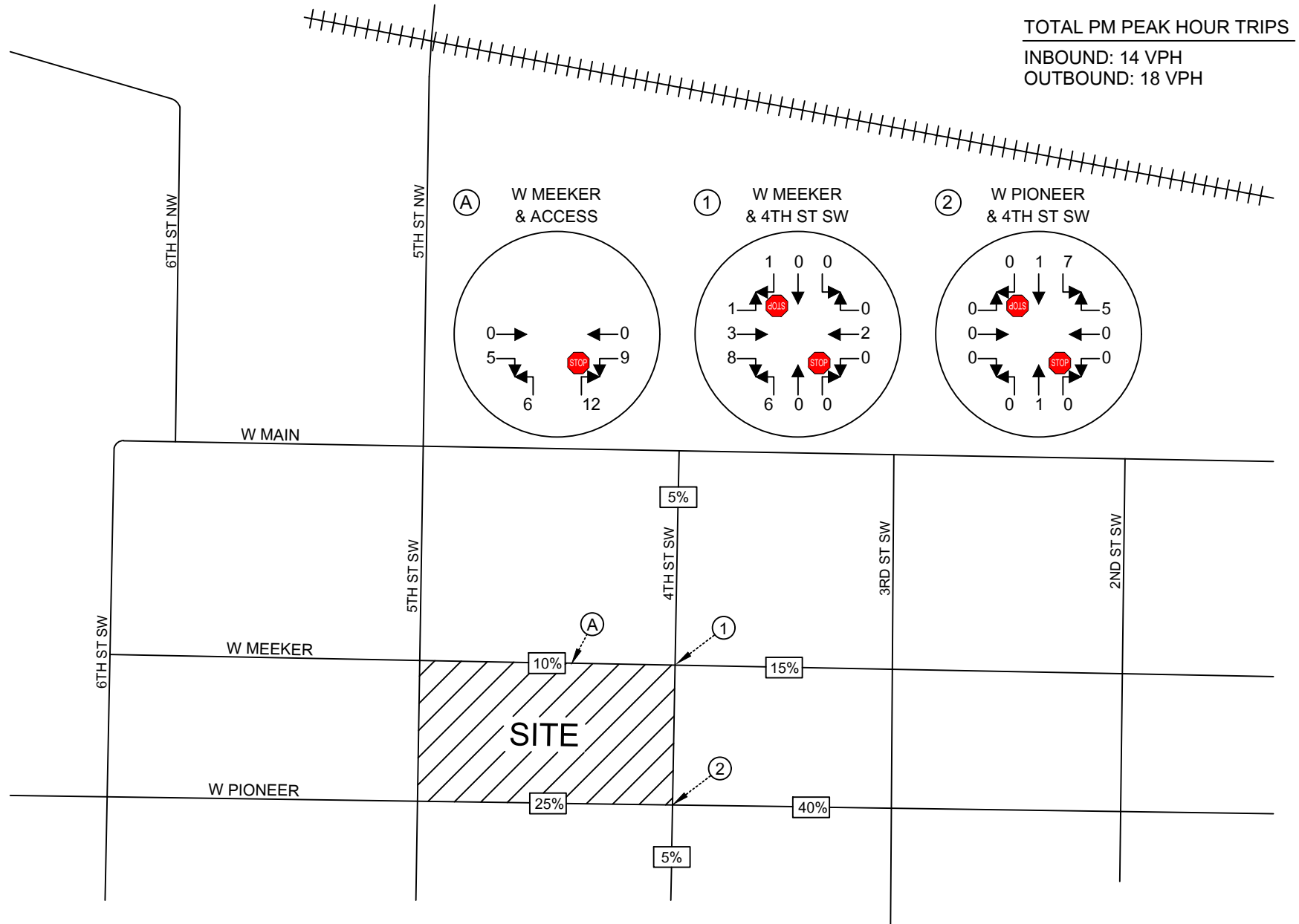
The existing structure on-site is defined as LUC 210 - Single-Family Detached Housing. Dwelling units were used as the input variable and ITE average rates were used to determine trip ends. Table 1 below summarizes anticipated vehicular movements for the average weekday daily trips (AWDT) and the AM and PM peak hours.

Table 1: Project Trip Generation

Land Use	Dwelling Units	AWDT	AM Peak-Hour Trips			Peak-Hour Trips		
			In	Out	Total	In	Out	Total
<u>Proposed</u> Multifamily Housing (Mid-Rise) (LUC 221)	109	518	20	15	35	14	18	32
<u>Existing</u> Single-Family Detached (LUC 210)	1	-9	0	-1	-1	-1	0	-1
Net New Trips		509	20	14	34	13	18	31

Based on ITE data, the proposed multifamily development is estimated to generate approximately 509 net new daily weekday trips with 34 net new trips (20 inbound /14 outbound) occurring in the AM peak and 31 net new trips (13 inbound /18 outbound) in the PM peak hour.

Figure 3 on the following page depicts estimated PM peak hour trip distribution and assignment to and from the site.



Conclusion

The Bell Place Apartments project proposes for the construction of a multifamily development comprised of 109 multifamily apartment units in the city of Puyallup. The 0.74-acre property (tax parcel #'s: 574500-1641; -1632; & -1631) has a site address of 204 4th Street SW and is bordered to the north by W Meeker, to the south by W Pioneer, and to the east by 4th Street SW. One single-family dwelling unit exists on-site, which is to be demolished prior to new construction. Access is proposed via one new driveway extending south from W Meeker. Based on ITE data, the proposed project is estimated to generate 509 net new average weekday daily trips with 34 net new AM peak hour trips and 31 net new PM peak hour trips.

Please call if you require additional information.

Aaron Van Aken, PE, PTOE

Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

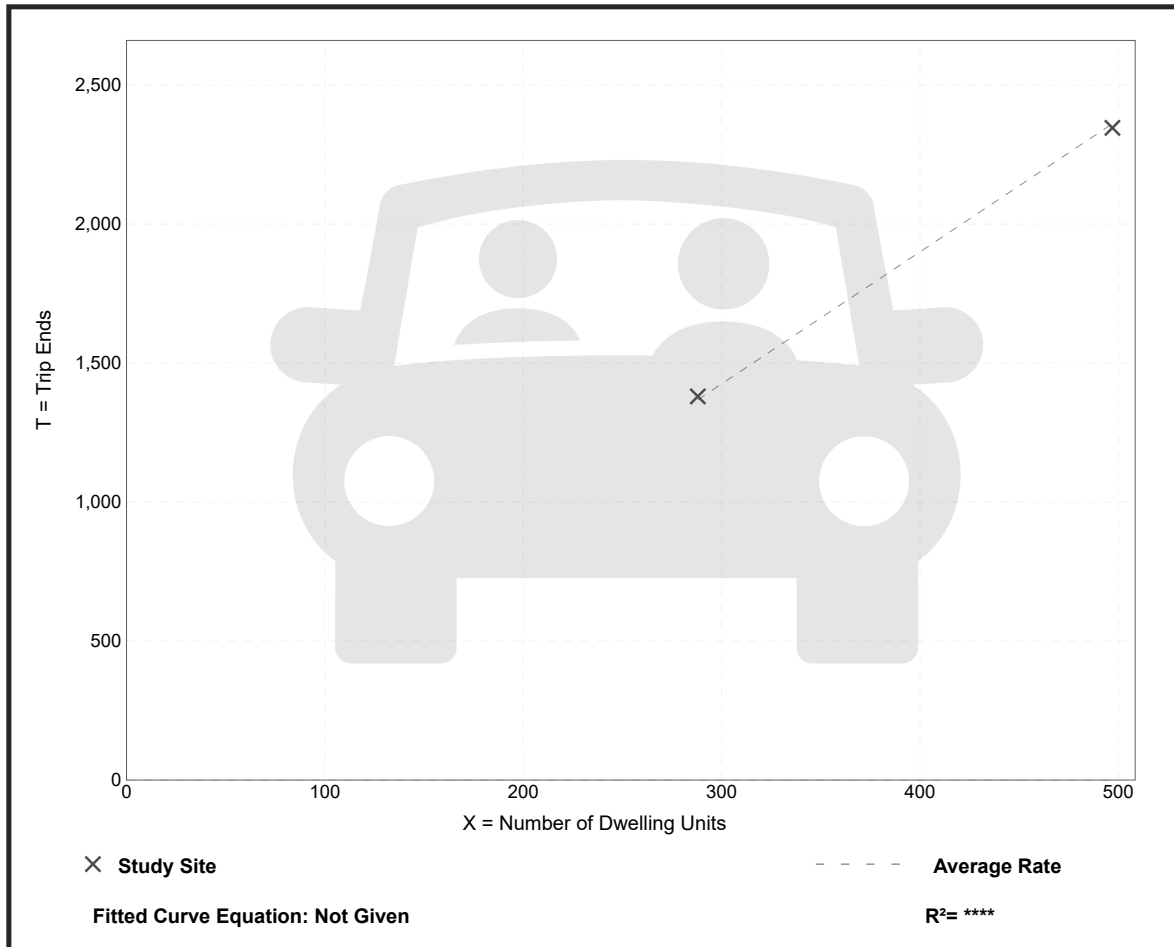
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 393
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.75	4.72 - 4.79	*

Data Plot and Equation

Caution – Small Sample Size



Trip Gen Manual, 11th Edition

● Institute of Transportation Engineers

Multifamily Housing (Mid-Rise) Close to Rail Transit (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: 7

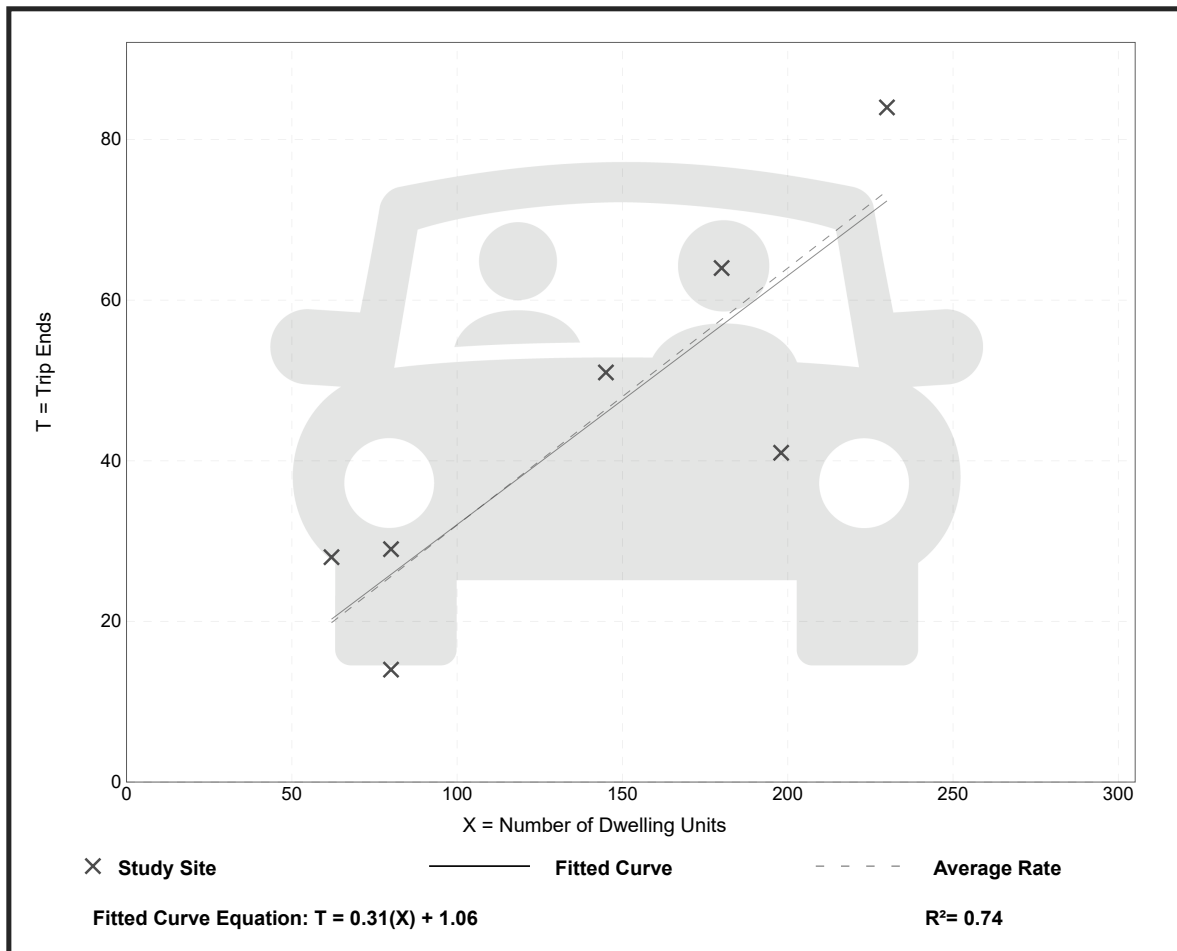
Avg. Num. of Dwelling Units: 139

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.32	0.18 - 0.45	0.09

Data Plot and Equation



Trip Gen Manual, 11th Edition

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Multifamily Housing (Mid-Rise) Close to Rail Transit (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: 7

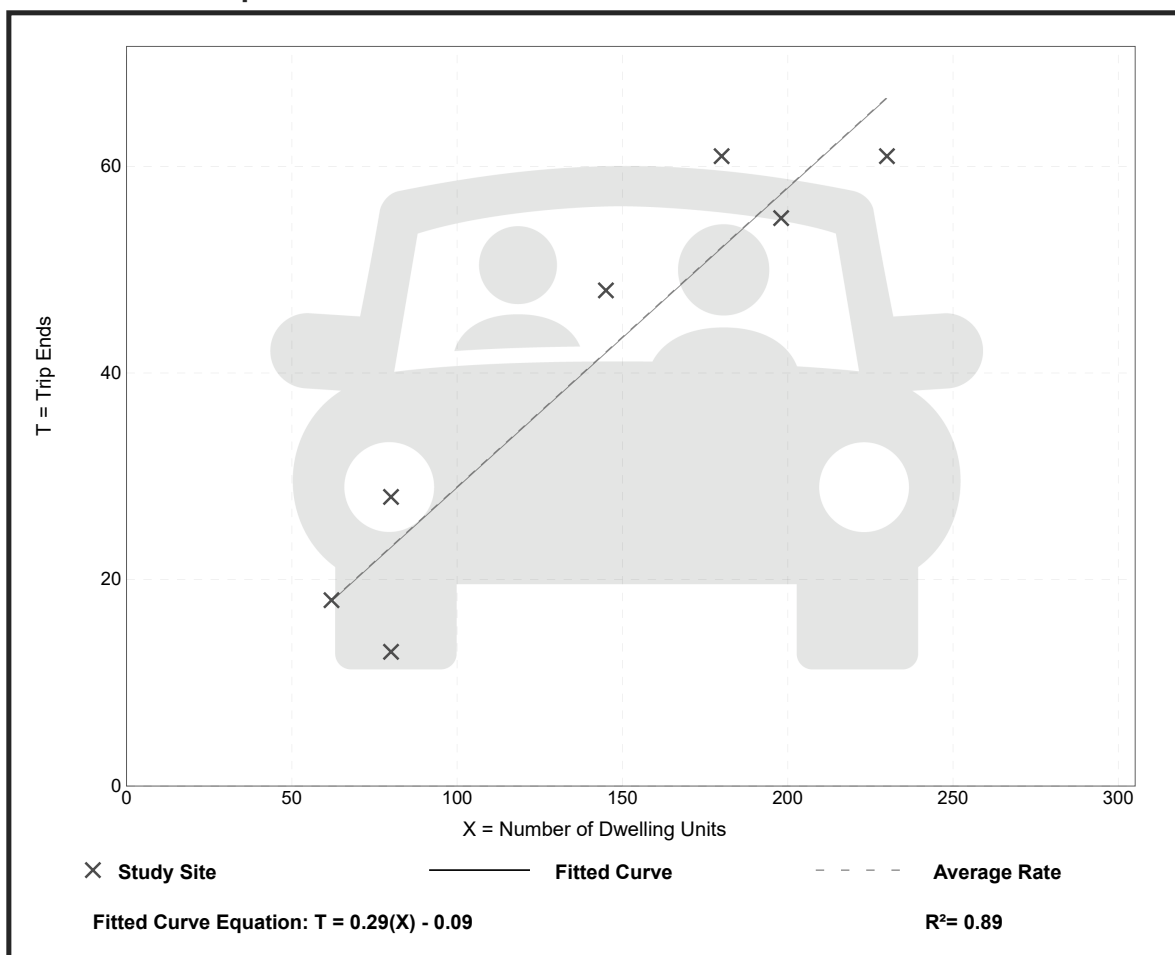
Avg. Num. of Dwelling Units: 139

Directional Distribution: 43% entering, 57% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.29	0.16 - 0.35	0.05

Data Plot and Equation



Trip Gen Manual, 11th Edition

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Single-Family Detached Housing

(210)

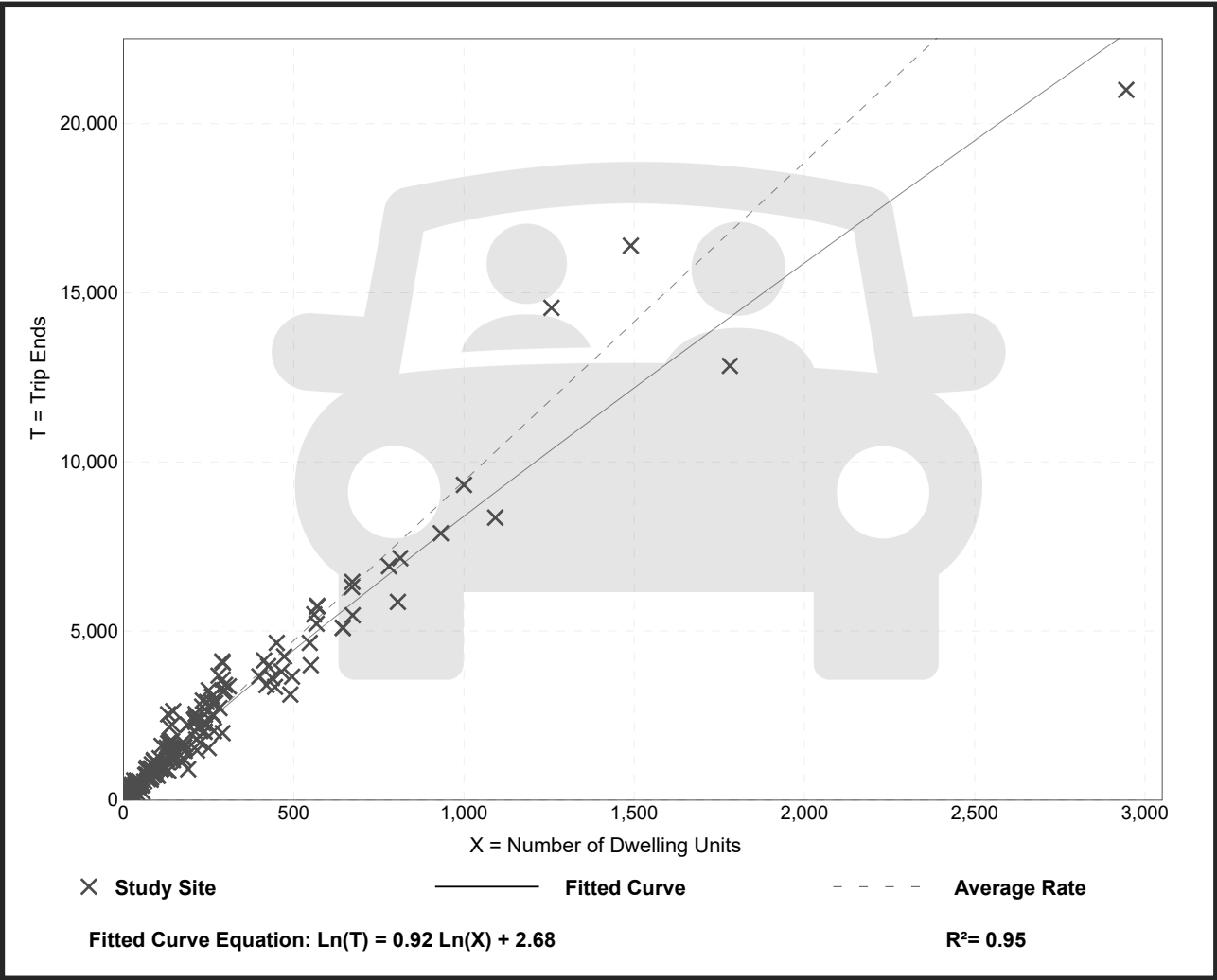
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing

(210)

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:

192

Avg. Num. of Dwelling Units:

226

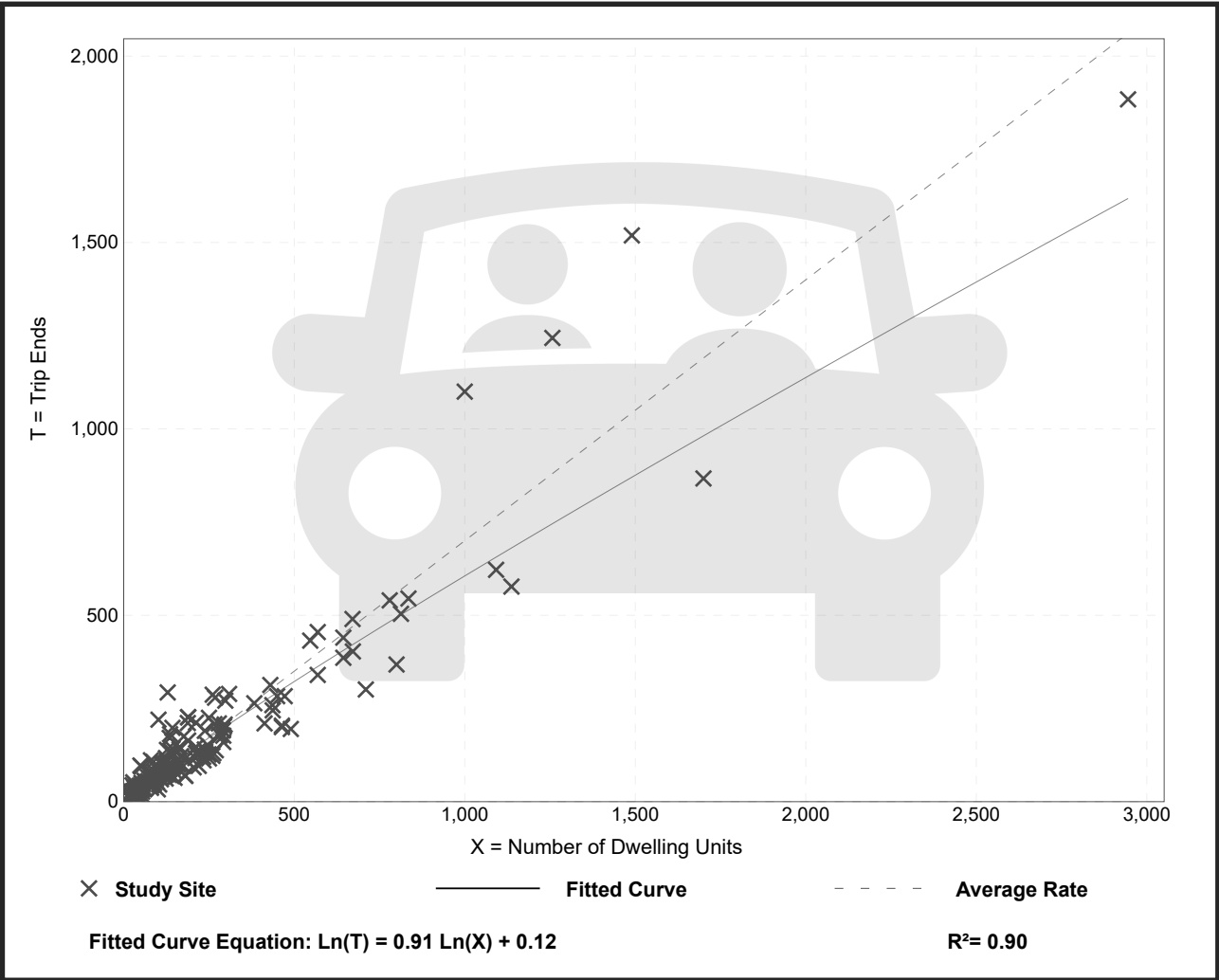
Directional Distribution:

26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing

(210)

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:

208

Avg. Num. of Dwelling Units:

248

Directional Distribution:

63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation

