

# **Puyallup Comprehensive Plan Final Environmental Impact Statement – Addendum**

*Prepared for*  
City of Puyallup



July 2025

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*Prepared for*

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# Contents

<b>1. Introduction.....</b>	<b>1</b>
<b>2. Revised Preferred Alternative .....</b>	<b>1</b>
2.1 Final EIS Preferred Alternative.....	1
2.2 Revised Preferred Alternative .....	2
<b>3. Elements of the Environment with No Change .....</b>	<b>7</b>
3.1 Affected Environment.....	7
3.2 Environmental Consequences .....	7
<b>4. Evaluation of Environmental Consequences .....</b>	<b>8</b>
4.1 Land Use .....	8
4.1.1 Changes to Impacts of the Preferred Alternative.....	8
4.1.2 Changes to Avoidance, Minimization, and Mitigation Measures .....	9
4.1.3 Changes to Significant Unavoidable Adverse Impacts .....	9
4.2 Population, Employment, and Housing .....	10
4.2.1 Changes to Impacts of the Preferred Alternative.....	10
4.2.2 Changes to Avoidance, Minimization, and Mitigation Measures .....	11
4.2.3 Changes to Significant Unavoidable Adverse Impacts .....	11
4.3 Transportation.....	11
4.3.1 Changes to Impacts of the Preferred Alternative.....	11
4.3.2 Changes to Avoidance, Minimization, and Mitigation Measures .....	14
4.3.3 Significant Unavoidable Adverse Impacts .....	14
4.4 Parks and Recreation .....	14
4.4.1 Changes to Impacts of the Preferred Alternative.....	14
4.4.2 Changes to Avoidance, Minimization, and Mitigation Measures .....	16
4.4.3 Changes to Significant Unavoidable Adverse Impacts .....	16
4.5 Public Services.....	16
4.5.1 Changes to Impacts of the Preferred Alternative.....	16
4.5.2 Changes to Avoidance, Minimization and Mitigation Measures .....	17
4.5.3 Significant Unavoidable Adverse Impacts .....	17
<b>5. References.....</b>	<b>18</b>

# Contents (continued)

**FIGURES**

Figure 1. Draft Future Land Use Map .....3

Figure 2. Revised Preferred Alternative Housing Unit Distribution .....4

Figure 3. Revised Preferred Alternative Jobs Distribution.....5

Figure 4. Revised Preferred Alternative Intersections Exceeding LOS Standards..... 13

**TABLES**

Table 1. Housing Capacity by Alternative .....6

Table 2. Employment Capacity by Alternative ..... 7

Table 3. Housing Needs by Income Level Compared to the Capacity for Each Alternative ..... 10

Table 4. Additional Intersection Exceeding PM Peak Hour LOS Standard ..... 12

Table 5. Changes to Identified Intersection Impact Mitigation Measures ..... 14

Table 6. Projected Need for Parks and Recreation Amenities – Revised Preferred Alternative..... 15

Table 7. Projected Student Generation in the Study Area ..... 16

**APPENDICES**

- A Revised Transportation Analysis Support Documentation

# Acronyms and Abbreviations

City	City of Puyallup
CPP	Countywide Planning Policies
EIS	environmental impact statement
FAIR	Fairgrounds (land use designation)
FLUM	Future Land Use Map
GMA	Growth Management Act
LOS	level of service
MDR	Medium Density Residential
MPPs	Multicounty Planning Policies
MUC	Mixed Use Commercial
RGCs	Regional Growth Centers
s/veh	seconds per vehicle
WAC	Washington Administrative Code

# **1. Introduction**

This addendum to the Puyallup Comprehensive Plan Final Environmental Impact Statement (EIS) has been prepared in accordance with the Washington State Environmental Policy Act (SEPA) and SEPA Rules, Washington Administrative Code (WAC) 197-11. It supplements the Final EIS for the Puyallup 2044 Comprehensive Plan, issued March 10, 2025 (City of Puyallup 2025).

The purpose of this addendum is to provide additional environmental analysis and updated information related to proposed amendments to the Puyallup 2044 Comprehensive Plan since its issuance. The additional analysis evaluated whether the proposed changes would result in new environmental impacts or substantial changes to the analysis and conclusions presented in the Final EIS.

In accordance with WAC 197-11-600(4)(c), an addendum is appropriate when there are changes or new information related to a proposal, but these changes would not result in significant environmental impacts that were not previously analyzed. This addendum does not reopen public comment periods or require a new threshold determination; rather, it serves to inform decision-makers and the public of updated environmental considerations.

This document should be read in conjunction with the Final EIS. Together, these documents provide a comprehensive environmental review of the proposed updates included in the Puyallup 2044 Comprehensive Plan. This addendum provides additional information and analysis. It does not substantially change the analysis of significant impacts and alternatives in the Final EIS.

## **2. Revised Preferred Alternative**

### **2.1 Final EIS Preferred Alternative**

Alternative 4 is identified as the Preferred Alternative in the Final EIS for the Puyallup 2044 Comprehensive Plan the City of Puyallup (City) issued on March 10, 2025 (City of Puyallup 2025). The Preferred Alternative identified the proposed changes to the City's currently adopted Future Land Use Map (FLUM). The Preferred Alternative was based on the Draft EIS analysis and the recommended mitigation measures, discussions with the Puyallup City Council and Planning Commission, and community input.

The Preferred Alternative concentrated new jobs and housing growth in the City's Regional Growth Centers (RGCs) and along the East Pioneer and South Meridian corridors. Increased growth was also assumed in key neighborhood nodes. The Preferred Alternative updated the currently adopted FLUM to meet development targets, and it incorporated public input from the Puyallup 2044 Comprehensive Plan Update process.

As required by Washington State, middle housing is permitted within all single-family residential (i.e., low-density residential [LDR]) areas. In addition to the City's current middle housing allowances, duplexes are permitted on all LDR lots, and up to four units per lot are allowed within 0.25 miles of the Puyallup Sounder Station or when at least one unit is affordable housing. The Preferred Alternative assumed that 10% of vacant or underutilized land identified in the Buildable Lands Inventory would be developed as middle housing and approximately 3% to 3.5% of currently developed parcels would be redeveloped as middle housing.

The Preferred Alternative added capacity for an estimated 10,330 housing units within the city limits, which exceeded the Net Growth Target by over 3,400 units. The Preferred Alternative also added capacity for an estimated 14,470 new jobs within the city limits, which would exceed the Net Growth Target of approximately 13,970 jobs.

## **2.2 Revised Preferred Alternative**

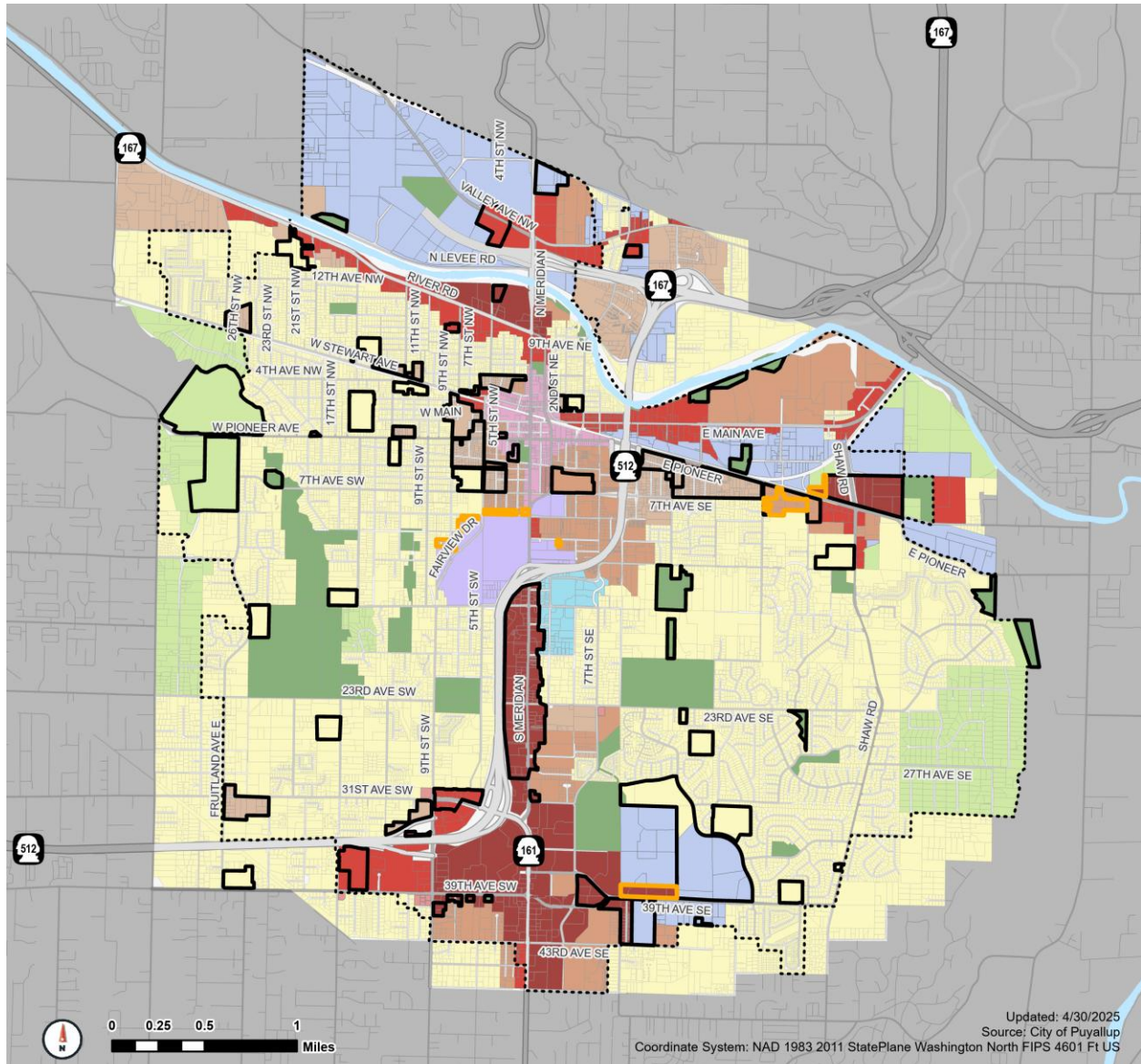
As shown in Figure 1, the Revised Preferred Alternative would accomplish the following changes:

1. It would convert the land use designation for properties along both sides of S Meridian east of SR 512, from approximately 19th Avenue SE to 28th Avenue SE, from High Density Residential (HDR) to Mixed Use Commercial (MUC), in addition to the eastern portion of one parcel from Medical (MED) to MUC.
2. It would adjust the MUC boundary on the south side of the South Hill Business and Technology Center approximately 35 feet to the north to align with existing parcel lines and reduce the number of split-designated parcels.
3. It would convert the land use designation for the area north of W Pioneer between 12th Street SW and 10th Street SW from Neighborhood Commercial (NC) to Medium Density Residential (MDR), with the exception of one parcel at the northeast corner of W Pioneer and 12th Street SW.
4. It would convert the land use designation for a number of parcels owned by the Washington State Fair around the Puyallup Fairgrounds from various designations to the Fairgrounds (FAIR) designation.

As shown in Figure 2 and Figure 3, the Revised Preferred Alternative would concentrate new jobs and housing growth in the City's RGCs and along the East Pioneer and South Meridian corridors consistent with the Final EIS Preferred Alternative. Increased growth would also be assumed in key neighborhood nodes.

The Revised Preferred Alternative would add capacity for an estimated 10,350 housing units within the city limits (Table 1), which would exceed the 2020–2044 Growth Target by approximately 2,870 units and the Net Growth Target by approximately 3,440 units. The Revised Preferred Alternative would also add capacity for an estimated 14,670 new jobs within the city limits (Table 2); this would exceed the Net Growth Target of 13,970 jobs.





## Draft Future Land Use Map (FLUM)

Tax Lots	FAIR - Fair	ME - Mixed Employment	POC - Pedestrian Oriented Commercial
City Limits	GC - General Commercial	MED - Medical Facilities	RBR - Rural Buffer Residential
City Initiated FLU Changes	HDR - High Density Residential	MUC - Mixed Use Commercial	SR - State Roads
Private Requests	LDR - Low Density Residential	NC - Neighborhood Commercial	
	MDR - Moderate Density Residential	OS/PP - Open Space / Public Parks	

The printed information was derived from digital databases within the City of Puyallup GIS Portal. The City of Puyallup cannot accept responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

Figure 1. Draft Future Land Use Map

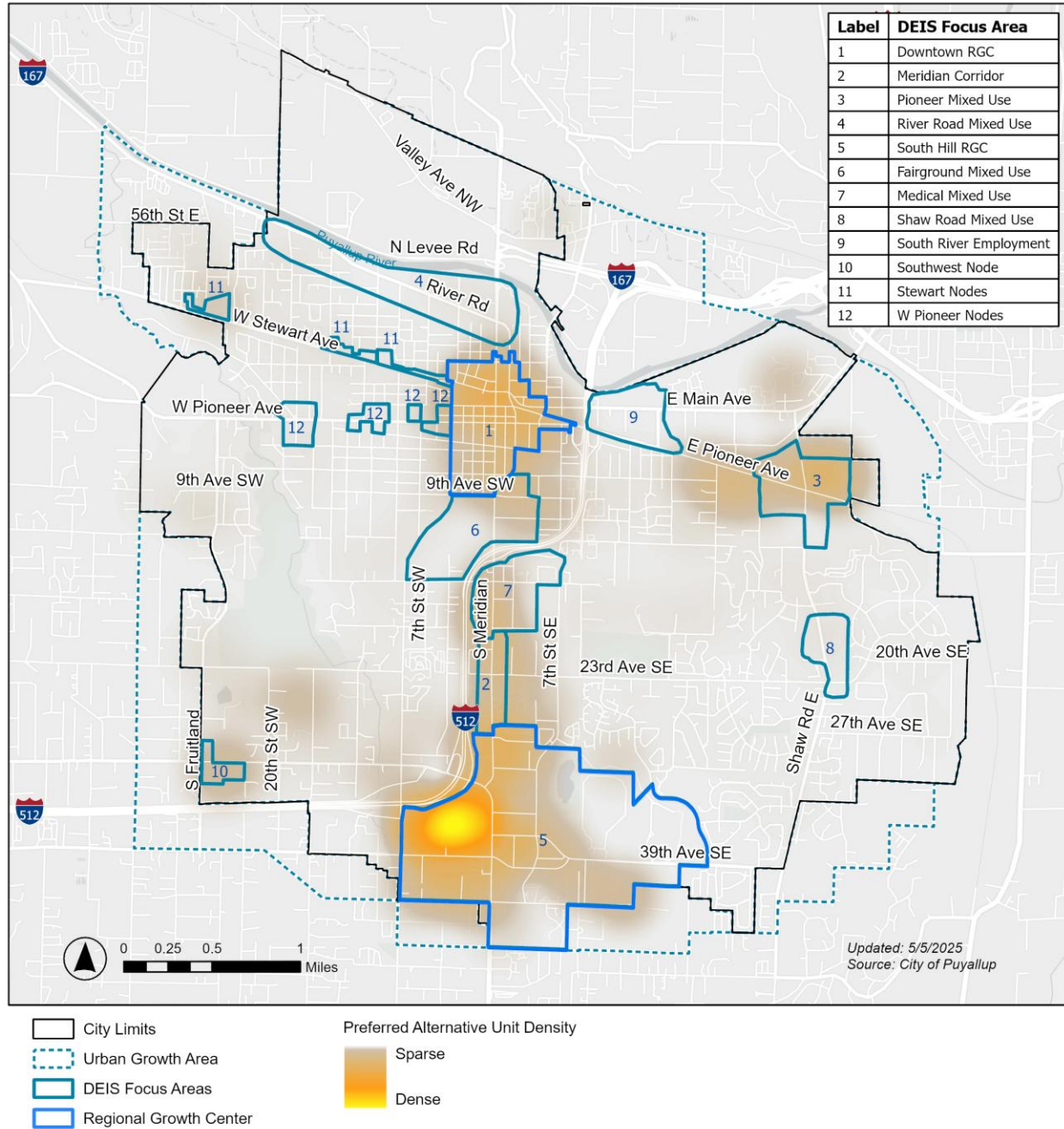


Figure 2. Revised Preferred Alternative Housing Unit Distribution



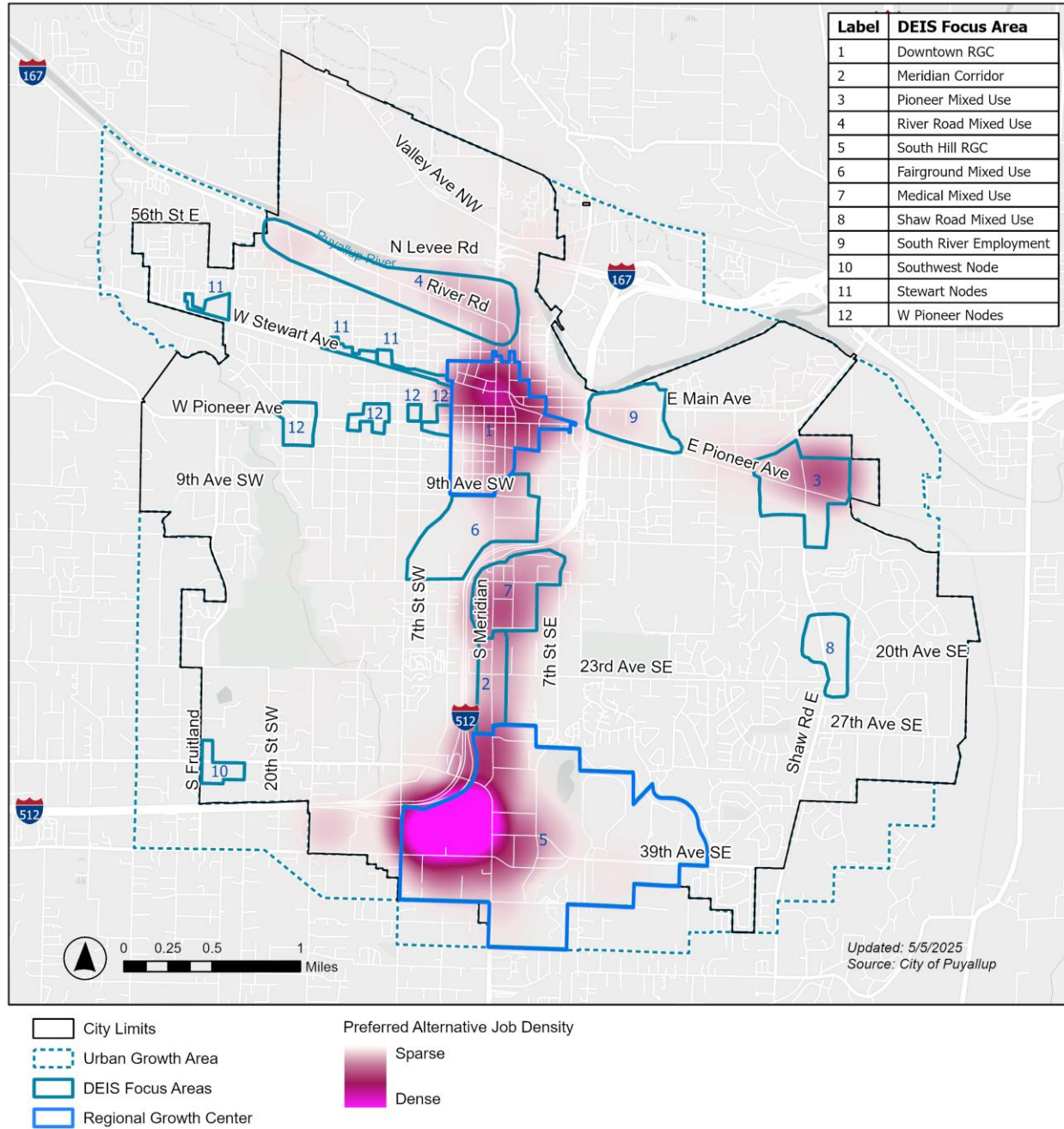


Figure 3. Revised Preferred Alternative Jobs Distribution

**Table 1. Housing Capacity by Alternative**

Focus Area	Preferred Alternative (Alternative 4) Housing Units	Revised Preferred Alternative Housing Units
Downtown RGC	1,570	1,520
Fairground Mixed-Use	160	150
Medical Mixed-Use	300	300
Meridian Corridor	210	290
Pioneer Mixed-Use	600	600
River Road Mixed-Use	80	80
Shaw Road Mixed-Use	30	30
South Hill RGC	4,390	4,390
South River Employment	-	-
Southwest Node	160	160
Stewart Nodes	100	100
W Pioneer Nodes	30	30
All Other Areas	2,170	2,170
Middle Housing Development (vacant and underutilized)	270	270
Middle Housing Infill/Redevelopment (developed)	260	260
<b>Total</b>	<b>10,330</b>	<b>10,350</b>
<b>Target [Net]</b>	<b>7,482 [6,910]</b>	<b>7,482 [6,910]</b>
Urban Growth Area	990	990

RGC = Regional Growth Center

**Table 2. Employment Capacity by Alternative**

Focus Area	Preferred Alternative (Alternative 4) Jobs	Revised Preferred Alternative Housing Units
Downtown RGC	2,510	2,530
Fairground Mixed-Use	230	260
Medical Mixed-Use	1,120	1,120
Meridian Corridor	300	450
Pioneer Mixed-Use	860	860
River Road Mixed-Use	850	850
Shaw Road Mixed-Use	10	10
South Hill RGC	6,830	6,830
South River Employment	170	170
Southwest Node	0	0
Stewart Nodes	20	20
W Pioneer Nodes	20	10
All Other Areas	1,550	1,560
<b>Total</b>	<b>14,470</b>	<b>14,670</b>
<b>Target [Net]</b>	<b>14,715 [13,970]</b>	<b>14,715 [13,970]</b>
Urban Growth Area	1,070	1,070

RGC = Regional Growth Center

### 3. Elements of the Environment with No Change

#### 3.1 Affected Environment

There would be no changes to the affected environment as described in the Final EIS. The physical, ecological, and cultural characteristics of the area would remain consistent with the baseline conditions assessed in the Final EIS.

#### 3.2 Environmental Consequences

The proposed Revised Preferred Alternative would include modest increases in planned housing capacity and employment targets. However, these changes would remain within the range of growth and development that was originally analyzed in the Final EIS. As such, the previous findings and conclusions about potential environmental impacts would remain accurate and applicable.

Specifically, there would be no changes to the anticipated impacts for the following environmental elements:

- **Air Quality and Greenhouse Gas Emissions:** The projected levels of population and employment growth would remain within the range of the Final EIS analysis for the Preferred Alternative. Therefore, no new or greater impacts on air quality or greenhouse gas emissions would be expected beyond those disclosed in the Final EIS.

- **Water Resources:** No new policies or development patterns are proposed that would alter groundwater, surface water, or stormwater conditions from what was analyzed in the Final EIS. The conclusions regarding impacts on water quality and quantity would remain unchanged.
- **Fish, Wildlife, and Vegetation:** The updated growth projections would not require expansion into new undeveloped or environmentally sensitive areas. Therefore, no new impacts on fish, wildlife, or vegetation beyond those described in the Final EIS would be anticipated, and previous mitigation strategies would remain unchanged.
- **Utilities:** The utility infrastructure needs associated with the updated growth forecasts would remain within system capacities evaluated in the Final EIS. No additional adverse impacts on utility services (including water, sewer, and stormwater) would be expected.
- **Cultural Resources:** There would be no changes in land use or development intensity from those discussed in the Final EIS that would increase the potential to affect cultural or historic resources. No new or greater impacts on cultural resources would be expected.

## 4. Evaluation of Environmental Consequences

### 4.1 Land Use

#### 4.1.1 Changes to Impacts of the Preferred Alternative

##### 4.1.1.1 Growth Management Act and Land Use

Similar to the Preferred Alternative, the Revised Preferred Alternative would comply with GMA goals to reduce the inappropriate conversion of underdeveloped land into sprawling low-density development, and it would direct growth to urban areas where adequate public facilities and services currently exist or could be provided in an efficient manner. The revisions to the Preferred Alternative would not significantly alter the distribution of growth within the city.

As described in Table 1, the Revised Preferred Alternative would exceed the Net Growth Target by over 3,440 units. For employment, the estimated capacity would fall short of the 2044 growth target by approximately 45 jobs. When accounting for development since 2020, however, the estimated employment capacity would exceed the Net Growth Target of 13,970 jobs by approximately 700 jobs. Compared to the Preferred Alternative, the Revised Preferred Alternative would have the potential to accommodate approximately 22 more housing units and an estimated 223 more jobs.

In addition, similar to the Preferred Alternative, the Revised Preferred Alternative would still update the City's FLUM and it would amend single-family residential zones to permit middle housing options, meeting the minimum requirements of HB 1110. **The Revised Preferred Alternative would align with the GMA and land use planning requirements. It would, therefore, avoid impacts resulting from conflicts with the GMA.**

##### 4.1.1.2 VISION 2050 and Land Use

The revisions to the Preferred Alternative would not alter the Puyallup 2044 Comprehensive Plan's consistency with VISION 2050 (PSRC 2020) and the Multicounty Planning Policies (MPPs) related to land use. **The Revised Preferred Alternative would update the Puyallup 2044 Comprehensive Plan**

for consistency with VISION 2050, MPPs related to land use, and the reduction of development impacts on the environment, thus avoiding impacts resulting from conflicts with VISION 2050.

#### **4.1.1.3 Countywide Planning Policies and Land Use**

The revisions to the Preferred Alternative would not alter the 2044 Puyallup Comprehensive Plan's consistency with Countywide Planning Policies (CPPs) related to land use. The Revised Preferred Alternative would meet growth targets for housing and employment, and it would align with the CPPs related to ensuring that comprehensive plans and zoning regulations would provide capacity for residential, commercial, and industrial uses that would be sufficient to meet 20-year growth targets. **The Revised Preferred Alternative would update the Puyallup 2044 Comprehensive Plan for consistency with the Pierce County CPPs related to land use and the reduction of development impacts on the environment. It would avoid impacts resulting from conflicts with Pierce County CPPs.**

#### **4.1.1.4 Other Land Use Plans and Regulations**

The revisions to the Preferred Alternative would not alter the Puyallup 2044 Comprehensive Plan's consistency with other land use plans and regulations, as previously described in the Final EIS for the Preferred Alternative. **Implementation of the Revised Preferred Alternative would have a less than significant impact on Puyallup's critical areas and shorelines.**

#### **4.1.1.5 Land Use Compatibility**

As with the Preferred Alternative, under the Revised Preferred Alternative employment and residential growth would be anticipated to occur at a greater intensity in areas that are already designated for this type of land use, namely South Hill and Downtown. Due to the changes to the MUC designation along the S Meridian Corridor, this area might experience an increase in height, bulk, or scale. However, development would be expected to be limited by the lack of vacant and underutilized land along S Meridian. The Revised Preferred Alternative would still be held to the standards outlined in PMC Title 20, including those for regulating the use, height, bulk, and scale of new development, thus avoiding or minimizing conflicts or compatibility issues between adjacent land uses. In addition, compared to the Preferred Alternative, development along W Pioneer under the Revised Preferred Alternative would be at a decreased intensity due to the change from Neighborhood Commercial to MDR. As such, **potential impacts on land use compatibility would be expected to be less than significant.**

### **4.1.2 Changes to Avoidance, Minimization, and Mitigation Measures**

There would be no proposed changes to the Avoidance, Minimization, or Mitigation Measures for land use described in the Final EIS. Under the Revised Preferred Alternative, no mitigation measures would be needed as no significant impacts have been identified.

### **4.1.3 Changes to Significant Unavoidable Adverse Impacts**

No significant unavoidable adverse impacts would be expected under the Revised Preferred Alternative.

## 4.2 Population, Employment, and Housing

### 4.2.1 Changes to Impacts of the Preferred Alternative

#### 4.2.1.1 Growth Targets and Affordability Requirements

##### Housing Targets

Table 3 summarizes the potential housing capacity by income level for the Revised Preferred Alternative, as compared to the other alternatives from the Final EIS. As shown, the Revised Preferred Alternative would still provide adequate capacity to meet housing needs for extremely low, very low, low, moderate, and higher income households. Compared to the Preferred Alternative, the Revised Preferred Alternative would have the potential for 20 more extremely low, very low, or low income housing units.

**Table 3. Housing Needs by Income Level Compared to the Capacity for Each Alternative**

Income Level	Income Level (% AMI)	Target or Needs <sup>a</sup>	Zone Categories Serving these Needs	Aggregate Needs	Preferred Alt. (Alt. 4) Units	Preferred Alt. (Alt. 4) Surplus or Deficit	Revised Preferred Alt. Units	Revised Preferred Alt. Surplus or Deficit
Extremely Low Income	0 to ≤30% PSH	967	Subsidized Multifamily; Mixed-use; and ADUs in Low-Density areas	4,760	4,830	70	4,850	90
	0 to ≤30% non-PSH	1,306						
Very Low Income	>30 to ≤50%	1,388						
Low Income	>50 to ≤80%	1,097						
Moderate Income	>80 to ≤100%	472	Moderate-Density and Mixed-Use	900	3,590	2,690	3,590	2,690
	>100 to ≤120%	428						
Higher Income	>120% AMI	1,825	Low-Density	1,820	1,910	90	1,910	90
<b>Total</b>		<b>7,482</b>		<b>7,480</b>	<b>10,330</b>	<b>2,850</b>	<b>10,350</b>	<b>2,870</b>

Note: Estimated units and surplus/deficit calculations are rounded to the nearest 10.

ADU = accessory dwelling unit; Alt. = alternative; AMI = U.S. Housing and Urban Development (HUD) Area Median Family Income; PSH = permanent supportive housing

<sup>a</sup> Pierce County Ordinance No. 2023-22s. [https://online.co.pierce.wa.us/cfapps/council/iview/proposal.cfm?proposal\\_num=2023-22s](https://online.co.pierce.wa.us/cfapps/council/iview/proposal.cfm?proposal_num=2023-22s)

As described in Table 2, the Revised Preferred Alternative would exceed Pierce County housing growth targets by approximately 20 more housing units than under the Preferred Alternative (approximately 2,870 housing units). Table 3 summarizes the potential housing capacity by income level for each of the alternatives. As shown, the Revised Preferred Alternative would meet the new GMA requirements to “plan for and accommodate” housing for all income levels, with capacity that would meet the affordability requirements. The housing land-capacity analysis demonstrates that there would be enough land to meet the need to provide adequate housing supply in all of the economic segments.



The revisions to the Preferred Alternative would not alter the policy updates to the Puyallup 2044 Comprehensive Plan described in the Final EIS. **Such policy updates would minimize and avoid significant adverse impacts on housing affordability.**

### **Employment Targets**

The Revised Preferred Alternative would meet and exceed employment targets for 2044 by approximately 200 more jobs than the Preferred Alternative (700 jobs more than the Net Growth Target). The revisions to the Preferred Alternative would not alter the policy updates to the Puyallup 2044 Comprehensive Plan described in the Final EIS. **Such policy updates would avoid significant impacts on employment growth under the Revised Preferred Alternative.**

#### **4.2.1.2 Housing Supply, Diversity, and Affordability**

Similar to the Preferred Alternative, the Revised Preferred Alternative would meet state and local regulations, and it would provide a greater supply of housing for all income levels. It would also meet the needs for a wider range of household sizes, compositions, and preferences. With effective implementation of mitigation measures described in the Final EIS, along with existing regional and local programs and policies, the **potential impacts on housing supply, diversity, and affordability under the Revised Preferred Alternative would remain less than significant.**

#### **4.2.1.3 Residential and Commercial Displacement**

There would be no increased risk of displacement between the Preferred Alternative and the Revised Preferred Alternative that could not be mitigated with local programs, policies, and regulations as described in the Final EIS. **The potential impacts on displacement under the Revised Preferred Alternative would remain less than significant.**

### **4.2.2 Changes to Avoidance, Minimization, and Mitigation Measures**

There would be no proposed changes to the Avoidance, Minimization, or Mitigation Measures for population, employment, and housing described in the Final EIS.

### **4.2.3 Changes to Significant Unavoidable Adverse Impacts**

Implementation of the mitigation measures identified in the Final EIS would minimize potential significant adverse impacts on population, employment, or housing to a less than significant level.

## **4.3 Transportation**

### **4.3.1 Changes to Impacts of the Preferred Alternative**

The Preferred Alternative was not directly analyzed for transportation impacts because the impacts of the Preferred Alternative were anticipated to fall between those of Alternatives 2 and 3. Since Alternative 2 is closer to the Preferred Alternative in terms of overall population growth, Alternative 2 was used to analyze the Revised Preferred Alternative.

As a result of the changes in land use designation along S Meridian, there would be additional housing and employment development potential under the Revised Preferred Alternative. The increased expected vehicle trips generated as a result of this land use designation change were

layered on top of the analysis for Alternative 2. This resulted in one additional intersection projected to fall below its level of service (LOS) standard: the intersection of S Meridian and 15th Avenue. The LOS results for Alternative 2 and the Revised Preferred Alternative are shown in Table 4. Figure 4 shows the Revised Preferred Alternative intersections exceeding LOS standards.

The additional development potential along S Meridian would also increase trips through the intersection of S Meridian and 31st Avenue. However, mitigation is already identified at this intersection in the Final EIS, and no additional mitigation would be needed. **As impacts would fall within the range discussed for Alternatives 1 through 3 in the Final EIS, the Revised Preferred Alternative would be expected to result in less than significant adverse impacts on transportation with mitigation.**

**Table 4. Additional Intersection Exceeding PM Peak Hour LOS Standard**

Intersection ID	Intersection	Control Type	LOS Standard <sup>a</sup>	Alt 2 LOS (Delay, s/veh)	Revised Preferred Alternative LOS (Delay, s/veh)
25	S Meridian & 15th Avenue	Signal	E	E (79)	<b>F (80) <sup>b</sup></b>

LOS = level of service; s/veh = seconds per vehicle

a See Final EIS Table 3.6-2, Level of Service Descriptions, for definitions of LOS standards (City of Puyallup 2025).

b **Bold** text indicates that the intersection is failing.

#### **4.3.1.1 Freight, Transit, Bicycles, and Pedestrians**

There would be no anticipated changes in impacts on freight, transit, bicycles, or pedestrians under the Revised Preferred Alternative. **As impacts would fall within the range discussed for Alternatives 1 through 3, the Revised Preferred Alternative would be expected to result in less than significant adverse impacts on transportation.**

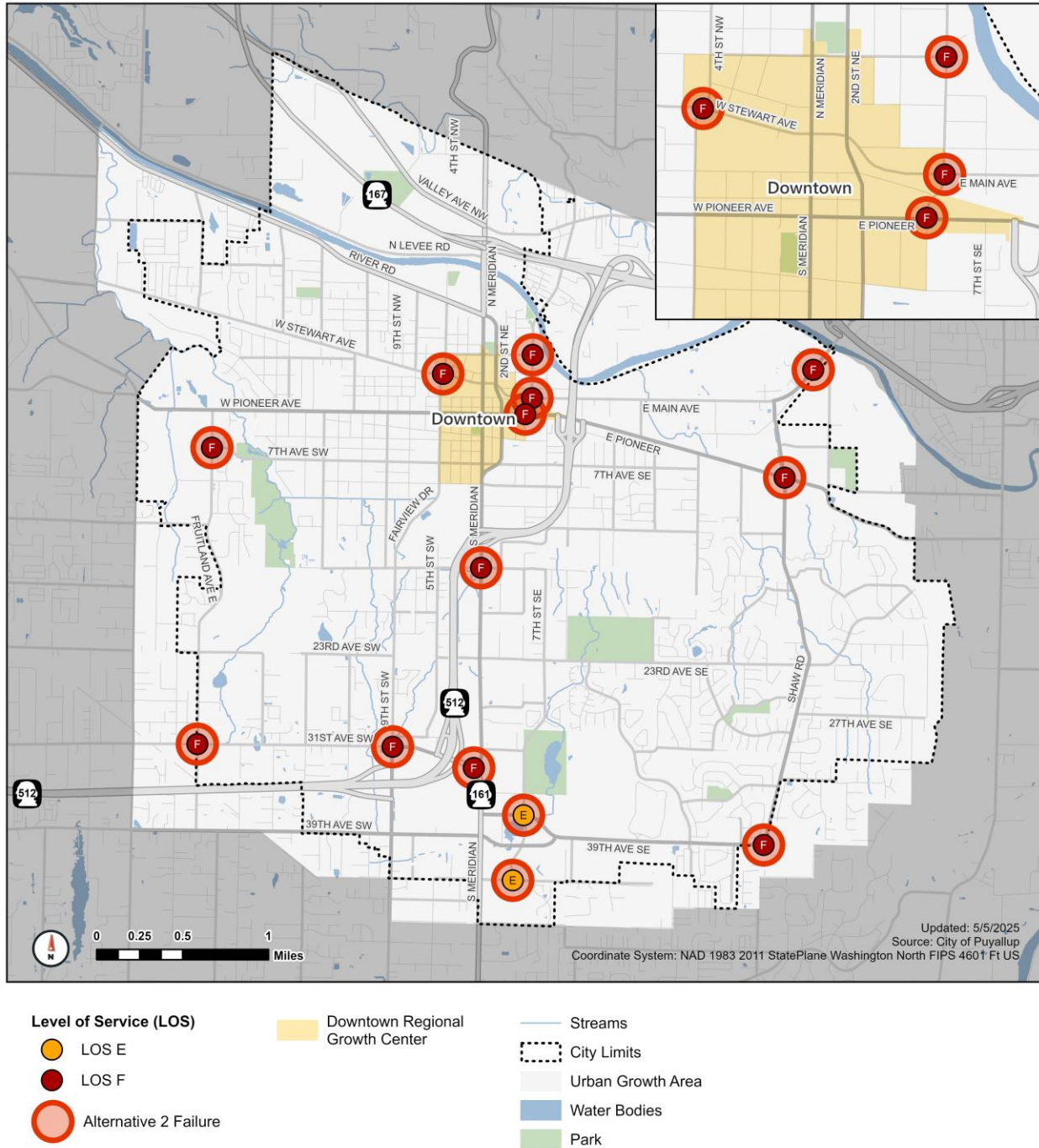


Figure 4. Revised Preferred Alternative Intersections Exceeding LOS Standards

### 4.3.2 Changes to Avoidance, Minimization, and Mitigation Measures

Under the Revised Preferred Alternative, one additional intersection would fall below LOS standards. This intersection could be mitigated by replacing the shared eastbound through/right lane with separate eastbound through and eastbound right-turn lanes (see Table 5). This would represent the minimum level of improvement needed for the intersection of S Meridian and 15th Avenue to operate at LOS E with 77 seconds of delay, which would meet the LOS standard at this location. To support traffic operations, adjustments to traffic signal timing and cycle lengths would also be anticipated in response to future changes in vehicle demand and travel patterns.

Additional analysis during preliminary engineering would be required to confirm the feasibility of the proposed mitigation while considering right-of-way constraints, environmental impacts, and cost. If the proposed mitigation were determined to be infeasible, alternative improvements would have to be identified.

**Table 5. Changes to Identified Intersection Impact Mitigation Measures**

Intersection ID	Intersection	Revised Preferred Alternative Mitigation
25	S Meridian and 15th Avenue	Add EBR pocket and convert existing EBTR to EBT lane.

EBR = eastbound right; EBTR = eastbound through and right

### 4.3.3 Significant Unavoidable Adverse Impacts

Mitigation measures have been identified for the newly identified transportation impact, reducing them to less than significant levels. As a result, no significant unavoidable adverse transportation impacts would be anticipated.

## 4.4 Parks and Recreation

### 4.4.1 Changes to Impacts of the Preferred Alternative

Under the Revised Preferred Alternative, Puyallup parks and recreation facilities would serve approximately 26,440 more people than they do currently. As described in the Final EIS, to meet current LOS benchmarks for those park and recreation facilities that would experience deficiencies under the Revised Preferred Alternative, additional facilities would have to be developed. These additions are identified in Table 6. City-owned facilities, schools, and private recreation facilities were considered in this analysis.

**Table 6. Projected Need for Parks and Recreation Amenities – Revised Preferred Alternative**

Amenity	NRPA Benchmark (per 1,000 residents)	RCO Benchmark (per 1,000 residents)	Existing Facilities	Preferred Alt. Minimum Facilities to meet LOS	Revised Preferred Alt. Minimum Facilities to meet LOS	Preferred Alt. Deficit	Revised Preferred Alt. Deficit
Total Park Land (acres)	9.6	-	395.4	671	672	275.6	276.6
Total Number of Parks	0.5316	-	25	37	37	12	12
Community Gardens	0.0381	-	2	3	3	1	1
Playgrounds	0.56	0.53	24	39	39	15	15
Skateparks/ Pump Tracks	0.02	-	1	2	2	1	1

Source: City of Puyallup. 2020.

Alt. = alternative; LOS = level of service; NRPA = National Recreation and Parks Association; RCO = Recreation and Conservation Office

The Revised Preferred Alternative would add 1 acre of park land to the minimum needed to meet LOS benchmarks than the Preferred Alternative. Subsequently, the deficit would increase by 1 acre to 276.6 acres of parkland. The deficits shown for total number of parks, community gardens, playgrounds, and skateparks/pump tracks would be the same as for the Preferred Alternative in the Final EIS.

The Revised Preferred Alternative would continue to focus development of new households and jobs in some areas currently outside of the existing parks service area, increasing the number of residents and employees who are not served by a neighborhood or community park within close proximity. Under the Revised Preferred Alternative, additional housing units in the Meridian Corridor would be primarily within the neighborhood parks service area.

Most of the focus areas are within the community parks service area, with the exception of a portion of the River Road Mixed-Use focus area. No changes from the Preferred Alternative would be anticipated in the River Road Mixed-Use focus area under the Revised Preferred Alternative.

The Revised Preferred Alternative would have almost identical impacts on parks and recreation as those analyzed under the Preferred Alternative. As described in the Final EIS, overall, there would be fewer housing units and jobs located outside of park service areas under the Revised Preferred Alternative and the Preferred Alternative than under Alternatives 2 or 3. **Without an increase in the amount of park land and the number of parks, community gardens, playgrounds, skateparks, and pump tracks, LOS benchmarks for these facilities would not be met under the Revised Preferred Alternative, continuing to result in a significant impact.**

**Without the development of new neighborhood and community parks in underserved areas of the city, future growth outside of existing park service areas in the Pioneer Mixed-Use, Southwest Node, South Hill RGC, Meridian Corridor, Medical Mixed-Use, Fairground Mixed-Use, South River Employment, and River Road Mixed-Use focus areas would continue to result in a significant impact.**

#### 4.4.2 Changes to Avoidance, Minimization, and Mitigation Measures

There would be no proposed changes to Avoidance, Minimization, or Mitigation Measures for parks and recreation from those described in the Final EIS.

Continued implementation and periodic assessment of the City's existing park growth impact fee would provide funding for the creation and expansion of park and recreation facilities as new residential and nonresidential development occur to support the city's growth.

#### 4.4.3 Changes to Significant Unavoidable Adverse Impacts

Increased demand for parks and recreation facilities would occur under the Revised Preferred Alternative, though within the range of demand described in the Final EIS. Impacts could be mitigated through the parks planning process and ongoing implementation of the park growth impact fee. No significant unavoidable adverse impacts would be expected.

### 4.5 Public Services

#### 4.5.1 Changes to Impacts of the Preferred Alternative

##### 4.5.1.1 Public Services with No Changes

Moderate increases in housing capacity and employment targets in the Revised Preferred Alternative would result in increased growth. This increased growth would incur additional demand for fire and emergency medical services, police services, and hospital services. This growth could be accommodated with minor adjustments in current services as analyzed in the Final EIS. Impacts would be fewer than those under Alternatives 2 and 3, but greater than those under Alternative 1 and the Preferred Alternative. **Less than significant impacts would be anticipated.**

##### 4.5.1.2 Schools

Student generation rates projected under the Puyallup 2044 Comprehensive Plan are based on the assumed household development numbers identified in Final EIS Chapter 2, Table 2.2-1 and the average student generation rates for single-family and multifamily units identified in the Puyallup School District #3 2023–2028 Capital Facilities Plan (Puyallup School District 2023).

Under all of the alternatives, housing growth would likely result in more students and would impact school capacity. Table 7 shows the estimated new students under each alternative based on the average student generation rate and the number of housing units anticipated.

Table 7. Projected Student Generation in the Study Area

School	Preferred Alternative	Revised Preferred Alternative
K through 6	3,016	3,022
Junior High School	1,187	1,190
High School	960	962
Total	5,165	5,174

The Revised Preferred Alternative would have a slightly greater impact on school capacity than the Preferred Alternative. It would likely add approximately 5,174 more students to the already-over-capacity Puyallup School District, which is 9 more students than under the Preferred Alternative. Additionally, the distribution of housing under the Revised Preferred Alternative would be similar to that under the Preferred Alternative; however, more housing opportunities would be anticipated in the Meridian Corridor focus area and fewer would be anticipated in the Downtown RGC and the Fairground Mixed-Use focus areas, which would have corresponding increases and decreases in student generation. As described in the Final EIS, the Puyallup School District has already exceeded its capacity with insufficient new space currently planned. **Without new or expanded school facilities, the additional new students to the Puyallup School District under the Revised Preferred Alternative would continue to further exceed the capacity of Puyallup schools, resulting in a significant adverse impact.**

#### **4.5.2 Changes to Avoidance, Minimization and Mitigation Measures**

There would be no proposed changes to Avoidance, Minimization, or Mitigation Measures for public services as described in the Final EIS.

#### **4.5.3 Significant Unavoidable Adverse Impacts**

Impacts on the Puyallup School District would likely remain significant and unavoidable under the Revised Preferred Alternative. Impacts would be similar to, but slightly greater than, those under the Preferred Alternative.



## 5. References

- City of Puyallup. 2020. Puyallup, Washington, Parks, Recreation, and Open Space (PROS) Plan. <https://compplan-puyallup.hub.arcgis.com/documents/d9d86bb1cbea4924ae99c0fe9d7200ed/explore>.
- City of Puyallup. 2025. Puyallup Comprehensive Plan Final Environmental Impact Statement. Accessed June 23, 2025. <https://compplan-puyallup.hub.arcgis.com/>.
- PSRC (Puget Sound Regional Council). 2020. VISION 2050, A Plan for the Central Puget Sound Region. Accessed June 23, 2025. <https://www.psrc.org/planning-2050/vision-2050>.
- Puyallup School District. 2023. Capital Facilities Plan 2023–2028. Accessed May 9, 2024. <https://www.puyallupsd.org/fs/resource-manager/view/7d1ba8b1-67ad-4a91-a68d-08f2b160f363>.



# **Appendix A**

Revised Transportation  
Analysis Support  
Documentation

## **Revised Transportation Analysis Support Documentation**

This appendix summarizes the transportation analysis and impacts of the additional land use proposed along S Meridian, also referred to as the Revised Preferred Alternative.

### **Trip Generation**

For trip generation assumptions, the analysis was based on existing land use patterns in the area. The addition of 81 housing units and 154 jobs was modeled as 81 units of mid-rise multifamily housing, along with a general office building, a clinic, and a nursing home on the jobs side. Each was assumed to accommodate 51 jobs, except for the clinic, which was assumed to accommodate 52 jobs, totaling 154 jobs. This represents a conservative trip generation approach (meaning a higher potential impact). Based on existing developments along the corridor, nursing homes/assisted living facilities are most common on the corridor. Those facilities have a lower trip generation rate compared to a clinic or general office building.

### **Trip Distribution and Turning Movement Forecasts**

The additional land use is located between the intersections of S Meridian/15th Avenue and S Meridian/31st Avenue. Based on PM peak vehicle counts under future conditions in the Preferred Alternative, trips entering and exiting the area were distributed across both intersections. For trips entering the new developments in the PM peak hour, 67% were assigned to the S Meridian/15th intersection and 33% to the S Meridian/31st intersection. For trips exiting the new developments, 49% were assigned to the S Meridian/15th intersection and 51% to the S Meridian/31st intersection.

Each entering and exiting volume was then broken down based on the existing turning movement count distribution.

Based on this distribution, the S Meridian/31st Avenue intersection would not experience a significant operational impact (since there is already a mitigation identified at this intersection) and was therefore not studied further. However, the S Meridian/15th Avenue intersection showed an increase in delay that resulted in a failing condition, warranting further analysis of this intersection. See Figures A-1 and A-2 for the Synchro 11 summary reports for the S Meridian/15th Avenue intersection PM peak hour operations under the Preferred and Revised Preferred Alternatives.

### **Results and Recommendation**

As shown in Table A-1, the S Meridian/15th Avenue intersection has an LOS standard of E. With the addition of new housing and jobs under the Revised Preferred Alternative, delays at this intersection would increase to approximately 80 seconds, resulting in an LOS F, causing the intersection to fail to meet its LOS standard.

To mitigate this, an eastbound right-turn pocket could be added. This improvement would enhance intersection operations to an acceptable level under 2044 forecasts (see Figure A-3). Currently, the eastbound-through and eastbound right-turn movements share a single lane, and the eastbound right-turn volume exceeds the eastbound-through volume, justifying the need for a dedicated right-turn pocket. It is worth noting that this intersection may be improved to mitigate potential traffic impacts as a result of the proposed new hospital tower at the Good Samaritan Hospital. If so,

additional growth associated with the Revised Preferred Alternative may not require additional mitigation.

**Table A-1. Additional Intersection Exceeding PM Peak Hour LOS Standard**

<b>Intersection Name</b>	<b>Control</b>	<b>LOS Standard</b>	<b>Alternative 2 LOS and Delay (s/veh)</b>	<b>Revised Preferred Alternative LOS and Delay (s/veh)</b>	<b>Revised Preferred Alternative + Mitigation LOS and Delay (s/veh)</b>
S Meridian & 15th Avenue	Signal	E	E (79)	<b>F (80)</b>	E (77)

LOS = level of service; s/veh = seconds per vehicle

**Bold** text indicates that the intersection is failing.

HCM 6th Signalized Intersection Summary  
25: S Meridian & 15th Ave SW/15th Ave SE

PM Peak Hour  
Alternative 2























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	110	290	130	180	350	240	1000	60	270	1400	170
Future Volume (veh/h)	190	110	290	130	180	350	240	1000	60	270	1400	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	198	115	302	135	188	240	250	1042	62	281	1458	177
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	222	89	233	148	289	243	250	1473	88	340	1375	165
Arrive On Green	0.09	0.19	0.19	0.05	0.15	0.15	0.11	0.43	0.43	0.10	0.43	0.43
Sat Flow, veh/h	1795	457	1201	1795	1885	1582	1795	3434	204	1795	3217	387
Grp Volume(v), veh/h	198	0	417	135	188	240	250	543	561	281	805	830
Grp Sat Flow(s), veh/h/ln	1795	0	1658	1795	1885	1582	1795	1791	1847	1795	1791	1813
Q Serve(g_s), s	10.8	0.0	23.3	4.9	11.3	18.2	12.7	29.8	29.9	10.4	51.3	51.3
Cycle Q Clear(g_c), s	10.8	0.0	23.3	4.9	11.3	18.2	12.7	29.8	29.9	10.4	51.3	51.3
Prop In Lane	1.00		0.72	1.00		1.00	1.00		0.11	1.00		0.21
Lane Grp Cap(c), veh/h	222	0	322	148	289	243	250	768	792	340	766	775
V/C Ratio(X)	0.89	0.00	1.30	0.91	0.65	0.99	1.00	0.71	0.71	0.83	1.05	1.07
Avail Cap(c_a), veh/h	222	0	322	148	289	243	250	768	792	447	766	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75
Uniform Delay (d), s/veh	49.2	0.0	48.4	55.5	47.8	50.7	38.7	28.1	28.1	23.0	34.3	34.4
Incr Delay (d2), s/veh	32.6	0.0	154.0	47.4	4.0	54.6	56.9	5.4	5.3	5.6	42.8	49.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	0.0	35.4	10.0	9.5	16.2	16.9	19.6	20.1	7.7	39.8	42.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.8	0.0	202.4	102.9	51.8	105.3	95.6	33.5	33.4	28.5	77.1	83.3
LnGrp LOS	F		F	F	D	F	F	C	C	C	F	F
Approach Vol, veh/h		615			563			1354			1916	
Approach Delay, s/veh		163.6			86.8			44.9			72.7	
Approach LOS		F			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.4	58.0	17.5	25.1	19.2	58.2	12.6	30.0				
Change Period (Y+Rc), s	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7				
Max Green Setting (Gmax), s	12.7	51.3	10.8	18.4	19.7	44.3	5.9	23.3				
Max Q Clear Time (g_c+l1), s	14.7	53.3	12.8	20.2	12.4	31.9	6.9	25.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	0.5	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay, s/veh			78.6									
HCM 6th LOS			E									
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												

Figure A-1. Synchro 11 Report for the S Meridian/15th Avenue Intersection, PM Peak, Alternative 2

HCM 6th Signalized Intersection Summary  
25: S Meridian & 15th Ave SW/15th Ave SE

PM Peak Hour  
Revised Preferred Alternative





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	110	296	133	180	350	248	1034	62	270	1430	170
Future Volume (veh/h)	190	110	296	133	180	350	248	1034	62	270	1430	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	198	115	308	139	188	240	258	1077	65	281	1490	177
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	189	98	263	145	377	317	239	1523	92	324	1415	166
Arrive On Green	0.07	0.22	0.22	0.05	0.20	0.20	0.11	0.44	0.44	0.10	0.44	0.44
Sat Flow, veh/h	1795	451	1207	1795	1885	1586	1795	3430	207	1795	3226	379
Grp Volume(v), veh/h	198	0	423	139	188	240	258	562	580	281	820	847
Grp Sat Flow(s),veh/h/ln	1795	0	1658	1795	1885	1586	1795	1791	1847	1795	1791	1814
Q Serve(g_s), s	10.3	0.0	31.6	7.2	12.8	20.7	15.3	36.9	36.9	12.4	63.6	63.6
Cycle Q Clear(g_c), s	10.3	0.0	31.6	7.2	12.8	20.7	15.3	36.9	36.9	12.4	63.6	63.6
Prop In Lane	1.00		0.73	1.00		1.00	1.00		0.11	1.00		0.21
Lane Grp Cap(c), veh/h	189	0	361	145	377	317	239	795	820	324	786	796
V/C Ratio(X)	1.05	0.00	1.17	0.96	0.50	0.76	1.08	0.71	0.71	0.87	1.04	1.06
Avail Cap(c_a), veh/h	189	0	361	145	377	317	239	795	820	435	786	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75
Uniform Delay (d), s/veh	57.8	0.0	56.7	67.1	51.5	54.7	49.5	32.7	32.7	27.6	40.7	40.7
Incr Delay (d2), s/veh	78.9	0.0	102.4	61.6	0.4	9.0	80.8	5.3	5.1	8.4	40.0	46.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	0.0	34.2	12.2	10.2	14.0	21.0	23.7	24.3	9.3	46.1	49.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	136.6	0.0	159.1	128.8	51.9	63.7	130.3	37.9	37.8	36.1	80.7	87.1
LnGrp LOS	F		F	F	D	E	F	D	D	D	F	F
Approach Vol, veh/h	621			567			1400			1948		
Approach Delay, s/veh	152.0			75.7			54.9			77.0		
Approach LOS	F			E			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	70.3	17.0	35.7	21.2	71.1	14.4	38.3				
Change Period (Y+Rc), s	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7				
Max Green Setting (Gmax), s	15.3	63.6	10.3	29.0	23.5	55.4	7.7	31.6				
Max Q Clear Time (g_c+I1), s	17.3	65.6	12.3	22.7	14.4	38.9	9.2	33.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.1	0.6	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	80.3											
HCM 6th LOS	F											
Notes												

Figure A-2. Synchro 11 Report for the S Meridian/15th Avenue Intersection, PM Peak, Revised Preferred Alternative



HCM 6th Signalized Intersection Summary  
25: S Meridian & 15th Ave SW/15th Ave SE

PM Peak Hour  
Revised Preferred Alternative + Mitigation

























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	110	296	133	180	350	248	1034	62	270	1430	170
Future Volume (veh/h)	190	110	296	133	180	350	248	1034	62	270	1430	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.70		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	198	115	308	139	188	240	258	1077	65	281	1490	177
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	190	247	207	260	321	269	239	1614	97	336	1489	175
Arrive On Green	0.08	0.13	0.13	0.12	0.17	0.17	0.11	0.47	0.47	0.10	0.46	0.46
Sat Flow, veh/h	1795	1885	1579	1795	1885	1584	1795	3431	207	1795	3226	379
Grp Volume(v), veh/h	198	115	308	139	188	240	258	562	580	281	820	847
Grp Sat Flow(s),veh/h/ln	1795	1885	1579	1795	1885	1584	1795	1791	1847	1795	1791	1814
Q Serve(g_s), s	11.3	8.2	14.7	6.4	13.3	21.5	15.3	35.1	35.2	11.9	65.9	66.9
Cycle Q Clear(g_c), s	11.3	8.2	14.7	6.4	13.3	21.5	15.3	35.1	35.2	11.9	65.9	66.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.21
Lane Grp Cap(c), veh/h	190	247	207	260	321	269	239	843	869	336	827	837
V/C Ratio(X)	1.04	0.46	1.49	0.53	0.59	0.89	1.08	0.67	0.67	0.84	0.99	1.01
Avail Cap(c_a), veh/h	190	394	330	260	377	317	239	843	869	454	827	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75
Uniform Delay (d), s/veh	66.1	58.3	37.6	58.2	55.5	58.8	50.2	29.6	29.6	25.6	38.8	39.0
Incr Delay (d2), s/veh	77.5	0.5	240.1	1.1	0.6	21.1	80.8	4.2	4.0	5.7	25.3	29.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.9	7.1	31.0	8.4	10.6	15.5	21.0	22.4	23.0	8.7	42.2	44.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	143.6	58.8	277.6	59.3	56.1	80.0	131.0	33.8	33.7	31.2	64.0	68.8
LnGrp LOS	F	E	F	E	E	E	F	C	C	C	E	F
Approach Vol, veh/h	621			567			1400			1948		
Approach Delay, s/veh	194.4			67.0			51.7			61.4		
Approach LOS	F			E			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	73.6	18.0	31.4	20.7	74.9	23.6	25.7				
Change Period (Y+Rc), s	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7				
Max Green Setting (Gmax), s	15.3	62.6	11.3	29.0	23.5	54.4	10.0	30.3				
Max Q Clear Time (g_c+l1), s	17.3	68.9	13.3	23.5	13.9	37.2	8.4	16.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.1	0.6	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	77.3											
HCM 6th LOS	E											
Notes												

Figure A-3. Synchro 11 Report for the S Meridian/15th Avenue Intersection, PM Peak, Revised Preferred Alternative with Mitigation