City of Puyallup Traffic Scoping Worksheet

PROJECT INFORMATION

Project Title: 302 2nd Ave Multi-family Date: 7/28/2025

Applicant Name: Kon Kurkov Telephone Number: 253-632-0837

Project Description: 14-unit multi-family housing Year of Occupancy: ~2027

Project Location: PN's 7940100102/7940100103; (302 2nd Ave) Parcel Size: 0.36 -acres

Proposed Number of Access Point(s): 1 Existing Number of Access Point(s): 0

Land Use	Quantity	ITE Land Use Code	Average Daily Trips	AM Peak Hour Trips*	PM Peak Hour Trips*
Existing Use(s):					
Undeveloped	-	-	-	-	-
Proposed Use(s)					
LUC 220 – Multifamily Housing (Low-Rise)	14	220	94.4	5.6	7.1
Net New Trips					
Traffic Impact Fees: Net New PM Peak Hour Trips x $4,500 = $31,950.00					

* 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 R^2 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. N/A 3. _____

2. _____ 4. _____

Prepared by: Traffic Engineer: Aaron Van Aken Telephone Number: 253-770-1401

Address: 1011 E Main Suite 453, Puyallup, WA 98371 avanaken@heathtraffic.com

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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 standle@ci.puyallup.wa.us

July 28, 2025

City of Puyallup
Traffic Impact Analysis Scoping Memo

The intent of this assessment is to provide the City of Puyallup with a trip generation summary and site characteristics for the proposed project herein referred to as 302 2nd Ave Multi-Family. A project description is provided below.

PROJECT DESCRIPTION

- **Proposal**
  - 302 2nd Ave is a proposed multi-family development comprised of 14 units, located within the City of Puyallup.

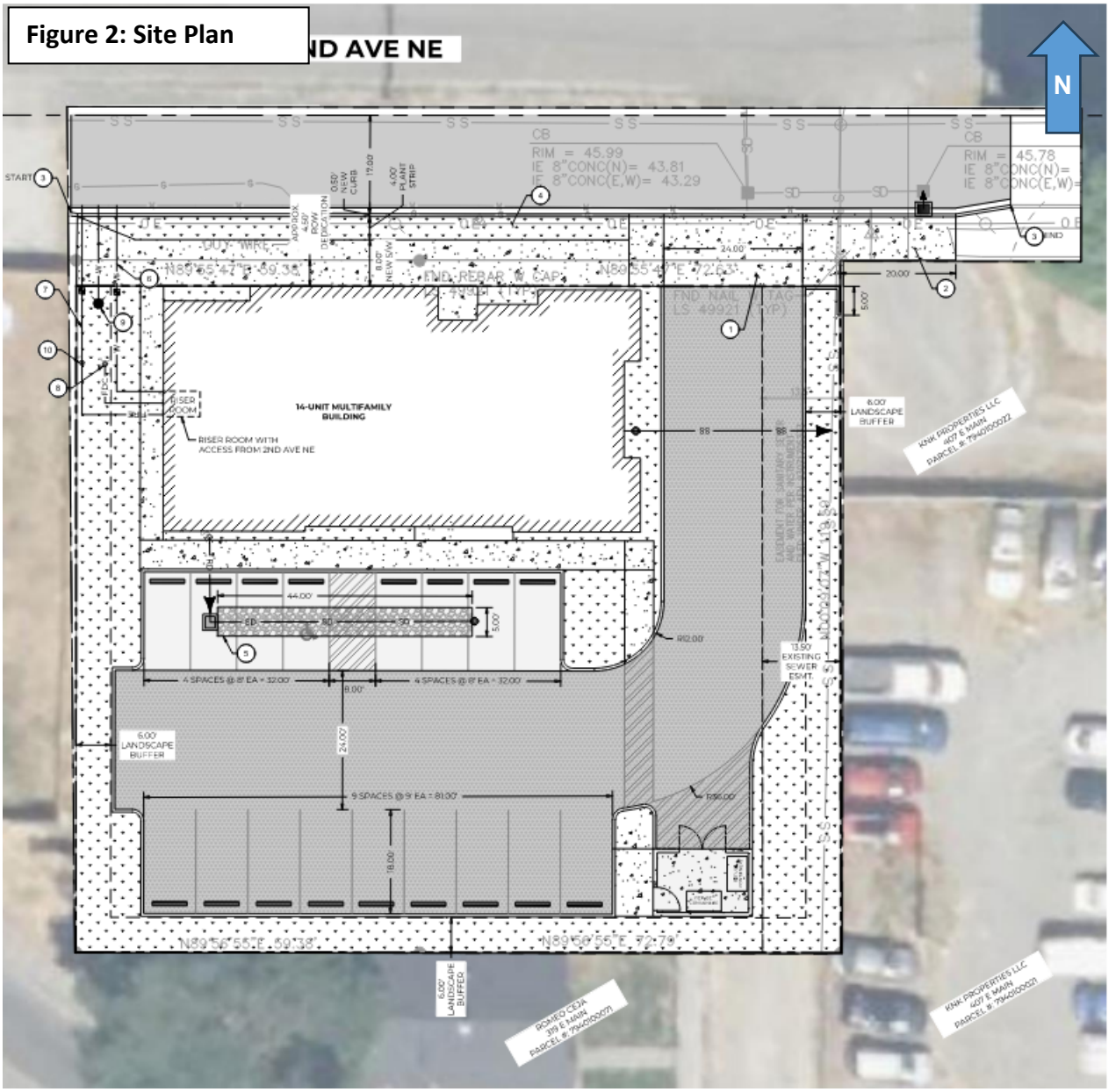
- **Location**
  - The subject site is bordered to the north via 2nd Ave NE and situated on 0.36-acres of land within tax parcel numbers 7940100102/7940100103.

- **Site Access**
  - Site ingress/egress is proposed via one new access point which is to extend south from 2nd Ave NE.

A vicinity map of the surrounding roadway network is provided on the following page in **Figure 1** with the subject site highlighted in blue. A conceptual site plan is presented in **Figure 2**.

Figure 1: Vicinity Map

Figure 2: Site Plan



PROJECT TRIP GENERATION

Trip generation estimates were derived from the Institute of Transportation Engineers (ITE) publication, *Trip Generation,* 11th Edition. In review of ITE's Land Use Codes (LUC), LUC 220 – Multifamily Housing (Low-Rise) was selected. Dwelling units was used as the input variable with ITE's average rates to determine trip ends.

Table 1 below highlights the estimated number of trips to/from the proposed development. Refer to the appendix for ITE trip generation sheets.

Table 1: Project Trip Generation

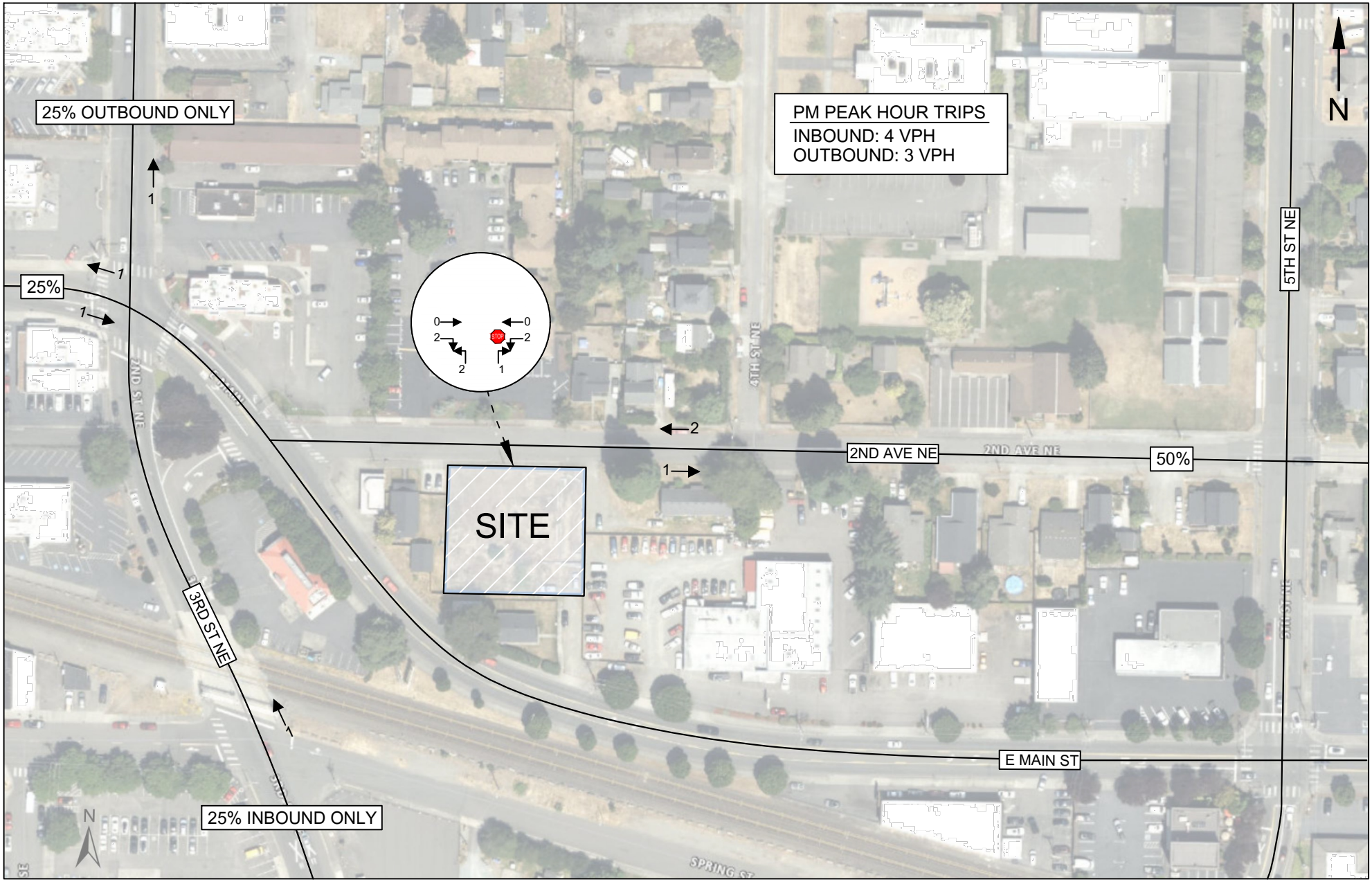
Land Use	Units	AWDT	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
Multifamily Housing LUC - 220	14	94	1	5	6	4	3	7

The project is estimated to generate 94 total average weekday daily trips with 6 total AM peak hour trips (1 inbound/5 outbound) and 7 total PM peak hour trips (4 inbound /3 outbound).

TRIP DISTRIBUTION & ASSIGNMENT

Trip distribution has been assigned with an equal 50% east/west split onto 2nd Avenue NE.

Refer to **Figure 3** for the trip distribution and assignment.



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Transportation Planning & Engineering

302 2ND AVE MULTI-FAMILY

PM PEAK HOUR TRIP DISTRIBUTION
FIGURE 3

CONCLUSION

The proposed project at 302 2nd Avenue in the City of Puyallup is a 14-unit multi-family residential project planned on a 0.36-acre site, identified by tax parcel numbers 7940100102/7940100103. Access to the development is proposed via a new ingress/egress point extending south from 2nd Avenue NE.

Trip generation for the project estimated a total of 94 average weekday daily trips, including 6 trips during the AM peak hour (1 inbound and 5 outbound) and 7 trips during the PM peak hour (4 inbound and 3 outbound).

No additional analysis is identified at this time. The development would be subject to Traffic Impact Fees (TIF) which are estimated at $31,950 for the 7.1 PM peak hour trips.

302 2nd Ave
SCOPING MEMO

APPENDIX

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

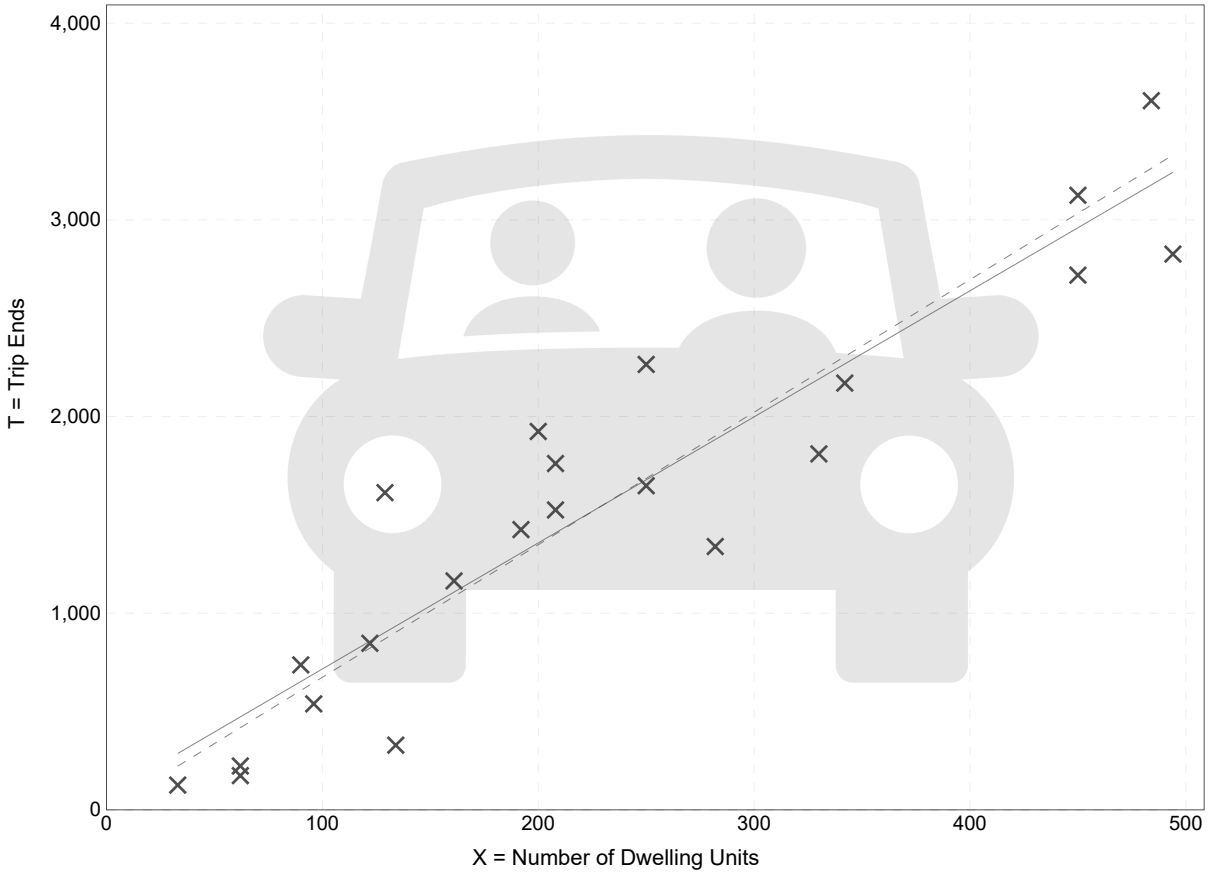
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

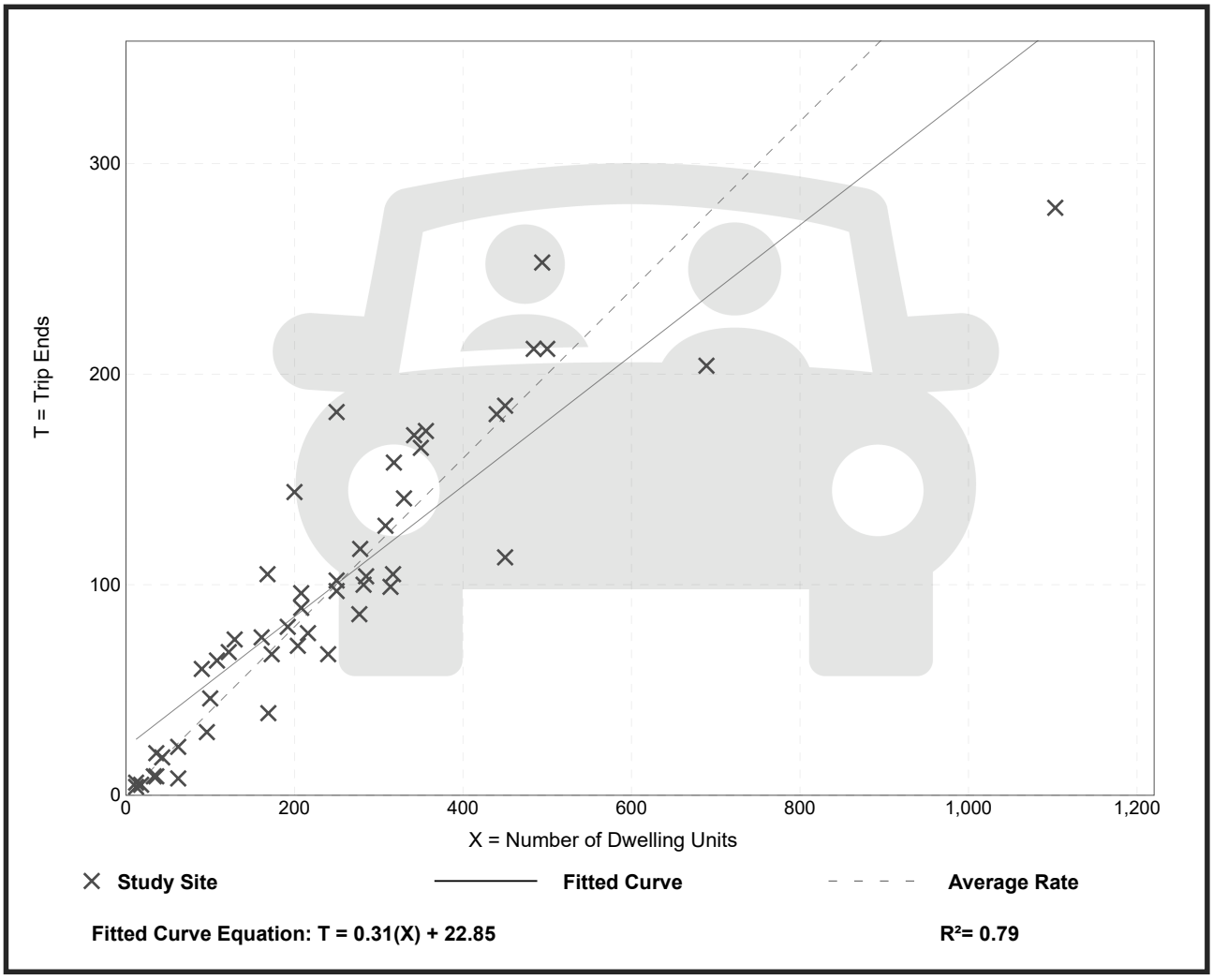
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

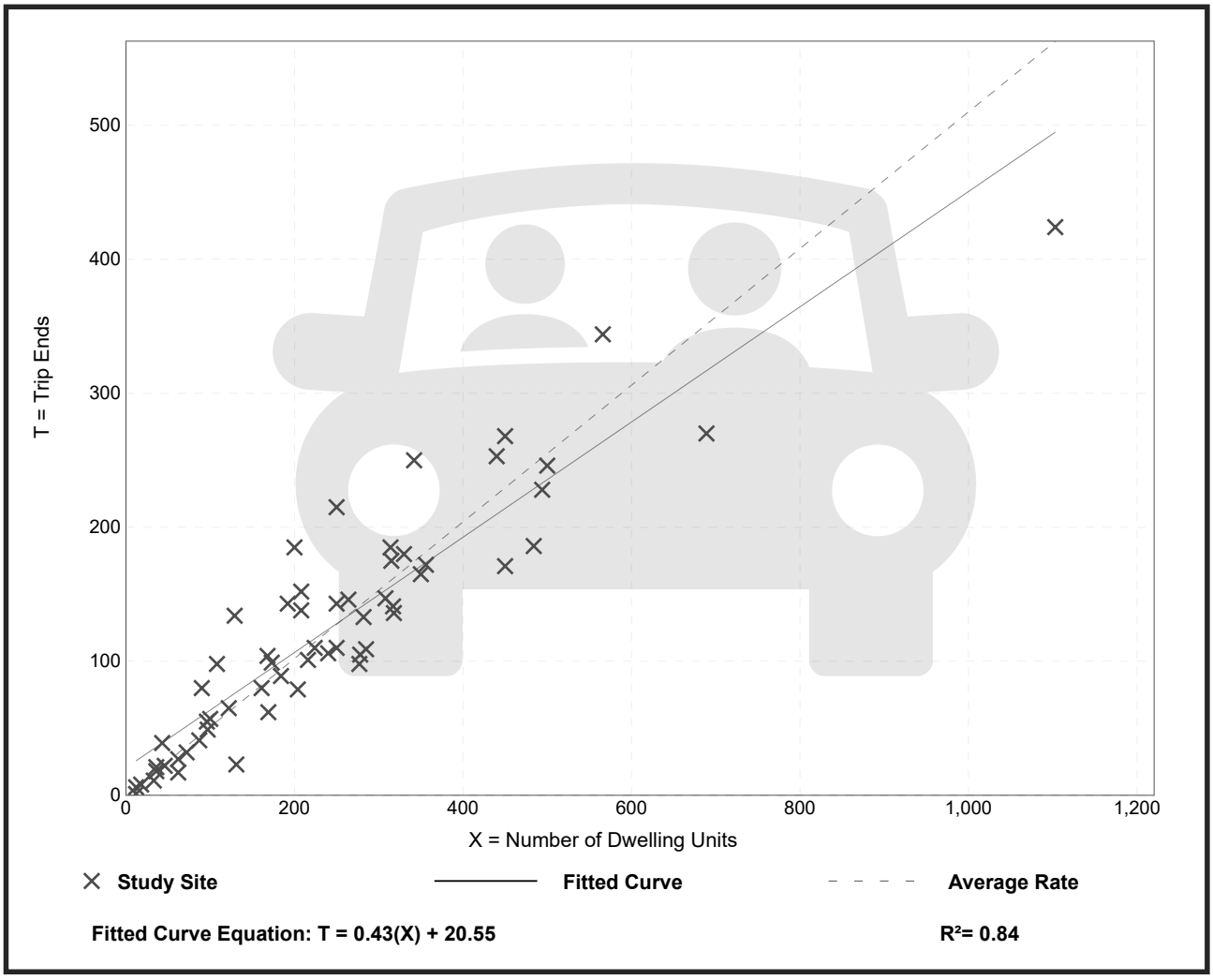
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



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