

City of Puyallup Traffic Scoping Worksheet

PROJECT INFORMATION

Project Title: Seasons on Meeker Date: 12/10/2025

Applicant Name: Mr. Nate Erwin Telephone Number: N/A

Project Description: Phase 1 – 8 Townhomes, ~7500-sf Brewery/Market Hall; Phase 2 – 115-unit mid-rise apartment building

Year of Occupancy: Phase 1 : 2027, Phase 2: TBD

Project Location: PN: 7060000030, 7060000020 Parcel Size: 1.2 - acres

Proposed Number of Access Point(s): 3 Existing Number of Access Point(s): 4

	Land Use	Quantity	ITE Land Use Code	Average Daily Trips	AM Peak Hour Trips*	PM Peak Hour Trips*
Existing Use(s):	Auto Parts & Service Center	10,820-sf	943	-179.6	-20.7	-22.3
	New Auto Sales	3,920-sf	840	-109.1	-7.8	-9.0
Proposed Use(s):	Single-Family Attached Housing	8	215	52.6	3.8	4.1
	Multi-Family Housing (Mid-Rise) – Close to Rail	115	221	546.3	36.8	33.4
	Brewery Taproom	1,750-sf	971	108.0	1.2	17.2
	Food Cart Pod	6 pods	926	-	-	37.0
Traffic Impact Fees: 60.4 Net New PM Peak Hour Trips x \$4,500 = \$271,800.00						

- * 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 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. <u>S Meridian & E Main Ave</u> | 4. <u>3rd St SE & E Meeker St</u> |
| 2. <u>S Meridian & E Meeker St</u> | 5. <u>E Main St & Site Access</u> |
| 3. <u>3rd St SE & Pioneer Way E</u> | 6. <u>E Meeker St & Site Access</u> |

Prepared by: Traffic Engineer: Aaron Van Aken Telephone Number: 253-770-1401
 Address: 1011 E Main Suite 453, Puyallup, WA 98371 avanaken@heathtraffic.com

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

Office Use Only

TIS TAS TAIS No Further Work Required

Date: December 10, 2025

To: Bryan Roberts, P.E.
City of Puyallup

From: Aaron Van Aken, PE, PTOE

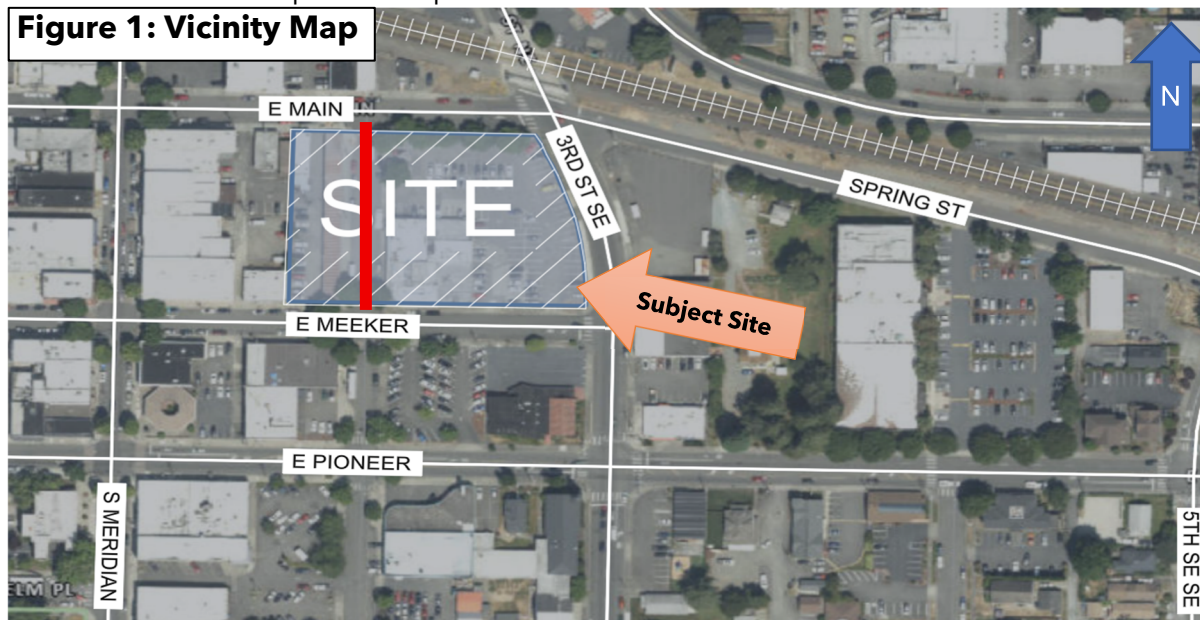
Subject: Seasons on Meeker - Scoping Memo

1. PROJECT DESCRIPTION

Seasons on Meeker is a proposed two-phase, mixed-use development located within the city of Puyallup. The first phase includes 8 townhomes and a 7,500 square foot (sf) Market Hall/Brewery with up to 6 food pods. The second phase is a future phase that includes construction of an up to 115-unit multi-family residential building. The subject site is on 1.2-acre tax parcels (#'s 7060000030 and 7060000020) and has a site address of 115 2nd Street SE. Site ingress/egress is proposed via two new driveways extending north from East Meeker and one new driveway extending south from East Main. As part of site development, 2nd Street SE between E Meeker to E Main would be vacated (shown in red below).

The site's most recent use was as a new auto sales dealership and service garage. **Figure 1** below displays a map of the site vicinity. **Figure 2** on the following page illustrates the conceptual site plan.

Figure 1: Vicinity Map



2. TRIP GENERATION

Trip generation forecasts were calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition*. The project includes the following:

Phase 1

- Up to 8 townhomes, consistent with LUC 215 - Single-Family Attached Housing.
- 7,500-sf market hall with mezzanine to include:
 - ~1,750-sf brewery consistent with LUC 971 - Brewery Taproom
 - Up to 6 indoor food pods consistent with LUC 926 - Food Cart Pod

Phase 2

- 5 story residential building consisting of up to 115 units, consistent with LUC 221 - Multifamily Housing (Mid-Rise) - Close to Rail Transit

Project-generated trips were forecast using number of dwelling units as the independent variable for LUC's 215 and 221, square footage for LUC 971 and number of food carts for LUC 926. ITE average rates have been used to determine trip ends for all uses.

Table 1 on the following page summarizes the trip generation for each phase and the full buildout. Note that the buildout of Phase 2 is unknown at this time.



Table 1: Project Trip Generation

Land Use	Size	ADT	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
Phase I								
Townhomes LUC 215	8 dwelling units	53	1	3	4	2	2	4
Brewery LUC 971	1.75-ksf	108	1	0	1	10	7	17
Foot Carts LUC 926 ¹	6 food carts	37	-	-	-	18	19	37
Phase I Totals		198	2	3	5	30	28	58
Phase II								
Multifamily Mid- Rise LUC 221	115 dwelling units	546	14	23	37	22	11	33
Phase I and II Overall Totals		744	16	26	42	52	39	91
Former Use Credit								
Service Garage LUC 943	10.82-ksf	-180	-15	-6	-21	-9	-13	-22
Car Sales LUC 840	3.92	-109	-6	-2	-8	-4	-5	-9
Net New Total Trips		455	-5	18	13	39	21	60

Phase 1: Upon buildout of Phase 1, the project is estimated to generate 198 average weekday daily trips and 58 PM peak hour trips.

Phase 2: Upon buildout of Phase 2, the project is estimated to generate a site total of 744 average weekday daily trips and 91 PM peak hour trips.

Former Uses: The site was previously occupied by an auto repair garage and car sales lot. While no longer operating at the proposed site, the project will receive traffic impact fee credit against these former use trips. These will not be deducted from the trip distribution but will be taken into consideration when evaluating net new trips and calculating potential traffic impact fees.

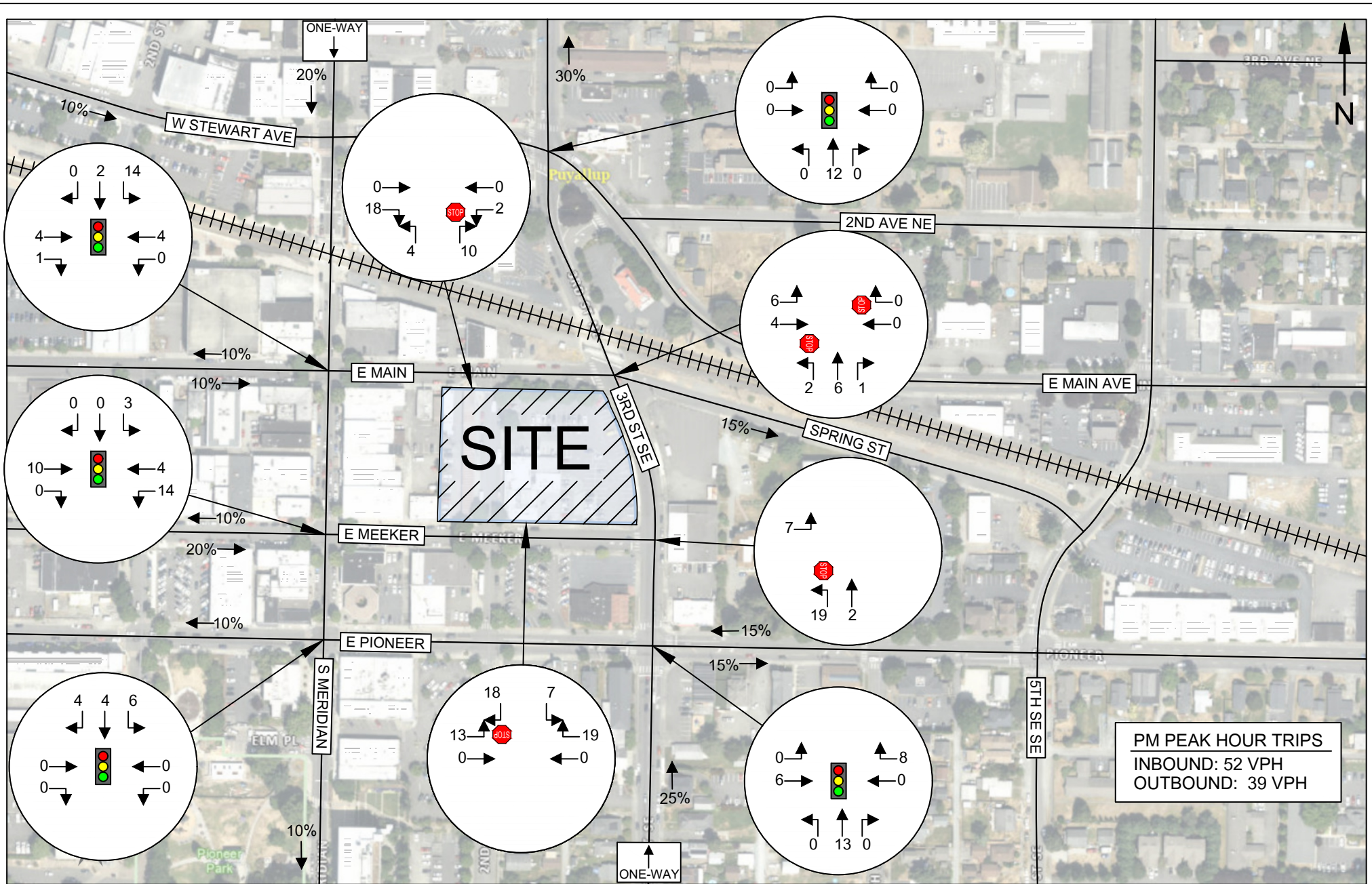
¹ No AM or PM directional split data available for this land use. However, no AM activity is anticipated, and the PM directional splits were assigned with a 50% inbound and 50% outbound split.



3. TRIP DISTRIBUTION

Trip distribution describes the process by which project generated trips are dispersed on the roadway network surrounding the site, and is based on anticipated travel routes, proximity to major arterials/highways, and existing travel patterns. For the purposes of this study, both proposed southern accesses were combined for distribution calculations and illustration. **Figure 3** on the following page illustrates the turning movements for PM peak hour at the proposed site accesses and outlying intersections.





4. CONCLUSION

Seasons on Meeker is a proposed two-phase, mixed-use development in the City of Puyallup. The 1.2-acre site at 115 2nd Street SE (parcel #'s 7060000030 and 7060000020), was formerly occupied by an automotive repair garage and retail auto sales dealership.

Phase 1 includes up to eight townhomes and a 7,500-sf market hall and mezzanine with a ~1,750-sf brewery, and up to six indoor food pods. Phase 1 is expected to generate 198 daily trips and 58 PM peak hour trips. Phase 2 adds a five-story, 115-unit multifamily building, bringing the project total to roughly 744 daily trips and 91 PM peak hour trips.

Access is to be provided via two driveways extending north from East Meeker and one from extending south from East Main. As part of site development, 2nd Street SE would be vacated from E Meeker to E Main.

See the attached traffic scoping worksheet for the traffic impact fee calculations and the anticipated study intersections that exceed the City's 25-trip threshold. Please reach out with any questions or comments as we look forward to finalizing the TIA scope.

Sincerely,
Aaron Van Aken, PE, PTOE



SEASONS ON MEEKER SCOPING MEMORANDUM

APPENDIX



Automobile Parts and Service Center (943)

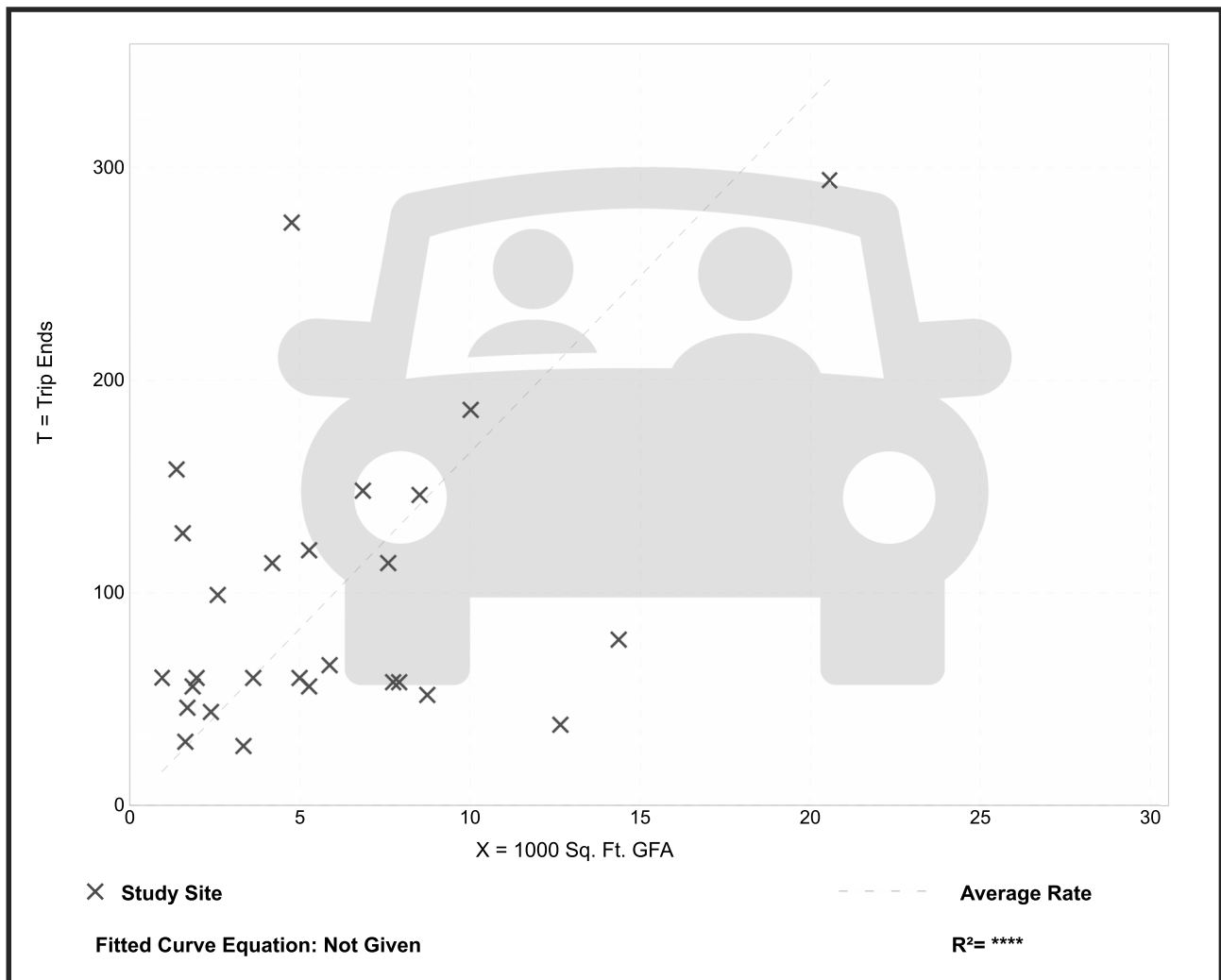
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
16.60	3.00 - 113.51	16.17

Data Plot and Equation



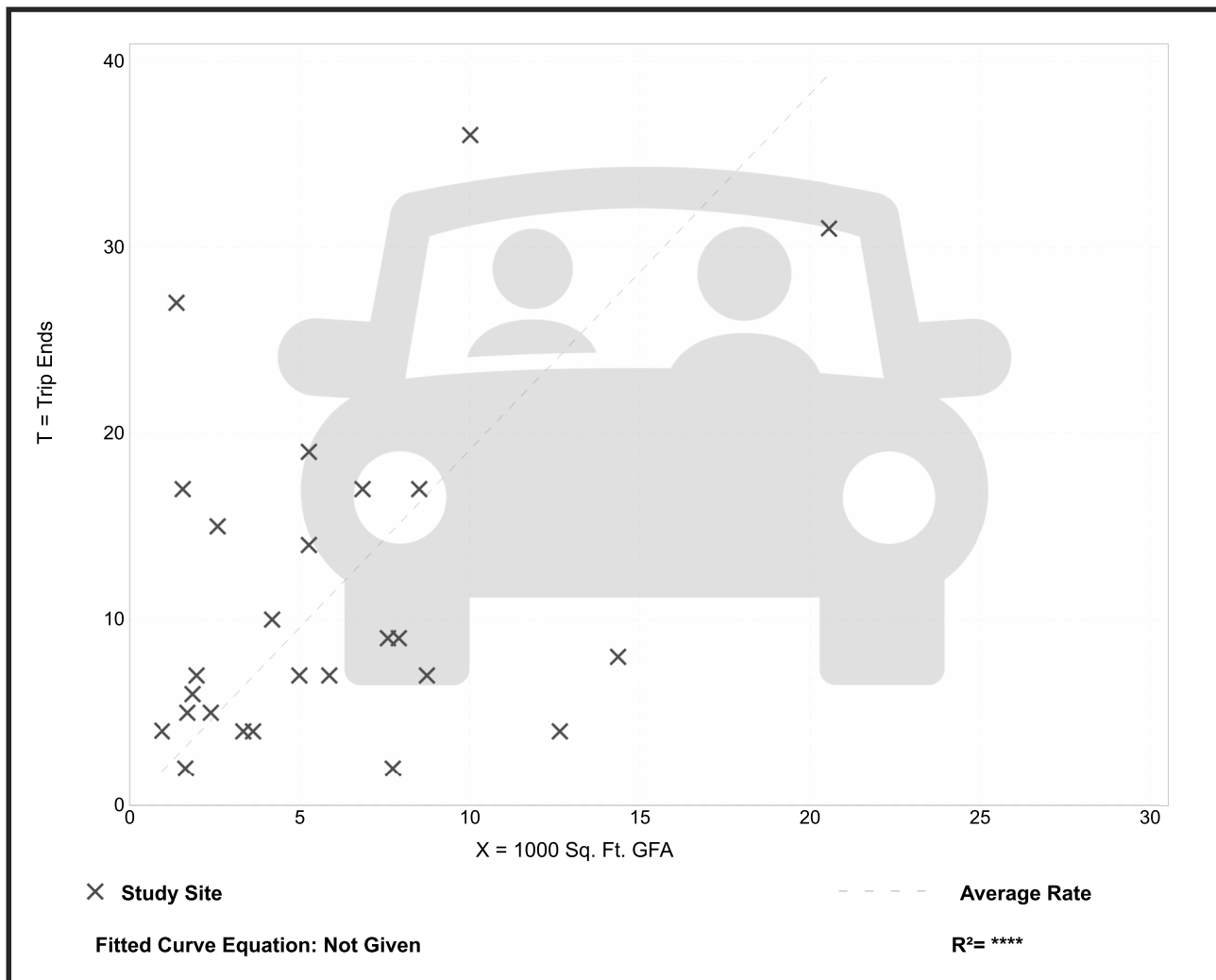
Automobile Parts and Service Center (943)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
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: 26
 Avg. 1000 Sq. Ft. GFA: 6
 Directional Distribution: 72% entering, 28% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.91	0.26 - 19.40	2.28

Data Plot and Equation



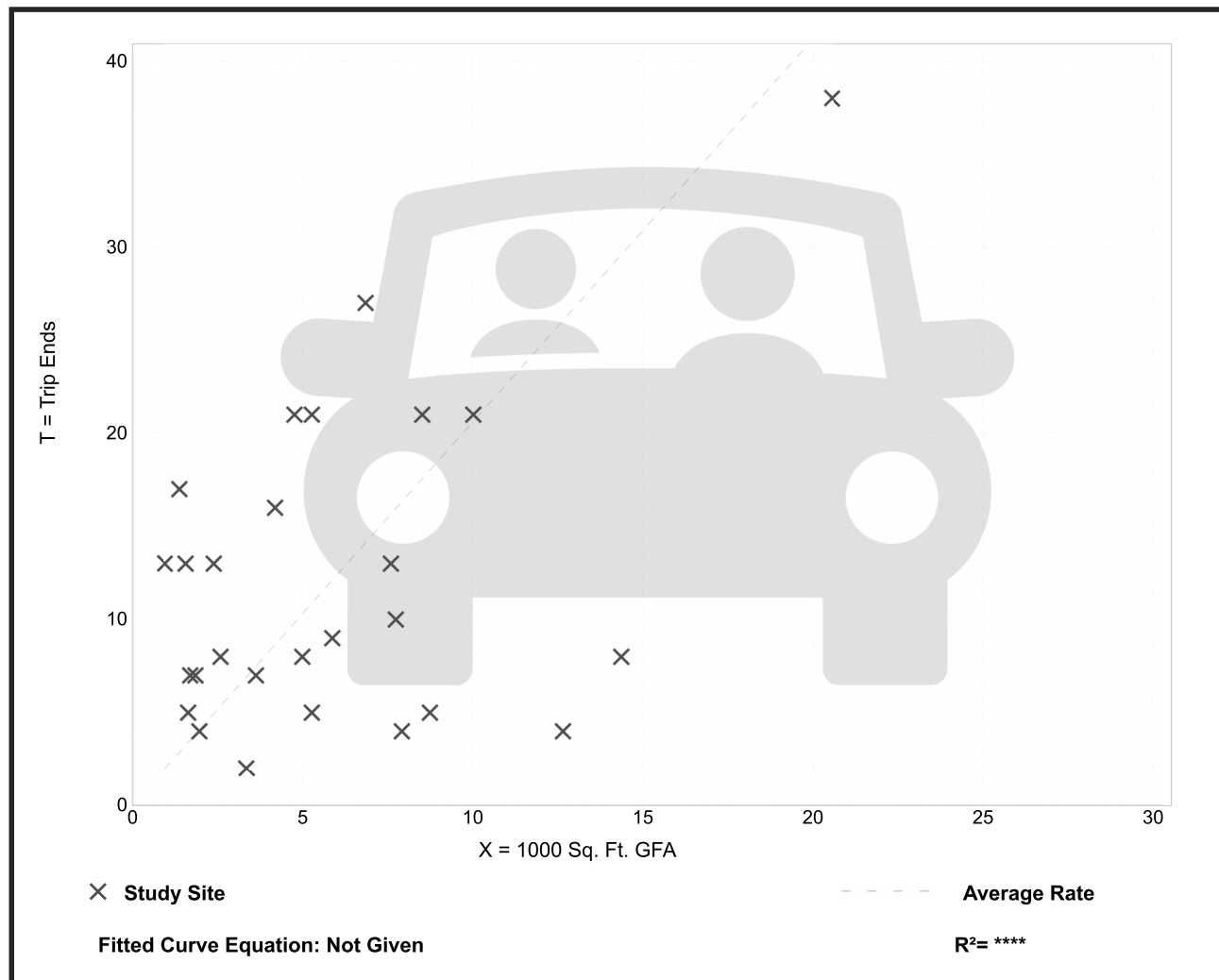
Automobile Parts and Service Center (943)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
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: 27
 Avg. 1000 Sq. Ft. GFA: 6
 Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.06	0.32 - 13.54	1.97

Data Plot and Equation



Automobile Sales (New) (840)

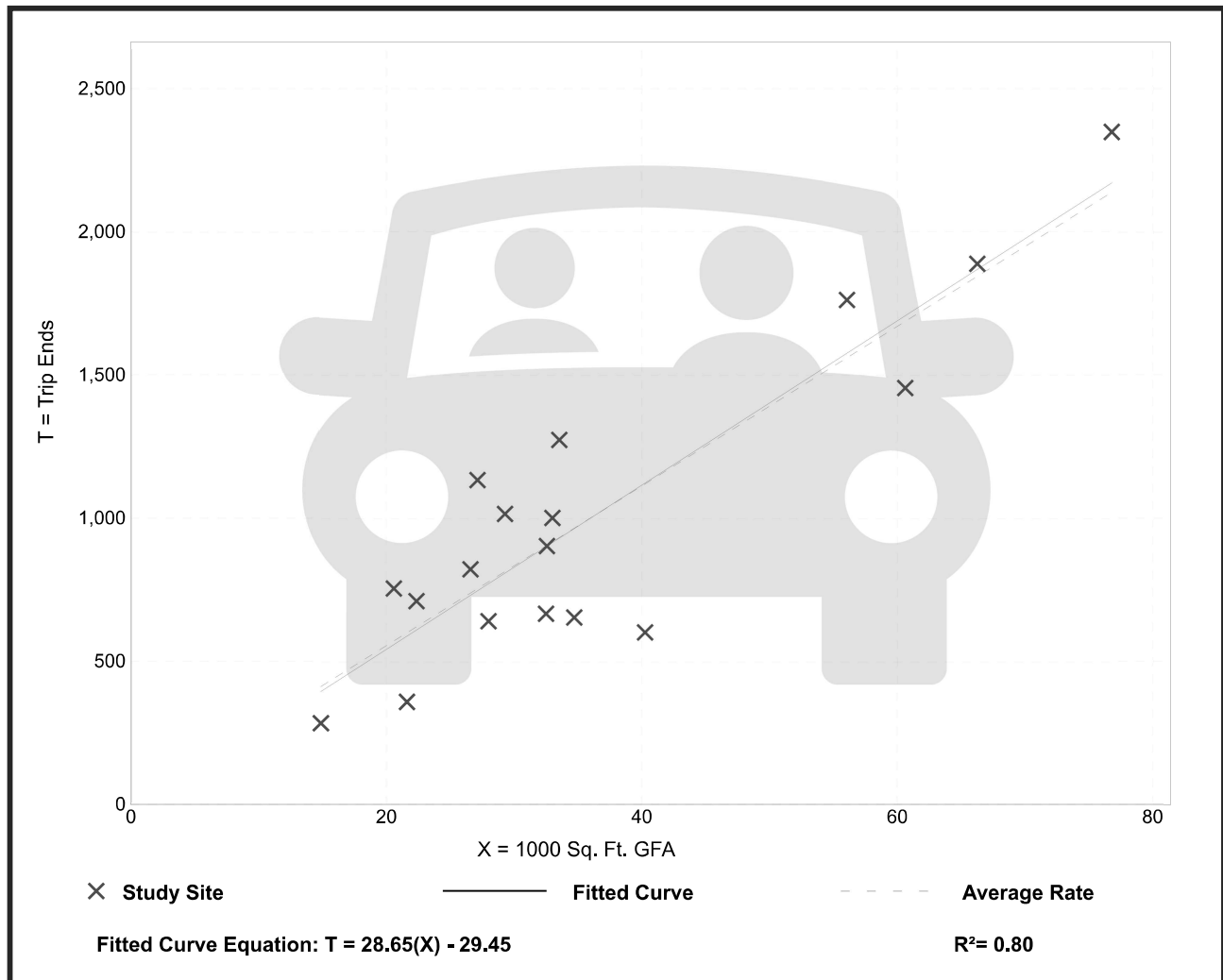
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 36
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
27.84	14.98 - 41.78	7.01

Data Plot and Equation



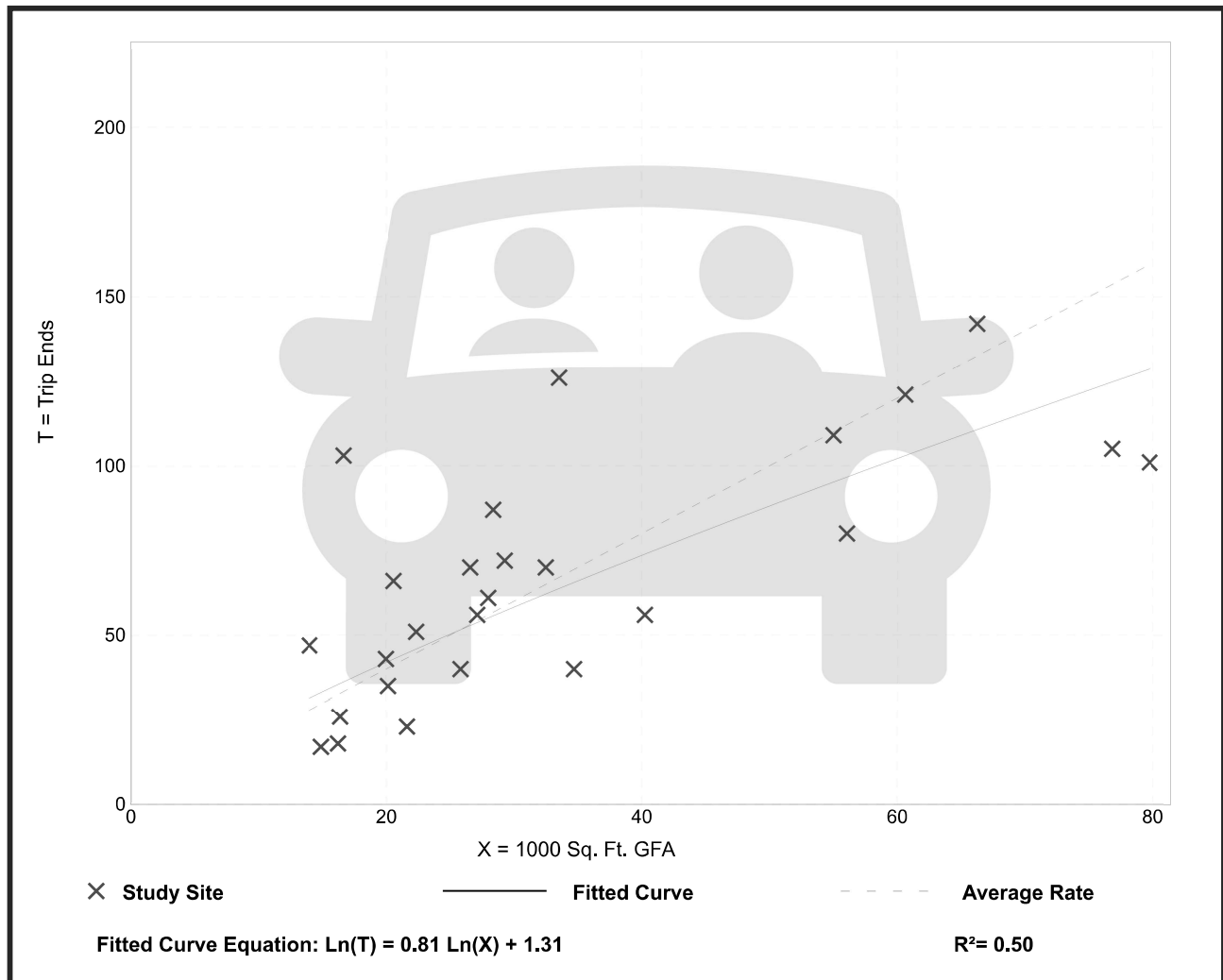
Automobile Sales (New) (840)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
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: 26
 Avg. 1000 Sq. Ft. GFA: 34
 Directional Distribution: 73% entering, 27% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.00	1.06 - 6.17	0.90

Data Plot and Equation



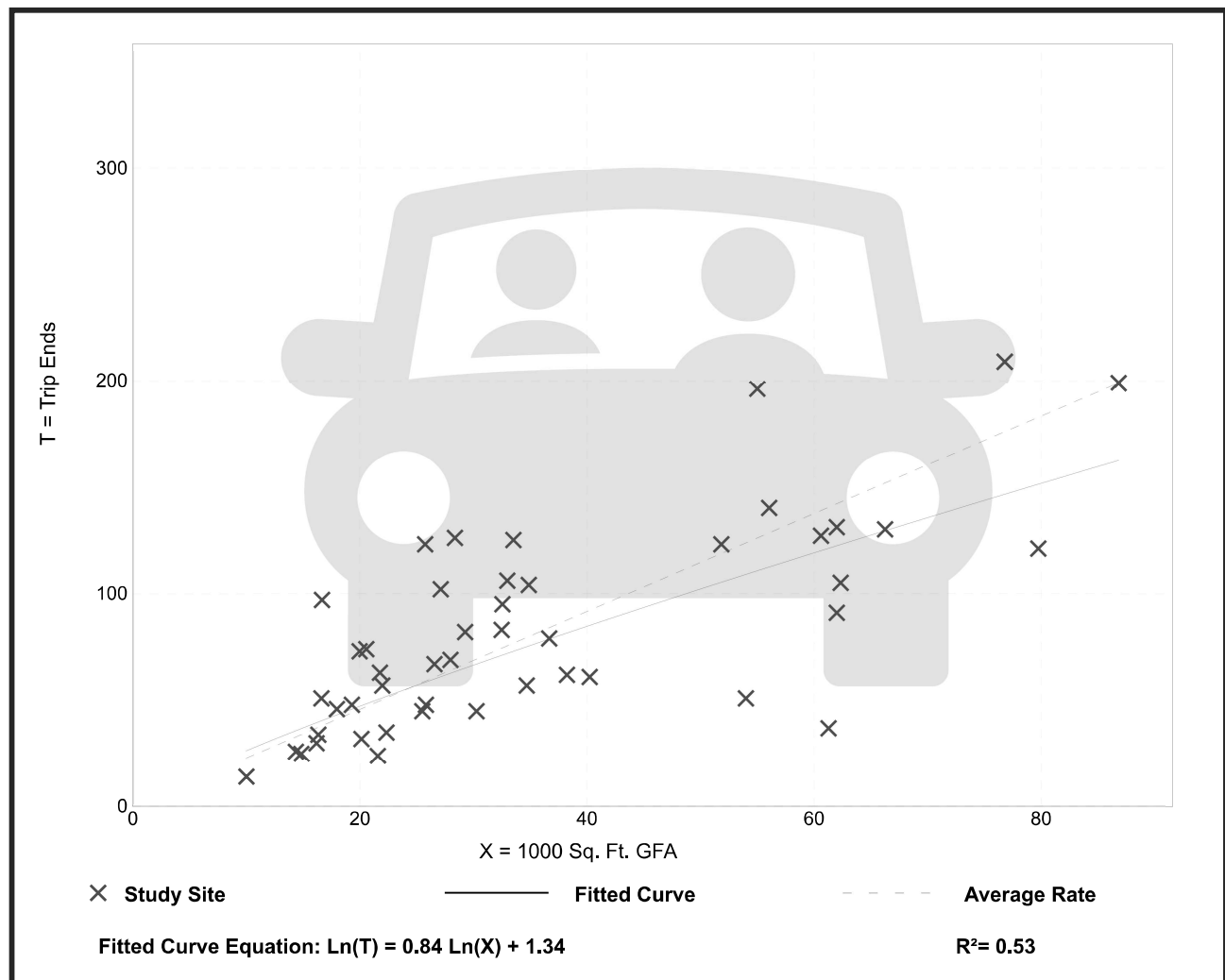
Automobile Sales (New) (840)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
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: 47
 Avg. 1000 Sq. Ft. GFA: 36
 Directional Distribution: 40% entering, 60% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.29	0.60 - 5.81	0.94

Data Plot and Equation



Single-Family Attached Housing (215)

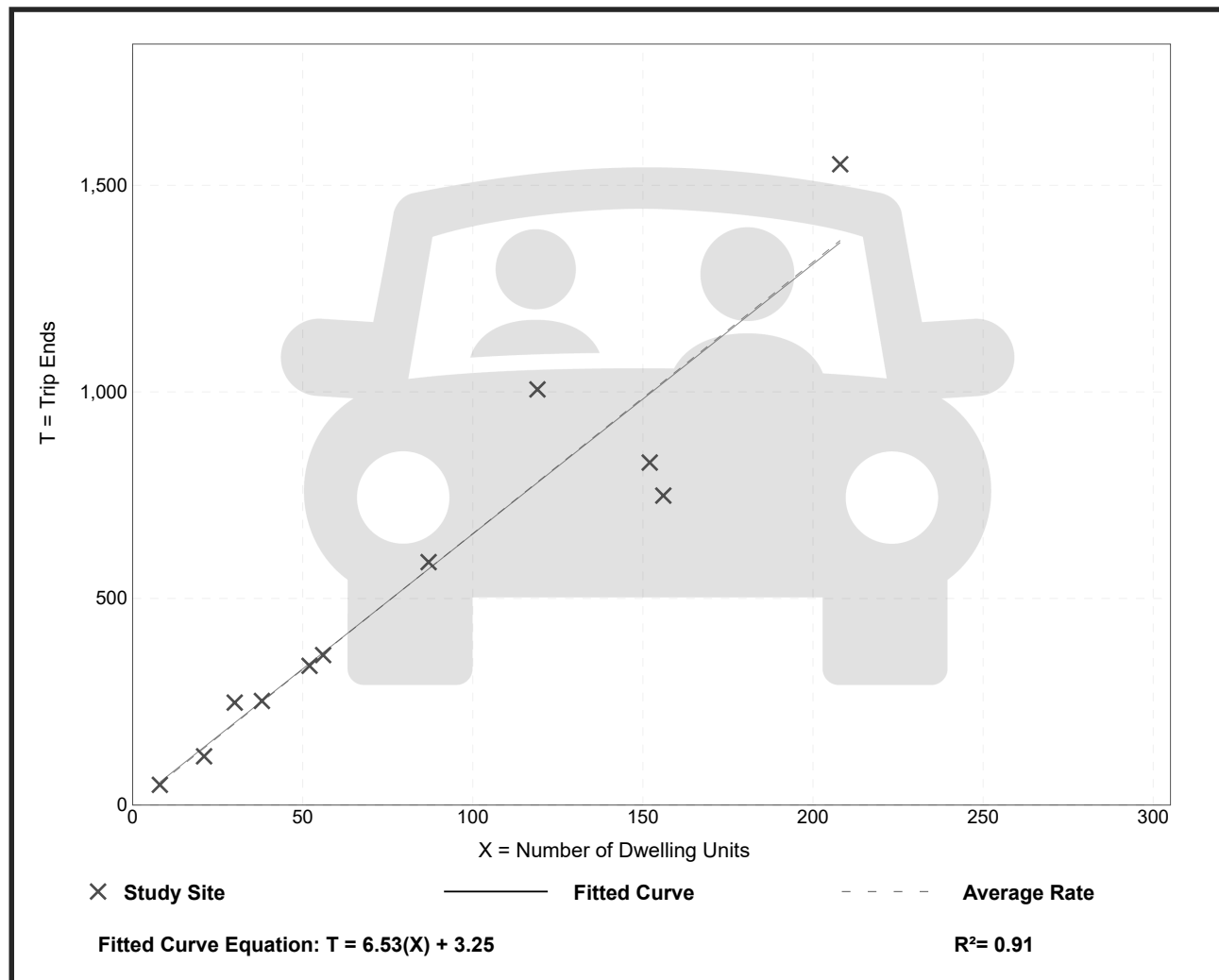
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 84
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.57	4.80 - 8.45	1.28

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

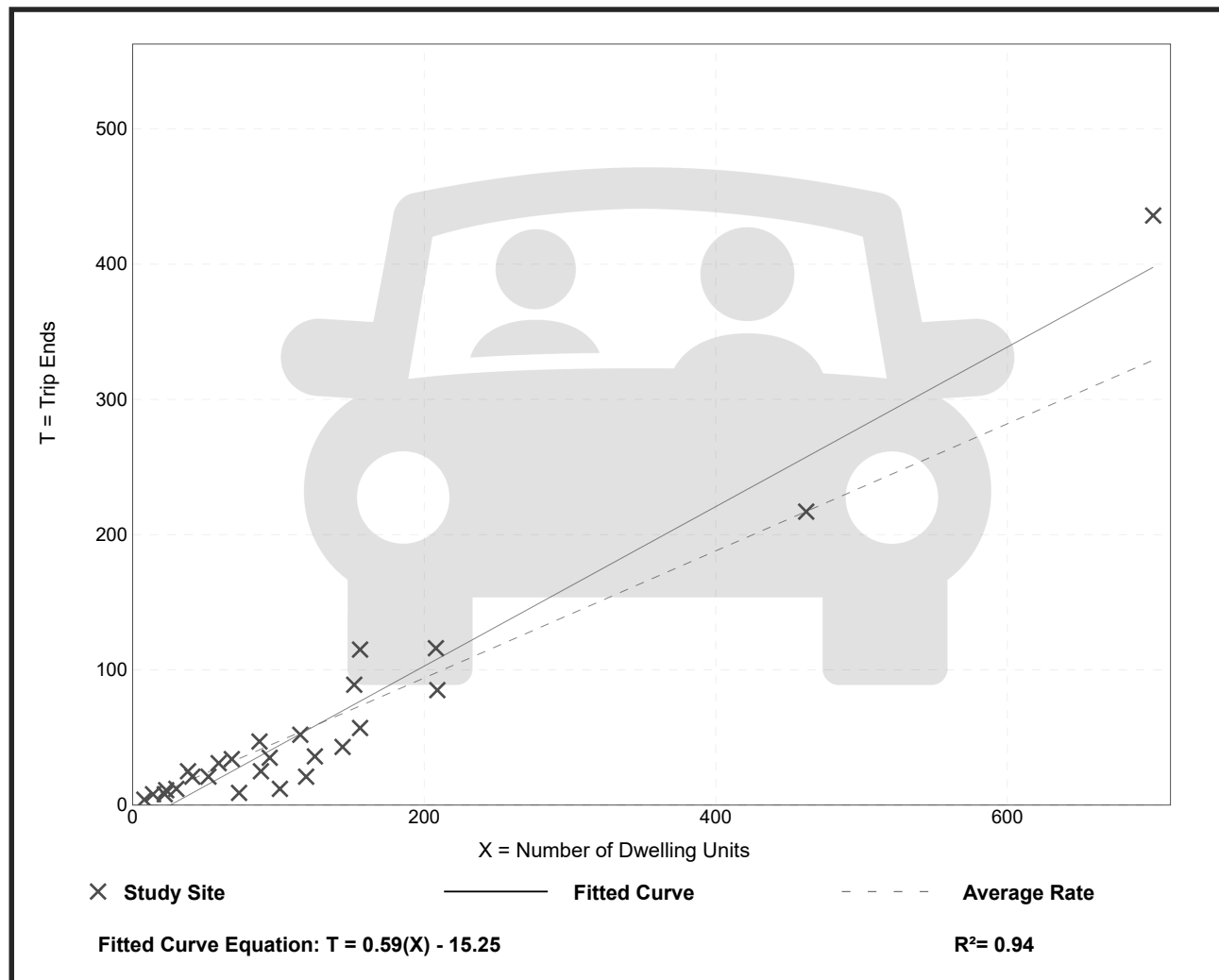
Setting/Location: General Urban/Suburban

Number of Studies: 26
 Avg. Num. of Dwelling Units: 129
 Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.12 - 0.74	0.16

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

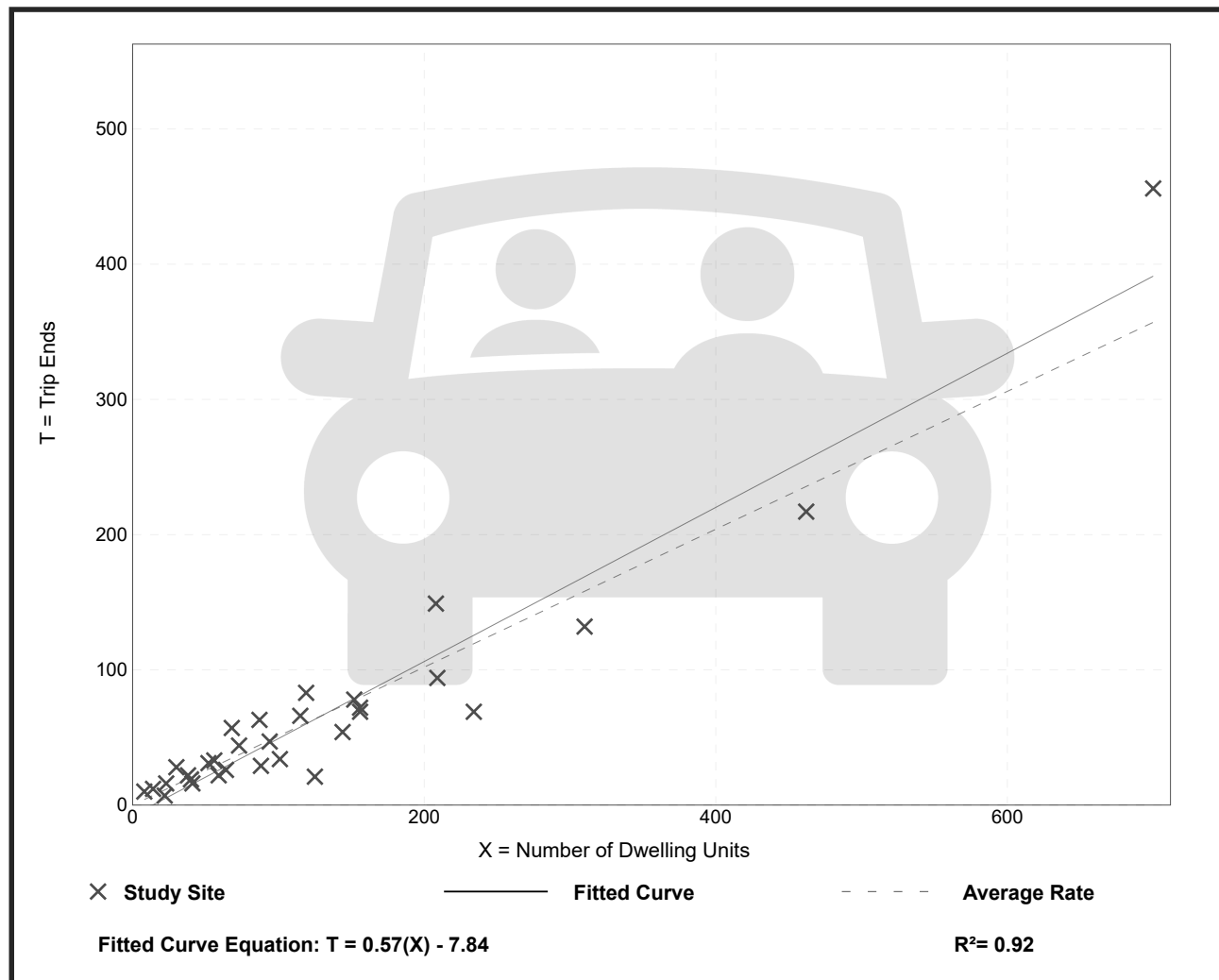
Setting/Location: General Urban/Suburban

Number of Studies: 31
 Avg. Num. of Dwelling Units: 131
 Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.17 - 1.25	0.16

Data Plot and Equation



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

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

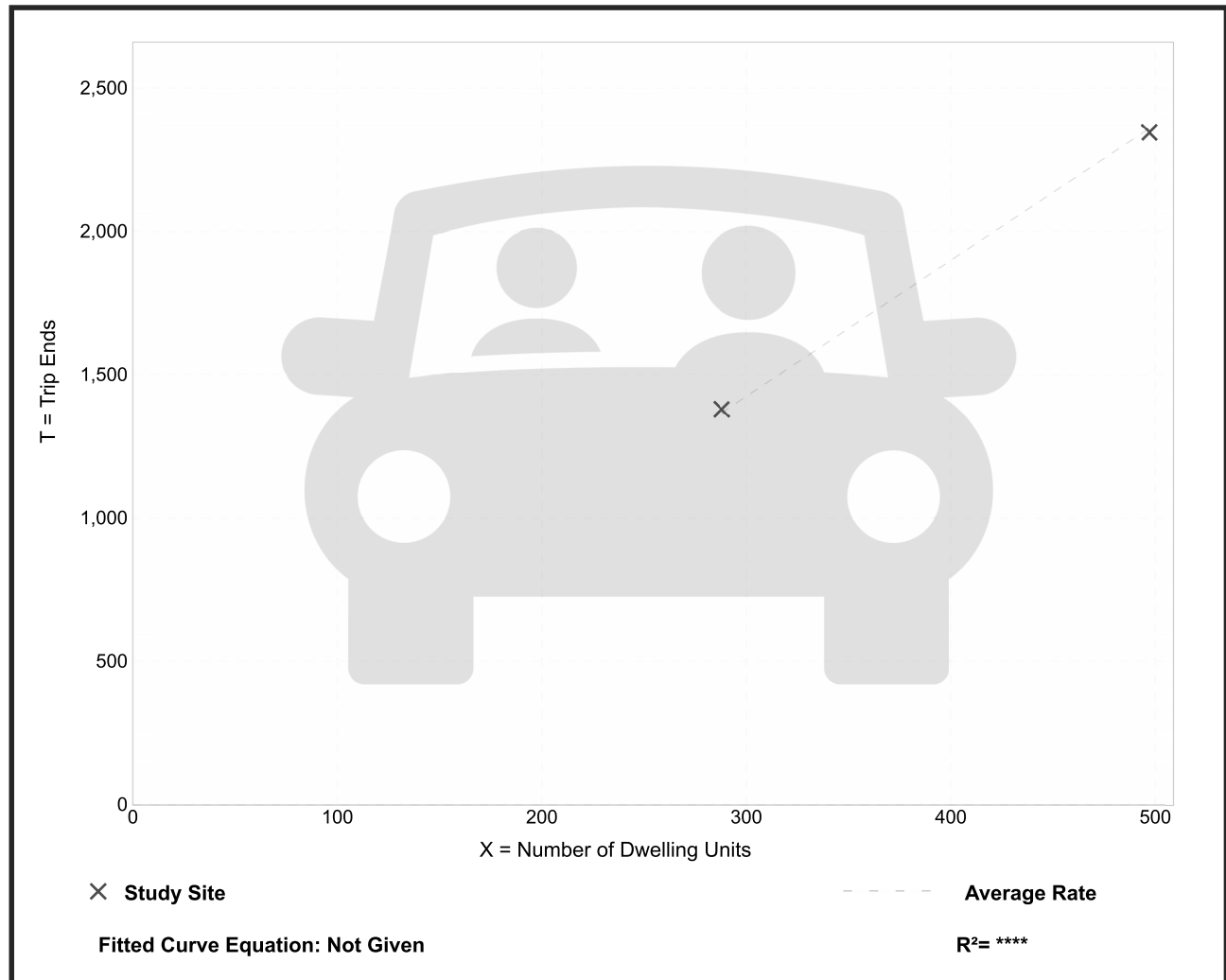
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 393
Directional Distribution: 50% entering, 50% exiting

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



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

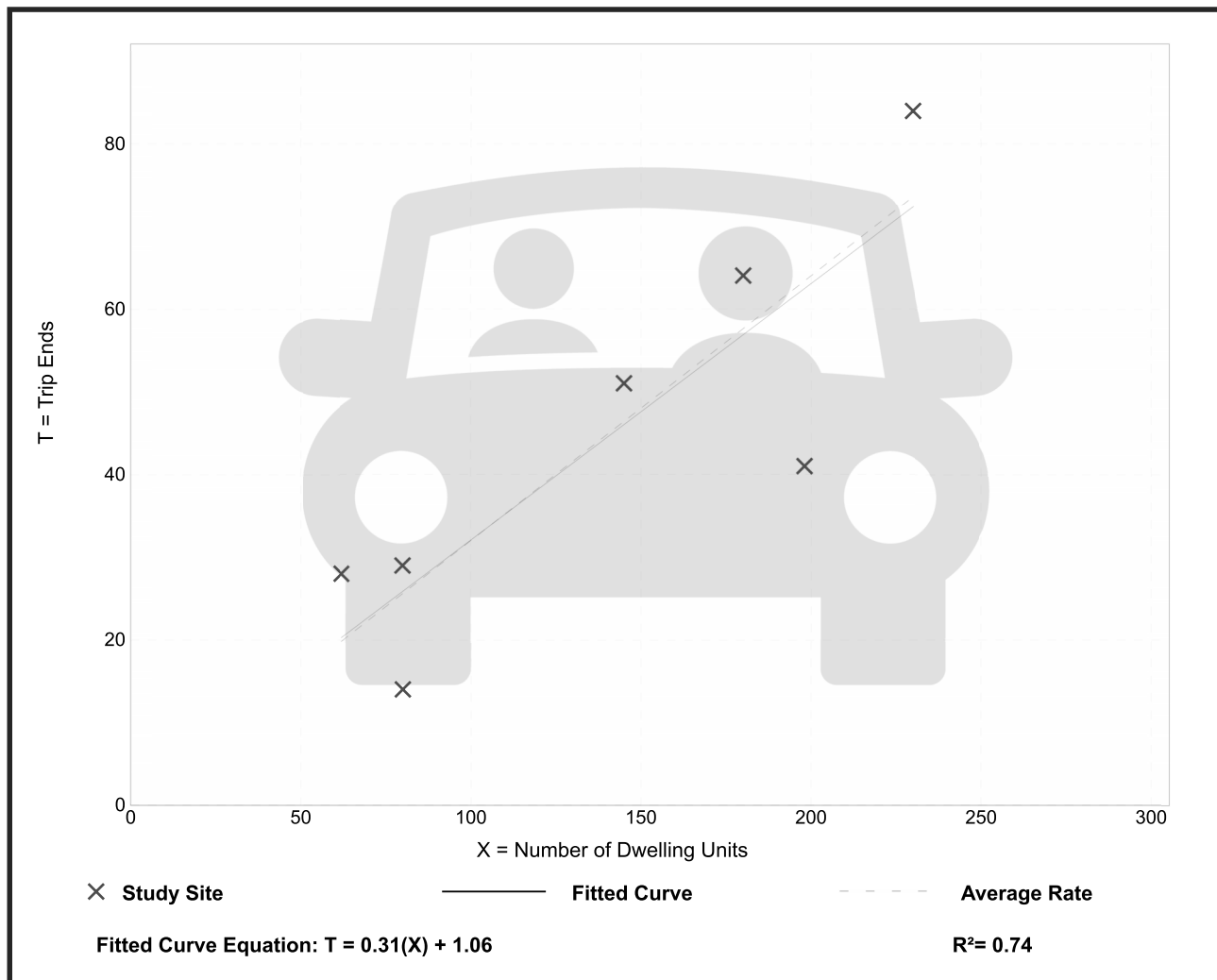
Avg. Num. of Dwelling Units: 139

Directional Distribution: 39% entering, 61% 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



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

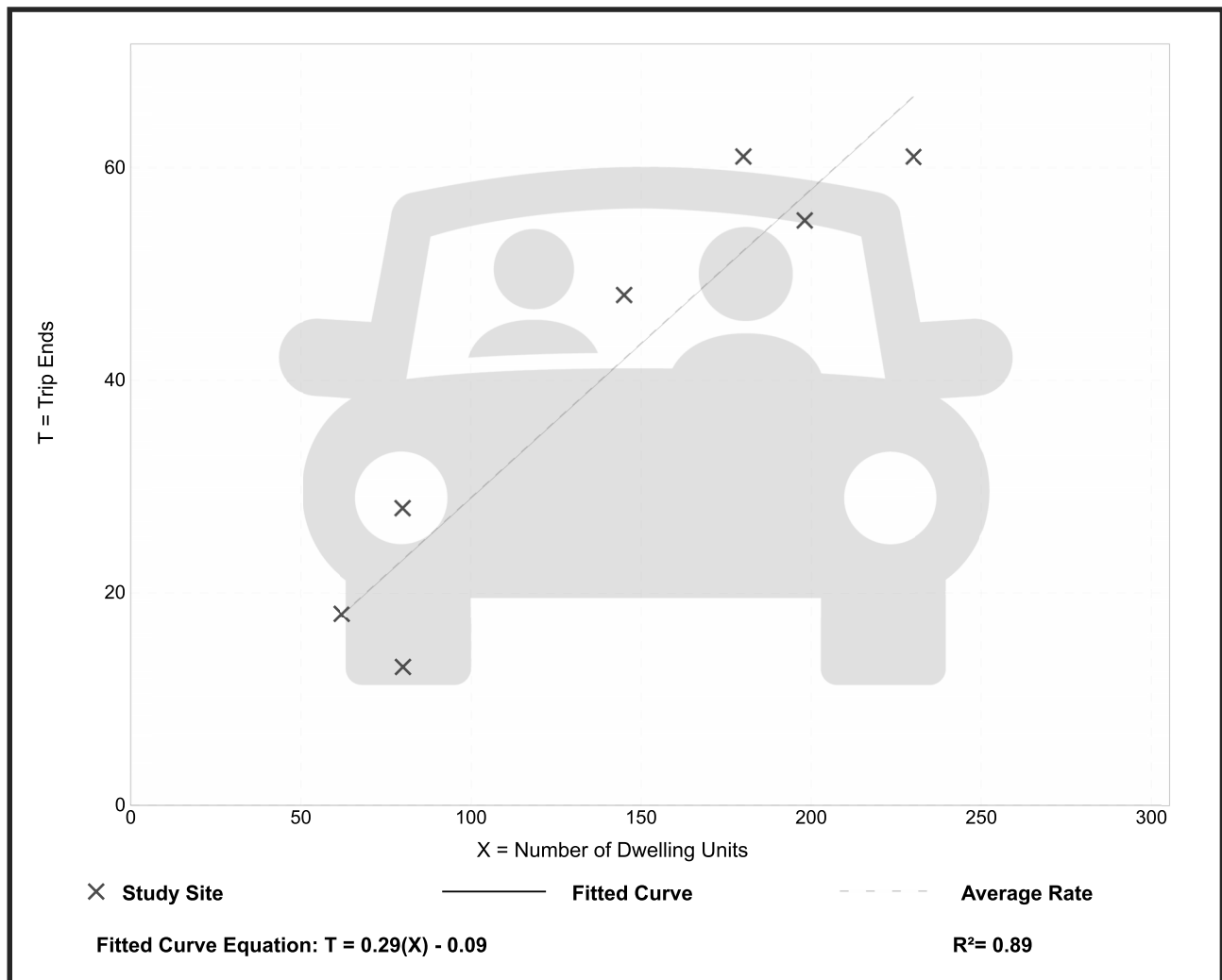
Avg. Num. of Dwelling Units: 139

Directional Distribution: 65% entering, 35% 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



Food Cart Pod (926)

Vehicle Trip Ends vs: Food Carts
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

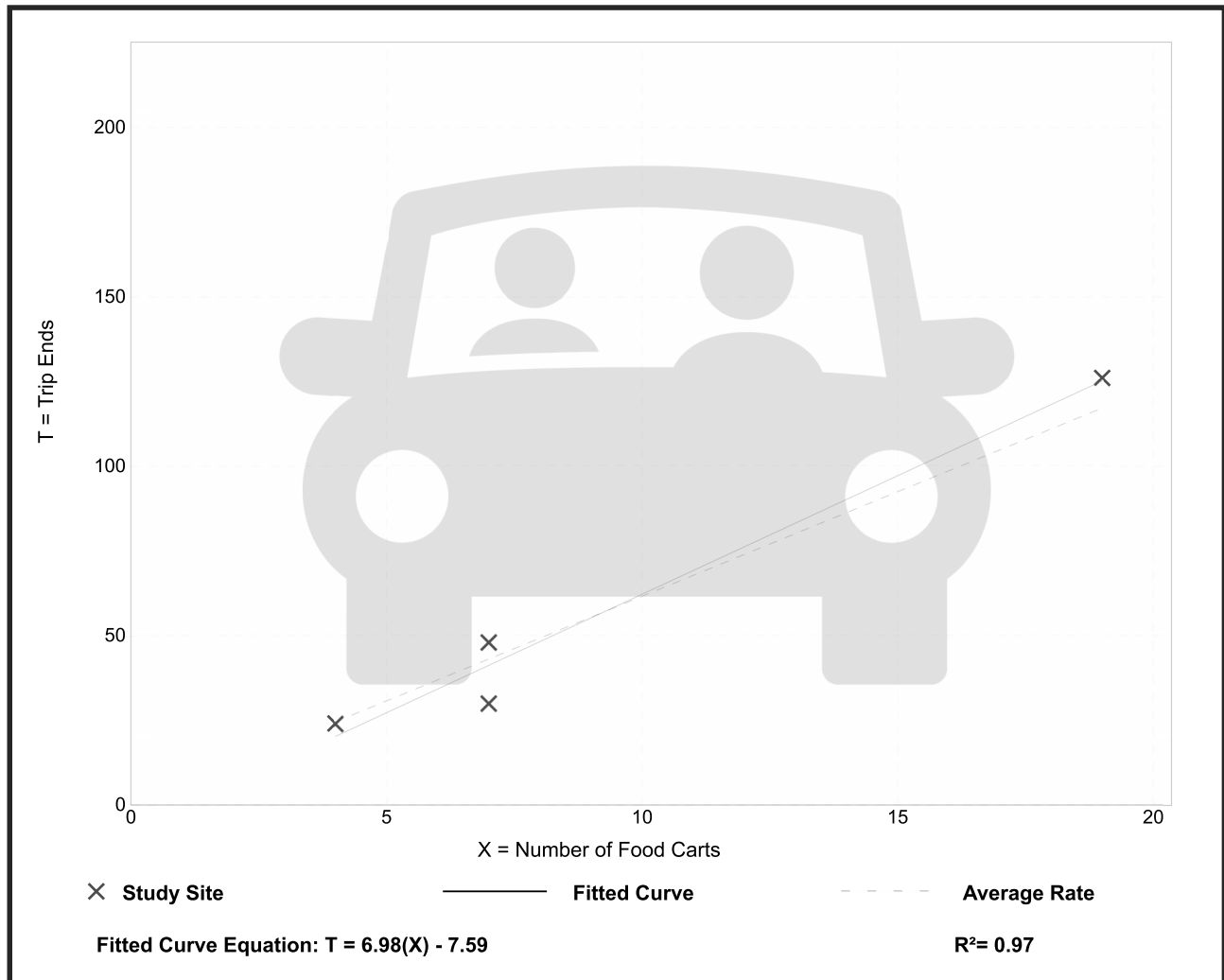
Setting/Location: General Urban/Suburban
 Number of Studies: 4
 Avg. Num. of Food Carts: 9
 Directional Distribution: Not Available

Vehicle Trip Generation per Food Cart

Average Rate	Range of Rates	Standard Deviation
6.16	4.29 - 6.86	1.08

Data Plot and Equation

Caution – Small Sample Size



SITE INFORMATION:

PROPERTY OWNER:
 CITY OF PUYALLUP

SITE ADDRESS:
 115 2ND STREET SE
 PUYALLUP, WA 98372

PARCEL NUMBER:
 706000030

LEGAL DESCRIPTION:
 LOCATED IN THE SW 1/4 OF SECTION 27, TOWNSHIP 20 NORTH, RANGE
 4 EAST, WILLAMETTE MERIDIAN, CITY OF PUYALLUP, PIERCE COUNTY,
 WASHINGTON

SITE AREA:
 65,340 SF (1.5 ACRES)

ZONING REQUIREMENTS:
 ZONE:
 CBD-CORE - CENTRAL BUSINESS DISTRICT CORE

*NOTE - CBD CORE ZONING SURROUNDS PROJECT SITE ON THE
 NORTH, WEST, AND SOUTH. ACROSS 3RD ST SE ZONING CHANGES TO
 CBD.

MIN LOT AREA: N/A
 MIN STREET FRONTAGE: 30'-0"
 MIN LOT WIDTH: 30'-0"
 MIN LOT DEPTH: 70'-0"
 MAX LOT COVERAGE: 100%
 BASE BUILDING HEIGHT: 40'-0"
 MAX BUILDING HEIGHT: 65'-0"
 MIN STREET SETBACK: 0'-0"
 MIN REAR SETBACK: 0'-0"
 MIN INTERIOR SETBACK: 0'-0"
 MAX FLOOR AREA RATIO: 2.75:1

CRITICAL AREAS ON SITE:
 - CRITICAL AQUIFER RECHARGE AREA
 - VOLCANIC HAZARD AREA
 - SEISMIC HAZARD AREA
 - ONGOING CONTAMINATION MONITORING

*NOTE LISTED CRITICAL AREAS ENCOMPASS ENTIRE SITE AND
 SURROUNDING AREAS

BUILDING DATA:

OCCUPANCY CLASSIFICATION
 TOWNHOMES - R2 (RESIDENTIAL)
 MARKET HALL - A2 (ASSEMBLY)

BUILDING AREA (PHASE I)

TOWNHOMES -	15,000 sf
MARKET HALL -	7,500 sf
TOTAL	22,500 SF

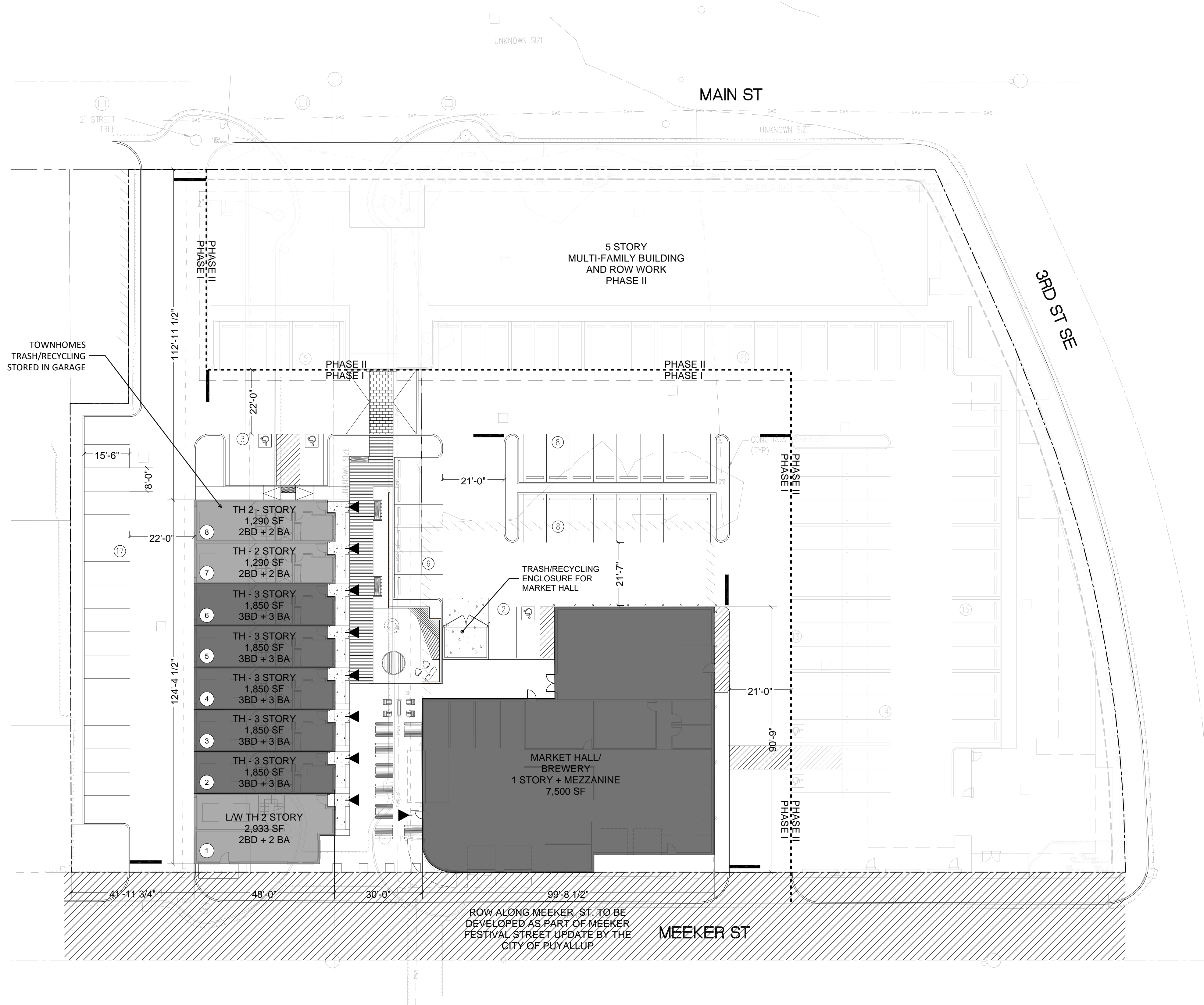
CONSTRUCTION TYPE
 TOWNHOMES - VB
 MARKET HALL - VB

SITE DATA:

NUMBER OF DWELLING UNITS - 8 TOWNHOMES

PARKING SPACES (PHASE I)

COVERED (TOWNHOME GARAGES) -	8 STALLS
SURFACE PARKING -	44 STALLS
TOTAL	52 STALLS



1 SITE PLAN
 SCALE = 1" = 20'-0"

