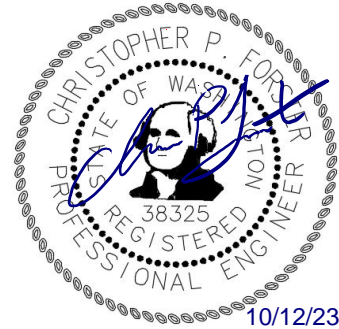


## MEMORANDUM

**DATE:** October 12, 2023  
**TO:** Jesse Hannahs, P.E.  
 City of Marysville  
**FROM:** Chandler Waldal / Chris Forster  
 TENW  
**SUBJECT:** Traffic Impact Analysis  
 Grove Street Apartments – Marysville, WA  
 TENW Project No. 2023-200



This memorandum documents the traffic impact analysis (TIA) completed for the proposed *Grove Street Apartments* project located at 1902 Grove Street in Marysville, WA. This memo includes a project description, trip generation calculations, and mitigation.

### Project Description

The proposed *Grove Street Apartments* site is located at 1902 Grove Street in Marysville, WA as shown in the **Attachment A** Vicinity Map. The proposed project includes the development of a new three-story, 9-unit apartment building. The existing site includes one (1) single-family home that would be removed with the proposed project and one two-story, 5-unit apartment building that would remain.

Vehicular access to the site would be provided via one (1) existing full-access driveway on Grove Street. A preliminary site plan is shown in **Attachment B**.

### Project Trip Generation

The trip generation estimates for the proposed and existing uses were based on methodology documented in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11<sup>th</sup> Edition, 2021) for Land Use Code (LUC) 220 (Multifamily Housing (Low-Rise)), and LUC 210 (Single-Family Detached Housing).

**Table 1** summarizes the net new weekday daily, AM peak hour, and PM peak hour trip generation. Detailed trip generation estimates are provided in **Attachment C**.

**Table 1. Trip Generation Summary**

| Weekday Time Period | Net New Trips Generated |     |       |
|---------------------|-------------------------|-----|-------|
|                     | In                      | Out | Total |
| Daily               | 59                      | 59  | 118   |
| AM Peak Hour        | 1                       | 2   | 3     |
| PM Peak Hour        | 2                       | 2   | 4     |

## Mitigation

The following summarizes the measures proposed to mitigate the transportation impacts of the proposed *Grove Street Apartments* project.

**City of Marysville Mitigation.** The City of Marysville requires payment of transportation impact fees to help fund planned roadway improvements throughout the City. Transportation impact fees for the *Grove Street Apartments* project were calculated based on the trip generation estimate documented in this TIA and the City of Marysville's currently adopted transportation impact fee rate of \$6,300 per PM peak hour trip. The proposed *Grove Street Apartments* project is estimated to generate 4 net new PM peak hour trips. As a result, the estimated City of Marysville transportation impact fee is **\$25,200** (\$6,300 X 4 PM peak hour trips).

**Snohomish County Mitigation.** The City of Marysville and Snohomish County have adopted an interlocal agreement whereby developments in Marysville must assess potential mitigation for impacts on Snohomish County roadway facilities. Mitigation fees to Snohomish County are based on predetermined distribution percentages according to location or specific project impacts to planned roadway improvements. As documented in the interlocal agreement, City of Marysville developments are only required to pay traffic mitigation fees for improvements in Snohomish County's Transportation Needs Report (TNR) impacted by at least three (3) directional peak hour trips. Based on the trip generation calculations, the proposed *Grove Street Apartments* project is expected to generate less than three (3) directional peak hour trips. Therefore, the *Grove Street Apartments* project is not required to pay traffic mitigation fees to Snohomish County.

If you have any questions regarding the information presented in this memo, please contact me at (760) 994-7376 or [chandler@tenw.com](mailto:chandler@tenw.com).

cc: Debbie Anderson, Vandervort Architects  
Chris Forster – TENW

Attachments: A. Project Vicinity Map  
B. Preliminary Site Plan  
C. Trip Generation Calculations

# ATTACHMENT A

## Vicinity Map



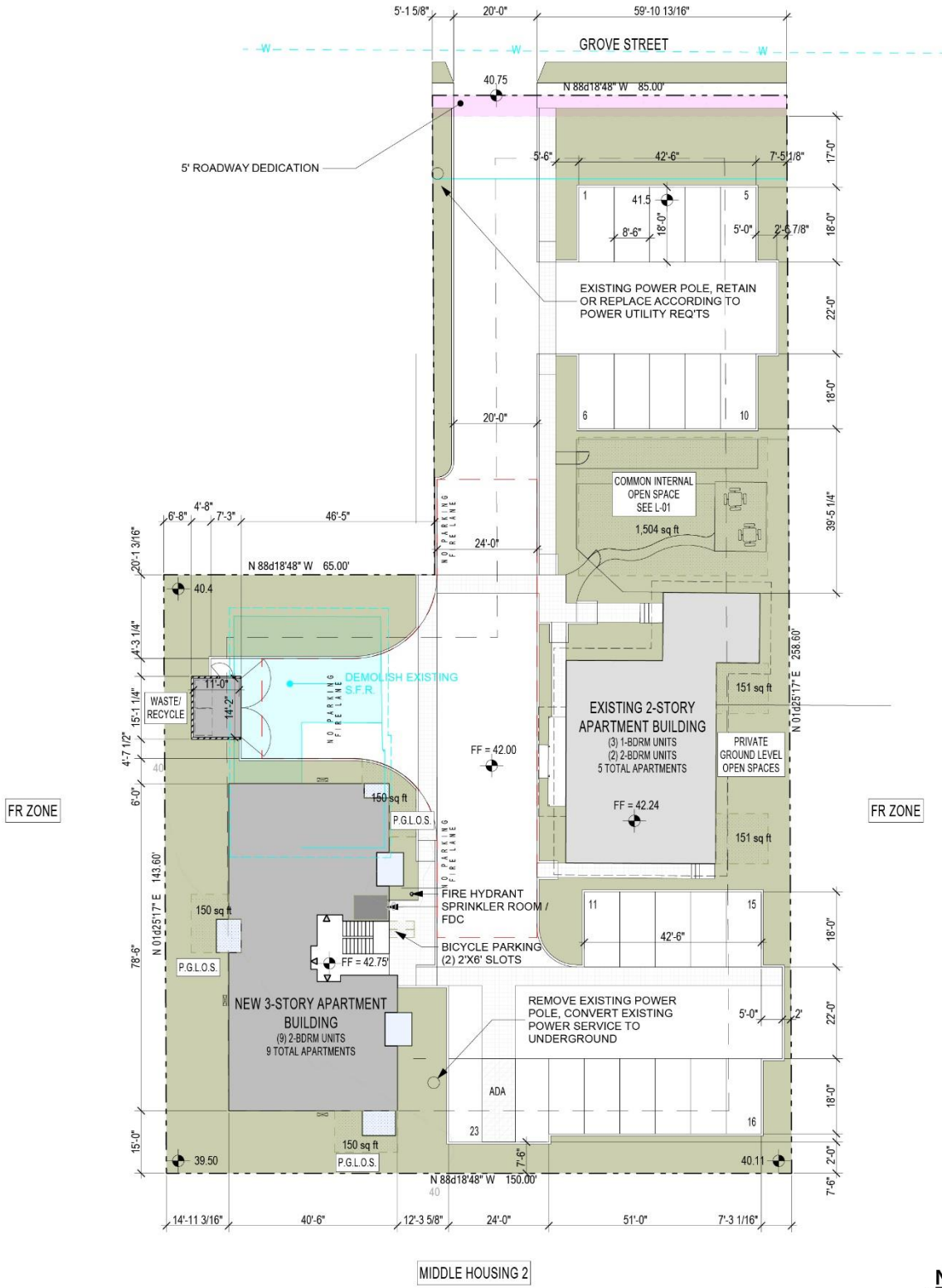
**Attachment A:** Project Site Vicinity



## ATTACHMENT B

### Preliminary Site Plan





Attachment B: Preliminary Site Plan



## ATTACHMENT C

### Trip Generation Calculations

## Grove Street Apartments Weekday Trip Generation Summary

| Land Use                            | Units <sup>1</sup> | ITE<br>LUC <sup>2</sup> | Trip Rate or<br>Equation <sup>2</sup> | Directional Distribution |     | Trips Generated |           |            |
|-------------------------------------|--------------------|-------------------------|---------------------------------------|--------------------------|-----|-----------------|-----------|------------|
|                                     |                    |                         |                                       | In                       | Out | In              | Out       | Total      |
| <b>DAILY</b>                        |                    |                         |                                       |                          |     |                 |           |            |
| <b>Proposed Use:</b>                |                    |                         |                                       |                          |     |                 |           |            |
| Multifamily Housing (Low-Rise)      | 9 DU               | 220                     | $T = 6.41(X) + 75.31$                 | 50%                      | 50% | 66              | 67        | 133        |
| <b>Existing Use:</b>                |                    |                         |                                       |                          |     |                 |           |            |
| Single Family Detached Housing      | 1 DU               | 210                     | $\ln(T) = 0.92\ln(X) + 2.68$          | 50%                      | 50% | -7              | -8        | -15        |
| <b>Net New Daily Trips =</b>        |                    |                         |                                       |                          |     | <b>59</b>       | <b>59</b> | <b>118</b> |
| <b>AM PEAK HOUR</b>                 |                    |                         |                                       |                          |     |                 |           |            |
| <b>Proposed Use:</b>                |                    |                         |                                       |                          |     |                 |           |            |
| Multifamily Housing (Low-Rise)      | 9 DU               | 220                     | 0.40                                  | 24%                      | 76% | 1               | 3         | 4          |
| <b>Existing Use:</b>                |                    |                         |                                       |                          |     |                 |           |            |
| Single Family Detached Housing      | 1 DU               | 210                     | $\ln(T) = 0.91\ln(X) + 0.12$          | 25%                      | 75% | 0               | -1        | -1         |
| <b>Net New AM Peak Hour Trips =</b> |                    |                         |                                       |                          |     | <b>1</b>        | <b>2</b>  | <b>3</b>   |
| <b>PM PEAK HOUR</b>                 |                    |                         |                                       |                          |     |                 |           |            |
| <b>Proposed Use:</b>                |                    |                         |                                       |                          |     |                 |           |            |
| Multifamily Housing (Low-Rise)      | 9 DU               | 220                     | 0.51                                  | 63%                      | 37% | 3               | 2         | 5          |
| <b>Existing Use:</b>                |                    |                         |                                       |                          |     |                 |           |            |
| Single Family Detached Housing      | 1 DU               | 210                     | $\ln(T) = 0.94\ln(X) + 0.27$          | 63%                      | 37% | -1              | 0         | -1         |
| <b>Net New PM Peak Hour Trips =</b> |                    |                         |                                       |                          |     | <b>2</b>        | <b>2</b>  | <b>4</b>   |

Notes:

<sup>1</sup> DU = Dwelling Units.

<sup>2</sup> Based on Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 11th Edition, 2021.