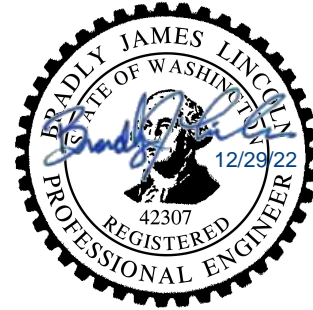


MEMORANDUM

To: Jesse Hannahs, PE, City of Marysville Traffic Engineer
From: Brad Lincoln, PE
Project: Gamlam Plat
Subject: Traffic Analysis
Date: December 29, 2022



Kimley-Horn and Associates, Inc. has been retained to provide a traffic analysis for the Gamlam Plat. The site is located along the west side of 87th Avenue NE. The Gamlam Plat development is proposed to consist of 12 single-family detached residential units. The site is proposed to have access to have one access to 88th Avenue NE. A site vicinity map is included in Figure 1.



Figure 1: Site Vicinity Map

1. TRIP GENERATION

The Gamlam Plat development is proposed to include 12 single-family detached residential units. There is one existing single-family residential unit on the site that will be removed. The development will therefore result in 11 new single-family residential units. The trip generation calculations have been performed using data published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (2021). The average trip generation rates for ITE Land Use Code (LUC) 210, Single-Family Detached Housing, have been utilized for the trip generation calculations. The City of Marysville dictates the use of a trip generation rate of 1.00 PM peak-hour trips per unit, even though the ITE data shows a lower trip generation rate. The trip generation of the 11 new units of the Gamlam Plat development is summarized in Table 1.

Table 1: Trip Generation Summary

11 Units Single-Family Unit Detached	Average Daily Trips			AM Peak-Hour Trips			PM Peak-Hour Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
Generation Rate	9.43 trips per Unit			0.70 trips per Unit			1.00 trips per Unit		
Splits	50%	50%	100%	26%	74%	100%	63%	37%	100%
Trips	51.87	51.86	103.73	2.00	5.70	7.70	6.93	4.07	11.00

The Gamlam Plat development is anticipated to generate approximately 104 new average daily trips with approximately 8 new AM peak-hour trips and 11 new PM peak-hour trips.

2. TRIP DISTRIBUTION AND ASSIGNMENT

The City of Marysville threshold for level of service is 25 PM peak-hour trips. The total trip generation of the development is less than 25 PM peak-hour trips and therefore intersection level of service analysis should not be required. Additionally, the City of Marysville has an interlocal agreement with Snohomish County that requires Snohomish County intersections impacted with 3 directional peak-hour trips to be identified. There are not any Snohomish County intersections or roadways that are anticipated to be 3 directional PM peak-hour trips based on the low trip generation of the development.

3. TRAFFIC MITIGATION FEES

The City of Marysville has an interlocal agreement with Snohomish County that provides for the payment of traffic mitigation fees to Snohomish County for City of Marysville developments. The City of Marysville also has an understanding with WSDOT for the payment of traffic mitigation fees.

3.1. City of Marysville

The City of Marysville traffic mitigation fees have been calculated using a rate of \$6,300 per unit for single-family residential units. The Gamlam Plat development is proposed to include 11 net new single-family residential units, which results in a City of Marysville traffic mitigation fee of \$69,300.00.

3.2. Snohomish County

The City of Marysville and Snohomish County have an interlocal agreement that provides for the payment of traffic mitigation for impacts to Snohomish County roadways by developments in the City of Marysville. Traffic mitigation fees are based on predetermined area impacts or impacts to actual improvement projects. The trips generated by the Gamlam Plat development are not anticipated to impact any Snohomish County intersections with 3 directional PM peak-hour trips. Snohomish County traffic mitigation fees should therefore not be required for the Gamlam Plat development.

3.3. Washington State Department of Transportation

There are no current WSDOT improvement projects listed on the WSDOT Exhibit C List that are significantly impacted by trips from the Gamlam Plat development. WSDOT traffic mitigation fees should therefore not be required for the Gamlam Plat development.