

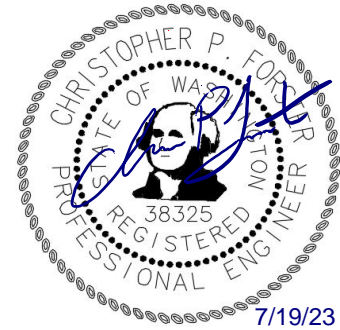
MEMORANDUM

DATE: July 19, 2023

TO: Jesse Hannahs, PE / Jesse Birchman, PE, PTOE
City of Marysville, WA

FROM: Spenser Haynie / Chris Forster, PE
TENW

SUBJECT: Traffic Scoping Memo
Chick-fil-A Soper Hill Road – Marysville, WA
TENW Project No. 2023-197



This memorandum is intended to provide the preliminary traffic information for the proposed Chick-fil-A Soper Hill Road project for the purpose of establishing a scope of work for the Traffic Impact Analysis (TIA). This memo includes a project description, trip generation estimate, project peak hour trip distribution and assignment, and estimation of impact fees.

Project Description

The proposed Chick-fil-A Soper Hill Road site is located on the northeast corner of 87th Ave NE and Soper Hill Road in Marysville, WA, as shown in the **Attachment A** Vicinity Map. The project proposal includes a 5,773 square foot (SF) Chick-fil-A fast-food restaurant with drive-through on a pad site within the White Barn Development that is currently vacant. Vehicular access to the adjacent public streets is proposed via two driveways (one on Soper Hill Road and one on 87th Ave NE shared with other uses within the White Barn Development). A preliminary site plan is shown in **Attachment B**.

Project Trip Generation

The net new weekday daily, AM and PM peak hour trip generation estimates for the proposed project were based on methodology documented in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition for Land Use Code (LUC) 934 (Fast Food Restaurant with Drive-Thru). Adjustments to the trip generation estimates were made to account for pass-by trips, which are trips that are made by vehicles that are already on the adjacent streets and make intermediate stops at a commercial use on route to a primary destination (i.e. on the way from work to home). The pass-by reduction is based on studies documented in the appendices of the ITE *Trip Generation Manual*, 11th Edition. It should be noted that the trip generation estimates do not account for the potential internal capture between the proposed Chick-fil-A and other uses on the White Barn Development site. Therefore, these trip generation estimates may be conservative. **Table 1** summarizes the net new weekday trip generation with detailed trip generation calculations provided in **Attachment C**.

Table 1
Trip Generation Summary

Weekday Time Period	Net New Trips Generated		
	In	Out	Total
Daily	641	641	1,282
AM Peak Hour	66	63	129
PM Peak Hour	44	42	86

Project Trip Distribution and Assignment

The distribution of weekday daily and peak hour project-generated trips was estimated based on trip distribution patterns documented in the TIA prepared for the White Barn Development (dated February 2021) and traffic model distribution figures as provided by the City of Marysville.

The estimated distribution percentages were used to assign the weekday daily and peak hour project trips generated by the Chick-fil-A Soper Hill Road project to the adjacent street network. In accordance with the *Snohomish County Traffic Worksheet and Traffic Study Requirements for Developments in the City of Marysville*, project trip impacts at Snohomish County key intersections were identified. Weekday daily and peak hour trip distribution and assignment figures were prepared consistent with these guidelines and are included in **Attachment D**.

Study Area

The City of Marysville TIA guidelines state that potential study intersections to be included in the TIA include intersections impacted by 25 or more peak hour project-generated trips. Based on the estimated weekday peak hour project trip distribution and assignment shown in **Attachment D**, the following eight (8) intersections have been identified as potential study intersections (in addition to the proposed site access locations):

1. 67th Ave NE/SR 528 (Year of Opening Only)
2. 83rd Ave NE/SR 528
3. 83rd Ave NE/40th Street NE (Horizon Year Only)
4. 87th Ave NE/40th Street NE (Horizon Year Only)
5. 87th Ave NE/35th Street NE (Horizon Year Only)
6. 83rd Ave NE/Soper Hill Road (Year of Opening Only)
7. 87th Ave NE/Soper Hill Road
8. SR 9/Soper Hill Road

Mitigation

The following summarizes the measures proposed to mitigate the transportation impacts of the proposed Chick-fil-A Soper Hill Road project.

City of Marysville

The City of Marysville requires payment of transportation impact fees to help fund planned roadway improvements throughout the City. The City of Marysville's currently adopted transportation impact fee rate is \$2,220 per PM peak hour trip. The proposed Chick-fil-A Soper Hill Road project is estimated to generate 86 net new PM peak hour trips. As a result, the estimated City of Marysville transportation impact fee is **\$190,920** (\$2,220 x 86 PM peak hour trips). Actual impact fees will be calculated by the City based on the proposed land uses and trip generation rates in effect at the time of building permit issuance.

Additionally, based on the interlocal agreement between City of Marysville and the City of Lake Stevens, the City of Marysville is collecting fees to fund improvements to Soper Hill Road between SR 9 and 83rd Avenue NE. The City of Marysville is currently collecting an impact fee of \$1,700 per PM peak hour trip impacting the new 87th Ave NE/Soper Hill Road roundabout. Based on the horizon year weekday PM peak hour trip distribution and assignment shown in **Attachment D**, the proposed Chick-fil-A Soper Hill Road project is anticipated to send 29 trips through the 87th Ave NE/Soper Hill Road roundabout resulting in an impact fee of **\$49,300** (\$1,700 x 29 PM peak hour trips).

Snohomish County

The project is also subject to the requirements of an Interlocal Agreement between the City of Marysville and Snohomish County. Pursuant to this agreement, the project is required to evaluate potential impact fees to fund improvements in nearby unincorporated areas of Snohomish County. TENW reviewed the interlocal agreement requirements and based on the location of the nearest roadway improvements identified in the Snohomish County *Transportation Needs Report* (Appendix D), no impact fee projects are anticipated to be impacted by at least 3 directional peak hour trips. Therefore, we believe that no impact fees will be due to Snohomish County. The Snohomish County Traffic Worksheet and Traffic Mitigation Offer forms will be submitted separately.

Traffic Study Scope Confirmation

Based on the information presented in this memo, please confirm whether any additional traffic analysis is required.

If you have any questions regarding the information presented in this memo, please contact me at (206) 390-7253 or spenser@tenw.com.

cc: Steve Schwartz – Chick-fil-A, Inc
Stef Escamilla – 4G Development & Consulting

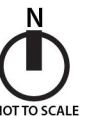
Attachments: A. Project Site Vicinity
B. Preliminary Site Plan
C. Trip Generation Calculations
D. Weekday Project Trip Distribution and Assignment

ATTACHMENT A

Vicinity Map

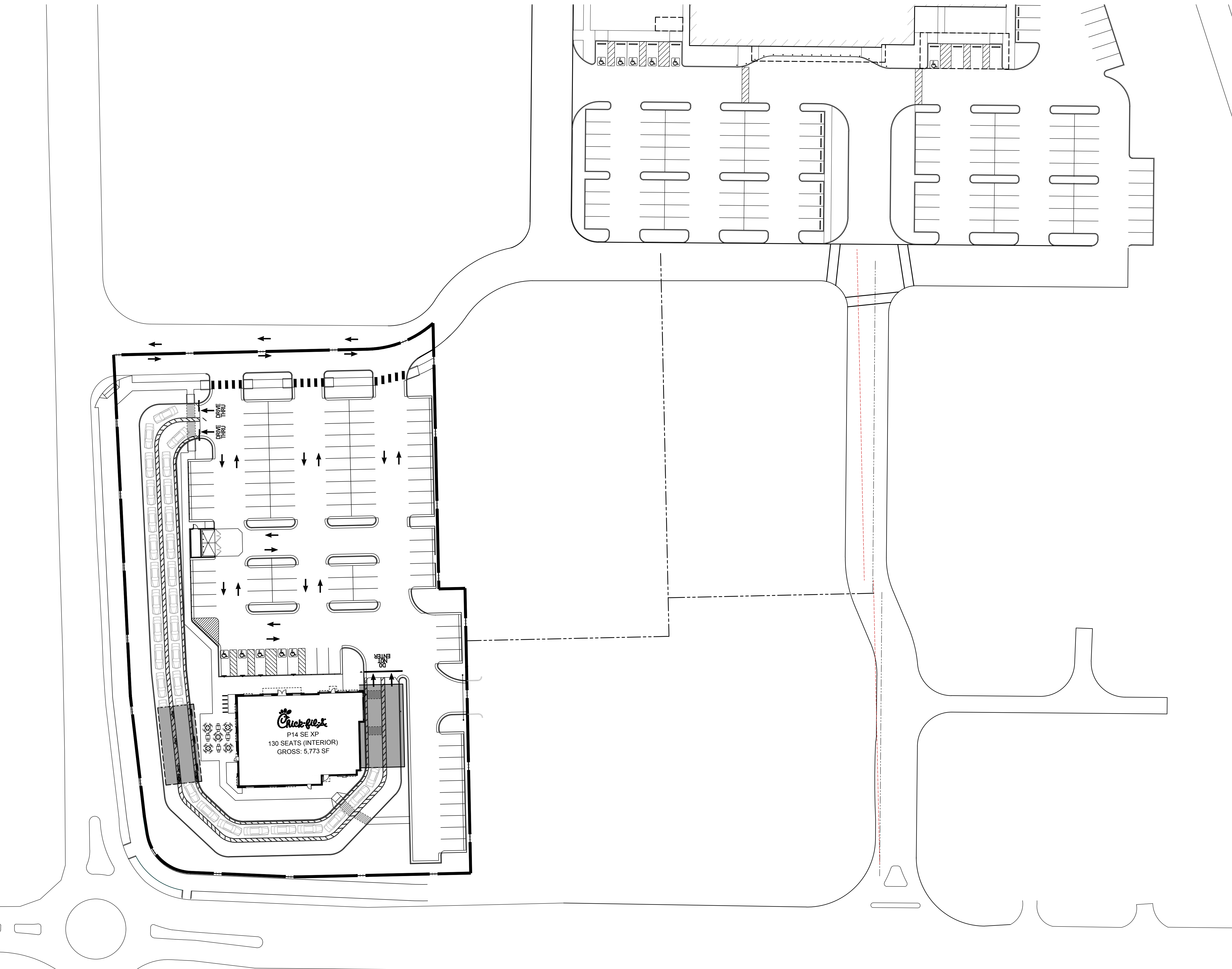


Attachment A: Project Site Vicinity Map



ATTACHMENT B

Preliminary Site Plan



PROJECT DATA:

SITE AREA:	2.08 AC
GROSS:	90,528 SF
BUILDING FOOTPRINT:	5,028 SF
BUILDING USE:	
COVERAGE:	
GROSS:	6%
NET:	6%
PARKING REQUIRED:	
RESTAURANT	30 STALLS
TOTAL	30 STALLS
PARKING PROVIDED:	
AUTO:	106 STALLS
	@21.08/1000 SF
	5 STALLS
	REQ. ACCESSIBLE
DT STACK:	49 CARS
OP CANOPY	11TH CAR AT INNER LANE

DEVELOPMENT STANDARDS:

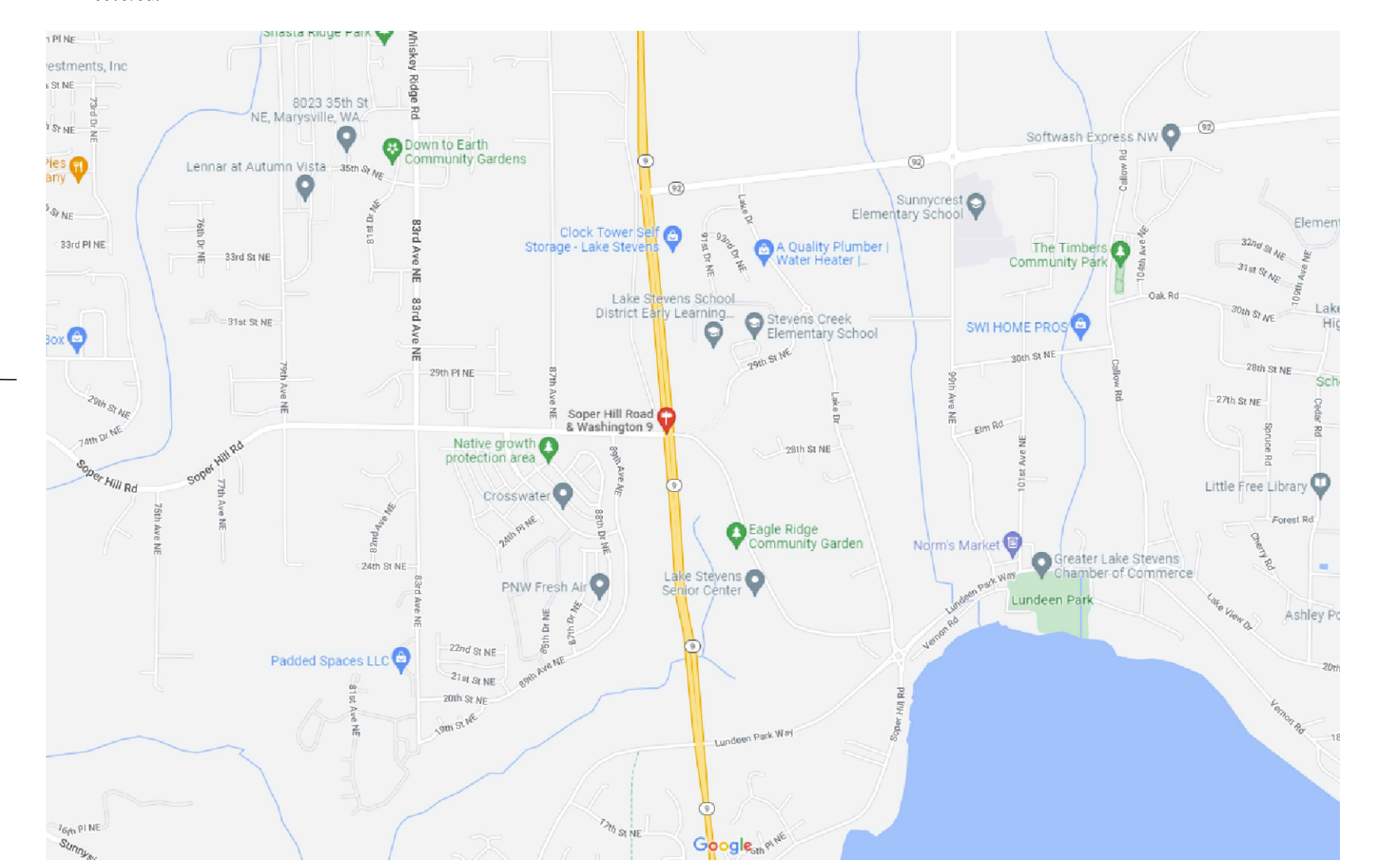
ZONING:	CB-WR ¹
MAX. HEIGHT:	55 FT
BUILDING SETBACKS:	
FRONT:	0 FT ²
SIDE:	0 FT ³
REAR:	0 FT ³
LANDSCAPE SETBACKS:	
FRONT:	5 ⁵
SIDE:	4 ⁴
REAR:	4 ⁴
LANDSCAPE REQ.:	15% ⁶
OFF-STREET PARKING:	
STANDARD:	8.5X18 ⁹
COMPACT:	TBD
COMPACT %:	TBD
DRIVE AISLE:	22 FT
FIRE LANE:	26 FT
OVERHANG:	2 FT
REQ. PARKING RATIO BY USE:	
RESTAURANT:	8 ⁸
DRIVE-THROUGH:	1/75 SF ⁷

- NOTES:**
- Community Business - Whiskey Ridge Subarea Plan
 - Subject to sight distance review at driveways and street intersections.
 - A 25-foot setback is required on property lines adjoining residentially designated property.
 - 20 ft L1 landscaping buffer between commercial use and property designated single-family by the Marysville comprehensive plan.
10 ft L2 landscaping buffer between commercial use and property designated multiple-family by the Marysville comprehensive plan.
 - Required landscaping setbacks for developments on the north side of Soper Hill Road are 25 ft from the edge of sidewalk. If the drive-through lane is abutting a street: (a) 10 ft setback required from a public right-of-way or private access road. The setback area shall be landscaped to the L3 standard; see Chapter 22C.120 MMC, Landscaping and Screening.
(b) 15 ft setback required from a public arterial right-of-way. The setback area shall be landscaped to the L3 standard; see Chapter 22C.120 MMC, Landscaping and Screening. (Ord. 2852 § 10 (Exh. A), 2011).
 - Maximum impervious surface: 85%
 - A stacking lane shall be an area measuring a minimum of 8' 4" wide by 20 feet deep. For each service lane of a drive-through restaurant, a minimum of 7 stacking spaces shall be provided. For high volume drive-through restaurants up to 12 stacking spaces may be required.
 - If < 4,000 SF, 1 per 200 SF gross floor area; if > 4,000 SF, 20 plus 1 per 100 SF gross floor area over 4,000 SF
 - Bicycle parking facilities shall be provided for any new use which requires 20 or more automobile parking spaces. The number of required bicycle parking spaces shall be 2% of the number of required off-street auto parking spaces. When any covered automobile parking is provided, all bicycle parking shall be covered.

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

Stormwater Management Design:
AVERAGE REGIONAL REQUIRED PROVIDED

Boundary Source:
GIS MAP & AERIAL IMAGE



ATTACHMENT C

Trip Generation Calculations

Chick-fil-A Soper Hill Rd Marysville, WA

DAILY									
Land Use	Size ¹	ITE LUC ²	Directional Split		Trip Rate or Equation Total	Trips Generated			
			In	Out		In	Out	Total	
Proposed Use									
Fast-Food Rest. With Drive-Thru	5,773 GFA	934	50%	50%	467.48	1,349	1,350	2,699	
Pass-by Trips ^{3,4}	53%					-708	-709	-1,417	
						641	641	1,282	
New Weekday Daily Trips Generated =						641	641	1,282	
AM PEAK HOUR									
Land Use	Size ¹	ITE LUC ²	Directional Split		Trip Rate or Equation Total	Trips Generated			
			In	Out		In	Out	Total	
Proposed Use									
Fast-Food Rest. With Drive-Thru	5,773 GFA	934	51%	49%	44.61	132	126	258	
Pass-by Trips ³	50%					-66	-63	-129	
						66	63	129	
New AM Peak Hour Trips Generated =						66	63	129	
PM PEAK HOUR									
Land Use	Size ¹	ITE LUC ²	Directional Split		Trip Rate or Equation Total	Trips Generated			
			In	Out		In	Out	Total	
Proposed Use									
Fast-Food Rest. With Drive-Thru	5,773 GFA	934	52%	48%	33.03	99	92	191	
Pass-by Trips ³	55%					-55	-50	-105	
						44	42	86	
New PM Peak Hour Trips Generated =						44	42	86	

Notes:

¹ GFA = Gross Floor Area.

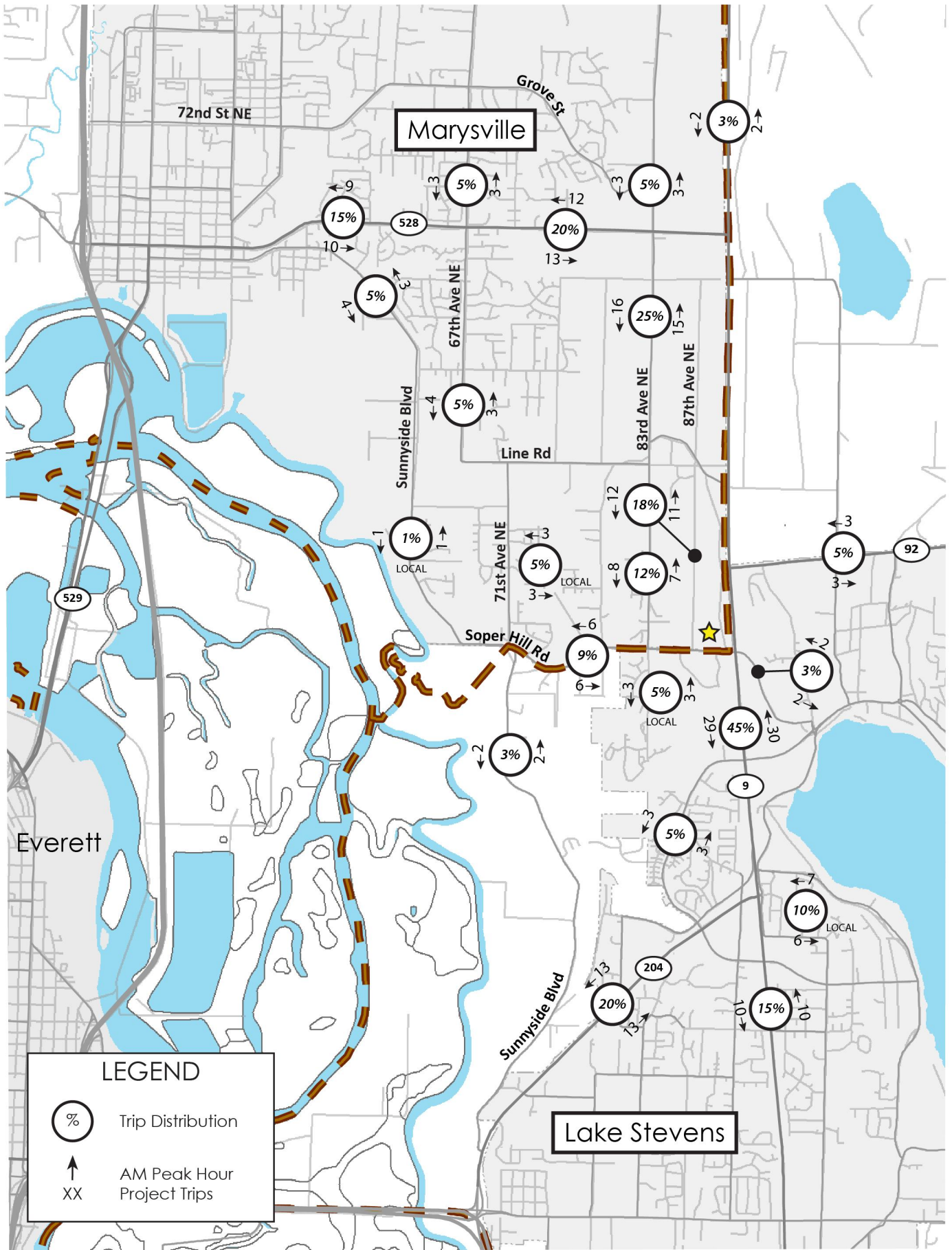
² Institute of Transportation Engineers, *Trip Generation* Manual, 11th Edition, 2021.

³ Pass-by trips determined based on appendices included in the ITE Trip Generation Manual, 11th Edition.

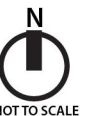
⁴ Pass-by percentage for daily based on the average of the AM and PM peak hours.

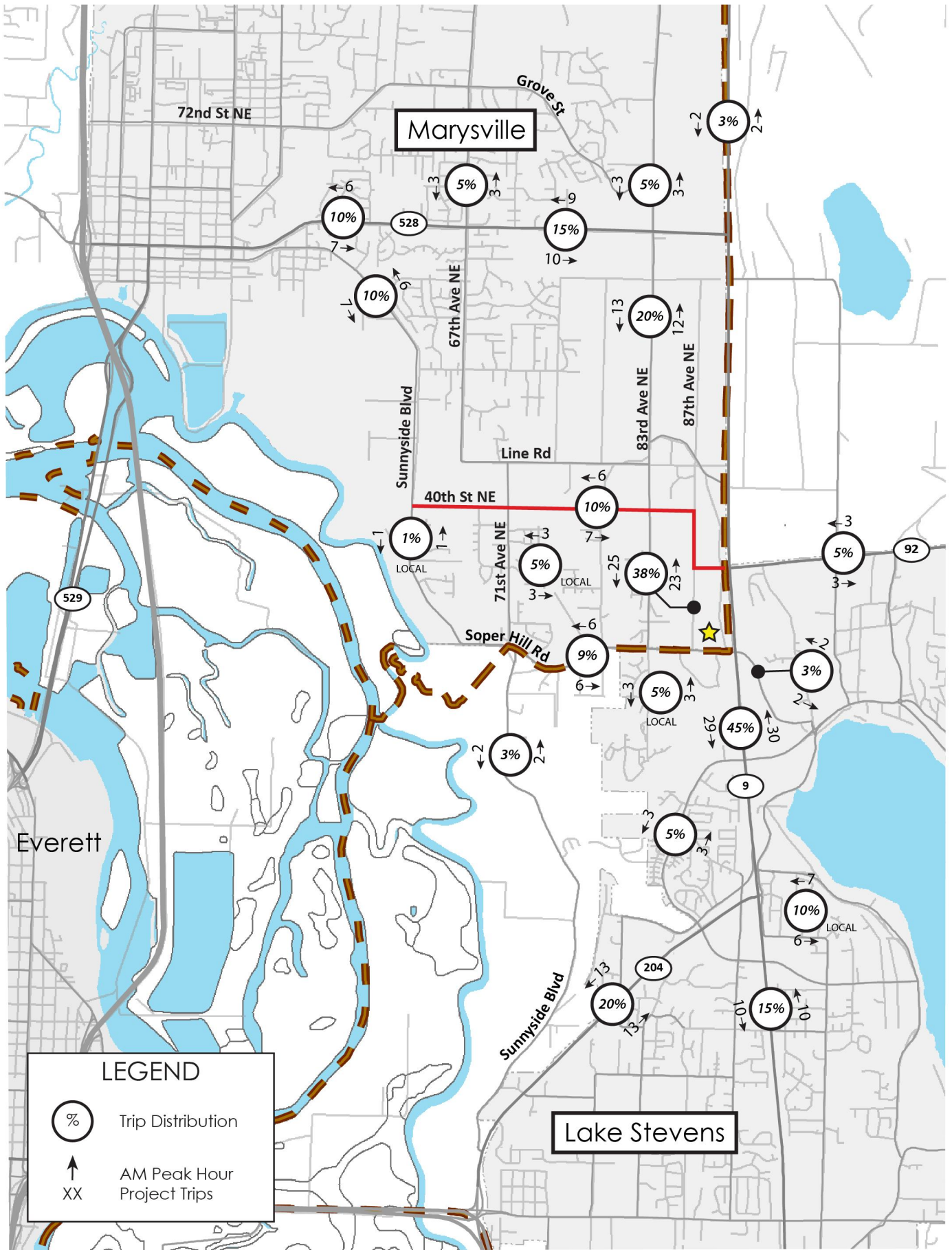
ATTACHMENT D

Weekday Project Trip Distribution and Assignment

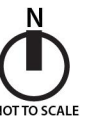


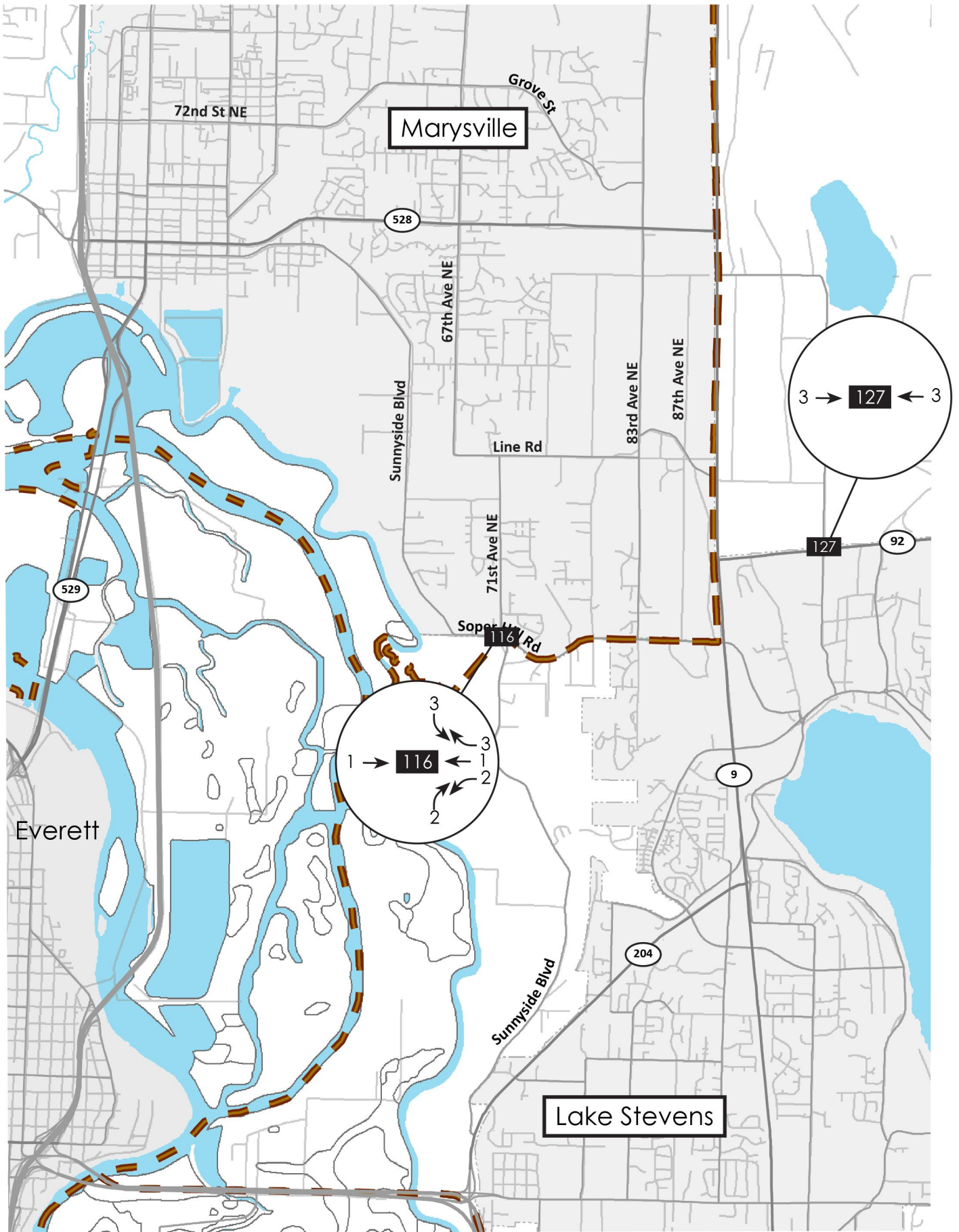
Attachment D1: AM Peak Hour Project Trip Distribution and Assignment (Year of Opening)





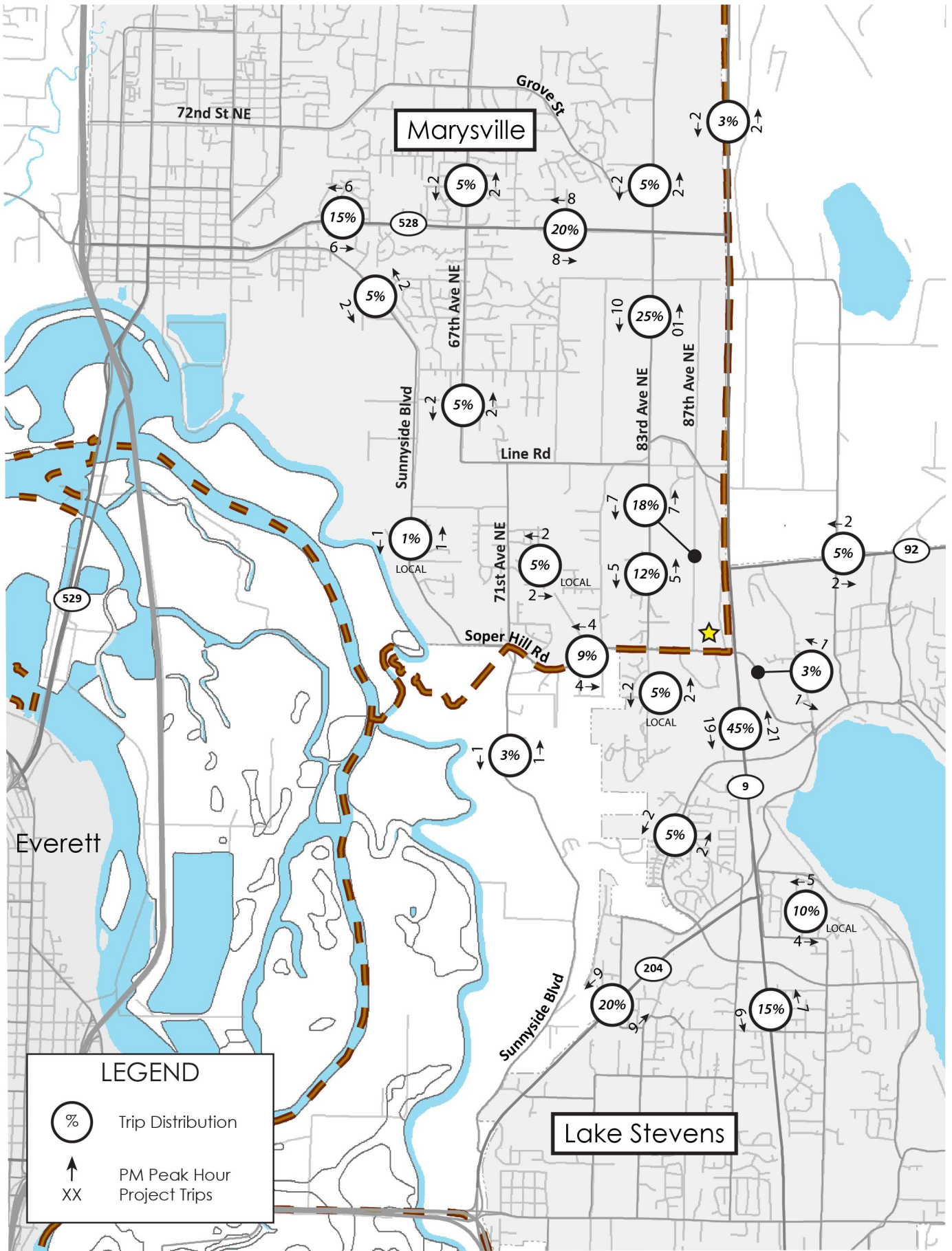
Attachment D2: AM Peak Hour Project Trip Distribution and Assignment (Horizon Year)





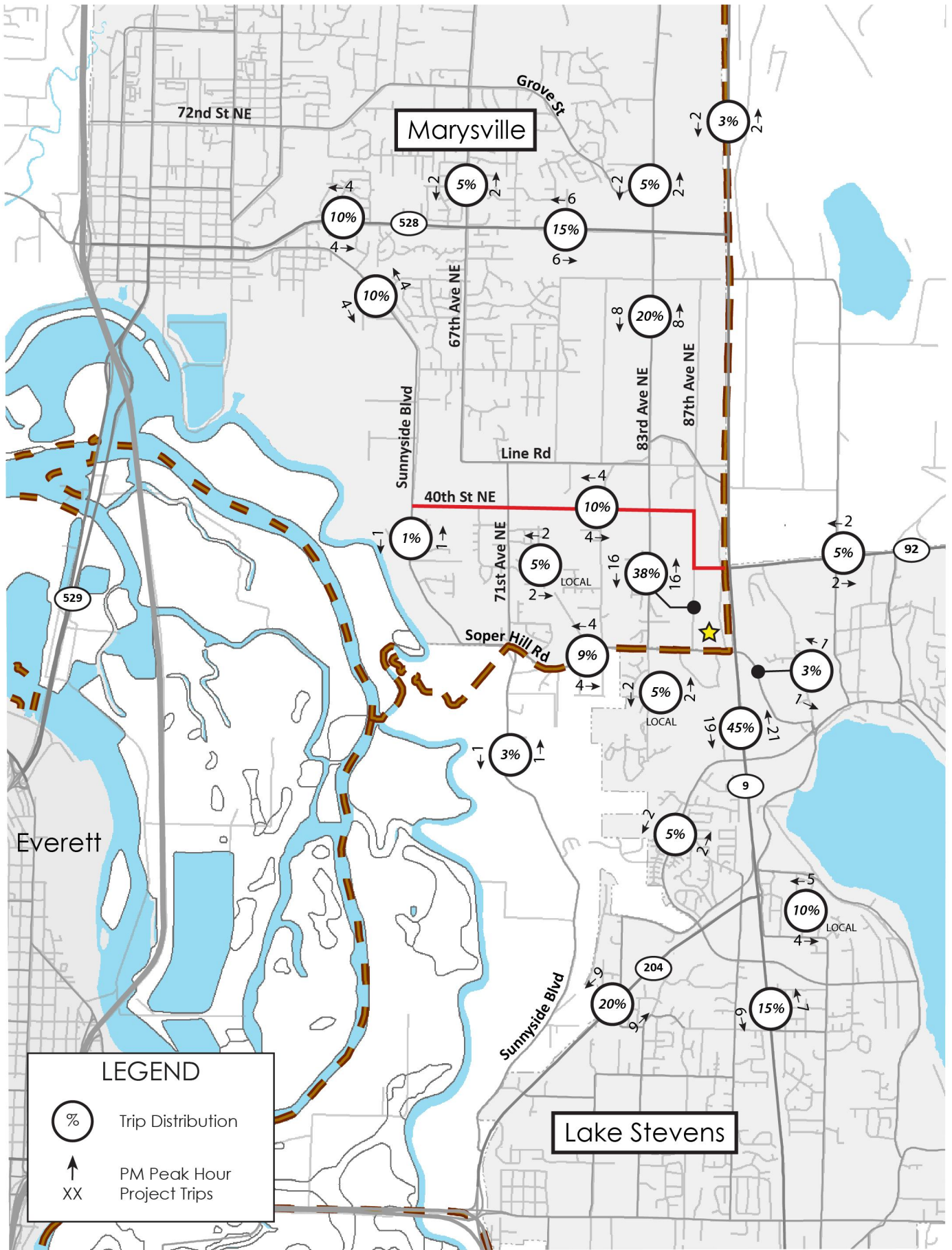
Attachment D3: AM Peak Hour Project Trip Assignment at Snohomish County Key Intersections





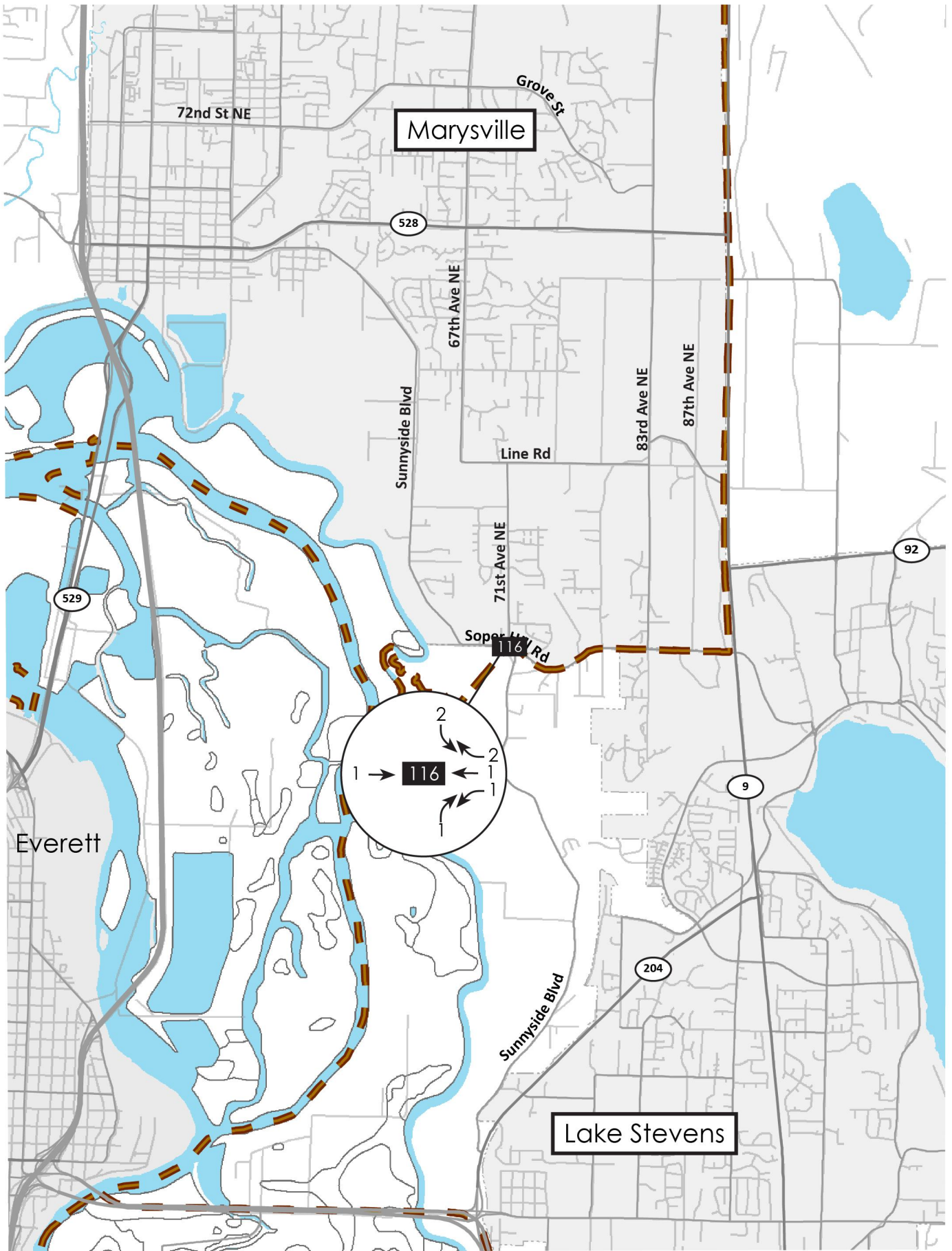
Attachment D4: PM Peak Hour Project Trip Distribution and Assignment (Year of Opening)





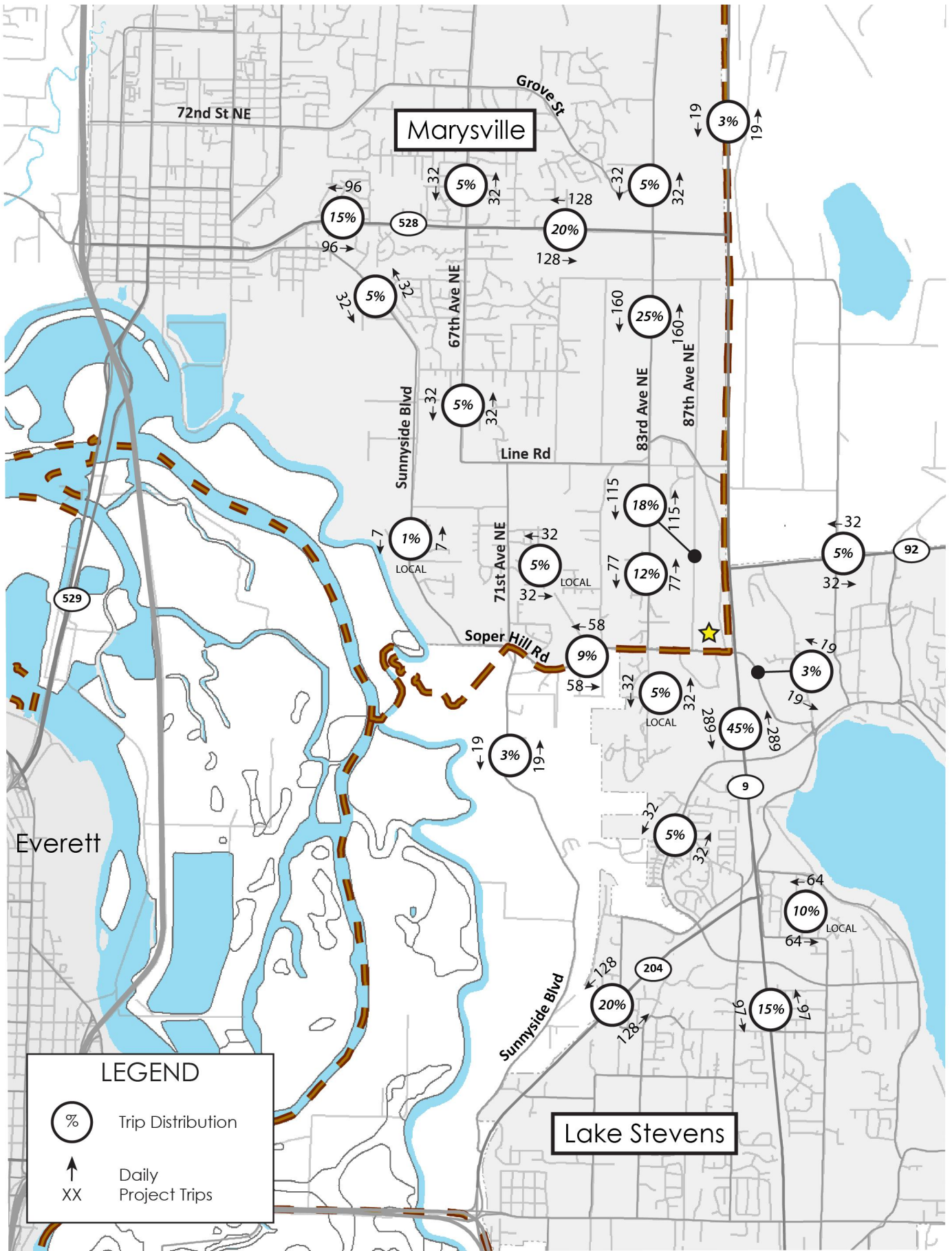
Attachment D5: PM Peak Hour Project Trip Distribution and Assignment (Horizon Year)





Attachment D6: PM Peak Hour Project Trip Assignment at Snohomish County Key Intersections





Attachment D7: Daily Project Trip Distribution and Assignment (Year of Opening)



