

MEMORANDUM

DATE: August 17, 2022
TO: Jesse Hannahs, P.E.
 City of Marysville
FROM: Curtis Chin, P.E.
 TENW
SUBJECT: Traffic Impact Analysis
 Sunnyside Village Cohousing – Marysville, WA (PR#A21-036)
 TENW Project No. 2022-200

This traffic impact analysis (TIA) has been prepared for the proposed *Sunnyside Village Cohousing* project in the City of Marysville, WA. The TIA was completed based on City of Marysville traffic scoping comments dated July 22, 2022.

Project Description

The proposed *Sunnyside Village Cohousing* site is located at 3121 66th Ave NE as shown in **Attachment A** Vicinity Map. The project proposal includes up to 32 single-family detached units on a site that is currently occupied by one (1) existing single-family home; the existing home will be removed as part of the development of the proposed project. Vehicular access is proposed via the extension of 66th Ave NE. A preliminary site plan is shown in **Attachment B**.

Project Trip Generation

Trip generation estimates associated with the proposed project for weekday daily and the AM peak hour were based on trip rates documented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition for Land Use Code (LUC) 210 (Single-Family Detached Housing). For the weekday PM peak hour, a trip rate of 1.0 trip per single-family dwelling unit was used consistent with the City of Marysville’s – 2021 Traffic Impact Analysis Guidelines.

The resulting net new weekday daily, AM, and PM peak hour trips (proposed less existing) are summarized in **Table 1**. A detailed trip generation estimate is included in **Attachment C**.

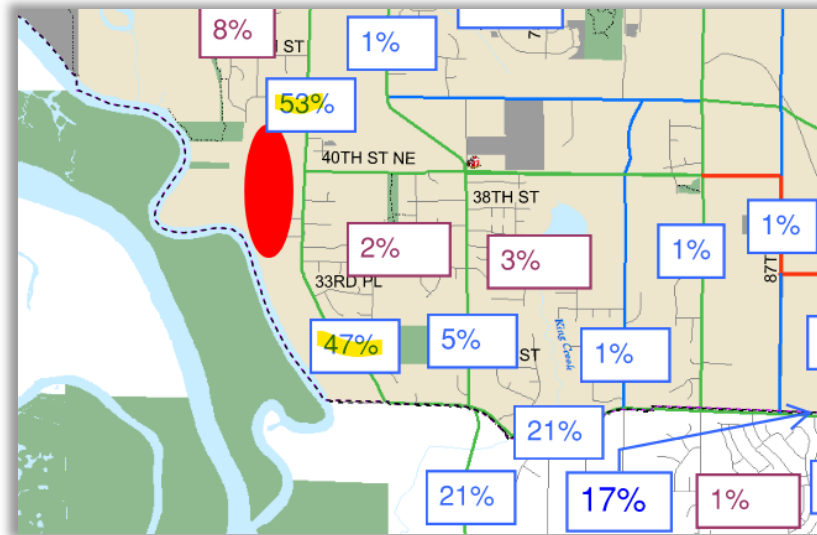
Table 1
Trip Generation Summary

Time Period	Net New Trips Generated		
	In	Out	Total
Weekday Daily	146	147	293
Weekday AM Peak Hour	6	15	21
Weekday PM Peak Hour	19	12	31

As shown in **Table 1**, the proposed project is estimated to generate 293 net new weekday daily trips, with 21 trips (6 in, 15 out) occurring during the weekday AM peak hour and 31 trips (19 in, 12 out) occurring during the weekday PM peak hour.

Project Trip Distribution and Assignment

The distribution of project-generated trips during the weekday peak hour was estimated based on traffic model distribution as provided by the City of Marysville. The distribution figures provided by the City are included in **Attachment D**. The snip below shows the distribution of project trips in the vicinity of the project site.



As shown in the snip above, the City's distribution includes 53% of project trips destined to/from the north on Sunnyside Blvd and 47% of project trips to/from the south on Sunnyside Blvd. Based on a peak hour trip generation of 31 net new PM peak hour project trips (19 inbound and 12 outbound), all arterial/arterial intersections would be impacted by less than 25 peak hour trips. As such, intersection analysis would not be required at any City intersections.

Mitigation

The following summarizes the measures proposed to mitigate the transportation impacts of the proposed *Sunnyside Village Cohousing* 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 *Sunnyside Village Cohousing* 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 *Sunnyside Village Cohousing* project is estimated to generate 31 net new PM peak hour trips. As a result, the estimated City of Marysville transportation impact fee is **\$195,300** (\$6,300 X 31 PM peak hour trips).

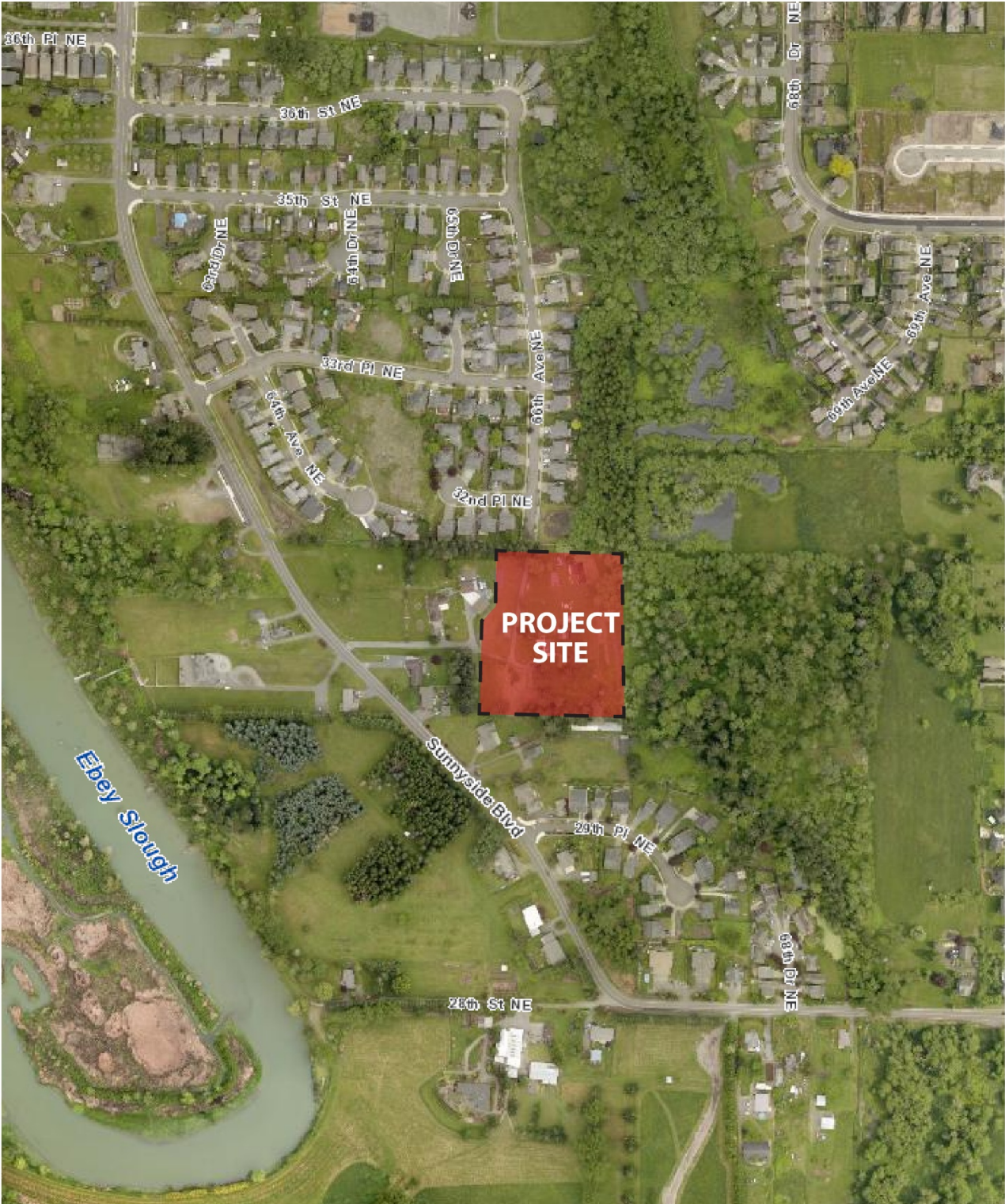
Soper Hill Road & 87th Ave NE Roundabout Proportionate Share. The City of Marysville and the City of Lake Stevens have an interlocal agreement (ILA) to collect impact fees for the construction of the Soper Hill Road & 87th Ave NE roundabout. Impact fees are based on a rate of \$1,700 per PM peak hour trip. Based on the trip distribution included in **Attachment D**, 18% of the project trips are anticipated to impact the Soper Hill Road/87th Ave NE intersection. As a result, the project's impact fee to the Soper Hill Road & 87th Ave NE roundabout would be based on 5.6 PM trips (31 PM Trips X 18%). The estimated proportionate share impact fee for the Soper Hill Road & 87th Ave NE roundabout is **\$9,520** (\$1,700 X 5.6 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 project trip distribution and assignment, the proposed *Sunnyside Village Cohousing* project would not impact any Snohomish County TNR project with three (3) directional peak hour trips. Therefore, the *Sunnyside Village Cohousing* 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 (425) 250-5003 or chin@tenw.com.

cc: Paul Cullen, Sunnyside Village Cohousing
Jeff Schramm, Principal – TENW

Attachments: A. Project Vicinity Map
B. Preliminary Site Plan
C. Trip Generation Calculations
D. City of Marysville Trip Distribution Exhibits



Attachment A: Project Site Vicinity





Attachment B: Preliminary Site Plan



ATTACHMENT C

Trip Generation Calculations

Land Use	Size/Units ¹	ITE ² LUC	Directional Distribution ²		Trip Rate ²	Trips Generated		
			In	Out		In	Out	Total
Daily								
<u>Proposed Use:</u>								
Single-Family Detached Housing	32 DU	210	50%	50%	9.43	151	151	302
<u>Existing Use:</u>								
Single-Family Detached Housing	1 DU	210	50%	50%	9.43	-5	-4	-9
New Net Daily Trips Generated =						146	147	293
AM Peak Hour								
<u>Proposed Use:</u>								
Single-Family Detached Housing	32 DU	210	26%	74%	0.70	6	16	22
<u>Existing Use:</u>								
Single-Family Detached Housing	1 DU	210	26%	74%	0.70	0	-1	-1
New Net AM Peak Hour Trips Generated =						6	15	21
PM Peak Hour								
<u>Proposed Use:</u>								
Single-Family Detached Housing ³	32 DU	210	63%	37%	1.0	20	12	32
<u>Existing Use:</u>								
Single-Family Detached Housing ³	1 DU	210	63%	37%	1.0	-1	0	-1
New Net PM Peak Hour Trips Generated =						19	12	31

Notes:

¹ DU = Dwelling Units.

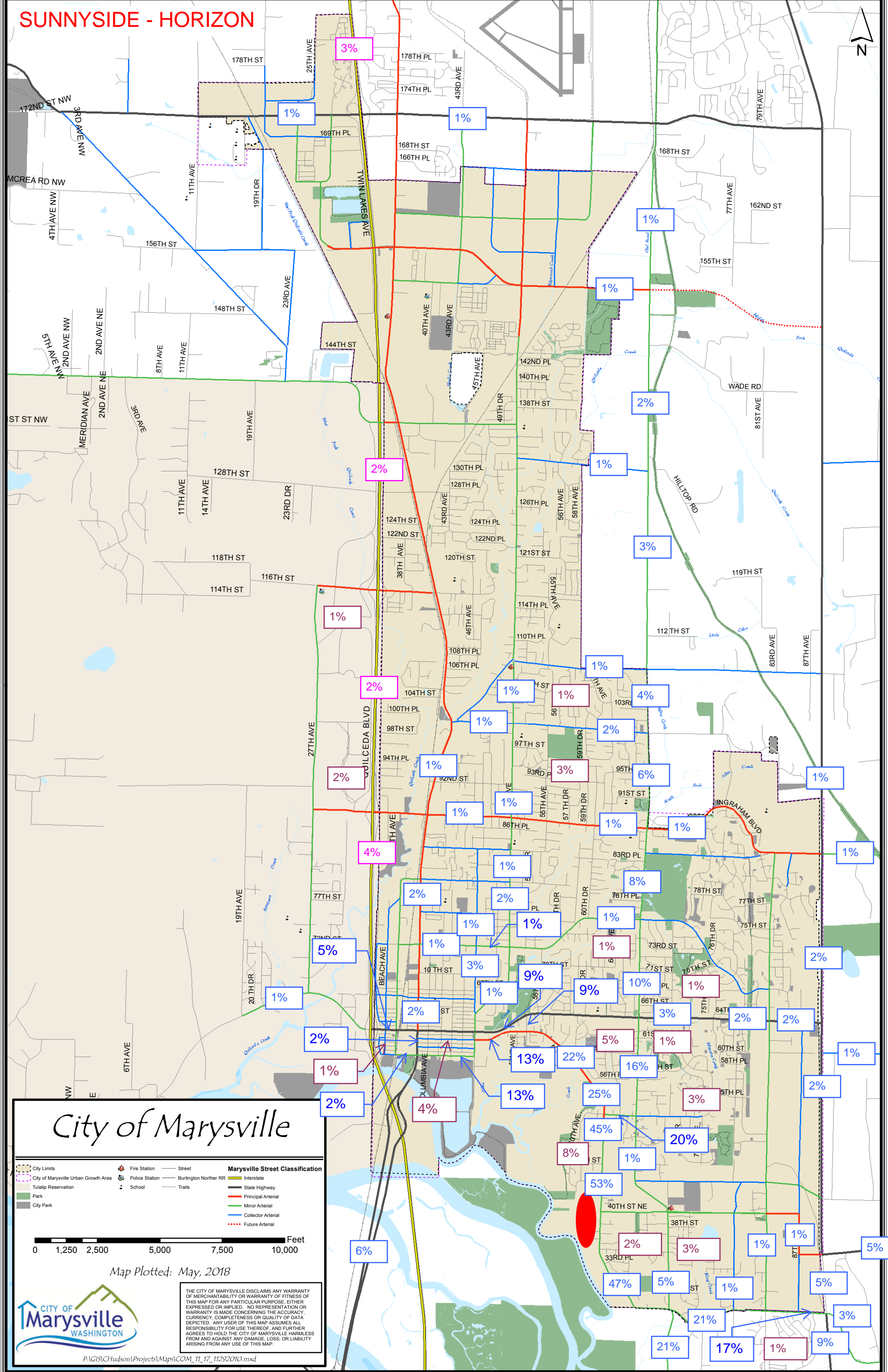
² Land Use Code, trip rates, and directional splits from Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021 unless otherwise noted.

³ PM peak hour trip generation rate of 1.0 trip per DU used per City of Marysville Traffic Impact Analysis guidelines.

ATTACHMENT D

City of Marysville Trip Distribution Exhibits

SUNNYSIDE - HORIZON



City of Marysville

			Marysville Street Classification

0 1,250 2,500 5,000 7,500 10,000 Feet

Map Plotted: May, 2018

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SUNNYSIDE - EXISTING



City of Marysville

November 2017

- Marysville City Limits
- Other City Limits
- Urban Growth Boundary
- Tulip Reservation
- Parks and open space
- Interstate Highway
- State Highway
- Arterial
- Schools



0 2,000 4,000 6,000 Feet

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