

 **TRAFFIC IMPACT ANALYSIS**

TAYLOR PROPERTY

JURISDICTION: CITY OF MARYSVILLE, WA
LOCATION: 49TH STREET NE, WEST OF 83RD AVENUE NE

Prepared for:
Keystone Land
13805 Smokey Point Boulevard
Suite 102
Marysville, Washington 98258

Prepared by:
Kimley»»Horn

January 2024
090223167
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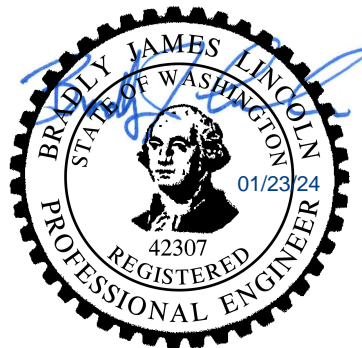
Kimley-Horn and Associates, Inc.

2828 Colby Avenue

Suite 200

Everett, Washington 98201

(425) 708-8275



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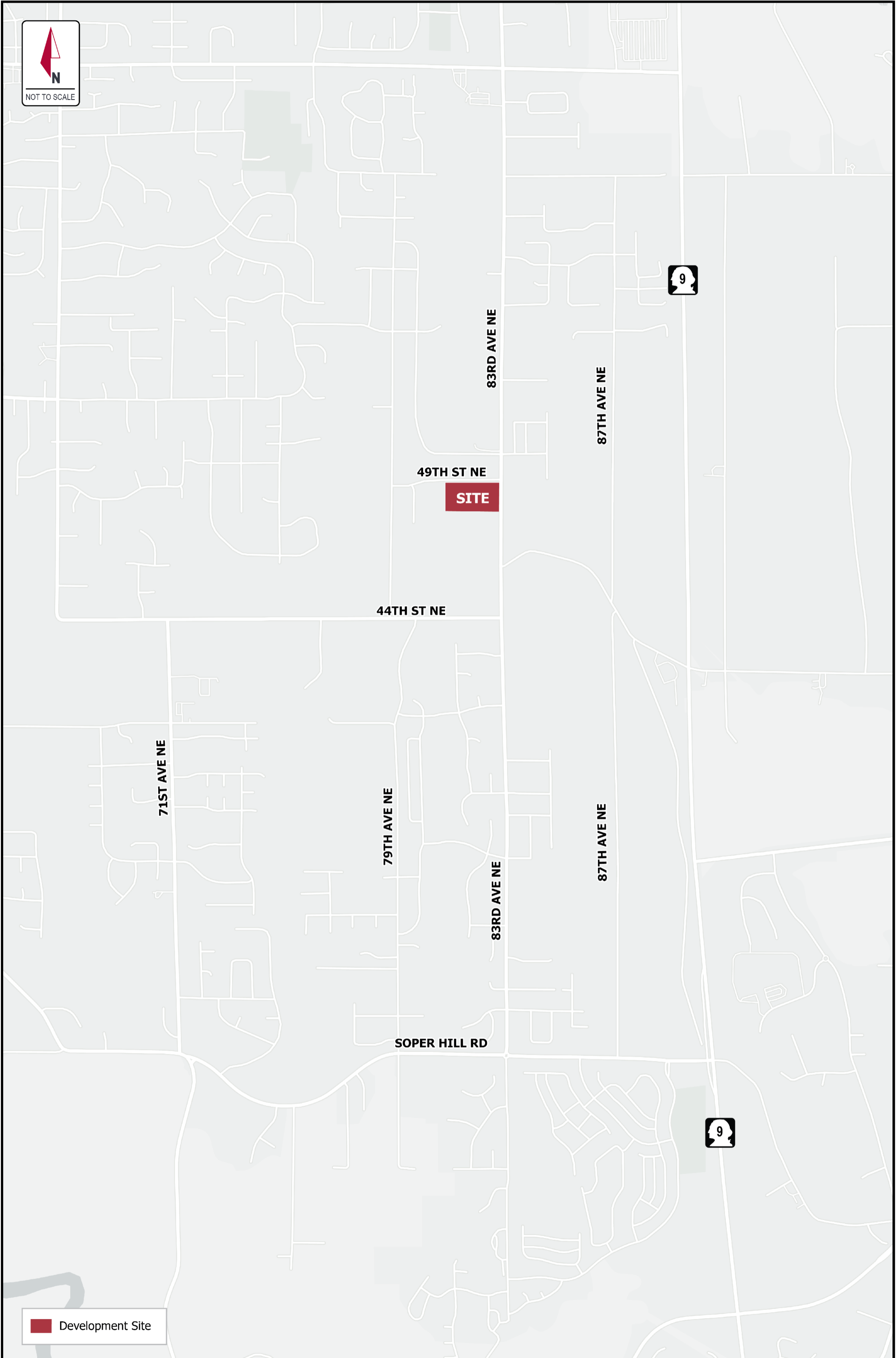
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TRIP DISTRIBUTION A

1. DEVELOPMENT IDENTIFICATION

Kimley-Horn and Associates, Inc. (Kimley-Horn) has been retained to provide a traffic impact analysis for the Taylor Property Development (Development). This report is intended to provide the City of Marysville (City) and Snohomish County (County) with the necessary traffic generation, trip distribution, and mitigation fee determination to facilitate their reviews of the Development. The Development is located on the south side of 49th Street NE, west of 83rd Avenue NE. A site vicinity map is included in **Figure 1**. The Development is proposed to consist of 21 single-family detached residential units. The site is currently listed as developed with one single-family detached unit per the *Snohomish County Online Property Information (SCOPI)* web map. The site will have access 49th Street NE via direct access and a public road.

Brad Lincoln, responsible for this report and traffic analysis, is a licensed professional engineer (Civil) in the State of Washington and member of the Washington State section of the Institute of Transportation Engineers (ITE).



 Development Site

2. TRIP GENERATION

The Development is proposed to consist of 21 total single-family detached units. The site is currently developed with one single-family detached unit that will remain, resulting in 20 new single-family residential units. The trip generation calculations have been performed using data published by the ITE *Trip Generation Manual, 11th Edition (2021)* and Marysville Municipal Code (MMC). The average trip generation rates for ITE Land Use Codes (LUC) 210, Single-Family Detached Housing, have been used for the average daily trips (ADTs) and AM peak-hour trip generation calculations. The rate of 1.0 PM peak-hour trip per unit has been used as identified in the MMC Chapter 22A.020. The trip generation calculations for the Development are summarized in **Table 1**.

Table 1: Trip Generation Summary

20 Units Single-Family Detached Housing	Average Daily Trips (ADTs)			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%	25%	75%	100%	63%	37%	100%
Trips	95	94	189	4	10	14	13	7	20

The Development is anticipated to generate approximately 189 new ADTs with approximately 14 new AM peak-hour trips and 20 new PM peak-hour trips.

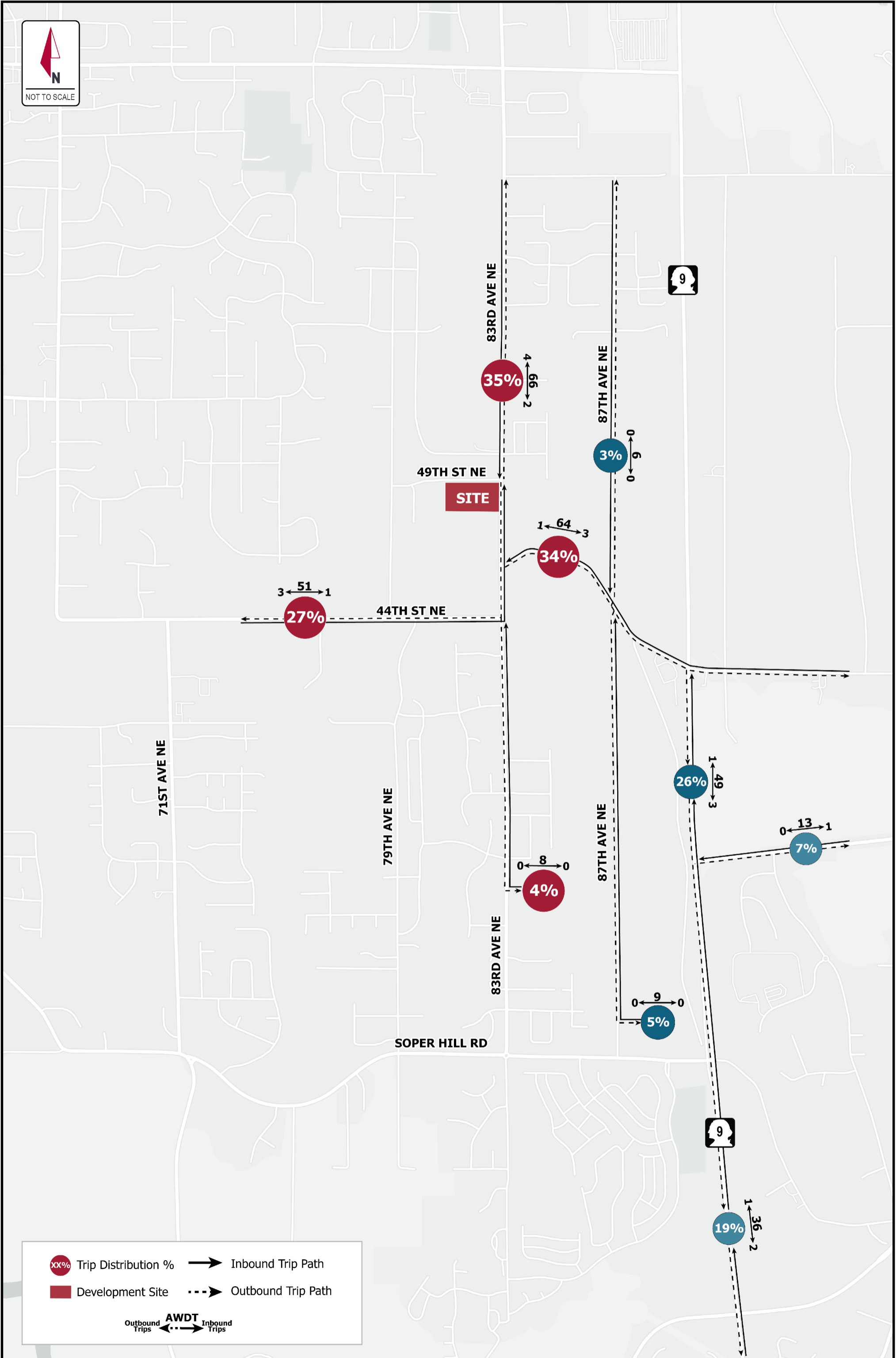
3. TRIP DISTRIBUTION

The trip distribution for the Development is based on the Whiskey Ridge North distributions established by the City which has the same values for both the opening-year and horizon-year conditions. The trip distribution for the Development is:

- 35% to and from the north along 83rd Avenue NE
- 34% to and from the east
 - 19% to and from the south along SR-9
 - 7% to and from the east along SR-92
 - 5% to and from the south along 87th Avenue NE
 - 3% to and from the north along SR-9
- 27% to and from the west along 44th Street NE
- 4% to and from the south along 83rd Avenue NE

Detailed trip distributions for the AM peak-hour and PM peak-hour are shown in **Figure 2** and **Figure 3**, respectively. The established distributions are provided in **Appendix A**.

The trip distribution shows that there are not any intersections that are impacted by 25 PM peak-hour trips generated by the Development. Intersection level of service should therefore not be required by the City.



● Trip Distribution % **→** Inbound Trip Path
SITE Development Site **- - - →** Outbound Trip Path
 AWDT
 Outbound Trips **← - - -** **- - - →** Inbound Trips

FIGURE 2: TRIP DISTRIBUTION - AM PEAK HOUR
 TAYLOR PROPERTY - CITY OF MARYSVILLE, WA (090223167)

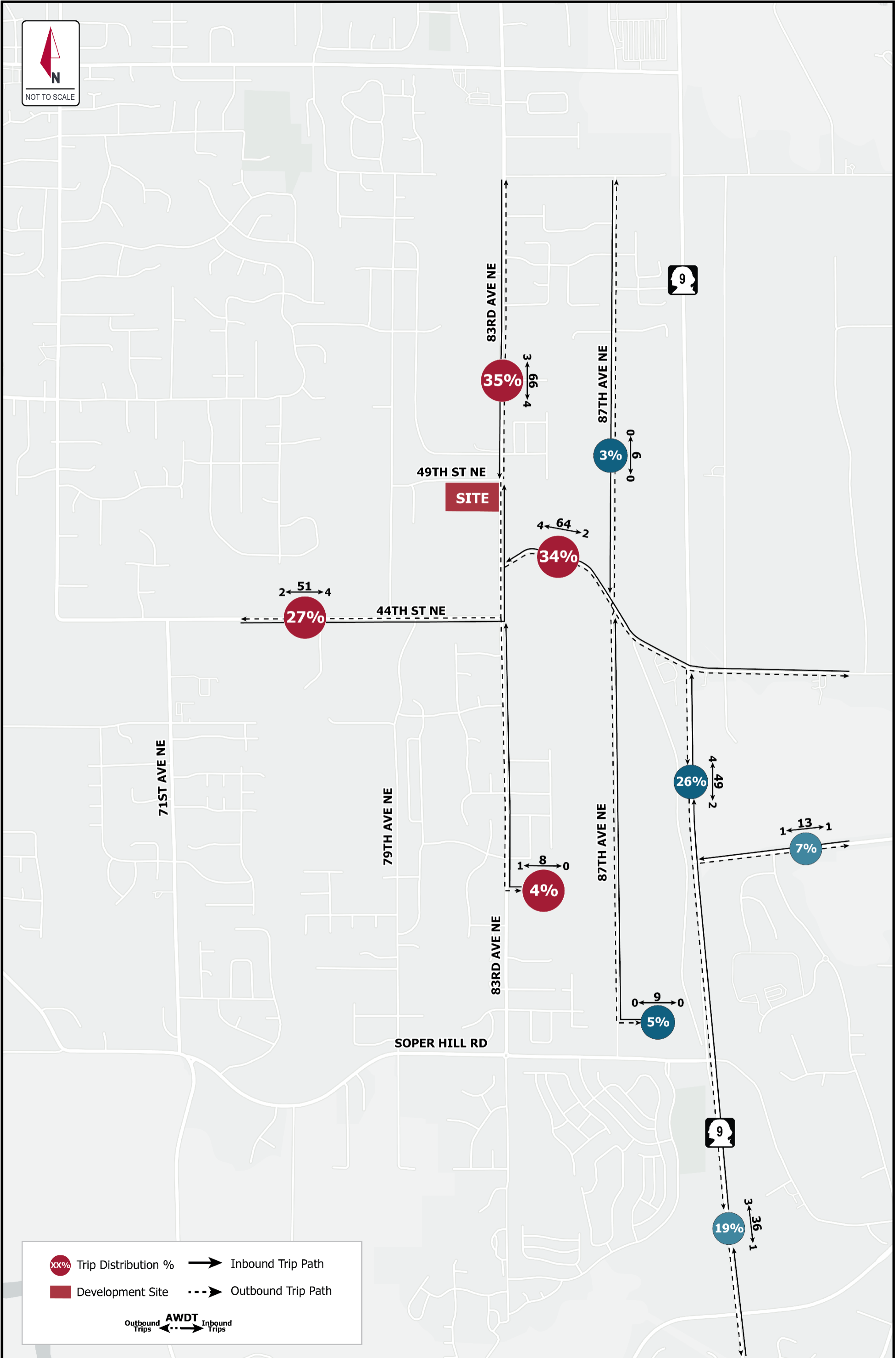


FIGURE 3: TRIP DISTRIBUTION - PM PEAK HOUR
TAYLOR PROPERTY - CITY OF MARYSVILLE, WA (090223167)

3.1. Snohomish County Intersections

The interlocal agreement between the City and County requires detailed development trip turning movement data at County key intersections impacted with three or more directional trips on an approach or departure. The trips generated by the Development will not impact any key intersection during the AM or PM Peak-hour. Key intersection impacts should therefore not be required by the City.

4. SITE ACCESS

The Development is proposed to have individual driveways to 49th Street NE and a public road that will provide access to 7 units. It is anticipated that the majority of the trips generated by the Development will travel along 83rd Avenue NE.

5. TRANSPORTATION IMPACT FEES

The City has interlocal agreements with the County and Washington State Department of Transportation (WSDOT) for transportation impact fees. These transportation impact fees are based on the area wide traffic mitigation fee or actual impacts to improvement projects.

5.1. City of Marysville

The City traffic mitigation fees have been calculated using the residential rate of \$6,300 per new single-family unit. The Development is anticipated to construct 20 new single-family units after credit for the existing unit on the site that will be removed. The City traffic mitigation fees for the Development should therefore be \$126,000.00.

5.2. Snohomish County

The City and County have an interlocal agreement that provides for the payment of traffic mitigation for impacts to County roadways by City developments. Traffic mitigation fees are based on predetermined area impacts or impacts to actual improvement projects. The only County improvement project in the area is along 88th Street NE, between approximately 44th Drive NE to 66th Drive NE. This improvement project is not anticipated to be impacted by three directional PM peak-hour trips generated by the Development. County traffic mitigation fees should therefore not be required for the Development.

5.3. Washington State Department of Transportation

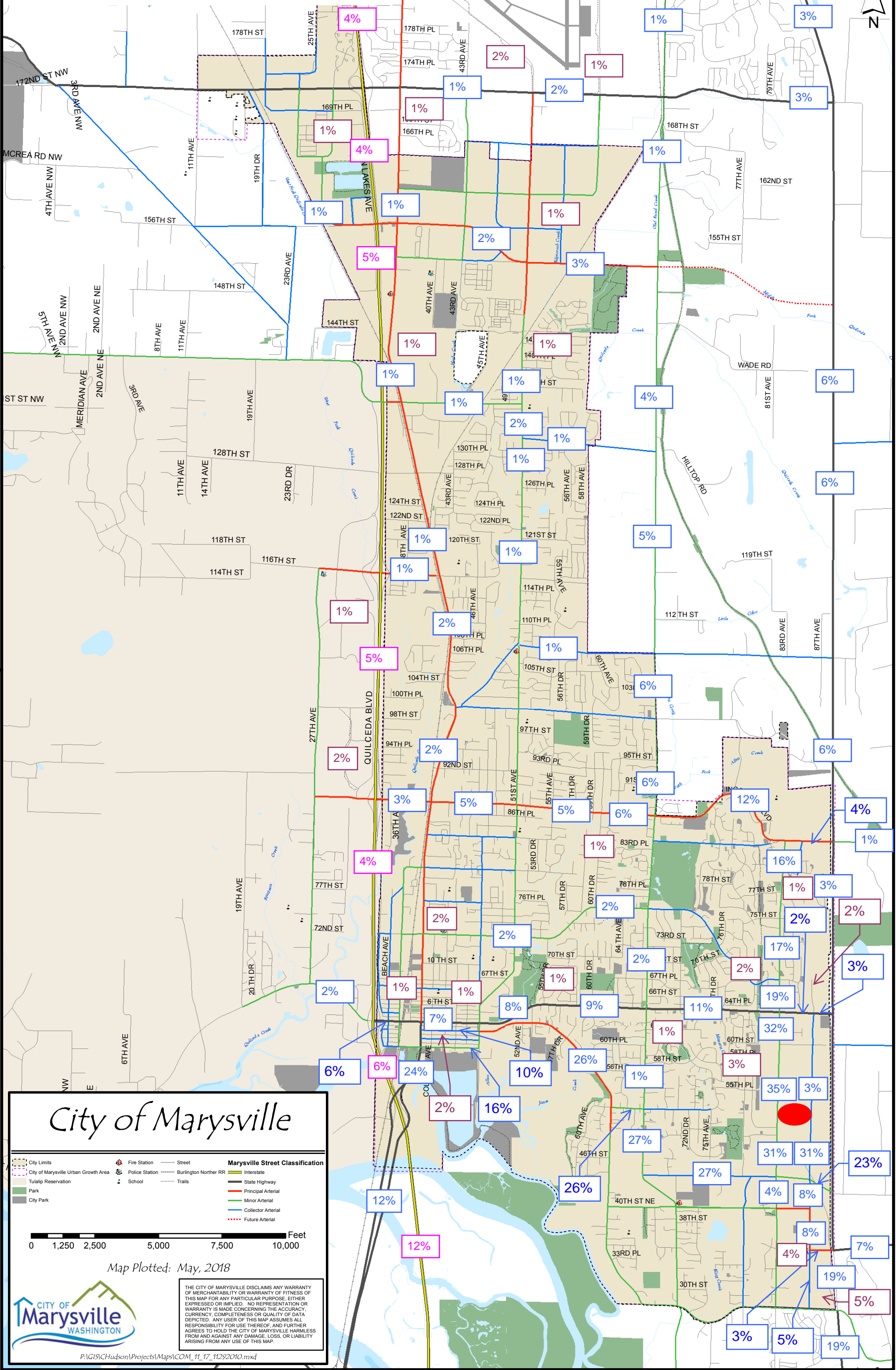
The WSDOT mitigation fees are based on impacts to improvement projects identified in the Exhibit C List included in the interlocal agreement between the County and WSDOT. There are not any WSDOT intersections on the Exhibit C List that will be impacted by three directional PM peak-hour trips generated by the Development. WSDOT transportation impact fees should therefore not be required for the Development.

6. CONCLUSIONS

The Development is proposed to consist of 21 single-family detached residential units. The site is currently listed as occupied with one single-family detached unit, resulting in 20 new single-family residential units. The Development is anticipated to generate approximately 189 new ADTs with approximately 14 new AM peak-hour trips and 20 new PM peak-hour trips. The City traffic mitigation fees for the Development should therefore be \$126,000.00. Neither County nor WSDOT traffic mitigation fees should be required for the Development.

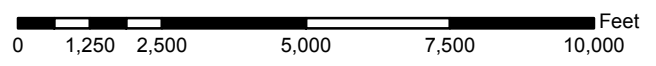
APPENDIX A
TRIP DISTRIBUTION

WHISKEY RIDGE NORTH - EXISTING



City of Marysville

- | | | | |
|--------------------------------------|----------------|------------------------|---|
| City Limits | Fire Station | Street | Marysville Street Classification |
| City of Marysville Urban Growth Area | Police Station | Burlington Northern RR | Interstate |
| Tulalo Reservation | School | Trails | State Highway |
| Park | | | Principal Arterial |
| City Park | | | Minor Arterial |
| | | | Collector Arterial |
| | | | Future Arterial |



Map Plotted: May, 2018

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