

 **TRAFFIC IMPACT ANALYSIS**

# TUSCANY WOODS

**JURISDICTION: CITY OF MARYSVILLE, WA**  
**LOCATION: 44<sup>TH</sup> DRIVE NE, NORTH OF 84<sup>TH</sup> STREET NE**

*Prepared for:*  
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## TRAFFIC IMPACT ANALYSIS

FOR

## TUSCANY WOODS

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## 1. DEVELOPMENT IDENTIFICATION

Kimley-Horn and Associates, Inc. has been retained to provide a traffic impact analysis for Tuscany Woods Development (Development). This report is intended to provide the City of Marysville (City) with the necessary traffic generation, trip distribution, and mitigation fee determination to facilitate their review of the Development. The Development is located on parcel 30052100105200 on the north side of 84<sup>th</sup> Street NE along the west side of the 44<sup>th</sup> Drive NE alignment. A site vicinity map is included in Error! Reference source not found.. The Development is proposed to consist of 37 single-family attached residential units. The site is currently listed as developed with a single-family detached unit on-site per the *Snohomish County Online Property Information (SCOPI)* web map. The site will access the City street network via one proposed access drive to 84<sup>th</sup> Street NE.

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).



Figure 1: Site Vicinity Map

## 2. TRIP GENERATION

The Development is proposed to consist of 37 single-family attached residential units. There is one single-family detached residential unit currently on the site. The trip generation calculations have been performed using data published by the ITE *Trip Generation Manual, 11<sup>st</sup> Edition (2021)*. The average trip generation rates for ITE Land Use Code (LUC) 215, Single-Family Attached Housing, and ITE LUC 210, Single-Family Detached Housing, have been used for the trip generation calculations. The trip generation calculations for the Development are summarized in **Table 1**.

**Table 1: Trip Generation Summary**

Land Use	Size	Average Daily Trips (ADTs)	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
ITE LUC 215, Single-Family (Attached)	37 Units	266.40	4.44	13.32	17.76	12.44	8.65	21.09
ITE LUC 210, Single-Family (Detached) (Removed)	-1 Unit	-9.43	-0.18	-0.52	-0.70	-0.59	-0.35	-0.94
<b>TOTAL</b>		<b>256.97</b>	<b>4.26</b>	<b>12.80</b>	<b>17.06</b>	<b>11.85</b>	<b>8.30</b>	<b>20.15</b>

The Development is anticipated to generate approximately 257 new ADTs with 17 new AM peak-hour trips and 20 new PM peak-hour trips. The trip generation calculations have been provided in **Appendix A**.

## 3. TRIP DISTRIBUTION

The Development is proposed to have a single access to 84<sup>th</sup> Avenue NE to access the City's roadways. The trip distribution is based on approved distributions established by the City. The anticipated trip distribution is:

- 61% along State Avenue
  - 50% to and from the south
  - 11% to and from the north, north of 88<sup>th</sup> Street NE
- 15% to and from the west 88<sup>th</sup> Street NE
- 24% to and from the east along 84<sup>th</sup> Street NE

## **4. INTERSECTION LEVEL OF SERVICE ANALYSIS**

There are not any off-site intersections that are anticipated to be impacted by 25 PM peak-hour trips. Intersection analysis is therefore not required according to the City guidelines.

### **4.1. Snohomish County Intersections**

The interlocal agreement between the City and Snohomish County (County) requires detailed development trip turning movement data at County key intersections impacted with three or more directional trips on an approach or departure. An impact of three directional PM peak-hour trips equates to approximately 13% of the trips generated by the Development. The nearest County Key Intersections are the I-5 ramps at Marine Drive NE. It is anticipated that less than 13% of the trips generated by the Development will travel to and from the south along Marine Drive NE. County Key Intersections and roadways are therefore not anticipated to be impacted with three or more directional peak-hour trips.

## **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 rates of \$6,300 per PM peak-hour trip. The Development is anticipated to generate 20.15 new PM peak-hour trips. Therefore, the City traffic mitigation fees for the Development are \$126,945.00. This fee is equivalent to \$3,430.95 per unit for each of the 37 units that are proposed to be constructed.

### **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 88<sup>th</sup> Street NE, between approximately 44<sup>th</sup> Drive NE to 66<sup>th</sup> Drive NE. This improvement project is not anticipated to be impacted by three directional PM peak-hour trips from 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 include 37 single-family attached residential units. The site is currently occupied with one single-family unit that will be removed. The Development is anticipated to generate approximately 257 new ADTs with 17 new AM peak-hour trips and 20 new PM peak-hour trips after credit for the existing use has been applied. The City transportation impact mitigation fees total \$126,945.00, equivalent to \$3,430.95 per unit. County and WSDOT traffic mitigation fees should not be a condition of the Development.

**APPENDIX A**  
**TRIP GENERATION CALCULATIONS**



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**Trip Generation for: Weekday  
(a.k.a.): Average Weekday Daily Trips (AWDT)**

LAND USES	VARIABLE	ITE LU code	Gross Trips				Internal Crossover				IN BOTH DIRECTIONS				NET EXTERNAL TRIPS BY TYPE											
			Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	In+Out (Total)	PASS-BY		DIVERGED LINK		NEW	PASS-BY		DIVERGED LINK		NEW								
									% IN	% OUT	In+Out (Total)	% of Ext. Trips		In+Out (Total)	In	Out	In+Out (Total)	% of Ext. Trips	In	Out	In	Out				
Single-Family (Attached)	37 Units	215	7.20	50%	50%	266.40	0%	0	0	0%	0	0	0	0	0	0	0	266.40	0	0	0	0	0	0	133.20	133.20
Single-Family (Detached)	-1 Unit	210	9.43	50%	50%	-9.43	0%	0	0	0%	0	0	0	0	0	0	0	-9.43	0	0	0	0	0	0	-4.72	-4.71
<b>Total</b>						256.97		0	0		0	0	0	0	0	0	0	256.97	0	0	0	0	0	0	128.48	128.49

Tuscany Woods  
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Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 AM  
(a.k.a.): Weekday AM Peak Hour

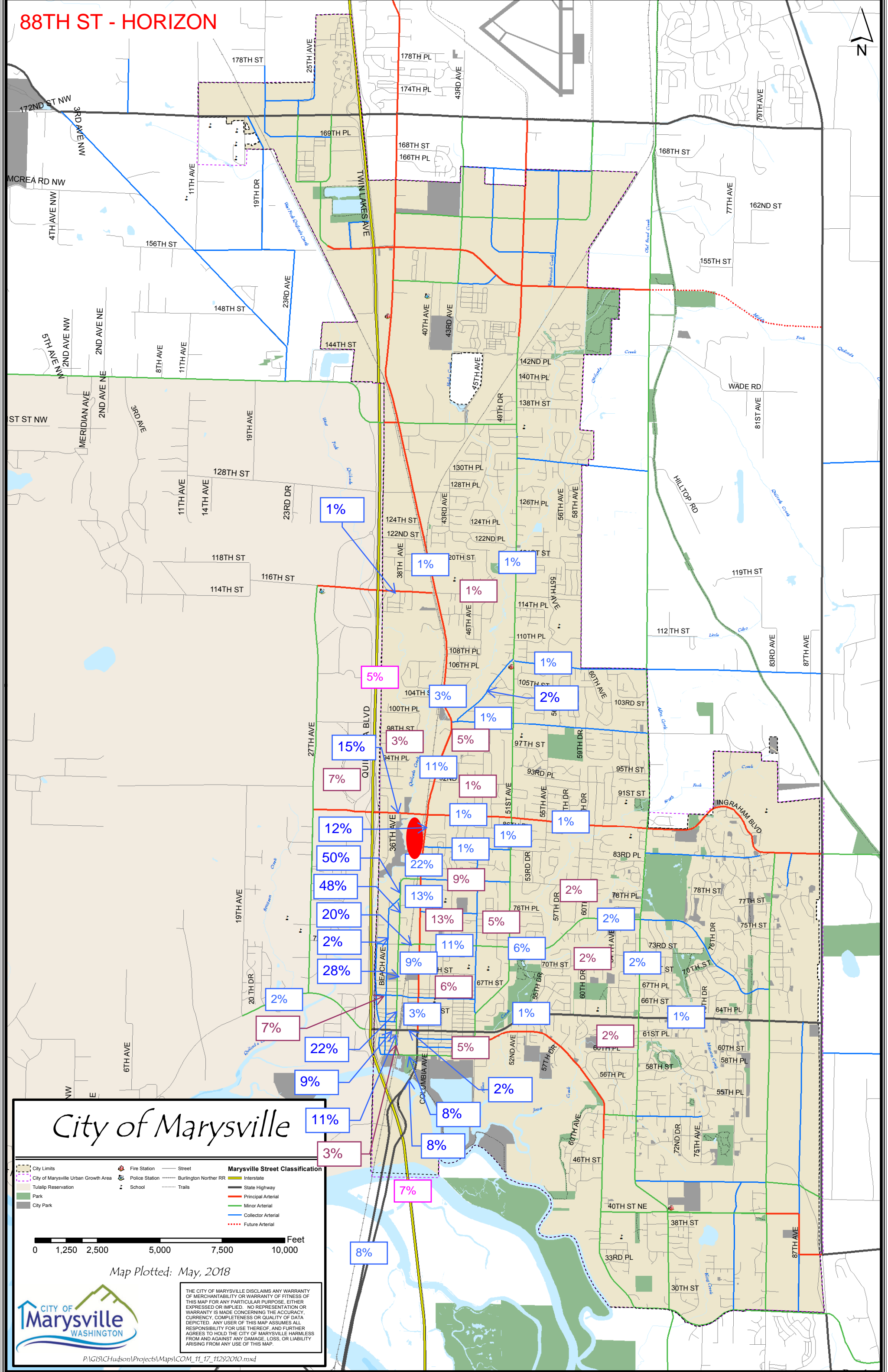
LAND USES	VARIABLE	ITE LU code	NET EXTERNAL TRIPS BY TYPE																										
			Gross Trips					IN BOTH DIRECTIONS					DIRECTIONAL ASSIGNMENTS																
			Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	In+Out (Total)	Total In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	NEW In	NEW Out	Diverted In	Diverted Out	Pass-By In	Pass-By Out	Diverted In	Diverted Out	NEW In	NEW Out						
Single-Family (Attached)	37 Units	215	0.48	25%	75%	17.76	0.00	0.00	0%	0	0%	0	0%	0.00	17.76	17.76	0	0	0	0	0	4.44	13.32	0	0	0	0	0	0
Single-Family (Detached)	-1 Unit	210	0.70	25%	75%	-0.70	0.00	0.00	0%	0	0%	0	0%	0.00	-0.70	-0.70	0	0	0	0	0	-0.18	-0.52	0	0	0	0	0	0
<b>Total</b>						17.06	0.00	0.00		0		17.06		0.00	17.06	17.06	0	0	0	0	0	4.26	12.80	0	0	0	0	0	0

**Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 PM  
(a.k.a.): Weekday PM Peak Hour**

LAND USES	VARIABLE	ITE LU code	Gross Trips				Internal Crossover				IN BOTH DIRECTIONS				DIRECTIONAL ASSIGNMENTS				
			Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	In+Out (Total)	PASS-BY		DIVERGED LINK		NEW	PASS-BY		DIVERGED LINK		NEW	
									In	Out	In	Out		In	Out	In	Out	In	Out
Single-Family (Attached)	37 Units	215	0.57	59%	41%	21.09	0.00	0.00	21.09	0%	0	0.00	0	0	0	0	0	12.44	8.65
Single-Family (Detached)	-1 Unit	210	0.94	63%	37%	-0.94	0.00	0.00	-0.94	0%	0	0.00	0	0	0	0	0	-0.59	-0.35
<b>Total</b>						<b>20.15</b>	<b>0.00</b>	<b>0.00</b>	<b>20.15</b>	<b>0</b>	<b>0</b>	<b>0.00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11.85</b>	<b>8.30</b>

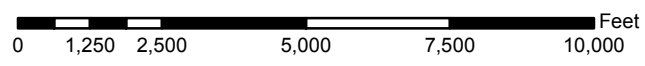
**APPENDIX B**  
**JURISDICTIONAL DISTRIBUTION**

# 88TH ST - HORIZON



## City of Marysville

- |                                      |                |                        |   |
|--------------------------------------|----------------|------------------------|---|
| City Limits                          | Fire Station   | Street                 | <b>Marysville Street Classification</b> |
| 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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