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Reece Construction Traffic Impact Analysis

Jurisdiction: City of Arlington

August 2021



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1. INTRODUCTION

Gibson Traffic Consultants, Inc. (GTC) has been retained to analyze the traffic impacts of the proposed Reece Construction development. The proposed development is located at the existing Reece Construction industrial site along the south side of Cemetery Road. A site vicinity map is included in Figure 1. The development is proposed to consist of 7,421 square-feet (SF) of corporate office in a two-story building.

Brad Lincoln, responsible for this report, 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).

2. TRIP GENERATION

The trip generation calculations for the Reece Construction development are based on data published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 10th Edition + Supplement (2020)*. The existing site includes Reece Construction's corporate/industrial operations. This expansion of their corporate site will provide more space for the existing employees (15) who will be relocated from an existing structure on the site and provide for space for potentially 5 new employees over the next 5 years.

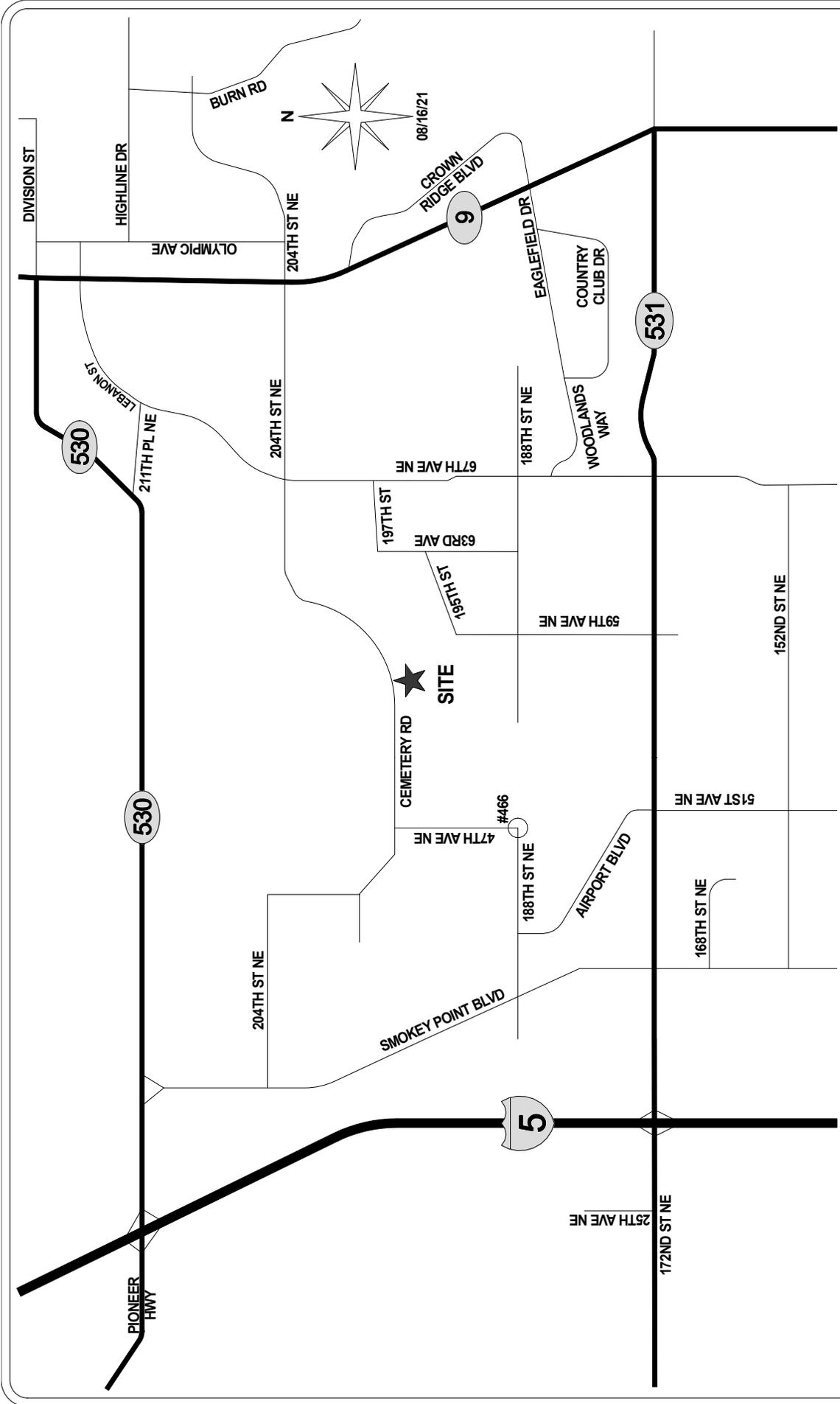
The space in this building contains workspace for foremen who typically go straight to their job sites and do not come into the office each week. The majority of the employees who will be using the new office space do not visit the site on a daily basis and/or typically arrive and depart outside the typical AM and PM peak-hours. Most employees either arrive early and leave before 3:30 PM or arrive late and leave after 6:00 PM.

The operations of the building were compared to several potentially applicable the Institute Transportation Engineers (ITE) Land Use Codes (LUC). It was determined that the most applicable Land Use Code is 714, Corporate Office Building. This land use correlates to the anticipated use, corporate office space, and the trip generation correlates with the anticipated trip generation of the new building. The trip generation of the Reece Construction office is summarized in Table 1.

Table 1: Trip Generation Summary

| 7,241 SF Corporate Headquarters | Average Daily Trips | | | AM Peak-Hour Trips | | | PM Peak-Hour Trips | | |
|---------------------------------------|---------------------|----------|-------|---------------------|----------|-------|---------------------|----------|-------|
| | Inbound | Outbound | Total | Inbound | Outbound | Total | Inbound | Outbound | Total |
| Generation Rate | 7.95 trips per unit | | | 0.72 trips per unit | | | 0.60 trips per unit | | |
| Splits | 50% | 50% | 100% | 95% | 5% | 100% | 3% | 97% | 100% |
| Trips | 30 | 29 | 59 | 5 | 0 | 5 | 0 | 4 | 4 |

The Reece Construction development is anticipated to generate 59 average daily trips with 5 AM peak-hour trips and 4 PM peak-hour trips.



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FIGURE 1
SITE VICINITY
MAP

- LEGEND**
- ★ DEVELOPMENT SITE
 - #XXX SNOHOMISH COUNTY KEY INTERSECTION

REECE CONSTRUCTION

CITY OF ARLINGTON

3. TRIP DISTRIBUTION

The trip distribution for Reece Construction development is based on previously approved distributions in the site vicinity and surrounding uses. It is anticipated that 75% of the trips generated by the development will travel to and from the south, fifty percent along Smokey Point Boulevard and twenty-five percent along Airport Road. It is estimated that 25% of the trips generated by the development will travel to and from the east along Cemetery Road. Detailed trip distributions for the AM and PM peak-hours are shown in Figure 2 and Figure 3, respectively.

The interlocal agreement between the City of Arlington and Snohomish County requires detailed development trip turning movement data at Snohomish County key intersections. The trips generated by the development are anticipated to impact one Snohomish County key intersection during the AM and PM peak-hours. The key intersection impacts during the AM and PM peak-hours are detailed in Table 2 and Table 3, respectively.

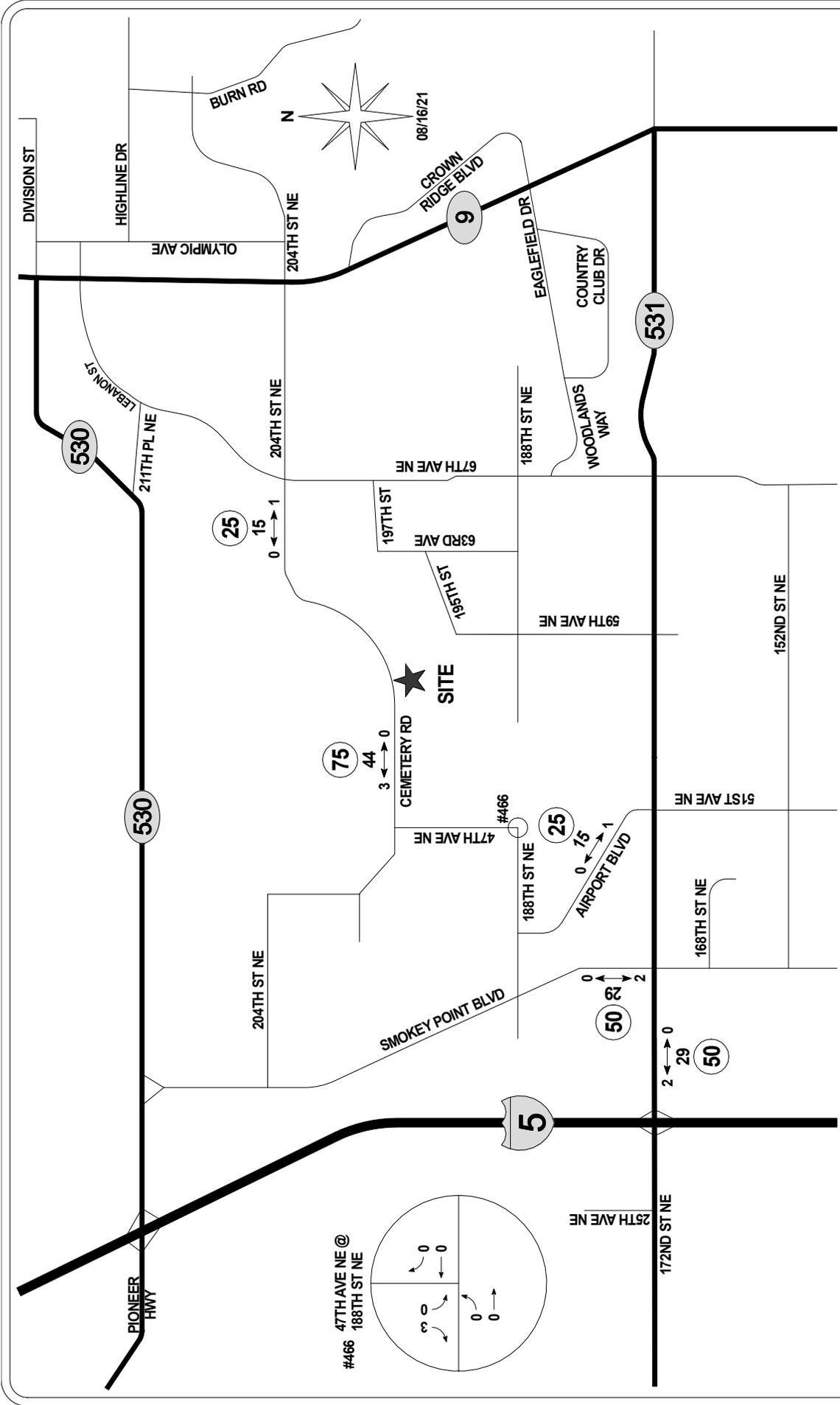
Table 2: AM Peak-Hour Key Intersection Volumes

| Intersection | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| #466: 47 th Ave NE at 188 th St NE | 4 | 0 | N/A | N/A | 0 | 0 | N/A | N/A | N/A | 0 | N/A | 0 |

Table 3: PM Peak-Hour Key Intersection Volumes

| Intersection | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| #466: 47 th Ave NE at 188 th St NE | 0 | 0 | N/A | N/A | 0 | 0 | N/A | N/A | N/A | 0 | N/A | 3 |

Individual development trip turning movements at the key intersection are shown in Figure 2 and Figure 3 for the AM and PM peak-hours, respectively.



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LEGEND
 AWDT
 PM ← → PEAK
 (XX)
 XXX →

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NEW DAILY TRIPS
 NEW PM PEAK-HOUR TRIPS
 TRIP DISTRIBUTION %
 SNOHOMISH COUNTY KEY INTERSECTION VOLUMES

FIGURE 3
 DEVELOPMENT
 TRIP DISTRIBUTION AND
 KEY INTERSECTION VOLUMES
 PM PEAK-HOUR

4. TRAFFIC MITIGATION FEES

The City of Arlington collects traffic mitigation fees based on the number of PM peak-hour trips generated by a development. The City of Arlington also has interlocal agreements with Snohomish County and WSDOT for traffic mitigation fees if the development is subject to SEPA.

4.1 City of Arlington

The City of Arlington currently has a traffic mitigation fee of \$3,355 per PM peak-hour trip. Additionally, the site is within the boundaries identified in the City of Arlington Manufacturing and Industrial Center (MIC) Planned Action area. The MIC fee is currently \$5,841.39 per PM peak-hour trip. The Reece Construction office is anticipated to generate 4 new PM peak-hour trips. These trips result in standard City of Arlington traffic mitigation fees of \$13,420.00 and MIC fees of \$23,365.56.

It is important to note that City of Arlington traffic mitigation fees do not vest to the time of application. It is possible that the City of Arlington mitigation fees will increase between the time of this report and when the traffic mitigation fees are required to be paid.

4.2 Washington State Department of Transportation

WSDOT improvement projects and their associated fees are based on the most recent Exhibit C list, which is part of the interlocal agreement between Snohomish County and WSDOT and included in the attachments. WSDOT traffic mitigation fees are required for City of Arlington developments when WSDOT improvement projects on the Exhibit C list are impacted with 10 or more PM peak-hour trips. There are not any WSDOT projects on the Exhibit C List that will meet this threshold. WSDOT traffic mitigation fees should therefore not be required for Reece Construction development.

4.3 Snohomish County

The City of Arlington has an interlocal agreement with Snohomish County that provides for mitigation payments for impacts to Snohomish County arterials. Snohomish County traffic mitigation fees are required for City of Arlington developments when improvements identified in Snohomish County's *Transportation Needs Report* (TNR) are impacted with 3 directional PM peak-hour trips. There are no improvement projects identified in Snohomish County's TNR that will be impacted by 3 or more directional PM peak-hour trips generated by Reece Construction development. Snohomish County traffic mitigation fees should therefore not be required for Reece Construction development.

5. CONCLUSIONS

The proposed Reece Construction development is located on their existing industrial site on Cemetery Road. The development is proposed to add 7,421 SF of corporate office space. Reece Construction development is anticipated to generate 59 new daily trips with 5 new AM peak-hour trips and 4 new PM peak-hour trips.

Reece Construction development will have a total traffic mitigation fee of \$36,785.56 for the impacts to the City of Arlington. Traffic mitigation fees to WSDOT or Snohomish County should not be required. It is important to note that the City of Arlington traffic mitigation fees do not vest and could increase in the future.