

MEMORANDUM

To: Ryan Morrison, City of Arlington
From: Joey Miller
Brad Lincoln, PE
Kimley-Horn and Associates, Inc.

Date: August 28, 2023

Subject: Arlington Microgrid Solar Relocation – Trip Generation, Trip Distribution



Kimley-Horn and Associates, Inc. (KH) has been retained to provide a traffic memorandum for the proposed Arlington Microgrid Solar Relocation Project (Project). This memo summarizes the trip generation and trip distribution for the Project. The Project is proposed to consist of relocating existing solar panels. A site vicinity map is shown in **Figure 1** and a site plan has been provided in **Appendix A**.



Figure 1: Site Vicinity Map

1. TRIP GENERATION

The trip generation calculations for the Project are based on extensive conversations with PUD professionals familiar with the day-to-day operations of the proposed facility. The operations are unique, and no other facility is available for traffic count collection and there is not a similar use in the *ITE Trip Generation Manual*. The solar panels are existing and are proposed to be relocated elsewhere on site. The general size of the solar facility and the maintenance visits are not anticipated to significantly change with the relocation. Therefore, the Project is not anticipated to generate any new vehicle trips.

Additionally, the Project is not anticipated to change the current access to the site. The relocation will help facilitate the City's planned future north-south 63rd Avenue NE connection, but further improvements along the alignment are not planned as part of this Project.

The relocation will facilitate the City's planned north south 63rd Avenue project but is not part of it as the connection will not be made to the south with this relocation project.

2. TRIP DISTRIBUTION

The Project is not anticipated to generate any new trips. A trip distribution should therefore not be required.

3. TRAFFIC MITIGATION FEES

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

3.1 City of Arlington

The City of Arlington currently has a traffic mitigation fee of \$3,355 per PM peak-hour trip. The Development is not anticipated to generate any new PM peak-hour trips. Therefore, City traffic mitigation fees should not be required.

3.2 Snohomish County

The City has an interlocal agreement with the County that provides for mitigation payments for impacts to County improvement projects. County fees are based on impacts to improvement projects included in the *Transportation Needs Report* (TNR). There are not any County projects on the TNR that will be impacted by 3 directional PM peak-hour trips generated by the Development. County traffic mitigation fees should therefore not be a condition of approval for the Development.

3.3 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 the County and WSDOT. City developments are required to pay for WSDOT improvement projects on the Exhibit C list impacted with 10 or more PM peak-hour trips. The Development is not anticipated to generate 10 PM peak-hour trips and therefore WSDOT traffic mitigation fees should not be a condition of approval for the Development.

APPENDIX A
SITE PLAN

NO.	DATE	REVISION

PROJECT:

ENERGY STORAGE & SUBSTATION PLANNING

SHEET TITLE:

PRELIMINARY SITE DEVELOPMENT PLAN

LEAD:

WILSON

DRAFTER:

JBB-MTC

DATE:

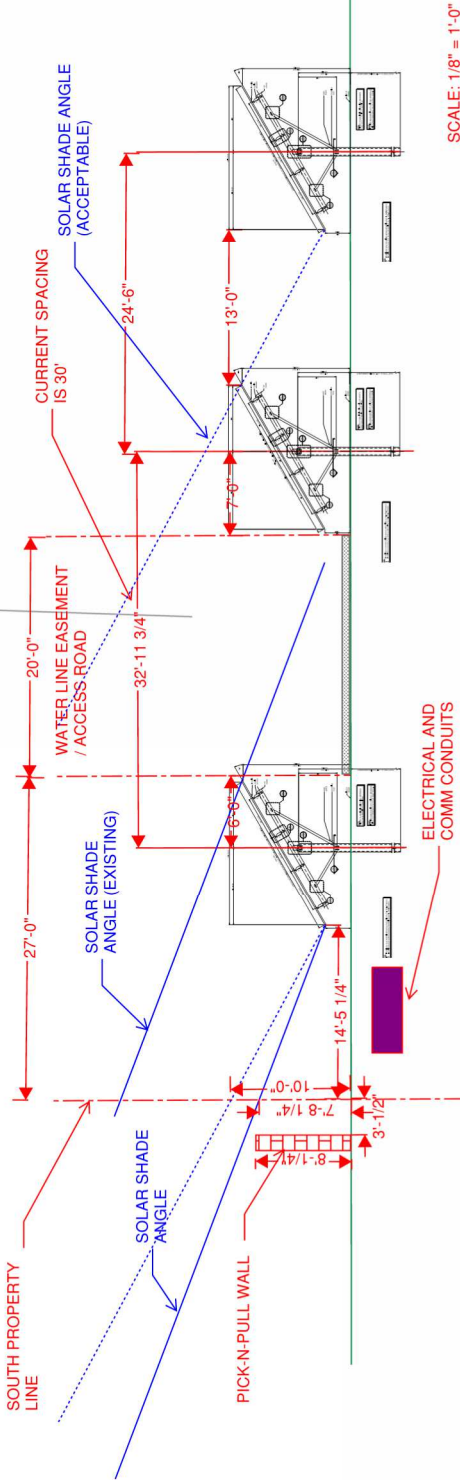
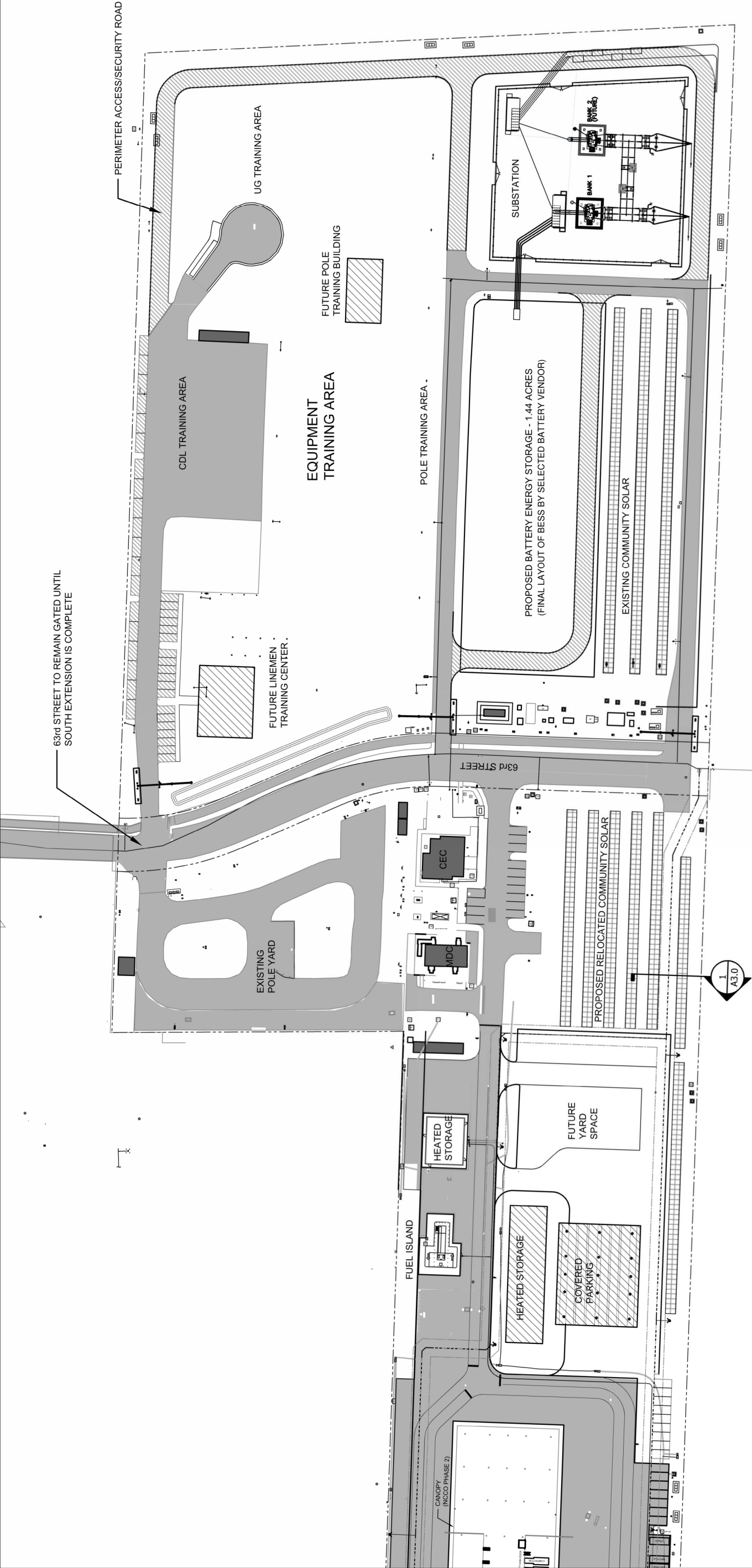
04/17/2023

SHEET:

A3.0

17601 59TH AVE NE
NORTH COUNTY SITE
ARLINGTON, WA 98223

SHEET #	OF	1
SCALE:	1" = 60'-0"	0 30' 60' 120'



SECTION THROUGH SOLAR PANELS SOUTH OF CEC