HOMEWOOD SUITES

Lacey, WA

TRAFFIC IMPACT ASSESSMENT (TIA)

September 18, 2023

HEATH & ASSOCIATES
Transportation Planning & Engineering

HOMEWOOD SUITES
TRAFFIC IMPACT ASSESSMENT

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HOMEWOOD SUITES
TRAFFIC IMPACT ANALYSIS

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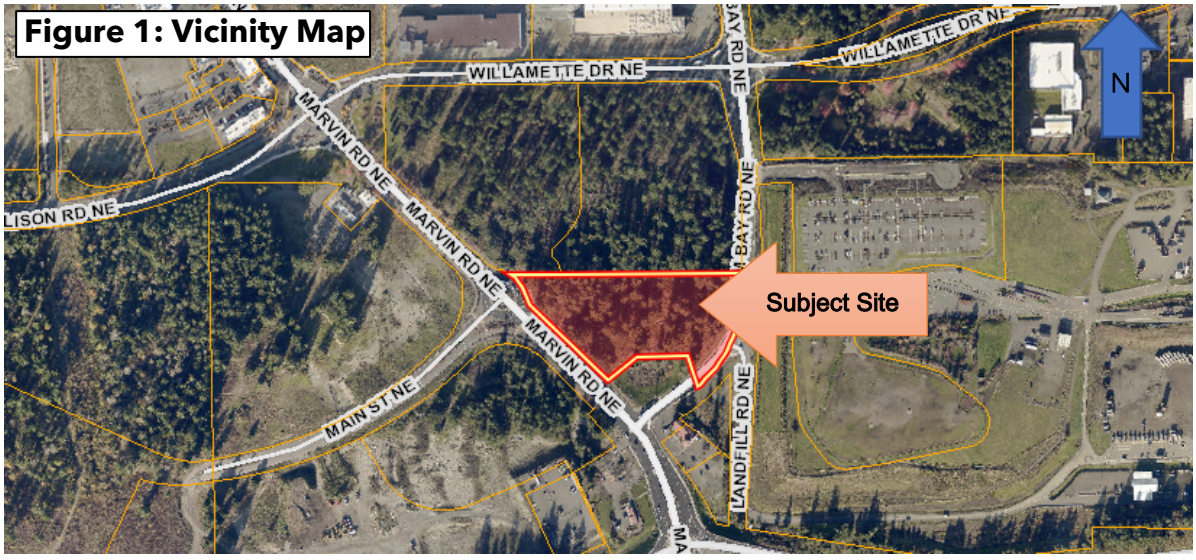
HOMEWOOD SUITES
TRAFFIC IMPACT ASSESSMENT

1. INTRODUCTION

The main goals of this study focus on the analysis of existing roadway conditions and forecasts of newly generated project traffic. The first task includes the review of general roadway information on the adjacent street system, baseline vehicular volumes, and sight distance data. Forecasts of future traffic and dispersion patterns on the street system are then determined using established trip generation and distribution techniques. As a final step, appropriate conclusions and mitigation measures are defined.

2. PROJECT DESCRIPTION

Homewood Suites is a proposed lodging development comprised of two hotel buildings located within the city of Lacey. The first hotel building (Homewood Suites) is comprised of 128 rooms and the second (Tru by Hilton) is comprised of 98 rooms. The subject site is bordered to the east by Hogum Bay Road NE and to the west by Marvin Road NE contained in a single, undeveloped 4.18-acre parcel: 11811120800. Site ingress/egress is proposed via two access points. The first is by way of the Marvin Road NE & Main Street NE roundabout east leg (recently constructed by the commercial development to the north). The second is to extend west from Hogum Bay Road NE opposite the Thurston County Waste & Recovery Center Access. Figure 1 below displays the existing roadway network with the subject parcel highlighted in red. Figure 2 on the following page shows the conceptual site plan.



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HOMEWOOD SUITES

SITE PLAN
FIGURE 2

3. EXISTING CONDITIONS

3.1 Existing Street System

Characteristics of the major roadways and arterials serving the subject site are provided in Table 1 below.

Table 1: Roadway Network

Functional Classification	Roadway	Speed Limit	Lanes	Sidewalk/ Walking Path	Street Parking	Bike Facilities
Arterial	Marvin Rd NE	35	4-5	Yes	No	Yes
	Hogum Bay Rd NE	35	2-3	Yes	No	Yes
	Main St NE	25*	2	Yes	E/O Marvin Rd	No

*No posted speed observed

3.2 Roadway Improvement Projects

The City of Lacey's Six-Year Comprehensive Transportation Improvement Program (TIP) (2023-2028) indicates three projects in the subject area (under one mile), refer to Table 2 below.

Table 2: Transportation Improvement Projects

Name	Location	Improvement	Cost
Marvin Rd (Priority #: 113)	Britton Pkw to Columbia Dr	Widen Marvin Rd from 2 lanes to 5 lanes to Hawks Prairie Rd then transition to 3 lane section with bikes lanes and sidewalks.	$19,000,000
Britton Pkw – Phase II (Priority #: 118)	Gateway Blvd to Carpenter Rd	Widen remaining portion of Britton Parkway to 4 lane boulevard.	$3,500,000
Martin Wy E Improvements (Priority #: 125)	Galaxy Dr to River Ridge Dr	Access management, bike lanes, sidewalks, and other urban amenities.	$5,500,000

According to the City of Lacey's Six Year TIP, there are planned improvements in the area are that will further increase non-motorist mobility via sidewalks, bike lanes, and more.

3.3 Non-Motorist Activity & Infrastructure

Pedestrian and bicycle activity were recorded during the PM peak hour counts at each study intersection. One pedestrian was observed crossing the south leg of Marvin Road NE & Main Street NE. Three pedestrians and one bicycle were noted crossing the eastern leg of Hogum Bay Road NE & the Waste and Recycle Access.

Non-motorist infrastructure in the site's vicinity consists of continuous sidewalk along Marvin Road NE and Hogum Bay Road NE. Continuous sidewalks are also available to the south along the Marvin Road bridge over I-5 where many amenities are present. It is also important to note that bordering the subject site to the north are amenities which are expected to be used by the guests at the Homewood Suites development.

Moreover, the Hawks Prairie Park and Ride is located ~650 feet northeast of the project along Hogum Bay Road NE which provides additional vanpool opportunities.

3.4 Transit Service

According to the Intercity Transit regional bus schedule, Routes 62A, 62B, and 65 provide service within walking distance of the proposed Homewood Suites development. Service descriptions for each respective route are provided in Table 3 below.

Table 3: Bus Routes

Route	Description	Weekday Service	Weekend Service	Nearest Stop
62A	**Martin Wy/NE Lacey** Olympia TC to Orion at Willamette	5:19 AM to 9:39 PM	5:19 AM to 9:39 PM	~950' Northwest of Site[1]
62B	**Martin Wy/The Meadows** Olympia TC to Pacific at Rockcress	5:34 AM to 9:55 PM	7:00 AM to 9:55 PM	~4,000' South of Site[2]
65	**Hawks Prairie** Lacey TC to Marvin at Spencer	5:58 AM to 9:13 PM	7:28 AM to 9:13 PM	~1,250' Northeast of Site[3]

[1] Located at the intersection of Marvin Rd NE & Britton Pky
[2] Located at the intersection of Marvin Rd NE & Martin Wy E
[3] Located at the intersection of Willamette Dr NE & Hogum Bay Rd NE

3.5 Existing Peak Hour Volumes

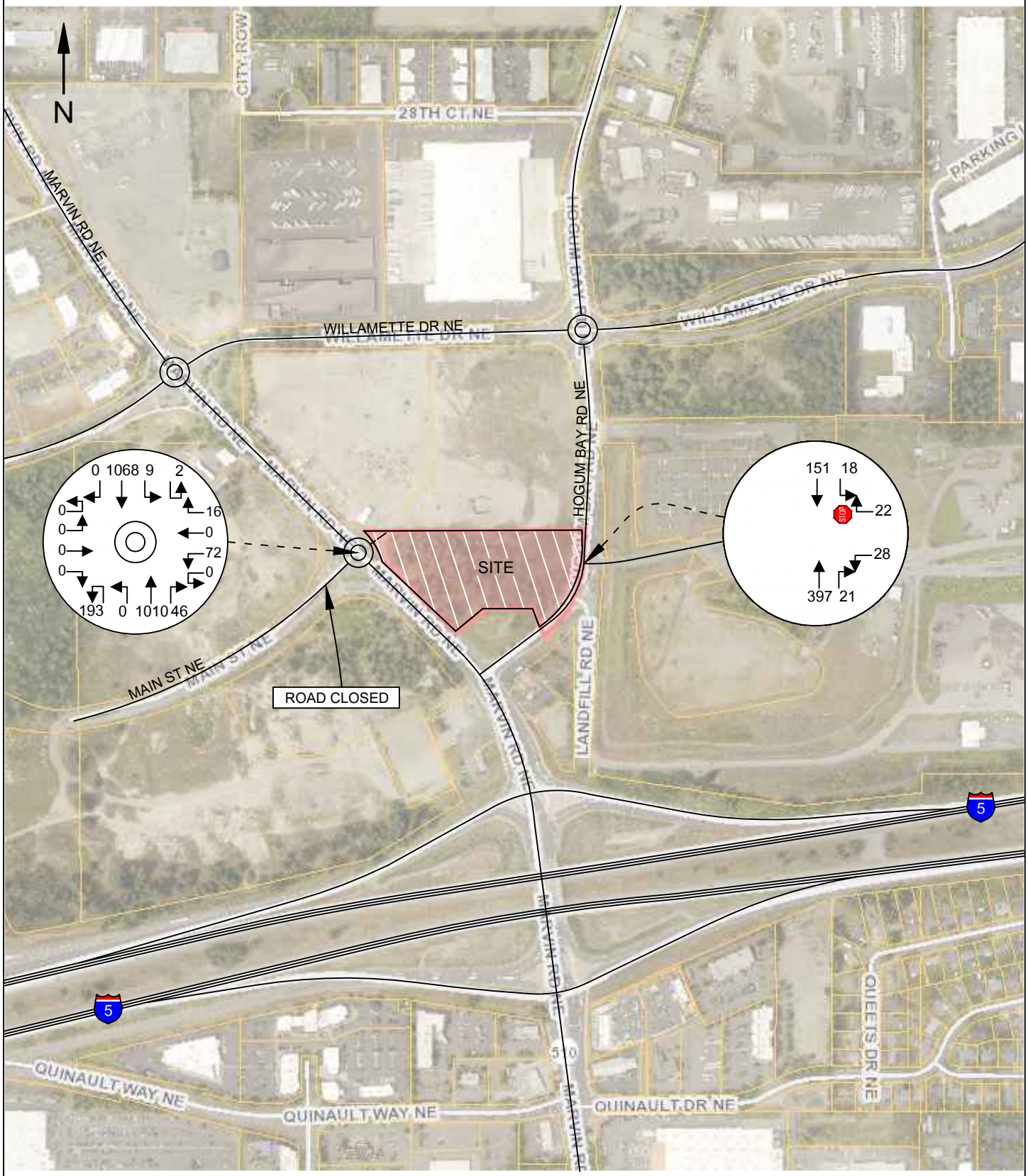
Field data for this study were collected in August of 2023 at two study intersections as established during scoping with the city:

1. Marvin Road NE & Main Street NE (roundabout)
2. Hogum Bay Road NE & Thurston County Waste and Recycle Center Access (stop-controlled)

Data were obtained during the evening peak period from 4:00-6:00 PM, which generally translates to the highest overall roadway volumes in a given 24-hour period. The single hour representing peak volumes for the PM time period is then determined and used for capacity analysis.

It should be noted that the west leg of the Marvin Road NE & Main Street NE intersection is blocked off and therefore received no entering or departing volumes. Additionally, the east leg was recently constructed and provides access to a commercial development that is under construction and was partially occupied at the time of field counts. Volumes for each leg under future conditions have been provided by the City as discussed in later sections.

Figure 3 highlights PM peak hour volumes at each study intersection.



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EXISTING PM PEAK HOUR VOLUMES
FIGURE 3

3.6 Level of Service

PM peak hour delays were determined through methodologies prescribed in the *Highway Capacity Manual* 7th Edition. Capacity analysis is used to determine level of service (LOS) which is an established measure of congestion for transportation facilities. The range[4] for intersection level of service is LOS A to LOS F with the former indicating the best operating conditions with low control delays and the latter indicating saturated conditions with heavy control delays. Detailed descriptions of intersection LOS are given in the Highway Capacity Manual. Level of service calculations were made through the use of the *Synchro 12* analysis program (stop-controlled) and *Sidra 9.1* (roundabout). For roundabouts, LOS is determined by the overall average delay. For side-street stop-controlled intersections, LOS is determined by the movement with the highest delay. Table 4 below summarizes existing LOS delays for each study intersection.

Table 4: Existing PM Peak Hour Level of Service

Delays Given in Seconds per Vehicle

Intersection	Control	Critical Movement	LOS	Delay
Marvin Rd NE & Main St NE	Roundabout	Overall	A	5.9
Hogum Bay Rd NE & Waste & Recycle Access	Stop	Westbound	B	14.5

City of Lacey Level of Service Standard[5]: The City of Lacey has an LOS D or better standard for the study area.

Both study intersections are shown to operate with LOS B conditions or better meeting city level of service standards. No intersection deficiencies are identified.

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4 *Signalized Intersections - Level of Service*

Level of Service	Control Delay per Vehicle (sec)
A	≤10
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

Stop Controlled Intersections – Level of Service

Level of Service	Control Delay per Vehicle (sec)
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

Highway Capacity Manual, 7th Edition

5 Lacey Development Guidelines and Public Works Standards – Chapter 4 – Transportation.

4. FORECAST TRAFFIC DEMAND & ANALYSIS

4.1 Project Trip Generation

Trip generation is defined as the number of vehicle movements that enter or exit the respective project site during a designated time period, such as a specific peak hour (AM or PM) or an entire day. The magnitude of the anticipated vehicle trip generation for the proposed project was derived from the Institute of Transportation Engineers (ITE) publication, *Trip Generation Manual,* 11th Edition.

The utilized Land Use Code (LUC) for the 98-unit hotel is defined under ITE's *LUC – 310 Hotel*. Rooms were used as the input variable with ITE's average rates to determine trip ends. The 128-unit hotel is a suites hotel which features full-kitchens, larger units, and often accommodates longer stay durations. Therefore, the land use code applied is *LUC – 311 All Suites Hotel*. Rooms were used as the input variable with ITE average rates to determine trip ends. Table 5 below identifies the estimated project traffic in terms of daily trips, AM peak hour trips and PM peak hour trips.

The future retail lot shown on the site plan is not part of the current proposal and would be evaluated at a separate time.

Table 5: Project Trip Generation

Land use	Size (rooms)	AWDT	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
LUC – 310 Hotel	98	783	25	20	**45**	29	29	**58**
LUC – 311 All Suites Hotel	128	563	23	21	**44**	23	23	**46**
	Total Trips	1,346	48	41	**89**	52	52	**104**

Based on ITE data, the project is estimated to generate 1,346 average weekday daily trips with 89 total AM peak hour trips (48 inbound / 41 outbound) and 104 total PM peak hour trips (52 inbound / 52 outbound). Refer to the appendix for the trip generation ITE sheets.

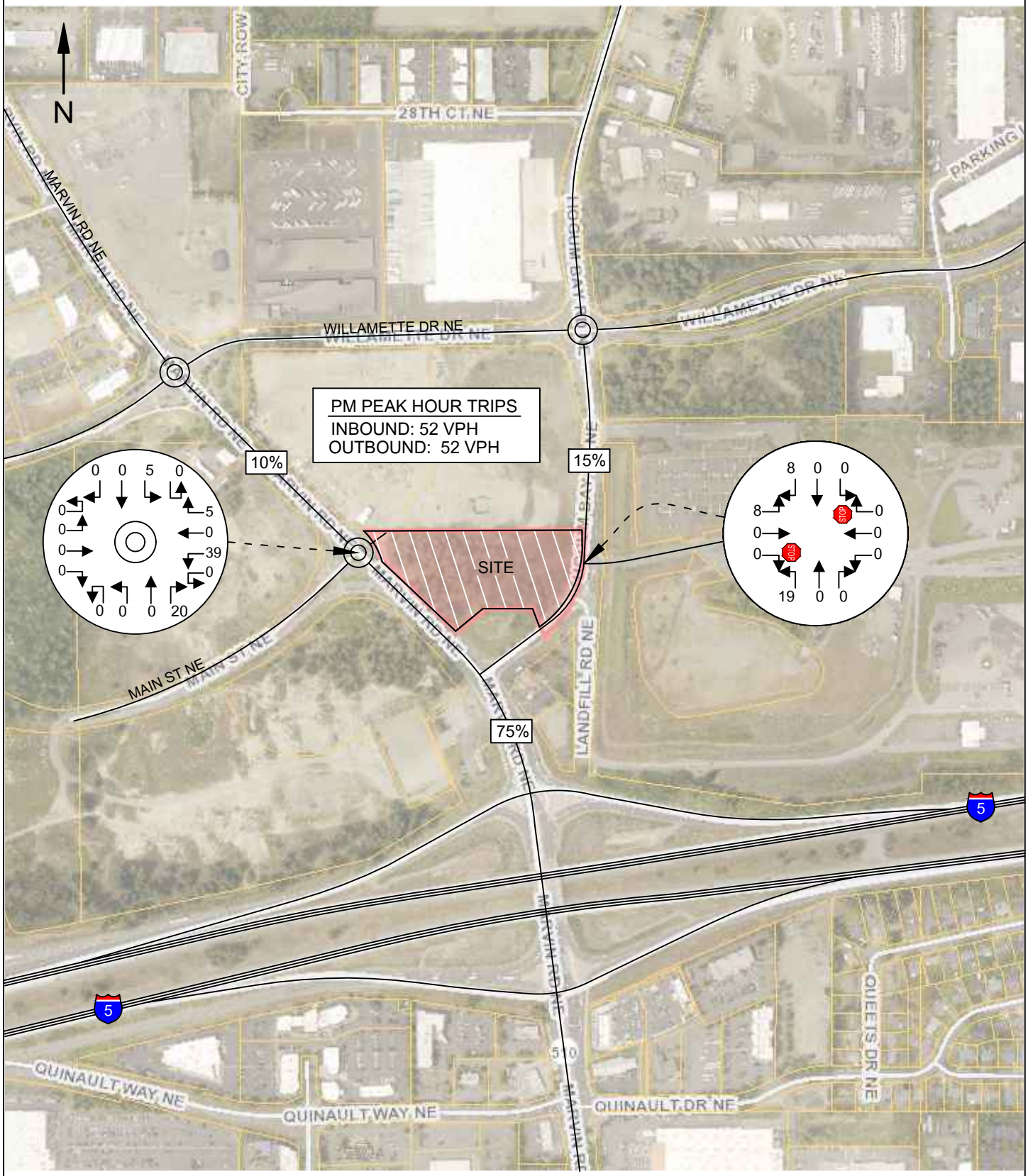
4.2 Trip Distribution & Assignment

Trip distribution describes the process by which project generated trips are dispersed on the street network surrounding the site. Percentages are based on SZA Map 341, which has been provided by the City of Lacey. The PM peak hour trip distribution & assignment is shown in Figure 4.

4.3 Future Peak Hour Volumes

A 3-year horizon of 2026 was used to assess future conditions with project-buildout. Forecast background volumes were derived by applying a compound annual growth rate of four percent[6] per year to the existing volumes shown in Figure 3. Moreover, city provided PM peak hour pipeline volumes have been included and are shown in Figure 5 (assumes no road closure along Main Street NE west of Marvin Road NE). Forecast 2026 PM peak hour volumes without the project is shown in Figure 6 and forecast 2026 PM peak hour volumes with the addition of project generated traffic is shown in Figure 7.

[6] Per the City of Lacey Development Guidelines



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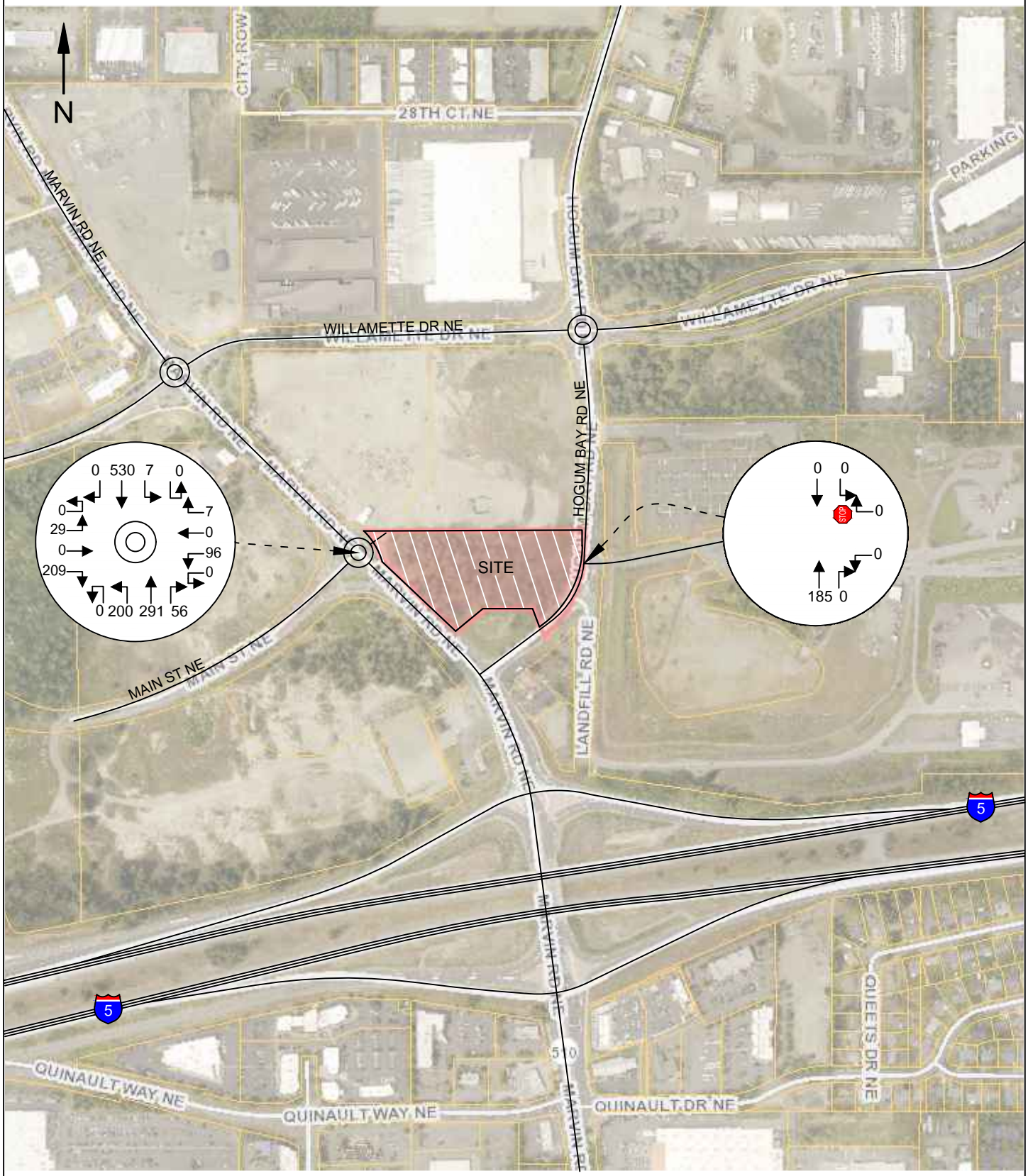
PM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
FIGURE 4



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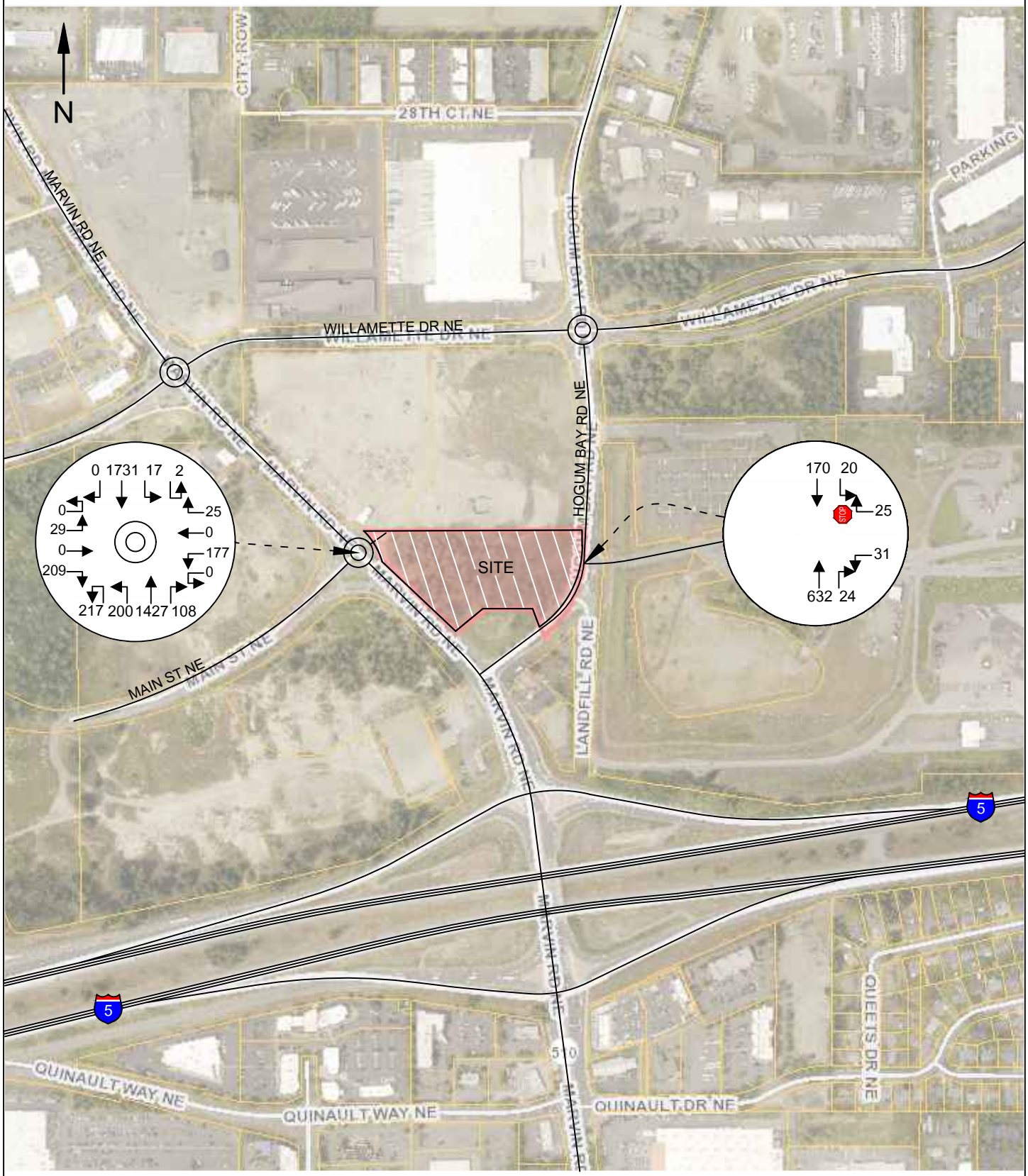
PM PEAK HOUR PIPELINE VOLUMES
FIGURE 5



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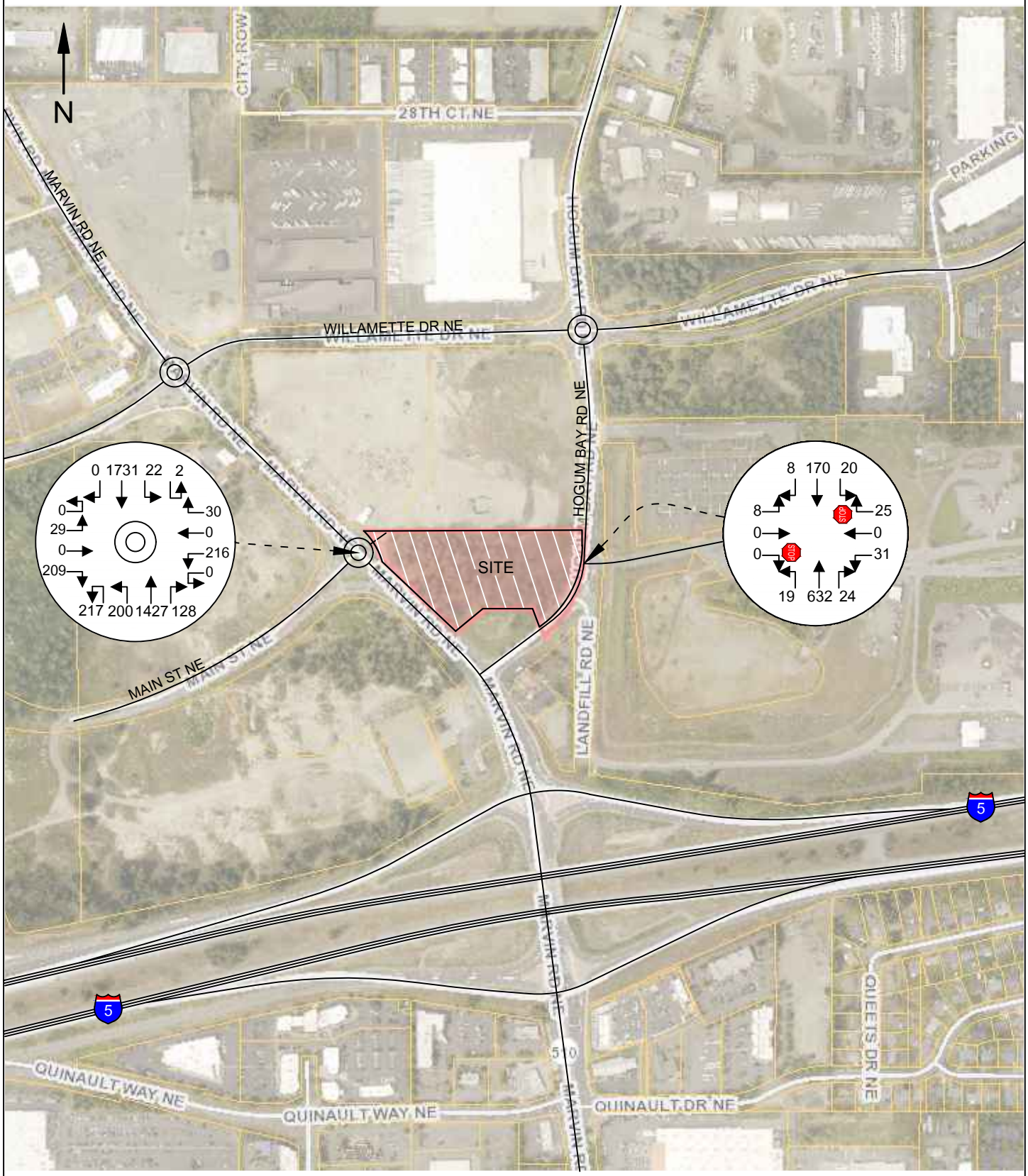
FORECAST 2026 PM PEAK HOUR VOLUMES WITHOUT PROJECT
FIGURE 6



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FORECAST 2026 PM PEAK HOUR VOLUMES WITH PROJECT
FIGURE 7

4.4 Forecast Level of Service

Level of service analyses were made of the future PM peak hour volumes without (background) and with project related trips added to the key roadways and intersections. Delays for the study/access intersections under future conditions are shown below in Table 6.

Table 6: Forecast 2026 Weekday PM Peak Hour Level of Service

Delays Given in Seconds per Vehicle

			Without Project		*With Project*	
Intersection	**Control**	**LOS Standard**	**LOS**	**Delay**	**LOS**	**Delay**
Marvin Rd NE & Main St NE	Roundabout	D	C	25.1	C	31.3
Hogum Bay Rd NE & Waste & Recycle Access	Stop	D	C	20.9	D	26.0

Forecast 2026 peak hour delays are shown to operate with LOS D conditions or better with or without project-generated traffic, meeting city level of service standards. Overall, no intersection deficiencies are identified.

4.5 Left Turn Warrants

Left turn lanes are a means of providing necessary storage space for left turning vehicles at intersections and driveways. For this impact study, procedures prescribed by the WSDOT Design Manual Exhibit 1310-7 were used to ascertain storage requirements at the access intersection via Hogum Bay Road NE. Based on forecast 2026 PM peak hour volumes with project traffic, a left turn lane was found not warranted. Refer to the appendix for the left turn warrant nomograph.

4.6 Access Sight Distance

Site ingress/egress is provided via two new access points. The first access is via the east leg of the Marvin Road NE & Main Street NE roundabout and the second is to extend west from Hogum Bay Road NE (opposite the Thurston County Waste & Recycle Access). Any new driveway shall be designed so as to allow for sufficient sight distance according to the City of Lacey Development Guidelines and Public Works Standards – Chapter 4 (Transportation). Final examinations of the approved access configurations may be needed to ensure visibility is met at each location.

5. CONCLUSIONS & MITIGATION

Homewood Suites is a proposed lodging development comprised of two hotel buildings located within the city of Lacey. One building incorporates 128 rooms (Homewood Suites) and the second with 98 rooms (Tru by Hilton). The subject site is situated on 4.18-acres within a single, undeveloped tax parcel. Access to and from the site is proposed via two new access points. The first access is via the east leg of the Marvin Road NE & Main Street NE roundabout and the second is to extend west from Hogum Bay Road NE, opposite the Thurston County Waste & Recycle Center Access.

Based on ITE data, the Homewood Suites project is anticipated to generate a total of 1,346 average weekday daily trips with 89 AM peak hour trips and 104 PM peak hour trips. Level of Service (LOS) was examined at the access intersections of Marvin Road NE & Main Street NE and Hogum Bay Road NE & Thurston County Wast & Recycle Center Access—both of presently operate with LOS B or better conditions. The study intersections were reevaluated under a three-year horizon scenario of 2026 which includes a background growth rate in addition to in-process development volumes. Forecast 2026 LOS is anticipated to operate with LOS D or better conditions—meeting City LOS D standards. A left turn lane at the access via Hogum Bay Road NE was found not warranted based on forecast 2026 peak hour volumes.

Based on the above analysis, mitigation in the form of Traffic Impact Fees is anticipated to mitigate the project's impact.

1. Traffic Impact Fees will be assessed and calculated by the City of Lacey after review and approval of the Traffic Impact Analysis.

2. Through an interlocal agreement, impact fees are also collected from Thruston County. Fees have been assessed by the County after review of the approved scoping report at an amount of $67,111.00.

HOMEWOOD SUITES
TRAFFIC IMPACT ANALYSIS

APPENDIX
Traffic Counts

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PO Box 397 Puyallup, WA 98371

Roundabout
Main St NE is blocked by concrete slabs

File Name : 5134c
Site Code : 00005134
Start Date : 8/22/2023
Page No : 1

Groups Printed- Passenger + - Heavy

	Marvin Rd NE Southbound					Plaza Access Westbound					Marvin Rd NE Northbound					Main St NE (Blocked Off) Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	291	8	1	300	5	0	11	0	16	5	230	0	58	293	0	0	0	0	0	609
04:15 PM	0	268	4	0	272	4	0	20	0	24	8	239	0	55	302	0	0	0	0	0	598
04:30 PM	0	279	3	1	283	2	0	16	0	18	10	262	0	49	321	0	0	0	0	0	622
04:45 PM	0	246	2	1	249	2	0	14	0	16	16	264	0	41	321	0	0	0	0	0	586
Total	0	1084	17	3	1104	13	0	61	0	74	39	995	0	203	1237	0	0	0	0	0	2415
05:00 PM	0	275	0	0	275	8	0	22	0	30	12	245	0	48	305	0	0	0	0	0	610
05:15 PM	0	238	0	0	238	4	0	15	0	19	13	266	0	51	330	0	0	0	0	0	587
05:30 PM	0	260	4	1	265	5	0	23	0	28	16	251	0	45	312	0	0	0	0	0	605
05:45 PM	0	236	2	1	239	7	0	12	0	19	12	282	0	38	332	0	0	0	0	0	590
Total	0	1009	6	2	1017	24	0	72	0	96	53	1044	0	182	1279	0	0	0	0	0	2392
Grand Total	0	2093	23	5	2121	37	0	133	0	170	92	2039	0	385	2516	0	0	0	0	0	4807
Apprch %	0	98.7	1.1	0.2		21.8	0	78.2	0		3.7	81	0	15.3		0	0	0	0		
Total %	0	43.5	0.5	0.1	44.1	0.8	0	2.8	0	3.5	1.9	42.4	0	8	52.3	0	0	0	0	0	
Passenger +	0	2025	23	5	2053	37	0	131	0	168	91	2000	0	330	2421	0	0	0	0	0	4642
% Passenger +	0	96.8	100	100	96.8	100	0	98.5	0	98.8	98.9	98.1	0	85.7	96.2	0	0	0	0	0	96.6
Heavy	0	68	0	0	68	0	0	2	0	2	1	39	0	55	95	0	0	0	0	0	165
% Heavy	0	3.2	0	0	3.2	0	0	1.5	0	1.2	1.1	1.9	0	14.3	3.8	0	0	0	0	0	3.4

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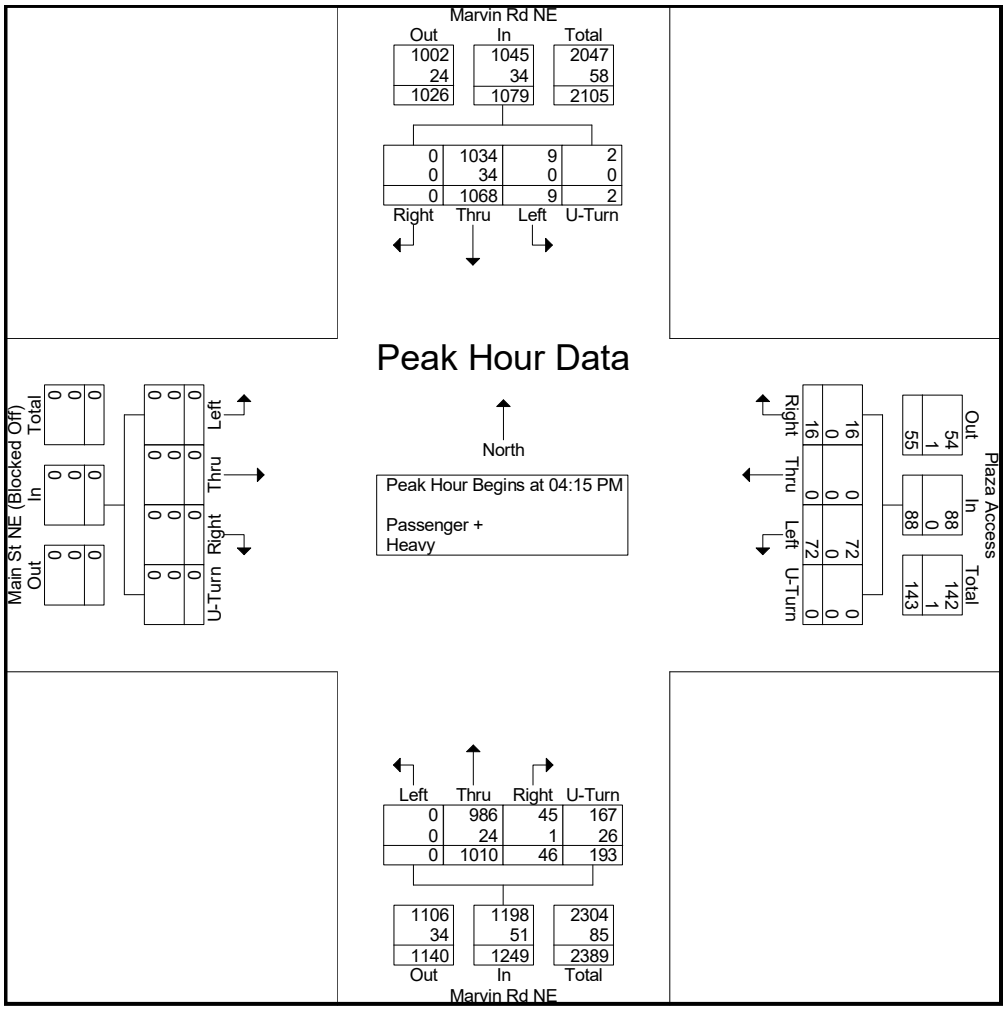
File Name : 5134c
Site Code : 00005134
Start Date : 8/22/2023
Page No : 2

	Marvin Rd NE Southbound					Plaza Access Westbound					Marvin Rd NE Northbound					Main St NE (Blocked Off) Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	268	**4**	0	272	4	0	20	0	24	8	239	0	**55**	302	0	0	0	0	0	598
04:30 PM	0	**279**	3	**1**	**283**	2	0	16	0	18	10	262	0	49	**321**	0	0	0	0	0	**622**
04:45 PM	0	246	2	1	249	2	0	14	0	16	**16**	**264**	0	41	321	0	0	0	0	0	586
05:00 PM	0	275	0	0	275	**8**	0	**22**	0	**30**	12	245	0	48	305	0	0	0	0	0	610
Total Volume	0	1068	9	2	1079	16	0	72	0	88	46	1010	0	193	1249	0	0	0	0	0	2416
% App. Total	0	99	0.8	0.2		18.2	0	81.8	0		3.7	80.9	0	15.5		0	0	0	0		
PHF	.000	.957	.563	.500	.953	.500	.000	.818	.000	.733	.719	.956	.000	.877	.973	.000	.000	.000	.000	.000	.971
Passenger +	0	1034	9	2	1045	16	0	72	0	88	45	986	0	167	1198	0	0	0	0	0	2331
% Passenger +	0	96.8	100	100	96.8	100	0	100	0	100	97.8	97.6	0	86.5	95.9	0	0	0	0	0	96.5
Heavy	0	34	0	0	34	0	0	0	0	0	1	24	0	26	51	0	0	0	0	0	85
% Heavy	0	3.2	0	0	3.2	0	0	0	0	0	2.2	2.4	0	13.5	4.1	0	0	0	0	0	3.5



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File Name : 5134b
Site Code : 00005134
Start Date : 8/22/2023
Page No : 1

Groups Printed- Passenger + - Heavy

	Hogum Bay Rd NE Southbound			Entrance Westbound			Hogum Bay Rd NE Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	32	2	34	10	18	28	12	69	81	143
04:15 PM	40	9	49	7	10	17	9	112	121	187
04:30 PM	41	6	47	8	9	17	6	88	94	158
04:45 PM	28	1	29	7	6	13	1	89	90	132
Total	141	18	159	32	43	75	28	358	386	620
05:00 PM	42	2	44	0	3	3	5	108	113	160
05:15 PM	34	0	34	3	5	8	4	100	104	146
05:30 PM	46	0	46	6	3	9	1	106	107	162
05:45 PM	24	0	24	2	5	7	2	106	108	139
Total	146	2	148	11	16	27	12	420	432	607
Grand Total	287	20	307	43	59	102	40	778	818	1227
Apprch %	93.5	6.5		42.2	57.8		4.9	95.1		
Total %	23.4	1.6	25	3.5	4.8	8.3	3.3	63.4	66.7	
Passenger +	234	19	253	40	54	94	36	699	735	1082
% Passenger +	81.5	95	82.4	93	91.5	92.2	90	89.8	89.9	88.2
Heavy	53	1	54	3	5	8	4	79	83	145
% Heavy	18.5	5	17.6	7	8.5	7.8	10	10.2	10.1	11.8

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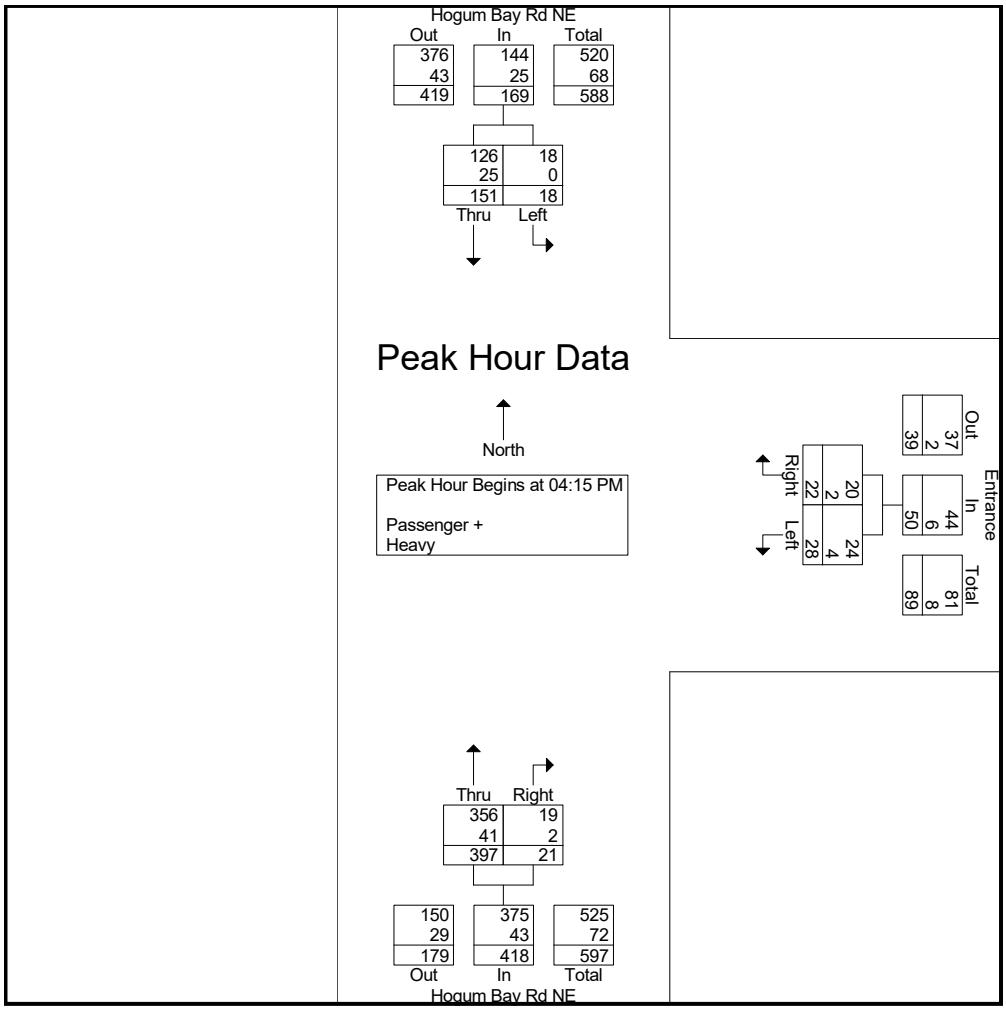
PO Box 397 Puyallup, WA 98371

File Name : 5134b
Site Code : 00005134
Start Date : 8/22/2023
Page No : 2

	Hogum Bay Rd NE Southbound			Entrance Westbound			Hogum Bay Rd NE Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	40	**9**	**49**	7	**10**	**17**	**9**	**112**	**121**	**187**
04:30 PM	41	6	47	**8**	9	17	6	88	94	158
04:45 PM	28	1	29	7	6	13	1	89	90	132
05:00 PM	**42**	2	44	0	3	3	5	108	113	160
Total Volume	151	18	169	22	28	50	21	397	418	637
% App. Total	89.3	10.7		44	56		5	95		
PHF	.899	.500	.862	.688	.700	.735	.583	.886	.864	.852
Passenger +	126	18	144	20	24	44	19	356	375	563
% Passenger +	83.4	100	85.2	90.9	85.7	88.0	90.5	89.7	89.7	88.4
Heavy	25	0	25	2	4	6	2	41	43	74
% Heavy	16.6	0	14.8	9.1	14.3	12.0	9.5	10.3	10.3	11.6



HOMEWOOD SUITES
TRAFFIC IMPACT ANALYSIS

APPENDIX
ITE Sheets

Hotel
(310)

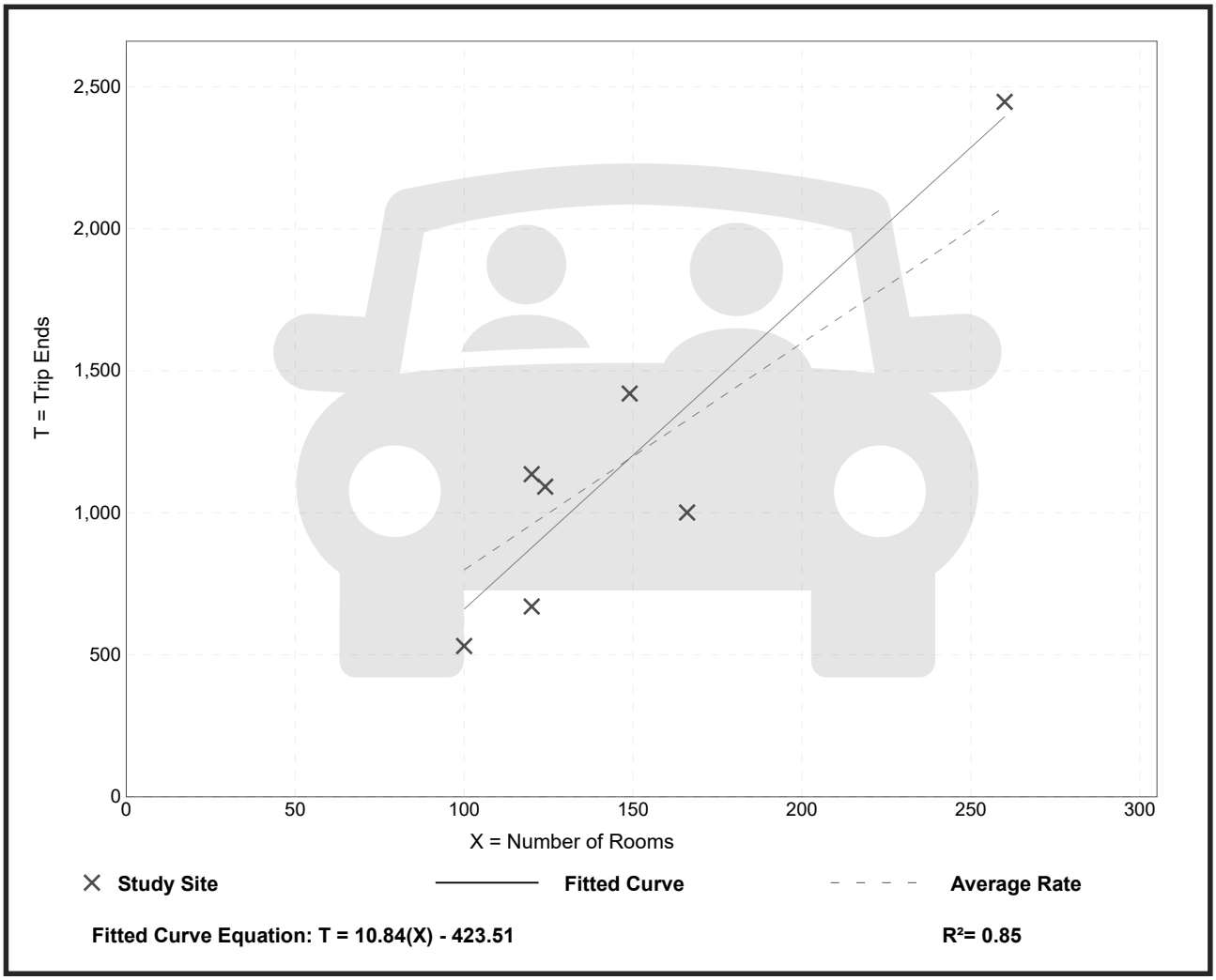
Vehicle Trip Ends vs: **Rooms**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 7
Avg. Num. of Rooms: 148
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
7.99	5.31 - 9.53	1.92

Data Plot and Equation



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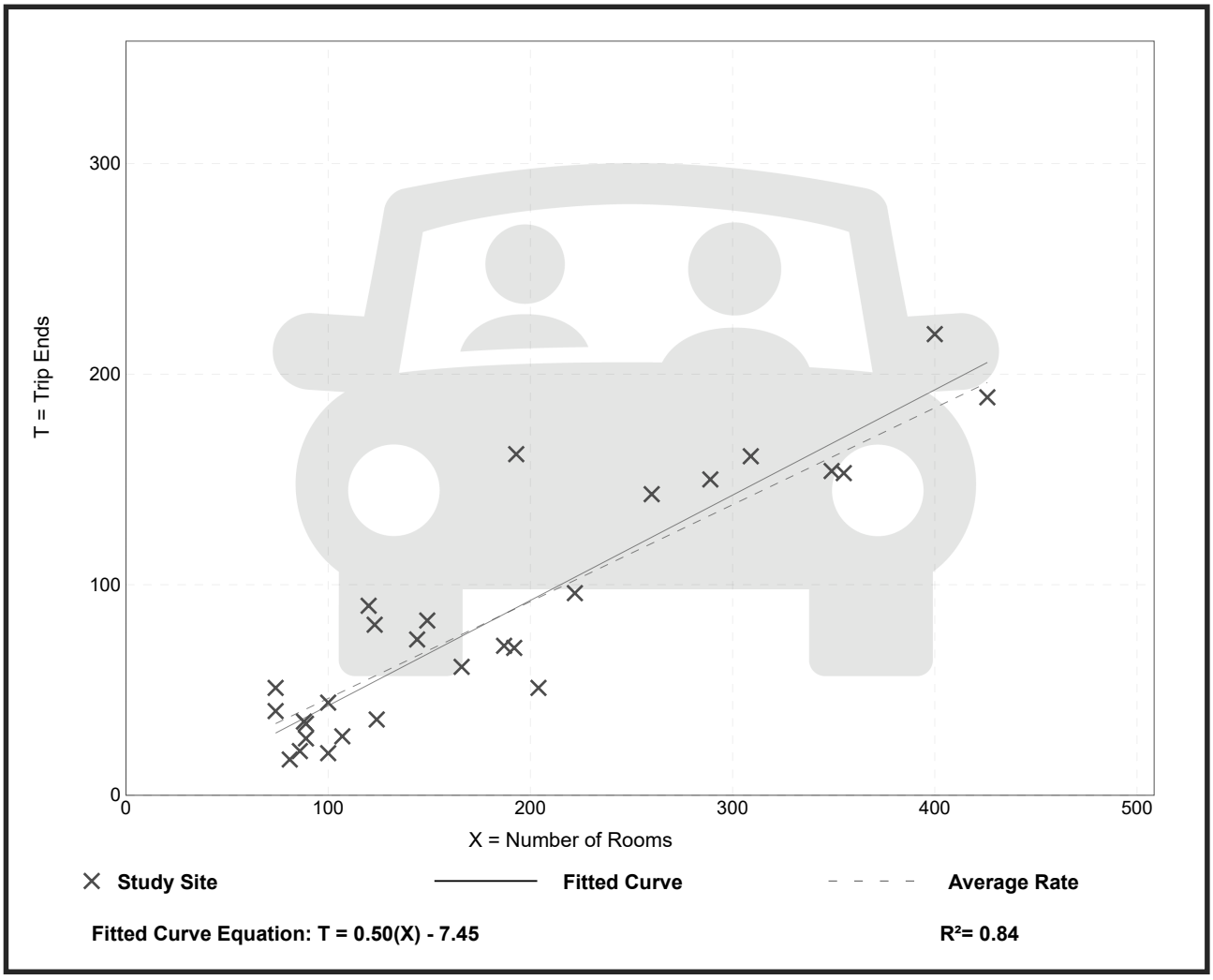
Hotel
(310)

Vehicle Trip Ends vs: **Rooms**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 28
Avg. Num. of Rooms: 182
Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.46	0.20 - 0.84	0.14

Data Plot and Equation



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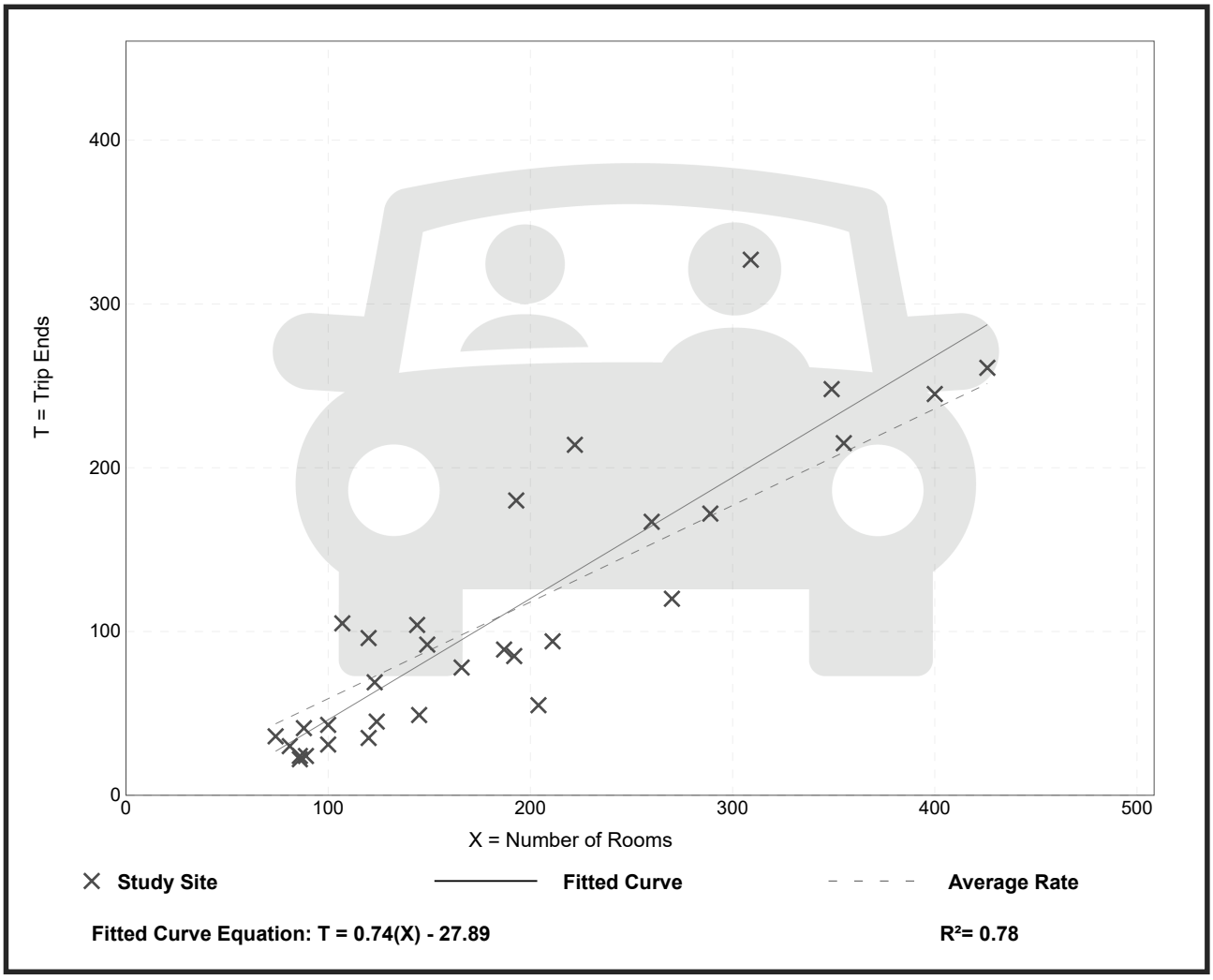
Hotel
(310)

Vehicle Trip Ends vs: **Rooms**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 31
Avg. Num. of Rooms: 186
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.59	0.26 - 1.06	0.22

Data Plot and Equation



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All Suites Hotel
(311)

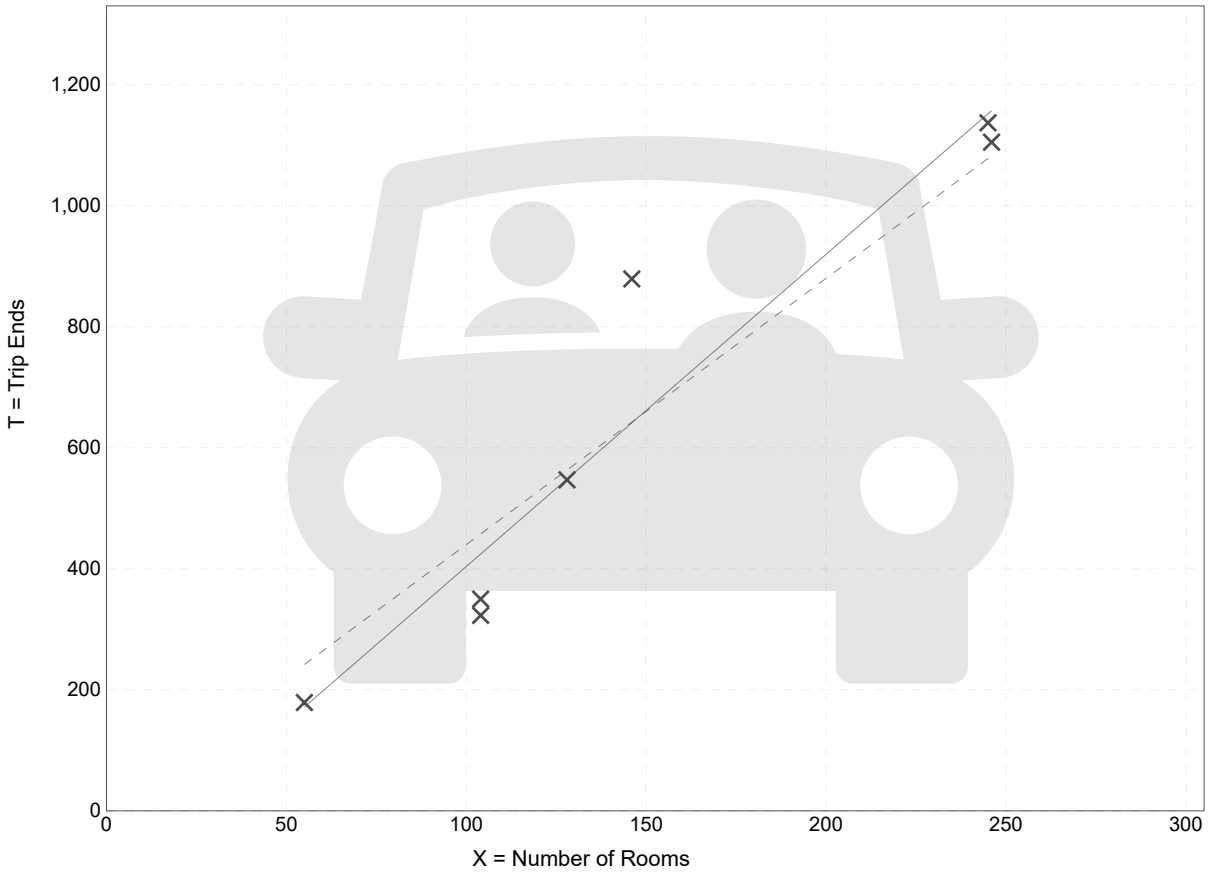
Vehicle Trip Ends vs: **Rooms**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 7
Avg. Num. of Rooms: 147
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
4.40	3.11 - 6.02	0.93

Data Plot and Equation



Fitted Curve Equation: T = 5.16(X) - 112.23

R^2= 0.92

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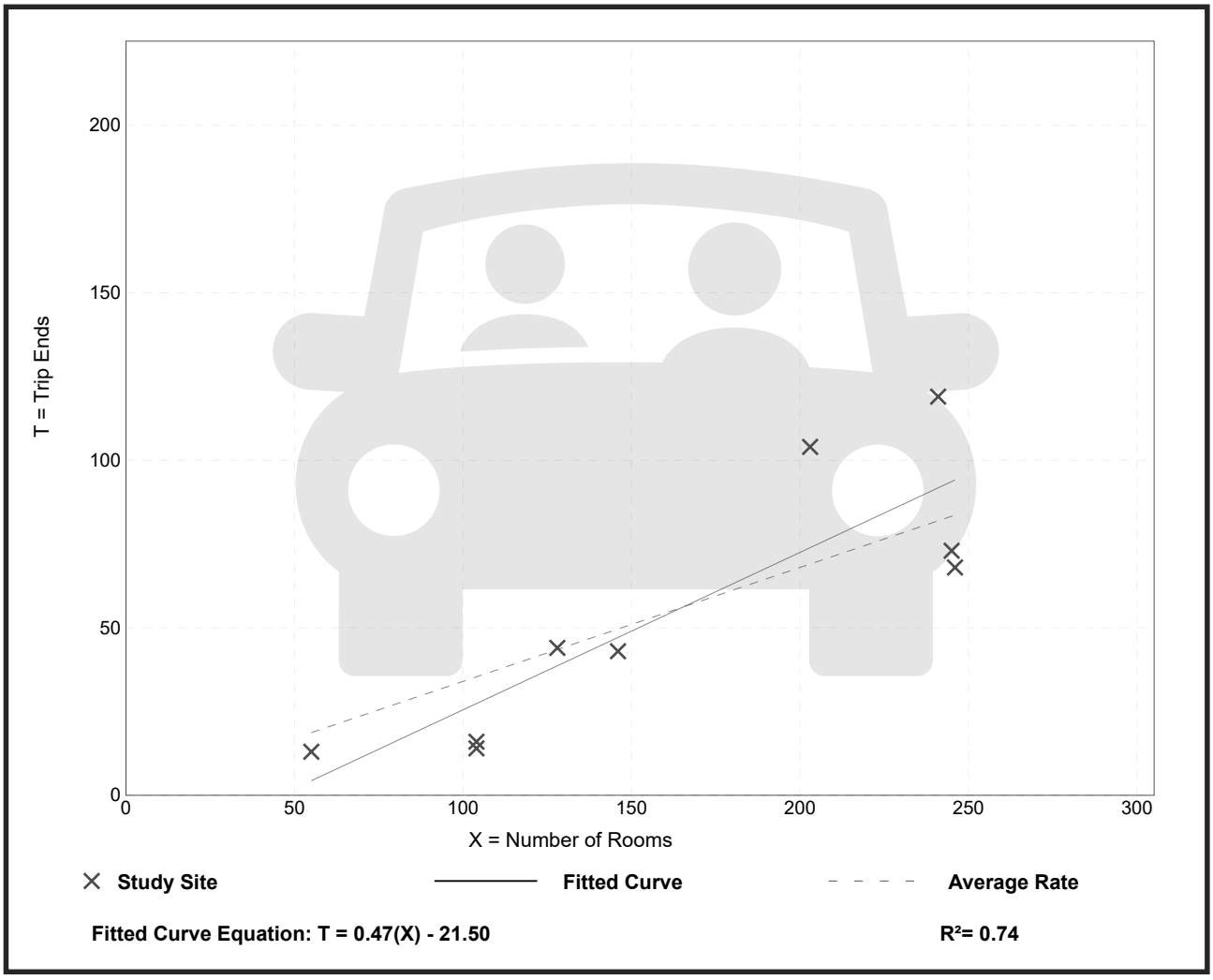
All Suites Hotel
(311)

Vehicle Trip Ends vs: **Rooms**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 9
Avg. Num. of Rooms: 164
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.34	0.13 - 0.51	0.13

Data Plot and Equation



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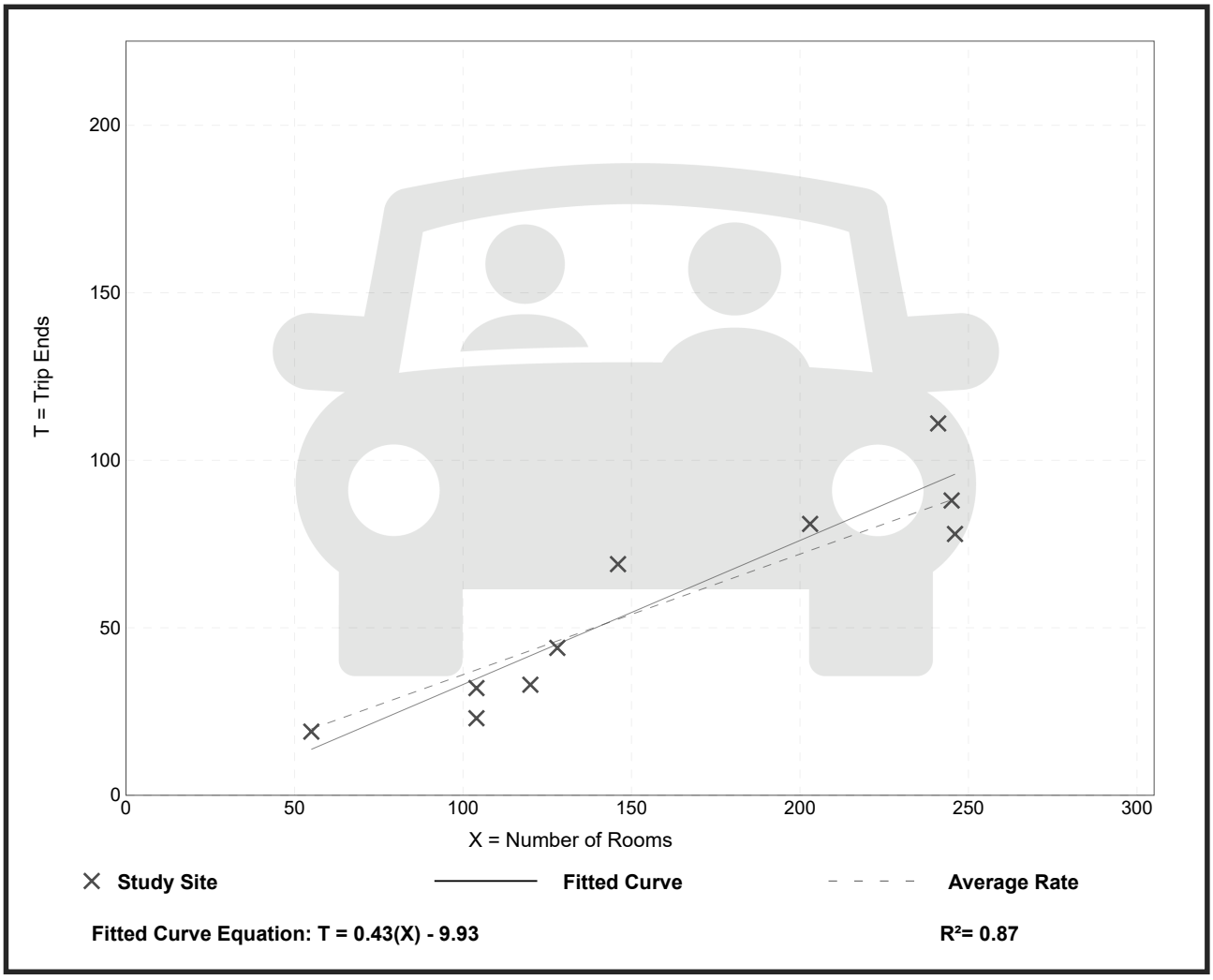
All Suites Hotel
(311)

Vehicle Trip Ends vs: **Rooms**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 10
Avg. Num. of Rooms: 159
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.36	0.22 - 0.47	0.08

Data Plot and Equation



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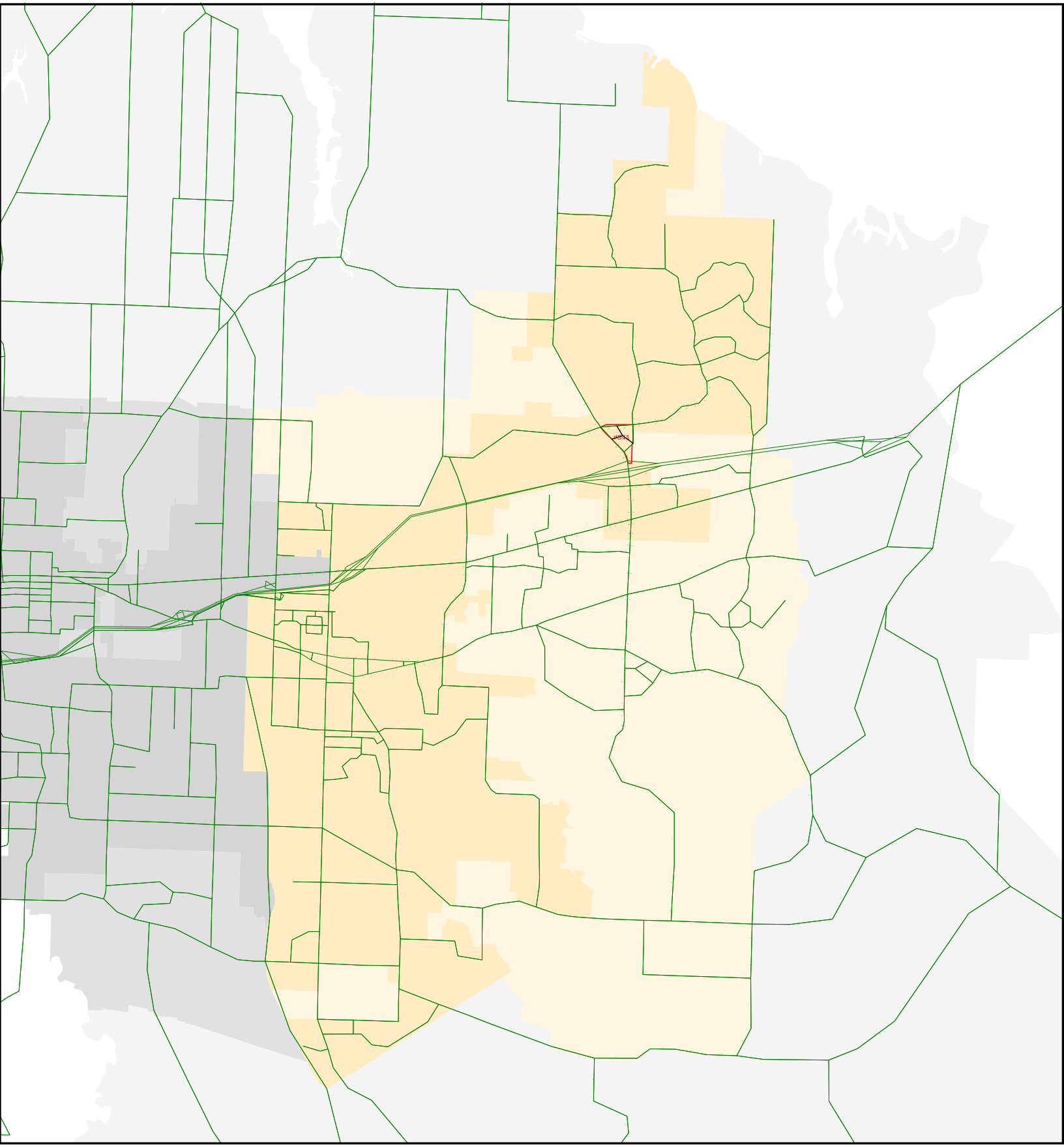
HOMEWOOD SUITES
TRAFFIC IMPACT ANALYSIS

APPENDIX
SZA Map



HOMEWOOD SUITES
TRAFFIC IMPACT ANALYSIS

APPENDIX
Forecast 2026 Excel

PM Peak Hour Forecast Intersection Volumes

Annual Growth Rate: 4 %
# of Years to Horizon: 3
2026

1. Marvin Rd NE & Main St NE/Project Access

	SBR	SBT	SBL	SBU	WBR	WBT	WBL	NBR	NBT	NBL	NBU	EBR	EBT	EBL
Existing	0	1068	9	2	16	0	72	46	1010	0	193	0	0	0
Project Trips	0	0	5	0	5	0	39	20	0	0	0	0	0	0
Pipeline	0	530	7	0	7	0	96	56	291	200	0	209	0	29
Without	0	1,731	17	2	25	0	177	108	1,427	200	217	209	0	29
With	0	1,731	22	2	30	0	216	128	1,427	200	217	209	0	29

2. Hogum Bay Rd NE & Thurston County Waste & Recycle Center Access

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	0	151	18	22	0	28	21	397	0	0	0	0
Project Trips	8	0	0	0	0	0	0	0	19	0	0	8
Pipeline	0	0	0	0	0	0	0	185	0	0	0	0
Without	0	170	20	25	0	31	24	632	0	0	0	0
With	8	170	20	25	0	31	24	632	19	0	0	8

HOMEWOOD SUITES
TRAFFIC IMPACT ANALYSIS

APPENDIX
Level of Service

MOVEMENT SUMMARY

Site: [Existing PM Peak Hour Volumes (Site Folder: 1)]

Marvin Road NE & Main Street NE/Shared Access
Site Category: -
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Marvin Rd NE														
3u	U	193	14.0	214	14.0	0.478	12.5	LOS B	4.2	110.4	0.13	0.50	0.13	36.9
8	T1	1010	1.0	1122	1.0	0.478	4.0	LOS A	4.3	107.5	0.13	0.42	0.13	37.2
18	R2	46	1.0	51	1.0	0.478	4.1	LOS A	4.3	107.5	0.12	0.36	0.12	36.4
Approach		1249	3.0	1388	3.0	0.478	5.3	LOS A	4.3	110.4	0.13	0.43	0.13	37.1
East: Shared Access														
1	L2	72	0.0	80	0.0	0.139	13.2	LOS B	0.5	11.8	0.57	0.85	0.57	33.9
16	R2	16	0.0	18	0.0	0.139	7.3	LOS A	0.5	11.8	0.57	0.85	0.57	32.9
Approach		88	0.0	98	0.0	0.139	12.1	LOS B	0.5	11.8	0.57	0.85	0.57	33.7
North: Marvin Rd NE														
7u	U	2	1.0	2	1.0	0.518	14.5	LOS B	3.6	93.0	0.62	0.61	0.62	36.9
7	L2	9	1.0	10	1.0	0.518	12.0	LOS B	3.6	93.0	0.62	0.61	0.62	36.0
4	T1	1068	3.0	1187	3.0	0.518	5.9	LOS A	3.7	95.6	0.61	0.59	0.61	35.9
Approach		1079	3.0	1199	3.0	0.518	6.0	LOS A	3.7	95.6	0.61	0.59	0.61	35.9
All Vehicles		2416	2.9	2684	2.9	0.518	5.9	LOS A	4.3	110.4	0.36	0.51	0.36	36.4

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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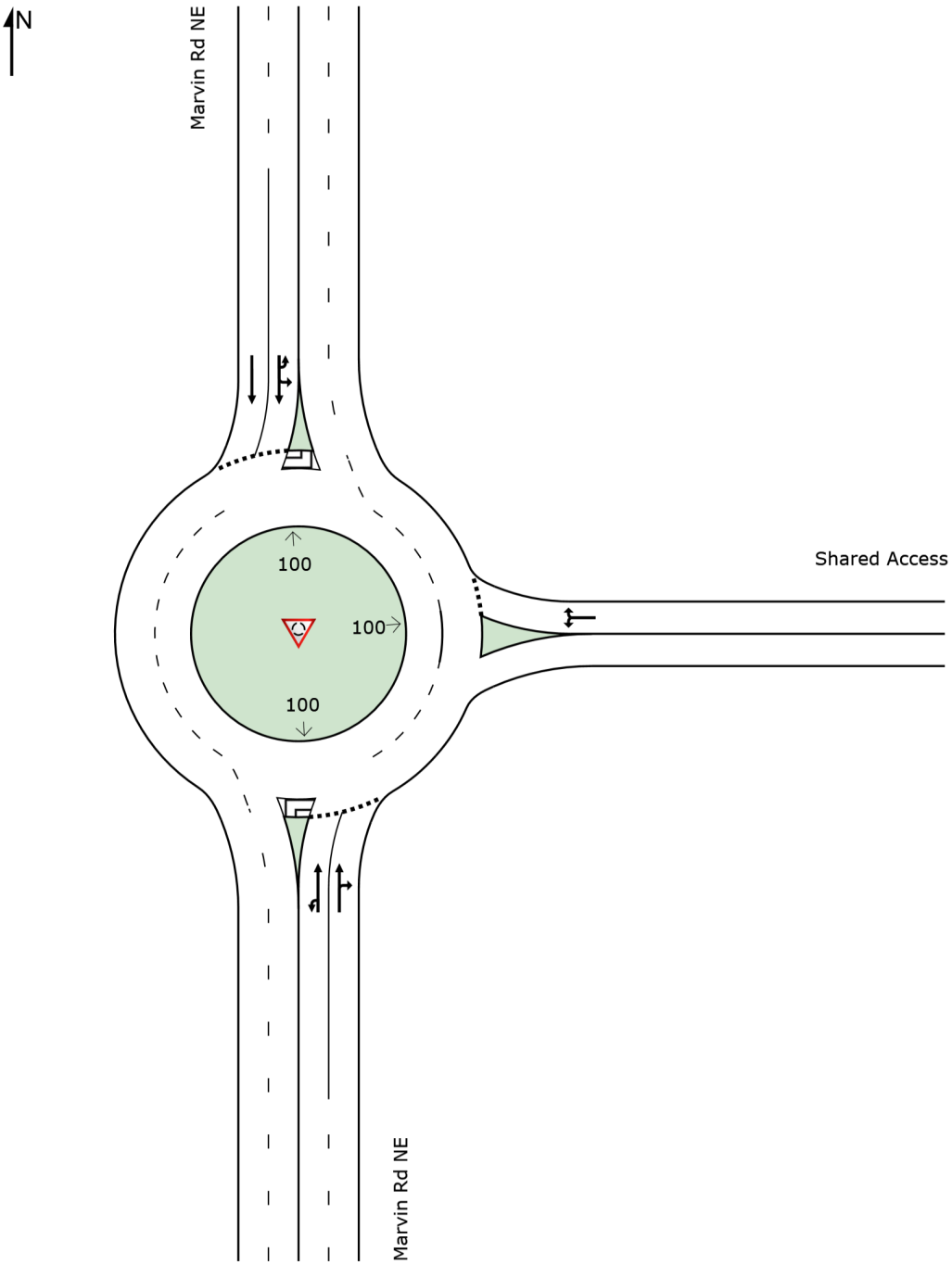
SITE LAYOUT

Site: [Existing PM Peak Hour Volumes (Site Folder: 1)]

Marvin Road NE & Main Street NE/Shared Access
Site Category: -
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: C:\Users\kyoung.HEATH\Heath and Associates\Traffic Studies - Documents\Sidra\5134\Homewood Suites.sip9

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	22	397	21	18	151
Future Vol, veh/h	28	22	397	21	18	151
Conflicting Peds, #/hr	3	3	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	14	9	10	10	1	17
Mvmt Flow	33	26	467	25	21	178

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	705	485	0	0	495	0
Stage 1	482	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Critical Hdwy	6.54	6.29	-	-	4.11	-
Critical Hdwy Stg 1	5.54	-	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-	-
Follow-up Hdwy	3.626	3.381	-	-	2.209	-
Pot Cap-1 Maneuver	385	568	-	-	1074	-
Stage 1	597	-	-	-	-	-
Stage 2	786	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	374	565	-	-	1071	-
Mov Cap-2 Maneuver	374	-	-	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	767	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.45	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	440	1071	-
HCM Lane V/C Ratio	-	-	0.134	0.02	-
HCM Control Delay (s/veh)	-	-	14.5	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

MOVEMENT SUMMARY

Site: [Forecast 2026 PM Peak Hour Volumes Without Project (Site Folder: 1)]

Marvin Road NE & Main Street NE/Shared Access
Site Category: -
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Marvin Rd NE														
3u	U	217	14.0	241	14.0	0.717	13.2	LOS B	9.6	247.5	0.45	0.51	0.45	35.7
3	L2	200	1.0	222	1.0	0.717	10.4	LOS B	9.6	247.5	0.45	0.51	0.45	35.3
8	T1	1427	1.0	1586	1.0	0.717	4.5	LOS A	9.7	244.4	0.42	0.43	0.42	36.2
18	R2	108	1.0	120	1.0	0.717	4.5	LOS A	9.7	244.4	0.40	0.40	0.40	35.4
Approach		1952	2.4	2169	2.4	0.717	6.0	LOS A	9.7	247.5	0.42	0.45	0.42	36.0
East: Shared Access														
1	L2	177	0.0	197	0.0	0.419	17.3	LOS B	2.2	55.3	0.82	0.99	0.99	31.9
6	T1	1	0.0	1	0.0	0.419	11.4	LOS B	2.2	55.3	0.82	0.99	0.99	31.7
16	R2	25	0.0	28	0.0	0.419	11.4	LOS B	2.2	55.3	0.82	0.99	0.99	30.9
Approach		203	0.0	226	0.0	0.419	16.5	LOS B	2.2	55.3	0.82	0.99	0.99	31.7
North: Marvin Rd NE														
7u	U	2	1.0	2	1.0	1.033	60.5	LOS F	36.8	942.7	1.00	2.04	3.59	21.4
7	L2	17	1.0	19	1.0	1.033	58.0	LOS F	36.8	942.7	1.00	2.04	3.59	21.1
4	T1	1731	3.0	1923	3.0	1.033	49.8	LOS F	44.4	1137.1	1.00	2.06	3.60	21.5
14	R2	1	1.0	1	1.0	1.033	47.9	LOS F	44.4	1137.1	1.00	2.07	3.61	21.5
Approach		1751	3.0	1946	3.0	1.033	49.9	LOS D	44.4	1137.1	1.00	2.06	3.60	21.5
West: Main St NE														
5	L2	29	1.0	32	1.0	0.093	18.7	LOS B	0.6	14.5	0.96	0.94	0.96	31.0
2	T1	1	1.0	1	1.0	0.093	12.8	LOS B	0.6	14.5	0.96	0.94	0.96	30.9
12	R2	209	1.0	232	1.0	0.140	3.6	LOS A	0.0	0.0	0.00	0.44	0.00	37.3
Approach		239	1.0	266	1.0	0.140	5.5	LOS A	0.6	14.5	0.12	0.50	0.12	36.3
All Vehicles		4145	2.5	4606	2.5	1.033	25.1	LOS C	44.4	1137.1	0.67	1.16	1.78	27.9

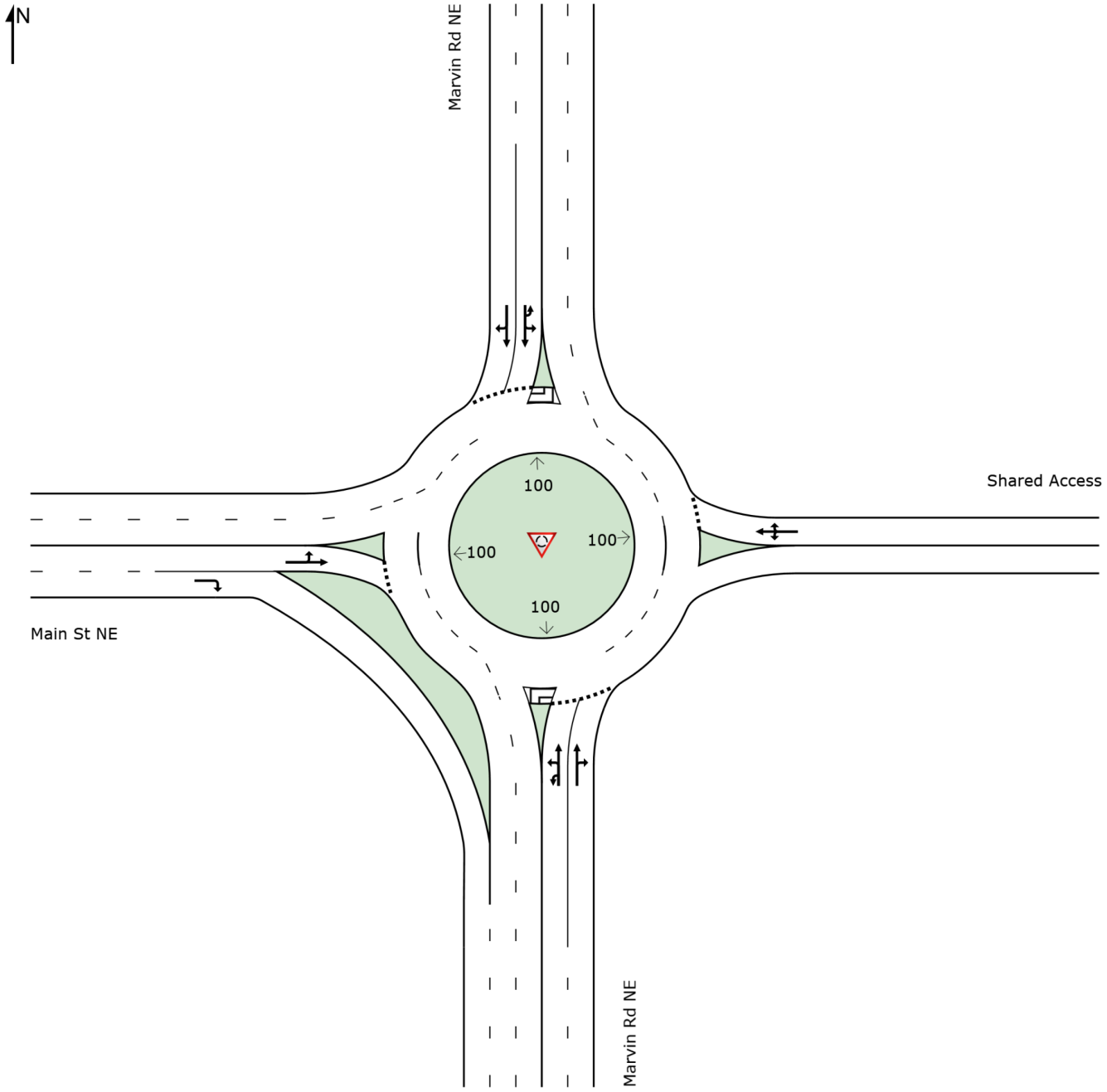
Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: [Forecast 2026 PM Peak Hour Volumes Without Project (Site Folder: 1)]

Marvin Road NE & Main Street NE/Shared Access
Site Category: -
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	25	632	24	20	170
Future Vol, veh/h	31	25	632	24	20	170
Conflicting Peds, #/hr	3	3	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	14	9	10	10	1	17
Mvmt Flow	36	29	744	28	24	200

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1011	764	0	0	775	0
Stage 1	761	-	-	-	-	-
Stage 2	250	-	-	-	-	-
Critical Hdwy	6.54	6.29	-	-	4.11	-
Critical Hdwy Stg 1	5.54	-	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-	-
Follow-up Hdwy	3.626	3.381	-	-	2.209	-
Pot Cap-1 Maneuver	252	393	-	-	846	-
Stage 1	441	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	243	391	-	-	843	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	20.86	0	0.99
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	292	843	-
HCM Lane V/C Ratio	-	-	0.225	0.028	-
HCM Control Delay (s/veh)	-	-	20.9	9.4	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

MOVEMENT SUMMARY

Site: [Forecast 2026 PM Peak Hour Volumes With Project (Site Folder: 1)]

Marvin Road NE & Main Street NE/Shared Access
Site Category: -
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Marvin Rd NE														
3u	U	217	14.0	241	14.0	0.727	13.3	LOS B	9.7	251.4	0.47	0.51	0.47	35.7
3	L2	200	1.0	222	1.0	0.727	10.4	LOS B	9.7	251.4	0.47	0.51	0.47	35.2
8	T1	1427	1.0	1586	1.0	0.727	4.5	LOS A	9.9	249.0	0.44	0.44	0.44	36.1
18	R2	128	1.0	142	1.0	0.727	4.6	LOS A	9.9	249.0	0.42	0.40	0.42	35.4
Approach		1972	2.4	2191	2.4	0.727	6.1	LOS A	9.9	251.4	0.44	0.45	0.44	35.9
East: Shared Access														
1	L2	216	0.0	240	0.0	0.518	18.7	LOS B	3.0	74.6	0.84	1.03	1.12	31.3
6	T1	1	0.0	1	0.0	0.518	12.8	LOS B	3.0	74.6	0.84	1.03	1.12	31.1
16	R2	30	0.0	33	0.0	0.518	12.7	LOS B	3.0	74.6	0.84	1.03	1.12	30.4
Approach		247	0.0	274	0.0	0.518	17.9	LOS B	3.0	74.6	0.84	1.03	1.12	31.2
North: Marvin Rd NE														
7u	U	2	1.0	2	1.0	1.075	75.4	LOS F	43.8	1121.8	1.00	2.30	4.27	18.7
7	L2	22	1.0	24	1.0	1.075	72.9	LOS F	43.8	1121.8	1.00	2.30	4.27	18.5
4	T1	1731	3.0	1923	3.0	1.075	64.8	LOS F	54.2	1387.2	1.00	2.36	4.34	18.8
14	R2	1	1.0	1	1.0	1.075	62.9	LOS F	54.2	1387.2	1.00	2.41	4.39	18.8
Approach		1756	3.0	1951	3.0	1.075	64.9	LOS E	54.2	1387.2	1.00	2.36	4.34	18.8
West: Main St NE														
5	L2	29	1.0	32	1.0	0.092	18.6	LOS B	0.6	14.3	0.95	0.94	0.95	31.1
2	T1	1	1.0	1	1.0	0.092	12.7	LOS B	0.6	14.3	0.95	0.94	0.95	31.0
12	R2	209	1.0	232	1.0	0.140	3.6	LOS A	0.0	0.0	0.00	0.44	0.00	37.3
Approach		239	1.0	266	1.0	0.140	5.5	LOS A	0.6	14.3	0.12	0.50	0.12	36.3
All Vehicles		4214	2.4	4682	2.4	1.075	31.3	LOS C	54.2	1387.2	0.68	1.28	2.09	25.9

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

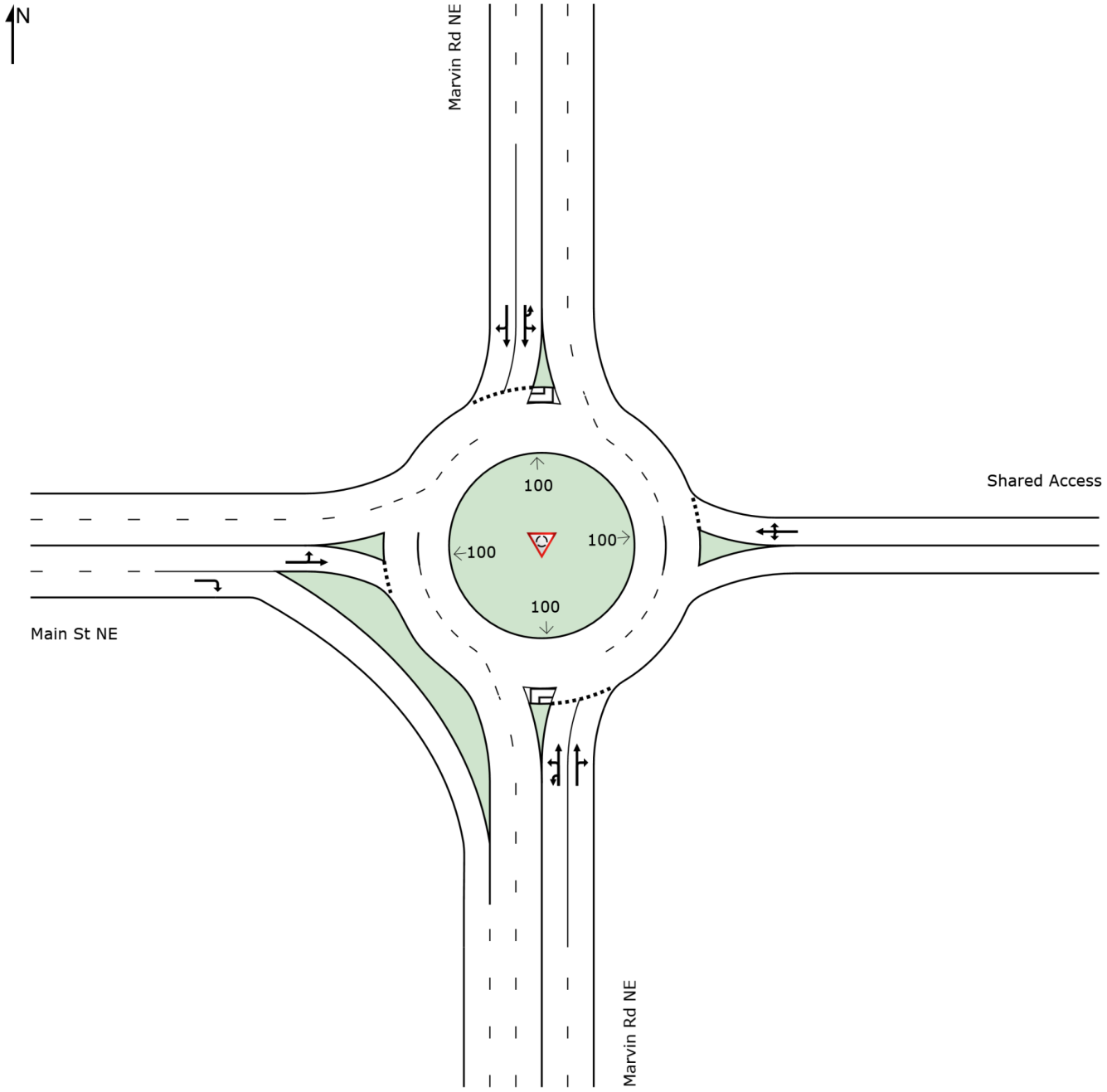
Organisation: HEATH & ASSOCIATES | Licence: PLUS / 1PC | Processed: Friday, September 8, 2023 10:02:58 AM
Project: C:\Users\kyoung.HEATH\Heath and Associates\Traffic Studies - Documents\Sidra\5134\Homewood Suites.sip9

SITE LAYOUT

Site: [Forecast 2026 PM Peak Hour Volumes With Project (Site Folder: 1)]

Marvin Road NE & Main Street NE/Shared Access
Site Category: -
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Organisation: HEATH & ASSOCIATES | Licence: PLUS / 1PC | Created: Friday, September 8, 2023 10:02:53 AM
Project: C:\Users\kyoung.HEATH\Heath and Associates\Traffic Studies - Documents\Sidra\5134\Homewood Suites.sip9

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	0	0	31	0	25	19	632	24	20	170	8
Future Vol, veh/h	8	0	0	31	0	25	19	632	24	20	170	8
Conflicting Peds, #/hr	0	0	0	3	0	3	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	14	1	9	1	10	10	1	17	1
Mvmt Flow	9	0	0	36	0	29	22	744	28	24	200	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1043	1071	208	1055	1062	764	209	0	0	775	0	0
Stage 1	252	252	-	805	805	-	-	-	-	-	-	-
Stage 2	791	819	-	250	256	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.24	6.51	6.29	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.24	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.24	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.626	4.009	3.381	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	208	222	835	193	224	393	1367	-	-	846	-	-
Stage 1	755	700	-	359	396	-	-	-	-	-	-	-
Stage 2	384	391	-	728	697	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	181	208	833	181	210	391	1367	-	-	843	-	-
Mov Cap-2 Maneuver	181	208	-	181	210	-	-	-	-	-	-	-
Stage 1	733	678	-	348	384	-	-	-	-	-	-	-
Stage 2	344	378	-	703	675	-	-	-	-	-	-	-

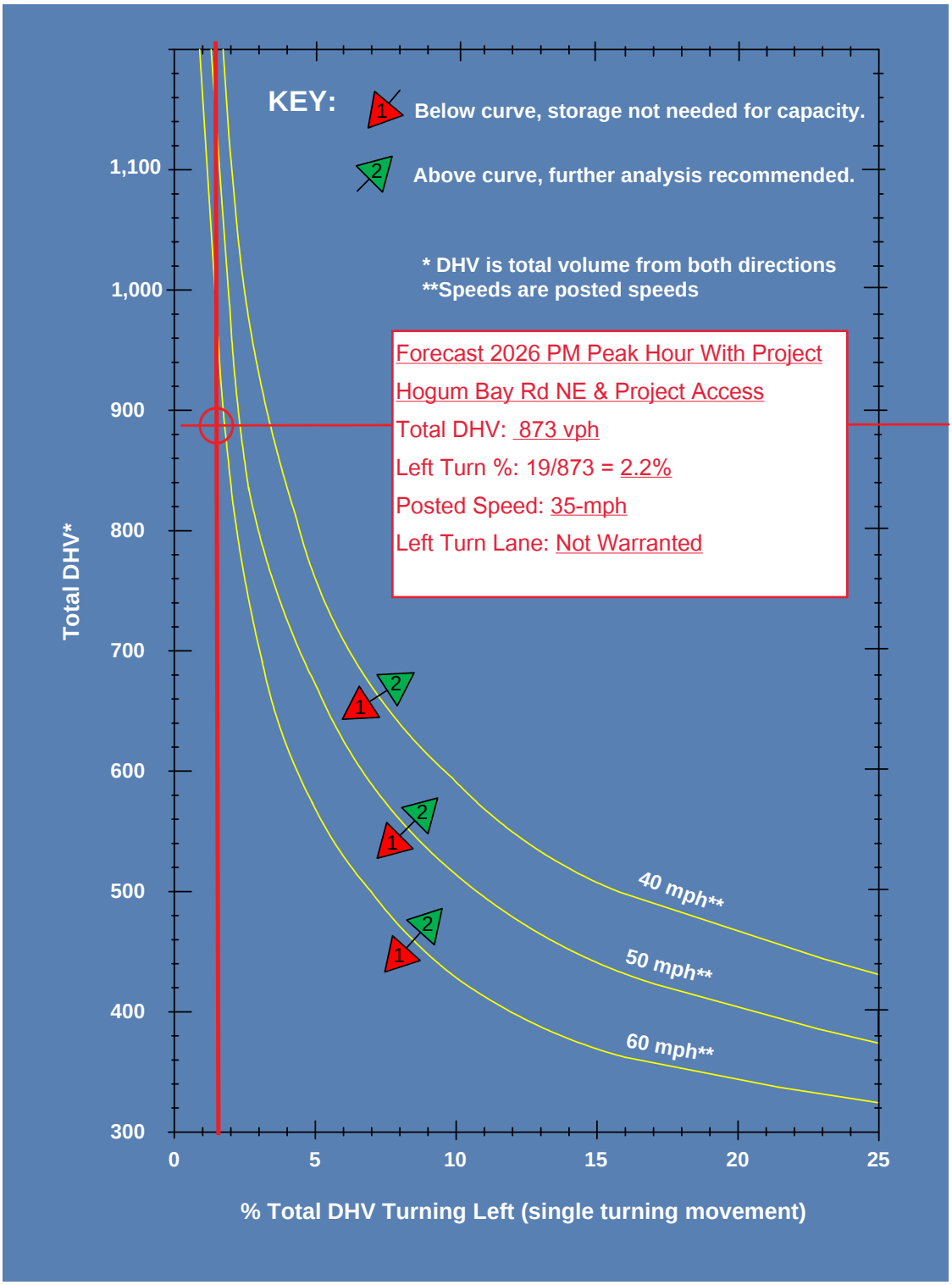
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	26.02	25.87	0.22	0.95
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1367	-	-	181	238	843	-	-
HCM Lane V/C Ratio	0.016	-	-	0.052	0.277	0.028	-	-
HCM Control Delay (s/veh)	7.7	0	-	26	25.9	9.4	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.1	0.1	-	-

HOMEWOOD SUITES
TRAFFIC IMPACT ANALYSIS

APPENDIX
Left Turn Lane Warrant

Exhibit 1310-7a Left-Turn Storage Guidelines: Two-Lane, Unsignalized



HOMEWOOD SUITES
TRAFFIC IMPACT ANALYSIS

APPENDIX
Traffic Scoping Approval Letter

Shaping our community together

CITY OF LACEY
420 COLLEGE ST SE
LACEY, WA 98503

July 25, 2023

Aaron Van Aken, PE, PTOE
Heath & Associates, Inc.
PO Box 397
Puyallup, WA 98004

SUBJECT: **Homewood Suites, HTE 23-0102, Traffic Scoping Report Approval**

Dear Mr. Van Aken,

I have reviewed the Traffic Scoping report submitted for this project and have determined there are transportation impacts that require a Traffic Impact Analysis. The methodology for completing a Traffic Impact Analysis is identified in Chapter 4 of the City of Lacey Development Guidelines and Public Works Standards, and mitigation and concurrency measures are identified in Lacey Municipal Code Chapter 14.21.

Please analyze these intersections in your report:

1. Hogum Bay Road NE & Project Access
2. Marvin Road NE & Main St NE

Thurston County Development Review and WSDOT have not identified any intersections for analysis. The County's mitigation request is attached.

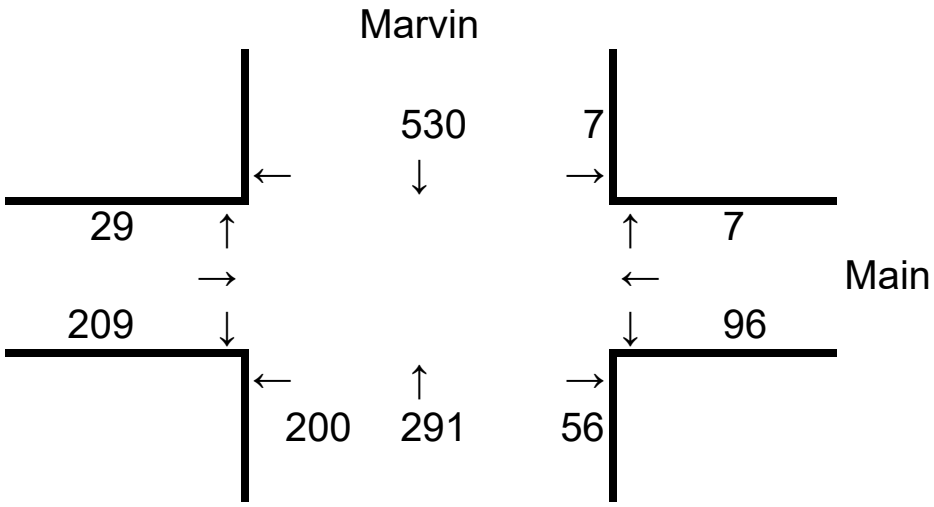
Included are the pipeline trips for the intersections. The printed intersection volume diagrams depict the approved cumulative pipeline projects for the intersections.

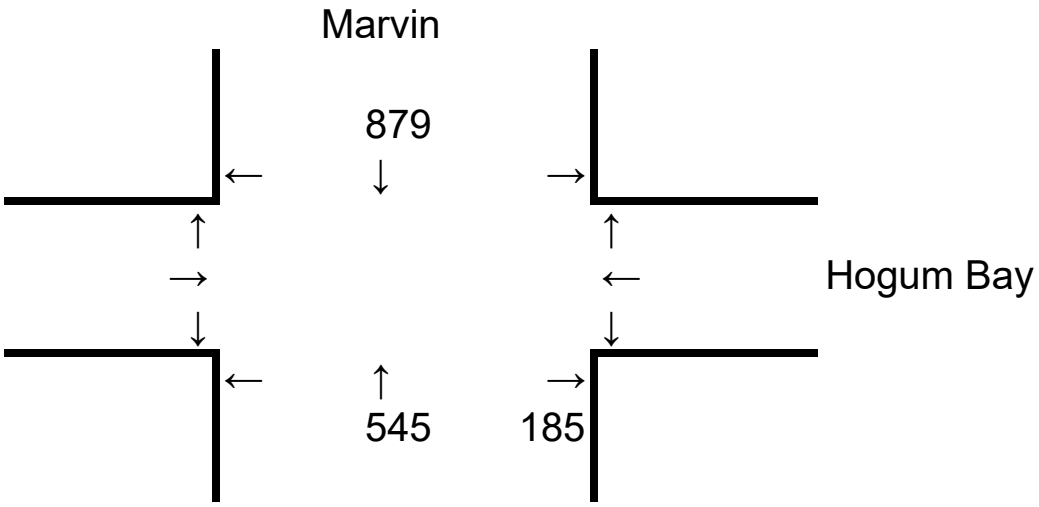
Please provide a signed and stamped Traffic Impact Analysis for distribution for the review necessary to evaluate this project. If you have any questions, do not hesitate to call me at (360) 438-2640.

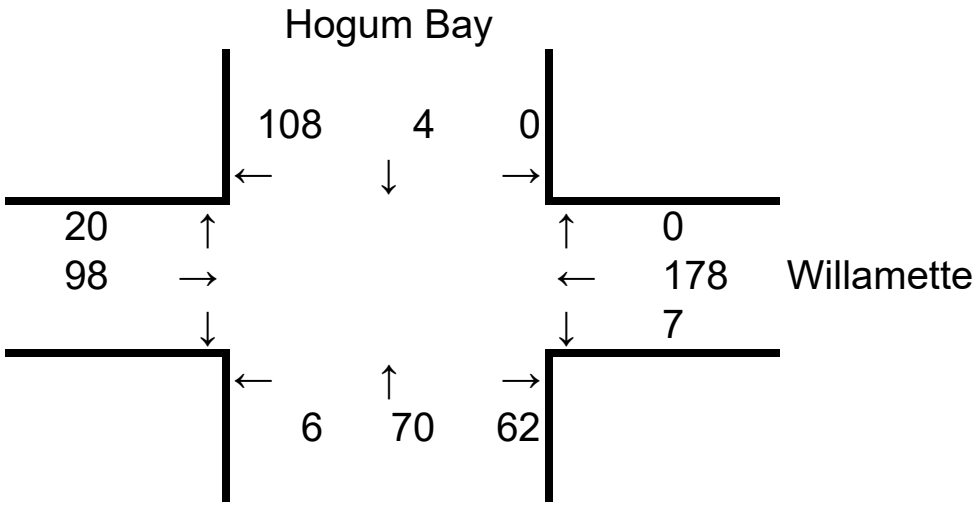
Sincerely,

Christopher Stolberg, EIT
Transportation Engineer

CC: File


Marvin
530
7
29
7
Main
209
96
200
291
56


Marvin
879
Hogum Bay
545
185


Hogum Bay
108
4
0
20
98
0
178
7
Willamette
6
70
62

THURSTON COUNTY
WASHINGTON
SINCE 1852

PUBLIC WORKS
An Accredited Agency of the
American Public Works Association

July 24, 2023

Chris Stolberg
420 COLLEGE ST SE
LACEY WA 98503

SUBJECT: **Homewood Suites, Folder Sequence#23-108891**
Project #: 2023103442
CONSTRUCTION REVIEW

REFERENCE: Traffic Scoping Memo – Dated 5-24-23

Dear Mr. Stolberg:

Upon review of the proposed project referenced above, Public Works has the following comments:

1. To mitigate traffic impacts within Thurston County, the proponent will need to contribute $ 67,111 to Thurston County Public Works prior to final project approval, pursuant to County Road Standards and Title 17.10 of the Thurston County Code. See attached worksheet prepared by county staff for project specific details.

Please be aware, further issues may be addressed as discovered, or as changes are made to the plans.

If you have any questions or comments, please call me at (360) 867-2043.

Sincerely,

Arthur Saint, PE
Thurston County Public Works
Development Review Section

cc: Project File

Attachment: Traffic Mitigation Worksheet

County Project Reviewer Arthur Saint, PE Date 7/24/2023

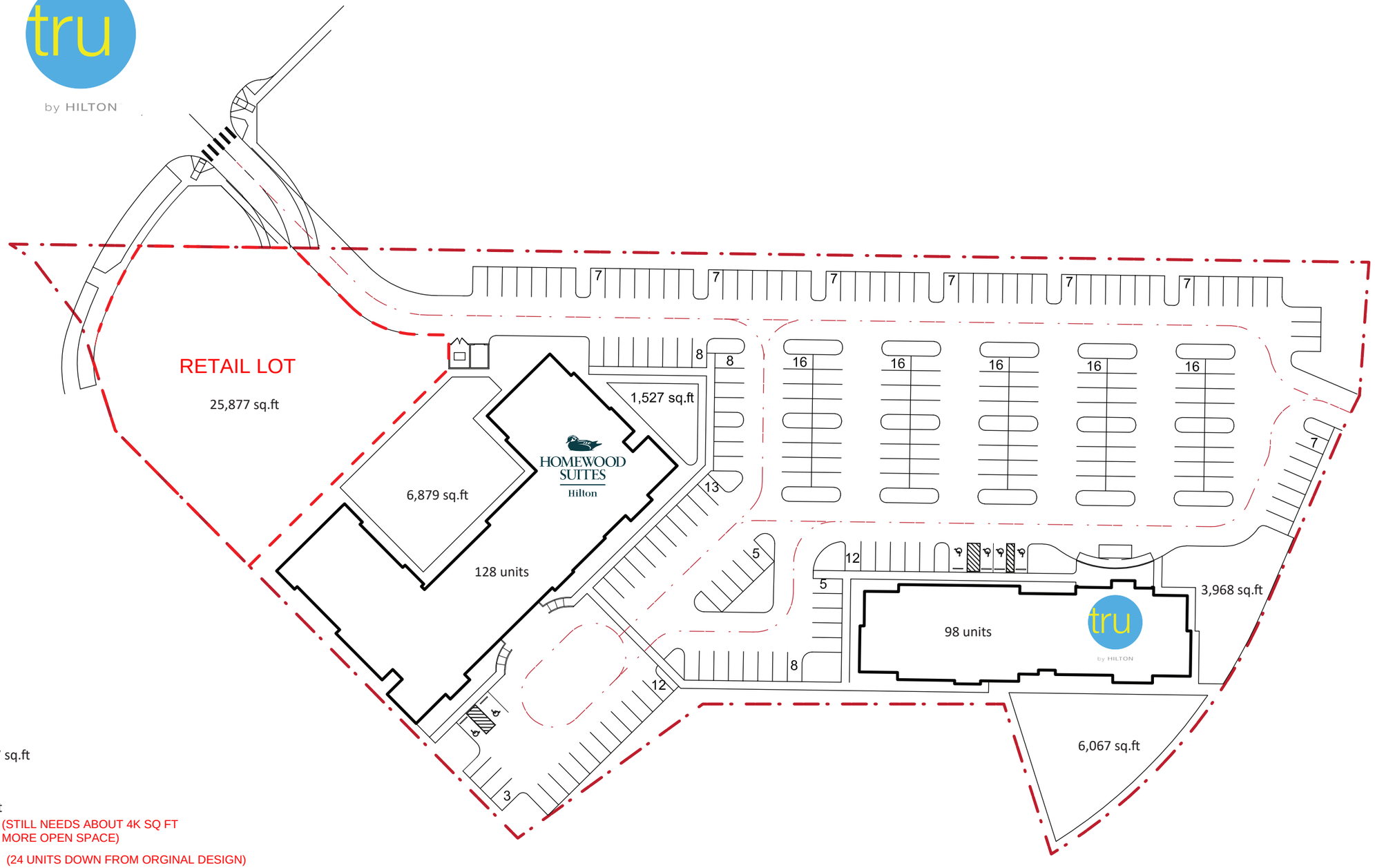
Permit Type City Ref. Traffic Analysis (Firm, Date) Heath 5-2023
Permit No. 2023103442 Project Description Two hotel buildings
Permit Name Homewood Suites Number of New Trips 104

County Road Project No.	Capital Facility Project Description	Project Cost	Constant Denominator	Per Trip Cost	New Trips	Mitigation
61338	Meridian Rd NE from Martin Way E to Interstate 5	$2,500,000	3100	$806	1	$806
61477	Pacific Ave SE from Union Mills Rd to SR 510	$5,000,000	6500	$769	3	$2,308
61478	Marvin Rd SE from Pacific Ave SE/SR 510 to Mullen Rd SE	$20,000,000	3100	$6,452	9	$58,065
61335	15th Ave NE & Draham St NE from Sleater Kinney Rd NE to	$8,000,000	3100	$2,581	1	$2,581
61364	Johnson Point Rd and Hawks Prairie Rd Intersection Improv	$4,000,000	2160	$1,852	1	$1,852
61563	Marvin Rd NE and 56th Ave NE Intersection	$3,000,000	2000	$1,500.00	1	$1,500
Affected Jurisdicitions				**THURSTON COUNTY SUBTOTAL**		**$67,111**
					TOTAL	**$67,111**

NOTES:
1. This estimate was prepared with the best available information. The traffic mitigation estimate will be updated annually based on the most current Capital Facilities Plan (CFP).
2. All traffic mitigation, unless otherwise noted, are due prior to final plat approval, certificate of occupancy, or final project acceptance.
3. Project Number: Accounting number for Capital Facility Project.
4. Trip "Hits": Project generated trips intersecting or passing through the project limits of a particular capital facilities project.
5. Project Cost: Please refer to the County Comprehensive Plan, Capital Facility Chapter for additional information.
6. Consistent Denominator: This number represents the capacity at or near Level of Service 'D' or 'C' in the urban and rural areas, respectively, under ideal conditions as described in the Highway Capacity Manual.

HOMEWOOD SUITES
TRAFFIC IMPACT ANALYSIS

APPENDIX
Site Plan



SITE SIZE: 204,907 sq.ft

OPEN SPACE
AREA: 18,441 sq.ft
PERCENTAGE: 8% (STILL NEEDS ABOUT 4K SQ FT MORE OPEN SPACE)

UNIT: 226 UNITS (24 UNITS DOWN FROM ORGINAL DESIGN)
PARKING: 213 STALLS (22 STALLS DOWN FROM ORGINAL DESIGN)

HOMEWOODS
STORY: 5 STORY
UNIT: 128 UNITS

TRU
STORY: 4 STORY
UNIT: 98 UNITS

HOMEWOOD SUITES & TRU HOTEL BY HILTON **LACEY, WA**

SCALE: 1/64" = 1'- 0"