



## TRIP GENERATION AND TRAFFIC SCOPING REPORT

# PRIMROSE SCHOOL

JURISDICTION: CITY OF MILL CREEK

*Prepared for:*  
Primrose Schools

*Prepared by:*  
**Kimley»Horn**

June 2025  
090225047  
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FOR

## PRIMROSE SCHOOL

**Prepared for:**  
Primrose Schools

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## 1. DEVELOPMENT IDENTIFICATION

Kimley-Horn and Associates, Inc. (Kimley-Horn) has been retained to provide a trip generation and traffic scoping report for the Primrose School (Development) within the City of Mill Creek (City). The purpose of this report is to provide sufficient information to determine a scope for a full traffic impact analysis for the Development. The Development is proposed to construct a 14,785 square-foot (SF) day care facility with 61 parking spaces. The site is located along the east/south side of North Creek Drive, south of Dumas Road. The site is located on parcel 28053100203700, which is currently vacant per the *Snohomish County Online Property Information (SCOPI)* web map. A site vicinity map is included in **Figure 1**. A site plan is provided in **Appendix A**.

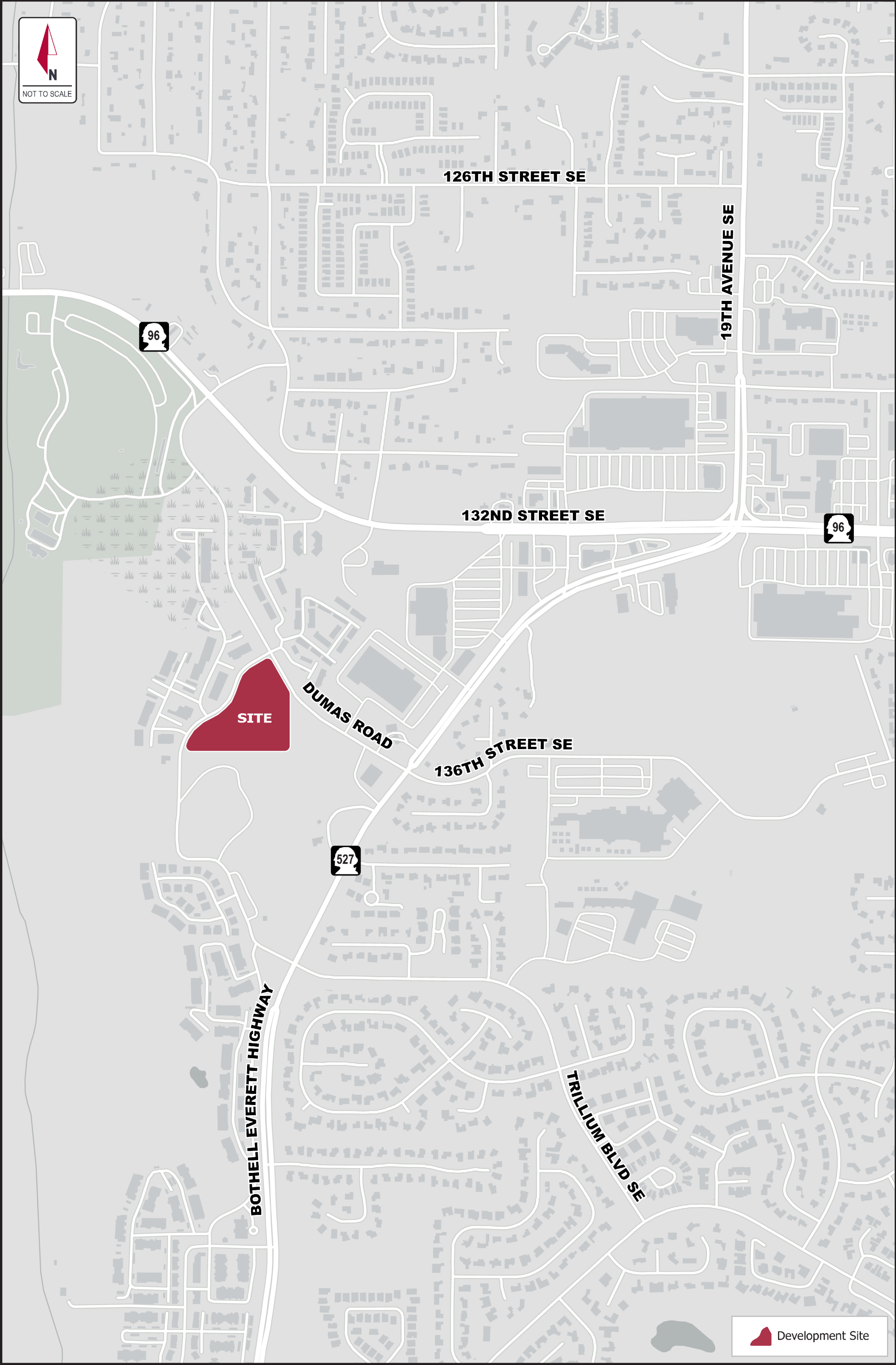
Brad Lincoln, responsible for this report and traffic analysis, is a licensed professional engineer (Civil) in the State of Washington and member of the Washington State section of the Institute of Transportation Engineers (ITE).

## 2. METHODOLOGY

Trip generation and parking calculations for the Development have been performed using data published by ITE. The most applicable ITE Land Use Code (LUC) is 565, Day Care Center. The trip distribution has been estimated based on surrounding land uses.

## 3. TRIP GENERATION

Trip generation calculations for the Development are based on national statistics for day care developments contained in the ITE (2021) *Trip Generation Manual*, 11<sup>th</sup> Edition. ITE LUC 565, Day Care Center, is the most applicable land use. ITE also published pass-by data for ITE LUC 565, which accounts for existing vehicles on the adjacent roadways that will travel to and from the site. These trips are not new trips. The ITE pass-by rate of 44% has been applied to the daily, AM peak hour, and PM peak hour trip generation calculations. The trip generation of the Development is summarized in **Table 1**.



**Kimley»»Horn** **FIGURE 1: SITE VICINITY MAP**  
**PRIMROSE SCHOOL - MILL CREEK, WA (KH 090225071)**

**Table 1: Trip Generation Summary**

Day Care Center 14,785 SF ITE LUC 565	Average Daily Trips (ADTs)			AM Peak Hour Trips			PM Peak Hour Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
Generation Rate	47.65 trips per 1,000 SF			11.00 trips per 1,000 SF			11.12 trips per 1,000 SF		
Splits	50%	50%	100%	53%	47%	100%	47%	53%	100%
Total Trips	352	352	704	86	77	163	77	87	164
Pass-By Trips (44%)	-155	-155	-310	-38	-34	-72	-34	-38	-72
New Trips	197	197	394	48	43	91	43	49	92

The Development is anticipated to generate approximately 394 new ADTs with approximately 91 new AM peak hour trips and approximately 92 new PM peak hour trips after reductions for pass-by trips.

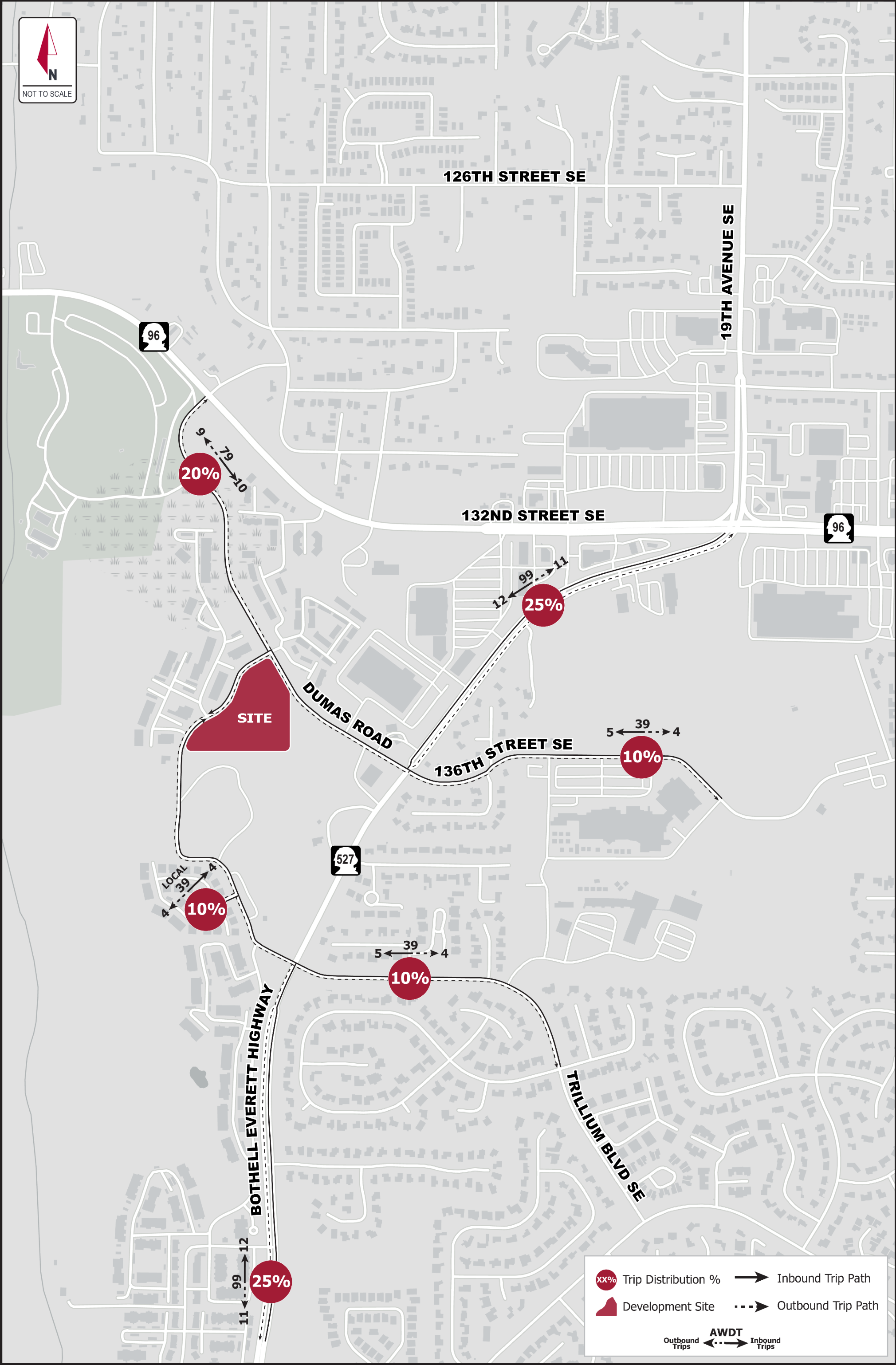
## 4. TRIP DISTRIBUTION

The distribution of trips is based on surrounding land uses and general traffic patterns in the site vicinity. The anticipated trip distribution is:

- 45% to and from the north
  - 20% along Dumas Road
  - 25% along Bothell Everett Highway/SR-527
- 20% to and from the east
  - 10% along 136<sup>th</sup> Street SE
  - 10% along Trillium Boulevard SE
- 25% to and from the south along Bothell Everett Highway/SR-527
- 10% to and from local areas south of the site

Detailed trip distributions for the AM peak hour and PM peak hour are shown in **Figure 2** and **Figure 3**, respectively.





**Kimley»Horn** **FIGURE 2: DEVELOPMENT TRIP DISTRIBUTION - AM PEAK-HOUR**  
**PRIMROSE SCHOOL - MILL CREEK, WA (KH 090225071)**

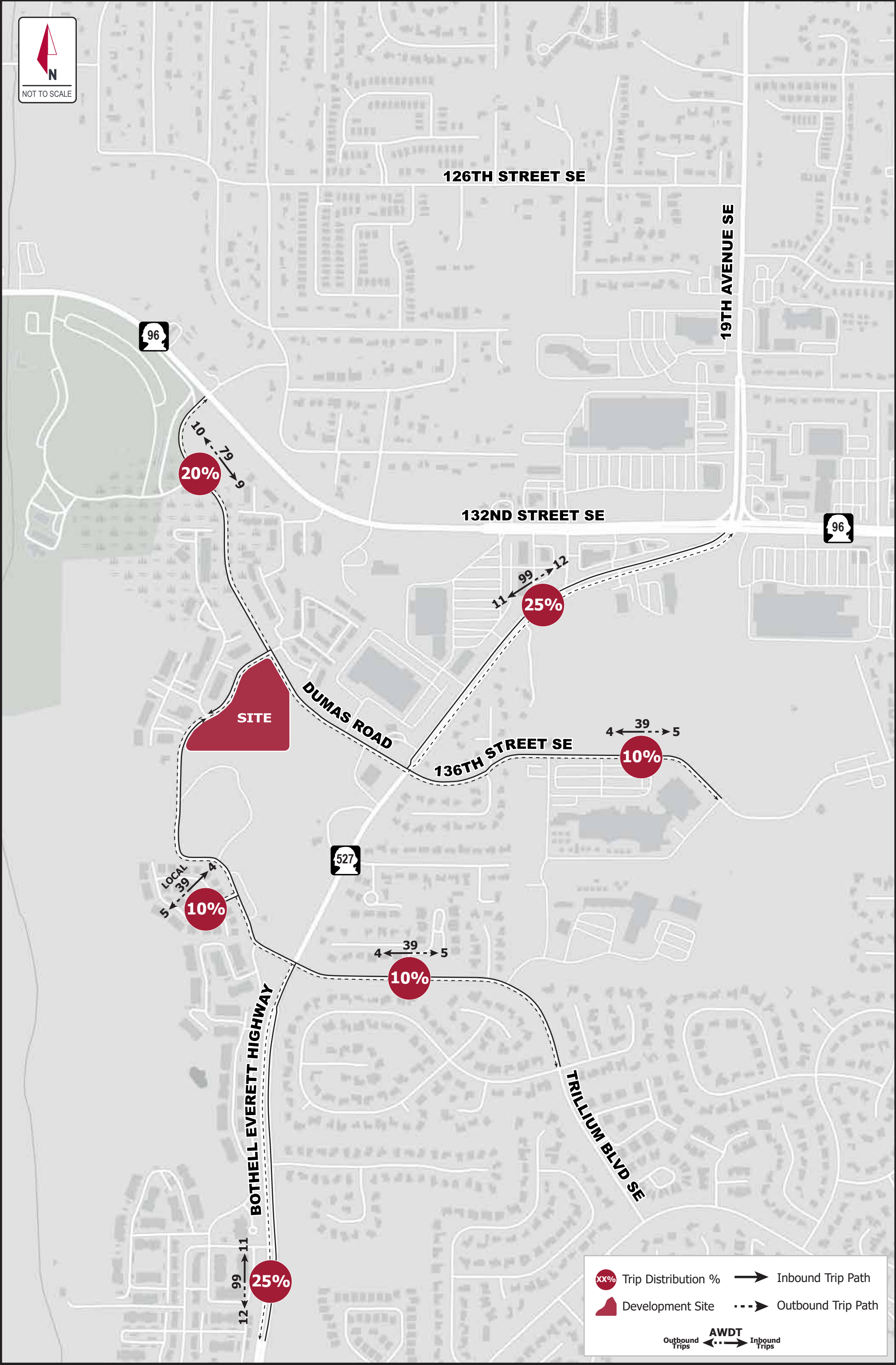


FIGURE 3: DEVELOPMENT TRIP DISTRIBUTION - PM PEAK-HOUR  
PRIMROSE SCHOOL - MILL CREEK, WA (KH 090225071)



## 5. SITE CIRCULATION

The Development is proposed to have two accesses to North Creek Drive. The accesses have been located to allow for adequate sight distance in both directions. There is currently curb, gutter, and sidewalk along the site frontage that connects to surrounding pedestrian facilities. The on-site circulation will provide connectivity between the building and these frontage improvements.

The Development will operate similar to other Primrose Schools, which requires each child to be taken to/from the building. This means that all visitors to the site will park, and a pick-up/drop-off area is not provided. The Development is proposed to include 61 parking spaces. The parking demand has been calculated using data published in the ITE *Parking Generation Manual*, 6<sup>th</sup> Edition, using the same LUC as the trip generation calculations. The ITE data shows an average peak period parking demand of 34 spaces and an 85<sup>th</sup> Percentile peak period parking demand of 51 spaces. The 61 spaces that are proposed are anticipated to sufficiently accommodate the parking demand of the site.

## 6. TRAFFIC MITIGATION FEES

The Washington Growth Management Act and Revised Code of Washington 82.02.050(2) authorize local jurisdictions to establish proportionate share traffic mitigation fees in order to fund capital facilities, such as roads and intersections. Mill Creek Municipal Code (MCMC) 17.48 applies that authority to developments in order to fund road improvements that would accommodate development. The City assess traffic impact fees and has an interlocal agreement with Snohomish County (County) for traffic mitigation fees.

### 6.1. City of Mill Creek

The City assesses a traffic impact fee of \$3,900.00 per new PM peak hour trip. The Development is anticipated to generate 92 new PM peak hour trips after pass-by reductions. These new PM peak hour trips are anticipated to result in a City traffic mitigation fee of \$358,800.00.

### 6.2. Snohomish County

The City has an interlocal agreement with the County for traffic mitigation fees. The interlocal agreement provides for the traffic mitigation fees to be paid based on the standard rate or actual impacts. Traffic from City developments will impact Transportation Service Area (TSA) D, E, and F. The average proportionate percentage share calculated by the City and County of the new ADTs generated by a development impacting County roadways is 70%. The County fee is broken down based on impacts and fees as shown below:

- 20% for TSA D at \$624 per ADT - \$49,171.20
- 25% for TSA E at \$585 per ADT - \$57,622.50
- 25% for TSA F at \$624 per ADT - \$61,464.00

The Development is anticipated to have County fees totaling \$168,257.70.

## 7. CONCLUSIONS

The Development is proposed to construct a 14,785 SF building that will operate similar to a day care center. The Development is proposed to include two access to North Creek Drive and on-site pedestrian connectivity to the existing curb, gutter, and sidewalk along the frontage. The Development is proposed to provide 61 on-site parking spaces to accommodate parking associated with pick-up/drop-off and staff.

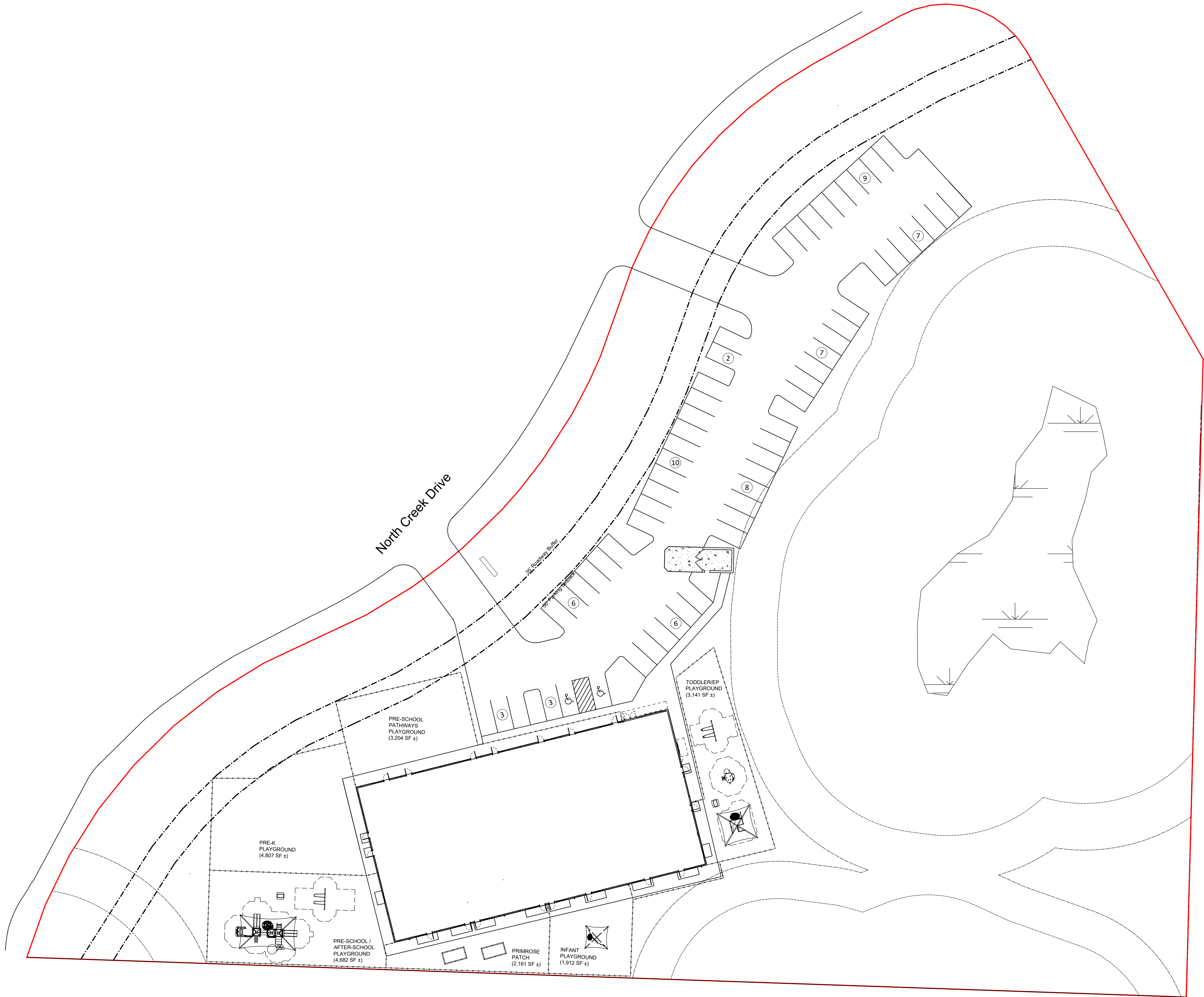
### 7.1. Proposed Scope of Traffic Impact Analysis

The surrounding intersections primarily consist of signalized intersections that appear to be constructed to their ultimate configurations with channelization for major movements and curb, gutters, and sidewalks. The scope of the full traffic impact analysis is therefore proposed to consist of the following:

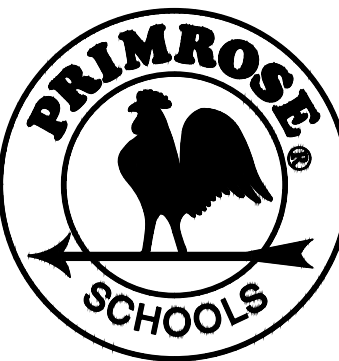
- Intersection Analysis
  - Dumas Road at North Creek Drive
  - Bothell Everett Highway/SR-527 at Dumas Road
  - Bothell Everett Highway/SR-527 at North Creek Drive/Trillium Boulevard
  - North Creek Drive at Site Access (2)
- Analysis will be completed for the weekday PM peak hour
- Channelization at site access (2)

**APPENDIX A**  
**SITE PLAN**

NOTES:  
ALL WORK BASED OFF PDF AND MAY NOT BE TO SCALE



PRIMROSE SCHOOL  
NORTHCREEK DR & DUMAS RD  
MILL CREEK, WA 98012



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Date	
No.	
Description	
CONSTR. DOC. & REVISIONS	

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FOR PLANNING PURPOSES ONLY

**BUILDING PROGRAM (15 CLASSROOMS)**

Primrose School - Washington (WA) 12/16/2024

Classroom	Ages			Ratio			Max Group Size			Square Footage / FTE			Staff Required	Required Area S.F.	Proposed Area S.F.	Proposed Capacity
	PSFC	State	Proposed	PSFC	State	Proposed	PSFC	State	Proposed	PSFC	State	Proposed				
A1 - Infants	0 - 12 Months	6Wks - 11 Months	0 - 12 Months	1:4	1:4	1:4	8	8	8	50	50	50	2	400	406	8
B1 - Young Toddler	12 - 24 Months	12 - 29 Months	12 - 18 Months	1:6	1:7	1:6	12	14	12	35	35	35	2	420	426	12
B2 - Toddlers	12 - 24 Months	12 - 29 Months	12 - 24 Months	1:6	1:7	1:6	12	14	12	35	35	35	2	420	427	12
B3 - Toddlers	12 - 24 Months	12 - 29 Months	12 - 24 Months	1:6	1:7	1:6	12	14	12	35	35	35	2	420	426	12
EP1 - Early Preschool	24 - 36 Months	12 - 29 Months	24 - 29 Months	1:8	1:7	1:7	16	14	14	35	35	35	2	480	531	14
EP2 - Early Preschool	30 - 36 Months	30 Months - 6 Years	30 - 35 Months	1:8	1:7	1:7	16	14	14	35	35	35	2	480	536	14
PW1 - Pathways	30 - 42 Months	30 Months - 6 Years	30 - 42 Months	1:8	1:10	1:8	16	20	16	35	35	35	2	560	570	16
PW2 - Pathways	30 - 42 Months	30 Months - 6 Years	30 - 42 Months	1:8	1:10	1:8	16	20	16	35	35	35	2	560	566	16
PW3 - Pathways	30 - 42 Months	30 Months - 6 Years	30 - 42 Months	1:8	1:10	1:8	16	20	16	35	35	35	2	560	570	16
C1 - Preschool	3 Years	30 Months - 6 Years	3 Years	1:12	1:10	1:10	24	20	20	35	35	35	2	700	811	20
C2 - Preschool	3 Years	30 Months - 6 Years	3 Years	1:12	1:10	1:10	24	20	20	35	35	35	2	700	809	20
C3 - Preschool	3 Years	30 Months - 6 Years	3 Years	1:12	1:10	1:10	24	20	20	35	35	35	2	700	807	20
D1 - Pre - Kindergarten	4 Years	30 Months - 6 Years	4 Years	1:12	1:10	1:10	24	20	20	35	35	35	2	700	804	20
D2 - Pre - Kindergarten	4 Years	30 Months - 6 Years	4 Years	1:12	1:10	1:10	24	20	20	35	35	35	2	700	808	20
D3 - Pre - Kindergarten	4 Years	30 Months - 6 Years	4 Years	1:12	1:10	1:10	24	20	20	35	35	35	2	700	808	20
													30	8,590	9,305	240

**GENERAL NOTES:**

- THIS CONCEPTUAL SITE PLAN WILL CHANGE AS MORE INFORMATION BECOMES AVAILABLE. THE SITE PLAN WILL BE FINALIZED WHEN ALL DATA IS COLLECTED INTO THE CONSTRUCTION DOCUMENTS. THE FINAL SITE PLAN WILL BE SUBJECT TO APPROVAL BY THE APPROPRIATE JURISDICTIONAL AUTHORITIES.
- PERIMETER LANDSCAPING, PARKING AND BUILDING SETBACKS SHOWN MAY NOT REFLECT JURISDICTIONAL MINIMUMS AND ARE SUBJECT TO ADJUSTMENT BASED ON ACTUAL CODE REQUIREMENTS. THIS WILL DETERMINE THE ACTUAL SIZE OF THE SITE.
- BOUNDARY INFORMATION IS APPROXIMATE AND MAY BE SUBJECT TO CHANGE. PROPERTY BOUNDARIES ARE TO BE VERIFIED BY A LICENSED SURVEYOR.
- IT IS ASSUMED THAT THE STORM SEWER SYSTEM FOR THE PROJECT WILL DISCHARGE INTO A COLLECTION SYSTEM PROVIDED BY OTHERS.

**SITE SUMMARY:**

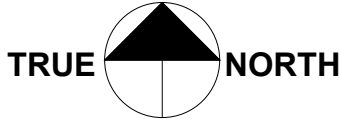
BUILDING AREA: 14,785 S.F. ±  
PLAYGROUND AREA: 19,903 S.F. ±  
PROPOSED PARKING SPACES: 61  
LOT AREA: 199,828 S.F. ± (4.58 ACRES)



**CONCEPTUAL SITE PLAN**

SCALE: 1" = 30'-0"

**KEY PLAN**  
SCALE: N.T.S.



CONCEPTUAL SITE  
PLAN  
**CP11**

DATE: 5-13-25

Drawn / Checked OJM/CME  
Project Number 2404638  
Bid Date --/--/--  
Permit Date --/--/--  
For Construction --/--/--

**CASCO**  
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