

Exhibit 9



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Stella & Floyds Traffic Impact Analysis

Jurisdiction: City of Mill Creek

December 2018



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1. DEVELOPMENT IDENTIFICATION

Gibson Traffic Consultants, Inc. (GTC) has been retained to analyze the traffic impacts of the Stella & Floyds development. The Stella & Floyds development is proposed to consist of a 5,568 square feet (SF) of building space that will be used to care for 50 dogs. It's anticipated that 35 of the dogs will be kenneled on the site for multiple days and 15 of the dogs will come to the site on a daily basis. The site is located on the south side of SR-527, east of Les Schwab, and will have right-in/right-out access to SR-527 approximately 265 feet east of the Les Schwab driveway. A site vicinity map is included in Figure 1.

Matthew Palmer, 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 ITE.

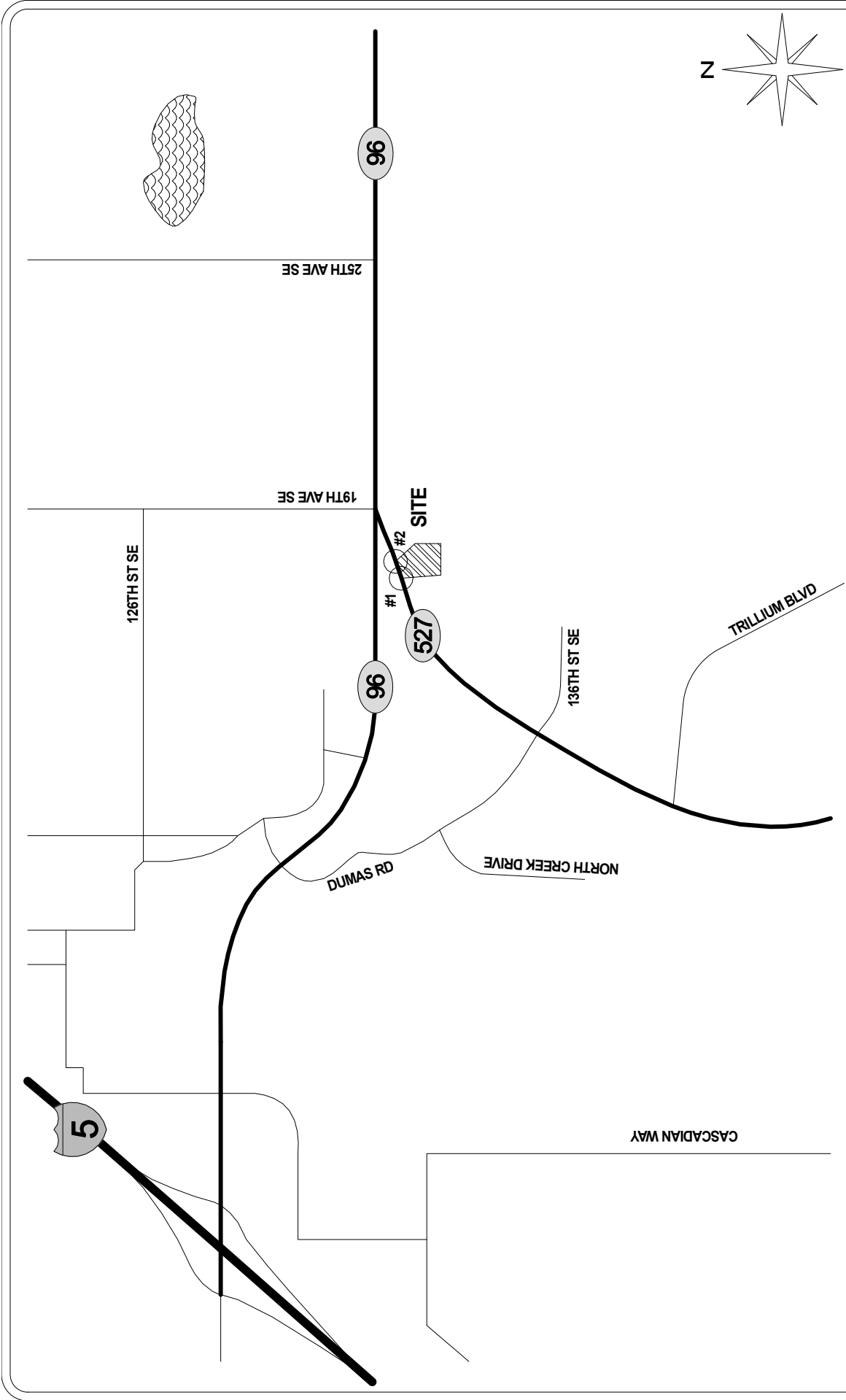
2. METHODOLOGY

2.1 General

Trip generation for the Stella & Floyds development is based on data contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* and data collected by GTC for Kennels. The average trip generation rates have been used for the trip generation calculations for the following ITE Land Use Codes (LUC):

- GTC Data For Kennel – 35 dogs
- LUC 565, Day Care Center – 15 dogs

The distribution of trips generated by the site is based on turning movement counts at the access, the location for U-turns and the location of residential neighborhoods.



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FIGURE 1
SITE VICINITY
MAP

- LEGEND**
- DEVELOPMENT SITE
 - STUDY INTERSECTION

STELLA & FLOYDS
(50 DOG DAYCARE/KENNEL)

CITY OF MILL CREEK

3. TRIP GENERATION

The trip generation calculations are based on data collected by GTC at an existing kennel facility and the average trip generation rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. ITE Land Use Code 565, day care, has been utilized for the 15 dogs instead of students as the same fundamentals occur for the trip generation. For the day care portion of the trip generation a pass-by rate of 75% was utilized which is consistent with the pass-by rate for day cares in Snohomish County along SR-527.

Daily, AM and PM peak-hour trips generated by the dog kennel were estimated based on actual counts at the existing dog kennel located at 204 164th Street SE. The existing dog kennel has approximately 120 dogs. Traffic Data Gathering (TDG) collected 3-days of machine data (Monday PM to Thursday AM in 2005). GTC found the per dog rate for Weekday Daily Trips (AWDT) to be 0.87 trips, the AM peak-hour was 0.08 trips and the PM peak-hour was 0.07 trips for the dog kennel. A breakdown of the trip generation is summarized in Table 1.

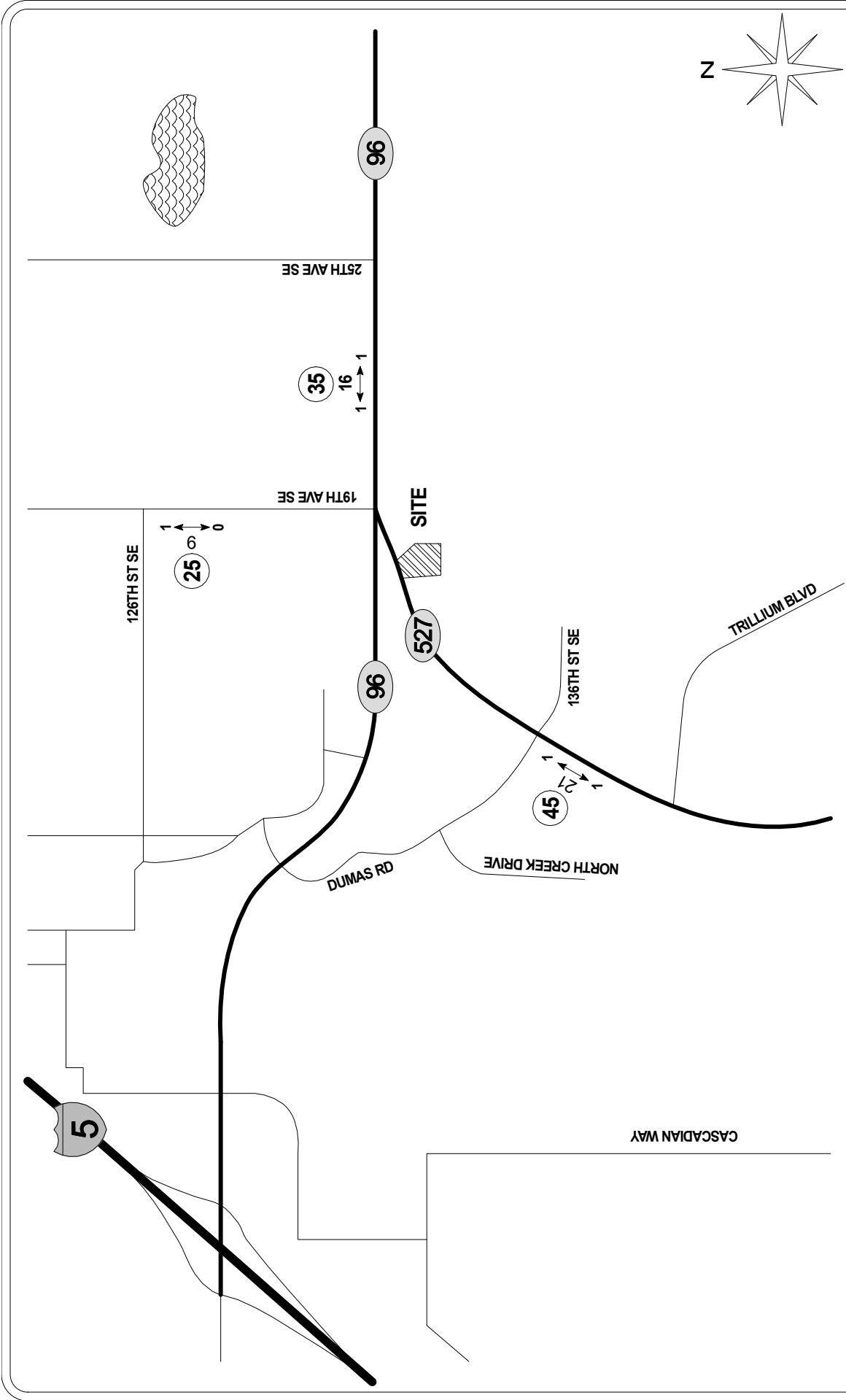
Table 1: Family Entertainment Center Trip Generation

Land Use	Size	Average Daily Trips	PM Peak-Hour Trips		
			In	Out	Total
Dog Kennel	35 Dogs	30.45	1	1	2
Doggy Day Care	15 Dogs	15.34	1	2	3
AVERAGE		45.79	2	3	5

The development is anticipated to generate 46 new average daily trips with 5 new PM peak-hour. The trip generation calculations are included in the attachments.

4. TRIP DISTRIBUTION

The distribution of trips generated by the Stella & Floyds development is based on the location of residential developments in the site vicinity. It is estimated that 100% of the development's trips will travel along SR-527, fifty-five percent to and from the northeast and forty-five percent to and from the southwest. It's anticipated that trips wanting to travel to the southwest will make a U-turn at the intersection of 129th Place SE and SR-527. Detailed distributions for the PM peak-hour trips generated by the development are shown in Figure 2.



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STELLA & FLOYDS (50 DOG DAYCARE/KENNEL)	FIGURE 2 DEVELOPMENT TRIP DISTRIBUTION PM PEAK-HOUR
CITY OF MILL CREEK	LEGEND AWDT PM PEAK XX TRIP DISTRIBUTION %

5. INTERSECTION ANALYSIS

Intersection level of service analysis has been performed for the site access. The development will construct the access to SR-527 approximately 265 feet east of the Les Schwab driveway.

Congestion at intersections is generally measured in terms of level of service (LOS). In accordance with the Highway Capacity Manual (HCM) 6th Edition, road facilities and intersections are rated between LOS A and LOS F, with LOS A being free flow and LOS F being forced flow or over-capacity conditions. The level of service at signalized, roundabout and all-way stop-controlled intersections is based on the average delay of all approaches. The level of service for two-way stop-controlled intersections is based on average delays for the critical stopped approach. Geometric characteristics and conflicting traffic movements are taken into consideration when determining level of service values. A summary of the intersection level of service criteria is included in Table 2.

Table 2: Level of Service Criteria for Intersections

Level of ¹ Service	Expected Delay	Intersection Control Delay (Seconds per Vehicle)	
		Unsignalized Intersections	Signalized Intersections
A	Little/No Delay	≤10	≤10
B	Short Delays	>10 and ≤15	>10 and ≤20
C	Average Delays	>15 and ≤25	>20 and ≤35
D	Long Delays	>25 and ≤35	>35 and ≤55
E	Very Long Delays	>35 and ≤50	>55 and ≤80
F	Extreme Delays ²	>50	>80

The level of service threshold for residential/arterial intersections is LOS F, based on the Transportation Element section of the *City of Mill Creek 2012 Comprehensive Plan*.

¹ **Source:** *Highway Capacity Manual* 6th Edition.

LOS A: Free-flow traffic conditions, with minimal delay to stopped vehicles (no vehicle is delayed longer than one cycle at signalized intersection).

LOS B: Generally stable traffic flow conditions.

LOS C: Occasional back-ups may develop, but delay to vehicles is short term and still tolerable.

LOS D: During short periods of the peak hour, delays to approaching vehicles may be substantial but are tolerable during times of less demand (i.e. vehicles delayed one cycle or less at signal).

LOS E: Intersections operate at or near capacity, with long queues developing on all approaches and long delays.

LOS F: Jammed conditions on all approaches with excessively long delays and vehicles unable to move at times.

² When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection.

5.1 2018 Existing Conditions

The existing intersection level of service analysis is based on the existing channelization and PM peak-hour turning movement volumes. Turning movement counts were conducted at the access of Les Schwab at SR-527 in June 2018 by Traffic Data Gathering (TDG). The existing turning movement volumes are shown in Figure 3.

The existing level of service analysis shows that the intersection of Les Schwab at SR-527 operates at LOS C with an average delay of 18.2 seconds. The level of service calculations are included in the attachments. The level of service is summarized in Table 3.

5.2 2023 Baseline Conditions

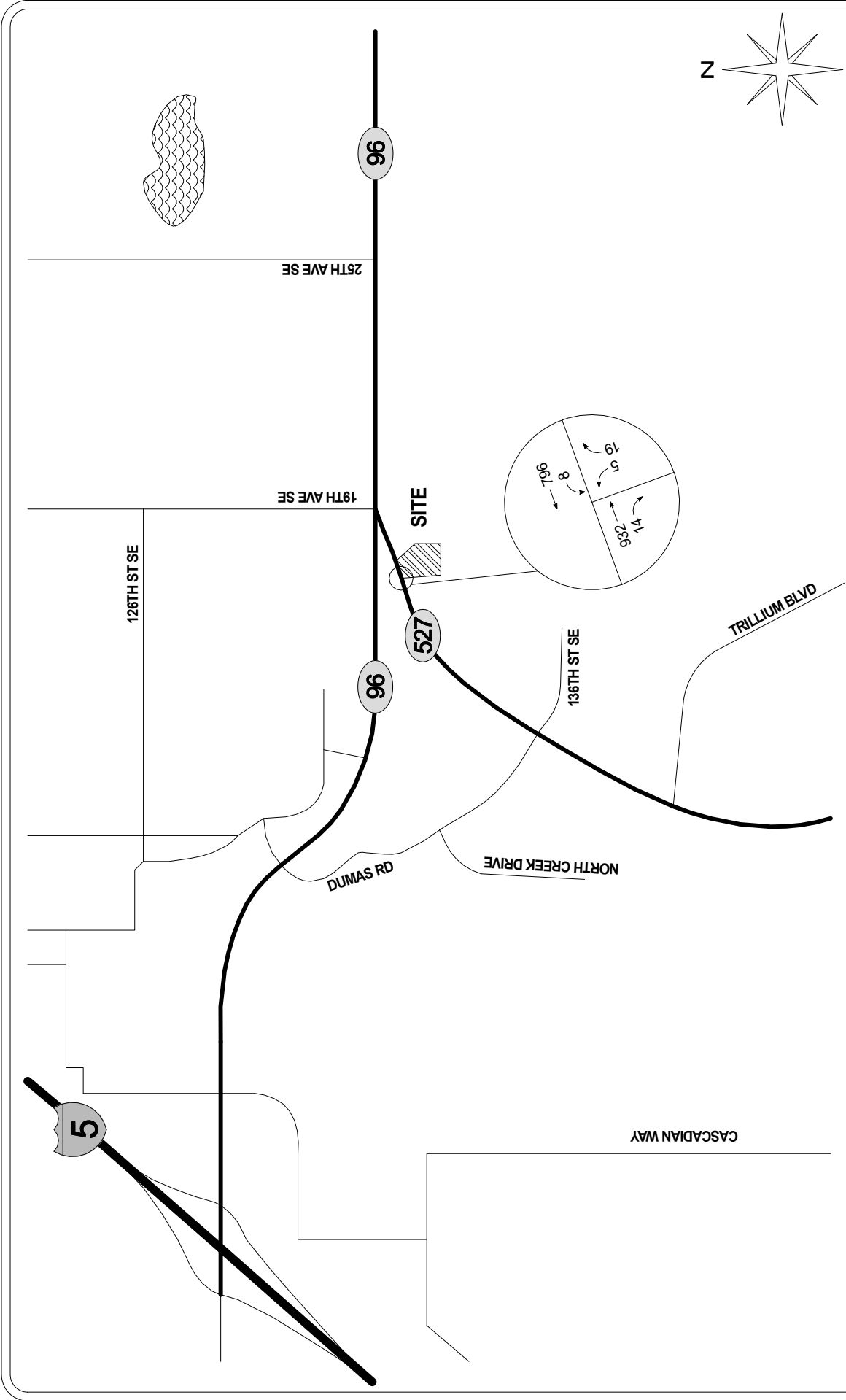
The 2023 baseline intersection level of service analysis has been performed to satisfy a 5-year concurrency period. The 2023 baseline turning movements have been calculated by adding a 1.0% annually compounding growth rate to the existing turning movement counts. The 2023 baseline turning movements are shown in Figure 4.

The analysis shows that the intersection of Les Schwab at SR-527 is expected to operate at LOS C with an average of 19.2 seconds of delay. The level of service calculations are included in the attachments. The level of service is summarized in Table 3.

5.3 2023 Future with Development Conditions

The 2023 future with development turning movements have been calculated by adding the trips from the Stella & Floyds development to the 2023 baseline turning movements. The 2023 future with development turning movements at the study intersections are shown in Figure 5.

The intersection of Les Schwab at SR-527 is expected to remain at LOS C with an average delay of 19.1 seconds and the proposed access will operate at LOS B with 12.6 seconds of delay. The level of service is summarized in Table 3. The level of service calculations are included in the attachments.



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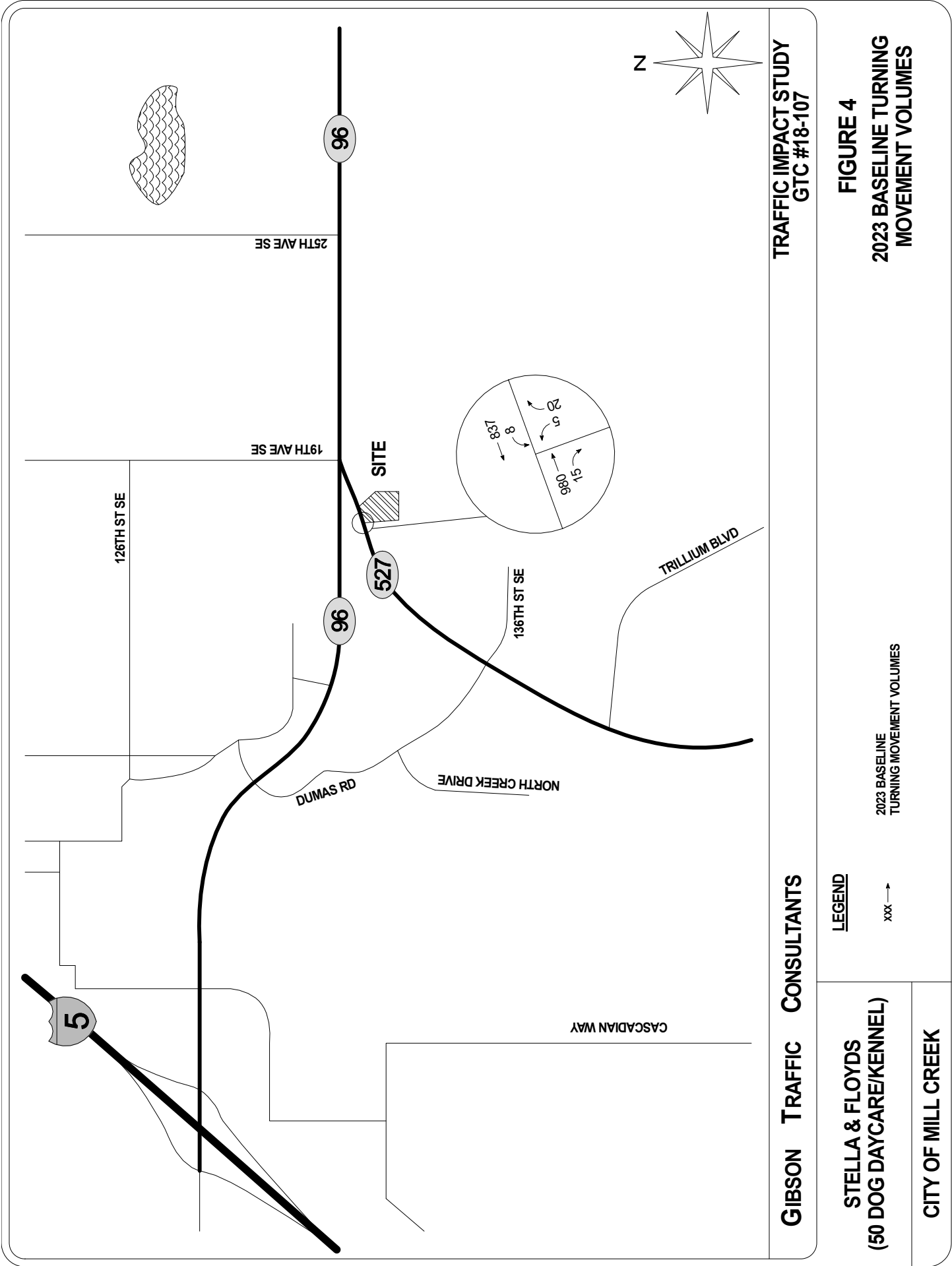
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FIGURE 3
EXISTING TURNING
MOVEMENT VOLUMES

LEGEND
xxx →
EXISTING
TURNING MOVEMENT VOLUMES

STELLA & FLOYDS
(50 DOG DAYCARE/KENNEL)

CITY OF MILL CREEK



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STELLA & FLOYDS
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FIGURE 4

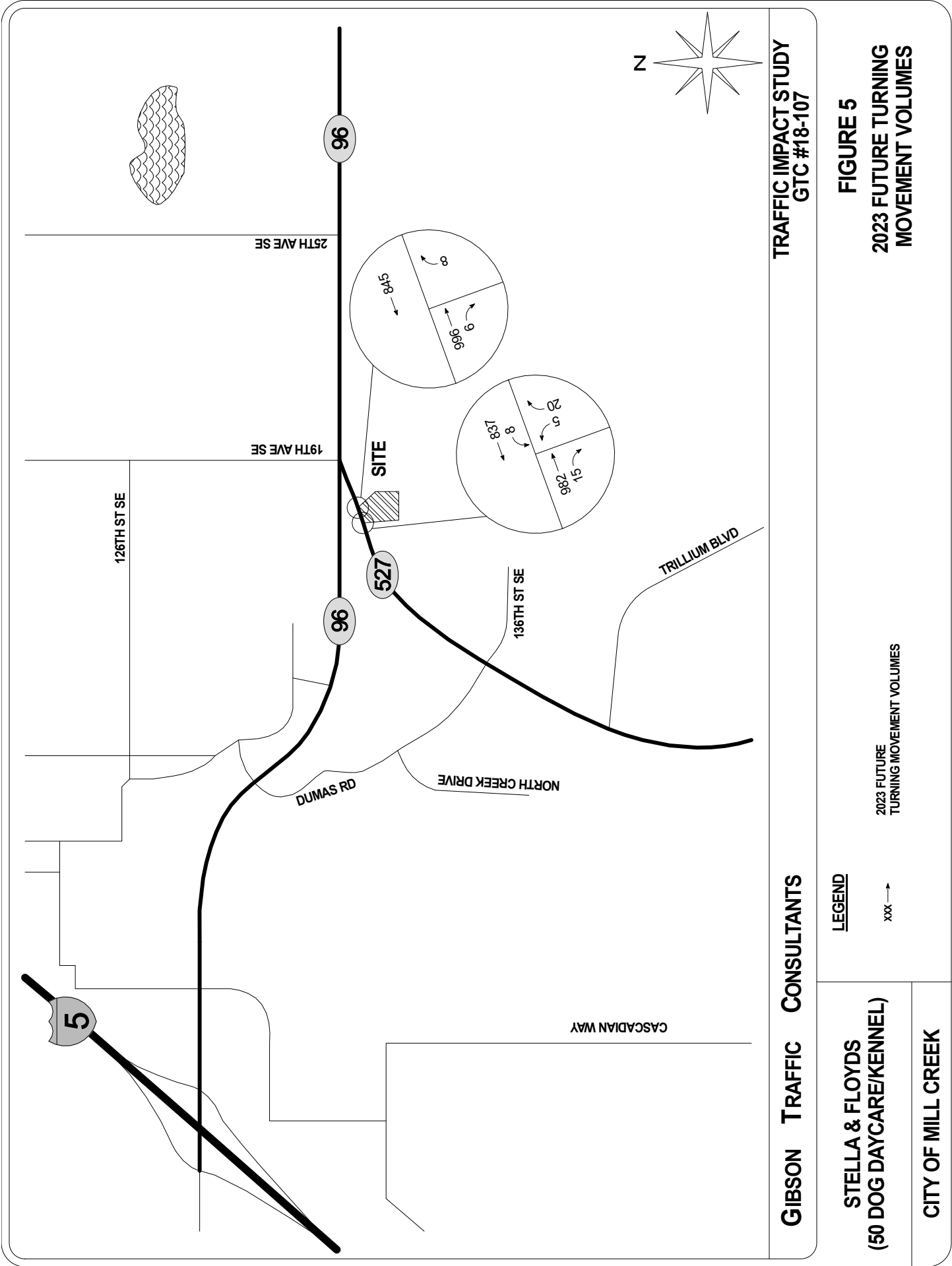
2023 BASELINE TURNING
MOVEMENT VOLUMES

LEGEND

xxx →

2023 BASELINE
TURNING MOVEMENT VOLUMES

CITY OF MILL CREEK



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STELLA & FLOYDS
(50 DOG DAYCARE/KENNEL)

FIGURE 5

2023 FUTURE TURNING
MOVEMENT VOLUMES

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Table 3: Intersection Level of Service Summary

Intersection	2018 Existing Conditions		2023 Baseline Conditions		2023 Future with Development Conditions	
	LOS	Delay	LOS	Delay	LOS	Delay
1. Les Schwab at SR-527	C	20.3 sec	C	21.7 sec	C	19.1 sec
2. Site Access at SR-527	---	---	---	---	B	12.6 sec

The study intersections will operate at an acceptable level of service under the 2023 future with development conditions. The level of service calculations at the study intersections for the PM peak-hour are included in the attachments.

6. TRAFFIC MITIGATION FEES

Developments in the City of Mill Creek are required to pay traffic mitigation fees to the City of Mill Creek. The City of Mill Creek does not have an interlocal agreement with other surrounding jurisdictions, including WSDOT, for the payment of traffic mitigation fees.

6.1 City of Mill Creek

The City of Mill Creek collects traffic mitigation fees based on PM peak-hour development trips generated. The traffic mitigation fee is \$3,900.00 per PM peak-hour trip generated. The Stella & Floyds development will generate 5.41 new PM peak-hour trips and will have an associated traffic mitigation fee of \$21,099.00, equivalent to \$421.98 per dog for the 50-dog facility.

6.2 Snohomish County

The City of Mill Creek no longer has an interlocal agreement with Snohomish county, therefore there are no interlocal fees.

6.3 Traffic Impact Fee Summary

The Stella & Floyds development will generate 46 new average daily trips with 5.41 PM peak-hour trips. The Stella & Floyds development will have a total traffic mitigation fee of \$21,099.00.

7. CONCLUSIONS

The Stella & Floyds development is proposed to consist of a 4,428 SF building space that will be used for caring for up to 50 dogs. It's anticipated that 35 of the dogs will be kenneled for multiple days and 15 of the dogs will be there for daily day care. The site is located south of SR-527, east of Les Schwab. The site is proposed to access approximately 265 feet east of the existing Les Schwab onto SR-527. The development is anticipated to generate 46 new average daily trips with 5.41 new PM peak-hour. The total traffic mitigation fees for the development will be \$21,099.00.

Trip Generation Calculations

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

NET EXTERNAL TRIPS BY TYPE														
IN BOTH DIRECTIONS										DIRECTIONAL ASSIGNMENTS				
LAND USES	VARIABLE	ITE LU code	Gross Trips			Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	NEW
			Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips		% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)		
Dog Kennel	35 Dogs	GTC	0.87	50%	50%	30	0%	30	0%	0	0%	0	0	0
Doggy Day Care	15 Dogs	565	4.09	50%	50%	61	0%	61	75%	46	0	15.34	23	7.7
Totals						92		92		46		45.79	23	22.9

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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

NET EXTERNAL TRIPS BY TYPE																				
IN BOTH DIRECTIONS										DIRECTIONAL ASSIGNMENTS										
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Dog Kennel	35 Dogs	GTC	0.08	50%	50%	3	0%	0	3	0%	0	0%	0	2.80	0	0	0	0	1.40	1.40
Doggy Day Care	15 Dogs	565	0.78	53%	47%	12	0%	0	12	75%	9	0%	0	2.70	5	4	0	0	1.43	1.27
Totals						15		0	15		9		0	5.50	5	4	0	0	2.83	2.67

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

NET EXTERNAL TRIPS BY TYPE															
				IN BOTH DIRECTIONS					DIRECTIONAL ASSIGNMENTS						
LAND USES	VARIABLE	ITE LU code	Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	
			Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)		% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	NEW
Dog Kennel	35 Dogs	GTC	0.07	50%	50%	2	0%	0	2	0%	0	0%	0	2.45	1.22
Doggy Day Care	15 Dogs	565	0.79	47%	53%	12	0%	0	12	75%	9	0%	4	2.96	1.57
Totals						14		0	14		9		4	5.41	2.79

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AM Peak-Hour

%	New ADT	New AM Peak Hour Trips		
		In	Out	Total
100%	46	3	3	6
1%	0.46	0.03	0.03	0.06
2%	0.92	0.06	0.05	0.11
3%	1.37	0.08	0.08	0.17
4%	1.83	0.11	0.11	0.22
5%	2.29	0.14	0.13	0.28
6%	2.75	0.17	0.16	0.33
7%	3.21	0.20	0.19	0.39
8%	3.66	0.23	0.21	0.44
9%	4.12	0.25	0.24	0.50
10%	4.58	0.28	0.27	0.55
11%	5.04	0.31	0.29	0.61
12%	5.49	0.34	0.32	0.66
13%	5.95	0.37	0.35	0.72
14%	6.41	0.40	0.37	0.77
15%	6.87	0.42	0.40	0.83
16%	7.33	0.45	0.43	0.88
17%	7.78	0.48	0.45	0.94
18%	8.24	0.51	0.48	0.99
19%	8.70	0.54	0.51	1.05
20%	9.16	0.57	0.53	1.10
21%	9.62	0.59	0.56	1.16
22%	10.07	0.62	0.59	1.21
23%	10.53	0.65	0.61	1.27
24%	10.99	0.68	0.64	1.32
25%	11.45	0.71	0.67	1.38
26%	11.91	0.74	0.69	1.43
27%	12.36	0.76	0.72	1.49
28%	12.82	0.79	0.75	1.54
29%	13.28	0.82	0.77	1.60
30%	13.74	0.85	0.80	1.65
31%	14.19	0.88	0.83	1.71
32%	14.65	0.91	0.85	1.76
33%	15.11	0.93	0.88	1.82
34%	15.57	0.96	0.91	1.87
35%	16.03	0.99	0.93	1.93
36%	16.48	1.02	0.96	1.98
37%	16.94	1.05	0.99	2.04
38%	17.40	1.08	1.01	2.09
39%	17.86	1.10	1.04	2.15
40%	18.32	1.13	1.07	2.20
41%	18.77	1.16	1.09	2.26
42%	19.23	1.19	1.12	2.31
43%	19.69	1.22	1.15	2.37
44%	20.15	1.25	1.17	2.42
45%	20.61	1.27	1.20	2.48
46%	21.06	1.30	1.23	2.53
47%	21.52	1.33	1.25	2.59
48%	21.98	1.36	1.28	2.64
49%	22.44	1.39	1.31	2.70
50%	22.90	1.42	1.34	2.75
51%	23.35	1.44	1.36	2.81
52%	23.81	1.47	1.39	2.86
53%	24.27	1.50	1.42	2.92
54%	24.73	1.53	1.44	2.97
55%	25.18	1.56	1.47	3.03
56%	25.64	1.58	1.50	3.08
57%	26.10	1.61	1.52	3.14
58%	26.56	1.64	1.55	3.19
59%	27.02	1.67	1.58	3.25
60%	27.47	1.70	1.60	3.30
61%	27.93	1.73	1.63	3.36
62%	28.39	1.75	1.66	3.41
63%	28.85	1.78	1.68	3.47
64%	29.31	1.81	1.71	3.52
65%	29.76	1.84	1.74	3.58
66%	30.22	1.87	1.76	3.63
67%	30.68	1.90	1.79	3.69
68%	31.14	1.92	1.82	3.74
69%	31.60	1.95	1.84	3.80
70%	32.05	1.98	1.87	3.85
71%	32.51	2.01	1.90	3.91
72%	32.97	2.04	1.92	3.96
73%	33.43	2.07	1.95	4.02
74%	33.88	2.09	1.98	4.07
75%	34.34	2.12	2.00	4.13
76%	34.80	2.15	2.03	4.18
77%	35.26	2.18	2.06	4.24
78%	35.72	2.21	2.08	4.29
79%	36.17	2.24	2.11	4.35
80%	36.63	2.26	2.14	4.40
81%	37.09	2.29	2.16	4.46
82%	37.55	2.32	2.19	4.51
83%	38.01	2.35	2.22	4.57
84%	38.46	2.38	2.24	4.62
85%	38.92	2.41	2.27	4.68
86%	39.38	2.43	2.30	4.73
87%	39.84	2.46	2.32	4.79
88%	40.30	2.49	2.35	4.84
89%	40.75	2.52	2.38	4.90
90%	41.21	2.55	2.40	4.95
91%	41.67	2.58	2.43	5.01
92%	42.13	2.60	2.46	5.06
93%	42.58	2.63	2.48	5.12
94%	43.04	2.66	2.51	5.17
95%	43.50	2.69	2.54	5.23
96%	43.96	2.72	2.56	5.28
97%	44.42	2.75	2.59	5.34
98%	44.87	2.77	2.62	5.39
99%	45.33	2.80	2.64	5.45
100%	45.79	2.83	2.67	5.50

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PM Peak-Hour

%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	46	3	3	5
1%	0.46	0.03	0.03	0.05
2%	0.92	0.05	0.06	0.11
3%	1.37	0.08	0.08	0.16
4%	1.83	0.10	0.11	0.22
5%	2.29	0.13	0.14	0.27
6%	2.75	0.16	0.17	0.32
7%	3.21	0.18	0.20	0.38
8%	3.66	0.21	0.22	0.43
9%	4.12	0.24	0.25	0.49
10%	4.58	0.26	0.28	0.54
11%	5.04	0.29	0.31	0.60
12%	5.49	0.31	0.33	0.65
13%	5.95	0.34	0.36	0.70
14%	6.41	0.37	0.39	0.76
15%	6.87	0.39	0.42	0.81
16%	7.33	0.42	0.45	0.87
17%	7.78	0.45	0.47	0.92
18%	8.24	0.47	0.50	0.97
19%	8.70	0.50	0.53	1.03
20%	9.16	0.52	0.56	1.08
21%	9.62	0.55	0.59	1.14
22%	10.07	0.58	0.61	1.19
23%	10.53	0.60	0.64	1.24
24%	10.99	0.63	0.67	1.30
25%	11.45	0.66	0.70	1.35
26%	11.91	0.68	0.73	1.41
27%	12.36	0.71	0.75	1.46
28%	12.82	0.73	0.78	1.51
29%	13.28	0.76	0.81	1.57
30%	13.74	0.79	0.84	1.62
31%	14.19	0.81	0.86	1.68
32%	14.65	0.84	0.89	1.73
33%	15.11	0.86	0.92	1.79
34%	15.57	0.89	0.95	1.84
35%	16.03	0.92	0.98	1.89
36%	16.48	0.94	1.00	1.95
37%	16.94	0.97	1.03	2.00
38%	17.40	1.00	1.06	2.06
39%	17.86	1.02	1.09	2.11
40%	18.32	1.05	1.12	2.16
41%	18.77	1.07	1.14	2.22
42%	19.23	1.10	1.17	2.27
43%	19.69	1.13	1.20	2.33
44%	20.15	1.15	1.23	2.38
45%	20.61	1.18	1.26	2.43
46%	21.06	1.21	1.28	2.49
47%	21.52	1.23	1.31	2.54
48%	21.98	1.26	1.34	2.60
49%	22.44	1.28	1.37	2.65
50%	22.90	1.31	1.40	2.71
51%	23.35	1.34	1.42	2.76
52%	23.81	1.36	1.45	2.81
53%	24.27	1.39	1.48	2.87
54%	24.73	1.41	1.51	2.92
55%	25.18	1.44	1.53	2.98
56%	25.64	1.47	1.56	3.03
57%	26.10	1.49	1.59	3.08
58%	26.56	1.52	1.62	3.14
59%	27.02	1.55	1.65	3.19
60%	27.47	1.57	1.67	3.25
61%	27.93	1.60	1.70	3.30
62%	28.39	1.62	1.73	3.35
63%	28.85	1.65	1.76	3.41
64%	29.31	1.68	1.79	3.46
65%	29.76	1.70	1.81	3.52
66%	30.22	1.73	1.84	3.57
67%	30.68	1.76	1.87	3.62
68%	31.14	1.78	1.90	3.68
69%	31.60	1.81	1.93	3.73
70%	32.05	1.83	1.95	3.79
71%	32.51	1.86	1.98	3.84
72%	32.97	1.89	2.01	3.90
73%	33.43	1.91	2.04	3.95
74%	33.88	1.94	2.06	4.00
75%	34.34	1.97	2.09	4.06
76%	34.80	1.99	2.12	4.11
77%	35.26	2.02	2.15	4.17
78%	35.72	2.04	2.18	4.22
79%	36.17	2.07	2.20	4.27
80%	36.63	2.10	2.23	4.33
81%	37.09	2.12	2.26	4.38
82%	37.55	2.15	2.29	4.44
83%	38.01	2.17	2.32	4.49
84%	38.46	2.20	2.34	4.54
85%	38.92	2.23	2.37	4.60
86%	39.38	2.25	2.40	4.65
87%	39.84	2.28	2.43	4.71
88%	40.30	2.31	2.46	4.76
89%	40.75	2.33	2.48	4.81
90%	41.21	2.36	2.51	4.87
91%	41.67	2.38	2.54	4.92
92%	42.13	2.41	2.57	4.98
93%	42.58	2.44	2.59	5.03
94%	43.04	2.46	2.62	5.09
95%	43.50	2.49	2.65	5.14
96%	43.96	2.52	2.68	5.19
97%	44.42	2.54	2.71	5.25
98%	44.87	2.57	2.73	5.30
99%	45.33	2.59	2.76	5.36
100%	45.79	2.62	2.79	5.41

rate for the AM and/or PM peak hour is included in the ITE Trip Generation Manual, then the ITE average pass-by rates shall be used.

(2) For Drive-Through Espresso Stands, Daycare Located on Arterials, Specialty Retail, and Health Clubs, the following pass-by rates shall apply:

ITE Code	Description	Pass-By Rates	Conditions
	Espresso Stand	100%	Apply this rate only to free-standing, no sit-down, drive-through-only espresso stands
565	Daycare	75%	Apply this rate only to daycare facilities located on arterials.
814	Specialty Retail	25%	
493	Health Club	54%	
912	Drive-in Bank	47%	

(3) Unless stated otherwise in an adopted DPW Rule, the pass-by rate for AM and PM peak hour trips (PHT) will be used for average daily trips (ADT).

4220.060 Traffic Counts

Adopted: 1/1/03, First Revision 10/11/04, Second Revision 9/19/16

(1) Traffic Studies provided for developments generating more than fifty (50) new net PHT will need to include traffic counts for any impacted key intersections on critical arterial units. These counts are necessary to estimate future volumes and to support the forecast assignments of trips from the development at the key intersections.

(2) DPW has a regular program of conducting traffic counts and may be able to provide the developer with acceptable counts. DPW will determine whether specific available traffic counts are acceptable. For purposes of future analysis of LOS for traffic studies, the count date should not be more than one year prior to the submittal date of the report. An older count is only acceptable with prior written permission from DPW. For other purposes, such as screening or assistance with trip distributions, counts may be up to two years old. When acceptable counts are not available from DPW, developers must provide new counts with their traffic studies.

(3) DPW may develop guidelines to be used to determine whether or not counts are acceptable, and a standard format for counts, including a tabular format.

4220.070 Trip Distributions and Assignments

Adopted: 1/1/03, First Revision 10/11/04, Second Revision 12/9/07, Third Revision 9/19/16

(1) Trip distribution means applying the trip generation to the road system to forecast the number of new vehicle trips on specific roads in the system. A "trip distribution" is a type of traffic analysis that estimates the likely destinations of new trips generated by a

**Dog Kennel Trip Generation Rate Calculations
(19,736 SF/120 Dogs Existing)**

ADT

Monday	10/24/05	58
Tuesday	10/25/05	92
Wednesday	10/26/05	162

3-day Average: 104.00

Per 1,000 SF:	5.27
Per Dog:	0.87

AM PEAK HOUR (Between 7 to 9 AM)

Monday	10/24/05	5
Tuesday	10/25/05	18
Wednesday	10/26/05	7

3-day Average: 10.00

Per 1,000 SF:	0.51
Per Dog:	0.08

PM PEAK HOUR (Between 4 to 6 PM)

Monday	10/24/05	10
Tuesday	10/25/05	6
Wednesday	10/26/05	10

3-day Average: 8.67

Per 1,000 SF:	0.44
Per Dog:	0.07

TRAFFIC DATA GATHERING

11410 13th Street SE
Lake Stevens, WA 98258

Location: : 204-164th street SE
City: : Mill Creek
Counter: : D-01

Site: 05-178-01
Date: 10/24/05

Interval	Day: Monday			
Begin	AM - dual		PM - dual	
12:00	*	*	*	*
12:15	*		1	
12:30	*		4	
12:45	*		0	
1:00	*	*	1	2
1:15	*		1	
1:30	*		0	
1:45	*		0	
2:00	*	*	3	7
2:15	*		2	
2:30	*		2	
2:45	*		0	
3:00	*	*	2	11
3:15	*		3	
3:30	*		1	
3:45	*		5	
4:00	*	*	2	10
4:15	*		2	
4:30	*		4	
4:45	*		2	
5:00	*	*	2	4
5:15	*		1	
5:30	*		1	
5:45	*		0	
6:00	*	*	0	2
6:15	*		0	
6:30	*		1	
6:45	*		1	
7:00	*	*	0	0
7:15	*		0	
7:30	*		0	
7:45	*		0	
8:00	*	*	0	0
8:15	*		0	
8:30	*		0	
8:45	*		0	
9:00	*	*	0	0
9:15	*		0	
9:30	*		0	
9:45	*		0	
10:00	*	*	0	0
10:15	*		0	
10:30	*		0	
10:45	*		0	
11:00	*	*	0	0
11:15	*		0	
11:30	*		0	
11:45	*		0	
Totals	0		41	
Peak Hour	*		3:45	
Volume	*		13	
Factor	*		0.65	
DayTotal	41			

TRAFFIC DATA GATHERING

11410 13th Street SE
Lake Stevens, WA 98258

Location: : 204-164th street SE
City: : Mill Creek
Counter: : D-01

Site: 05-178-01
Date: 10/25/05

Interval			Day:	Tuesday
Begin	AM - dual		PM - dual	
12:00	0	0	6	6
12:15	0		0	
12:30	0		0	
12:45	0		0	
1:00	0	0	0	7
1:15	0		2	
1:30	0		2	
1:45	0		3	
2:00	0	0	0	1
2:15	0		0	
2:30	0		0	
2:45	0		1	
3:00	0	0	2	7
3:15	0		2	
3:30	0		3	
3:45	0		0	
4:00	0	0	1	6
4:15	0		2	
4:30	0		3	
4:45	0		0	
5:00	0	0	0	2
5:15	0		0	
5:30	0		0	
5:45	0		2	
6:00	0	0	0	0
6:15	0		0	
6:30	0		0	
6:45	0		0	
7:00	1	7	0	0
7:15	1		0	
7:30	0		0	
7:45	5		0	
8:00	8	13	0	0
8:15	0		0	
8:30	5		0	
8:45	0		0	
9:00	1	5	2	16
9:15	2		14	
9:30	2		0	
9:45	0		0	
10:00	0	4	0	14
10:15	0		0	
10:30	1		14	
10:45	3		0	
11:00	0	4	0	0
11:15	0		0	
11:30	1		0	
11:45	3		0	
Totals	33		59	
Peak Hour	7:45		8:30	
Volume	18		16	
Factor	0.56		0.29	
DayTotal	92			

TRAFFIC DATA GATHERING

11410 13th Street SE
Lake Stevens, WA 98258

Location: : 204-164th street SE
City: : Mill Creek
Counter: : D-01

Site: 05-178-01
Date: 10/26/05

Interval			Day:	Wednesday
Begin	AM - dual		PM - dual	
12:00	0	0	0	4
12:15	0		0	
12:30	0		0	
12:45	0		4	
1:00	0	0	4	21
1:15	0		1	
1:30	0		0	
1:45	0		16	
2:00	0	0	0	5
2:15	0		2	
2:30	0		0	
2:45	0		3	
3:00	0	0	2	9
3:15	0		1	
3:30	0		0	
3:45	0		6	
4:00	0	0	2	7
4:15	0		2	
4:30	0		1	
4:45	0		2	
5:00	0	0	1	8
5:15	0		6	
5:30	0		1	
5:45	0		0	
6:00	0	2	0	4
6:15	2		2	
6:30	0		0	
6:45	0		2	
7:00	0	3	18	23
7:15	0		4	
7:30	1		1	
7:45	2		0	
8:00	0	7	0	0
8:15	0		0	
8:30	2		0	
8:45	5		0	
9:00	2	8	0	0
9:15	6		0	
9:30	0		0	
9:45	0		0	
10:00	3	17	0	0
10:15	12		0	
10:30	2		0	
10:45	0		0	
11:00	0	2	0	42
11:15	0		39	
11:30	0		3	
11:45	2		0	
Totals	39		123	
Peak Hour	9:45		10:45	
Volume	17		42	
Factor	0.35		0.27	
DayTotal	162			

TRAFFIC DATA GATHERING

11410 13th Street SE
Lake Stevens, WA 98258

Location: : 204-164th street SE
City: : Mill Creek
Counter: : D-01

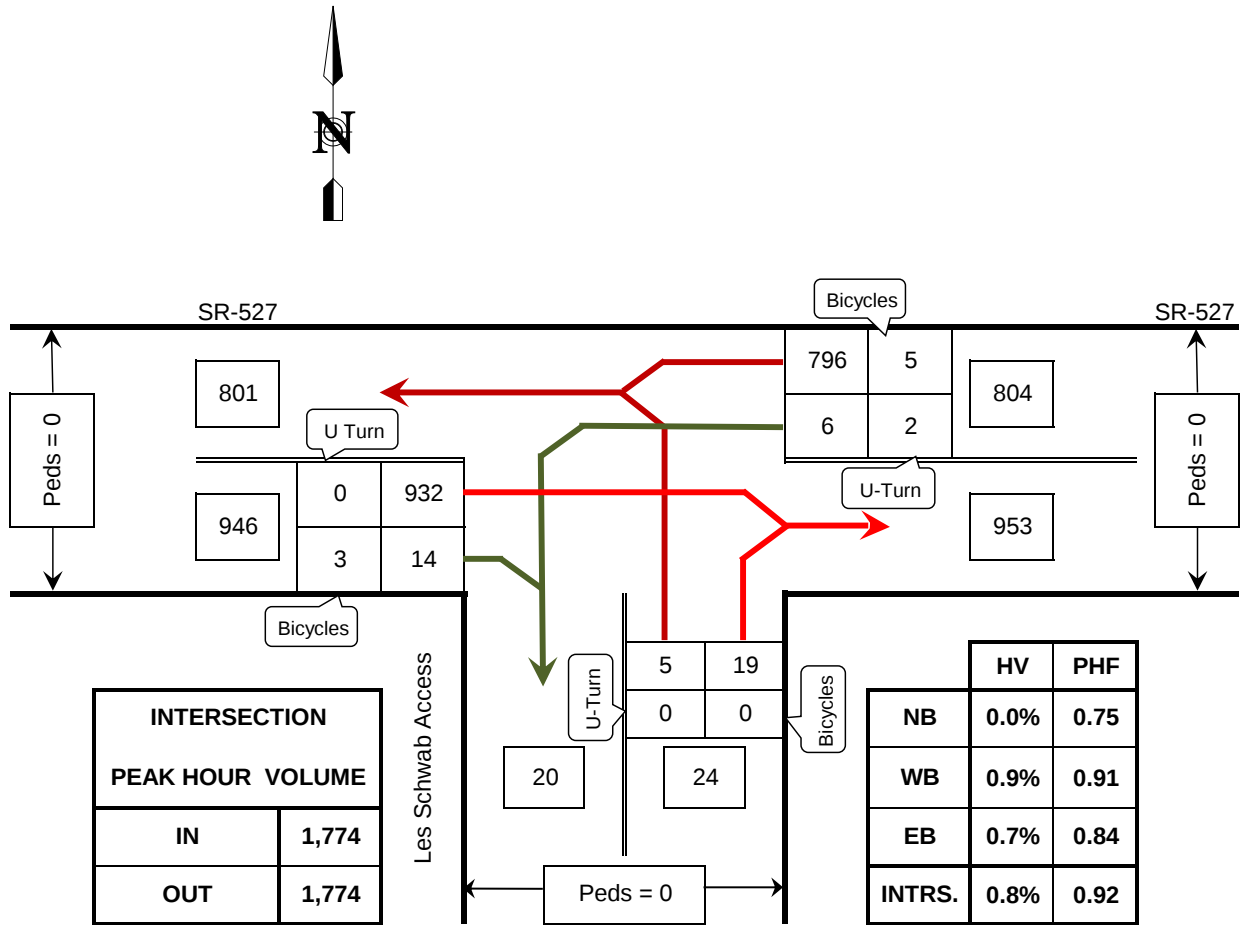
Site: 05-178-01
Date: 10/27/05

Interval			Day:	Thursday
Begin	AM - dual		PM - dual	
12:00	0	0	0	0
12:15	0		0	
12:30	0		0	
12:45	0		0	
1:00	0	0	0	0
1:15	0		0	
1:30	0		0	
1:45	0		0	
2:00	0	0	0	0
2:15	0		0	
2:30	0		0	
2:45	0		0	
3:00	0	0	0	0
3:15	0		0	
3:30	0		0	
3:45	0		0	
4:00	0	0	0	0
4:15	0		0	
4:30	0		0	
4:45	0		0	
5:00	0	1	0	0
5:15	0		0	
5:30	0		0	
5:45	1		0	
6:00	1	1	0	0
6:15	0		0	
6:30	0		0	
6:45	0		0	
7:00	0	0	0	0
7:15	0		0	
7:30	0		0	
7:45	0		0	
8:00	0	5	0	0
8:15	0		0	
8:30	5		0	
8:45	0		0	
9:00	0	0	0	0
9:15	0		0	
9:30	0		0	
9:45	0		0	
10:00	2	10	0	0
10:15	1		0	
10:30	4		0	
10:45	3		0	
11:00	0	0	0	0
11:15	0		0	
11:30	0		0	
11:45	0		0	
Totals	17		0	
Peak Hour	10:00		*	
Volume	10		*	
Factor	0.63		*	
DayTotal	17			

Existing PM Peak-Hour Count and Turning Movement Calculations

TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



HV = Heavy Vehicles
PHF = Peak Hour Factor

Les Schwab Access @ 13223 SR-527

Mill Creek, WA

COUNTED BY: TDG

DATE OF COUNT: Tue. 6/5/18

REDUCTION DATE: Wed. 6/6/18

TIME OF COUNT: 4:00 PM - 6:00 PM



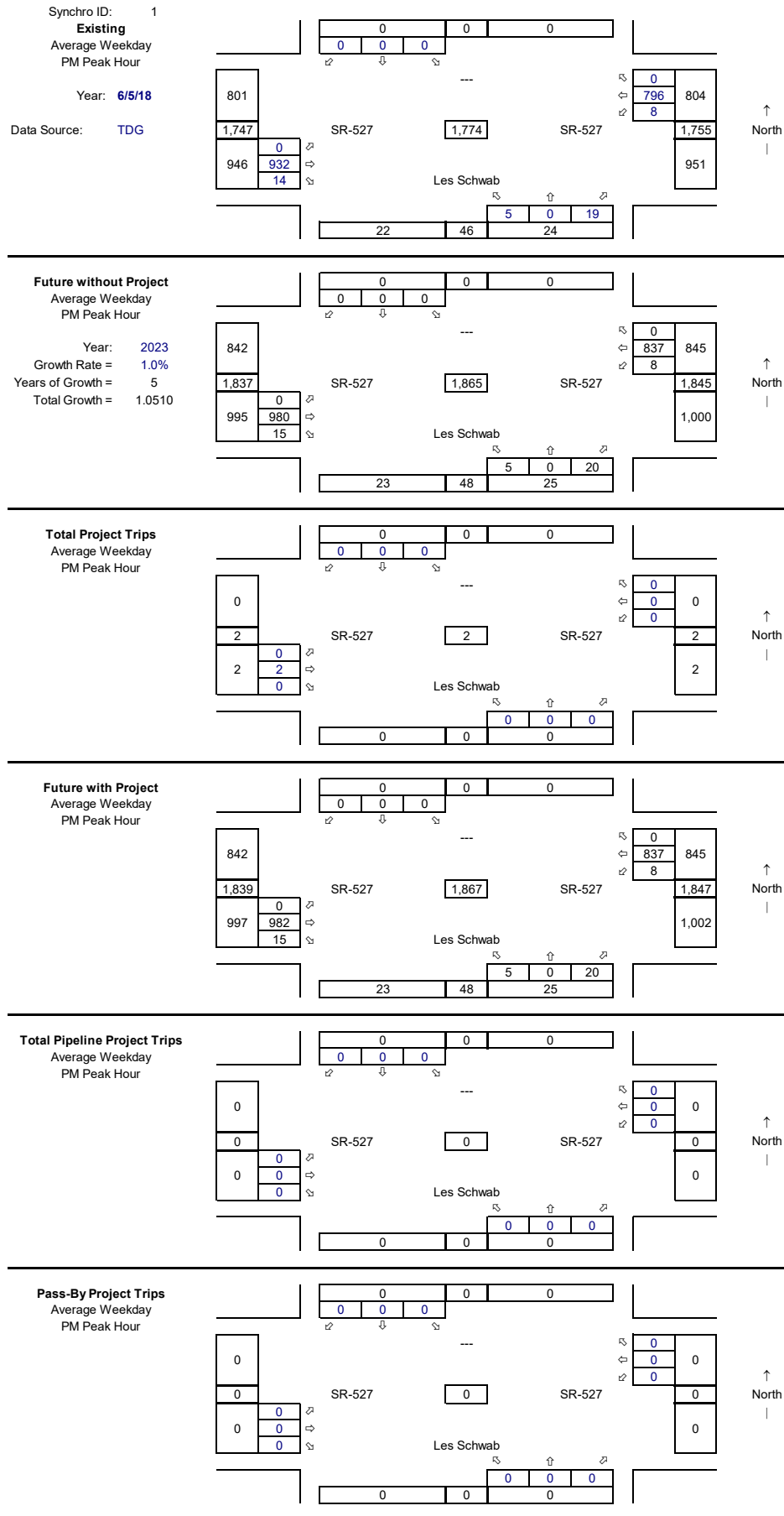
INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

5:00 PM TO 6:00 PM

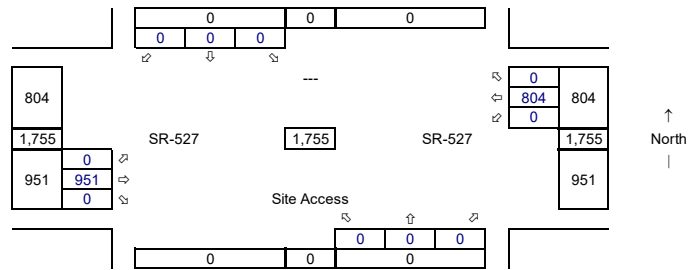
HV = Heavy Vehicle
PHF = Peak Hour Factor

ROLLING HOUR COUNT

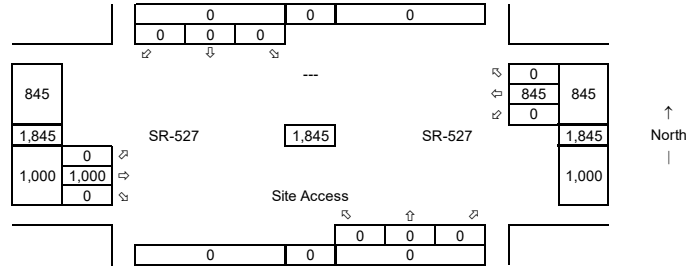
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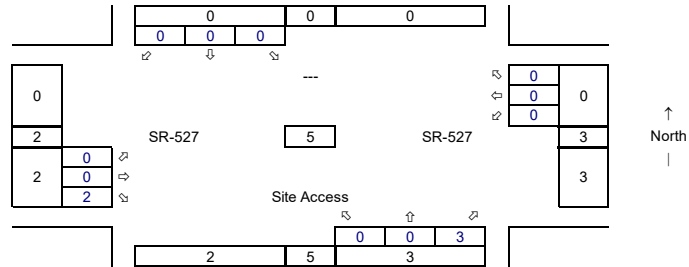
Synchro ID: 2
Existing
 Average Weekday
 PM Peak Hour
 Year: 6/5/18
 Data Source: TDG
 -Extrapolated from SR-527 at
 Les Schwab driveway.



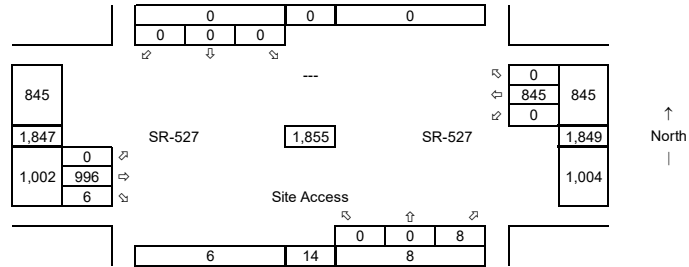
Future without Project
 Average Weekday
 PM Peak Hour
 Year: 2023
 Growth Rate = 1.0%
 Years of Growth = 5
 Total Growth = 1.0510



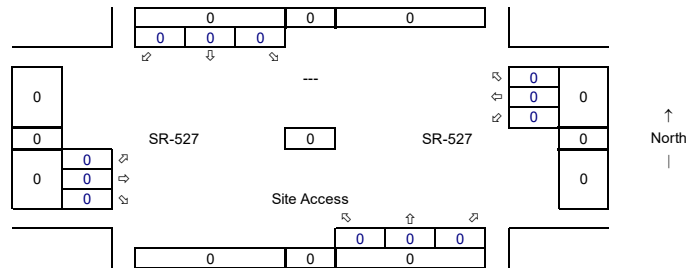
Total Project Trips
 Average Weekday
 PM Peak Hour



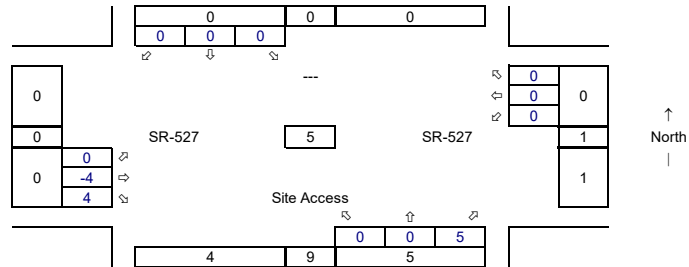
Future with Project
 Average Weekday
 PM Peak Hour



Total Pipeline Project Trips
 Average Weekday
 PM Peak Hour



Pass-By Project Trips
 Average Weekday
 PM Peak Hour



Level of Service Analysis

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	
Traffic Vol, veh/h	932	14	8	796	5	19
Future Vol, veh/h	932	14	8	796	5	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1013	15	9	865	5	21

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1028
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	677
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	677
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	18.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	299	-	-	677	-
HCM Lane V/C Ratio	0.087	-	-	0.013	-
HCM Control Delay (s)	18.2	-	-	10.4	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	980	15	8	837	5	20
Future Vol, veh/h	980	15	8	837	5	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1065	16	9	910	5	22

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1081
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	647
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	647
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	282	-	-	647	-
HCM Lane V/C Ratio	0.096	-	-	0.013	-
HCM Control Delay (s)	19.1	-	-	10.6	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	982	15	8	837	5	20
Future Vol, veh/h	982	15	8	837	5	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1067	16	9	910	5	22

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1083
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	646
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	646
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	282	-	-	646	-
HCM Lane V/C Ratio	0.096	-	-	0.013	-
HCM Control Delay (s)	19.1	-	-	10.6	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	996	6	0	845	0	8
Future Vol, veh/h	996	6	0	845	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1083	7	0	918	0	9

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	482	-	-	-
HCM Lane V/C Ratio	0.018	-	-	-
HCM Control Delay (s)	12.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Site Plan

13209 BOTHELL-EVERETT HWY.
MILL CREEK, WA 98012



2013 ROCKEFELLER AVE
EVERETT, WA 98201
PHONE: 425.317.8017
FAX: 425.317.8484



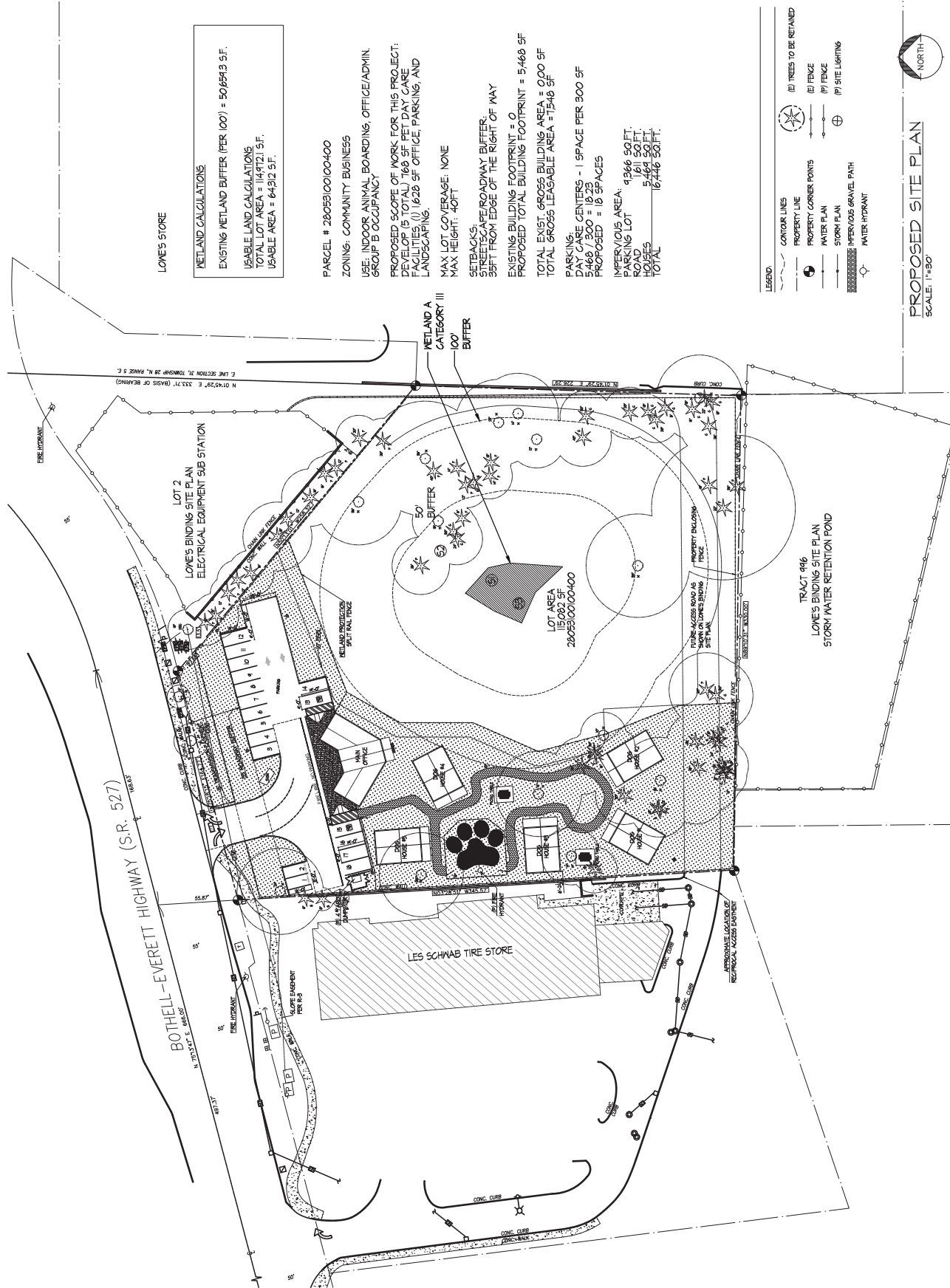
SCALE: AS NOTED
ISSUE DATE: 10/24/18
DRAWN: SC/SM
CHECKED: SA

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[illegible]

SITE PLAN

A-1.0



PROPOSED SITE PLAN
SCALE: 1"=30'

SCALE: 1"=30'