




PUBLIC WORKS DEPARTMENT

80 Columbia Avenue ♦ Marysville, WA 98270
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May 15, 2024

Harold Christensen
Lance Mueller & Associates
130 Lakeside, Suite 250
Seattle, WA 98122

I, Shale Undi, Manager of Haydev, LLC. agree with the impacts and mitigation obligations 1 through 6 presented below.

Signed 
Date 6/27/24

Re: Undi Commerce Park – *Concurrency Recommendation*
PA 22008

Dear Harold,

Haydev, LLC, has proposed construction of and industrial park consisting of approximately 815,484 square feet (SF) of industrial space within eleven building ranging from 48,000 SF to 104,300 SF in size, located at 14407, 14511, 14525, 14607, 14621, 14715 & 14725 Smokey Point Boulevard. According to the Traffic Impact Analysis (TIA), dated April 26, 2023 (Exhibit 038), prepared by TENW, the proposed industrial park would generate the following Average Daily Trips (ADT), AM peak hour trips (AMPHT), and PM peak hour trips (PMPHT):

| Land Use Code | SF | ADT | AMPHT | PMPHT |
|-----------------------------------|---------|--------------|------------|------------|
| 130 Industrial Park | 815,484 | 2,748 | 326 | 326 |
| Less Existing Trips 710 Office | 7,560 | -87 | -9 | -10 |
| Total Trips | | 2,661 | 317 | 316 |

Based on our review of existing conditions, as well as other applicable supplemental information submitted with the application, and on file with the City, the following impacts and mitigation obligations are recommended for Undi Commerce Park:

1. The applicant shall be required to dedicate public right-of-way in order to accommodate the required frontage improvements along Smokey Point Boulevard, in accordance with MMC 12.02A.110(1)(c), *Dedication of Road right-of-way – Required setbacks*. Right-of-way widths and required dedication shall be determined by the City Engineer. Dedication shall be required prior to granting occupancy permits.
2. The applicant shall be required to construct frontage improvements along Smokey Pont Boulevard for the proposed vehicular access points to the site and remove and replace frontage improvements for any current access points. Roadway improvements, channelization, site access and lighting plans shall be required to be reviewed and approved by the City Engineer, prior to construction plan approval.
3. The applicant shall be required to construct frontage improvements along 152nd Street NE. Roadway improvements, channelization, site access and lighting plans shall be required to be reviewed and approved by the City Engineer, prior to construction plan approval.

4. Due to the proximity of the proposed joint use driveway and the existing span wire Emergency Fire Signal and crosswalk located on Smokey Point Boulevard, the applicant shall be required to construct the following improvements:
 - 4.1 Reconfiguration of the span wire signal heads to provide for Emergency Fire Signal operations, only.
 - 4.2 Relocating the existing pedestrian crosswalk contained within the traffic signal operations to the north or south with installation of a marked two-stage offset mid-block crosswalk with Rectangular Rapid Flashing Beacons (RRFB) systems. Fully built-out Pedestrian Median Refuge Island will be required with pedestrians having a 2-state RRFB system with a non-direct through pedestrian path to encourage viewing of oncoming traffic.
 - 4.3 Community Transit Bus Stops on both east and west side of Smokey Point Boulevard will need to be relocated to be near relocated crosswalk, or as approved by Community Transit.
5. In order to mitigate impacts upon the future capacity of the road system, the applicant shall be required to submit payment to the City of Marysville, on a proportionate share cost of the future capacity improvements as set forth in MMC 22D.030.070(3), for the development. Traffic impact fees shall be vested at a rate of \$2,220 per PMPHT.
6. Pursuant to the Interlocal Agreement (ILA) with Snohomish County, the applicant is obligated to pay traffic mitigation based on 20% of the average daily trips generated from the proposed project multiplied by the County mitigation fee of \$157 for industrial developments. The total traffic impact fees for his proposal is estimated to be \$83,555,40 (2,661 ADT x 20% x \$157). Snohomish County reserves the right to adjust the impact fee if there is a change of use or increase in square feet to the proposed industrial park.

Marysville Municipal Code (MMC) 22D.030.070(1)(d), requires an applicant to make a written proposal for mitigation of a development's traffic impacts to the City Engineer, prior to finalizing a concurrency determination and conditions of approval. If you have any questions, regarding the developments impacts and recommended mitigation obligations outlined above, please contact Chris Holland, Planning Manager, at cholland@marysvillewa.gov or by phone at 360.363.8207.

Sincerely,



Jesse Hannahs, PE
Traffic Engineering Manager

cc: Jeff Laycock, PE, Public Works Director
Max Phan, PE, Assistant Public Works Director/City Engineer
Ken McIntyre, PE, Assistant City Engineer
Haylie Miller, CD Director
Chris Holland, Planning Manager