



PUBLIC WORKS DEPARTMENT

80 Columbia Avenue ♦ Marysville, WA 98270
 (360) 363-8100 ♦ (360) 363-8284 FAX

March 13, 2023

Land Pro Group, INC
 Attn: Ryan Larsen
 10515 20th St SE, Suite 202
 Lake Stevens, WA 98258

Re: **Colvin PRD – PA22-015 – Concurrency Recommendation**

Dear Ryan,

Keystone Land, LLC, is proposing construction of a 29-lot single-family Planned Residential Development (PRD) on 4.15 acres, located at site addresses 3920 Densmore Road (APN(s): 00590700023505 & 00590700024400. The existing residence located on site is to be demolished with development.

Based on the Traffic Impact Analysis (TIA) prepared by Kimley Horn, dated March 2022, the proposed development would generate the following Average Daily Trips (ADT), AM peak hour trips (AMPHT), and PM peak hour trips (PMPHT):

Colvin PRD				
USE	UNITS (new)	ADT	AMPHT	PMPHT
Single-Family Detached	28*	264.04	19.6	28

*There are 29 single family units proposed to be constructed with 1 existing single family unit being removed; therefore the result is 28 new single family units.

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 the Colvin PRD:

1. The applicant shall be required to construct frontage improvements for the internal plat roads labeled Roads A & C, prior to recording the final subdivision. 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.
2. The applicant shall be required to construct access improvements at the intersection of Tract C and Densmore Road, in order to provide temporary access to all lots within the subdivision. The temporary access shall be closed once Road A is extended, providing access to 87th Avenue NE. Intersection 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 dedicate public right-of-way in order to accommodate the required frontage improvements for the internal plat road labeled Roads A & C, 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.
4. The joint use autocourts (Tract A, C, and D or as amended) shall be constructed with scored concrete, paving blocks, bricks, or other ornamental pavers to clearly indicate that the entire surface is intended for pedestrians

as well as vehicles, as outlined in the City of Marysville Design Guidelines and Engineering Design and Development Standard (EDDS) Section 3-219. A detail of the surfacing of the autocourt will be required to be provided on the civil construction plans and approved by the City Engineer.

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 \$6,300.00, per PMPHT, totaling \$176,400.**
6. Based on Section 6.2 of the TIA, the proposed development is not anticipated to impact the intersection of Soper Hill Road at 87th Ave NE, which is included in an interlocal agreement with the City of Lake Stevens to fund improvements. Therefore, the payment of traffic mitigation fees for said intersection shall not be required for the proposed development.
7. Based on Section 6.3 of the TIA and comments received from Snohomish County Public Works, the proposed development would not impact any Snohomish County capital improvement projects; therefore, the payment of Snohomish County traffic mitigation fees shall not be required for the proposed development.
8. Per the approved EDDS variance, dated December 19, 2022, Ken McIntyre, Assistant City Engineer, accepted the justification to allow a hammerhead style turnaround rather than a temporary cul-de-sac at the southern stub of Road C. With the recent development interest in the property to the south, it is anticipated that the road would be extended in the not-too-distant future.

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 Public Works Director, 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 Emily Morgan, Senior Planner, at emorgan@marysvillewa.gov or by phone at 360.363.8216.

Sincerely,



Jesse Hannahs, PE
Traffic Engineering Manager

cc: Jeff Laycock, PE, PW Director
Max T. Phan, PE, City Engineer
Ken McIntyre, PE, Assistant City Engineer
Haylie Miller, CD Director
Chris Holland, Planning Manager