

# LATTA ENGINEERING, PLLC

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Consulting Civil Engineers

August 15, 2022

Mr. Jesse Hannahs, PE - Traffic Engineering Manager  
City of Marysville – Public Works Department  
80 Columbia Avenue  
Marysville, WA 98270

**Re: Concurrency Recommendation for Groundhog PRD (PA22-019)  
5110 83 Avenue NE, Marysville, WA**

Dear Mr. Hannahs,

Latta Engineering, PLLC has prepared this letter in response to your Concurrency Recommendation letter dated July 26, 2022 pertaining to the referenced project (see attached copy for reference).

Please accept our response letter as acknowledgment that the project applicant accepts the concurrency terms and recommended mitigation obligations as outlined in your attached July 26, 2022 letter.

If you have any questions regarding this letter, or need anything further, please contact the undersigned at (360) 671-7002.

Sincerely,

**Latta Engineering, PLLC**



Neil Latta, P.E.  
Principal Engineer

*Attachment:*

- *Copy of City Concurrency Recommendation Letter for Groundhog PRD (PA22-019) dated July 26, 2022.*



**PUBLIC WORKS DEPARTMENT**

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

July 26, 2022

Neil Latta  
Latta Engineering, PLLC  
5970 Birch Point Rd  
Blaine, WA 98230

Re: **Groundhog PRD – PA22-019 – Concurrency Recommendation**

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Dear Neil,

Groundhog Land Development Company, LLC, is proposing construction of a 25-lot single-family Planned Residential Development (PRD) on 4.635 acres, located at 5110 83<sup>rd</sup> Ave NE and further identified by APN: 00590700010500. The existing residence located on site is to be demolished with the proposed development.

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

PROPOSED USE	UNITS (new)	ADT	AMPHT	PMPHT
Single-Family Detached	24*	226.32	16.80	24

\*There are 25 single family units proposed to be constructed with 1 existing single family unit being removed; therefore the result is 24 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 Groundhog PRD:

1. The applicant shall be required to construct frontage improvements along 83<sup>rd</sup> Avenue NE and the internal plat road (Road A), prior to final plat approval. 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 dedicate public right-of-way in order to accommodate the required frontage improvements along 83<sup>rd</sup> Avenue NE and the internal plat road (Road A) 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.
3. The joint use autocourts (Tract 995 and 996, 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.
4. 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 \$151,200.**

5. Based on Section 5.2 of the TIA, the proposed development is not anticipated to impact the roundabout intersection of Soper Hill Road at 87<sup>th</sup> Ave NE. Therefore, the payment of traffic mitigation fees for said intersection shall not be required for the proposed development.
6. Based on Section 5.3 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.
7. Per the approved EDDS variance, dated June 17, 2022, Ken McIntyre, Assistant City Engineer, accepted the justification for allowing proposed Road A to extend greater than 150 ft. and serves more than 5 lots and to allow a hammerhead style turnaround rather than a temporary cul-de-sac. As a condition to allow the variance, automatic fire sprinkler systems will be required on any lots beyond the proposed turnaround. Any lots requiring sprinklers shall be identified on the civil plans, and 1" meter-setters will need to be specified for those lots.

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](mailto: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  
Joey Ferrick, Groundhog Land Development Company, LLC