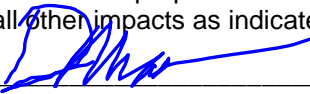


# Traffic Mitigation Offer to Snohomish County

The applicant completes part one and submits it to the City with a completed county traffic worksheet. The City completes part two and sends it to the County. The County completes part three and sends it back to the City.

Part One to be completed by Applicant


<b>Basic Development Information</b>				
Name of City in which development is located				
Name of Proposed Development				
City Project File Number (if known)				
Name of Applicant				
Address of Applicant				
<b>Proportionate Share Calculation: Choose Option A or B</b>				
<input type="checkbox"/> Option A: Based on a percentage of the County's adopted impact fee (attach traffic worksheet.)				
1. The applicable percentage of the County's fee: _____%				
2. Net New Average Daily Traffic: _____ADT				
3. The adopted County impact fee for this development: _____\$/ADT				
4. Total Proportionate Share Amount: \$_____				
<input type="checkbox"/> Option B: Based on a comprehensive traffic study (attach traffic worksheet and traffic study)				
_____ No road improvements are impacted. Hence, proportionate share amount is zero (\$0).				
_____ The following road improvements are impacted. The calculation of proportionate shares is summarized below.				
List by Names/Description the Impacted County Projects (attach other pages if necessary)	County Project ID#	PHTs Impacting Project	Capacity Cost per PHT	Proportionate Share Obligation per Impacted Project
1.				
2.				
3.				
4. Total Proportionate Share Amount (sum of obligations for each impacted project)				\$_____
<input type="checkbox"/> <b>Trip Distribution and Assignment if required</b>				
If required, attach AM and PM peak-hour trip distribution and assignment. Attach traffic worksheet showing whether or not it is required and traffic study.				
<input type="checkbox"/> <b>Mitigation of other impacts if required for developments generating more than 50 Peak-Hour Trips</b>				
Mitigation of Impacts on Level of Service				
_____ No impact or not applicable      _____ Mitigation as described in attached traffic study.				
Mitigation of Impacts on Inadequate Road Conditions				
_____ No impact or not applicable      _____ Mitigation as described in attached traffic study.				
Mitigation for Impacts on Access or Circulation				
_____ No impact or not applicable      _____ Mitigation as described in attached traffic study.				
<input type="checkbox"/> <b>Written Offer</b>				
The Applicant hereby voluntarily agrees to pay the total proportionate share amount shown above for impacts of the proposed development on the capacity of Snohomish County roads and provide mitigation of all other impacts as indicated above and described in attached documents.				
BY: 		Date: _____		
Signature by Authorized Official of Applicant or Authorized Representative				
Print Name and Title _____				
<i>Instructions to Applicant.</i> Submit this Offer, a completed county traffic worksheet, and any other attachments to the City with your initial application or send directly to <a href="mailto:Contact.pwCMS@snoco.org">Contact.pwCMS@snoco.org</a> .				

Part Two: To be completed by the City

**Receipt of Written Offer and attachments by City and routing to County**

Name of Proposed Development \_\_\_\_\_  
 City Project File Number \_\_\_\_\_  
 Date Received \_\_\_\_\_  
 City Staffer Assigned to Project \_\_\_\_\_  
 Address \_\_\_\_\_  
 Phone \_\_\_\_\_


Instructions to City. Send this offer and all attachments to [Contact.pwCMS@snoco.org](mailto:Contact.pwCMS@snoco.org)

Received by:  
 Date: \_\_\_\_\_  
 Initialed by City Staffer \_\_\_\_\_ Print Name and Title \_\_\_\_\_

Part Three: To be completed by Snohomish County

**Receipt of Offer and attachments by Snohomish County and routing back to City**

Name of Proposed Development [Marysville 44th PRD](#)  
 City Project File Number [PA 22-024](#)

Received by:  
 Date: [6/21/2023](#) [Associate Land Development Analyst](#)  
 Initialed by County Staffer \_\_\_\_\_ Print Name and Title \_\_\_\_\_

**Snohomish County Mitigation Request to City**

Snohomish County has reviewed the traffic study worksheet and mitigation offer submitted by the applicant and has determined as follows:

Snohomish County requests that the City impose the mitigation offered above as a condition of approval for the Development. Snohomish County agrees to accept changes in the mitigation payment amount shown above resulting from TDM or lot-yield adjustments approved by the City.

Snohomish County requests that the City require additional supplemental information to adequately evaluate the proposed development's impacts.

The information requested is shown in the notes below.

By:  
[Monica Summerset](#) Date: [6/21/2023](#) [Associate Land Development Analyst](#)  
 Signature by Authorized County Staffer \_\_\_\_\_ Print Name and Title \_\_\_\_\_

**Routing Back to City**

Instructions to County Send this offer and all attachments to the City Staffer shown in Part Two above.

Sent by:  
 \_\_\_\_\_ Date: \_\_\_\_\_  
 Initialed by City Staffer \_\_\_\_\_ Print Name and Title \_\_\_\_\_

**Notes**

\_\_\_\_\_

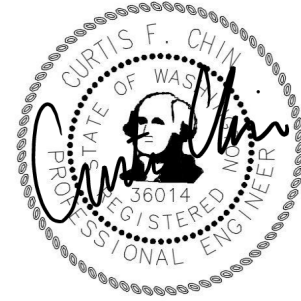
## MEMORANDUM

**DATE:** September 22, 2022

**TO:** Jesse Hannahs, P.E.  
City of Marysville

**FROM:** Grayson Reim / Curtis Chin, P.E.  
TENW

**SUBJECT:** Updated Traffic Impact Analysis  
Marysville 44 Residential – Toll Brothers  
TENW Project No. 2022-203



9/23/2022

This memorandum documents the traffic impact analysis (TIA) completed for the proposed Marysville 44 Residential project located at 7315 and 7417 44<sup>th</sup> Street NE. This memo includes a project description, trip generation calculations, a project trip distribution/assignment, and mitigation. This is an update to our previous TIA dated June 30, 2022 and addresses your comments dated July 26, 2022 and August 15, 2022.

### Project Description

The proposed Marysville 44 Residential site is located east of 67<sup>th</sup> Ave NE and north of 44<sup>th</sup> Street NE as shown in the **Attachment A** Vicinity Map. The project proposal includes up to 38 single-family detached units on site that is currently occupied by two (2) existing single-family homes; both existing homes will be removed as part of the development of the proposed project. Vehicular access is proposed via two new full-access driveways on the proposed extension of 75<sup>th</sup> Ave NE between 46<sup>th</sup> Place NE and 44<sup>th</sup> Street NE. A preliminary site plan is shown in **Attachment B**.

### Project Trip Generation

Trip generation estimates associated with the proposed project for weekday daily and the AM peak hour were based on trip rates documented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11<sup>th</sup> Edition for Land Use Code (LUC) 210 (Single-Family Detached Housing). For the weekday PM peak hour, a trip rate of 1.0 trip per single-family dwelling unit was used consistent with the City of Marysville's – 2021 Traffic Impact Analysis Guidelines. The resulting net new weekday daily, AM, and PM peak hour trips (proposed less existing) are summarized in **Table 1**. A detailed trip generation estimate is included in **Attachment C**.

**Table 1. Trip Generation Summary**

Time Period	Net New Trips Generated		
	In	Out	Total
Weekday Daily	169	170	339
Weekday AM Peak Hour	7	19	26
Weekday PM Peak Hour	23	13	36



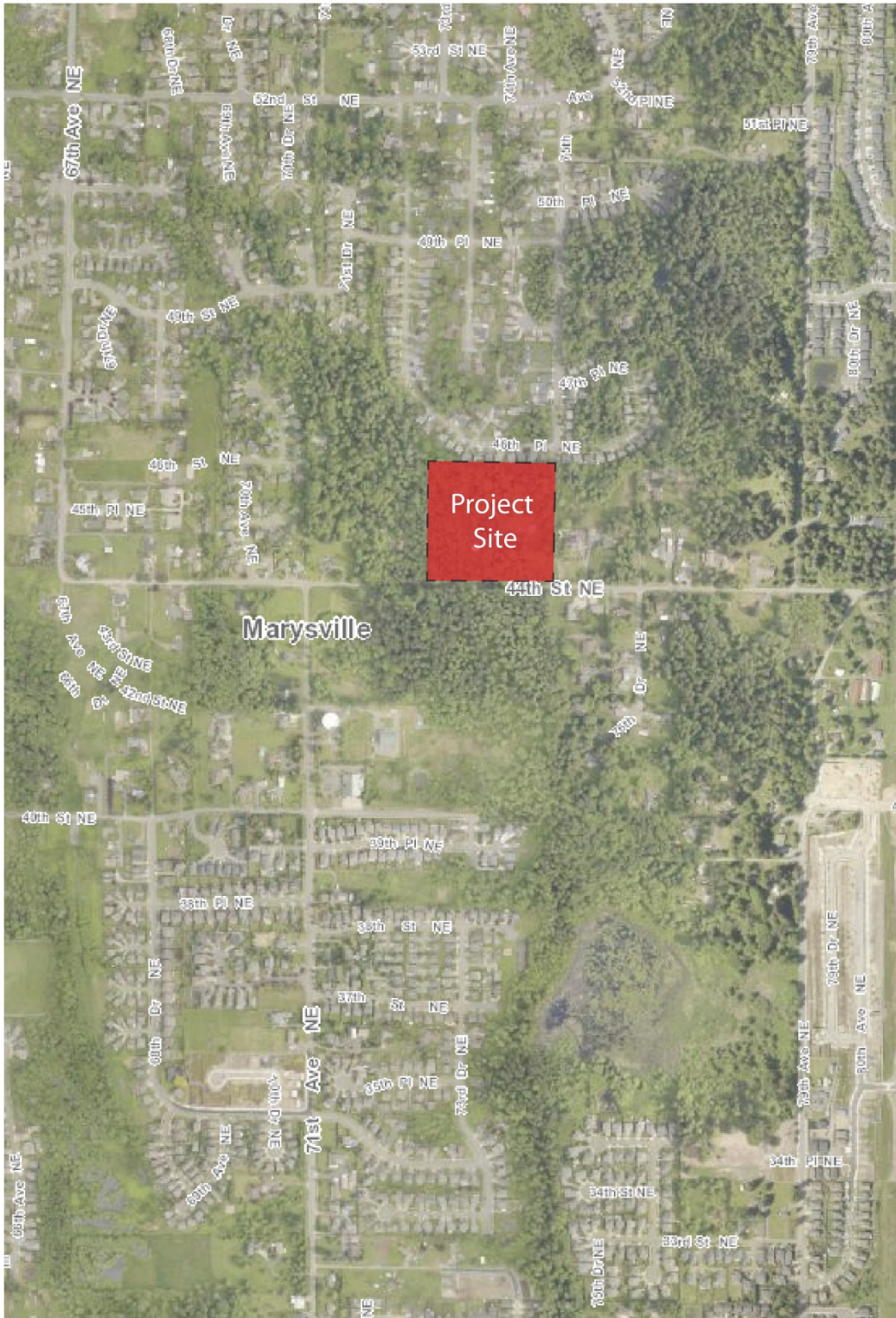
**Soper Hill Road & 87<sup>th</sup> Ave NE Roundabout Proportionate Share.** The City of Marysville and the City of Lake Stevens have an interlocal agreement (ILA) to collect impact fees for the construction of the Soper Hill Road & 87<sup>th</sup> Ave NE roundabout. Impact fees are based on a rate of \$1,700 per PM peak hour trip. Based on the trip distribution included in **Attachment D**, 18% of the project trips are anticipated to impact the Soper Hill Road/87<sup>th</sup> Ave NE intersection. As a result, the project's impact fee to the Soper Hill Road & 87<sup>th</sup> Ave NE roundabout would be based on 6.48 PM trips (36 PM Trips X 18%). The estimated proportionate share impact fee for the Soper Hill Road & 87<sup>th</sup> Ave NE roundabout is **\$11,016** (\$1,700 X 6.48 PM peak hour trips).

**Snohomish County Mitigation.** The City of Marysville and Snohomish County have adopted an interlocal agreement whereby developments in Marysville must assess potential mitigation for impacts on Snohomish County roadway facilities. Mitigation fees to Snohomish County are based on predetermined distribution percentages according to location or specific project impacts to planned roadway improvements. As documented in the interlocal agreement, City of Marysville developments are only required to pay traffic mitigation fees for improvements in Snohomish County's Transportation Needs Report (TNR) impacted by at least three (3) directional peak hour trips. Based on the project trip distribution and assignment, the proposed *Marysville 44 Residential* project would not impact any Snohomish County TNR project with three (3) directional peak hour trips. Therefore, the *Marysville 44 Residential* project is not required to pay traffic mitigation fees to Snohomish County.

If you have any questions regarding the information presented in this memo, please contact me at (425) 250-5003 or [chin@tenw.com](mailto:chin@tenw.com).

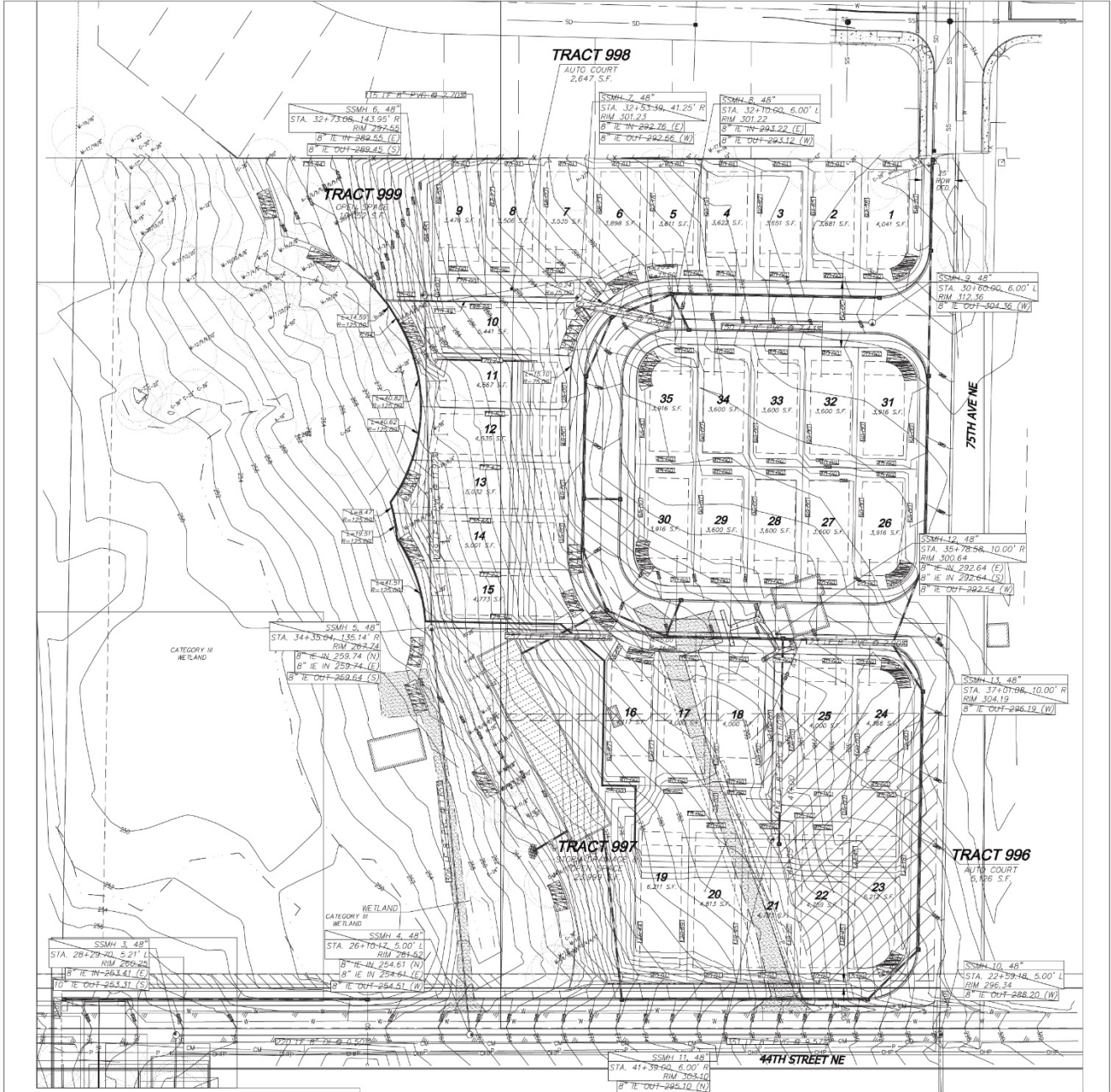
cc: David Morse – Toll Brothers  
Jeff Schramm, Principal – TENW

Attachments: A. Project Vicinity Map  
B. Preliminary Site Plan  
C. Trip Generation Calculations  
D. City of Marysville Trip Distribution Exhibits



**Attachment A:** Project Site Vicinity





Attachment B: Preliminary Site Plan



NOT TO SCALE

# ATTACHMENT C

## Trip Generation Calculations



**Marysville 44 Residential (Marysville)  
 Trip Generation Summary**

Land Use	Units <sup>1</sup>	ITE LUC <sup>2</sup>	Directional Distribution <sup>2</sup>		Trip Rate <sup>2,3</sup>	Trips Generated			
			In	Out		In	Out	Total	
<b>Daily</b>									
<b>Proposed Use:</b>									
Single-Family Detached Housing	38 DU	210	50%	50%	9.43	179	179	358	
<b>Existing Uses:</b>									
Single-Family Detached Housing	2 DU	210	50%	50%	9.43	-10	-9	-19	
						Gross Proposed Weekday Daily Trips =	179	179	358
						Less Existing Uses =	-10	-9	-19
						<b>Net New Weekday Daily Trips =</b>	<b>169</b>	<b>170</b>	<b>339</b>
<b>AM Peak Hour</b>									
<b>Proposed Use:</b>									
Single-Family Detached Housing	38 DU	210	26%	74%	0.70	7	20	27	
<b>Less Existing Uses:</b>									
Single-Family Detached Housing	2 DU	210	26%	74%	0.70	0	-1	-1	
						Gross Proposed AM Peak Hour Trips =	7	20	27
						Less Existing Uses =	0	-1	-1
						<b>Net New AM Peak Hour Trips =</b>	<b>7</b>	<b>19</b>	<b>26</b>
<b>PM Peak Hour</b>									
<b>Proposed Use:</b>									
Single-Family Detached Housing	38 DU	210	63%	37%	1.00	24	14	38	
<b>Less Existing Uses:</b>									
Single-Family Detached Housing	2 DU	210	63%	37%	1.00	-1	-1	-2	
						Gross Proposed PM Peak Hour Trips =	24	14	38
						Less Existing Uses =	-1	-1	-2
						<b>Net New PM Peak Hour Trips =</b>	<b>23</b>	<b>13</b>	<b>36</b>

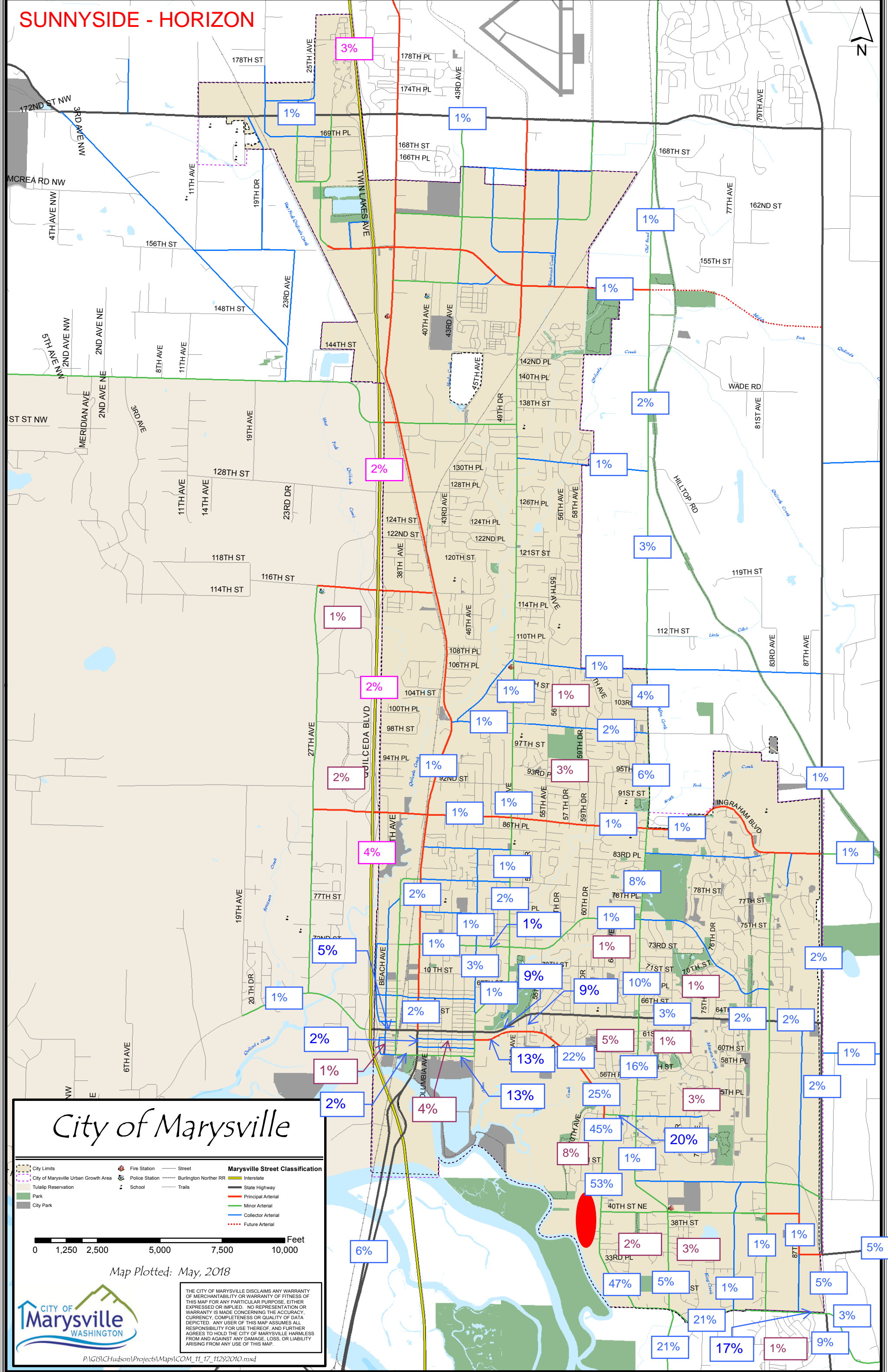
Notes:

1. DU = Dwelling Units
2. Land use code, directional distribution and trip rates from Institute of Transportation Engineers (ITE), *Trip Generation Manual (11th Edition)*, 2021, excepting for PM Peak Hour trip rate.
3. PM Peak Hour trip rate is set to 1.00 per pg 6, Section 1-b of the City of Marysville memo "City of Marysville - Traffic Impace Analysis Guidelines".

## ATTACHMENT D

### City of Marysville Trip Distribution Exhibits

# SUNNYSIDE - HORIZON



## City of Marysville

			<b>Marysville Street Classification</b>

0 1,250 2,500 5,000 7,500 10,000 Feet

Map Plotted: May, 2018

**CITY OF Marysville WASHINGTON**

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# SUNNYSIDE - EXISTING



# City of Marysville

November 2017

- Marysville City Limits
- Other City Limits
- Urban Growth Boundary
- Tulip Reservation
- Parks and open space
- Interstate Highway
- State Highway
- Arterial
- Schools



0 2,000 4,000 6,000 Feet

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