



PUBLIC WORKS DEPARTMENT
 501 Delta Avenue ♦ Marysville, WA 98270 ♦ (360) 363-8000

July 3, 2023

David Morse
 Toll Brothers, INC
 8815 122nd Ave NE, Suite 200
 Kirkland, WA 98033

Re: **Marysville 44th PRD – PA22-024 – Concurrency Recommendation**

Dear David,

Toll Brothers, INC is proposing construction of a 35-lot single-family Planned Residential Development (PRD) Binding Site Plan on roughly 9.36 acres, located at 7315 & 7417 44th Street NE and further identified by APN(s): 30053500303700 & 30053500303600.

Based on the Traffic Impact Analysis (TIA) prepared by Transportation Engineering Northwest, dated June 30, 2022, the proposed development would generate the following Average Daily Trips (ADT), AM peak hour trips (AMPHT), and PM peak hour trips (PMPHT):

	UNITS (new)	ADT	AMPHT	PMPHT
Land Use Code 210 - Single Family Detached Housing	33*	330	26	33

**There are 35 single family units proposed to be constructed with 2 existing single family units being removed; therefore the result is 33 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 proposed development:

1. The applicant shall be required to construct frontage improvements along 44th Street NE and 75th Avenue NE, 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.
 - 1.1. The westbound right-turn deceleration lane on 44th Street NE shall be consistent with WSDOT’s Design Manual (DM) Exhibit 1310-21 to mitigate sight-distance. The multiplier for downgrade shall also be evaluated.
 - 1.2. The westbound acceleration lane on 44th Street NE west of 75th Avenue NE shall be consistent with WSDOT’s DM Exhibit 1310-22. The northern 44th Street NE curb line shall be shifted south as feasible to create a planter strip up to the width shown in EDDS Plan 3-201-007

 The design speed for the southbound right-turn curve may be used to interpolate this lane length. The multiplier for downgrade shall also be evaluated. The taper rate in EDDS 3-406 should be used instead of 300 ft.
2. The applicant shall be required to dedicate public right-of-way in order to accommodate the required frontage improvements along 75th Avenue NE and 44th Street NE and the new internal roadway (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 (Tracts 995 and 999,) 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. Per the approved EDDS variance, dated April 27, 2023, the proposed autocourt (Tract 999) allowed for the reduced required amount of intersection spacing from 150 ft. to 133.5 ft. from the centerline spacing between 75th Avenue NE and the entrance of the autocourt. Ken McIntyre, Assistant City Engineer, agreed with the applicant's justification and approved the variance request.
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 \$207,900.**

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
Jesse Birchman, Transportation & Park Maintenance Manager
Ken McIntyre, PE, Assistant City Engineer
Haylie Miller, CD Director
Chris Holland, Planning Manager