



PUBLIC WORKS DEPARTMENT

501 Delta Avenue ♦ Marysville, WA 98270
(360) 363-8100

January 3, 2024

Mike Reid
PNW Investors LLC
PO Box 1930
Woodinville, WA 98072

Re: **87th & 40th PRD – PA22-040 – Concurrency Recommendation**

Dear Mike,

PNW Investors, LLC is proposing the construction of a 187 single-family attached unit (townhome) Planned Residential Development (PRD) and Binding Site Plan (BSP) on roughly 14.44 acres, located at 4218/4112/4018/3992/NNA 87th Ave NE and further identified by APN(s): 00590700021201 / 00590700021202 / 00590700021300 / 00590700022000 / 005907000236000.

Based on the updated Traffic Impact Analysis (TIA) prepared by Kimley Horn, dated October 2023, 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 215 Single Family Attached Housing	187	1,346 (7.2 trips/unit)	90 (0.48 trips/unit)	107 (0.57 trips/unit)

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 85th Avenue NE, 87th Avenue NE, 40th Street NE and the new internal roads, 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. 40th Street NE shall be built out to full road section SP 3-201-002 with a 12 ft. multi-use trail from 87th Avenue NE to the western property boundary and include on-site storm water detention and treatment capacity for 40th Street NE and stormwater detention and treatment for the west half of the roundabout at the intersection of 87th Avenue NE and 40th Street NE; construction of the west half of the future roundabout is to be performed by others.

The construction of 40th Street NE (Project ID 46) and 87th Avenue NE from 35th Street NE to 40th Street NE (Project ID 312) are growth related improvement projects identified in Appendix A of the Transportation Element. Therefore, pursuant to MMC Chapter 22D.010, dedication, design and construction of these segments of roadway, inclusive of a pro-rata share of on-site storm

water detention and treatment capacity, are creditable towards the traffic impact fees identified in concurrency recommendation No. 4 below.

Additionally, the construction of 40th Street NE is not a concurrency based improvement, however, the City has determined that this segment of roadway is critical to the transportation network and has agreed to allow the payment of Residential Density Incentive Benefit 3.a., as identified in MMC 22C.090.030, to also be credited towards said dedication, design and construction of 40th Street NE, inclusive of a pro-rata share of the on-site storm detention and treatment for 40th Street NE and the west half of the future roundabout at the intersection of 87th Ave NE and 40th Street NE.

- 1.2. 85th Avenue NE is proposed to be a local access street and shall be built to half street improvements per SP 3-206-001.
- 1.3. 87th Avenue NE, north of 40th Street NE is to be built compliant with SP 3-201-005 of the EDDS with a 12 ft. multi-use trail.
- 1.4. 87th Avenue NE, south of 40th Street NE is to be built compliant with SP 3-201-002 of the EDDS with a 12 ft. multi-use trail. The construction of 87th Avenue NE, south of 40th Street NE, is identified as Project ID 312 in the Transportation Element. Therefore, pursuant to MMC Chapter 22D.010, dedication, design and construction of this segment of roadway, is creditable towards the traffic impact fees identified in concurrency recommendation No. 4 below.
2. Prior to civil plan approval, an agreement shall be executed between the City and the project developer regarding the applicable traffic impact fee credits and residential density incentive benefit credits for the dedication, design, and construction of the proposed improvements to 40th Street NE and 87th Avenue NE which shall be consistent with this recommendation.
3. The proposed alleys (Alley A and B) shall be constructed as outlined in the City of Marysville Design Guidelines and Engineering Design and Development Standard (EDDS) Section 3-208 and compliant with SP 3-208-001. Where alley connect to the road, it must be designed with a 20 ft. radius.
4. The applicant shall be required to dedicate public right-of-way in order to accommodate the required frontage improvements along 85th Avenue NE, 87th Avenue NE, 40th Street NE, the new internal roads, including Alley A and B, and frontage improvements for the future roundabout (RAB) located at the intersection of 87th Avenue NE and 40th Street NE, 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.
 - 4.1. 87th Avenue NE, north of 40th Street NE will need to result in a 40 ft. half width dedication.
 - 4.2. 87th Avenue NE, south of 40th Street NE will need to result in a 50 ft. half width dedication.
 - 4.3. 85th Avenue NE will require a 25 ft. half width dedication.
 - 4.4. 40th Street NE will require a full 100 ft. dedication.
 - 4.5. All alleys will require a 20 ft. dedication.
 - 4.6. Dedication for the future RAB located at the intersection of 87th Avenue NE and 40th Street NE shall be determined by the City Engineer, prior to civil construction plan approval.
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, less applicable

credits referenced herein. **Traffic impact fees shall be vested at a rate of \$6,300.00, per PMPHT, totaling \$1,178,100.**

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,

A handwritten signature in blue ink, appearing to read 'Jesse Hannahs', is positioned above the typed name.

Jesse Hannahs, PE
Traffic Engineering Manager

cc: Jeff Laycock, PE, PW Director
Max T. Phan, PE, City Engineer
Josh King, Development Services Manager
Jesse Birchman, Transportation & Park
Maintenance Manager
Ken McIntyre, PE, Assistant City Engineer
Haylie Miller, CD Director
Chris Holland, Planning Manager