



COMMUNITY DEVELOPMENT DEPARTMENT
501 Delta Avenue ♦ Marysville, WA 98270 ♦ (360) 363-8000

October 25, 2022; rev. October 27, 2022

Ryan Kohlmann
Pulte Group
3535 Factoria Blvd. SE, Ste. 600
Bellevue, WA 98006

Jesse Jarrell, P.E.
LDC, Inc.
20210 142nd Avenue NE
Woodinville, WA 98072

Re: Marysville 10 Degrees – Concurrency Recommendation PA21-039

Dear Ryan and Jesse,

The proposed project consists of a 328 lot Planned Residential Development (PRD) subdivision consisting of 165 townhouse units and 163 detached single family units on Assessor’s Parcel Numbers 31052900303200 and 31052900303100. According to the Traffic Impact Analysis (TIA), prepared by Gibson Traffic Consultants dated August 2021 and amended September 2022, the proposed development would generate the following Average Daily Trips (ADT), AM peak hour trips (AMPHT) and PM peak hour trips (PMPHT).

Land Use	Units	ADT	AMPHT	PMPHT
Single-Family Detached Housing	163	1,539	121	163
Multifamily Housing (Low-Rise)	165	1,208	76	92
Total	328	2,747	197	255.4

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. 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 new PM peak hour trip (PMPHT). Design, dedication, and construction of 19th Avenue NE and 164th Street NE are eligible for traffic impact fee (TIF) credits.
2. The applicant shall construct the 19th Avenue NE arterial roadway from 156th Street NE or 30th Avenue NE to the project’s north property line consistent with the City of Marysville Engineering Design and Development Standards (EDDS). The full right-of-way shall be constructed. The roadway improvements shall consist of three lanes of traffic including a two-way left turn lane with curb, gutter, landscape strip, multi-use path, sidewalk and street lighting; provided that, the two-way left turn lane may be eliminated where it is determined by the City to not be needed. A 12-foot multi-use path shall be constructed along the east side of the roadway for the full length of the parcel connecting to 156th Street NE. A landscape strip and five-foot sidewalks shall be installed on the west/south side of 19th Avenue NE from ‘Road C’ to 30th Avenue NE.

3. The applicant shall construct the 19th Avenue NE and 164th Street NE roundabout consistent with the City of Marysville EDDS. Design Vehicle Turning Templates shall be run through the roundabout and provided during the plan review process. Median islands shall be installed on all approaches. A crosswalk shall be provided across the west leg of the roundabout including a pedestrian refuge island.
4. The applicant shall construct the 19th Avenue NE and 30th Avenue NE roundabout consistent with the City of Marysville EDDS. Design Vehicle Turning Templates shall be run through the roundabout and provided during the plan review process. Median islands shall be installed on all approaches, and be large enough to provide pedestrian refuge. A crosswalk shall be provided across all legs of the roundabout. Given development frontage does not include the east side of 30th Avenue NE, design could include pedestrian refuge and locations for necessary curb ramps to be easily constructed in future.
5. The applicant shall construct the 164th Street NE arterial roadway within the project boundaries consistent with the City of Marysville Engineering Design and Development Standards (EDDS). The planned arterial roadway shall not encroach onto Snohomish County Parks' property or the Crystal Tree Village Mobile Home Park. The roadway improvements shall consist of two lanes of traffic (unless access onto 164th Street NE is proposed) including, gutter, landscape strip, multi-use path (north side), sidewalk (south side) and street lighting; the multi-use path shall be 12-foot wide. Coordination shall be required between the subject project and Twin Lakes Landing Phase 2 to the east when constructing the 164th Street NE extension within the development.
6. If the project will be constructed in phases, all arterial roadways and roundabouts shall be constructed with the first phase of the project.
7. The applicant shall be required to dedicate the necessary right-of-way for 19th Avenue NE, 164th Street NE, the 19th Avenue NE and 164th Street NE roundabout, and the 19th Avenue and 30th Avenue NE roundabout, to enable build-out of said roadways and roundabouts consistent with EDDS standards.
8. The applicant shall be required to pay \$101,621.24 in traffic fees, or as may be adjusted, to Snohomish County for impacts to Snohomish County roads consistent with the Interlocal Agreement between Snohomish County and the City of Marysville.
9. The applicant has elected to defer thirty (30) percent design of the roundabouts and approaches until civil plan review. Based on a review of the plans submitted to-date, it appears that the proposed roundabouts and approaches are undersized, and that additional right-of-way may be needed in order to construct the roundabouts and approaches per the City's Engineering Design and Development Standards and accepted engineering practices. The applicant agrees that it will obtain and dedicate all required right-of-way as needed for such roundabouts and approaches, and the applicant acknowledges that it will not receive civil plan approval without obtaining and dedicating this right-of-way.

The applicant has acknowledged these comments, and by accepting the traffic concurrency recommendation, is assuming all responsibility for obtaining and dedicating right-of-way as contemplated herein, and assumes all responsibility and risk associated with this requirement (including all risk, liabilities, and/or losses resulting from failure to obtain and dedicate such right of way), and releases the City (and its officers, appointed and elected officials, employees and agents) from any responsibility or liability associated with this requirement.

The applicant furthermore shall hold harmless, indemnify, and defend the City of Marysville (and its officers, appointed and elected officials, employees and agents) from and against any and all claims, actions, suits, liability, loss, expenses, damages and/or judgments of any nature whatsoever (including costs and attorney's fees in defense thereof), caused by, arising out of, or relating in any way to the design changes and associated requirement to obtain and dedicate additional right of way as contemplated herein (including all claims, actions, suits, liability, loss,

expenses, damages and/or judgments arising from the applicant's failure to obtain and dedicate such right of way).

Prior to proceeding to the Hearing Examiner for consideration, the applicant shall submit a signed and notarized letter from the property owner where the off-site roundabout will be located acknowledging that the roundabouts and approaches appear to be undersized, additional right-of-way may be needed, and that the property owner will cooperate with the developer and the City to ensure that the necessary right-of-way is dedicated, and that the developer can/is authorized to construct the roundabouts and the approaches in accordance with the City's Engineering Design and Development Standards and applicable engineering practices.

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 Angela Gemmer, Principal Planner, at agemmer@marysvillewa.gov or by phone at 360.363.8240.

Sincerely,



Jesse Hannahs, P.E., Traffic Engineer Manager

cc: Jeff Laycock, P.E., Public Works Director
Max Phan, P.E., Assistant Public Works Director/City Engineer
Ken McIntyre, P.E., Assistant City Engineer
Haylie Miller, Community Development Director
Chris Holland, Planning Manager
Burton Eggertsen, Deputy City Attorney