



**PUBLIC WORKS DEPARTMENT**

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

January 4, 2024

LDC, Inc.  
20210 142<sup>nd</sup> Ave. NE  
Woodinville WA 98072

Re: **Creekside PRD – PA23-005 – Concurrency Recommendation**

---

To whom it may concern,

LDC Inc. is proposing construction of a 49-lot single-family Planned Residential Development (PRD) subdivision on roughly 16.19 acres, located at 7715 & 7811 40<sup>th</sup> Street NE, and 7808 44<sup>th</sup> Street NE, and further identified by APN(s): 29050200100200, 29050200100300, and 29050200100400.

Based on the Traffic Impact Analysis (TIA) prepared by DN Traffic Consultants, Inc., dated January 15, 2023 and updated November 28, 2023, the proposed development would generate the following Average Daily Trips (ADT), AM peak hour trips (AMPHT), and PM peak hour trips (PMPHT):

LAND USE CODE	UNITS (new)	ADT	AMPHT	PMPHT	EXISTING UNITS	TOTAL NEW PMPHT
<b>210 - Single Family Detached Housing</b>	49	443	33	49	2	47

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 44<sup>th</sup> Street NE and 79<sup>th</sup> 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. 44<sup>th</sup> Street NE is classified as a three (3) lane arterial with bike lanes within 70' of right-of-way (ROW), and shall be improved to SP 3-201-004.
  - 1.2. 79<sup>th</sup> Avenue NE shall be improved to SP 3-201.033. An Engineering Variance was granted to omit frontage improvements on 79<sup>th</sup> Avenue NE. The applicant shall install an east/west crosswalk across 79<sup>th</sup> Avenue NE on the south side of the 79<sup>th</sup> Ave & 44<sup>th</sup> St intersection, and another crosswalk across 79<sup>th</sup> Avenue NE on the north side of the 79<sup>th</sup> Ave & 40<sup>th</sup> St intersection.
2. The applicant shall construct the 40<sup>th</sup> Street NE road extension from 79<sup>th</sup> Avenue NE to the projects western boundary. 40<sup>th</sup> Street NE is a three (3) lane arterial with bike lanes within 70' of right of way, and shall be improved to SP 3-201-004.
  - 2.1. An Engineering Variance was granted to omit the planter strip required by SP 3-201-004 where crossing over the existing stream in order to reduce the impact to this Type F stream. Sidewalks in the area between the intersection of 79<sup>th</sup> Avenue NE and the stream where the planter strip is eliminated shall be six feet in width. The planter strip shall be required from the edge of the stream crossing, west to the termination of the extension.

3. The applicant shall be required to dedicate public right-of-way in order to accommodate the required frontage improvements along 44<sup>th</sup> Street NE, 79<sup>th</sup> Avenue NE, and the new internal roads, including Roads A, B, and C (40<sup>th</sup> 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. The joint use autocourts and alleys (Tract 992, 995, 996, & 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.
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.**

Pursuant to MMC Chapter 22D.010, traffic impact fee credits are allowed for the construction of frontage improvements on 40<sup>th</sup> Street NE. The amount of credit for these improvements shall be approved by the City Engineer.

6. Based on the *Mitigation Measures* section of the TIA, the proposed development would generate 1 PMPHT affecting the intersection of 87<sup>th</sup> Ave NE and Soper Hill Road. The applicant shall be required to contribute on a proportionate share basis towards the construction of a compact, urban roundabout at the intersection of 87<sup>th</sup> Avenue NE and Soper Hill Road.

**If the roundabout has not been fully constructed and accepted by the City of Lake Stevens, prior to building permit issuance, the applicant's proportionate share mitigation shall be vested at a rate of \$1,700 per PMPHT (\$1,700 x 1, totaling \$1,700).**

7. Based on the *Mitigation Measures* section of the TIA, there are no Snohomish County improvement projects in the vicinity of the proposed development that would be directly impacted by (3) or more PM peak hour trips generated by the proposed development; therefore, Snohomish County traffic mitigation fees shall not be required for the proposed development
8. Based on the *Mitigation Measures* section of the TIA, there are no WSDOT improvement projects in the vicinity of the proposed development that would be directly impacted by (3) or more PM peak hour trips generated by the proposed development; therefore, WSDOT traffic mitigation fees shall not be required for the proposed development.

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 Amy Hess, Senior Planner, at [ahess@marysvillewa.gov](mailto:ahess@marysvillewa.gov) or by phone at 360.363.8215.

Sincerely,



**Jesse L. Hannahs, P.E.**

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