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**PUBLIC WORKS**

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Jennifer D. Walker, Director

**MEMORANDUM**

TO: Public Works File

FROM: Scott Lindblom, PE – County Engineer *SL*

DATE: February 17, 2022

SUBJECT: Marvin Rd Corridor Concurrency

This memo is intended to document the progress and completion of improvements, addressing concurrency requirements for the Marvin Rd corridor at the intersections of Union Mills Rd SE, 19<sup>th</sup> Ave SE, 25<sup>th</sup> Avenue SE, and Mullen Road Se. The improvements continue to be developed as intended by Public Work's 2014 corridor strategy and are financially secured. Because the County's strategy for meeting concurrency on this corridor is being financially fulfilled, future developers are no longer required to voluntarily contribute beyond what is currently required by the County's development code, effective 2/21/2022.

**Background:**

Thurston County Code 17.10.010 defines concurrency as "...the provision for assuring that improvements or strategies to accommodate the impacts of development are in place at the time of development or that a guaranteed financial commitment is in place to complete the improvements or strategies within six years so the levels of service for transportation facilities do not fall below the level of service standards adopted in the comprehensive plan due to the impacts of new development."

In 2014, and as supplemented in 2015, Thurston County completed the "Marvin Rd Corridor Concurrency White Paper" which documented the process Thurston County outlined to address concurrency on the Marvin Rd corridor (from Mullen Rd SE to Lacey City Limits). The development of the whitepaper was in response to a Traffic Impact Analysis (TIA) developed and submitted by a development called Oak Tree Preserve (OTP) in 2014 by Oak Tree Developer LLC (Developer). The study indicated several intersections on the Marvin Rd corridor would fall below adopted level of service thresholds by 2020.

The OTP TIA stated that the following intersections on the Marvin Rd corridor would fall below adopted levels of service by 2020 if no capacity improvements were made:

- Union Mills Rd SE
- 19th Ave SE
- 25th Ave SE
- Mullen Rd SE

#### **White Paper Traffic Impacts Strategy:**

The White Paper included a strategy for improving capacity along the Marvin Rd. corridor by targeting road improvements that will address deficiencies identified in the OTP TIA. The road improvements were identified to timely address both the projected failure to meet level of service as well as impacts from future development along the corridor. The strategy also addressed financing, identifying a combination of County absorbed funds and funds collected from developers through a mix of impact fee collections, SEPA requirements, and voluntary contribution.

#### **Concurrency Documentation:**

The information below summarizes how and when concurrency requirements have been met along the Marvin Rd corridor.

##### Intersection of Marvin Rd SE and 25<sup>th</sup> Ave SE:

- Public Works maintenance staff completed traffic channelization improvements at this intersection. This work was completed in 2016.
- These improvements provided additional capacity to meet level of service thresholds and address concurrency at the intersection of Marvin Rd/25<sup>th</sup> Ave.

##### Marvin Rd SE and Mullen Rd SE:

- Public Works developed capital project #61545 to address concurrency at the Marvin Rd/Mullen Rd intersection. An alternative analysis was performed, and the chosen alternative was a roundabout.
- As mitigation for traffic impacts, the Developer is required to construct the roundabout at the Marvin Rd/Mullen Rd intersection. This was defined as SEPA MDNS condition #5. The County and Developer executed an agreement dated 2/15/2022 to clarify the different SEPA conditions and ensure developer's obligations meet the objectives in the County's 2014 White Paper strategy. Through this agreement, Developer agreed to construct or financially secure the construction of a roundabout at the Marvin Rd/Mullen Rd intersection to meet level of service thresholds and address concurrency. A bond was received for this project on 2/11/2022.

##### Marvin Rd SE and 19<sup>th</sup> Ave SE and Union Mills Rd SE Intersections

- Public Works developed capital project #61478 to address concurrency at the Marvin Rd/19<sup>th</sup> Ave intersection and the Marvin Rd/Union Mills Rd intersection. The project includes constructing a roundabout at the 19<sup>th</sup> Ave intersection with access control at Union Mills Rd SE.



- The project listed in the 2022-2027 Transportation Improvement Program (TIP) includes road improvements from 22<sup>nd</sup> Ave SE to Union Mills Rd SE with an estimated cost of \$6.1 Million. Due to concerns that lack of concurrency at these intersections would halt development in this area of the County, staff have reduced the scope of the project to include only the minimal work necessary to address concurrency needs. The cost estimate for this scaled-down project is \$4.7 million with funding secured from:

<b>FUNDING SOURCE</b>	<b>FUNDING SECURED</b>
Traffic impact fees collected from TIF Central UGA	\$2,900,000
Accrued interest on TIF account	\$413,000
Developer concurrency funds (as identified in 2014 white paper)	\$700,000
County road fund	\$500,000
Carryover funds from 2021 for project	\$187,000
<b>TOTAL FUNDING SECURED</b>	<b>\$4,700,000</b>

- These budget allocations financially secure the construction needed to meet level of service thresholds and address concurrency at the intersections of Marvin Rd/19<sup>th</sup> Ave and Marvin Rd/Union Mills Rd.

#### **Conclusion:**

Concurrency requirements continue to be met along the Marvin Rd Corridor as set forth in the 2014 "Marvin Rd Corridor Concurrency White Paper". County and developer contributions towards the corridor strategy have either been fully realized or financially guaranteed. Consequently, there are no longer any limitations to developers that send forecasted vehicular trips onto Marvin Rd. As of the date of this memo, new development may proceed by following traffic mitigation requirements in County code and without need for additional voluntary mitigation or other obligations identified in the 2014 White Paper.