Marysville City Council Work Session

October 15, 2007 **7:00 p.m.** **City Hall**

Call to Order

Pledge of Allegiance

Roll Call

Committee Reports

Presentations

1. Off-Leash Dog Park Proposal.

2. Wood Stove Replacement Program.

Discussion Items

Approval of Minutes *(Written Comment Only Accepted from Audience.)*

3. Approval of October 8, 2007 City Council Meeting Minutes.

4. Approval of October 15, 2007 City Council Work Session Minutes.

Consent

5. Approval of October 10, 2007 claims in the amount of $1,400,789.37; Paid by check no.'s 42533 through 42700 with no check no.'s voided.

6. Approval of October 17, 2007 claims.

7. Approval of October 19, 2007 payroll.

Review Bids

Public Hearings

8. 2007 Comprehensive Plan Amendments.

9. Calvary Chapel Annexation.

Current Business

New Business

10. Acceptance of the Stillaguamish Water Treatment Plant Project to Start the 45-Day Lien Filing Period for Project Closeout.

Work Sessions are for City Council study and orientation – Public Input will be received at the October 22, 2007 City Council meeting.

11. Standard Consultant Agreement with Berger/Abam Engineers Inc. to Perform Preliminary Engineering and Environmental Review Documentation for the Lakewood BNSF Railroad Overcrossing Project for the Estimated Cost of $581,803.00.

9a. A **Resolution** for Annexation and Prezone, and Authorization to Transmit the Calvary Chapel Annexation to the Snohomish County Boundary Review Board for Review.

12. Compromise Agreement and Mutual Release with MWH Americas, Inc. Associated with HVAC System Retrofit and Repair Work.

13. An **Ordinance** of the City of Marysville, Washington, Adopting By Reference the International Building Code and International Residential Code and the International Building Code Standards 2006 Edition, Excluding the International Electrical, Plumbing, Property Maintenance and Energy Codes, Chapter 34, Existing Buildings and Amending Marysville Municipal Code Chapter 16.04, 16.08, and 16.28; and Adding a New Section Codified as Chapter 16.12, the National Electric Code; and Severability.

Legal

14. Recovery Contract for Sewer; KRG/WLM Marysville, LLC.

Mayor's Business

Staff Business

Call on Councilmembers

Information Items

15. Marysville Library Board Minutes; September 13, 2007.

Adjourn

Executive Session

A. Litigation

B. Personnel

C. Real Estate

Adjourn

Work Sessions are for City Council study and orientation – Public Input will be received at the October 22, 2007 City Council meeting.

Marysville City Council Work Session

October 15, 2007 7:00 p.m. City Hall

Special Accommodations: The City of Marysville strives to provide accessible meetings for people with disabilities. Please contact Kristie Guy, Human Resources Manager, at (360) 363-8000 or 1-800-833-6384 (Voice Relay), 1-800-833-6388 (TDD Relay) two days prior to the meeting date if any special accommodations are needed for this meeting.

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CITY OF MARYSVILLE

EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: October 22th, 2007

AGENDA ITEM: Claims	AGENDA SECTION:	
PREPARED BY: Sandy Langdon, Finance Director	AGENDA NUMBER:	
ATTACHMENTS: Claims Listings	APPROVED BY:	
	MAYOR	CAO
BUDGET CODE:	AMOUNT:	

Please see attached.

RECOMMENDED ACTION: The Finance and Executive Departments recommend City Council approve the October 10th, 2007 claims in the amount of $1,400,789.37 paid by Check No.'s 42533 through 42700 with no Check No.'s voided.
COUNCIL ACTION:

CITY OF MARYSVILLE
INVOICE LIST
FOR INVOICES FROM 10/4/2007 TO 10/10/2007

CHK #	VENDOR	ITEM DESCRIPTION	ACCOUNT #	ITEM AMOUNT
42533	3M NTT3729	ROLL RED AND WHITE	10110564.548000.	50.45
	3M NTT3729	ROLL YELLOW CONSPICUITY TAPE	10110564.548000.	50.45
42534	ACCURINT	BACKGROUND CHECKS	00103010.541000.	30.00
42535	ALBERTSONS FOOD CENTER #471	INMATE SUPPLIES	00103960.531000.	269.42
	ALBERTSONS FOOD CENTER #471		00103960.531250.	200.00
	ALBERTSONS FOOD CENTER #471	TOUCH A TRUCK CLEAN UP & BBQ	40143410.549000.	42.19
42536	ALL BATTERY SALES & SERVICE	N 120 R BATTERY	50100065.534000.	157.85
42537	ALLIED EMPLOYERS LABOR RELATIONS	10/07 MEMBERSHIP DUES	00100110.541000.	2,104.97
42538	AMERICAN CLEANERS	UNIFORM CLEANING	00103010.526000.	56.42
	AMERICAN CLEANERS		00103121.526000.	30.38
	AMERICAN CLEANERS		00103222.526000.	83.55
	AMERICAN CLEANERS		00103960.526000.	17.36
	AMERICAN CLEANERS		00104190.526000.	113.21
	AMERICAN CLEANERS		00104230.526000.	13.02
42539	AWWA NW SUBSECTION	REGISTRATION FOR FEDERSPIEL	00100020.549000.	495.00
42540	ANANKO, ALEX & NATALIYA	UB 241510000002 5427 107TH ST	401.122110.	24.59
42541	HEATHER ANDRUS	BRAG BOOK INSTRUCTOR	00105120.541020.	104.00
42542	CITY OF ARLINGTON	3RD QTR SURFACE WTR REVENUE	401.237000.	11,747.50
42543	ASL INTERPRETER NETWORK	INTERPRETER SERVICES	00102515.549000.	155.89
42544	AYERS DISTRIBUTING	2 CS CANDY FILLED PLASTIC EGGS	001.231700.	-21.93
	AYERS DISTRIBUTING		00105120.531050.	279.93
42545	ARMETTA BAKER	REFUND	00110347.376020.	22.00
42546	KENT BAKER	INSTRUCTOR SERVICES	00105120.541020.	504.00
42547	BOB BARKER COMPANY	4 SETS HANDCUFFS	00100050.531000.	104.61
42548	BOGARD ENGINEERS, PS	CONDUCT SITE SURVEY	50200050.549000.	3,460.00
42549	RAE BOYD, APRN, BC	INMATE MEDICAL SERVICES	00103960.541000.	1,395.00
42550	CABELAS	BOOTS	40145040.553100.	76.21
42551	CAPITAL INDUSTRIES INC	12 OF 7FL-40 4FL	41046170.548000.	11,891.88
42552	CARR'S ACE HARDWARE	4 TUBES SILICONE AND 2 TAPES	40142480.531300.	20.77
42553	CASCADE MAILING	UB MAILING	00143523.542000.	175.71
42554	CASCADE RECREATION INC	DOGIPOT WASTE BAGS 2 CS	00105380.531000.	452.60
42555	CBI SERVICES, INC	PAY ESTIMATE # 1	40220594.563000.W0504	129,000.37
42556	CH2MHILL	PAY ESTIMATE #1	40142480.548000.M0741	11,159.20
42557	CHAMPION BOLT & SUPPLY	PLOW EDGE MOUNTING NUT & BOLT	50100065.534000.	265.21
42558	KARI CHENNAULT	TRAVEL REIMBURSEMENT 71 MILES	40145040.553100.	34.44
42559	CHOI, DAEHYUN	UB 038517000000 8517 79TH AVE	401.122110.	108.69
42560	CITY OF MARYSVILLE	UB 980150000000 I-5 @ 1ST 101	410.122100.	281.00
42561	WENDY CLARK	REFUND	00110347.376009.	29.00
42562	CLEARWIRE	RANNEY TELEMETRY WIRELESS	40140080.542000.	173.17
42563	ASHLEY CLEATOR	REFUND DEPOSIT FOR RENTAL	001.239100.	58.00
42564	TRISH CLEVELAND	REFUND-INSUFFIENT REGISTRATION	00110347.376009.	15.00
42565	CLYDE WEST	500157 DRAG LINK	50100065.534000.	111.12
	CLYDE WEST		50100065.534000.	111.38
	CLYDE WEST	504687 CONTROL VALVES-B	50100065.534000.	1,012.28
42566	COLUMBIA PAINT & COATINGS	PAINT, COVERS, BRUSH,FRAME	40143780.531000.	135.26
42567	COMMERCIAL FIRE PROTECTION	FIRE EXT RECHARGE X 6	501.141100.	22.50
42568	CONCRETE EXPERTS	REMOVE GRAFITTI	00101250.531000.	272.00
	CONCRETE EXPERTS		00112572.531000.	272.00
42569	MERRITT SCOTT CONNER	INSTRUCTOR SERVICES	00105250.541020.	84.00
42570	COOK PAGING (WA)	2 PAGERS THRU 10/31/07	00105380.531000.	9.21
	COOK PAGING (WA)	AIRTIME THRU 10/31/07	10110890.542000.	3.83

CITY OF MARYSVILLE
INVOICE LIST
FOR INVOICES FROM 10/4/2007 TO 10/10/2007

CHK #	VENDOR	ITEM DESCRIPTION	ACCOUNT #	ITEM AMOUNT
42570	COOK PAGING (WA)	AIRTIME THRU 10/31/07	40143410.542000.	3.83
42571	WA DEPT OF CORRECTIONS	INMATE MEALS	00103960.531250.	862.40
42572	CRAFT MART	RUB AND BUBB PAINT FOR STATUE	00105380.531000.	33.58
42573	DATABASE SECURE RECORDS DESTRUCTIO	PURGE DOCUMENTS- COURTS	00100050.548000.	214.50
42574	DAY WIRELESS SYSTEMS	REPAIR AND CALIBRATE RADAR	00103222.548000.	168.34
42575	DECKER, CORY	UB 870030000002 4829 80TH ST N	401.122110.	28.20
42576	LUANA DEFREITAS	INSTRUCTOR SERVICES	00105250.541020.	6.40
42577	BESSIE DEMMERT	JEWELRY MAKING CLASS	00105250.541020.	168.00
42578	ARLINE DEPALMA	INSTRUCTOR SERVICES	00105250.541020.	156.40
42579	DIJULIO DISPLAYS INC	1500 REPLACEMENT BULBS	00105380.531000.	666.49
42580	DMCMA C/O MARGARET YETTER	DMCMA MEMBER- MARTIN, ASHLEY	00100050.549000.	25.00
	DMCMA C/O MARGARET YETTER	DMCMA MEMBER- VERMUELEN, M	00100050.549000.	25.00
	DMCMA C/O MARGARET YETTER	DMCMA MEMBER-JACOBSEN, TRACY	00100050.549000.	25.00
	DMCMA C/O MARGARET YETTER	DMCMA MEMBER-MORRISON, ALLIE	00100050.549000.	25.00
42581	BRENDA DONALDSON	REIMBURSEMENT FOR TRAVEL	40143410.549000.	15.48
	BRENDA DONALDSON		50100065.549000.	1.94
	BRENDA DONALDSON		50200050.549000.	1.93
42582	DOUBLETREE HOTEL SEATTLE AIRPORT	3 NIGHTS LODGING FOR DREYER	00104230.543000.	399.33
42583	DOYLE, DON & OFELIA	UB 141361090002 12126 41ST AVE	401.122110.	58.53
42584	DEBBIE DREYER	REIMBURSEMENT FOR TRAINING	00104230.543000.	160.58
42585	DUNN LUMBER	2- 2X8X12 LUMBER	00105380.531000.	46.85
	DUNN LUMBER	4 4X6X12 LUMBER	00105380.531000.	161.93
42586	E&E LUMBER INC	Z-PRO POWER MUD/PAINT	00100010.531000.	9.31
	E&E LUMBER INC	WALLPLATE COVER COAX	00100010.531000.	13.54
	E&E LUMBER INC	FORSTNER BIT, 1 1/4"	00100010.531000.	18.98
	E&E LUMBER INC	PAINT BRUSHES. PAINT TRAYS	00105380.531000.	6.26
	E&E LUMBER INC	SCREWS	00105380.531000.	12.91
	E&E LUMBER INC	CAPS - SK8 PARK POLES	00105380.531000.	21.68
	E&E LUMBER INC	LIQ TIGHT, CAP, STRAP, CONNECT	00105380.531000.	34.45
	E&E LUMBER INC	PLYWOOD, STAIN SCREWS	00105380.531000.	58.43
	E&E LUMBER INC	VISQUEEN, KNIFE, MORTAR,TOOL	00105380.531000.	60.10
	E&E LUMBER INC	2X6X12', SAND,BRACES,FASTENERS	00105380.531000.	103.88
	E&E LUMBER INC	STAKES, FLAGS, WD40	31000076.563000.P0704	104.28
	E&E LUMBER INC	SAND, 2X4"S, DRIVER, BIT SET	31000076.563000.P0704	263.46
	E&E LUMBER INC	ROTO HAMMER BITS	40142680.548000.	53.32
	E&E LUMBER INC	FENCE BRACKETS, SCREWS, NAILS	40145040.548000.	14.97
	E&E LUMBER INC	PLIERS, HANDSAW, 2 X 4'S	40145040.548000.	42.56
	E&E LUMBER INC	THREAD SEAL TAPE, EXT CORD&ETC	501.141100.	374.38
42587	ECONOMY FENCE CENTER	INSTALL 80' FENCE	40145040.548000.	976.50
42588	EDGE ANALYTICAL INC	LAB SAMPLES	40140780.541000.	12.00
	EDGE ANALYTICAL INC		40140780.541000.	12.00
	EDGE ANALYTICAL INC		40140780.541000.	12.00
	EDGE ANALYTICAL INC		40140780.541000.	12.00
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	EDGE ANALYTICAL INC		40140780.541000.	12.00
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	EDGE ANALYTICAL INC		40140780.541000.	12.00

CITY OF MARYSVILLE
INVOICE LIST
FOR INVOICES FROM 10/4/2007 TO 10/10/2007

CHK #	VENDOR	ITEM DESCRIPTION	ACCOUNT #	ITEM AMOUNT
42588	EDGE ANALYTICAL INC	LAB SAMPLES	40140780.541000.	24.00
	EDGE ANALYTICAL INC		40140780.541000.	24.00
	EDGE ANALYTICAL INC		40140780.541000.	24.00
	EDGE ANALYTICAL INC		40140780.541000.	24.00
	EDGE ANALYTICAL INC		40140780.541000.	36.00
	EDGE ANALYTICAL INC		40140780.541000.	36.00
	EDGE ANALYTICAL INC		40140780.541000.	36.00
	EDGE ANALYTICAL INC		40140780.541000.	36.00
	EDGE ANALYTICAL INC		40140780.541000.	36.00
	EDGE ANALYTICAL INC		40140780.541000.	48.00
	EDGE ANALYTICAL INC		40140780.541000.	60.00
	EDGE ANALYTICAL INC		40140780.541000.	180.00
	EDGE ANALYTICAL INC		40140780.541000.	180.00
	EDGE ANALYTICAL INC		40140780.541000.	180.00
	EDGE ANALYTICAL INC		40140780.541000.	180.00
	EDGE ANALYTICAL INC		40140780.541000.	192.00
	EDGE ANALYTICAL INC	DUP INVOICE CREDIT	40145040.541000.	-432.00
42589	EFFICIENCY	HARDWARE, SOFTWARE AGREEMENT	00100050.548000.	789.53
42590	EVERETT BARK & LANDSCAPING SUPPLY, I	UNPAID INVOICE BALANCE# 441466	00105380.531000.	47.67
42591	THE DAILY HERALD COMPANY	AD FOR CONFDTAL SEC- FINANCE	00101130.544000.	215.04
	THE DAILY HERALD COMPANY	AD FOR REC COORD @ PARKS	00105120.531000.	742.14
	THE DAILY HERALD COMPANY	AD FOR REC ASST/TEMP/PRKS	00105120.549000.	280.96
	THE DAILY HERALD COMPANY	AD FOR MAINT WRKR-WWTP	40143410.544000.	614.62
	THE DAILY HERALD COMPANY	AD FOR SR EQUIP MECH-GOLF	42047165.549000.	25.50
	THE DAILY HERALD COMPANY	AD FOR CONFDTAL ADMIN ASST	50300090.549000.	197.60
42592	EVERETT HYDRAULICS INC	HYD SYSTEM PRIORITY VALVE	50100065.534000.	420.66
42593	EVERGREEN GLEANING ASSOC.	REFUND DEPOSIT FOR RENTAL	001.239100.	58.00
42594	EXIDE	RETURN 2 X GROUP 65-72 BATTERY	501.141100.	-123.12
	EXIDE	CORE CHARGE REFUND	501.141100.	-81.14
	EXIDE	REFUND ON CORE CHARGE	501.141100.	-46.24
	EXIDE	2 X 65-72 BATTERY GROUP 65	501.141100.	123.09
	EXIDE	3 BATTERIES AND CORE CHRGS	501.141100.	183.61
42595	JOHN FAULKNER	LEOFF 1 MEDICARE PREMIUM REIMB	00103010.541100.	301.01
42596	MICHELLE GEHLSEN	PROTEM 9/24/07	00100050.541000.	185.00
	MICHELLE GEHLSEN	PROTEM 9/27/07	00100050.541000.	185.00
42597	MYRON GEMMER	HYDRANT METER DEPOSIT REFUND	401.245200.	47.50
42598	GEOLINE POSITIONING SYSTEM	BATTERIES FOR GPS	00102020.531000.	106.72
42599	FRED GILLINGS	GW FILE FOR USE @ JAIL	00100050.531000.	34.72
42600	VIVIANNE GRAHAM	REFUND DEPOSIT FOR RENTAL	001.239100.	58.00
42601	GRAINGER INC	90 # ASPHALT BREAKER	40142080.535000.	1,335.88
42602	GRAY AND OSBORNE	PAY ESTIMATE # 9.	40143410.541000.	6,947.86
42603	GREG RAIRDON'S DODGE CHRYSLER JEEP	AM/FM RADIO - USED	50100065.534000.	54.25
42604	DAN GROSS	REFUND-INSUFFICIENT REGISTRTN	00110347.376009.	15.00
42605	HACH COMPANY	CYLINDER AND PLASTIC STOPPER	40145040.553100.	49.56
42606	HANDYSIDE, ALLEN	UB 811550000000 5304 GROVE ST	401.122110.	47.98
42607	HD SUPPLY WATERWORKS, LTD	PVC PIPE AND FITTINGS	40140080.531000.	142.54
	HD SUPPLY WATERWORKS, LTD	6: FL X FX BF VALVE	40140080.548000.	1,082.56
42608	DEPARTMENT OF HEALTH	ANNUAL SURVEY FEE	40143410.549000.	515.00
42609	DICK HIGBEE	SHOES RESOLED	41046170.549000.	82.48
42610	LETTY HYLARIDES	INTERPRETER SERVICES	00102515.549000.	346.65
	LETTY HYLARIDES		00102515.549000.	462.20

CITY OF MARYSVILLE
INVOICE LIST
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CHK #	VENDOR	ITEM DESCRIPTION	ACCOUNT #	ITEM AMOUNT
42611	IOS CAPITAL	COPIER	00100050.548000.	284.35
	IOS CAPITAL	COPY MACHINE CHARGE	00103960.545000.	70.04
42612	IMSA NW SECTION	IMSA ID # 85634, BRISCOE, DEAN	00100020.531000.	50.00
	IMSA NW SECTION	IMSA ID# 19934, KING, TOM	00100020.531000.	50.00
42613	MICHAEL INGRAM	REIMB FOR MEALS	00103222.543000.	63.06
42614	ROBERTA JACKSON	REFUND INSUFFICIENT REG	00110347.376009.	15.00
42615	HEATHER JAMES	REFUND DEPOSIT- COFFEE POT N/A	001.239100.	10.00
	HEATHER JAMES	REFUND DEPOSIT FOR RENTAL	001.239100.	200.00
42616	DARA JOHNSON		001.239100.	58.00
42617	KENWORTH NORTHWEST INC	SERV CALL TO PW TO DIAGNOSE	50100065.548000.	209.56
42618	PAUL KINNEY	MEAL PER CONTRACT	40143410.543020.	14.00
42619	KPFF CONSULTING ENGINEERS	PAY ESTIMATE #32	30500030.563000.R0301	104,201.57
42620	LAB SAFETY SUPPLY INC	LAB COATS, EXAM GLOVES	40145040.553100.	197.36
42621	LAKE STEVENS SCHOOL DISTRICT #4	MITIGATION FEES TO LSSD 09/07	642.237000.	67,191.00
42622	JANIS LAMOUREUX	REIMBURSEMENT FOR TRAVEL	00102020.543000.	21.82
42623	ROBERT LAMOUREUX	REIMB FOR FBI CANDIDATE LUNCH	00103010.543000.	20.00
42624	LANGUAGE EXCHANGE	INTERPRETER SERVICES	00102515.549000.	486.00
42625	DOUG LEE	REIMB FOR TUITION, BELLEVUE UN	00103222.549100.	2,000.00
42626	LES SCHWAB TIRE CENTER	2 OF TOYO STEER AXLE TIRES	50100065.534000.	1,128.23
42627	CARRIE LILLY	REFUND DUE TO DROPPED CLASS	00110347.376009.	116.00
42628	CIDALIA LOPES	INSTRUCTOR SERVICES	00105120.541020.	96.00
42629	LOWES HIW INC	STEPPING STONES	00105380.531000.	58.12
42630	MARYSVILLE FIRE DIST #12	FIRE CONTROL& EMERGENCY AID	00109522.551000.	311,803.09
	MARYSVILLE FIRE DIST #12		00109526.551000.	111,733.96
42631	MARYSVILLE FLORAL	EURO GARDEN - GUNDERSON	00103010.549000.	54.25
42632	MARYSVILLE PRINTING	BUSINESS CARDS - WADE	00103222.531000.	48.77
42633	MARYSVILLE SCHOOL DISTRICT #25	MITIGATION FEES MSD 09/07	642.237000.	171,497.00
42634	MARYSVILLE SKATE INN	FACILITY USE FEE/JAZZERCISE	00105120.541020.	420.00
42635	CITY OF MARYSVILLE	WATER SRVC @ 6302 152ND ST	00105380.547000.	421.90
42636	MCLOUGHLIN & EARDLEY CORP	HAVIS SHIELDS COMP MOUNT	50100048.564000.	524.50
42637	MORGAN SOUND	SOUND SYSTEM FOR COUNCIL CHMBI	00103530.531000.	2,360.55
42638	MORGAN, LINDA	UB 849000523904 6512 79TH PL N	401.122110.	27.21
42639	MOTOR TRUCKS INC	FLEETGUARD RAYCORE ELEMENT	50100065.534000.	31.75
42640	HERMAN MOUNT	LEOFF 1 PERSCRIPTION REIMB	00103010.541100.	49.00
42641	NEXTEL COMMUNICATIONS	ACCT#495802314	50300090.542000.	17.39
	NEXTEL COMMUNICATIONS		50300090.542000.	17.39
	NEXTEL COMMUNICATIONS		50300090.542000.	17.39
	NEXTEL COMMUNICATIONS		50300090.542000.	17.39
	NEXTEL COMMUNICATIONS		50300090.542000.	20.27
	NEXTEL COMMUNICATIONS		50300090.542000.	34.78
	NEXTEL COMMUNICATIONS		50300090.542000.	34.78
	NEXTEL COMMUNICATIONS		50300090.542000.	34.78
	NEXTEL COMMUNICATIONS		50300090.542000.	52.17
	NEXTEL COMMUNICATIONS		50300090.542000.	52.17
	NEXTEL COMMUNICATIONS		50300090.542000.	66.81
	NEXTEL COMMUNICATIONS		50300090.542000.	67.07
	NEXTEL COMMUNICATIONS		50300090.542000.	70.64
	NEXTEL COMMUNICATIONS		50300090.542000.	91.64
	NEXTEL COMMUNICATIONS		50300090.542000.	96.71
	NEXTEL COMMUNICATIONS		50300090.542000.	120.30
	NEXTEL COMMUNICATIONS		50300090.542000.	121.02

CITY OF MARYSVILLE
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CHK #	VENDOR	ITEM DESCRIPTION	ACCOUNT #	ITEM AMOUNT
42641	NEXTEL COMMUNICATIONS	ACCT#495802314	50300090.542000.	128.21
	NEXTEL COMMUNICATIONS		50300090.542000.	178.32
	NEXTEL COMMUNICATIONS		50300090.542000.	216.89
	NEXTEL COMMUNICATIONS		50300090.542000.	246.33
	NEXTEL COMMUNICATIONS		50300090.542000.	252.66
	NEXTEL COMMUNICATIONS		50300090.542000.	276.25
	NEXTEL COMMUNICATIONS		50300090.542000.	392.18
	NEXTEL COMMUNICATIONS		50300090.542000.	480.58
	NEXTEL COMMUNICATIONS		50300090.542000.	1,262.92
42642	NORTH COAST ELECTRIC COMPANY	FLUKE ELECT TESTER & SCREW DRV	40142480.535000.	135.55
42643	NORTHEND TRUCK EQUIPMENT	5 PLOW RUBBER CUTTING EDGE	50100065.534000.	1,847.65
42644	NORTHWEST CASCADE INC	HONEY BUCKET @ SK8PRK	00105380.545000.	103.33
42645	VANCE P ODELL	PUBLIC DEFENSE FEES	00102515.541000.	6,000.00
42646	OFFICE DEPOT	FILE CABINETS,KITCHEN SUPPLIES	00100020.531000.	18.92
	OFFICE DEPOT		00100020.531000.	31.02
	OFFICE DEPOT		00100020.531000.	31.37
	OFFICE DEPOT	MISC OFFICE SUPPLIES	00100020.531000.	54.33
	OFFICE DEPOT		00100020.531000.	59.23
	OFFICE DEPOT	SUPPLIES	00100050.531000.	284.86
	OFFICE DEPOT	PENS, CARTRIDGE,HIGHLIGHTERS	00100050.531000.	1,007.43
	OFFICE DEPOT	PAPER, LYSOL WIPES, CORK BOARD	00100060.531000.	130.66
	OFFICE DEPOT	OFFICE SUPPLIES	00100110.531000.	28.99
	OFFICE DEPOT		00100310.531000.	28.99
	OFFICE DEPOT	PAPER, LYSOL WIPES, CORK BOARD	00100310.531000.	65.33
	OFFICE DEPOT		00101023.531000.	32.66
	OFFICE DEPOT	PAPER,SORTER,CALCULATOR,FILE	00101023.531000.	64.61
	OFFICE DEPOT	PAPER, LYSOL WIPES, CORK BOARD	00101130.531000.	65.33
	OFFICE DEPOT	FILE CABINETS,KITCHEN SUPPLIES	00102020.531000.	31.37
	OFFICE DEPOT	MISC OFFICE SUPPLIES	00102020.531000.	59.23
	OFFICE DEPOT	MONTHLY PLANNER & CALENDAR	00105250.531000.	24.72
	OFFICE DEPOT	POST IT NOTES	00143523.531000.	9.71
	OFFICE DEPOT	PAPER,SORTER,CALCULATOR,FILE	00143523.531000.	62.21
	OFFICE DEPOT	PAPER, LYSOL WIPES, CORK BOARD	00143523.531000.	93.20
	OFFICE DEPOT	FLAGS	40142480.531000.	6.64
	OFFICE DEPOT	MISC OFFICE SUPPLIES	40142480.531000.	418.77
	OFFICE DEPOT	FILE CABINETS,KITCHEN SUPPLIES	40143410.531000.	18.92
	OFFICE DEPOT		40143410.531000.	31.37
	OFFICE DEPOT		40143410.531000.	33.85
	OFFICE DEPOT	MISC OFFICE SUPPLIES	40143410.531000.	59.23
	OFFICE DEPOT	FILE CABINETS,KITCHEN SUPPLIES	40143410.531000.	155.58
	OFFICE DEPOT		50100065.531000.	2.13
	OFFICE DEPOT		50100065.531000.	5.24
	OFFICE DEPOT	MISC OFFICE SUPPLIES	50100065.531000.	9.87
	OFFICE DEPOT	FILE CABINETS,KITCHEN SUPPLIES	50100065.531000.	10.37
	OFFICE DEPOT	MISC OFFICE SUPPLIES	50100065.531000.	10.59
	OFFICE DEPOT	FILE CABINETS,KITCHEN SUPPLIES	50200050.531000.	2.12
	OFFICE DEPOT		50200050.531000.	5.23
	OFFICE DEPOT	MISC OFFICE SUPPLIES	50200050.531000.	9.87
	OFFICE DEPOT	FILE CABINETS,KITCHEN SUPPLIES	50200050.531000.	10.37
	OFFICE DEPOT	MISC OFFICE SUPPLIES	50200050.531000.	10.60
42647	OLYMPIC FORD OF MARYSVILLE	REPAIR WORN STEERING COLUMN	50100065.548000.	296.17

CITY OF MARYSVILLE
INVOICE LIST
FOR INVOICES FROM 10/4/2007 TO 10/10/2007

CHK #	VENDOR	ITEM DESCRIPTION	ACCOUNT #	ITEM AMOUNT
42648	OVERALL LAUNDRY SERVICES INC	MAT CLEANING - WWTP	40142480.541000.	10.97
	OVERALL LAUNDRY SERVICES INC		40142480.541000.	10.97
	OVERALL LAUNDRY SERVICES INC	MAT CLEANING-PW ADMIN BLDG	40143410.549000.	99.75
	OVERALL LAUNDRY SERVICES INC	MAT CLEANING- MEZZANINE	40143780.549000.	15.63
	OVERALL LAUNDRY SERVICES INC		40143780.549000.	15.63
	OVERALL LAUNDRY SERVICES INC		40143780.549000.	24.51
	OVERALL LAUNDRY SERVICES INC		40143780.549000.	24.51
	OVERALL LAUNDRY SERVICES INC	UNIFORM CLEANING	50100065.526000.	58.25
	OVERALL LAUNDRY SERVICES INC		50100065.526000.	58.25
42649	THE PARTS STORE	EPOXY MIXER AND COMPOUND	50100065.531000.	68.09
	THE PARTS STORE	OXYGEN SENSOR	50100065.534000.	44.75
	THE PARTS STORE	SUPERWINCH ROTARY WINCH SW	50100065.534000.	159.21
	THE PARTS STORE	TAIL PIPES AND CLAMPS	50100065.534000.	190.05
	THE PARTS STORE	CORDLESS KIT AND INVERTER	50100065.535000.	379.73
42650	PATRICKS PRINTING	NOTICE OF HEARING	00100050.531000.	677.95
42651	PETROCARD SYSTEMS INC	SHORTAGE ON INV. #C772509	40145040.532000.	40.00
42652	PETTY CASH- PW	PETTY CASH REIMBURSEMENT	40140180.531000.	2.51
	PETTY CASH- PW		40142080.531000.	10.00
	PETTY CASH- PW		50100048.564000.	8.00
42653	PHOINIX EQUIPMENT, LLC	WEEK RENTAL EC 160	40145040.548000.	2,009.38
42654	POWERSCREEN OF WASHINGTON	SERVCIE CALL TO PW YARD	50100065.548000.	618.82
42655	PRATT PEST MANAGEMENT	CHECK/REPLACE RODENT BAIT/TRAP	00105380.531000.	70.53
42656	PRO TEAM JANITORIAL	EXTRA CLEANING HOURS IN APRIL	00105250.545000.	40.00
42657	PUBLIC AGENCY TRAINIG COUNCIL	REGISTRATION FEE - RICK SMITH	00103010.549100.	575.00
42658	PUBLIC FINANCE INC.	LID ADMINISTRATION	00100011.549000.	101.04
	PUBLIC FINANCE INC.		45000085.549000.	909.31
42659	PUD NO 1 OF SNOHOMISH COUNTY	ACCT 283-001-380-7	10110463.547000.	119.00
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT# 600-001-260-6	10110463.547000.	1,152.09
	PUD NO 1 OF SNOHOMISH COUNTY	690-001-250-8	10110463.547000.	1,489.62
	PUD NO 1 OF SNOHOMISH COUNTY	660-001-330-1	10110463.547000.	1,880.74
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT# 670-001-300-3	10110463.547000.	9,850.41
	PUD NO 1 OF SNOHOMISH COUNTY	ACT#210-094-460-8/614 LAKEWOOD	40140080.547000.	736.16
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT 327-001-612-8	40140180.547000.	27.60
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT 529-001-665-7	40140180.547000.	28.98
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT 557-001-090-9	40140180.547000.	157.18
	PUD NO 1 OF SNOHOMISH COUNTY	314-001-224-0	40140180.547000.	1,770.07
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT 504-002-581-8	40142280.547000.	86.24
42660	PUGET SOUND ENERGY	835-819-211-3	00101250.547000.	42.00
	PUGET SOUND ENERGY	ACCT 549-775-008-2 CITY HALL	00103530.547000.	110.26
	PUGET SOUND ENERGY	ACCT 616-190-400-5	00105250.547000.	43.38
	PUGET SOUND ENERGY	ACCT 922-456-500-3	40143780.547000.	32.85
	PUGET SOUND ENERGY	ACCT 435-851-700-3	40143780.547000.	127.34
	PUGET SOUND ENERGY	ACCT.# 433-744-264-6	42047267.547000.	30.21
42661	VICKEY QUINTEL	INSTRUCTOR SERVICES	00105250.541020.	451.62
42662	BARAK RABEL	REFUND DEPOSIT FOR RENTAL	001.239100.	58.00
42663	LOURDES RAMOS		001.239100.	160.00
	LOURDES RAMOS	FULL REFUND FOR RENTAL	00110362.324001.	360.00
42664	JOHN E. REID & ASSOCIATES	REGISTRATION FEES FOR TRAINING	00103222.549100.	1,650.00
42665	RH2 ENGINEERING INC	PAY ESTIMATE # 5	40220594.563000.W0605	1,890.00
	RH2 ENGINEERING INC	PAY ESTIMATE # 6	40220594.563000.W0605	2,856.75
42666	BEVERLY ROBISON	INSTRUCTOR SERVICES	00105250.541020.	285.00

CITY OF MARYSVILLE
INVOICE LIST
FOR INVOICES FROM 10/4/2007 TO 10/10/2007

CHK #	VENDOR	ITEM DESCRIPTION	ACCOUNT #	ITEM AMOUNT
42667	RODGERS ELECTRIC CO, INC	ELECTRICAL SERVICES-LAB & MAT	00105380.547000.	498.73
42668	S&S WORLDWIDE INC	2 BX OF 24 SNOWFLAKES	001.231700.	-3.12
	S&S WORLDWIDE INC		00105120.531070.	39.82
42669	JESSICA SANDE	INSTRUCTOR SERVICES	00105250.541020.	135.00
42670	SIX ROBBLEES INC	TWO TIRE PATCHES - UP6	50100065.531000.	105.89
42671	RAY SIZEMORE	PRESCRIPTION CO PAYS	00103010.541100.	23.00
42672	TAWNI SMITH	MAILING REIMB TO AWC BENEFIT	00100310.549000.	16.25
42673	SNOHOMISH COUNTY JUVENILE COURT	HERNANDEZ FLORES, HELIODORO	001.229050.	500.00
42674	SNO CO PUBLIC WORKS	MARYSVILLE- AUG 2007	10200030.541000.	486.07
42675	SNOHOMISH COUNTY TREASURER	CODE # 1183315704121	00102570.551000.	1,025.08
42676	SNOPAC	ACCESS ASSESSMENT QTRLY	00104000.551000.	1,212.62
42677	SOLID WASTE SYSTEMS INC	COMPLETE SLIDE CYLINDER	50100065.534000.	1,308.67
42678	SONITROL	SECURITY MONITORING	00100010.541000.	85.00
	SONITROL		00100010.541000.	98.00
	SONITROL		00103530.541000.	115.00
	SONITROL		00103530.541000.	165.00
	SONITROL		00105250.541000.	120.00
	SONITROL		00105380.541000.	111.00
	SONITROL		40142480.541000.	98.00
	SONITROL		40142480.541000.	109.00
	SONITROL		40142480.541000.	109.00
	SONITROL		40143410.541000.	79.00
	SONITROL		40143410.541000.	112.00
	SONITROL		40143410.541000.	165.00
42679	SOUND SAFETY PRODUCTS CO INC	1 CAR B151, 34-30	00100020.531000.	37.47
	SOUND SAFETY PRODUCTS CO INC	6 LATEX GLOVES	501.141100.	63.86
	SOUND SAFETY PRODUCTS CO INC	36 GLOVES. 20 LATEX GLOVES	501.141100.	352.62
42680	SPRINGBROOK NURSERY	1 YD GRAVEL	001.231700.	-1.41
	SPRINGBROOK NURSERY	1 YD TOPSOIL	001.231700.	-1.15
	SPRINGBROOK NURSERY		001.231700.	-1.15
	SPRINGBROOK NURSERY		00105380.531000.	14.65
	SPRINGBROOK NURSERY		00105380.531000.	14.65
	SPRINGBROOK NURSERY	1 YD GRAVEL	00105380.531000.	17.91
	SPRINGBROOK NURSERY	1 YD FINE BARK	00105380.531000.	20.98
	SPRINGBROOK NURSERY	RENTED TRUCK & DRVR FOR 6.5HRS	10111440.531000.	715.00
42681	WASHINGTON STATE PATROL	FINGERPRINT ID - JUNO, V	00101130.549000.	30.00
	WASHINGTON STATE PATROL	FINGERPRINT ID - WARD, JAMES	00101130.549000.	30.00
42682	STELLAR INDUSTRIAL SUPPLY	ELECTRONIC LEVEL	10111230.535000.	147.86
42683	T BAILEY, INC.	PAY ESTIMATE # 13	40220594.563000.W0304	103,421.34
	T BAILEY, INC.	PAY ESTIMATE # 12	40220594.563000.W0304	134,291.25
42684	TAB NORTHWEST	FILE BUCKETS	00100050.531000.	43.63
	TAB NORTHWEST	LABELS AND FILES	00100050.531000.	806.47
42685	TAPROOT THEATER	TRIP PLANNED FOR KBSCC	00105250.531050.	190.00
42686	TERRA RESOURCE GROUP	TEMP, CATWAY JOSHUA	40145040.511000.	834.80
	TERRA RESOURCE GROUP	TEMP-BAGLEY, BRAIN	50200050.541000.	483.84
	TERRA RESOURCE GROUP	TEMP-BAGLEY, BRIAN	50200050.541000.	806.40
42687	TEXTRON FINANCIAL CORPORATION	15 E-Z GO TXT GAS CART LEASE	42047165.545000.	1,616.00
42688	UNITED PARCEL SERVICE	SHIPPING TO MISC LOCATIONS	00103010.542000.	20.82
	UNITED PARCEL SERVICE		00103222.542000.	69.62
	UNITED PARCEL SERVICE		00103960.542000.	23.00
42689	UNITED RENTALS	18" SOD CUTTER	00105380.531000.	68.30

CITY OF MARYSVILLE
INVOICE LIST
FOR INVOICES FROM 10/4/2007 TO 10/10/2007

CHK #	VENDOR	ITEM DESCRIPTION	ACCOUNT #	ITEM AMOUNT
42690	US BANK NATIONAL ASSOCIATION	PAY EST#13. #153595135374	40220594.563000.W0304	4,996.20
	US BANK NATIONAL ASSOCIATION	PAY ESTIMATE#12. #153595135374	40220594.563000.W0304	6,487.50
42691	DIANA VANDERSCHEL	INSTRUCTOR SERVICES	00105120.541020.	325.00
42692	VERIZON NORTHWEST	ACCT 100367827006	00104000.542000.	57.24
	VERIZON NORTHWEST	ACCT 109367558610	10110564.547000.	48.96
	VERIZON NORTHWEST	ACCT 107567892708	10110564.547000.	51.58
42693	WASHINGTON STATE TREASURER	PUBLIC SAFETY&BLDG REVENUE	001.237010.	57,582.71
	WASHINGTON STATE TREASURER		001.237030.	455.50
42694	WASHINGTON LEGAL WORKS	EXPERT WITNESS FEES	00100050.549210.	424.00
42695	LOREN WAXLER	PUBLIC DEFENSE FEES	00102515.541000.	52.00
	LOREN WAXLER		00102515.541000.	68.00
	LOREN WAXLER		00102515.541000.	68.00
	LOREN WAXLER		00102515.541000.	108.00
	LOREN WAXLER		00102515.541000.	124.00
	LOREN WAXLER		00102515.541000.	176.00
	LOREN WAXLER		00102515.541000.	180.00
	LOREN WAXLER		00102515.541000.	196.00
	LOREN WAXLER		00102515.541000.	196.00
	LOREN WAXLER		00102515.541000.	270.00
42696	WEBB, ROLAND	UB 761302603801 8325 76TH AVE	401.122110.	31.29
42697	WEBCHECK	ONLINE LIEN REQUEST-UB SEPT 07	00143523.541000.	564.00
42698	WEED GRAAFSTRA AND BENSON INC PS	ATTORNEY FEES MISC DEPT'S	00105515.541000.	3,023.50
	WEED GRAAFSTRA AND BENSON INC PS		00105515.541000.	8,719.85
	WEED GRAAFSTRA AND BENSON INC PS		00105515.541000.	23,648.00
	WEED GRAAFSTRA AND BENSON INC PS		30500030.563000.R0301	45.00
	WEED GRAAFSTRA AND BENSON INC PS		30500030.563000.R0301	6,413.50
	WEED GRAAFSTRA AND BENSON INC PS		31000076.563000.G0701	887.00
	WEED GRAAFSTRA AND BENSON INC PS		40143410.541000.	66.00
	WEED GRAAFSTRA AND BENSON INC PS		40143410.541000.	631.50
	WEED GRAAFSTRA AND BENSON INC PS		40143410.541000.	655.58
	WEED GRAAFSTRA AND BENSON INC PS		40143410.541000.	8,719.85
	WEED GRAAFSTRA AND BENSON INC PS		40145040.541000.	1,687.00
42699	WESTERN FACILITIES SUPPLY INC	CUPS,SCOTT TT, PUREX, CAN LNRS	00103960.531000.	336.51
42700	WSSUA	UMPIRES FOR PRKS&REC LEAGUE	00105120.531010.	654.00
			WARRANT TOTAL:	**1,400,789.37**

CITY OF MARYSVILLE

EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: October 22, 2007

AGENDA ITEM: Citizen (PA07001) and City-Initiated (PA 07043) 2007 Comprehensive Plan Amendments-Planning Commission Recommendations	AGENDA SECTION: Public Hearing	
PREPARED BY: Gloria Hirashima, Community Development Director	AGENDA NUMBER:	
ATTACHMENTS 1. Planning Commission Recommendation Summary 2. Planning Commission Minutes dated 7/24/07, 7/10/07 and 6/26/07. 3. Planning Commission Public Hearing sign in sheet 4. Planning Commission City-Initiated Proposal packet from 7/24/07 5. SEPA DEIS & FEIS Addendum 6. Citizen Initiated Amendment Staff Recommendations & Attachments including SEPA & Public Comments 7. Perteet Report dated 10/8/07 8. Updated Staff report dated 10/9/07	APPROVED BY:	
	MAYOR	CAO
BUDGET CODE:	AMOUNT:	

The Planning Commission has made recommendations on the 2007 citizen and City-initiated amendment proposals. The City conducts an annual amendment cycle for revisions to the City of Marysville comprehensive plan. The Planning Commission considered three (3) citizen-initiated amendments and eight (8) City-initiated proposals. The Commission recommendation for each amendment is noted in Attachment 1.

The Planning Commission recommended that City-Initiated proposals #5 be remanded back to staff to conduct additional neighborhood meetings and direction to focus on widening of Sunnyside Blvd to a 5-lane principal arterial instead of the 67th/71st Avenue collector. The Commission recommended that City-Initiated proposal #6 be remanded back to staff for additional neighborhood meetings. The City's comprehensive plan amendment cycle is allowed once a year. Therefore, if Council accepts the Planning Commission recommendation, they should determine whether all proposed amendments will be delayed until the end of 2007 in order to accommodate the additional meetings, or if they wish to separate the proposals with City-initiated #5 and #6 being concluded with the 2008 amendment cycle.

The Council set a public hearing for October 22, 2007. The Council requested additional information on City-initiated amendment #5 relating to the road corridors and alignment options and presentation of a side-by-side analysis of each corridor and alignment option. A report by Perteet, Inc. addresses the roadway alternatives for the Sunnyside/East Sunnyside-Whiskey Ridge neighborhoods. Staff has also updated the staff report to respond to issues raised by citizens and their representatives at the public hearing on City initiated amendment #5.

RECOMMENDED ACTION: Consider existing record, as well as new information and testimony presented at the 10/22/07 public hearing.
COUNCIL ACTION:

COMMUNITY DEVELOPMENT DEPARTMENT
80 Columbia Avenue ◆ Marysville, WA 98270
(360) 363-8100 ◆ (360) 651-5099 FAX

2007 COMPREHESIVE PLAN AMENDMENTS

PC Recommendation Summary

CITIZEN INITIATED AMENDMENTS

- **Amendment No. 1** – "Details"

Request: Amend the Comprehensive Plan Map designation and concurrently rezone a 0.40-acre parcel from High Density Single-family to Mixed Use in order to convert the existing house into Details Home décor & Gifts.

Applicant:	Wayne M. Christianson
Property Location:	4716 61st Street NE
Existing Zoning:	R-6.5 (single-family high density)
Staff Recommended Land Use:	NB (neighborhood business)
PC Recommendation:	Amend the Comprehensive Plan Map and concurrently rezone, subject to conditions outlined in the Staff Recommendation

- **Amendment No. 2** – "Hylback – Twin Lakes"

Request: Amend the Comprehensive Plan Map and concurrently rezone the west half of APN 31052900400900 totaling approximately 3.1-acres from General Commercial to Mixed Use permitting a mix of commercial and townhouse style units.

Applicant:	Joel Hylback
Property Location:	Abutting the northern boundary of Gissberg "Twin Lakes" Park.
Existing Zoning:	GC (general commercial)
Staff Recommended Land Use:	MU (mixed use)
PC Recommendation:	Amend the Comprehensive Plan Map and concurrently rezone, subject to conditions outlined in the Staff Recommendation

CITY INITIATED AMENDMENTS

- **Amendment No. 1** – "Repeal Ordinance No. 2487"

Request: Repeal Ordinance No. 2487 which allows a master site plan over 60-acres to designate 20% of the gross site area for residential uses and infrastructure

Location: Smokey Point Subarea Plan Boundary (east of I-5, west of Hayho Creek, north of 152nd Street NE and south of the City of Arlington limits).

PC Recommendation: Repeal the Smokey Point Subarea Plan adopted by Ordinance No. 2487

- **Amendment No. 2** – "Rezone Provision Text Amendment"

  Request: Text amendment to Page 4-6 of the Comprehensive Plan regarding rezones to bordering zones.

  Location: Not site specific, however, implementation of the text amendment would afford all property owners located within the City of Marysville Urban Growth Area (MUGA), to utilize the rezone provisions.

  PC Recommendation: Revise the text as outlined in the Staff Recommendation

- **Amendment No. 3** – "Lakewood & Smokey Point Neighborhood Road Connections"

  Request: Comprehensive Plan Map amendment to Lakewood and Smokey Point neighborhood maps depicting road connections. Map amendment would affect Figures 4-87 and 4-91 of the Comprehensive Plan neighborhood maps. Amend Figures 8-4 and 8-7 of the Transportation Element proposed road connector map and 2-year Transportation Improvements. Amend Page 8-56 description of 156th Street NE in Appendix A – Recommended 20-year Transportation Plan Improvement Projects.

  Location: The proposal would affect arterial connections within the Lakewood neighborhood as well as new arterial connections between the Lakewood and Smokey Point neighborhoods.

  PC Recommendation: Revise the maps and text as outlined in the Staff Recommendation

- **Amendment No. 4** – "Downtown Neighborhood Road Connections"

  Request: Comprehensive Plan Map amendment to the Downtown Neighborhood map and associated maps depicting road connections. The proposed map amendment would affect Figure 8-4 of the Comprehensive Plan Transportation proposed connector map.

  Location: The proposal would affect road network connections within the Downtown neighborhood. Generally, the road connection is located along the easter edge of BNSF railway from 10th Street to Grove Street, acting as an extension of Delta Avenue.

  PC Recommendation: Revise the maps and text as outlined in the Staff Recommendation

- **Amendment No. 5** – "67th Avenue & 71st Avenue NE Road Connection"

  Request: Comprehensive plan map amendment to Figure 8-4 City of Marysville Comprehensive Plan Transportation Element "Proposed Connections" map depicting road connections for 67th & 71st Avenue between 40th & 44th Streets NE. Amend Appendix A – Recommended 20-year Transportation Plan Improvement Projects.

  The alignment of this road was remanded to the PC during final ordinance review for the East Sunnyside – Whiskey Ridge Subarea Plan action.

  Location: The proposal would affect arterial connections within the East Sunnyside – Whiskey Ridge subarea.

  PC Recommendation: The PC recommended that the proposal be remanded back to staff to conduct additional neighborhood meetings, with direction to focus on widening Sunnyside Boulevard to a 5-lane principal arterial instead of the 67th/71st Avenue connection.

- **Amendment No. 6** – "40th Street NE Road Connection, West of 87th Avenue NE"

  Request: Comprehensive Plan Map amendment to Figure 8-4 City of Marysville Comprehensive Plan Transportation Element "Proposed Connection" map depicting road connections for 40th Street NE extension west of 87th Avenue NE. Amend Appendix A – Recommended 20-year Transportation Plan Improvement Projects.

  The alignment of this road was remanded to the PC during final ordinance review for the East Sunnyside – Whiskey Ridge Subarea Plan action.

  Location: The proposal would affect arterial connections within the East Sunnyside – Whiskey Ridge subarea.

  PC Recommendation: The PC recommended the proposal be remanded back to staff for additional neighborhood meetings.

- **Amendment No. 7** – "Lakewood Land Use Amendment"

  Request: Comprehensive Plan map amendment to the Lakewood neighborhood land use designation and zoning. The proposed map amendment would affect Figures 4-2, 4-87 and 4-91 of the City Comprehensive Plan general land use and neighborhood maps.

  Location: The proposal would affect the property nor of 156th Street, south of Twin Lakes Park, in the Lakewood neighborhood.

  PC Recommendation: Revise the maps as outlined in the Staff Recommendation

- **Amendment No. 8** – "Pinewood Areas Land Use Amendment"

  Request: Amend the Comprehensive Plan map and concurrently rezone properties from General Commercial (GC to Single-family High Density (R-6.5).

  Location: The proposal would affect the properties located at 8106, 8110, 8114, 8204 & 8207 43rd Avenue NE.

  PC Recommendation: Revise the maps as outlined in the Staff Recommendation

MARYSVILLE PLANNING COMMISSION

July 24, 2007 **7:00 p.m.** **City Hall Council Chambers**

CALL TO ORDER

Chairman Steve Muller called the July 24, 2007 meeting of the Marysville Planning Commission to order at 6:33 p.m. The following staff and commissioners were noted as being in attendance.

Chairman:	Steve Muller
Vice Chairman:	Dave Voigt
Commissioners:	Jerry Andes, Becky Foster, Steve Leifer
	Toni Mathews arrived at 6:53 p.m.
	Deirdre Kvangnes arrived at 7:01 p.m.
Staff:	Gloria Hirashima, Community Director
	Chris Holland, Senior Planner
	Kevin Nielsen, City Engineer/System Public Works Director
	John Tatum, Traffic Engineer
	Craig Knudsen, City Attorney
	Valeri Dean, Recording Secretary
Other:	Michael Stringam, Perteet
	Robin McClellan, Puget Sound Regional Council

APPROVAL OF MINUTES:

June 26, 2007 – Commissioner Voigt asked that the following corrections/additions be made to the minutes: 1) page 2, discussion of amendment 2 – the paragraph should read "The second citizen-initiated…" and 2) page 6, under amendment 5 bullet list, add "City control vs. developer driven factor."

Motion made by Commissioner Foster to approve the 6/26/07 Planning Commission minutes with the two noted changes above; seconded by Commissioner Andes; motion passed unanimously (6-0).

July 10, 2007

Motion made by Commissioner Voigt to approve the 7/10/07 Planning Commission minutes as written; seconded by Commissioner Andes; motion passed unanimously (6-0).

AUDIENCE PARTICIPATION

Chairman Muller gave direction to the audience that wished to be heard on this evening's agenda to sign-in including which amendment number they wish to address, and wait to be called.

PRESENTATIONS:

- Ms. McClellan presented the Vision 2040 Preferred Growth Alternative and Multi-County Policies.
- Hardcopies were made available to the commission along with a schedule for public meetings and open houses.
- This presentation can also be viewed by going to their website: www.PSRC.org

- Public comment can be made to VISION2040@psrc.org or write to: Norman Abbott, SEPA Responsible Officer, Puget Sound Regional Council, 1011 Western Avenue, Suite 500, Seattle, WA 98104-1035. Public comment will be accepted until September 7, 2007.
- Questions:
  - Commissioner Leifer asked if the regional council had a vision for mass transit and highway system for the entire area developed to solve our transportation problems. Ms. McClellan said that they have a Destination 2030 which is their Transportation Plan on the website. She also mentioned that PSRC does fund transportation projects in the region on behalf of the federal government. She then described the flow of the funding. Chairman Muller asked how well the growth curve and new numbers fit (projected and realized growth). Ms. McClellan did not have this information on hand. She said that she would find out from financial management and get back to the commission, but felt that there was not much of a deviation.

Break at 7:03 p.m. in preparation of public hearing - Resumed at 7:07 p.m.

PUBLIC HEARING:

Chairman Muller reviewed the process for speaking with audience (when called, state name and address for the record) prior to addressing the council. He also gave direction on the flow of this evening's hearing. He also confirmed that the meeting was advertised in accordance of the code. Director Hirashima replied that it was.

1. 2007 Citizen-initiated Comprehensive Plan Amendments (#1 and #2)

Citizen Initiated Map Amendment No. 1

Request: Amend the Comp Plan Map designation and concurrently rezone an approximately 0.40-are parcel from High-density Single-family (R-6.5) to Mixed Use (MU).
Applicant: Wayne M. Christianson
Location: 4716 61st Street NE

Senior Planner Chris Holland reviewed the request and its impact on Madeleine Villa Healthcare Center. He also reviewed evaluation, and staff's recommendation to amend the Comp Plan Map and concurrently rezone the property from High-density Single-family (R-6.5) to Neighborhood Business (NB), subject to the conditions outlined in Section III. Staff concurred that the NB classification would be compatible with the surrounding community. Chairman Muller asked if the applicant was supportive with this recommendation. Mr. Holland said yes he was.
Commission Questions: None
Public Testimony: None
Chairman Muller closed public testimony.
Commission Discussion: Commissioners Foster, Kvangnes, and Chairman Muller spoke positively on the new business.
Motion made by Commissioner Foster to forward Citizen-initiated Amendment No.1 as amended to City Council for approval; seconded by Commissioner Mathews. Motion passed unanimously (6-0).

Citizen-initiated Map Amendment No. 2

Request: Amend the Comp Plan Map and concurrently rezone approximately 3.10 acres from General Commercial (GC) to Mixed Use (MU)

Applicant: Joel Hylback

Location: A portion of APN 31052900400900, abutting the northern boundary of Gissberg "Twin Lakes" Park

Senior Planner Chris Holland reviewed the request, evaluation, and staff's recommendation to amend the Comp Plan Map and concurrently rezone the property from General Commercial to Mixed Use subject to the conditions outlined in Section III.

Commission Questions: None

Public Testimony: None

Chairman Muller closed public testimony.

Commission Discussion: None

Motion made by Commissioner Voigt to forward Citizen-initiated Amendment No. 2 to City Council according to staff recommendation; seconded by Commissioner Kvangnes. Motion passed unanimously (6-0).

2. 2007 City-initiated Comprehensive Plan amendments (#1-8)

Director Hirashima gave a brief overview of the eight plan and text amendments. She also made note of the map on the side table that shows the physical locations.

City Initiated Text Amendment No. 1

Request: Repeal Ordinance No. 2487 which allows a master site plan over 60-acres to designate 20% of the gross site area for residential uses and infrastructure.

Location: Smokey Point Subarea Plan boundary (east of I-5, west of Hayho Creek, north of 152nd Street NE and south of the Marysville city limits).

Director Hirashima gave a brief overview of the request. This amendment was City Council directed and applies to multiple properties that are in Smokey Point subarea boundary. City Council passed an ordinance 2691 on March 19, 2007 which established a moratorium on the filing and receipt of new applications in the Smokey Point subarea. The staff recommendation is to repeal the Smokey Point Subarea Plan adopted by Ordinance 2487.

Public Testimony:

Bill Binford – 6513 132nd Ave., NE #345, Kirkland, WA 98033

Mr. Binford recommended additional language that would allow some multi-family uses in the event that a mixed use project is coming forth in the area. In the city transportation map including the work in amendment 3, there will be a lot of changes, there us a lot of opportunity to create a town center opportunity which makes the multi-family component like Mill Creek's town center a positive one. In the back they have four levels of multi-family over one level of retail which brings a lot of viability to the center as far as a 24/7 activity and a livelier place to live and be. Auburn, Renton, and South Everett are also doing these types of projects.

Chairman Muller closed public testimony.

Commission Questions: None

Commission Discussion: Commissioner Foster spoke about the residential element of having people around 24/7 and the importance of that. She also stated that she did not believe that single-family residences were needed. Agreeing with Mr. Binford, Commissioner Foster suggested language be added to allow the multi-family or mixed use

when it is applicable for certain projects. Director Hirashima stated that our current general commercial zone does allow above ground residential uses.
Motion made by Commissioner Foster to forward City-initiated Text Amendment No. 1 onto Council as presented; seconded by Commissioner Voigt. Motion passed unanimously (6-0).

City Initiated Text Amendment No. 2

Request: Amend the language on Page 4-6 of the Comp Plan regarding rezones to narrow the use of this provision and limit size and scope of rezones along edges outside a comprehensive plan amendment process.

Location: The proposed text amendment would affect properties located within Marysville Urban Growth Area.

Director Hirashima reviewed the request and staff recommendation to revise the text to limit size and scope of rezones along edges outside a comprehensive plan amendment process. The language is stated in item I of the amendment (this was read). She also added that this was a good tool; a good provision where no limits could potentially be a problem.
Commission Questions: None
Public Testimony: None; Chairman Muller closed public testimony.
Commission Discussion: None
Motion made by Commissioner Leifer to forward City-initiated Amendment No. 2 as written to City Council for approval; seconded by Commissioner Kvangnes. Motion passed unanimously (6-0).

City Initiated Text Amendment No. 3

Request: Amend the Lakewood and Smokey Point neighborhood maps depicting future road connections and amend the Transportation Element proposed road connector map and 20-year Transportation Improvements text amendment.

Location: The proposed map and text amendment would affect properties located within the Lakewood and Smokey Point neighborhoods.

Commissioner Foster asked to recluse herself due to conflict of interest. Chairman Muller granted her wishes.
Director Hirashima reviewed the request, evaluation, and staff's recommendation to revise the Comp Plan to reflect the arterial connections depicted in the Lakewood and Smokey Point neighborhood maps. (Area extends from 27th Ave. NE to the south to 31st Ave. and from 156th St. NE as an over-crossing concept.) Mr. Nielsen stated that the first option they looked at was tying it into a fire trail, however, the feasibility turned out that it was more cost effective and time wise to build the 156th over-crossing first.
Commission Questions: None
Public Testimony:
Bill Binford, Co-chair of the Trap Steering Committee – 6513 132nd Ave., NE #345, Kirkland, WA 98033 – 425.889.8770
Mr. Binford stated that the committee approved this amendment and extended congratulations to the Planning Commission for identifying a problem and finding a quick solution. He also wanted to encourage them to expedite the project. They also see the future of a full interchange.
Chairman Muller asked the Commission if they had any questions for Mr. Binford; there were none.

Kelly Foster – 15526 Smokey Point Blvd. – 206.501.8941
Mr. Foster stated that his family has owned the parcel at 11526 Smokey Point Blvd. for 25 years and this amendment would impact their property greatly. He encourages the planning commission to plan the ultimate design of the interchange now, to do things right the first time.

Gerald Osterman – 2605 169th St. NE, Marysville 98271 – 360.654.0144
Mr. Osterman is the president of the Lakewood Meadow Plat; he read and submitted his response to the amendment which states that the owners of this plat oppose the current plan due to the amount of traffic already experienced as a result of Target and Costco and suggests an alternate route.

Commission Questions: None

Mr. Nielsen said that Twin Lakes will be used with 152nd overpass and are working out details with right-away dedication and making a square loop to tie it into 156th. He also said that this use was development driven.

Chairman Muller closed public testimony.

Commission Discussion: Chairman Muller asked about the location of the retention ponds between 26th and the lots of the plat. Ms. Hirashima said they were not going through the neighborhood but next to it. Commissioner Leifer asked what 26th was going to be in the original Comp Plan. Mr. Nielsen clarified that 27th was always the primary connector. Commissioner Leifer asked if it was a 2-lane collector originally. Mr. Nielsen responded that it would have always been a collector flowing south where it becomes a 3-lane. Commissioner Kvangnes asked how the flow was in that area. Mr. Nielsen said he did not have the current trip numbers; however at full build out of Lakewood, there would be 29,000 trips into the development. He then asked Traffic Engineer John Tatum if he had updated numbers. Mr. Tatum responded that he did not. Chairman Muller added that there were not a lot of options in the area between the freeway and the railroad tracks; that there is little road to work with and a lot a traffic to deal with. Mr. Nielsen stated that Twin Lakes Blvd. would be used as a main road until development builds the connector road. Commissioner Kvangnes asked how soon the people would see relief. Mr. Nielsen said it would take a couple of years for construction; they are currently looking for a designer. He also added that striping of 172nd will be done very soon. Chairman Muller asked how many accidents had occurred with individuals taking a u-turn on 172nd and those entering 172nd off of 27th. Mr. Tatum said that he did not have that data. Chairman Muller shared his concern about people being in a hurry going onto 72nd. Mr. Tatum added that the area had been subject to enhanced enforcement. Commissioner Kvangnes asked about temporary relief. Mr. Nielsen said that Mr. Tatum has done some detailed analysis and will be giving an update once the work is done. He also said that he foresees a dramatic improvement. Someone from the audience suggested a slip ramp and further spoke about a free right turn on to I5 South that was added then removed. Chairman Muller said that he believed that this was shot down and asked Mr. Nielsen to clarify. Mr. Nielsen said that the right drop to 127th would be put back in the future; and that this was a WADOT plan.

Commission Discussion: None

Motion made by Commissioner Voigt to forward City-initiated Amendment No. 3 as presented to City Council for approval; seconded by Commissioner Andes. Motion passed unanimously (6-0).

Break: 7:53 – 7:55 – Commissioner Foster returns

City Initiated Text Amendment No. 4

Request: Amend the Downtown neighborhood maps depicting a future road (alley) extension of Delta Avenue between 10th Street and Grove Street.

Location: The proposed map amendment would affect properties within the Downtown neighborhood abutting the eastern BNSF right-of-way from 10th Street to Grove Street.

Director Hirashima reviewed the request, review, and staff's recommendation to revise the plan maps and text to provide for a 22' paved section in a 30' right-of-way, north from the current end of the Delta Ave. right-of-way, terminating in a right-in/right-out intersection at Delta and Gove Street. Optional northern treatment: Provided there is a two way width at the south property line to the parcel abutting Grove, property impact could be reduced and the creation of control at the Grove intersection simplified if the right-of-way across the last parcel is 20' with 20' paved one way north only as alleys on to State. Mr. Tatum was present to answer any questions that may be asked.

Commission Questions: None

Public Testimony: None; Chairman Muller closed public testimony.

Commission Discussion: Commissioner Kvangnes asked Chairman Muller what he thought about it. Chairman Muller said that it was a good relief valve; a good alternative to traffic. Mr. Nielsen added that it provided interconnection between businesses; from a technical view point. He also added that this would relieve the type of backups that happen at the post office and that this was a good connection for multiple business visitations.

Motion made by Commissioner Kvangnes to forward City-initiated Amendment No. 4 as written to City Council for approval; seconded by Commissioner Foster. Motion passed (5-0; 1 nay)

City Initiated Text Amendment No. 5

Request: Amend the future road connection maps for 67th/71st Avenues NE between 40th and 44th Streets NE and amend the 20-year Transportation Improvements text, as remanded to the Planning Commission for further consideration in regard to the final East Sunnyside – Whiskey Ridge Subarea Plan.

Location: The proposed map and text amendment would affect properties within the East Sunnyside – Whiskey Ridge Subarea Plan adjacent to the future road alignment connecting 67th Avenue NE with 71st Avenue NE between 40th and 44th Streets NE.

Ms. Hirashima reviewed the request, review, and staff's recommendation of approving alignment #2 which provides for a through connection of 67th Ave. NE to 71st Ave. NE. As referenced in the Perteet Inc. analysis, this connection provides maximum benefit to future transportation needs in the Sunnyside/Whiskey Ridge area. This roadway connection has been estimated to cost $19 million. Mr. Nielsen said that this project is also developer driver, not a capital project. This has been a continuing process that staff was directed to do.; not only did they look at Sunnyside but they also did some detailed cost analysis. He encouraged the Commission to look at the entire project from the beginning to prior to forwarding to City Council. Mr. Stringam of Perteet, Inc. stated that he was present to respond to questions anyone might have. He also reviewed their findings and why they came to the conclusion that they did taking all the analysis and Comp Plan into consideration. He added that the project would cost $35 million and eleven different properties would be impacted.

Commission Questions: None

Public Testimony:

Jennifer Dold - Bricklin, Newman, Dold, LLP – 1001 Fourth Avenue, Suite 3303, Seattle 98154 – 206.264.8600

Ms. Dold submitted a letter representing property owners, Beccie and Tim Nixon, Jim and Jeri Short, and Gerald McKinney. On behalf of her clients they are rejecting the staff proposal due to insufficient information regarding alignment two and that the focus should be on Sunnyside. She suggested less impact alignments should be considered prior to recommendation. She added that alignment two in its current configuration does not comply with GMA due to inconsistencies with the City's plan, policies, and goals; and does not provide an adequate funding plan under the GMA. Ms. Dold continued to talk about why they are asking the Planning Commission to remand back to staff to take another look before forwarding the amendment to the City Council for approval.

Jeri Short – 6917 40th Street, NE, Marysville – 425.348.5840

Ms. Short stated that she was concerned of the impact alignment two would have on her property/investment/retirement/families home life/everything that she has worked to have for twenty-eight years. She expressed her concern of the proposed road going through her property and not understanding why the road would take the route it would. She shared her concern of Sunnyside needing to be a 5-lane road. She referred to Bothell-Everett Highway which is a 5-lane road and leads to corridors to freeways, it has massive businesses, apartments, vs. Sunnyside that does not. Instead there are swamps… All ideas are taking her property and she is finding a hard time understanding why. Commissioner Leifer asked where her property was located. Ms. Short said that it was at the intersection of 40th and 71st where her dream would be to have her children have homes there as well.

Rebecca Nixon - 4024 71st Avenue, NE, Marysville – 425.335.7764

Ms. Nixon stated that she opposes the connector road for 67th and 71st Avenues NE between 40th and 44th Streets SE. She believes that several of the proposals are a waste of money and resources, and disrupt and displace many homes and families unnecessarily. She also said that she views this as a City growth vs. longtime residence issue and requests the Planning Commission to review the documentation presented by her attorney and take a visit to the location to see the affect on the community first-hand. She went on to say why she felt that alignments two, three, and four would not work; and concluded that alignment five would be the best option for traffic flow because it would not take any homes and that there is plenty of land to complete the project.

Tim Nixon – 4024 71st Avenue, NE, Marysville – 425.335.7764

Mr. Nixon stated that their property extends on 71st for quite a ways (from 40th up to 42nd). When looking at the proposed diagonal that will go through his property it would come very close to the doors of his dining room, living area, and pool and does not feel comfortable that a road would be put this close to his home where his children play. He added that 71st is a highly traveled road at high speeds. Also to the south where the proposal is to go from 40th to 79th to 71st. this are is all wetlands. He added that he feels the same way his wife, Jeri does. In closing he asks, how the commission members would like it if this was happening to them.

Jerry Mansfield - 2008 Sunnyside Blvd, Everett 98205 – 425.343.4365

Mr. Mansfield stated that he owns five lots south of the upper growth area. He said that he understands that no one want this to go through their yard and would prefer for it to go down Sunnyside Blvd. where it will take his home; which he is okay with. His concern is that traffic on Sunnyside is bad already, and when the interchanges are put in, people are going to use

Sunnyside; where they are traveling at 60-70 mph; which he avoids due to speeding, he was almost hit by someone passing in a no-passing zone. He is also a commissioner for district #4 (King Creek). There are water issues of flooding; storm drains do not work. We are all zoned AG10; most are poor farmers. He closed with requesting relief on Sunnyside Blvd. Chairman Muller closed public testimony.

Commission Discussion:

Chairman Muller explained that it is spoken about a developer-driven request; the City does not come in and demand where roads go; there is a lot of development taking place in the Sunnyside/Whisky Ridge area; there is not a place where the City puts a protective overlay where there are not roads required; roads are required. We are here saying that this is only a plan and not set in stone. We want to meet the needs of the residence as well as the needs of the city traffic. Commissioner Leifer asked Mr. Stringam when 67th was projected to be a 3-lane; what was 87th projected to be in that framework? Mr. Stringam said when they analyzed that particular area of 87th, they were concerned about the proximity of 87th to highway 9; leaving them to recommend 83rd to be a north/south arterial instead. Commissioner Leifer added that he was curious whether the 87th question could be isolated from the discussions of 67th or Sunnyside being a major arterial or a minor arterial; would that question whether one or the other is bigger, namely 67th or Sunnyside; would that impact the size of 87th? Mr. Stringam responded that 87th would not be widened. What they have recommended in the Whisky Ridge plan is using three north/south minor arterials instead of one principle and two collectors. What is shown in the Comp Plan is that 83rd Ave. and Sunnyside are collectors, and 67th/71st as a minor arterial (fig. 8.1). We recommended keeping the minor arterial and upgrading Sunnyside and 83rd Ave. to 3-lane minor arterials in the north/south direction. Going through history it is clear as to why we have made the recommendations. He suggested more analysis using 67th/71st as a five-lane arterial to see if the impact could be reduced. Commissioner Leifer said that if it became a 5-lane road, they would need to find a connection to 67th at the south end of 71st. Mr. Stringam concurred. Commissioner Leifer asked what the zoning in option two was. Ms. Hirashima responded that it is a single-family high density (R6.5). Commissioner Leifer asked how the sewers would be connected to that. Mr. Nielsen said that there is a sewer coming up 71st currently; the back side would drop down and connect; the hardest part is the hole on 40th. Commissioner Leifer then asked about moving option 4 to the north to 44th and adding a roundabout at the two intersections and whether it would be problematic due to topography? Mr. Stringam responded, yes due to topography and residence on the corner. There is not an easy solution. Commissioner Foster asked Mr. Stringam to clarify that he said that five lanes were impossible for Sunnyside due to the topography, creeks, and homes (110 homes)? Mr. Nielsen stated that Sunnyside is to be a 5-lane option from 52nd to 71st, 4 residents displaced, 145 property titles = $1,000,000 for title reports. Condemnation is approximately 15 and right of way is $35,000,000 for the 52nd to 71st 5-lane option. 47th to 52nd could be a 3-lane; with right-of-way, 4 residents, 1 business, 10 condemnations, 102 title reports = $27,000,000. Chairman Muller asked when using option five, what happens when you get to 3rd Street; traffic is bad, where would a five-lane dump? Mr. Nielsen said that they would have to look at it further; he did not have any other answers right now. This is one alternative.

Ms. Dold asked Chairman Muller if he should recuse himself from this amendment due to his residency on Sunnyside. Director Hirashima introduced City Attorney, Mr. Craig Knudsen. Chairman Muller asked Mr. Knudsen if he should recuse himself. Mr. Knudsen

said that since it was a Comp Plan amendment of an area-wide nature, in his view it is clearly a legislative matter so the appearance of fairness doctrine does not apply.

Commissioner Leifer asked Mr. Stringam for more clarity on the how the Sunnyside five-lane road proposal would affect 67th and 83rd and how would it affect the total cost. Mr. Stringam said that the amount shifted over to Sunnyside would not be sufficient to reduce 67th/71st down below. He added that he thought that it was 5,000 vehicles per day which is a classification between a collector street, a two-lane road, and a minor arterial, therefore 67th/71st would still be a minor arterial. The direct question may not be required, He also said that if we don't ensure a direct route that's comparable to Sunnyside and 83rd than we will find one getting loaded up unnecessarily and pushed to a level that it does not need to be. Commissioner Andes asked when speaking of widening Sunnyside is it just Sunnyside or also Soper Hill as well. Mr. Stringam said that Soper Hill would be three-lanes as well; this would depend on amendment six. Commissioner Andes stated that he thought a lot of new plots are going in along Sunnyside with a seventy foot right-of-way and a forty-four foot wide curb-to-curb. What does that allow you for three-lanes? Mr. Nielsen said that currently it looks like we can do three lanes. The question is having bike lanes and landscaping. The breakdown for the five-lane is eighty feet. Commissioner Andes added that the newer plats have detention ponds as well. Mr. Nielsen said that drainage might have to be taken up in the City's roadway systems increasing the land purchase of the ponds. This is not represented in the amendment at this time. Chairman Muller asked Kevin about options 1, 2, and 4 and what physically takes place at the intersection of 44th and 67th. Mr. Nielsen said that 44th ties back into the major road as the subdivisions come on; 71st would dead-end somewhere. Chairman Muller added to Mr. Nixon's comment on speed on 71st and attests to the speed on Sunnyside. He asked as we build these massive corridors through the cities, what are the calming events that we can put in? Mr. Nielsen stated that he had a different philosophy on arterials and what they are meant for; they are meant to move cars; therefore eliminate driveways and mailboxes and have roads come out to the main street. Calming measures on arterials are not favored and is difficult to do. He believes that this would be counter-productive. Chairman Muller asked if there was any philosophy that says you should stop traffic at some point and not have an extended roadway that goes more than one mile/two miles long before you stop to help avoid problems. Mr. Stringam stated that when the networks start being built out, there will be different traffic control devises at the different intersections (4-way stop). He also stated that he agrees 100% with Mr. Nielsen that the arterials are there to move traffic (not at 60-70 mph); you also attempt to restrict residential driveways and bring them in on side streets. This sets up a reasonable opportunity for "traffic calming" that is the use of landscape mediums. Commissioner Voigt asks Chairman Muller if they can move on. Chairman Muller agrees. Commissioner Voigt says that in his tenure he has never seen such a well organized, concise coach and argument put together by the public as they have done. He added that he had reviewed the documents submitted and is very familiar with the area and agrees that the options submitted by the staff are not good options, due to the steep grades it will be a problem, the modeling is very week, and the costs presented are quite overstated.

Motion made by Commissioner Voigt to remand back City-initiated Amendment No. 5 to staff to do the necessary modeling to accurately forecast the traffic counts that are needed to make these decisions, to work on cost more, and to pursue Sunnyside as the principle arterial to carry the traffic, and remove lines off the map for the 67th/71st connectors; seconded by Commissioner Mathews; Motion passed unanimously (6-0).

City Initiated Text Amendment No. 6

Request: Amend the future road connection maps for 40th Street west of 87th Avenue NE and amend the 20-year Transportation Improvements text, as remanded to the Planning Commission for further consideration in regard to the final East Sunnyside – Whiskey Ridge Subarea Plan.

Location: The proposed map and text amendment would affect properties within the East Sunnyside – Whiskey Ridge Subarea Plan adjacent to the future road alignment connections for 40th Street NE west of 87th Avenue NE.

Ms. Hirashima reviewed the request, review, and staff's recommendation to revise the alignment to utilize 87th Ave. NE and roundabouts at the two intersections shown in Figure 2, and to revise the Comp Plan maps and charts depicting the arterial connector. She clarified that currently there is not a fourth leg at SR92 and that it was already accepted by the Council that a connection to SR92 is desirable; therefore the issue is how we make that connection. 87th Ave. NE was reviewed as well and found not to be recommended for a high-volume collector or arterial. Correspondence has been received in opposition to 87th Ave. NE as an alternative due to widening the road would bring it closer to structures. Commissioner Leifer asked if it would be a three or a five-lane road. Ms. Hirashima referred to Mr. Stringam who said that the proposal on 87th Ave. NE was not clear due to unknown fronting land use. He added that their recommendation at this time would be to preserve the option for five lanes on 87th Ave. NE. Commissioner Leifer asked Mr. Stringam to clarify if the original plan stated a three-lane road for 87th Ave. NE. Mr. Stringam said that he found that not 87th but 83rd was designated as a collector and not decided what it should be; this is what the analysis was for Whisky Ridge. He also said that the important piece is the connection to Hwy. 9 thru to 40th St. giving another east/west connection other than Soper Hill; otherwise Soper Hill will be going to five-lanes. Commissioner Leifer asked how many lanes were planned north of 40th. Mr. Stringam said that they recommended disconnecting 87th north of 40th (cul-de-sac) therefore not attracting a lot of thru traffic in the north/south direction.

Commission Questions: None

Public Testimony:

Ken White 3303 87th Ave. NE, Marysville 98270 – 425.377.0282 – Submitted comments in writing.

Mr. White opposes amendment #6 due to the impact the changes would have on small property owners (1 acre). They will loose a significant portion of their land and be a high impact for neighborhood. At previous meetings it was clear that the Commission would not want to hurt the existing people and force them off their land. He added that amendments five and six are interlinked, therefore he recommends to send this amendment back to staff to take a closer look. In closing he stated that he was disappointed that the public had not been able to give feedback and help with the process. Due to lack of clarity, he believes more workshops with people from the neighborhood to work together to find a solution would be beneficial.

Shelly Thomas – 3626 87th Ave. NE – 425.238.3548

Ms. Thomas stated that she agrees with Mr. White. She said that a decision could not be made at this time with outdated information. A three-lane road would be twenty feet from her front door; with a five-lane road, her home would need to be condemned. The maps and text are not clear, roundabouts will slow down traffic, and there are fourteen homes that sit close to the road. Safety, speed, children, a disabled child, and senior citizens live there and they do not want to develop or move. In her opinion, the best route to 92 would be to bring 92

down to 83rd. She asked why there was a change to the original plan. Ms. Hirashima responded that either alternative works. The main reason they looked at an alternative is that they had anticipated the concerns about not looking at existing right-of-way. She added that they thought that this would be a better route and not affect as many people. Ms. Thomas asked how many properties per alternate, per option. Ms. Hirashima said that they believed that this would have a smaller impact and reduce new right-of-way creation. Ms. Thomas recommended the analysis of how many properties per option. Mr. Stringam responded to the question on why not use 83rd; he said, however, 83rd is designated as a minor north/south arterial, traffic would increase the traffic on the 92nd extension, therefore pushing the road to a five-lane road.

Don Bakker - 3811 87th Ave. NE, Marysville 98270 – 425.335.0751
Mr. Bakker stated that he agrees with his neighbors, Ken and Shelly. He believes that the idea is not a good one, it will disrupt a nice neighborhood, they would lose property value, it would increase traffic and road rage; we would have a loss of mature trees and animals. There would be difficulty leaving their driveways. In closing he stated that they live in the country because they like it and that there exist roads that require repair due to the traffic that would come into the city. He also added that the population forecast done by Puget Sound Regional Council states Marysville in 2040 will have 18, 700 more people. Mr. Bakker went on to talk about his concerns on a storm water charge and Chairman Muller directed him to City Council.

Tim Nixon – 4024 71st Ave. NE – 425.335.7764
Mr. Nixon inquired about the drawings on the map; 79th to 71st on 40th, there is no road but is it part of the plan. Ms. Hirashima said that the road from 40th street will connect all the way to 83rd Ave. NE that is reflected in the current Comp Plan. In addition due to plat activity between 71st Ave. and 83rd Ave. NE, the roadway has already been identified and will be required to be constructed by several subdivisions that have received preliminary approval. She continued to explain the responsibilities and plans. Mr. Nixon shared his additional concern for development in the wetlands. Chairman Muller stated that it would not happen due to environmental standards. He also asked Gloria if the approval was through Snohomish County. Ms. Hirashima said yes that four plats were approved through Snohomish County. Mr. Nixon then recommended 44th being extended down the hill to Sunnyside.

Chairman Muller asked Elaine Sykes (3306 87th Ave. NE, Marysville 98270 – 425.385.3626) if wanted to address the Commission; she declined.

Malcom McNaughton – 12203 9th Pl. NE, Lake Stevens
Mr. McNaughton stated that he was representing Brad Kirk who is a property owner on 40th and 87th; who asked him to speak on his behalf. First he commended the city for annexing this area; enabling these discussions here in Marysville. He went on to say that through his experience in working with the planning commission, he knows that although lines are on a map, they are not firm, only planning. His understanding is that this is a developer-driven project and not by the City. In closing he said that he supports additional input on this plan with community meetings for further study.

Jeri Short - 6917 40th Street NE – 425.348.8540
Ms. Short asked about changes in property value when the project is developer driven. Chairman Muller asked to speak on this question. He said that when you list your property currently zoned at 6.5 units per acre and developer wants to develop, they will make an offer

at a higher value drafted on feasibility basis. They meet with city staff and inquire about the property and work together to make it work. Ms. Short then asked what if you are selling to an individual and not a developer. Chairman Muller stated that zoning dictated land use. Mr. Nielsen added that a developer-driven project receives credit back for right-a-way and building the road. Commissioner Foster added the feedback she received from elderly couples attending workshops - how very happy they were in receiving a high value for their property. Ms. Hirashima addressed the fear on the roadways; she stated that the Comp Plan has policies including a transportation policy to guide this process. She said that we are looking for guidance for serving future development and growth of the area. She then explained the process and why staff goes though it.

Shelly Thomas - 3626 87th Avenue NE
Ms. Thomas requested clarification on the connection from 92 to 40th as developer-driven. Ms. Hirashima said yes it was what they anticipate due to lack of funding for capital projects. Chairman Muller added that if the project is not a need then it becomes developer-driven, he explained further and asked if this helped Ms. Thomas. Ms. Thomas replied yes, and that she was still in opposition. Ms. Hirashima added that there was land owned by the City and it would be taken care by the City.

Holly White – 3303 87th Ave. NE
Ms. White spoke to the emotionality in the room; the skyrocketing prices are nice and wow some people, but the bottom line for quite a few people in this area that have been annexed is the "quality of life." She closed by stating that no amount of money would move her from her home.
Chairman Muller closed public testimony.
Commission Discussion:
Commissioner Kvangnes stated that she has lived her for 40 years, eight of which she has severed as a volunteer on the commission. She agreed that we have a traffic problem and that we are way behind in fixing it. Either way someone is going to be impacted. She added that she is in agreement with Mr. White's workshop idea. She complimented everyone on their involvement, however this is personal. She encouraged everyone to stay involved in their city to make it a better place. Last year we had a developer workshop to resolve a very difficult situation, this is another one of those types of situations; it will be very, very difficult to resolve it. She closed recommending a workshop with the community to work together. She also stated for the record, that she did not care for all the sweeping options.
Commissioner Andes – None
Commissioner Voigt – None
Motion was made by Commissioner Foster to remand City-initiated Amendment No. 6 back to staff for further review (workshops with the community); seconded by Commissioner Kvangnes. Motion passed unanimously with a hand vote of 6-0.

Ms. Hirashima requested Commission's direction due to the fact that the Comp Plan, by state law, can only be amended once a year. This group of 2007 amendments must be submitted together. Therefore, the remand of these two amendments remands the entire package. She further requested a firm date to continue the meeting while having workshops in-between. Chairman Muller asked why the amendments had to stay together. Ms. Hirashima said that the City, by state law can amend the Comp Plan once a year; this is the 2007 Comp Plan amendment cycle. Chairman Muller then asked why these two items could not be remanded to the next cycle. Mr. Knudsen stated that a way to handle this would be to forward all the recommendations made tonight to the Council, including the two remanded (5

and 6) ones leaving up to the City Council to decide whether they agree with that or not. He further stated that this would allow them to move forward on all others and let the Council remand the two amendments back to staff. Chairman Muller asked to confirm that this would allow them to move on with the others. Mr. Knudsen said yes. Chairman Muller then asked if this process would then push the two amendments into the next cycle. Mr. Knudsen said yes, it could. Chairman Muller then stated that if the amendments were pushed into the 2008 cycle, they would become null and void and there would be no workshops. Commissioner Leifer asked if it stopped any of the other projects in that area. Ms. Hirashima clarified that it would not. She also clarified that the City currently has a connection plan within the Comp Plan and this would not alleviate anyone from doing road connections. Mr. Nielsen concurred. Ms. Hirashima added that it would affect the Whisky Ridge plan that states the credit towards their right-of-way and mitigation; the projects in the interim would not receive this credit. Chairman Muller stated that we would adhere to the vote taken but it would need to be amended. Mr. Knudsen recommended a motion to clarify the affect of both decisions on amendments five and six that the Commission is making a recommendation to the Council to remand both amendments to staff for further study (workshops).
Motion made by Commissioner Voigt to forward City-initiated Text Amendments No. 5 and No. 6 to City Council with the Commission's recommendation to remand them back to staff for further review (workshops); seconded by Commissioner Kvangnes; Motion passed unanimously (6-0).

City Initiated Text Amendment No. 7

Request: Amend the Comp Plan Map designation and concurrently rezone residentially designated property located north of 156th Street NE and east of BMSF railway, within the Lakewood neighborhood, from Low-Density Multi-family (R-12) to Community Business (CB).

Location: The proposal map and text amendment would affect the residentially designated properties located north of 156th Street NE, east of BNSF railway in the Lakewood neighborhood.

Director Hirashima reviewed request, review, and staff's recommendation to approve amendment as submitted.
Commission Questions: None
Public Testimony: None; Chairman Muller closed public testimony.
Commission Discussion:
Commissioner Voigt stated that there was nothing controversial about this request.
Motion made by Commissioner Foster to approve staff's recommendation as written; seconded by Commissioner Voigt. Motion passed unanimously (6-0).

City Initiated Text Amendment No. 8

Request: Amend the Comp Plan Map designation and concurrently rezone commercially designated property, as a map correction for properties that were short platted and developed with duplexes in 2001, from General Commercial (GC) to High-Single-Family (R 6.5).

Location: 8106, 8110, 8114, 8204, and 8207 43rd Avenue NE.

Director Hirashima reviewed request, review, and staff's recommendation to revise the comprehensive plan and zoning maps to reflect R-6.5, Single-Family-High land use designation and zoning. She stated that this was a mapping error approval of this request would correct it.

Commission Questions: None
Public Testimony: None; Chairman Muller closed public testimony.
Commission Discussion:
Commissioner Leifer asked for confirmation of the property location.
Motion made by Commissioner Kvangnes to forward City-initiated Text Amendment No.8 as submitted to City Council for approval; seconded by Commissioner Andes. Motion passed unanimously (6-0).

3. Development Regulations Update
Director Hirashima stated that the July 2nd 2007 Development code revisions are numerous code amendments that reflect residential and commercial zones.
Commission Questions: None
Public Testimony:
Aaron Metcalf, President, Belmark Land and Homes LLC - 505 Cedar Ave. Ste. B1, Marysville
Mr. Metcalf said that he was speaking due to the fact they have a project where they will be making application on Soper Hill Road and 83rd (north-east corner). They are producing a master plan project following the Whisky Ridge subarea plan. Their challenge is the interpretation they need to do following code. In doing so, they are finding issues with the City's subarea plan; one of the housekeeping issues is that the R6-18 zoned property in the Whisky Ridge area is currently going off "gross acres density" rather than "net." He then submitted his comments along with a map showing how this would affect his project of a loss of 14 lots. He added that although this is a housekeeping and small item, it has a great repercussions on the project. Mr. Metcalf recommends that more time be taken to make sure that they are correct. Chairman Muller asked about lot size and what is the housekeeping item. Mr. Metcalf responded with lot size of 45x90 and MMC 19120306a. Ms. Hirashima explained the reason for the amendment. Chairman Muller requests clarification to the loss of fourteen lots with the change. Mr. Metcalf said yes and added that it was costly. Discussion continued with Chairman Muller, Mr. Metcalf, and Ms. Hirashima on the cost, burden, and challenges.
Commission Questions: None
Commissioner Andes asked how long it would take to implement these revisions. Ms. Hirashima said that she hoped they would be adopted by September 2007. She then submitted a letter from Barclay North, Inc.
Chairman Muller closed public testimony.
Commission Discussion:
Commissioner Voigt asked Ms. Hirashima what she thought about Barclay's North's recommendations. Ms. Hirashima felt that their letter reflected confusion on what we are doing.
Motion made by Commissioner Voigt to forward the 2007 Code Revisions to City Council for action; seconded by Commissioner Andes. Motion passed unanimously (6-0).

COMMENTS FROM THE STAFF: None

COMMENTS FROM COMMISSIONERS:
Chairman Muller asked about the next step on City-initiated Amendments No. 5 and No. 6. Will we do a workshop? Commission Voigt recommended having the consultant scope and budget

an additional modeling effort. Discussion was had between the Commission and Ms. Hirashima on the affect of remanding the two amendments and how it would affect next steps.

CITY COUNCIL ACTION
Minutes available online on city website: www.ci.marysville.wa.us

ADJOURNMENT
Seeing no further business, Chairman Muller solicited a motion to adjourn. **Motion** made by Commissioner Foster, seconded by Commissioner Kvangnes to adjourn at 10:32 p.m. **Motion** passed unanimously (6-0).

NEXT MEETING

September 11, 2007 at 7:00 p.m. (No meeting scheduled in August)

Respectfully submitted,
Valeri Dean, Recording Secretary

MARYSVILLE PLANNING COMMISSION

July 10, 2007 **7:06 p.m.** **City Hall Council Chambers**

CALL TO ORDER

Vice Chairman Dave Voigt called the July 10, 2007 meeting of the Marysville Planning Commission to order at 7:06 p.m. The following staff and commissioners were noted as being in attendance.

Vice Chairman: Dave Voigt
Commissioners: Jerry Andes, Steve Leifer, and Toni Mathews
Staff: Gloria Hirashima, Community Director
John Tatum, Traffic Engineer
Valeri Dean, Recording Secretary
Absent: Chairman Steve Muller, Commissioner Becky Foster, and Commissioner Deirdre Kvangnes

APPROVAL OF MINUTES

June 26, 2007 – A revised version will be distributed with the packet for the July 24th, 2007 meeting to be sent out Friday, July 13, 2007. Vice Chairman asked the council members to review the revised minutes to confirm when they were speaking.

AUDIENCE PARTICIPATION

Vice Chairman Voigt solicited public comment on items not already on the agenda. There were none.

CURRENT BUSINESS

1. Development Code Revisions

Director Hirashima – reviewed the following updates to the development codes:

1. Page 3 of 18 – 19.12.030 – Residential Zones – Note 11. *Townhome setbacks are reduced to zero on an interior side yard setback where the units have a common wall for zero lot-line developments*. Note 12. *Townhome setbacks are reduced to 5' on side yard setbacks provided the buildings meet a 10' separation between structures.*
2. Page 7 of 18 – 19.12.040 – Resource and Commercial/Industrial Zones – Note 12. A *15'* (was 20') setback is required for 1) commercial or *multiple-family* structures on property lines adjoining *single-family* residentially designated property; ***and*** *2) a rear yard of a multi-story residential structure* otherwise no specific interior setback requirement. *Interior setbacks may be reduced where features such as critical area(s) and buffer(s), public/private right-of-way or access easements, or other conditions provide a comparable setback or separation from adjoining uses.*
   Commissioner Leifer pointed out that Note 12 of item 2 above, the word "**and**" should be "**or**". Director Hirashima will correct in final report.

Director Hirashima expressed the following concerns:

1. Transition issues for the existing neighborhood may prevent infill projects due to small lots
2. Single-family dwellings, duplexes, townhomes, and multiple mobile homes parking requirements of 2 per dwelling. Driveways used to count as 1 space. This will no longer

be allowed with what is proposed. Developments with enclosed garages and no driveways would now need an additional parking space.

Director Hirashima also noted that

Amendment 18 - Create new Master Planned Senior community overlay zone and 19 – Tax Exemption for multi-family housing as allowed under RCW84.14 have not been finalized and will come separately.

2. City-Initiated Amendments

Amendment 4 – Delta Avenue Extension

Director Hirashima – noted that Traffic Engineer John Tatum has written a letter outlining technical issues that were of concern to the commission. Vice Chairman Voigt stated that the letter did clarify questions they had from a technical standpoint. The letter also mentioned that there was not significant traffic increase with this project due to the turning restriction at both ends. He then asked if this would continue to be a low-volume road. Mr. Tatum said yes that it would and that he did not see this changing in the future. Commissioner Leifer asked if the road would be a one-way or a two-way road. Mr. Tatum said that he saw the concept developed as a two-way road all the way to Dunn Lumber. With two more feet of pavement it's possible and he believes that this would be cost effective. Commissioner Leifer asked about funding. Director Hirashima responded that the project might be city funded due to the fact that they own most of the area. Mr. Tatum added that it would improve access to water and sewer facilities for this area. Vice Chairman Voigt asked if the properties would be redeveloped and if there is an opportunity to remove some curb cuts or entries off of State Avenue to smooth out the flow of traffic? Mr. Tatum said he had not looked at that, but it could be possible Vice Chairman Voigt added with redevelopment they could look at reconfiguring parking lots with fewer entries to State Avenue to streamline the flow. Director Hirashima agreed that this was worth looking into especially if there are multiple access points. Commissioner Andes asked how they were planning to go from two lanes to one lane. Mr. Tatum said that it depended on the access in the back of each of the businesses can be accommodated. Ideally the two lanes would go into a parking area, essentially a back driveway. He also noted that that this road could be extended parcel by parcel and did not have to be done all at once. Commissioner Andes expressed his concern of this becoming a shortcut. Mr. Tatum assured him that this would only be an access from business to business. Commissioner Leifer asked about the funding being paid by public funds since it is only a benefit to the businesses. Director Hirashima said that would be addressed at a later date as this amendment does not identify a funding source.

Sunnyside Proposal

Director Hirashima noted that the additional information the council requested had been prepared and will be included in the final report.

Vice Chairman Voigt noted receipt of letters from property owners addressing their concerns. He asked if any of the owners were present and encouraged them to come to the public hearing on July 24, 2007. He also stated that their letters would be incorporated into the file.

Amendment 6 – Whisky Ridge
Director Hirashima said that the original road concept was a new road on the back of the properties between 83rd and 87th. The alternative currently discussed proposed use of 87 th Ave NE. This was intended to reduce overall ROW needs. She also noted that she had received feedback from some property owners that they prefer the original route. She will include the original route in the report for reference as an alternative alignment.

3. **2007 Citizen-Initiated Comprehensive Plan Amendments**
   Vice Chairman Voigt confirmed that there were no loose ends with the Citizen-Initiated Amendments

COMMENTS FROM THE STAFF:
Director Hirashima said:
- Packets will be distributed on Friday, July 13th, 2007
- Engineering and our consultant will be at the public hearing to address questions.

Director Hirashima asked if the July 24, 2007 meeting could begin at 6:30 pm with the Puget Sound Regional Council's presentation. All agreed.

COMMENTS FROM COMMISSIONERS:
- Vice Chairman Voigt notified all present that Deputy City Clerk, Lilly Lein had passed away and that there is a memorial fund set up for the family at North County Bank in lieu of flowers. Commissioner Mathews said that she will purchase a card for the council members to sign. It will be available at her office. If for some reason this is not convenient, she is willing to come to you. Director Hirashima said she would notify everyone not present about the card and when she learns of the details of the service, she will notify the Commission.

CITY COUNCIL ACTION
Minutes available online on city website: www.ci.marysville.wa.us

ADJOURNMENT
Seeing no further business, Vice Chairman Voigt solicited a motion to adjourn. **Motion** made by Commissioner Mathews, seconded by Commissioner Andes to adjourn at 7:42 p.m. **Motion** passed unanimously (3-0).

NEXT MEETING

July 24, 2007 at 6:30 pm – Public Hearing

Respectfully submitted,

Valeri Dean, Recording Secretary

MARYSVILLE PLANNING COMMISSION

June 26, 2007 **7:00 p.m.** **City Hall**

CALL TO ORDER

Vice Chairman Dave Voigt called the June 26, 2007 meeting of the Marysville Planning Commission to order at 7:10 p.m. The following staff and commissioners were noted as being in attendance.

Vice Chairman: Dave Voigt

Commissioners: Jerry Andes, Becky Foster, Steve Leifer, Toni Mathews

Staff: Gloria Hirashima, Community Director
Chris Holland, Senior Planner
Valeri Dean, Recording Secretary

Absent: Chairman Steve Muller and Commissioner Deirdre Kvangnes

APPROVAL OF MINUTES

June 12, 2007

Motion made by Commissioner Foster, seconded by Commissioner Matthews, to approve the 6/12/07 Planning Commission minutes as written. Motion passed unanimously (4-0).

AUDIENCE PARTICIPATION

Vice Chairman Voigt solicited public comment on items not already on the agenda. There were none.

PUBLIC HEARING - None

NEW BUSINESS

1. 2007 Citizen-Initiated Comprehensive Plan Amendments

Amendment 1

Mr. Holland noted that the proposal involved a.4 acre parcel on the southeast corner of 47th and 3rd. Wayne Christianson has requested that the parcel be re-designated from a high-density-single-family use to mixed-use.

Staff has reviewed the request and believes that a neighborhood business classification would better fit the existing neighborhood and would limit the uses as opposed to the mixed-

use designation which also allows high-density-multi-family... The staff brings this recommendation subject to three conditions: 1) right-of-way dedication along 47th; 2) access restricted to 47th only; 3) any future action is required to comply with the neighborhood-business design and development standard outlined in the Marysville Comprehensive Plan.

Mr. Holland then inquired if there were any other needs of the Commission prior to setting a date for the public hearing.

Vice Chairman Voigt asked if there was anything new in the packet submitted today. Mr. Holland said that there was a little more in-depth analysis based on the code comp plan criteria and standards that applies.

Commissioner Mathews inquired about a letter received from a law firm. Mr. Holland confirmed that a letter was received from Anderson Hunter Law Firm, who represents Madeline Villa, which is directly south of the project site. They had concerns about the mixed-use land use designation and the types of uses that it would allow. Any commercial land use is required to provide protection to residential land uses. Madeline Villa is in a residential designated neighborhood, therefore, any projects on the south side would be required to provide both landscaping and fencing along the south and east boundary to protect the residential designated neighborhood properties. The proposed change includes the protection from the surrounding land uses.

Vice Chairman Voigt asked if the proponent was still seeking mixed use. Senior Planner Holland said that they were comfortable with the staff recommendation because it still allows them to move forward with their plan.

Commissioner Mathews asked if the recommendation indeed allows the proponent to do what they are planning. Mr. Holland said yes, the neighborhood business and the mixed-use designations allow very similar land uses for commercial. The difference is mixed use allows you to build apartment complexes at a high density rate; where the neighborhood business specifies that all multi-family uses have to be above the ground floor of commercial use.

Vice Chairman Voigt asked what action the Commission was being asked to take. Mr. Holland said he was seeking any additional information the Commission might want in preparation for the public hearing. None noted by the Commissioners.

Amendment 2

The second citizen-imitated amendment is located in the Lakewood area and submitted by Joel Hylback and Ronald Young. This parcel is currently designated to general commercial and is butting Twin Lakes Park on the north boundary. The initial request was a larger request area (one individual parcel and a ½ of parcel to the east). The applicants have requested to withdraw the western most parcels from the request. They are requesting to change the land use from general commercial to mixed-use only on the eastern 3 acres. Staff reviewed and recommends approval with the condition of right-of-way for future improvements along 164th Street, NE and 27th Avenue, NE.

Note: Both of these recommendations have been forwarded to both applicants with a potential date of July 24, 2007 for a public hearing.

City-Initiated Amendments

Amendment 1

Director Hirashima reviewed the proposed comprehensive plan amendment to repeal ordinance 2487 which allows a master site plan over sixty acres to designate twenty percent of the gross site area for residential uses and infrastructure. This applies to the Smokey Point Subarea Plan boundary (east of Interstate 5, west of Hayho Creek, north of 152nd Street NE and south of the city of Arlington. This was a provision that was adopted within the subarea plan in 2004. This amendment would repeal the subarea plan. Currently the City Council has adopted a moratorium ordinance to prohibit new applications from being submitted under the residential site plan allowance. Council has directed staff to review repeal of the provisions during this cycle.

Commissioner Foster asked if after and when this is repealed, we will re-do the plan. Director Hirashima said, no, because when this plan was adopted, the city concurrently rezoned the area to general commercial so this would repeal the allowance for residential use.

Amendment 2

Director Hirashima - Comprehensive plan text amendment to page 4-6 of the Comprehensive Plan regarding rezones to bordering zones. This is a language change. Currently it says, "Property at the edges of land use districts can make application to rezone property to the bordering zone without applying for a comprehensive plan amendment. However, the burden of proof is on the applicant to demonstrate basis for the rezone. At the last workshop we discussed the size limitation and excluding critical areas in the calculation. This change is now reflected in the amendment.

Vice Chairman Voigt asked if the acreage number is still a loose/flexible number. Director Hirashima said that here it is not because it is limited to 10 acres. Beyond the 10 acres a request can be made through the comprehensive plan amendment cycle. This also provides more guidance for applicants.

Amendment 3

Director Hirashima - Lakewood and Smokey Point Arterial Maps. The classification terminology used by Perteet is different from the City's Engineering design standards. A request has been made to Perteet to update the maps conforming to the City's standard. Example: Blue lines are our minors, the map shows collectors.

Commissioner Leifer asks to confirm what our terminology means. Director Hirashima responds with minor = 3 lanes, principles = 5 lanes, and collectors = 2 lanes. Commissioner

Leifer notes that wording in the second paragraph should be “a minor arterial is 3 lanes”. Director Hirashima will correct.

Commissioner Andes clarified that State Avenue as it goes north to 116th will be a principle arterial at 5 lanes. He also asked if there was anything bigger than that proposed. Director Hirashima said no.

Commissioner Andes asked about 4th street and what it is supposed to be. Director Hirashima said that 4th street is designated a principle arterial and it is a five-lane plan section except for 4 lanes across the bridge. 4th street will soon be re-striped as the five-lane section. Also, some of the new roads, for instance 156th street is shown as a minor but that will go to principle and then will be a major road and potentially a new interchange.

Amendment 4

Director Hirashima - The City has studied extension of Delta Avenue between 10th Street and Grove Street. The City of Marysville owns a strip of land along the east edge of the Burlington Northern Railroad tracks along several of these properties as depicted in the attached map. An alley paralleling State Avenue would provide an alternate point of access to properties along State Avenue. The alley width will be a minimum of 20’ in width. This would provide internal connectivity along the west side of State Avenue.

Commissioner Leifer asked about the Dunn Lumber building and if there was room to squeeze by. Director Hirashima said that it was a challenge due to the right-of-way does not exist presently or a tract of land does not exist. In order to provide an alley there would have to have a strip along the west edge of the property.

Vice Chairman Voigt asked if this would reduce the driveway accesses off of State Avenue. Director Hirashima said that it would potentially mean that people can go from business to business without going out onto State Avenue; this would provide an additional roadway that would eliminate some of the access movement onto State Avenue.

Vice Chairman Voigt stated that he was not convinced that the effort and expense and trouble is worth it; and asked if there were any definitive trip studies or anything to confirm that this is a problem presently. Director Hirashima said that these properties only have one point of access onto State Avenue and that it would be a benefit to have a through access and to give better access to the businesses and properties. Also there is a strip that exists that goes from 10th Street to the back of this property that we are in.

Note: The Commission did not receive map in packet. The Commissioners took time to review copy from Vice Chairman Voigt.

Vice Chairman Voigt asked if the businesses affected by this were willing to do it as an LID, if it benefits them. Director Hirashima said that this would likely be a City project due to the fact that the City owns most of the property.

Commissioner Andes asked if there would be light at Delta and 4th. Director Hirashima said there was no light proposed at Delta and 4th. Commission Andes went on to express concern about a potentially congested alley due to the significant traffic from 4th to 9th. Director Hirashima said that it would be something they could look at. Vice Chairman Voigt said that it might have some complicating factors whether left turns off the north end can go across the tracks or not, maybe right out only/right in only. Commissioner Foster added that while making a left turn across the tracks a train comes, there would be a backup. Vice Chairman fell that more discussion and the financial piece needs further discussion.

Commissioner Mathews said that she believed that this would only be used for a shortcut through town. Director Hirashima asked if the concern is overuse of the proposed alley. Vice Chairman Voigt confirmed that he felt that it would not get used for what it is intended purpose. Director Hirashima confirmed that the concern is that it would become a main thoroughfare.

Director Hirashima asked what kinds of things they wanted to see prior to the public hearing.

Commissioner Foster asked what business was on the north end and asked if it would entail demolition of the building. Commissioner Leifer said that it was Dunn Lumber. Director Hirashima said that this would not happen unless there was redevelopment of the site.

Vice Chairman Voigt suggested a cul-de-sac turnaround at the Dunn property line, although, it would change the character of the road. Director Hirashima asked if there were concerns about public funding of a dead end road. Vice Chairman Voigt and Commissioner Leif noted that this was a concern.

Director Hirashima asked to confirm that some on the Commission felt that it would have value as another through access to State, but were concerned that it needed to be larger/wider than 20'. Commissioner Mathews said yes, that she feels the proposals not wide enough for the traffic anticipated. As an entry into the businesses it could help, but is it really going to help enough for the cost of the project. Vice Chairman Voigt agreed. Director Hirashima will make note to have the engineering department look at the size of the road and volume of traffic it would be expected to serve.

Commissioner Leifer stated that a road like this that is adjacent to a right-of-way like the railroad has no interference from traffic coming in from one side of it which allows it to act as a good smooth flowing road. Commissioner Andes adds that there is the potential that people would like to put some offices facing that road too. Director Hirashima said that one of the things that staff is looking at are the uses of the downtown and planning for increased densities and increased redevelopment. One of the goals for this kind of improvement is to prepare the downtown for increased intensity of use. The city has been looking at ways to spur redevelopment including building a city center within the downtown. We are looking at ways to maximize the downtown.

Director Hirashima confirms that the following will be addressed in the final report:
1. Size of the road.
2. The volume of traffic it could serve.

3. Alley vs. Street
4. Cul-de-sac or go through
5. Funding sources.
6. Traffic light at 4th street.

Amendment 5

Director Hirashima - This is the Council remand from East Sunnyside/Whisky Ridge master plan hearing. The Commission received a map in their packets showing the various options. At the last meeting Michael Stringham of Perteet, Inc. provided the Commission with an overview of the report and reviewed various alignment options. The Commission previously reviewed option 1, 2, and 3 which were shown on the public works engineering analysis of the three roads. There was an option 4 that Commissioner Steve Muller proposed which was to straighten out the road and put roundabouts on either side which is shown. At the last meeting, engineering staff had indicated that option 4 might be a good compromise to option 2. However, after drawing it up they felt that it consumed as much right-of-way as option 2. Therefore, they felt that option 2 would still be the best alternative because in option 4 the roundabouts themselves consume quite a bit of right-of-way.

Discussion between council members on options took place with the following highlights:

- Expense
- Impact on existing roads
- Timeframe
- Radius of curves
- Design speed
- Affected structures
- Traffic lights
- City Council satisfaction of their original intent to remand.
- Traffic volumes
- Proposed roads
- Property owner's needs
- Poor planning
- Sunnyside development as option 5
- Removing option 3 – All concurred to remove due to the impact it would have.
- Removing option 1 – Although financially expensive, Chairman Voigt agreed to leave on for the sake of the people testifying.
- Neighborhood input

Amendment 6

Director Hirashima reviewed the proposal for 40th street (map attached). This proposal shows an alternative to the road that was identified in the master plan that went between 83rd and 87th Avenue. She indicated that there was no new information on this and asked if the Commission wanted additional information for the hearing. Vice Chairman Voigt referred to a new piece of correspondence from the Nixon's in the packet and asked if it was applicable to this amendment 6. Director Hirashima said that she did not receive a copy of the letter and would need a copy for the file. Vice Chairman Voigt stated that the last time we looked at this

there were no questions. Commissioner Andes asked if 83rd would still be a major road north and south. Director Hirashima responded that it would and noted that the reason 87th was used vs. 83rdwas because 83rd will be a major north/south minor arterial. 83rd Avenue could not be used because it would end up consuming north/south capacity which is needed. The new proposed road from SR 92 actually carries the east/west traffic. The reason staff felt 87th Ave was a better candidate was because 87th Avenue was perceived as an essential north-south arterial and this proposal would convert it into an east-west component tying into 40th. This also reduces the need to do an additional road between 83rd and 87th to carry east/west traffic and provides a disconnect on 87th so you wouldn't have people shortcutting through. Commissioner Andes observed that looking at the other streets; the City is trying to provide a curvilinear design while this proposal suggests a design with sharp lefts and sharp rights. This seems contrary to the goal of trying to provide a more direct route from Highway 9. Director Hirashima stated that the difficulty is that there are so many property owners involved and in the beginning we had a centrally curved road proposed but the difficulty in that concept was that several parcels would be split in half. Staff was concerned that the road would never get built as the ownership pattern and right of way was so complicated. . This road would be an important arterial for carrying southeast Marysville traffic and by utilizing an existing right-of-way it vastly increases the likelihood that it will be constructed. If the City controlled all the properties or they were under single ownership than a gentler road design could be proposed. Commissioner Andes observed that a nice curve at 40th and 87th could substitute for a roundabout. He noted that there may be a problem with 87th and SR 92 as there is a pretty good size house on that corner. He asked if instead a bigger radius could avoid it. Director Hirashima indicated that that should be considered.

Amendment 7

Director Hirashima noted that this proposal is a plan map amendment to Lakewood land use designation and zoning. This corresponds with amendment number 3 which introduces a new road concept for the Lakewood area. One of the things that staff considered in providing for that new road alignment is 156th was that it is going to become a major principle arterial with an over-crossing over I-5. This reduces desirability of residential along 156th. A future interchange could actually be developed at 156th which makes it more desirable for commercial land instead. Staff is recommending extension of the existing community business zone onto the map amendment site. It is currently multi-family. This has also been discussed with the owner.

Amendment 8

Director Hirashima noted that this is simply a map correction. Staff became aware of this when a property owner who was requested a zoning letter for his bank. This site is developed for duplexes and it is zoned general commercial. We researched it historically and found no record of deliberately rezoning the land so we concluded that it was a mapping error. We would like to change that back to a residential zone. We are recommending an R18 which is what the adjoining land is developed. It is currently GC. Commissioner suggested R6.5 instead.

Director Hirashima noted that she would bring back the information requested on addendum 4 and 5 and advertise the hearing for July 24th. Vice Chairman Voigt noted that the Commission has another workshop on July 10th.

Development Code Revisions

Director Hirashima reviewed the proposed revisions.

1. Changing the definition for family to make it legally compliant with federal fair housing act. I had the City Attorney review this and he recommended this revision to correspond with some of the court cases on this.
2. This is providing a definition for master plan senior community. There has been interest in doing a master plan senior community. This will simply provide a definition. It will not provide the zone and the matrix. She noted that these codes will come separately.

- 3, 4, 5, 6, and 7 deal with the residential zone density and dimensional chart. There are a number of revisions being made to the chart including:

3. Delete the RU zone because we no longer have any properties zoned RU (rural use/transition).
4. Revises the building coverage requirements and increases the building coverage allowances for some of the smaller lot zones.
5. Revises minimum side-yard setback related to town homes. We are seeing a lot of town home proposals that are being submitted. The current code requires a 10' side-yard setback. This proposal would reduce the side-yard setback to 5' if on separate lots similar to single-family residential dwellings. We have seen proposals come in where town homes were on individual lots and when you have a 10' side-yard, you are looking at 20' separation which is pretty large for side setbacks. We are also recommending 0' on an interior lot line where the town home is common wall.
6. Revises heights to 30' in the R4.5 and R6.5 zones. As we annex properties, Snohomish County and many other cities have 25' building height maximum. In the city we are starting to see more 3-story dwellings in the single-family zones which often look out of scale. We have received complaints from the public living in the adjoining neighborhoods as more of these structures are built. Commissioner Andes asked if site average grade is measured from the front to the back of the lot. Director Hirashima indicated that from where the building is, you take the four corners of the building and average it.
7. Adds the Whisky Ridge zones to the matrix. These zones were incorporated with the Whisky Ridge subarea plan. This would bring them into our overall municipal code. All the notes apply. Recommended revisions to the Whisky Ridge zones are 1) changing the maximum building coverage in the Whisky Ridge 4-8 zone from 40% to 50% similar to R8; 2) incorporates the reference to notes 11 and 12 from code amendment number 5 above which relates to changing the town home setback requirements; and 3) provides a broader allowance to dealing with a split zoned parcels through density averaging. We had a 15 acre master plan requirement and this basically says that you can do it if you have topography to clear or other reasons to justify the density averaging.
8. Deletes note 14 relating to minimum lot size outside planning area 1. This has not been superseded by the small lot and PRD code revisions.

- Code amendments 9, 10, and 11 relate to the commercial zone matrix which is 19.12.040.

9. Revises the mixed-use zone setbacks. This provides for rear setbacks for ground floor residential uses of 20'. The mixed-use zone has a 5' setback currently. The mixed-use

zone states that there is a minimum 5' setback is required when adjacent to non-residential designated property, which could be another mix –use zone. What can result is having a town house proposed towering over the single-family uses that were in the mixed-use zone. This does not provide for a nice setback in addition for fire requirements which should be at least 15'. We are recommending that if it's a ground floor residential, use should be treated like a residential rear yard and have 20' instead of 5'. This would provide for greater compatibility. Director Hirashima – shares a map showing this type of situation where the old code was in affect. A copy will be made for all. Parking is also an issue.

12. Change setbacks to 10' separation between buildings. This section of the code referred to a 15' separation.
13. Providing for a fee in lieu of option for recreation within planning area 1 or in the case of smaller projects. We have found that open space requirements are difficult to meet in downtown info projects. This is for multi-family projects. These provisions are likely restricted the ability to redevelopment multi-family within the downtown. In many smaller projects the recreation areas are very limited. A fee in lieu of program could provide the basis for park improvements on a planned basis with the city providing for public improvement.
14. Revising landscape buffer as shown in the table. It includes buffers for multi-family development along the parking and drive isles similar to commercial uses. Also changes the 25' setback that applies to SR9 and I-5 right-of-way and the matrix showed industrial and business building and parking areas. When the Smokey Point area was changed to industrial/commercial, the code provision no longer applied. This brings back industrial/commercial and business park areas, so it includes Smokey Point area. It also reduces the setback from 25' to 15' due to comments from property owners that 25' is a rather large landscape setback along the back of the property. We also reduced the setback from 20' to 15' along public arterial right-of-ways.
15. A fire district concern of tandem parking being used to meet minimum required parking spaces. This would result in inadequate functions parking within a development. The fire district contend that it is not used for parking therefore we are not requiring enough parking if we allow tandem parking to be counted the required spaces. While going through the small lot provisions there was a desire on part of the development committee to allow tandem parking because it reduces the amount of area for driveways and they showed where tandem parking was used effectively in Redmond and Kirkland. This would change the spaces required for single-family dwelling, duplexes, town houses and mobile homes to say 2 per dwelling driveway, minimum one car width is also required for enclosed garage parking.
16. Repeal the freeway service zone. It is not a zone that we are using any more and there are no properties zoned for freeway service.
17. Correction to reference the current critical areas code.

ADDITIONAL DISCUSSION

Commissioner Foster asked what the City's stance is on the proposed rural clusters in the Happy Valley area. Director Hirashima indicated that the City has written a letter expressing concern about that the proposed rezone. Commissioner Foster asked if it puts way too many cars on the roads and lowers our level of service. Director Hirashima concurred that traffic

was one of the concerns the City has raised. In addition changing the zoning would increase the density of rural housing project. The other thing we expressed in our letter was that there is plenty of capacity within the UGA's, in particular the Marysville UGA's is at less than 10% of our additional capacity for 2025. The City is concerned that about increased density and the potential for a fully contained community proposal. The county planning director has indicated that the County is in discussion with the applicant about this potential. The applicant has a legal right to do rural clusters now, but what they are proposing is to increase density and to qualify for up to 100% density bonus by changing the zoning from R5 to R5 Basic under the provisions in the county code. This would take rural zone to a higher level and in future if this becomes a fully contained community there would essentially be a city created. She noted that staff is going to meet with McNaughton's staff tomorrow. They contacted the City because they wanted to explain their project so we could understand what they are trying to accomplish. Stanwood and Arlington have both written letters against the proposal as well. Commissioner Foster stated that one of the concerns of the Smokey Point Chamber is that when we lose the level of service to the residential it prohibits us from creating the job base and the taxes that are building the roads and fixing the infrastructure. Director Hirashima agreed and noted that an additional concern is the additional infrastructure needs it creates. Vice Chairman Voigt noted that this would distract from the other existing needs.

Vice Chairman Voigt asked if there were any other topics or issues, or a motion to adjourn.

Director Hirashima asked if there were any remaining questions on the development revision codes. Vice Chairman Voigt confirmed that it was ready for hearing.

COMMENTS FROM COMMISSIONERS - None

NEXT MEETING

- July 10, 2007 – Work Session in preparation for July 24, 2007 Public Meeting

ADJOURNMENT

Seeing no further business, Vice Chairman Voigt solicited a motion to adjourn. **Motion** made by Commissioner Foster, *seconded by Commissioner Leifer to adjourn at 9:23 p.m.* ***Motion*** *passed unanimously (4-0).*

Respectively submitted,

Valeri Dean, Recording Secretary

Marysville Planning Commission
Sign-in Sheet
July 24, 2007

	Name	Address	Phone
	Jennifer Dold –	1001 4th Ave Suite 1015, Seattle, WA 98154	206 264-8600 Comp. Plan Am. #5 –
5+6	Jeri Short –	6917 40th St NE	Am #5 – 4253488540
	Beccie Nixon –	4024 71st Ave NE	425-335-7764 #2
5+6	Tim Nixon (speak)	4024 71st Ave NE	425 335 7764 #2
Amend #6	Ken White against	3303 87th Av NE	425-377-0282
	~~Don + Shannon Oglesbee~~	~~3905 87th Ave NE~~	~~334-5601~~
Amend #6	Shelly Thomas oppose 53 ave NE	3626 87th Ave NE	425 238 3548
	Leon Prather	4007 Sunnyside Blvd	425-322-1027
#1	BILL BINKERD - Amend #1	6513 132 Ave NE #345 Kirkland, WA 98033	425-889-8770
	✓ (TRAP) - Amend. #3	(support) —	
#6	Don Babbes oppose	3811 87th Av NE	425 335 0751
Amend #3	Kelly Foster support	(support) 15526 Smokey Pt. Blvd	206-501-8941
	~~Shannon Oglesbee~~	~~3905 87th Ave NE~~	~~334-5601~~
#3	JERRY OSTERMAN against	2605 169th St NE Marysville, WA 98271	654-0144

Marysville Planning Commission
Sign-in Sheet
July 24, 2007

Name	Address	Phone
* Elaine Sykes	3306-87th Ave. NE Marysville, WA 98270	(425) 335-3623
2007 Dch Reg Aaron Metcalf Supervisor 83rd	505 cedar Ave. Suite B-1 Marysville, WA 98270	360 653-3634 ext 101
Jerry Mansfield	2005 sunnyside Blvd Evt. WA 98205	425-343-4365
Brent Kirk	40th Street	
Malcom McNaughton		

CITY OF Marysville WASHINGTON

COMMUNITY DEVELOPMENT

80 Columbia Avenue • Marysville, WA 98270
(360) 363-8100 • (360) 651-5099 FAX

NOTICE OF INTENT TO AMEND THE COMPREHENSIVE PLAN AND NOTICE OF AVAILABILITY OF ADDENDUM AND ADOPTION OF EXISTING ENVIRONMENTAL DOCUMENTS UNDER THE STATE ENVIRONMENTAL POLICY ACT

Pursuant to the Washington State Growth Management Act (GMA) and State Environmental Policy Act (SEPA), the City of Marysville is issuing a SEPA threshold determination related to comprehensive plan amendments to the city's GMA Comprehensive Plan. These amendments include the 2007 City-Initiated Comprehensive Plan Amendments, which address the following proposals:

1. Comprehensive plan amendment to repeal Ordinance 2487 which allows a master site plan over sixty acres to designate twenty percent of the gross site area for residential uses and infrastructure.
2. Comprehensive plan text amendment to Page 4-6 of the Comprehensive Plan regarding rezones to bordering zones.
3. Comprehensive plan map amendment to Lakewood and Smokey Point neighborhood maps depicting road connections. Map amendment would affect Figures 4-87 and 4-91 of the City of Marysville Comprehensive Plan neighborhood maps. Amend Figures 8-4 and 8-7 of the Transportation Element proposed road connector map and 20-year Transportation Improvements. Amend Page 8-56 description of 156th Street NE in Appendix A Recommended 20 year Transportation Plan Improvement Projects.
4. Comprehensive plan map amendment to Downtown neighborhood map and associated maps depicting road connections. Map amendment would affect Figure 8-4 of the City of Marysville Comprehensive Plan Transportation proposed connector map.
5. Comprehensive plan map amendment to Figure 8-4 City of Marysville Comprehensive Plan Transportation Element "Proposed Connections" map depicting road connections for 67th/71st Avenue connector between 40th and 44th Streets NE. Amend Page Appendix A of the 20 year Transportation Plan Improvement Projects. Council remand from East Sunnyside/Whiskey Ridge subarea plan.
6. Comprehensive plan map amendment to Figure 8-4 City of Marysville Comprehensive Plan Transportation Element "Proposed Connections" map depicting road connections for 40th Street NE extension west of 87th Avenue NE. Amend Page Appendix A of the 20 year Transportation Plan Improvement Projects. Council remand from East Sunnyside/Whiskey Ridge subarea plan.
7. Comprehensive plan map amendment to Lakewood land use designation and zoning. Map amendment would affect Figures 4-2, 4-87

and 4-91 of the City of Marysville Comprehensive Plan general land use and neighborhood maps.

8. Map correction and rezone from General Commercial (GC) to Multi-Family Medium (R18) for properties at 8106, 8110, 8114, 8204, 8207-43rd Avenue NE.

The Final Environmental Impact Analysis included the areas and neighborhoods affected in the environmental analysis.

The City of Marysville has determined that it is the appropriate SEPA lead agency for the proposal. Adoption of amendments to the Comprehensive Plan and Development Regulations are non-project actions under SEPA, Chapter 43.21C RCW.

GMA Notice: 60-day notice of intent to amend the City of Marysville Comprehensive Plan was circulated per WAC 365-195-620 to DCTED and State agencies on June 14, 2007.

Notice of Availability of SEPA Addendum and Adoption of Existing Environmental Documents: The document also serves as notice of availability of a SEPA addendum and adoption of existing environmental documents, pursuant to SEPA rules (Chapter 197-11 WAC). After review of the non-project action application and associated environmental information, the SEPA Responsible Official at the Community Development Department has determined that probable environmental impacts resulting from adoption of these legislative proposals have been previously analyzed. An addendum has been prepared which supplements existing environmental documents.

The following existing environmental documents are being adopted:

- Draft Environmental Impact Statement dated January 13, 2005
- Final Environmental Impact Statement dated April 2005
- Interlocal Agreement Between the City of Marysville and Snohomish County Concerning Annexation and Urban Development within the Marysville Urban Growth Area

The following documents are incorporated by reference in this review:

- Environmental Checklists for each of the amendment proposals
- Interlocal Agreement Between Snohomish County and the City of Marysville on Reciprocal Mitigation of Transportation Impacts

Comment Period. There is no comment period for the Addendum to the Final Environmental Impact Statement for the City of Marysville Comprehensive Plan.

Availability of Documents. For more information or to inspect or request copies of the amendments, the adopted existing environmental documents, or other related information, contact the City of Marysville's Community Development Department at 80 Columbia Avenue, Marysville, WA 98270 or call (360) 363-8100.

PA 07043
DEIS & FEIS Addendum
07/02/07

ADDENDUM #11 TO THE CITY OF MARYSVILLE COMPREHENSIVE PLAN UPDATE FINAL ENVIRONEMNTAL IMPACT STATEMENT (FEIS) AND DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) AND PREVIOUSLY ISSUED ADDENDA

Addendum Notice: WAC 197-11-625 and WAC 197-11-630

File Number: PA 07043

Project Title: City of Marysville Comprehensive Plan, Environmental Impact Statement Addendum No. 11, 2007 City-Initiated Comprehensive Plan Amendments

Proposed Action: The proposed action is the adoption by the City of Marysville Council of amendments to the City of Marysville Comprehensive Plan.

Purpose of the EIS Addendum: The purpose of this addendum is to add information and analysis relating to the programmatic city action of amending the comprehensive plan map and text. The information in this addendum adds to the analysis of previously identified significant impacts of the city's GMA Comprehensive Plan dated April 2005 (FEIS) and January 13, 2005 (DEIS), and subsequent addenda, but does not substantially change the analysis.

No additional significant impacts beyond those identified in the FEIS and earlier SEPA documents are expected to occur. To the extent that the existing environmental documents listed in this Addendum (Appendix A) or other published documents have analyzed such revisions at the citywide level and adopted by reference, no additional programmatic level environmental review will be required.

This Addendum is being issued in accordance with WAC 197-11-625 and WAC 197-11-630. Additional changes to the proposal may be considered during the public hearing process. The adopted and incorporated documents listed below meet the City of Marysville's environmental review needs for the current proposal.

Description of Proposal: This document addends the original EIS prepared for the City of Marysville Comprehensive Plan, and addresses the environmental review for proposed 2007 city-initiated amendments to the Comprehensive Plan.

The City of Marysville issued a *Draft Environmental Impact Statement* on January 13, 2005, and a *Final Environmental Impact Statement* in April of 2005, for the City's Comprehensive Plan and Development Regulations update. This addendum addresses the 2007 comprehensive plan amendments which are currently under review. The update has been reviewed for consistency with the recently adopted Comprehensive Plan and Development Regulations. This information expands upon previously identified significant impacts of the

alternatives of the city's GMA Comprehensive Plan and Development Regulations (Draft EIS), January 13, 2005, and Final EIS dated April 2005, but does not substantially change the analysis. The city has already considered the impacts of the proposed non-project actions analyzed in the Addendum in these EIS documents. The proposed amendments will not have significant affect on either residential or employment capacity. No additional significant impacts beyond those identified in the adopted documents are expected to occur. To the extent that the existing environmental documents listed in this Addendum or other published documents have analyzed such changes, no additional non-project action environmental review will be required.

This Addendum is being issued in accordance with WAC 197-11-625 and WAC 197-11-630. Additional changes to the proposal may be considered during the public hearing process. The following environmental documents and reports represent the City of Marysville's environmental review needs for the current proposal and are adopted, and/or incorporated by reference:

- Environmental Checklists and Staff Reports for each of the proposed comprehensive plan amendments.
- Draft Environmental Impact Statement dated January 13, 2005
- Final Environmental Impact Statement dated April 2005
- Interlocal Agreement Between the City of Marysville and Snohomish County Concerning Annexation and Urban Development within the Marysville Urban Growth Area
- Interlocal Agreement Between Snohomish County and the City of Marysville on Reciprocal Mitigation of Transportation Impacts
- Interlocal Agreement Between Snohomish County and the City of Marysville on Reciprocal Mitigation of Transportation Impacts

Description of Proposed Amendments: Adoption of the amendments will revise the city's GMA Comprehensive Plan and Zoning Map. The City-initiated amendments consist of eight proposed amendments affecting various text and maps within the comprehensive plans. Amendments No. 7 and 8 propose a rezone, consistent with the plan amendment. The City of Marysville has determined that it is the appropriate SEPA lead agency for the proposal. Adoption of any amendments to the Comprehensive Plan and Development Regulations (zoning) would be a non-project action under SEPA, Chapter 43.21C RCW.

1. Comprehensive plan text amendment to repeal Ordinance 2487 which allows a master site plan over sixty acres to designate twenty percent of the gross site area for residential uses and infrastructure.
2. Comprehensive plan text amendment to Page 4-6 of the Comprehensive Plan regarding rezones to bordering zones.
3. Comprehensive plan map amendment to Lakewood and Smokey Point neighborhood maps depicting road connections. Map amendment would affect Figures 4-87 and 4-91 of the City of Marysville Comprehensive Plan neighborhood maps. Amend Figures 8-4 and 8-7 of the Transportation Element proposed road connector map and 20-year

Transportation Improvements. Amend Page 8-56 description of 156th Street NE in Appendix A Recommended 20 year Transportation Plan Improvement Projects.

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8. Map correction and rezone from General Commercial (GC) to Multi-Family Medium (R18) for properties at 8106, 8110, 8114, 8204, 8207-43rd Avenue NE.

Location:
City of Marysville planning boundary
See maps of each amendment

Action Sponsor/ Lead Agency:
City of Marysville
Community Development Department
80 Columbia Avenue
Marysville, WA 98270

Required Approval/ Review:
City of Marysville Planning Commission – Recommendation
City of Marysville City Council – Ordinance Adoption
Washington State Department of Community Trade and Economic Development (CTED) – coordination of state Comments

Circulation and Comment:
This Addendum, or notice of the availability, is being sent to all recipients of the previously issued Final FEIS (Appendix B).

PA 07043
DEIS & FEIS Addendum
07/02/07

No comment period is required for this Addendum under WAC 197-625.

Date of Issue: **July 2, 2007**

Responsible Official:

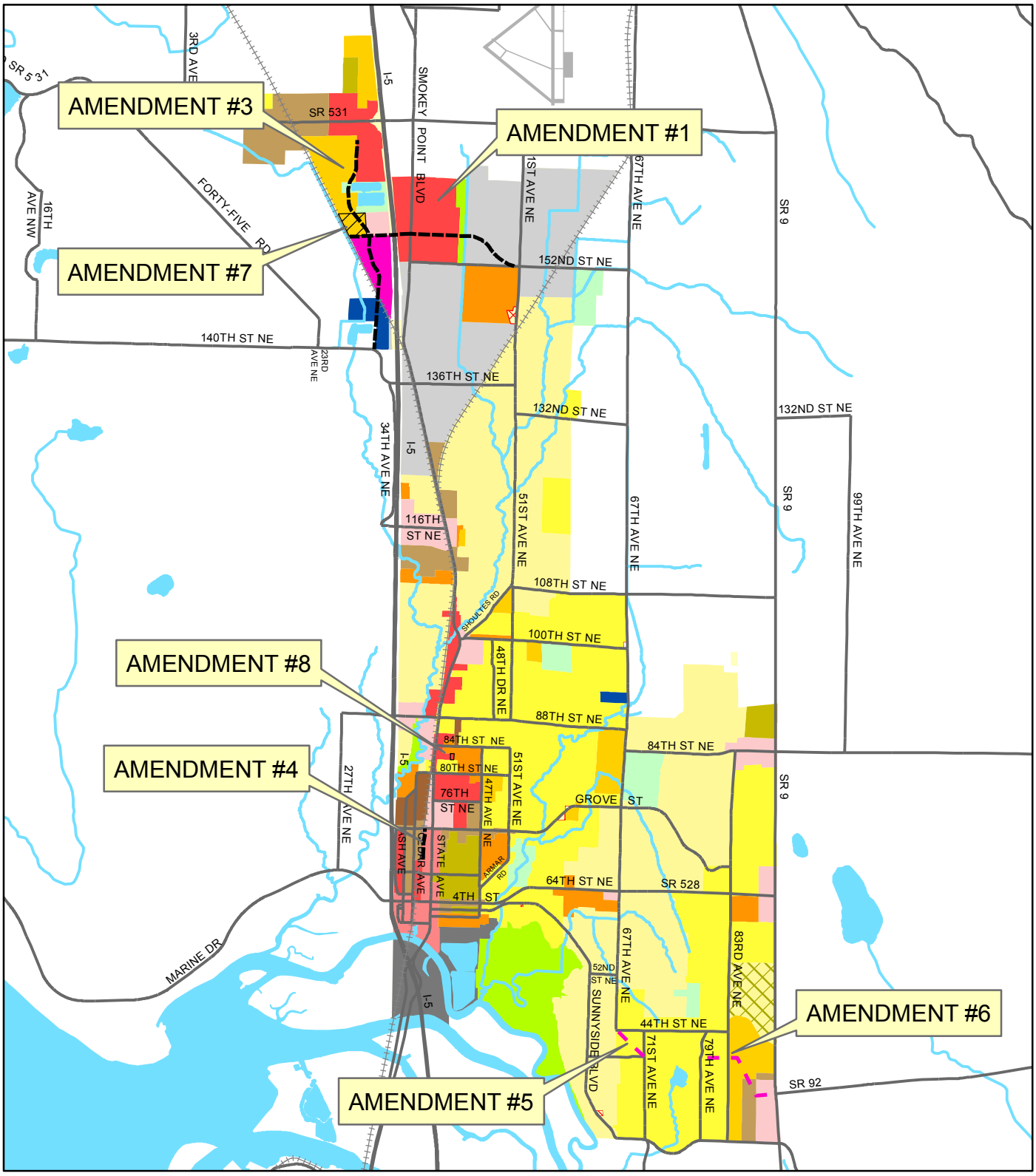
Gloria Hirashima, Director
Community Development Department
80 Columbia Avenue
Marysville, WA 98270
(360) 363-8100

Signature Gloria Hirashima
Gloria Hirashima, Director

Tentative Date of Implementation: Ordinance Adoption by City of Marysville Council in Fall 2007

Public Hearing: The Planning Commission will hold a public hearing on the proposed amendments on July 24, 2007.

Documents: Additional information concerning the proposed amendments is available for viewing at the City of Marysville Community Development Department, 80 Columbia Avenue, Marysville, WA 98270. File number 07043.



2007 Marysville Comprehensive Plan Amendments

VICINITY MAP

This map provides general locations of the proposed amendments. For detailed site information, please refer to site specific reports.

0 0.5 1 2 Miles

N

REQUEST FOR AMENDMENT
TO THE
CITY OF MARYSVILLE COMPREHENSIVE PLAN

Citizen Initiated Amendment No. 1

The following is a review of a citizen initiated request for an amendment to the City of Marysville Comprehensive Plan land use designation and associated rezone proposal.

File Number: PA 07001-1

Applicant: Wayne M. Christianson
10231 N. Davies Road
Lake Stevens, WA 98258
(425) 334-6137

Contact: same as applicant

Location of Proposal: 4716 61st Street NE

Tax Parcel(s): 30052800400100

Current Use: Single-family residence

Property size: Approximately 0.40-acres

Existing Land Use: High Density Single-family

Proposed Land Use: Mixed Use

Amendment Request: Comprehensive Plan Map Amendment and concurrent Rezone to change the land use designation from High Density Single-family to Mixed Use.

Staff Recommendation: Amend the Comprehensive Plan Map and concurrently Rezone the property from High Density Single-family (R-6.5) to ***Neighborhood Business (NB)***, subject to the conditions outlined in Section III of this report.

I. EVALUATION

Request: A citizen initiated NON-PROJECT action requesting approval of a Comprehensive Plan Map Amendment and concurrent rezone to change the land use designation of an approximately 0.40-acre parcel from High Density Single-family to Mixed Use (MU) in order to eventually propose a project action converting the existing single-family residence into a home décor & gift shop.

The High Density Single-family land use designation and implementing zoning designation of R-6.5, prohibits retail uses, as proposed by the applicant. Subsequently, the MU land use designation is a commercial classification, which permits retail uses such as a home décor & gift shop, as desired by the applicant.

Location: The proposed amendment request is site specific and located on the southeast corner of 47th Avenue NE & 3rd Street (aka Sunnyside Boulevard & 61st Street NE) at a site address of 4716 61st Street NE (see attached map).

Surrounding Uses: Surrounding properties to the north are currently zoned NB (neighborhood business) and are currently developed with a convenience store/gas station, restaurant and retail/office center. Existing single-family homes are located on the R-6.5 (single-family, high density) zoned property to the east, and R-8 (single-family, high-density small lot) to the west. The property to the south is currently zoned R-18 (multi-family, medium density) and is currently developed with Madelein Villa Healthcare Center, providing primary care for the elderly.

This proposed amendment site is currently developed with a 3,832 SF 1 ½ story single-family residence with an unfinished basement, which the applicant is proposing to convert into a home décor & gift shop, if the comprehensive plan amendment and concurrent rezone is approved.

Traffic & Circulation: The proposed amendment site is located along two minor arterial classified roadways (47th Avenue NE & 3rd Street; aka 61st Street NE or Sunnyside Boulevard). Minor arterial classified roadways provide for intra-community travel for areas bounded by the principal arterial system. Citing criteria for a change in land use classification from residential to commercial requires commercial land uses to be located adjacent to an arterial classified roadway, as outlined in the Marysville Comprehensive Plan.

A capital improvement project improving this intersection is scheduled for construction in the Summer of 2007. The intersection improvements include signalizing the intersection and providing improved channelization including additional turn lanes and turning radii as well as ADA improvements in order to accommodate current and future motor vehicle and non-motor vehicle traffic flows. These planned improvements support re-designating this corner property from a residentially designated property to a commercially designated property, based on changed circumstances including, increased traffic mobility and installation of a signal controlled intersection.

Public Comments: A letter in opposition of the proposed amendment and concurrent rezone request was received from Anderson Hunter Law Firm, P.S., dated May 14, 2007. Anderson Hunter Law Firm, P.S. represents Madeleine Villa Healthcare Center, Inc., which provides primarily care for the elderly, and abuts the southern boundary of the amendment request site. The opposition letter states that the requested Mixed Use Comprehensive Plan designation would allow a vast array of uses that would likely be significantly incompatible with Madeleine Villa's use.

The Marysville Municipal Code provides protection of existing and proposed land uses through implementation of applicable development standards, addressing potential environmental impacts, including, but not limited to, land use, noise, landscaping, fencing, pedestrian access and building design standards. Specifically, Section 19.16.090 MMC, *Required landscape buffers*, requires a 10' semi-opaque landscape buffer plus a 6' sight-obscuring fence or wall to be provided between commercially designated properties (as proposed by the applicant) bordering multi-family designated properties (Madeleine Villa Healthcare Center,

Inc.). The landscaping and fencing requirements, as well as all other applicable development standards outlined in the MMC, were adopted in order to address potential environmental impacts and provide adequate protection from existing and proposed land uses.

Staff Analysis: In reviewing a Comprehensive Plan Amendment application, Staff considers whether or not changed circumstances have occurred in the area to warrant said amendment request and if the proposed amendment request serves the communities interest as a whole, including a review of adjacent land uses, and whether or not the proposed amendment request is compatible with the surrounding established uses.

The MU land use designation requested by the applicant combines office uses with the highest density multi-family residential. This land use is typically assigned in areas with high vehicular and transit access and close proximity to services and employment. Commercial uses allowed in the MU land use designation are similar to those in the Neighborhood Business (NB) land use designation, except that the MU designation permits multi-family development at a base density of twenty-eight (28) dwelling units per acre, whereas, the NB only allows multi-family development above a ground floor commercial use.

Although the applicant has not proposed development of a high density multi-family apartment complex, assigning the MU land use designation would allow the current or future property owners to construct such a use at this location. The proposed amendment site is located in a well established neighborhood at the edge of a neighborhood businesses district to the north, single-family residential homes to the east and west and a convalescent facility to the south. Allowing multi-family land uses in an established neighborhood could prove problematic to the current residents in the area as well as take away from the character of this established neighborhood.

Consequently, the NB land use could serve the immediate neighborhood and be oriented towards pedestrians, bicyclists and motor vehicles, and would prohibit construction of a multi-family apartment complex at this location. In addition, the criteria and standards for citing a NB land use, as outlined in the Marysville Comprehensive Plan, include site size of ¼ to 1 ½ maximum acres. The existing NB designated properties located adjacent to and north of the subject site totals approximately 0.70-acres. If the subject site was re-designated NB the total site area of the NB designated area would be approximately 1.10-acres (0.70 + 0.40), which meets the citing criteria of 1 ½ maximum acres. The maximum citing acreage would also provide a limiting factor for future amendment requests, further expanding commercial uses into an already established residential neighborhood.

Based on the reviewing factors outlined above the NB land use designation appears to be more compatible with the existing neighborhood then the MU land use designation, and would also limit the potential for expanding commercial or multi-family uses into the established residential neighborhood.

Conformance with State Environmental Policy Act: After evaluation of the applicant's environmental checklist, supporting documentation submitted with the application, and review of information on file with the City, a Determination of Non-Significance (DNS) was issued on June 18, 2007.

II. CONCLUSIONS

1. The applicant is requesting approval of a Comprehensive Plan Map Amendment and concurrent rezone to change the land use designation of an approximately 0.40-acre parcel from High Density Single-family to Mixed Use (MU).
2. The proposed amendment request is located on the southeast corner of 47th Avenue NE & 3rd Street.
3. Surrounding properties are currently zoned NB to the north, R-6.5 to the east, R-18 to the south, and R-6.5 to the west.

4. The proposed amendment site is located along two minor arterial classified roadways known as 47th Avenue NE & 3rd Street.

5. Commercial land uses are to be located adjacent to an arterial classified roadway, as outlined in the Marysville Comprehensive Plan citing criteria.

6. Intersection improvements on the corner of 47th Avenue NE & 3rd Street include signalizing the intersection and providing improved channelization including additional turn lanes and turning radii as well as ADA improvements in order to accommodate current and future motor vehicle and non-motor vehicle traffic flows.

7. Anderson Hunter Law Firm, P.S., which represents Madeleine Villa Healthcare Center, Inc., submitted a letter of opposition stating the requested Mixed Use Comprehensive Plan designation would allow a vast array of uses that would likely be significantly incompatible with Madeleine Villa's use.

8. The Marysville Municipal Code provides protection of existing and proposed land uses through implementation of applicable development standards, addressing potential environmental impacts, including, but not limited to, land use, noise, landscaping, fencing, pedestrian access and building design standards.

9. The NB land use designation appears to be more compatible with the existing neighborhood then the MU land use designation, and would also limit the potential for expanding commercial or multi-family uses into the established residential neighborhood.

10. A Determination of Non-Significance (DNS) was issued on June 18, 2007.

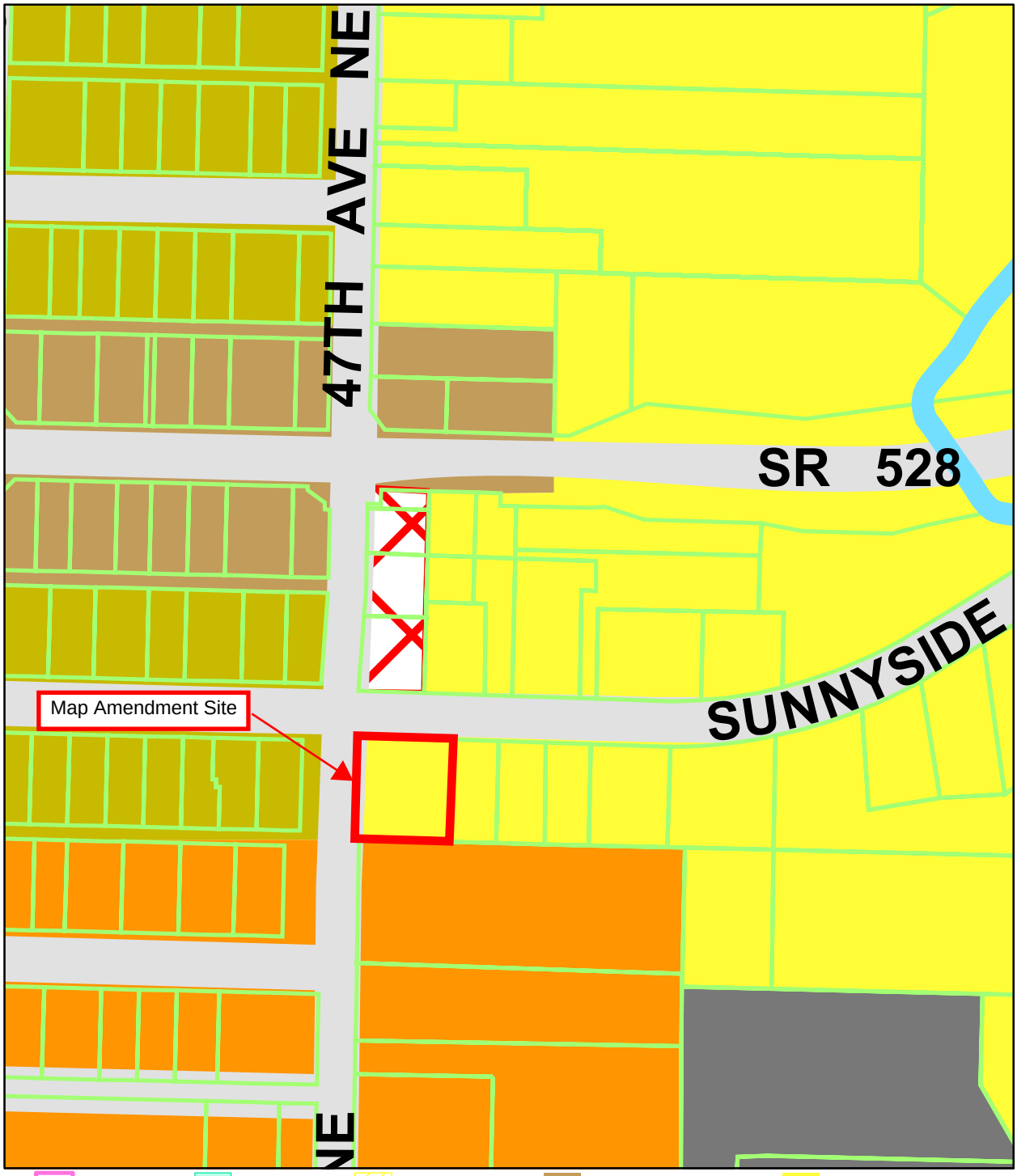
III. STAFF RECOMMENDATION

Based on the above stated findings and conclusions CD recommends ***APPROVAL*** of the NON-PROJECT action request, amending the Comprehensive Plan Map and Concurrently Rezoning the approximately 0.40-acre parcel of property located on the southeast corner of 47th Avenue NE & 3rd Street from High Density Single-Family (R-6.5) to ***Neighborhood Business (NB)***, subject to the following conditions:

1. The applicant shall be required to dedicate 7.5' of property along 47th Avenue NE in order to obtain the ultimate right of way section for this collector arterial, in accordance with Section 12.02A.110(1)(d) MMC, *Dedication of road right-of-way – Required setbacks*.

2. Access from the adjacent right-of-ways shall be restricted to 47th Avenue NE. No access from the site shall be permitted onto 61st Street NE (aka 3rd Street/Sunnyside Boulevard).

3. Future project action submittals shall be required to be designed in accordance with the Neighborhood Business Criteria and Standards, outlined in the Marysville Comprehensive Plan.



City limits
Urban growth area
Deferments
Annexation covanents
New language
FALSE
TRUE

Recoveries - areas
Recoveries - lines
Road
Sewer
Water
Main fees
Sewer
Water

Mixeduse overlay
Waterfront overlay
General Commercial
Downtown Commercial
Community Business
Business Park
Neighborhood Business

Mixed Use
General Industrial
Light Industrial
R28 Multi-Family High
R18 Multi-Family Medium
R12 Multi-Family Low
R8 Single Family High Small Lot

R6.5 Single Family High
R4.5 Single Family Medium
Public-Institutional
Recreation
Open
Undesignated

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07-001

CITY OF Marysville WASHINGTON

COMMUNITY DEVELOPMENT DEPARTMENT
80 Columbia Avenue, Marysville, WA 98270
(360) 363-8100, (360) 651-5099 FAX

APPLICATION FOR AMENDMENT TO THE MARYSVILLE COMPREHENSIVE PLAN

Section I

(Please type or print legibly)

Name of Proponent: Wayne M Christianson

Address: 10231 N. Davies Rd.
Lake Stevens, WA. 98258

Telephone: 425-334-6137

Representative (if different from Proponent):

Address:

Telephone:

Signature: _____

Section II

A. Is the proposed amendment a change to:

	Check one
1. Land Use Map designation only?	✓
2. Text amendment only?	
3. Both the text and Land Use Map	

B. If a change of the written text is proposed, indicate which Element, section and policy numbers.

C. Indicate the following:

1. Property location or description - 4716 Sunnyside Blvd. Marysville, WA 98270
2. Size of property in acres - 0.4 Acres
3. Existing Land Use designation - Residential

4. Existing zoning of the property - Residential
5. Proposed Land Use designation - Mixed use
6. Proposed Zoning - Mixed use
7. Current and projected population density in the general area - to be determined

D. How does the Comprehensive Plan land use map designation you are seeking relate to the designation and use of surrounding properties? Provide a map with this information.

1. North
   a. Comprehensive Plan Land Use designation: Neighborhood Business
   b. Current Zoning: Neighborhood Business
   c. Current use of property: Neighborhood Business
2. South
   a. Comprehensive Plan Land Use designation: Multi-family medium
   b. Current Zoning: Multi-family medium
   c. Current use of property: Multi family medium
3. East
   a. Comprehensive Plan Land Use designation: ~~Sign~~ Single family high
   b. Current Zoning: Single family high
   c. Current use of property: Single family high
4. West
   a. Comprehensive Plan Land Use designation: Single family high small lot
   b. Current Zoning: Single family high small lot
   c. Current use of property: Single family high small lot

E. Would the land use designation you desire for the subject property create the need or cause direct or indirect pressure for a change of land use designation on surrounding properties? Please explain.

There should not be any impact on the surrounding properties since they are presently zoned for their best use. Only this property has the corner lot location, visibility, and road access for a retail store, professional office and or other mixed use zoning criteria.

F. Describe in detail the circumstances that have changed since the adoption of the existing plan on April 1, 1996 that warrant the change to the Comprehensive Plan text which you are seeking.

G. Explain the measures that would be necessary to assure compatibility between the subject property and surrounding uses.
The subject property is a corner lot. The southern neighbor is a medium density nursing home. There is a slotted cyclone fence separating the property. The eastern neighbor is a resident and there is also an existing cyclone fence. New natural shrub landscaping in front of the fences would complete the buffer between other uses.

H. Describe the detail why the proposed change in land use designation would be in the best long term interest of the community.
Currently the property is vacant. a rezone to mixed use would enable the character and history of the home to be preserved when converted to a retail store and or professional office. The population of the area would recognize the rezone as a possitive as the building and land have much deferred maintainace. The city of Marysville would realize increased revenue from licensing and sales tax collection.

I. Identify the quantity and location of vacant land zoned for the existing and proposed use in the City and within the Marysville Comprehensive Plan boundary.
See comp plan map attached
as per Gloria

J. Attach to this application any site development plans which are proposed as part of this requested comprehensive plan amendment which will serve to illustrate the nature of the requested land use map change and which support the statements made in support of the requested change. Feel free to attach any other materials which support the land use map change you are requesting.

K. How would the land use designation you desire effect the physical, economic and human environment?
A mixed use rezone would improve the property. The mixed use zoning would enable income producing businesses to fund improvement and maintain the site.
an attractive mixed use building at 47th Ave & Sunnyside Blvd. would be a positive asthetic change to the local visual environment.

L. What effect would it have upon open space, streams and other sensitive areas?

There would be none or very little effect on open space, streams or other sensitive areas. The existing building and land does not have a sensitive area. There are no plans to change the existing site plan that would change the open space!

M. What impacts will there be on community facilities including utilities, streets, public transportation, parks, recreation facilities and schools? What measures are proposed to mitigate such impacts?

There would be zero impact on parks recreational facilities and schools. The impact on streets and public transportation would be minimal. The impact on utilities would be mitigated complying with the useage conditions and regulations. The new traffic light at 47th NE & Sunnyside Blvd. should improve the trafic flow & service level.

N. Describe the proposal's overall consistency with the 1996 Marysville Comprehensive Plan policies.

Our proposal for the change to a mixed use zoning would conform to the Marysville Comprehensive Plan mixed use criteria and standards in the comprehensive plan. The location of the property is very convenient at the intersection of 47th Ave NE and Sunnyside Blvd. This intersection now has a deficient level of service, but with the city's planned traffic signal installation completed the intersection will be at a much higher level of service. The craftsman style home (see pictures Exhibit A would be an attractive addition to the area as a mixed use center. The buildings characteristics are appealing for a retail store such as Details Home Decor & Gifts as well as offices or personal service businesses. The lot has sufficient land for parking in the back (South) and both the east & west sides.

Section III (Applies when a change to the text of the Comprehensive Plan is necessary to support the proposed change in land use designation and rezone)

A. Indicate how the text of the Comprehensive Plan is proposed to be changed, including the language proposed to be added to and/or removed from the text:

N/A

CITY OF MARYSVILLE

RCW 197-11-960 Environmental Checklist.

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your observations or project plans without the need to hire experts. If you really don't know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you pan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of this checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and affected geographic areas," respectively.

5/6/02

A. BACKGROUND

1. Name of proposed project, if applicable:

2. Name of applicant: Wayne M. Christianson

3. Address and phone number of applicant and contact person:
10231 N. Davies Rd
Lake Stevens WA 98258

4. Date checklist prepared: Jan 26 2007

5. Agency requesting checklist: Marysville Community Development Dept.

6. Proposed timing or schedule (including phasing, if applicable):
Spring 2007

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. NO

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. Does not apply

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
None

10. List any government approvals or permits that will be needed for your proposal, if known.
Do not know

11. Give brief, complete description of your proposal; including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)
Rezone application from Residental

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

4716 - Sunnyside Blvd
Marysville WA 98270
NE 33-30-05
300528 004 001 000

TO BE COMPLETED BY APPLICANT

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____.

b. What is the steepest slope on the site (approximate percent slope)? 0%

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland. CLAY

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. None

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill. None

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

NO

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

10%

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

none

2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

None

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

none

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

none

3. Water

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

none

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, describe and attach available plans.

NO

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

0

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

no

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

no

6) Does the proposal involve any discharges of waster materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

no

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

no

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage: industrial, containing the following chemicals. . .; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

none

c. Water Runoff (including storm water):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

unknown

2) Could waste materials enter ground or surface waters? If so, generally describe.

no

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

none

4. Plants

a. Check or circle types of vegetation found on the site:

__ deciduous tree: alder, maple, aspen, other
__ evergreen tree: fir, cedar, pine, other
__ shrubs
✓ grass
__ pasture
__ crop or grain
__ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
__ water plants: water lily, eelgrass, milfoil, other
__ other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

Some grass

c. List threatened or endangered species known to be on or near the site.

none

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

none

5. Animals

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other: _____
mammals: deer, bear, elk, beaver, other: _____
fish: bass, salmon, trout, herring, shellfish, other: _____

b. List any threatened or endangered species known to be on or near the site.

none

c. Is the site part of a migration route? If so, explain.

no

d. Proposed measures to preserve or enhance wildlife, if any:

none

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electric as now. for needs

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

no

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

none

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

none

1) Describe special emergency services that might be required.

none

2) Proposed measures to reduce or control environmental health hazards, if any:

none

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? nothing Significant

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

nothing Significant

3) Proposed measure to reduce or control noise impacts, if any:

none

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

Residential, Comerical, High Density

b. Has the site been used for agriculture? If so, describe.

no

c. Describe any structures on the site. 32 x 49 House

18 x 24 detached garage

d. Will any structures be demolished? If so, what? no

e. What is the current zoning classification of the site?

Residential

f. What is the current comprehensive plan designation of the site? mixed use to commerical

g. If applicable, what is the current shoreline master program designation of the site?

not known

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

no

i. Approximately how many people would reside or work in the completed project?

3-4

j. Approximately how many people would the completed project displace?

None

k. Proposed measures to avoid or reduce displacement impacts, if any:

none

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

approval by city of marysville planning department

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

none

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

none

c. Proposed measures to reduce or control housing impacts, if any:

none

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

two story House existing

b. What views in the immediate vicinity would be altered or obstructed?

none

c. Proposed measures to reduce or control aesthetic impacts, if any:

none

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

none

b. Could light or glare from the finished project be a safety hazard or interfere with views?

none

c. What existing off-site sources of light or glare may affect your proposal?

none

d. Proposed measures to reduce or control light and glare impacts, if any:

none

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

City park

b. Would the proposed project displace any existing recreational uses? If so, describe.

none

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

none

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

none

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

none

c. Proposed measures to reduce or control impacts, if any:

none

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

see site plan

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

one block

c. How many parking spaces would the completed project have? How many would the project eliminate?

Six ; eliminate none

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

none

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

none

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

20-40 10AM- 6PM

g. Proposed measures to reduce or control transportation impacts, if any:

none

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, health care, schools, other)? If so, generally describe.

none

b. Proposed measures to reduce or control direct impacts on public services, if any:

none

16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, ~~septic system~~, other.

WC

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

USE Existing Utilities

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature Wayne M Clusta

Date Submitted Jan 30 2007

D. SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS
(Do not use this sheet for project actions.)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

This proposal should not increase water, air or toxic or hazardous quanities

Proposed measures to avoid or reduce such increases are:

None required

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Not likely to affect plants animals or marine life

Proposed measures to protect or conserve plants, animals, fish or marine life are:

none required

3. How would the proposal be likely to deplete energy or natural resources?

The proposal should not change to current effects on energy or natural resources

Proposed measures to protect or conserve energy and natural resources are:

None required

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The proposal does not affect any environmentally sensitive areas

Proposed measures to protect such resources or to avoid or reduce impacts are:

None required

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposal would not result in any uses incompatible with existing plans

Proposed measures to avoid or reduce shoreline and land use impacts are:

none required

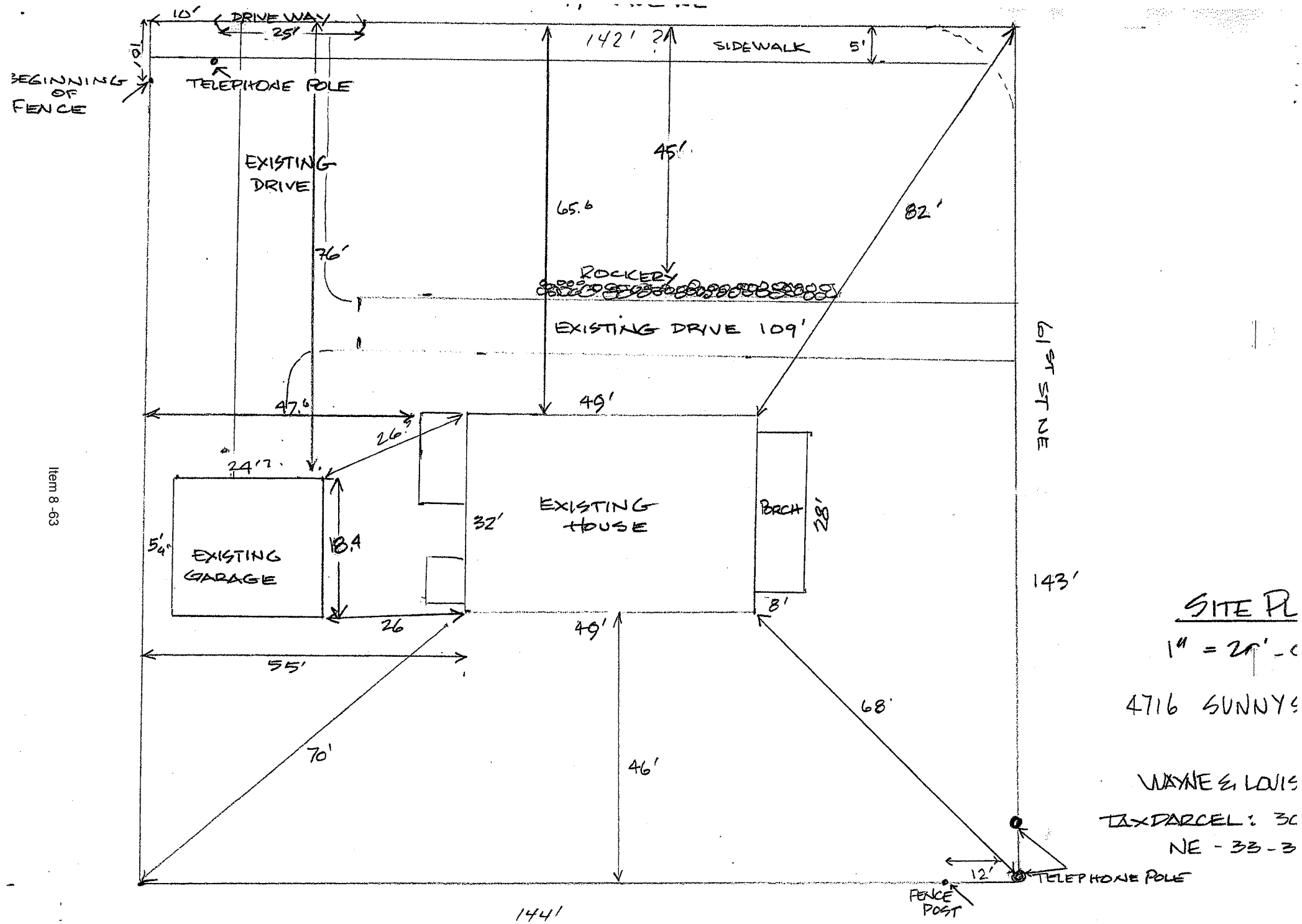
6. How would the proposal be likely to increase demands on transportation or public services and utilities? The proposal would increase demands on transportation or public services enough to require an increase or change.

Proposed measures to reduce or respond to such demand(s) are:

Coordinate with the city of Marysville transportation to conform to the city use plans.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The proposal would have the approval of the Local, State and Federal Laws to be sanctioned


10'
DRIVE WAY
25'
10'
BEGINNING OF FENCE
TELEPHONE POLE
142' ?
SIDEWALK
5'
EXISTING DRIVE
45'
65.6
82'
76'
ROCKERY
EXISTING DRIVE 109'
61st ST NE
47.6
49'
26'
24'?
EXISTING HOUSE
PORCH
28'
32'
5'4"
EXISTING GARAGE
18.4
143'
8'
26
49'
55'
68'
70'
46'
12'
TELEPHONE POLE
FENCE POST
144'
SITE PL
1" = 20'-0
4716 SUNNYS
WAYNE & LOUIS
TAX PARCEL: 30
NE - 33 - 3

Details
HOME DECOR & GIFTS
Details Home Décor & Gifts
6618 - 64th St. N.E. "D"
Marysville, WA 98270-4834
360-651-9077

We are requesting an amendment to 2005 Marysville comprehensive plan from residential to mixed use so we can move Details Home décor & Gifts to 4716 Sunnyside Boulevard.

Details Home Décor & Gifts has been in Marysville since 1998. Our goal in seeking the zoning change is to keep Details in Maysville. Over the years we have supported the community thru donations to many schools, pre schools, church fundraisers and also have been very active in the Marysville Noon Rotary.

A rezone and move would improve our business location to the downtown business core, planning area # 1. The rezone and business move would bring Details within one block of an Community Transit stop location and walking distance of the new retail center on 4 Ave and 47 ST NE.

The corner 0.4 acre lot would provide class A exposure to commuter traffic in the AM, PM and weekends too. The intersection of 3 RD (Sunnyside Boulevard) and 47 NE is a collector road as well as main arterial access to the rezone and business move location. The existing home and property has fencing and landscaping separating the residence to the east and the mixed use to the south.

Currently Details has more than neighborhood business customer demographics. 50 % of our preferred customer list lives in the 98270 zip code, 20 % in the 98271 and the rest in Arlington, Lake Stevens and others.

The craftsman style of the Baca estate home would be synergistic with our business plan. Displaying our products for purchase as they would be used in a home is a force that would definitely accelerate sales volume growth. This is very true especially in this classic home settings . As our business prospers so would the sales tax collections for the city of Marysville.

Louise & I believe moving Details to this home after the rezone would be beneficial to the City of Marysville as well as our selves.

Wayne & Louise Christianson

Christianson

RECEIVED
FEB 26 2007
CITY OF MARYSVILLE
COMMUNITY DEVELOPMENT

VICINITY MAP
N.T.S.

PROJECT INFORMATION

APPLICANT/DEVELOPER:

PROPERTY OWNERS:
SAME AS APPLICANT

APPLICANT/CONTACT:
BORSETH ARCHITECTS
842 BEACH STREET
MARYSVILLE, WA 98270
TODD BORSETH
(425) 259-1034
FAX 360.658.9932
borsethjt@verizon.net

ARCHITECT:
BORSETH ARCHITECTS
842 BEACH STREET
MARYSVILLE, WA 98270
TODD BORSETH
(425) 259-1034
FAX 360.658.9932
borsethjt@verizon.net

CIVIL ENGINEER:
BISCHOFF ENGINEERING COMPANY
3301 HOYT AVE. STE A
EVERETT, WA 98201
CONTACT: BRIAN R. KRUSE
(425) 303-9343
FAX (425) 303-9352

GEO TECH:
GARY A. FLOMERS, PLLC
18532 12TH AVENUE NE
SHORELINE, WA 98155-1056
206.417.7940

TRAFFIC:

SURVEYOR:
DELTA LAND SURVEYORS
370 N. EAST CHANNEL DRIVE
SUITE 3-B5,
SUNNYSIDE WA 98292
360.835.0318

LEGAL DESCRIPTION

ADDRESS
4716 sunnyside blvd
MARYSVILLE, WA 98270

PARCEL
30052800400100

LOT AND BUILDING INFO.
TOTAL COMBINED LOT SQ. FT. 11,999 S.F./.27ACRE

ZONING: R18
USE: MIXED USE
OPEN SPACE
ON SITE RECREATION 170X5=850 SQ.FT
OPEN SPACE @70% =14,937=70%

TOTAL PARKING SPACES
9 NEW STANDARD SPACES
0 NEW COMPACT SPACES
1 NEW HANDICAP SPACES
TOTAL PARKING 9

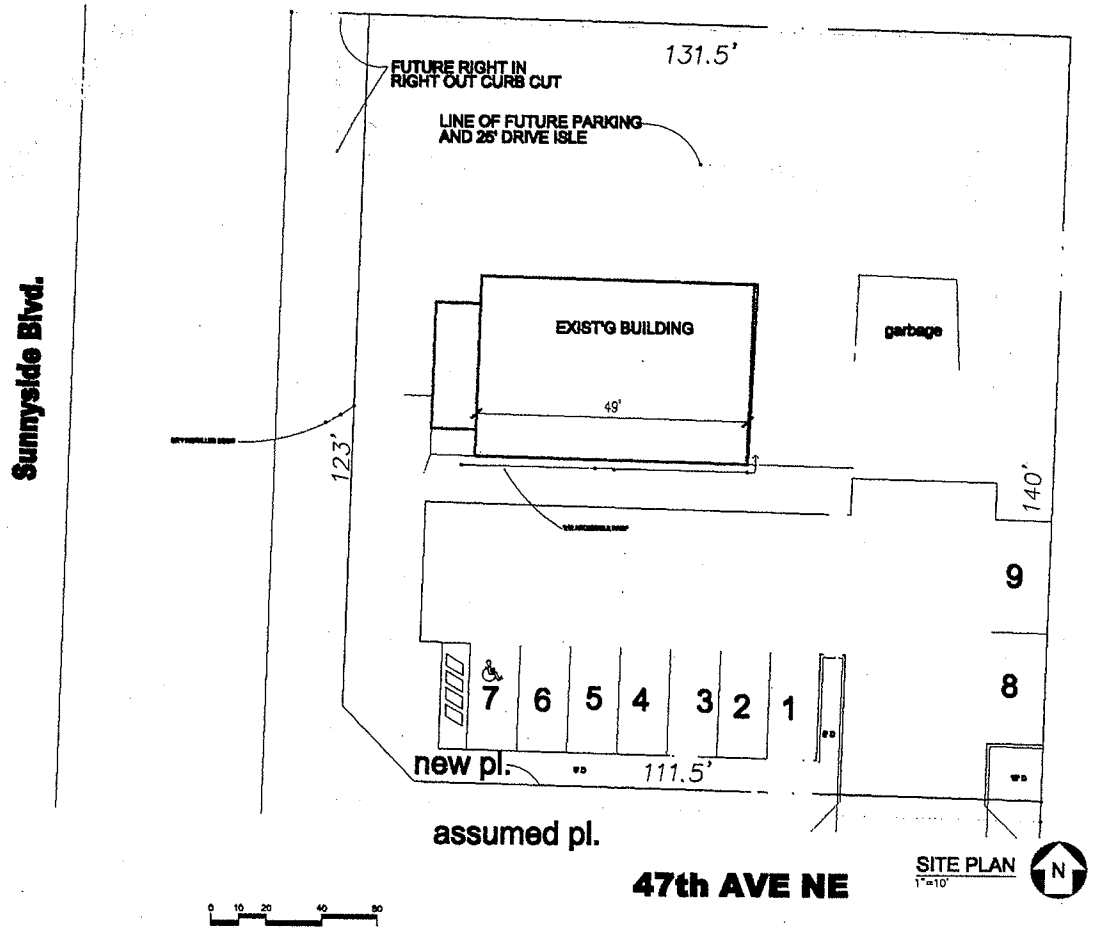
PARKING CALC'S
MAIN FLR 1,560 SQ. FT. RETAIL/ 600= 2.6 SPACES
UPPER FLR 950 OFFICE/400 = 3 SPACES
BASEMENT 950 OFFICE/400 = 3 SPACES

IMPERVIOUS AREA CALC

TOTAL LOT SQ. FT.	17,110 S.F./.4 ACRE APPROX NET
BUILDING FOOTPRINT SQ. FT. @45%	1,757 S.F. 10%
PERVIOUS BLOCKS (PARKING & DRIVE ISLE)	5,140 S.F. ADJUST TO 4,654 USING VOIDS
SIDEWALK/ CONC. SQ. FT.	346 S.F.
LANDSCAPE (OPEN SPACE) SQ. F.T	2,212 S.F.
OPEN SPACE @70%	14,937=70%
*PERVIOUS SURFACE REQUIRED: 1,540 SQ. FT.	

EXTERIOR LIGHT SCHEDULE
Ⓐ – POLES: 12' KW SQUARE
Ⓑ – FIXTURE POLE LAMP:
MANF.: NUBELL LIGHTING
SERIES: NEWARK
NK-1-A-P10-H3-F-Q-DB-L
Ⓒ – BOLLARD LIGHT:
MANF.: NUBELL LIGHTING
SERIES: MADESTO
MO2-P70-Q-DB-DM-L

SITE NOTES:
1. THE RESIDENTIAL BUILDINGS ARE REQUIRED TO BE PROTECTED W/ AUTOMATIC FIRE PROTECTION AND APPROPRIATE ALARM MONITORING.
3. ANY OUTDOOR LIGHTING MUST BE SHIELDED AS TO REDUCE ANY TYPE OF GLARE
2. LOCATION OF FIRE DEPARTMENT CONNECTION SHALL



SITE PLAN
1"=10'

T. F. BORSETH ARCHITECTS
DESIGN BUILD
ARCHITECTURE
INTERIOR DESIGN
824 BEACH AVE.
MARYSVILLE, WA 98270
425.309.1034 FAX 360.658.9932

Checked By
Date
Job Number
Drawn By

Revision
PRE APPPLICATION 02.22.07
PERMIT SUBMITTAL

Sheet Content
SITE PLAN

CHRISTIANSON
6618 64TH ST. NE #D
MARYSVILLE, WASHINGTON

Job Title

Sheet No.
A1.0

of_____ sheets

C:\Documents and Settings\todd\Desktop\ChristiansonA1.0.dwg, 2/23/2007 10:12:36 AM, PDF995

City of Marysville
Community Development
80 Columbia Ave.
Marysville, WA 98270
(360) 363-8100

Request for Review

The City of Marysville Planning Department is reviewing this application and encourages other affected agencies, departments, community groups, and municipalities to respond. Your comments will assist the City's evaluation and are sincerely appreciated.

Responding Agency: John Cowling **File:** PA 07001

Related File # PreApp 07021

Applicant: Wayne M. Christianson

Proposal: Non-project action amending the comprehensive plan map and concurrently rezone a 40 acre parcel of property from high density single family to mixed use 0.40

Location: 4716 – 61st St NE

Tax Account#: 30052800400100

SEC/TWN/RNG: 28/30/05 **Please respond by:** 4/11/2007

Comments/Recommendations:

Comments are attached.

Responding Agency's Signature Anne Miller *Date* 4/10/07

For further information, please contact Chris Holland
CHolland@ci.marysville.wa.us

Please return this form and your comments, attachments may be discarded.

COMMUNITY DEVELOPMENT DEPARTMENT
80 Columbia Avenue • Marysville, WA 98270
(360) 363-8100 • (360) 651-5099 FAX

MEMORANDUM

DATE: April 10, 2007

TO: Chris Holland, Senior Planner

FROM: Anne Miller, Associate Engineer II AM

RE: PA 07-001 Comp Plan Amendment
4716 61st St. NE

The following comments are offered after review of the above referenced application.

The following comments are offered after review of the above referenced application for ***general land development technical issues***.

1. Pre-application comments were provided by Shane Oden, Associate Engineer II on March 13, 2007.

2. Right of way dedication:
   a. Sunnyside Blvd/61st/3rd: 17' of right of way has been purchased by the city for the capital improvement project. A map provided by Jeff Massie, Assistant City Engineer showing the right of way acquisition is attached.
   b. 47th Ave. NE: 5' of right of way dedication is required.
   c. Intersection right of way: Sufficient right of way has been purchased by the city for the capital improvement project. A map provided by Jeff Massie, Assistant City Engineer showing the right of way acquisition is attached.

3. Access:
   a. Per Engineering Design and Development Standards 3-301 bullet 5, access will be limited to the lowest volume roadway.
   b. Future access onto Sunnyside Blvd., as stated on the site plan, will not be permitted. Access will be permitted from 47th Ave. only.
   c. Per Engineering Design and Development Standards table 3-3.1 the driveway on 47th Ave. NE is required to be set back from the intersection 235'. As this property can't accomplish the setback because of its length, a variance application will be required to be made.
   d. Per Engineering Design and Development Standards 3-303 (4), driveway widths shall be 30 feet minimum and 40 feet maximum for commercial/industrial driveways.

4. Frontage improvements are required per MMC 12.02A.090 when development occurs. Frontage improvements are described as curbs, gutters, and sidewalks; underground storm drainage facilities; patching the street from its preexisting edge to the new curb line; and overlayment of the existing public street to its centerline. Frontage improvements:
   a. Sunnyside Boulevard/61st/3rd: The capital improvement project intends to design and install frontage improvements on Sunnyside Boulevard/61st/3rd. However, this project may be required to install the frontage improvements or pay cash in lieu of improvements if occupancy precedes the CIP. Future build out of Sunnyside Boulevard is a minor arterial with 5 lanes, bicycle lanes and streetscape.
   b. 47th Ave. NE: This project is required to improve 47th to current standards. 47th is a collector arterial with three lanes and bicycle lanes.

5. The following comments are being provided to address ***stormwater drainage issues*** associated with the proposed site plan. Completion of the project will generate more than 5,000 square feet of new and/or redeveloped impervious surface. Projects above the 5,000 square feet threshold must comply with requirements stipulated in Volume I, Chapter 2 of the Stormwater Management Manual for Western Washington. Please be aware that the city is no longer accepting the interim method as described in the 2001 Stormwater Management Manual for Western Washington. The requirements include, but are not limited to, the following components:

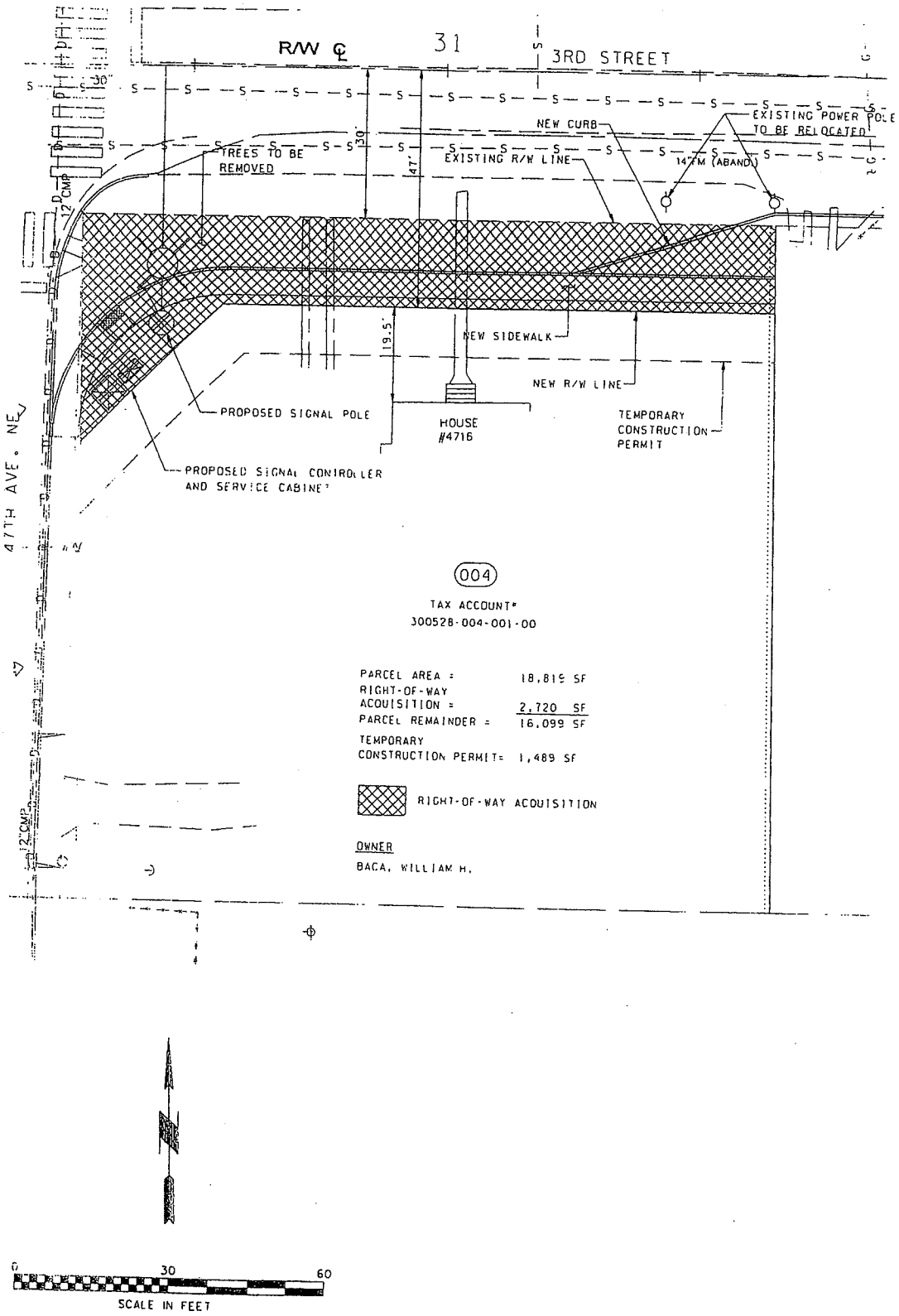
   - Minimum Requirement #1: Preparation of Stormwater Site Plans
   - Minimum Requirement #2: Construction Stormwater Pollution Prevention (SWPP) to include all 12 elements.
   - Minimum Requirement #3: Source Control of Pollution
   - Minimum Requirement #4: Preservation of Natural Drainage Systems and Outfalls
   - Minimum Requirement #5: On-site Stormwater Management
   - Minimum Requirement #6: Runoff Treatment
   - Minimum Requirement #7: Flow Control (Interim method is not acceptable)
   - Minimum Requirement #8: Wetlands Protection
   - Minimum Requirement #9: Basin/Watershed Planning
   - Minimum Requirement #10: Operation and Maintenance

6. Existing utilities:
   a. Sewer – There is a 48" Clay sanitary sewer main (Asbuilt S41, 1968) in Sunnyside Blvd. There is a 30" sanitary sewer in both 47th Ave. NE and Sunnyside Blvd (Asbuilt SS49, 1997).
   b. Water – There is an 8" CI water main (Asbuilt W276, 1954) in 47th Ave. NE and an 8" CI water main (Asbuilt W199, 1958) in Sunnyside Blvd. A fire hydrant is located approximately 20' south of the property on 47th Ave. NE.
   c. Storm – There is currently no stormwater covering the frontage along Sunnyside Blvd. A 12" stormwater main (Asbuilt SD12, 1982) exists in 47th Ave. NE.

If you have questions regarding these comments, please contact me at (360) 363-8218 or at amiller@ci.marysville.wa.us.

cc: Gloria Hirashima, Community Development Director
Kevin Nielsen, PE, City Engineer
John Cowling, PE, Engineering Services Manager
Shane Oden, Associate Engineer II

Parcel Sketch



RIGHT-OF-WAY EXHIBIT MAP 3RD STREET - PARCEL No. 004	10/24/06 DATE	1 OF 1 NUMBER
CITY OF MARYSVILLE - PUBLIC WORKS DEPARTMENT		

From: Shane Oden
To: Holland, Chris
Date: 04/25/2007 3:53:16 PM
Subject: Re: Christianson/Details Follow Up

In response to your questions:

1. Ultimate ROW dedication will be 7.5'. This is to obtain the 75' of ROW being requested for 47th as it is classified as an arterial collector.

2. The applicant will not be required to make improvement or pay a fee in lieu of improvement.

Thank you,

Shane Oden
Associate Engineer II
City of Marysville
Community Development
80 Columbia Avenue
Marysville, WA 98270
(360) 363-8227
(360) 651-5099 - fax
soden@ci.marysville.wa.us

>>> Chris Holland 04/25/07 1:59 PM >>>
Shane-

Just a reminder that the two follow-up items that need to be addressed regarding the proposed Change-of-use located at 4716 Sunnyside/3rd/61st are:

1. What is the ultimate right-of-way section along 47th, and is the 5' dedication needed, as outlined in Anne's comments for the Comp Plan Map Amendment Request?
2. Will the applicant be required to make this improvement at the time of project action?

Thanks, Chris.

CC: Cowling, John; Hirashima, Gloria; Massie, Jeffrey; Miller, Anne; Nielsen, Kevin

City of Marysville
Community Development
80 Columbia Ave.
Marysville, WA 98270
(360) 363-8100

Request for Review

The City of Marysville Planning Department is reviewing this application and encourages other affected agencies, departments, community groups, and municipalities to respond. Your comments will assist the City's evaluation and are sincerely appreciated.

Responding Agency: Jeff Massie **File:** PA 07001

Related File # PreApp 07021

Applicant: Wayne M. Christianson

Proposal: Non-project action amending the comprehensive plan map and concurrently rezone a 40 acre parcel of property from high density single family to mixed use

Location: 4716 – 61st St NE

Tax Account#: 30052800400100

SEC/TWN/RNG: 28/30/05 **Please respond by:** 4/11/2007

Comments/Recommendations:

Have already acquired right-of-way along frontage for 3rd St./ 47th Ave. acquisition. The property access should be via 47th Ave., the lower volume roadway.

Responding Agency's Signature [signature] *Date* 4-3-07

For further information, please contact Chris Holland
CHolland@ci.marysville.wa.us

Please return this form and your comments, attachments may be discarded.

From: "Werdal, Debra" <debra.werdal@co.snohomish.wa.us>
To: <cholland@ci.marysville.wa.us>
Date: 04/05/2007 9:18:46 AM
Subject: Wayne M. Christianson PA 07-001

Chris,

The county has no comments or requirements for this proposed comprehensive plan amendment to allow Details Home Décor & Gifts to relocate within the City of Marysville. Thank you.

Deb Werdal

Land Development Analyst Assoc.

3000 Rockefeller, M/S 607

Everett WA 98201

(425) 388-3184 (phone)

(425) 388-6449 (fax)

debra.werdal@co.snohomish.wa.us

From: "Brad Cattle" <bcattle@AndersonHunterLaw.com>
To: <cholland@ci.marysville.wa.us>
Date: 02/18/2007 2:16:56 PM
Subject: Christianson Comp Plan Amendment

Chris: We represent Madeline Villa. Our client is concerned about compatability of adjacent uses. Please forward to me electronically, if possible, information concerning the proposal for the Wayne Christianson property at 4716 - 61st Street NE. I am interested in the proposed use as well as what other uses would be permitted in the Mixed Use designation.

Please call or e-mail if you need additional information. If there is a charge for any information, please advise and we will provide that to you. Thank you.

Brad Cattle

Bradford N.Cattle
Anderson Hunter Law Firm
2707 Colby Avenue, Suite 1001
Everett, WA 98201

Direct Line: (425) 303-3124

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CC: <ghirashima@ci.marysville.wa.us>

COPY FOR YOUR INFORMATION

ANDERSON HUNTER LAW FIRM, P.S.

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JOHN A. FOLLIS
G. GEOFFREY GIBBS
PATRICK F. HUSSEY

CHRISTOPHER J. KNAPP
C. MICHAEL KVISTAD
J. ROBERT LEACH
MEGAN OTIS MASONHOLDER
JO MARIE NOACK
VICKIE K. NORRIS
LAURIE UMMEL

O.D. ANDERSON (1892-1961)
JAMES P. HUNTER (1915-1988)

May 14, 2007

Planning Commission
City of Marysville
c/o Community Development Dept.
80 Columbia Avenue
Marysville, WA 98270

RECEIVED
MAY 15 2007
CITY OF MARYSVILLE
COMMUNITY DEVELOPMENT

Re: Christianson Comprehensive Plan Amendment
Property Location: 4716 61st Street NE
Proposed Land Use Designation: MU (mixed use)

Dear Commissioners:

By way of introduction, our office represents Madeleine Villa Healthcare Center, Inc., which is located adjacent to the Christianson property which is seeking a Comprehensive Plan Amendment from residential (R-6.5) to mixed use. As you may know, Madeleine Villa has operated within the City of Marysville since October 1965. It has been and continues to be an exemplary property in both its developed facilities and its operations. Because of the nature of Madeleine Villa's facility, primarily care for the elderly, incompatible adjacent property uses are of paramount concern.

The current Comprehensive Plan designation of residential use is far more consistent with the Madeleine Villas elderly healthcare facility use. The requested Mixed Use Comprehensive Plan designation would allow a vast array of uses that would likely be significantly incompatible with Madeleine Villa's use. While the Christianson proposal does not, in and of itself, raise a major "red flag", the Comprehensive Plan designation being sought by the Christianson proposed Amendment is not limited to the use which is recited as the justification for the Comprehensive Plan Amendment.

Clearly if the Commissioners look at the use matrix for the Mixed Use Comprehensive Plan category, the Commissioners will be able to see that action approving the Christianson Amendment will allow that vast array of incompatible uses to be authorized. A fundamental perspective for the Commissioners, it is submitted, should be that any change in the Comprehensive Plan needs to take very serious consideration of existing, valued property uses that may be affected by the proposed change. Clearly, Madeleine Villa is one of those valued uses. Its history as an exemplary property owner within the City of Marysville, should be given

significant weight in determining whether to recommend approval for any significant Comprehensive Plan change adjacent to that property.

Further to the compatibility evaluation is what, if any, impact the projected revisions to 3rd and 4th Streets will have to the amount of Christianson property remaining after those improvements are completed. To the extent that these street improvements may take portions of the property, it would seem less suitable for a more intense comprehensive plan designation.

On behalf of our client, Madeleine Villa Health Care Center, Inc., it is respectfully requested that the Commission should disapprove the Christianson Comprehensive Plan Amendment and protect a current, valued property owner in the City of Marysville.

Very truly yours,

ANDERSON HUNTER LAW FIRM P.S.

Bradford N. Cattle

BNC:kkr
Enclosure
cc: Michael Downey
Gloria Hirashima, Community Development Director
Chris Holland, Senior Planner

COMMUNITY DEVELOPMENT DEPARTMENT
80 Columbia Avenue ◆ Marysville, WA 98270
(360) 363-8100 ◆ (360) 651-5099 FAX

DETERMINATION OF NONSIGNIFICANCE

File Number: PA 07001-1

Applicant: Wayne M. Christianson
10231 N. Davies Road
Lake Stevens, WA 98258
(425) 334-6137

Contact: same as applicant

Lead Agency: City of Marysville
Community Development Department

SEPA Contact: Chris Holland, Senior Planner
(360) 363-8100

Description of Proposal: A NON-PROJECT action requesting approval of a Comprehensive Plan Map Amendment and concurrent rezone to change the land use designation of approximately 0.40-acre parcel from High Density Single-family to Mixed Use in order to eventually propose a project action converting the existing single-family residence into a home décor & gift shop.

The High Density Single-family land use designation and implementing zoning designation of R-6.5, prohibits retail uses, as proposed by the applicant. Subsequently the Mixed Use land use designation and implementing zoning designation of MU, is a commercial classification, which permits retail uses such as a home décor & gift shop, as desired by the applicant.

A letter in opposition of the proposed amendment and concurrent rezone request was received from Anderson Hunter Law Firm, P.S., dated May 14, 2007. Anderson Hunter Law Firm, P.S. represents Madeleine Villa Healthcare Center, Inc., which provides primarily care for the elderly, and abuts the southern boundary of the amendment request site. The opposition letter states that the requested Mixed Use Comprehensive Plan designation would allow a vast array of uses that would likely be significantly incompatible with Madeleine Villa's use.

The Marysville Municipal Code provides protection of existing and proposed land uses through implementation of applicable development standards, addressing potential environmental impacts, including, but not limited to, land use, noise, landscaping, fencing, pedestrian access and building design standards. Specifically, Section 19.16.090 MMC, *Required landscape buffers*, requires a 10' semi-opaque landscape buffer plus a 6' sight-obscuring fence or wall to be provided between commercially designated properties (as proposed by the applicant) bordering multi-family designated properties (Madeleine Villa Healthcare Center, Inc.). The landscaping and fencing requirements, as well as all other applicable development standards outlined in the MMC, were adopted in order to address potential environmental impacts and provide adequate protection from existing and proposed land uses.

If the proposed Comprehensive Plan Map Amendment and concurrent Rezone request is approved, all future project action development proposals will be subject to the applicable Marysville Municipal Codes (MMC) and fees, as well as project level State Environmental Policy Act (SEPA) review, at time of application.

Location of Proposal: The proposed amendment request is site specific and located on the southeast corner of 47th Avenue NE & 3rd Street (aka Sunnyside Boulevard & 61st Street NE) at a site address of 4716 61st Street NE.

Threshold Determination: The lead agency has determined that this proposal does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is NOT required under RCW 43.21C.030(2)(c). This decision was made after review by the City of Marysville of a completed environmental checklist and other information on file with this agency. This information is available for public review upon request.

Prepared by: _____

Reviewed by: _____

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 15 days from the date below. Comments must be submitted by the 3 day of July, 2007.

Responsible Official: Gloria Hirashima
Position: Community Development Director
Address: 80 Columbia Avenue
Marysville, WA 98270

Date: 6/18/07 **Signature:** _____

The issuance of this Determination of Non-Significance should not be interpreted as acceptance or approval of the subject proposal as presented. The City of Marysville reserves the right to deny or approve said proposal subject to conditions if it is determined to be in the best interests of the City and/or necessary to the general health, safety and welfare of the public to do so. For further information, contact the Marysville Community Development Department at (360) 363-8100.

Distribution:

Washington State Agencies:
Department of Ecology – Olympia SEPA Register
Office of Community Development

Tribal Government:
Tulalip Tribes

City Departments:
Community Development
Public Works

Interest Groups:
Wayne M. Christianson, applicant
Bradford N. Cattle, Anderson Hunter Law Firm, P.S.

News Media:
Marysville Globe

SEPA Appeal Procedures:

A fee of $500.00 must accompany all SEPA appeals that require a separate public hearing.

19.22.070(3) Appeals.

(a) Any agency or aggrieved person may appeal the procedures or substance of an environmental determination of the responsible official under SEPA as follows:

- (i) A DNS. Written notice of such an appeal shall be filed with the responsible official within 15 days after the date of issuance of the DNS. The appeal hearing shall be consolidated with the hearing(s) on the merits of the governmental action for which the environmental determination was made.
- (ii) A DS. Written notice of the appeal shall be filed with the responsible official within 15 days after the date of issuance of the DS. The appeal shall be heard by the city council within 30 days thereafter.
- (iii) The Adequacy of an EIS. Written notice of appeal shall be filed with the responsible official within 15 days after the issuance of the final EIS. The appeal hearing shall be consolidated with the hearing(s) on the merits of the governmental action for which the EIS was issued.
- (iv) Appeals of intermediate steps in the SEPA process shall not be allowed.
- (v) For any appeal under this section, the city shall provide for a record that shall consist of the following:
  - (A) Findings and conclusions;
  - (B) Testimony under oath; and
  - (C) A taped or written transcript.
- (vi) Determination by the responsible official shall carry substantial weight in any appeal proceeding.

REQUEST FOR AMENDMENT
TO THE
CITY OF MARYSVILLE COMPREHENSIVE PLAN

Citizen Initiated Amendment No. 2

The following is a review of a citizen initiated request for an amendment to the City of Marysville Comprehensive Plan land use designation and associated rezone proposal.

File Number: PA 07001-2

Applicant: Joel Hylback & Ronald Young

Contact: Laurey Tobiason
Tobiason & Company, Inc.
506 NE 73rd Street, Suite 1A
Seattle, WA 98115
(206) 522-1024

Location of Proposal: Abutting the northern boundary of Gissberg "Twin Lakes" Park

Assessor's Parcel No.: 31052900400900

Current Use: Vacant undeveloped land

Property size: Approximately 3.10-acres

Existing Land Use: General Commercial

Proposed Land Use: Mixed Use

Amendment Request: Comprehensive Plan Map Amendment and concurrent Rezone to change the land use designation from General Commercial to Mixed Use.

Staff Recommendation: Amend the Comprehensive Plan Map and concurrently Rezone the property from General Commercial to Mixed Use, subject to the condition outlined in Section III of this report.

I. EVALUATION

Request: A citizen initiated NON-PROJECT action requesting approval of a Comprehensive Plan Map Amendment and concurrent Rezone to change the land use designation of the west half of APN 31052900400900 totaling approximately 3.1-acres from General Commercial to Mixed Use. The map amendment request was proposed by the applicant in order to eventually submit a project action application consisting of a mix of commercial and townhouse style units (conceptual site plan attached). The applicant originally proposed including APN 31052900300100 as part of the amendment request, however, this request was withdrawn in a letter from Tobiason & Company, Inc., dated April 5, 2007.

The General Commercial land use designation and implementing zoning classification of GC, prohibits townhome or multi-family units to be located on the ground floor, as desired by the applicant, and relegates said units above ground floor commercial uses only. Subsequently, the Mixed Use land use designation and implementing zoning classification of MU, permits townhome or multi-family units to be located on the ground floor, as desired by the applicant.

Location of Proposal: The proposed amendment request is site specific, encompassing approximately 3.1-acres of the western half of APN 31052900400900 abutting the northern boundary of Gissberg "Twin Lakes" Park (see attached vicinity map).

Surrounding Uses: Surrounding properties to the north and east are currently zoned GC. The property immediately north and east of the proposed map amendment area is vacant undeveloped land. Further north, approximately 52-acres has recently been developed with a shopping center consisting of approximately 463,000 SF of retail space, housing anchor tenants Costco and Target.

Properties to the west are currently zoned R-12 (low density multi-family). The property immediately west of the proposed amendment area is vacant undeveloped land, continuing west is a 119-unit mobile home park known as Crystal Tree Village. The property immediately south of the proposed map amendment area is zoned Recreation and is home to Gissberg "Twin Lakes" Park, which is owned and operated by Snohomish County.

This proposed map amendment site is currently vacant undeveloped land, which the applicant is proposing to convert into a mix of commercial and townhouse style units.

Traffic & Circulation: A future road extension of 164th Street NE, east from Twin Lakes Avenue, would be required with a project action submittal. 164th Street NE is proposed as a minor arterial classified roadway providing intra-community travel for areas bounded by the principal arterial system. 164th Street NE would connect into a future roadway extension of 27th Avenue NE, just east of the proposed map amendment site, providing future access north to 172nd Street NE (SR 531) and south to 156th Street NE. 27th Avenue NE is proposed as a collector arterial. Collector arterials provide movement within a community, including connecting neighborhoods with small community centers, and providing connectivity to minor and principal arterials.

The applicant submitted a Preliminary Traffic Impact Analysis (TIA), prepared by Gibson Traffic Constants, dated January 31, 2007, in order to provide a preliminary trip generation and trip distribution information for a future project action. According to the TIA the proposed mixed use development is anticipated to generate 1,335 average daily trips (ADT) with 45 AM peak-hour trips and 116 PM peak-hour trips. A final TIA will be required to be prepared and submitted with a project action that provides recommended improvements to ensure the road network system operates at an acceptable level of service. Specifically, the TIA will need to address project specific trip generation, trip distribution and an analysis of critical intersections including but not limited to 27th Avenue NE & 172nd Street NE, 27th Avenue NE & 169th Street NE, 27th Avenue NE & 164th Street NE and Twin Lakes Avenue & 164th Street NE.

Public Comments: As of the date of this report, no comments had been received from the public or surrounding property owners. The application was routed to affected public agencies, and the comments received to date are attached hereto.

Staff Analysis: In reviewing a Comprehensive Plan Amendment application, Staff considers whether or not changed circumstances have occurred in the area to warrant said amendment request and if the proposed amendment request serves the communities interest as a whole, including a review of adjacent land uses, and whether or not the proposed amendment request is compatible with the surrounding established uses.

The MU land use designation requested by the applicant combines office uses with the highest density multi-family residential. This land use is typically assigned in areas with high vehicular and transit access and close proximity to services and employment. The purpose of the MU land use designation is to promote pedestrian character, in contrast to the GC land use designation that is automobile oriented rather than pedestrian.

Allowing a more pedestrian oriented land use, such as MU, could serve as a softening factor between the high intensity commercially designated properties located north and east of the site and the residentially designated properties located west and northwest of the site. Additionally, the park environment to the south could benefit from a development of townhouse style units fronting on the lake rather than the back of a large commercial retail store.

Conformance with State Environmental Policy Act: After evaluation of the applicant's environmental checklist, supporting documentation submitted with the application, and review of information on file with the City, a Determination of Non-Significance (DNS) was issued on June 18, 2007.

II. CONCLUSIONS

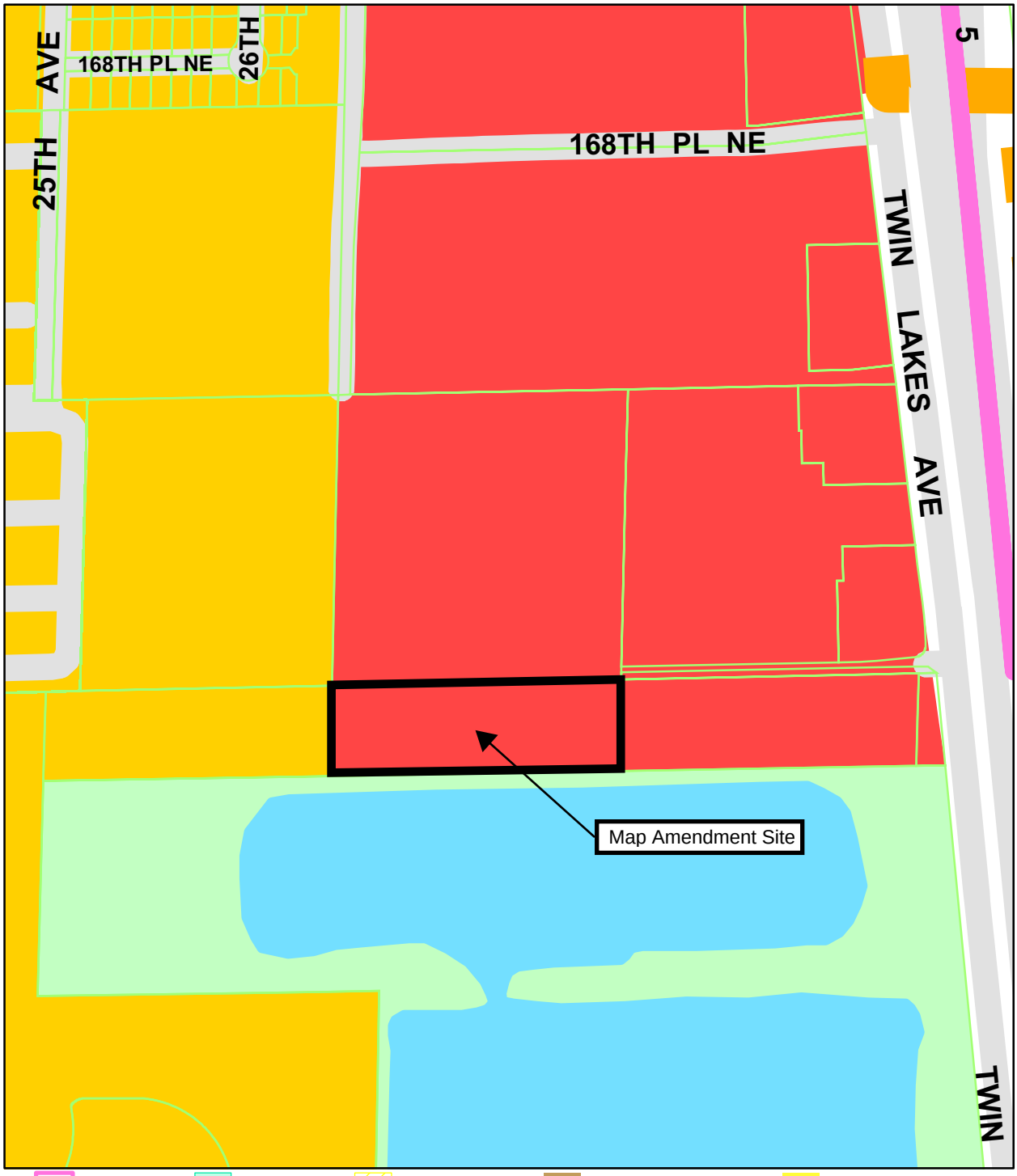
1. The applicant is requesting approval of a Comprehensive Plan Map Amendment and concurrent rezone to change the land use designation of an approximately 3.10-acre parcel from General Commercial to Mixed Use.
2. The proposed map amendment request is located on the western half of APN 31052900400900 abutting the northern boundary of Gissberg "Twin Lakes" Park.
3. Surrounding properties are currently zoned GC to the north and east, R-12 to the west and Recreation to the south.
4. This proposed map amendment site is currently vacant undeveloped land.
5. The proposed map amendment site would front along the future road extension of 164th Street NE, which is classified as a minor arterial.
6. As of the date of this report, no comments had been received from the public or surrounding property owners.
7. The MU land use designation could serve as a softening factor between the high intensity commercially designated properties located north and east of the site and the residentially designated properties located west and northwest of the site.
8. A Determination of Non-Significance (DNS) was issued on June 18, 2007.

III. STAFF RECOMMENDATION

Based on the above stated findings and conclusions CD recommends ***APPROVAL*** of the NON-PROJECT action request, amending the Comprehensive Plan Map and Concurrently Rezoning the approximately 3.10-

acre parcel of property located on the western half of APN 31052900400900 abutting the northern boundary of Gissberg "Twin Lakes" Park from General Commercial (GC) to Mixed Use (MU), subject to the following condition:

> **The applicant shall be required to dedicate the necessary right-of-way needed for future improvements of 164th Street NE and 27th Avenue NE, if adjacent to the future right-of-way extension of 27th Avenue NE, as recommended by the City Engineer, in accordance with Section 12.02A.110(1)(d) MMC, *Dedication of road right-of-way – Required setbacks*.**



City limits
Urban growth area
Deferments
Annexation covanents
New language
FALSE
TRUE

Recoveries - areas
Recoveries - lines
Road
Sewer
Water
Main fees
Sewer
Water

Mixeduse overlay
Waterfront overlay
General Commercial
Downtown Commercial
Community Business
Business Park
Neighborhood Business

Mixed Use
General Industrial
Light Industrial
R28 Multi-Family High
R18 Multi-Family Medium
R12 Multi-Family Low
R8 Single Family High Small Lot

R6.5 Single Family High
R4.5 Single Family Medium
Public-Institutional
Recreation
Open
Undesignated

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COMMUNITY DEVELOPMENT DEPARTMENT
80 Columbia Avenue, Marysville, WA 98270
(360) 363-8100, (360) 651-5099 FAX

APPLICATION FOR AMENDMENT TO THE MARYSVILLE COMPREHENSIVE PLAN

RECEIVED
JAN 3 1 2007
MSVL PLNG/BLDG

Section I

(Please type or print legibly)

Name of Proponent: **Joel Hylback**

Address: **P.O. Box 3249, Arlington, WA 98223**

Telephone:

Representative (if different from Proponent): **Laurey Tobiason**
Tobiason and Company, Inc.

Address: **506 NE 73rd Avenue, Suite 1A, Seattle, WA 98115**

Telephone: **206-522-1024**

Signature: Joel Hyl

Section II

A. Is the proposed amendment a change to: Check one

1. Land Use Map designation only? X
2. Text amendment only? _____

3. Both the text and Land Use Map _____

B. If a change of the written text is proposed, indicate which Element, section and policy numbers.

Not proposed.

C. Indicate the following:

1. Property location or description - **The subject site is directly north of the Twin Lakes Park. Please see the attached legal description and conceptual land use plan for further details.**

2. Size of property in acres - **6.22 acres**

3. Existing Land Use designation - **R-12 and GC**

4. Existing zoning of the property - **R-12 and GC**

5. Proposed Land Use designation - **MU – Mixed Use**

6. Proposed Zoning - **MU – Mixed Use**

7. Current and projected population density in the general area -

Unknown.

D. How does the Comprehensive Plan land use map designation you are seeking relate to the designation and use of surrounding properties? Provide a map with this information.

1. North a. Comprehensive Plan Land Use designation:

b. Current Zoning: **GC and R-12**

c. Current use of property: **Commercial (retail) Land Use and Undeveloped and Mobile Home Park.**

2. South a. Comprehensive Plan Land Use designation:

b. Current Zoning: **Recreation**

c. Current use of property: **Recreation**

3. East a. Comprehensive Plan Land Use designation:

b. Current Zoning: **GC**

c. Current use of property: **Proposed Commercial**

4. West a. Comprehensive Plan Land Use designation:

b. Current Zoning: **R-12**

c. Current use of property: **Undeveloped**

E. Would the land use designation you desire for the subject property create the need or cause direct or indirect pressure for a change of land use designation on surrounding properties? Please explain.

The proposal for a Mixed Use designation is inherently compatible with all of the surrounding land use designations. It would allow this site to serve as a softening factor on the change of land use between the high intensity commercial land uses north and east of the site and the residential land uses to the west and northwest. The instant request would not necessitate a change in zoning or land use designation for any adjacent property.

F. Describe in detail the circumstances that have changed since the adoption of the existing plan on April 1, 1996 that warrant the change to the Comprehensive Plan text which you are seeking.

Development of the area with large retail establishments make this site a prime opportunity to handle it's existing split land use and zoning designation by combining the allowed uses (multiple family and commercial) in a mixed use setting. Development of the site with a mixed use project will allow for a more human scale transition in land use.

G. Explain the measures that would be necessary to assure compatibility between the subject property and surrounding uses.

Existing code requirements will provide for compatibility between land use on the site and surrounding uses. No extraordinary measures would be necessary in this case.

H. Describe the detail why the proposed change in land use designation would be in the best long term interest of the community.

The proposed change to the Mixed Use designation and zoning would be in the best long term interest of the community in that it would provide a more natural and less severe transition between the existing and proposed "big box" retail land use and future residential land uses to the west. By allowing a "buffer" of mixed use to create a natural transition by softening the intensity of commercial land use and allowing a more broad range of residential land use the movement between these areas will appear more planned and appropriate. A well planned mixed use project adjacent to the Twin Lake Park could further enhance this community resource, by tying together a pedestrian/recreational opportunity with a live/work community. It is arguably in the public interest to locate a more residentially focused land use directly adjacent to Twin Lakes. The park environment would benefit from a development of townhouse style units fronting on the lake rather than the back of a large commercial retail store.

I. Identify the quantity and location of vacant land zoned for the existing and proposed use in the City and within the Marysville Comprehensive Plan boundary.

Unknown.

J. Attach to this application any site development plans which are proposed as part of this requested comprehensive plan amendment which will serve to illustrate the nature of the requested land use map change and which support the statements made in support of the requested change. Feel free to attach any other materials which support the land use map change you are requesting.

Attached to this application is a conceptual site plan and landscaping plan representing a potential option for future development of this site.

K. How would the land use designation you desire effect the physical, economic and human environment?

To re-designate and rezone the subject site to MU will have the effect of softening the transition from the high intensity GC zones to the

north and east and the strictly residential zones to the west. The MU zone allows for "lighter" commercial land use and a broad range of residential use which will allow for a more gradual transition between these related land uses. This will effect the physical and human environments by creating a more gradual transition from the "big box" retail environment to the residential areas further west. Incorporating a mixed use project could result in a human scale development allowing residents to reside, work and shop in a pleasing community.

L. What effect would it have upon open space, streams and other sensitive areas?

Open space and other sensitive areas will benefit from the same protections under Marysville Municipal Code whether the site is developed under existing zoning or the requested changed designation and zoning.

M. What impacts will there be on community facilities including utilities, streets, public transportation, parks, recreation facilities and schools? What measures are proposed to mitigate such impacts?

Impacts to community facilities including utilities, streets, public transportation, parks, recreation facilities and schools will be essentially the same whether the site is developed under the existing land use designation and zoning or the proposed designation and zone. In both cases, some form of commercial and residential land use would likely be developed. It is possible, however, with the Mixed Use designation, that future residents might reside, work and shop in the same development. A development of this type would result in a less impact on the roadways and create a strong sense of community.

N. Describe the proposal's overall consistency with the 1996 Marysville Comprehensive Plan policies.

Marysville Integrated Comprehensive Plan language includes the following statements in the commercial land use description: "There is also the desire to improve the jobs-to-housing ratio" and "Providing businesses in neighborhoods, appropriately scaled and located, is necessary to reduce the number of automobile trips". The requested mixed use land use designation and zoning is the most effective way to achieve these goals. It allows for a broader range of land uses, and includes standards that result in a well planned project.

This site is well suited for a mixed use designation as it is located near major commercial centers, it has convenient access to arterials and state highways, as well as access to public transit. The site is limited

to expansion by Twin Lakes to the south, existing commercial development to the east and the mobile home park to the northwest.

This requested change in designation will merely re-focus the "flavor" of an actual development application rather than result in any outstanding changes to the residential or commercial intensity. It will serve as a transition area between this related land uses.

Implementation of a mixed use proposal will broaden the types of housing opportunities available in this area. The adjacent M-12 and GC zones do not allow for the townhouse style of development. This site is uniquely qualified for such a project due to its direct connection to the Twin Lakes park. Should an attached townhouse style project be constructed, it would result in a strong sense of community and less "privatization" of the lake front. Correspondingly, development of typical retail land use would likely ignore the lakeside connection entirely. This is characterized by the existing land use proposal east of the subject site, where the development is designed to focus internally and sites backs of buildings along the lake front.

Adopted comprehensive plan policies clearly support this request. Again and again, the plan references a broad range of housing types, reduce reliance on automobiles, provide opportunity for residential housing above commercial land uses, buffer the transitions between land uses, protect and preserve public parks and facilities. All of this will be best accomplished on this site by granting the request for a mixed use designation and zoning.

Section III (Applies when a change to the text of the Comprehensive Plan is necessary to support the proposed change in land use designation and rezone)

A. Indicate how the text of the Comprehensive Plan is proposed to be changed, including the language proposed to be added to and/or removed from the text:

Not Applicable

B. Is the proposed change to the Comprehensive Plan text intended to be the basis for a change to existing City regulations, to create new regulations, or to eliminate existing regulations?

_____ Yes _____ No

If yes, which existing regulations would be affected, or what type of new regulations would be proposed?

If yes, which existing regulations would be affected, or what type of new regulations would be proposed?

C. Describe in detail the circumstances that have changed since the adoption of the existing plan on April 1, 1996 that warrant the change to the Comprehensive Plan text which you are seeking.

Not Applicable

D. Please attach any other materials which support the change you are requesting.

TOBIASON & COMPANY INC.
506 NE 73RD ST SUITE 1A
SEATTLE, WA 98115

EXHIBIT A

LEGAL DESCRIPTION

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PARCEL A

That portion of the North 200.00 feet, as measured perpendicular to and parallel with the north line, of the Northwest Quarter of the Southeast Quarter of Section 29, Township 31 North, Range 5 East, W.M., lying westerly of the following described line:

Commencing at the northeast corner of said Northwest Quarter of the Southeast Quarter; thence westerly, along the north line of said subdivision, a distance of 632.60 feet to the true point of beginning of the line to be described; thence southerly, perpendicular to said north line, a distance of 200.00 feet, to the south line of said North 200.00 feet, and there terminating.

Containing 139,681 S.F.

PARCEL B

That portion of the North 200.00 feet, as measured perpendicular to and parallel with the north line, of the Northeast Quarter of the Southwest Quarter of Section 29, Township 31 North, Range 5 East, W.M., lying easterly of the following described line:

Commencing at the northwest corner of said Northeast Quarter of the Southwest Quarter; thence easterly, along the north line of said subdivision, a distance of 700.00 feet to the true point of beginning of the line to be described; thence southerly, parallel with the west line of said Northeast Quarter of the Southwest Quarter, a distance of 200.11 feet, to the south line of said North 200.00 feet, and there terminating.

Containing 131,419 S.F.

Combined Area = 271,100 S.F.

FOR AGENCY USE ONLY

DATE:_____

FILE NUMBER:_____

APLICATION FEE:_____

CITY OF MARYSVILLE
DEPARTMENT OF PLANNING AND BUILDING
80 COLUMBIA AVENUE
MARYSVILLE, WA 98270
PHONE: (360) 363-8100

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PLEASE TYPE

	Owner	Applicant	Contact Person (if different than owner or applicant)
Name:	Joel Hylback/ Ronald Young	same as owner	Lauren Tobiason
Mailing Address:	P.O. Box 3249		Tobiason & Co.
City, State, Zip:	Arlington WA 98223		506 NE 75th ave. Suite a
Phone/business:			Seattle, WA 98115
Phone/home:			206-522-1024

Relation of Applicant to property (check one) :

Owner [X] Contract Purchaser [ ] Lessee [ ] Other (specify) _____

Name, mailing address, and telephone number of property owner, if different from applicant: _____

See above

Address and general location of property (including nearest intersection): 164XX Block of Twin Lakes Avenue, directly north of Twin Lakes Park.

Section 29 Township 31 Range 5

Legal description of property: See Attached

List all assessor's tax account numbers involved (all 14 digits) :

31052900300100	31052900400900	

Approximate acreage: _____

Present use of property: Undeveloped

Present zoning: General Commercial / R-2 Multi Family Low

Source of water supply, and name of water district, if any: City of Marysville

Method of sewage disposal, and name of sewer district, if any: City of Marysville

Permits needed from the City of Marysville (please check with staff) :

[✓] Rezone [ ] Shoreline Management [ ] Variance

[ ] Preliminary Plat [ ] Shoreline Management Variance [ ] Plan Modification

[ ] Conditional Use [ ] Shoreline Conditional Use [ ] Plat Modification

[✓] Comprehensive Plan Amendment [ ] Preliminary Short Plat [ ] Other _____

Please explain your request or proposed use: The applicant is requesting a Comprehensive Plan Amendment and rezone to Mixed Use.

PLEASE FILL IN ALL APPROPRIATE SECTIONS

REZONE APPLICATIONS ONLY

Requested zoning: _____

Has anyone applied for a rezone of this property within the last five years? [ ] Yes [ ] No

If yes, who? _____

PLAT APPLICATIONS ONLY

Plat name: _____ Number of lots: _____

County Assessor verification [Completed by City] _____

SHORELINE MANAGEMENT PERMITS ONLY

Total cost or fair market value (whichever is higher) of project (please state total value of all construction and finishing work for which the permit will be issued, including all permanent equipment to be installed on the premises) :

$ _____

Construction dates for which permit is requested (month and year) :

Begin: _____ and End: _____

Does this project require a shoreline/floodplain location? [ ] Yes [ ] No

If yes, please explain. _____

Water area and/or wetlands involved: _____

VARIANCES and SHORELINE MANAGEMENT VARIANCES ONLY

Code requirement involved: _____

ALL PERMITS

Please list any additional information not covered above which might help to clarify your request:

See attached package for more detail.

A notarized affidavit is required to filled out by all persons having an ownership interest in the subject property, and the applicant, if different than the property owner(s).

FILE NUMBER: _____ APPLICATION FEE: _____

STATE OF WASHINGTON)

) ss

I (We) JOEL HYLBACK + RONALD YOUNG, being duly sworn, depose and say that I am (we are) the OWNER (s) of the property involved in this application, and that I (we) have familiarized myself (ourselves) with the rules and regulations with respect to preparing and filing this application and that the statements and information submitted herewith are in all respects true and correct to the best of my (our) knowledge and belief.

Signed Joel Hyl / Ronald Young
Property Owner

Subscribed and sworn to before me this 29TH day of January, 20 07

MARSI L. WILLIS NOTARY PUBLIC COMMISSION EXPIRES 5-15-10 STATE OF WASHINGTON

Marsi L Willis
Notary Public in and for the State of Washington, residing at MARYSVILLE

STATE OF WASHINGTON)

) ss

I (We) Joel Hylback, being duly sworn, depose and say that I am (we are) the APPLICANT(S) for this application, and that I (we) have familiarized myself (ourselves) with the rules and regulations with respect to preparing and filing this application and that the statements and information submitted herewith are in all respects true and correct to the best of my (our) knowledge and belief.

Signed Joel Hyl
Applicant

Subscribed and sworn to before me this 29TH day of January, 20 07

MARSI L. WILLIS NOTARY PUBLIC COMMISSION EXPIRES 5-15-10 STATE OF WASHINGTON

Marsi L Willis
Notary Public in and for the State of Washington, residing at MARYSVILLE

FOR AGENCY USE ONLY

DATE: _____

TO BE COMPLETED BY APPLICANT

EVALUATION FOR
AGENCY USE ONLY

CITY OF MARYSVILLE ENVIRONMENTAL CHECKLIST

BACKGROUND

1. Name of proposed project, if applicable: **Twin Lakes Comprehensive Plan amendment and rezone**

2. Name of applicant: **Joel Hylback**

3. Address and phone number of applicant and contract person:
   Joel Hylback
   P.O. Box 3249
   Arlington, WA 98223

   Contact Person: Laurey Tobiason
   TOBIASON & COMPANY, Inc.
   506 NE 73rd Street, Suite 1A
   Seattle, WA 98115
   206-522-1024
   Fax: 206-522-1049
   Laurey@Tobiason.Biz

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4. Date checklist prepared: **January 30, 2007**

5. Agency requesting checklist: **City of Marysville Community Development**

6. Proposed timing or schedule (Including phasing, if applicable): **To be determined.**

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. **The conceptual site plan and landscape plan submitted along with the subject comprehensive plan amendment and rezone request represents the applicants intention for future development of the site. The plan being presented is conceptual, and is subject to change.**

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. **Traffic Analysis.**

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. **No.**

10. List any governmental approvals or permits that will be needed for your proposal, if known. **Comprehensive Plan Amendment, Rezone approval, Site Plan approval,**

Construction Plan approval, Building Permit, Right of Way Use Permit, Grading Permit.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) **The applicant is requesting approval of a comprehensive plan amendment and rezone in order to change the designation and zoning of the subject property from R-12 and GC to MU.**

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.
The site address is 164xx Twin Lakes Avenue.

A. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (circle one): **flat**, rolling, hilly, steep slopes, mountainous, other_____

b. What is the steepest slope on the site (approximate percent slope)? **5%**

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland. **Marysville Sandy Loam.**

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. **No.**

e. Describe the purpose, type and approximate quantities of any filling or grading proposed. Indicate source of fill.
__0_____ CY fill __0_____ CY cut
This comprehensive plan amendment/rezone request does not involve any site grading. Upon approval of the

comprehensive plan amendment/rezone, the applicant will prepare construction plans for the detailed site review at which time grading quantities will be determined.

Could erosion occur as a result of clearing construction, or use? If so, generally describe. **This non-project action will not result in any grading activity, therefore no erosion risk is present.**

f. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? **All requirements of Marysville Municipal Code will be fully complied with at the site review stage, including limits to impervious surfaces on the site.**

g. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: **see f, above.**

2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known. **This non-project action will not result in any impacts to the air.**

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. **None.**

c. Proposed measures to reduce or control emissions or other impacts to air, if any:
None.

3. Water

a. Surface

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. **Twin Lakes**

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. **The subject site is within 200 feet of Twin Lakes. At such time as the requested comprehensive**

plan amendment/rezone is granted, work will then be proposed within 200 feet of Twin Lakes.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. **None.**

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose and approximate quantities if known. **No.**

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. **No.**

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

This non-project action does not involve any discharge to waters.

b. Ground

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose and approximate quantities if known. **No.**

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals; agricultural: etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. **None.**

c. Water Runoff (including storm water):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

This non-project action does not create any storm water runoff.

2) Could waste materials enter ground or surface waters? If so, generally describe. **See 1, above.**

d. Proposed measures to reduce or control surface, ground and runoff water impacts, if any: **No measures are proposed at this time as the subject action is a comprehensive plan amendment and rezone.**

4. Plants

a. Check or circle types of vegetation found on the site:

__X__ deciduous tree: alder, maple, aspen, other
__X__ evergreen tree: **fir, cedar, pine**, other
__X__ **shrubs (ornamental)**
__X__ grass
____ pasture
____ crop or grain
____ wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other
____ water plants: water lily, eelgrass, mil foil, other
____ other types of vegetation

b. What kind and amount of vegetation will be removed or altered? **At the time of construction of a project, it is likely that the site will be completely cleared of vegetation. This proposal is a non-project action and therefore does not include any clearing.**

c. List threatened or endangered species known to be on or near the site. **None.**

d. Proposed landscaping, use of native plants, or other measure to preserve or enhance vegetation on the site, if any: **None.**

5. Animals

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

Birds: hawk, heron, eagle, **songbirds**, other: .....
Mammals: deer, bear, elk, beaver, other: .....
Fish: bass, salmon, trout, herring, shellfish, other: .....

b. List any threatened or endangered species known to be on or near the site: **None.**

c. Is the site part of a migration route? If so, explain. **The city of Marysville is located within the Pacific Flyway.**

d. Proposed measures to preserve or enhance wildlife, if any: **None.**

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. **Not applicable.**

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. **No.**

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: **Not applicable. This non-project action does not include any specific proposal for construction at this time.**

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. **No.**

1) Describe special emergency services that might be required. **N/A**

2) Proposed measures to reduce or control environmental health hazards, if any: **None.**

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, aircraft, other)? **None.**

2) What types and levels of noise would be created by or associated with the project on a

short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

The proposed comprehensive plan amendment and rezone will not change existing noise levels or patterns.

3) Proposed measures to reduce or control noise impacts, if any: **None.**

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties? **The subject site is currently vacant land. Properties to the north and east are developed or are being developed as commercial land uses. The property south of the site is the Twin Lakes Park property. Properties to the west are undeveloped but zoned for multiple family land use.**

b. Has the site been used for agriculture? If so, describe. **No.**

c. Describe any structures on the site. **None.**

d. Will any structures be demolished? If so, what? **No.**

e. What is the current zoning classification of the site? **R-12/GC.**

f. What is the current comprehensive plan designation of the site? **R-12/GC**

g. If applicable, what is the current shoreline master program designation of the site? **N/A.**

h. Has any part of the site been classified as an "environmentally sensitive area? If so, specify. **No.**

i. Approximately how many people would reside or work in the completed project? **This comprehensive plan amendment and rezone request will not result directly in new residents moving to this site. At the time that the comprehensive plan amendment and rezone are approved, the applicant will**

submit a detailed project for further review and analysis.

j. Approximately how many people would the completed project displace? **None.**

k. Proposed measures to avoid or reduce displacement impacts, if any? **N/A.**

l. Proposed measure to ensure the proposal is compatible with existing and projected land uses and plans, if any: **The request to change the comprehensive plan designation of the site from R-12/GC to MU is requested in order to provide greater compatibility between the existing and future land uses. The high intensity commercial land use that exists or is proposed on lands to the north and east of the site will be provided with a better transition to the multiple family land use designation west of this site by allowing the mixed use designation between them. This will allow for a combination of multiple family and lower intensity commercial land use to soften the transition to a fully residential land use west of the site.**

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle or low-income housing. **No units are specifically proposed at this time, however conceptual plans provided with this comprehensive plan amendment and rezone request contemplate 50 townhouse units for the site. This is subject to change.**

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle or low-income housing. **None.**

c. Proposed measures to reduce or control housing impacts, if any: **N/A.**

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? **No structures are specifically proposed with this non-project action, but future proposals**

for construction will conform with all applicable Marysville Municipal Code requirements for building heights, etc.

b. What views in the immediate vicinity would be altered or obstructed? **The proposed Mixed Use designation and zoning will soften the transition of land use and aesthetic appearance between the high intensity commercial lands and the multiple family residential lands to the west.**

c. Proposed measures to reduce or control aesthetic impacts, if any: **This non-project action does not include any specific measures to mitigate aesthetic impacts at this time.**

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? **This comprehensive plan amendment and rezone do not result in any new light and glare. It is likely that should the rezone and comprehensive plan amendment be approved that the resulting land use will be lower intensity commercial and therefore likely result in less light and glare impacts.**

b. Could light or glare from the finished project be a safety hazard or interfere with views? **No.**

c. What existing off-site sources of light or glare may affect your proposal? **None.**

d. Proposed measures to reduce or control light and glare impacts, if any: **None.**

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity? **Twin Lakes Park is immediately to the south of the site.**

b. Would the proposed project displace any existing recreational uses? If so, describe. **No.**

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: **None at this time.**

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state or local preservation registers known to be on or next to the site? If so, generally describe. **None.**

b. Generally describe any landmarks or evidence of historic, archaeological, scientific or cultural importance known to be on or next to the site. **None.**

c. Proposed measures to reduce or control impacts, if any: **If artifacts are encountered, the proper authorities will be contacted for review purposes.**

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any: **The site is accessed from Twin Lake Avenue and 164th Street NE.**

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop? **Yes, less than ¼ mile.**

c. How many parking spaces would the completed project have? How many would the project eliminate? **This non-project action does not include parking. The conceptual plan provided and any future plan formally submitted for city review will fully comply with the parking requirements of code.**

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private). **This comprehensive plan amendment and rezone request will not result in the need for any new roads at this time. Future development of the property will result in public roadway improvements.**

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. **No.**

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur. **No traffic will be generated by the non-project comprehensive plan amendment/rezone action.**

g. Proposed measures to reduce or control transportation impacts, if any: **None at this time.**

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe. **The proposed change in land use designation will not result in an increased need for public services.**

b. Proposed measures to reduce or control direct impacts on public services, if any. **None at this time.**

16. Utilities

a. Circle utilities currently available at this site: **electricity, natural gas, water, refuse service, telephone, sanitary sewer**, septic system, other.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. **No utility construction is proposed at this time.**

B. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Date Submitted: 1-31-07

GIBSON TRAFFIC CONSULTANTS
TRAFFIC ENGINEERING • TRANSPORTATION PLANNING
2802 WETMORE AVE. • SUITE 220 • EVERETT, WA 98201 • PH: (425) 339-8266 • FAX: (425) 258-2922

January 31, 2007

RECEIVED
JAN 31 2007
MSVL PLNG/BLDG

Mr. Jeff Massie, P.E.
City of Marysville
80 Columbia Avenue
Marysville, Washington 98270

Re: Twin Lakes Mixed Use – Residential, Retail and Office
Preliminary Traffic Analysis for the City of Marysville - GTC #07-050

Gibson Traffic Consultants (GTC) has been retained to provide a preliminary traffic analysis for the proposed Twin Lakes Mixed Use development. This report includes trip generation and trip distribution information for the proposed development.

PROPOSED SITE DEVELOPMENT AND ACCESS

The Twin Lakes Mixed Use development is proposed to consist of 50 condominium units and a combination of retail and office space totaling 42,000 square feet. An exact amount of retail and office space is not currently known. The proposed development will have access to 27th Avenue NE and 164th Street NE. The development is proposed to have two accesses, one to Market Place and one to 91st Avenue SE. A site vicinity map has been included in **Figure 1**.

TRIP GENERATION

Trip generation estimates are based on national statistics contained in the Institute of Transportation Engineers' (ITE) *Trip Generation, 7th Edition (2003)*. The trip generation calculations for the development are based on ITE Land Use Code 230, residential condominium/townhouse, and ITE Land Use Code 820, shopping center. The shopping center land use has been used since the current sizes of retail and office are not known. The shopping center use incorporates both of these uses. The ITE Land Use Code descriptions have been included with this report.

The average trip generation rates have been used for the trip generation calculations. ITE has established pass-by reductions for the commercial portion of the development in the TE *Trip Generation Handbook, 2nd Edition (2004)*. The pass-by rate for ITE Land Use Code 820 is 34% for the PM peak-hour. ITE has not published pass-by rates for the daily or AM peak-hour. The PM peak-hour pass-by rate of 34% has therefore been applied to the daily and AM peak-hour trip generation calculations.

In addition to pass-by reductions, the internal crossover reduction has been calculated for the development. The internal crossover percentage has been calculated to be 10% for the daily trip generation and 11% for the AM and PM peak-hour trip generation. The internal crossover calculations have been performed using the ITE methodology.

The Twin Lakes Mixed Use development is anticipated to generate **1,335 average daily trips (ADT)** with **45 AM peak-hour trips (19 inbound/26 outbound)** and **116 PM peak-hour trips (60 inbound/56 outbound)**. A summary of the development's trip generation has been included in **Table 1**. The trip generation calculations have been included in the attachments.

TRIP DISTRIBUTION

Trip distribution and traffic assignments for the development are based on previous traffic studies conducted in the site vicinity. The residential and commercial portions of the development will have slightly different trip generation patterns. All of the development's trips will travel along 27th Avenue NE to and from the north.

Residential

It is estimated that 52% of the residential trips will travel along Interstate-5, forty-percent to and from the south and twelve percent to and from the north. Approximately 20% of the trips will travel to and from the City of Arlington. It is anticipated that 18% of the development's trips will travel to and from the west along SR-531. The remaining 10% of the development trips will travel to and from the recently completed commercial development at the intersection of 27th Avenue NE at SR-531.

Commercial

It is anticipated that 60% of the commercial trips will travel along Interstate-5, split evenly between the north and south. An estimated 20% of the commercial trips will travel to and from the City of Arlington. The remaining 20% of the trips will be split between trips traveling to and from the west, fifteen percent, and trips travel to local destinations, five percent.

Detailed trip distributions are included in **Figure 2A** and **Figure 2B** for the residential and commercial portions of the development during the AM peak-hour, respectively. The detailed PM peak-hour trips distributions have been included in **Figure 3A** and **Figure 3B** for the residential and commercial portions of the development, respectively. The combined trip distribution for the AM peak-hour has been shown in **Figure 4A** and the PM peak-hour distribution has been shown in **Figure 4B**.

GTC trusts that the trip generation and distribution adequately address the preliminary traffic impacts of the Twin Lakes Mixed Use development. Please feel free to contact GTC at (425) 339-8266 if there are any questions or comments concerning this analysis.

Sincerely,

GIBSON TRAFFIC CONSULTANTS, INC.

Bradly J. Lincoln, PE
Traffic Engineer

Attachments

BRADLY JAMES LINCOLN
STATE OF WASHINGTON
42307
REGISTERED
PROFESSIONAL ENGINEER
1/31/07
EXPIRES 2-13 - 2009

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TRAFFIC IMPACT STUDY
GTC #07-050

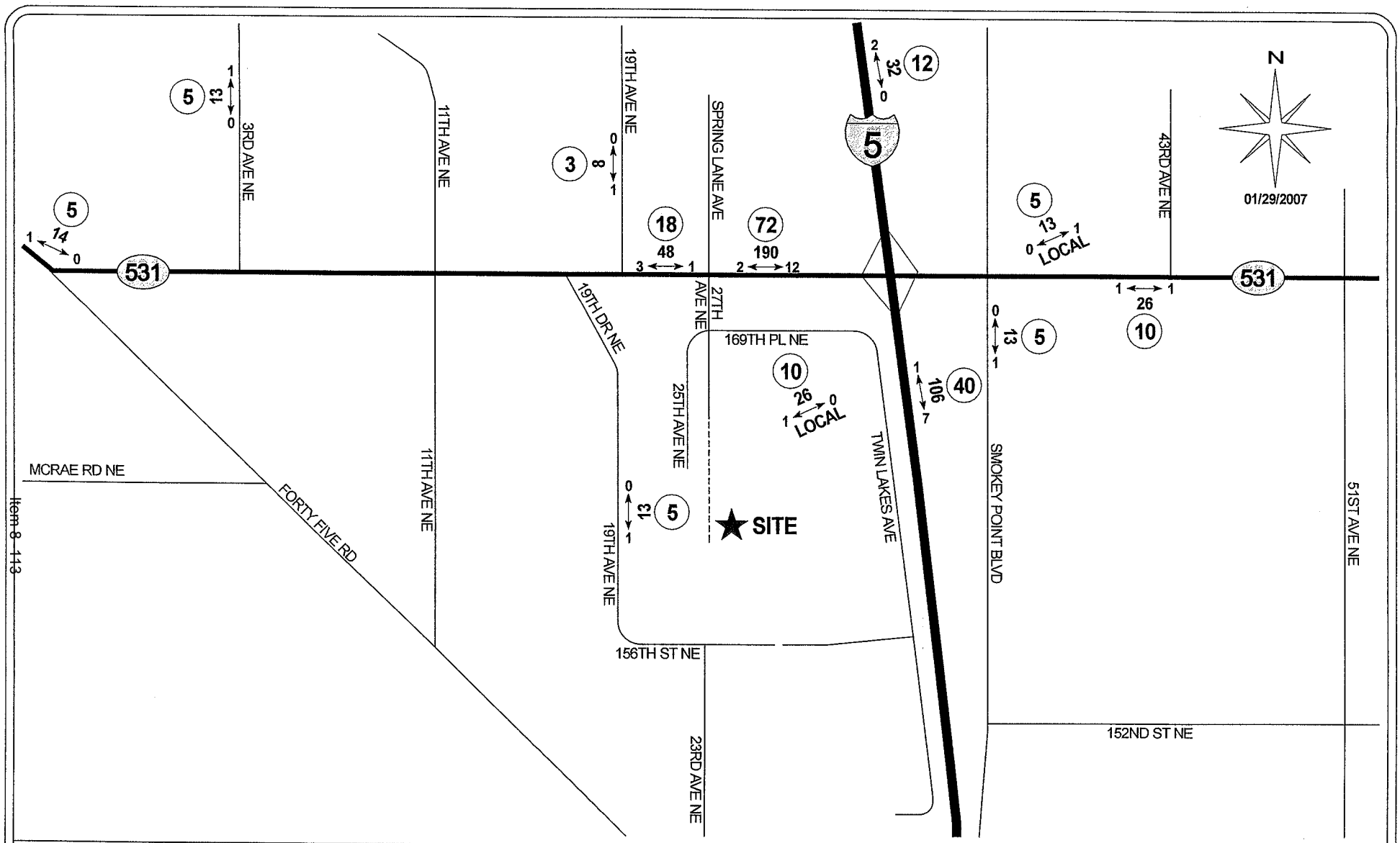
TWIN LAKES MIXED USE

CITY OF MARYSVILLE

LEGEND

★ PROJECT SITE

FIGURE 1
SITE VICINITY MAP



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TRAFFIC IMPACT STUDY
GTC #07-050

TWIN LAKES MIXED USE

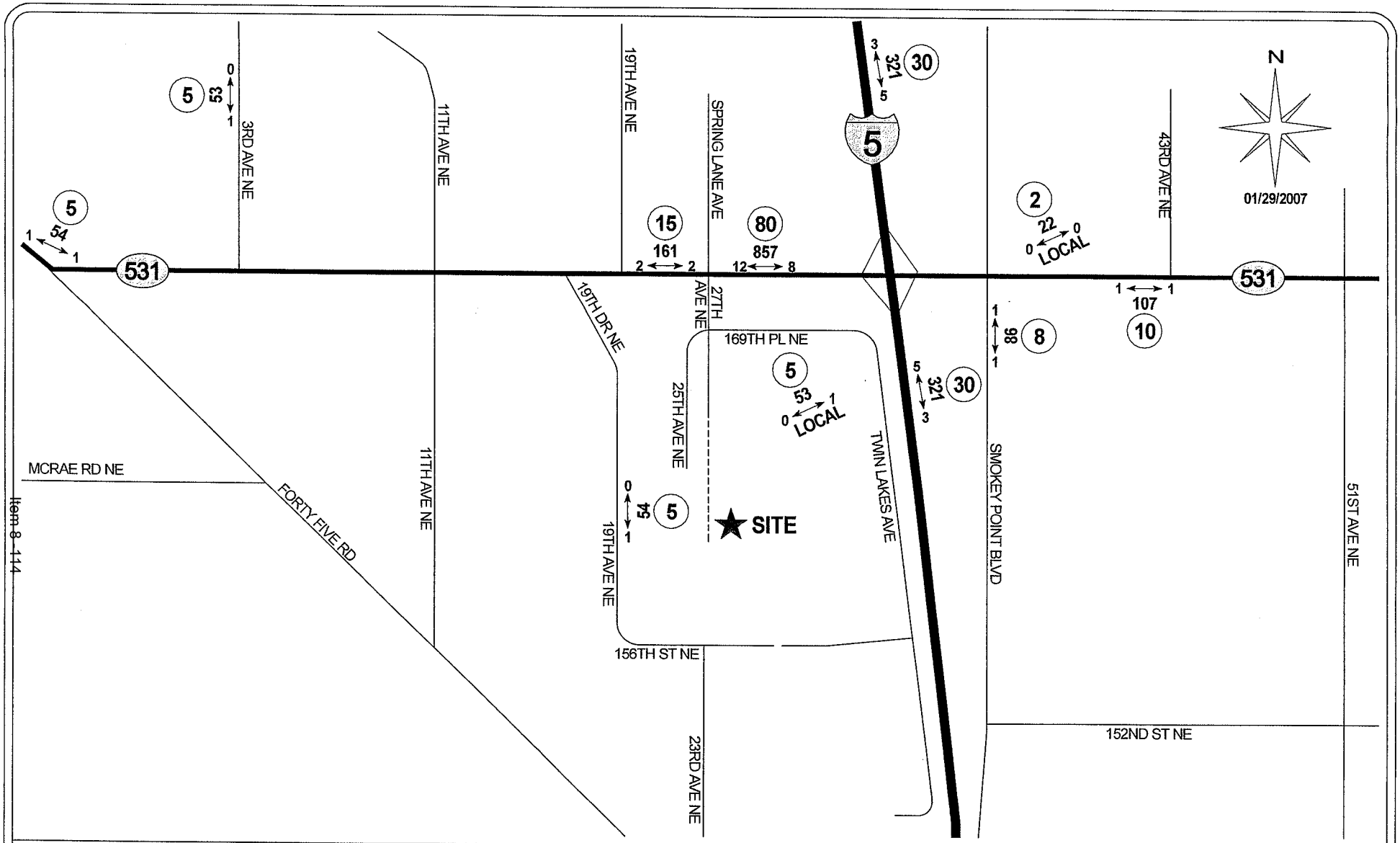
CITY OF MARYSVILLE

LEGEND

AWDT
AM ← → PEAK — NEW SITE TRAFFIC (DAILY/PEAK HOUR)

(25) — TRIP DISTRIBUTION %

FIGURE 2A
RESIDENTIAL
TRIP DISTRIBUTION
AM PEAK-HOUR



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TRAFFIC IMPACT STUDY
GTC #07-050

TWIN LAKES MIXED USE

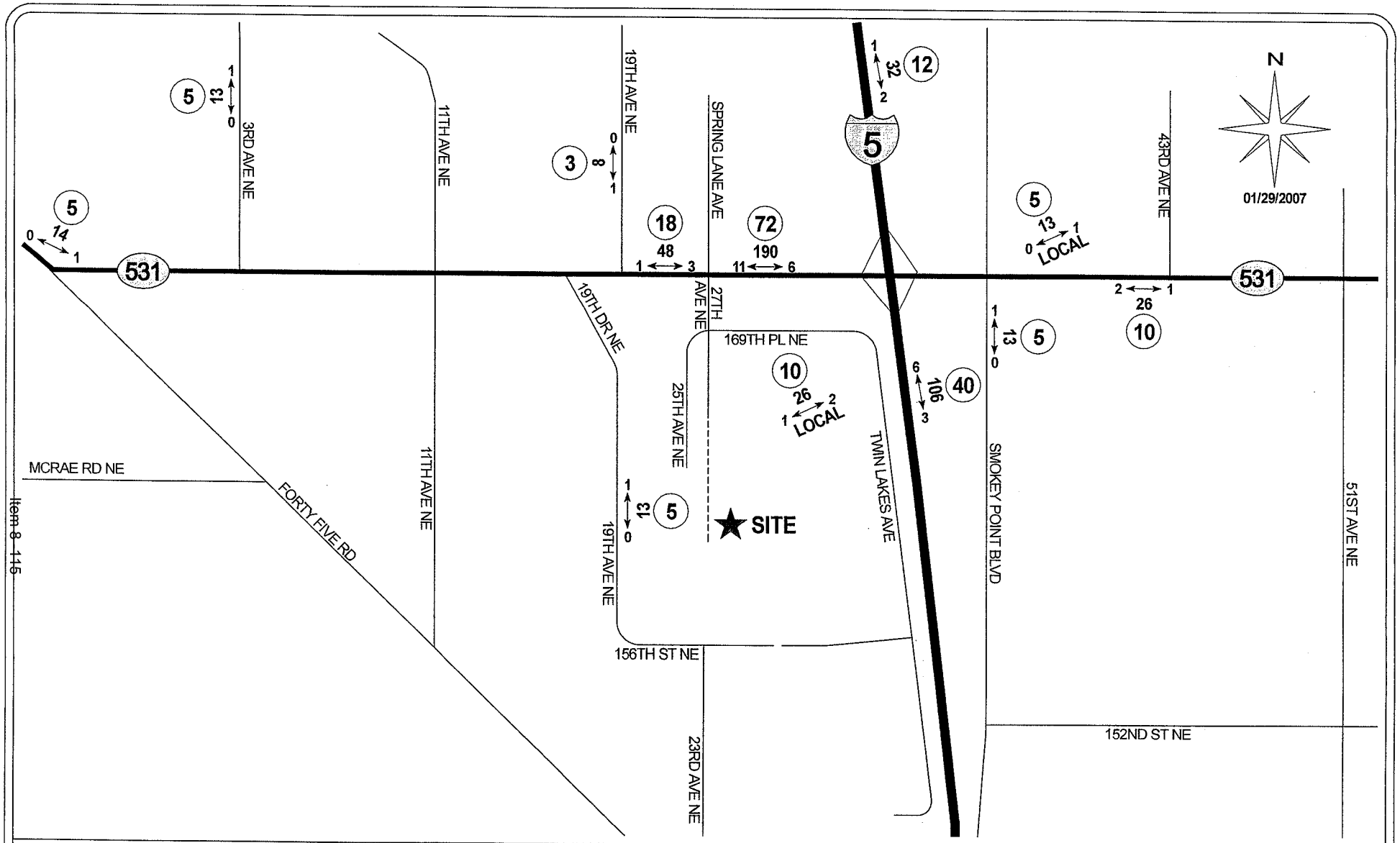
CITY OF MARYSVILLE

LEGEND

AWDT
AM ← → PEAK — NEW SITE TRAFFIC (DAILY/PEAK HOUR)

(25) — TRIP DISTRIBUTION %

FIGURE 2B
COMMERCIAL
TRIP DISTRIBUTION
AM PEAK-HOUR



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TRAFFIC IMPACT STUDY
GTC #07-050

TWIN LAKES MIXED USE

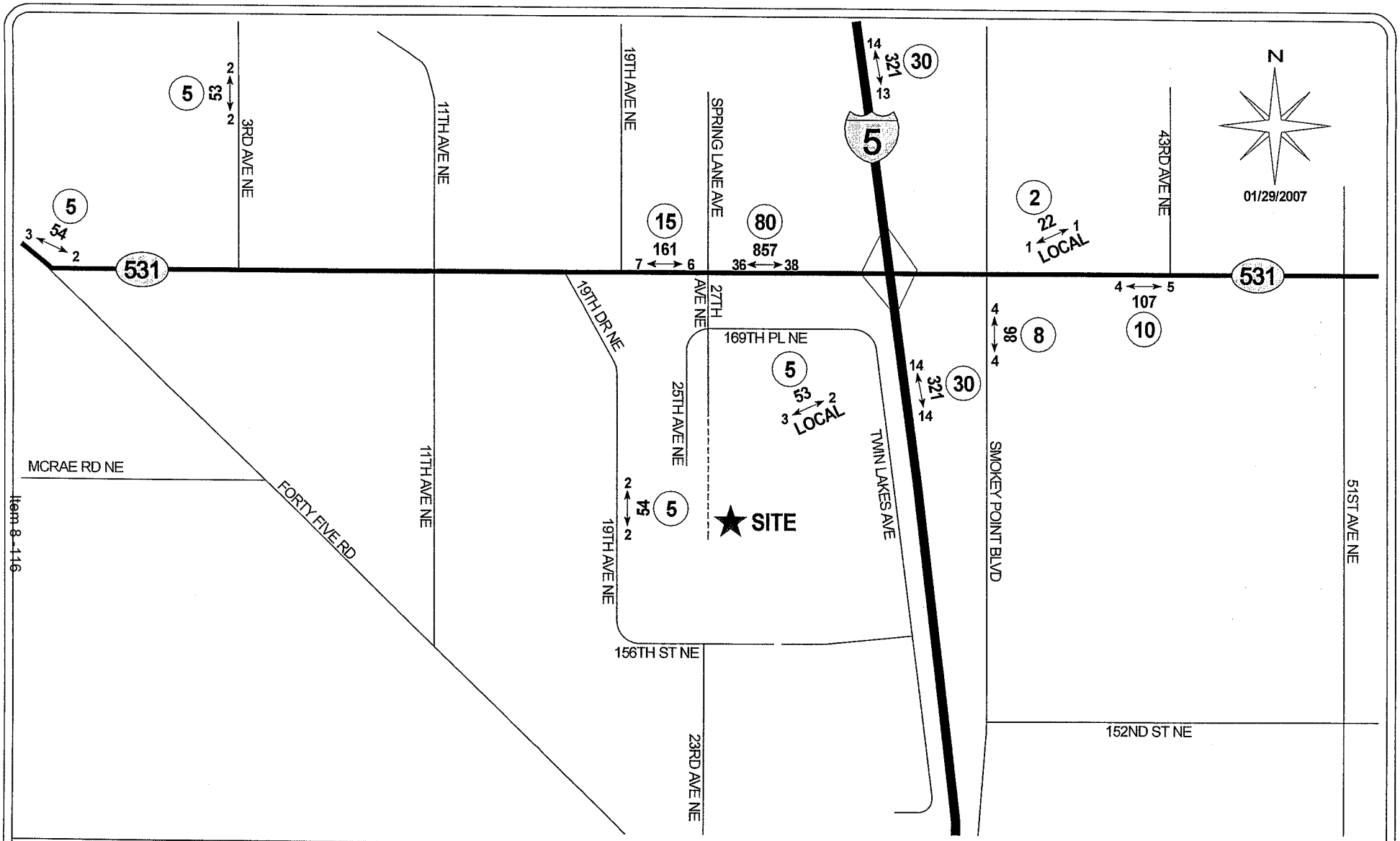
CITY OF MARYSVILLE

LEGEND

AWDT
PM ← → PEAK — NEW SITE TRAFFIC (DAILY/PEAK HOUR)

(25) — TRIP DISTRIBUTION %

FIGURE 3A
RESIDENTIAL
TRIP DISTRIBUTION
PM PEAK-HOUR



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TWIN LAKES MIXED USE

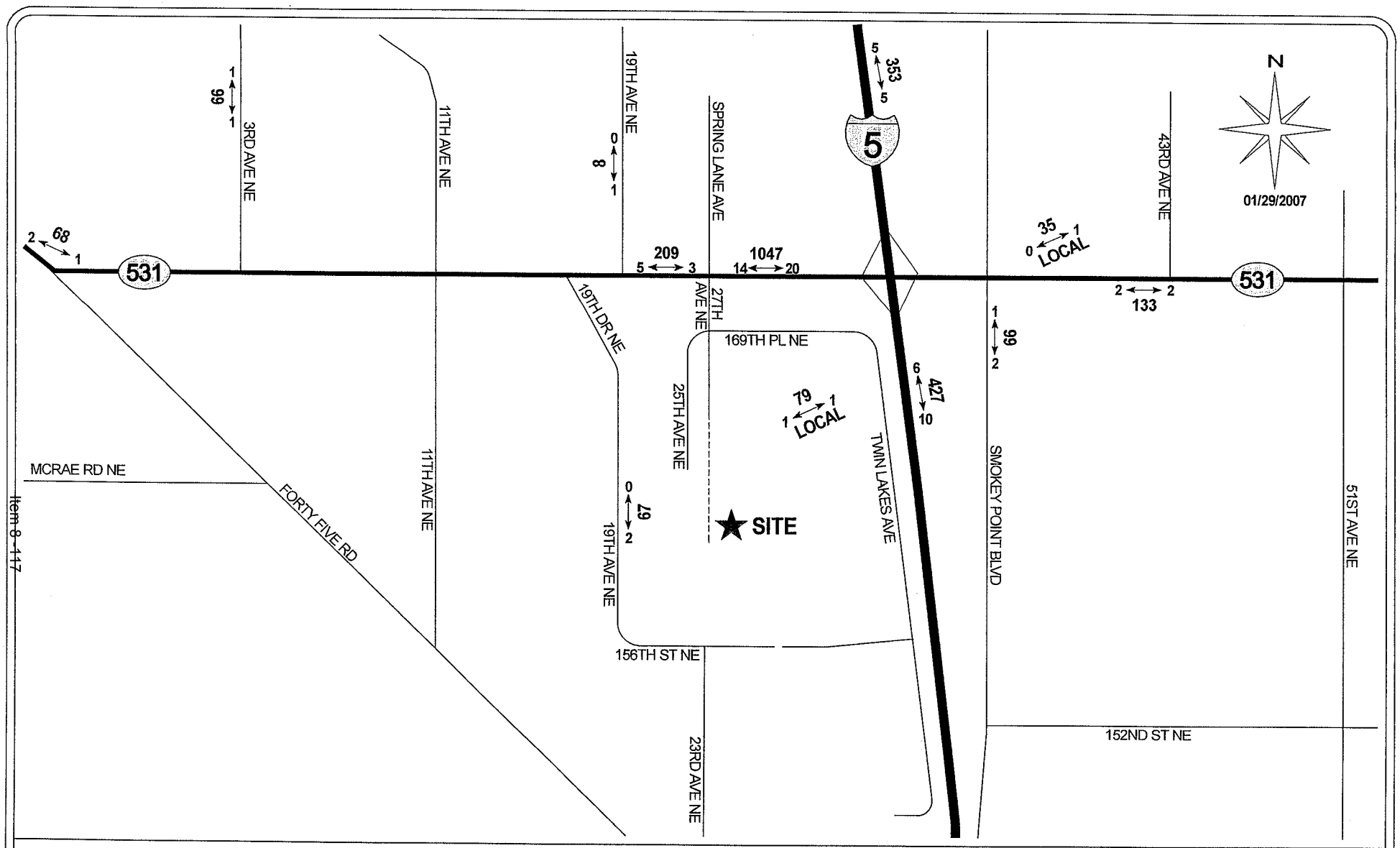
CITY OF MARYSVILLE

LEGEND

AWDT
PM ← → PEAK — NEW SITE TRAFFIC (DAILY/PEAK HOUR)

(25) — TRIP DISTRIBUTION %

FIGURE 3B
COMMERCIAL
TRIP DISTRIBUTION
PM PEAK-HOUR



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TRAFFIC IMPACT STUDY
GTC #07-050

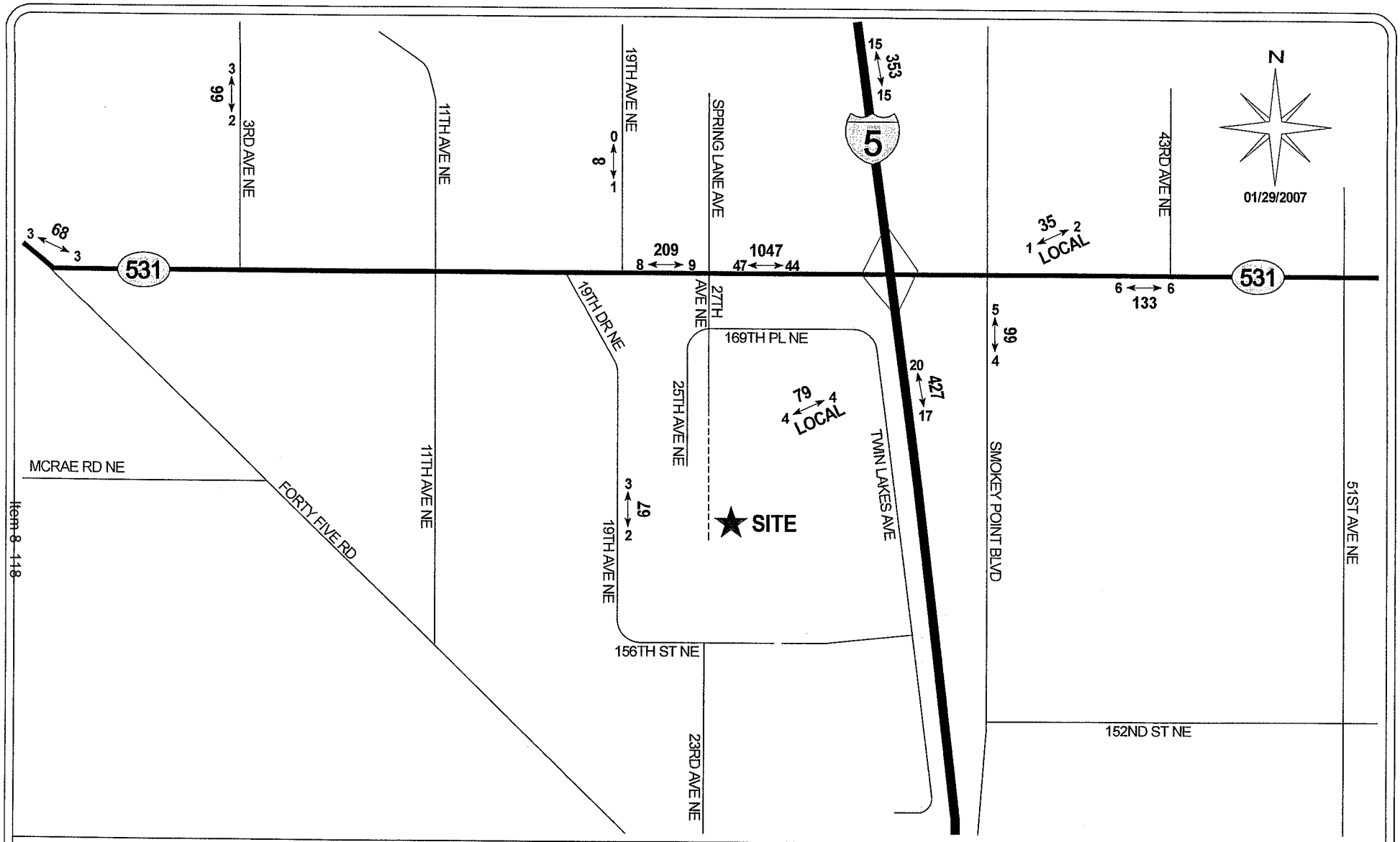
TWIN LAKES MIXED USE

CITY OF MARYSVILLE

LEGEND

AWDT
AM ← → PEAK
NEW SITE TRAFFIC (DAILY/PEAK HOUR)

FIGURE 4A
COMBINED
TRIP DISTRIBUTION
AM PEAK-HOUR



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GTC #07-050

TWIN LAKES MIXED USE

CITY OF MARYSVILLE

LEGEND

AWDT
PM ← → PEAK
NEW SITE TRAFFIC (DAILY/PEAK HOUR)

FIGURE 4B
COMBINED TRIP DISTRIBUTION PM PEAK-HOUR

TABLE 1

TRIP GENERATION SUMMARY

Proposed Land Use	Size	Average Daily Trips	AM Peak-Hour Trips			PM Peak-Hour Trips		
			Total	Inbound	Outbound	Total	Inbound	Outbound
Condominium	50 Units	263.70	19.58	3.33	16.25	23.14	15.50	7.64
Shopping Center	42,000 SF	1,071.27	25.41	15.50	9.91	92.51	44.40	48.11
TOTAL		**1,334.97**	**44.99**	**18.83**	**26.16**	**115.65**	**59.90**	**55.75**

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Land Use: 230
Residential Condominium/Townhouse

Description

Residential condominiums/townhouses are defined as ownership units that have at least one other owned unit within the same building structure. **Both condominiums and townhouses are included in this land use.** The studies in this land use did not identify whether the condominiums/townhouses were low-rise or high-rise. Low-rise residential condominium/townhouse (Land Use 231), high-rise residential condominium/townhouse (Land Use 232) and luxury condominium/townhouse (Land Use 233) are related land uses.

Additional Data

The number of vehicles and the number of residents had a high correlation with average weekday vehicle trip ends. The use of these variables was limited, however, because the number of vehicles and residents was often difficult to obtain or predict. The number of dwelling units was generally used as the independent variable of choice because it is usually readily available, easy to project and had a high correlation with average weekday vehicle trip ends.

The peak hour of the generator typically coincided with the peak hour of the adjacent street traffic.

The sites were surveyed from the mid-1970s to the 2000s throughout the United States and Canada.

Source Numbers

4, 92, 94, 95, 97, 100, 105, 106, 114, 168, 186, 204, 237, 253, 293, 319, 320, 321, 390, 412, 418, 561, 562, 583

Land Use: 820
Shopping Center

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned and managed as a unit. A shopping center's composition is related to its market area in terms of size, location and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. Specialty retail center (Land Use 814) and factory outlet center (Land Use 823) are related uses.

Additional Data

Shopping centers, including neighborhood centers, community centers, regional centers and super regional centers, were surveyed for this land use. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs and recreational facilities (for example, ice skating rinks or indoor miniature golf courses). The centers ranged in size from 1,700 to 2.2 million square feet of gross leasable area (GLA). The centers studied were located in suburban areas throughout the United States and therefore represent typical U.S. suburban conditions.

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.

The vehicle trips generated at a shopping center are based upon the GLA of the center. In cases of smaller centers without an enclosed mall or peripheral buildings, the GLA could be the same as the gross floor area of the building.

Separate equations have been developed for shopping centers during the Christmas shopping season. Plots were included for the weekday peak hour of adjacent street traffic and the Saturday peak hour of the generator.

Information on approximate hourly, monthly and daily variation in shopping center traffic is shown in Tables 1–4. It should be noted, however, that the information contained in these tables is based on a limited sample size. Therefore, caution should be exercised when applying the data. Also, some information provided in the tables may conflict with the results obtained by applying the average rate or regression equations. When this occurs, it is suggested that the results from the average rate or regression equations be used, as they are based on a larger number of studies.

Twin Lakes Mixed Use
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Trip Generation for: Weekday
(a.k.a.): Average Weekday Daily Trips (AWDT)

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Condominium	50 units	230	5.86	50%	50%	293.00	10%	29	264	0%	0	0%	0	263.70	0	0	0	0	131.85	131.85
Shopping Center	42.000 ksqft	820	42.94	50%	50%	1803.48	10%	180	1623	34%	552	0%	0	1071.27	276	276	0	0	535.64	535.63
Totals						2096.48		210	1887		552		0	1334.97	276	276	0	0	667.49	667.48

Twin Lakes Mixed Use
GTC #07-050

Trip Generation for: **Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 AM**
(a.k.a.): **Weekday AM Peak Hour**

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Condominium	50 units	230	0.44	17%	83%	22.00	11%	2	20	0%	0	0%	0	19.58	0	0	0	0	3.33	16.25
Shopping Center	42.000 ksqft	820	1.03	61%	39%	43.26	11%	5	39	34%	13	0%	0	25.41	8	5	0	0	15.50	9.91
Totals						65.26		7	58		13		0	44.99	8	5	0	0	18.83	26.16

Twin Lakes Mixed Use
GTC #07-050

Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 PM
(a.k.a.): Weekday PM Peak Hour

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Condominium	50 units	230	0.52	67%	33%	26.00	11%	3	23	0%	0	0%	0	23.14	0	0	0	0	15.50	7.64
Shopping Center	42.000 ksqft	820	3.75	48%	52%	157.50	11%	17	140	34%	48	0%	0	92.51	23	25	0	0	44.40	48.11
Totals						183.50		20	163		48		0	115.65	23	25	0	0	59.90	55.75

Twin Lakes Mixed Use
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Residential Portion - AM Peak-Hour

%	New ADT	New AM Peak Hour Trips		
		In	Out	Total
100%	264	3.33	16.25	19.58
1%	2.64	0.03	0.16	0.20
2%	5.27	0.07	0.33	0.39
3%	7.91	0.10	0.49	0.59
4%	10.55	0.13	0.65	0.78
5%	**13.19**	**0.17**	**0.81**	**0.98**
6%	15.82	0.20	0.98	1.17
7%	18.46	0.23	1.14	1.37
8%	21.10	0.27	1.30	1.57
9%	23.73	0.30	1.46	1.76
10%	**26.37**	**0.33**	**1.63**	**1.96**
11%	29.01	0.37	1.79	2.15
12%	31.64	0.40	1.95	2.35
13%	34.28	0.43	2.11	2.55
14%	36.92	0.47	2.28	2.74
15%	**39.56**	**0.50**	**2.44**	**2.94**
16%	42.19	0.53	2.60	3.13
17%	44.83	0.57	2.76	3.33
18%	47.47	0.60	2.93	3.52
19%	50.10	0.63	3.09	3.72
20%	**52.74**	**0.67**	**3.25**	**3.92**
21%	55.38	0.70	3.41	4.11
22%	58.01	0.73	3.58	4.31
23%	60.65	0.77	3.74	4.50
24%	63.29	0.80	3.90	4.70
25%	**65.93**	**0.83**	**4.06**	**4.90**
26%	68.56	0.87	4.23	5.09
27%	71.20	0.90	4.39	5.29
28%	73.84	0.93	4.55	5.48
29%	76.47	0.97	4.71	5.68
30%	**79.11**	**1.00**	**4.88**	**5.87**
31%	81.75	1.03	5.04	6.07
32%	84.38	1.07	5.20	6.27
33%	87.02	1.10	5.36	6.46
34%	89.66	1.13	5.53	6.66
35%	**92.30**	**1.17**	**5.69**	**6.85**
36%	94.93	1.20	5.85	7.05
37%	97.57	1.23	6.01	7.24
38%	100.21	1.27	6.18	7.44
39%	102.84	1.30	6.34	7.64
40%	**105.48**	**1.33**	**6.50**	**7.83**
41%	108.12	1.37	6.66	8.03
42%	110.75	1.40	6.83	8.22
43%	113.39	1.43	6.99	8.42
44%	116.03	1.47	7.15	8.62
45%	**118.67**	**1.50**	**7.31**	**8.81**
46%	121.30	1.53	7.48	9.01
47%	123.94	1.57	7.64	9.20
48%	126.58	1.60	7.80	9.40
49%	129.21	1.63	7.96	9.59
50%	**131.85**	**1.67**	**8.13**	**9.79**

%	New ADT	New AM Peak Hour Trips		
		In	Out	Total
100%	264	3	16	20
51%	134.49	1.70	8.29	9.99
52%	137.12	1.73	8.45	10.18
53%	139.76	1.76	8.61	10.38
54%	142.40	1.80	8.78	10.57
55%	**145.04**	**1.83**	**8.94**	**10.77**
56%	147.67	1.86	9.10	10.96
57%	150.31	1.90	9.26	11.16
58%	152.95	1.93	9.43	11.36
59%	155.58	1.96	9.59	11.55
60%	**158.22**	**2.00**	**9.75**	**11.75**
61%	160.86	2.03	9.91	11.94
62%	163.49	2.06	10.08	12.14
63%	166.13	2.10	10.24	12.34
64%	168.77	2.13	10.40	12.53
65%	**171.41**	**2.16**	**10.56**	**12.73**
66%	174.04	2.20	10.73	12.92
67%	176.68	2.23	10.89	13.12
68%	179.32	2.26	11.05	13.31
69%	181.95	2.30	11.21	13.51
70%	**184.59**	**2.33**	**11.38**	**13.71**
71%	187.23	2.36	11.54	13.90
72%	189.86	2.40	11.70	14.10
73%	192.50	2.43	11.86	14.29
74%	195.14	2.46	12.03	14.49
75%	**197.78**	**2.50**	**12.19**	**14.69**
76%	200.41	2.53	12.35	14.88
77%	203.05	2.56	12.51	15.08
78%	205.69	2.60	12.68	15.27
79%	208.32	2.63	12.84	15.47
80%	**210.96**	**2.66**	**13.00**	**15.66**
81%	213.60	2.70	13.16	15.86
82%	216.23	2.73	13.33	16.06
83%	218.87	2.76	13.49	16.25
84%	221.51	2.80	13.65	16.45
85%	**224.15**	**2.83**	**13.81**	**16.64**
86%	226.78	2.86	13.98	16.84
87%	229.42	2.90	14.14	17.03
88%	232.06	2.93	14.30	17.23
89%	234.69	2.96	14.46	17.43
90%	**237.33**	**3.00**	**14.63**	**17.62**
91%	239.97	3.03	14.79	17.82
92%	242.60	3.06	14.95	18.01
93%	245.24	3.10	15.11	18.21
94%	247.88	3.13	15.28	18.41
95%	**250.52**	**3.16**	**15.44**	**18.60**
96%	253.15	3.20	15.60	18.80
97%	255.79	3.23	15.76	18.99
98%	258.43	3.26	15.93	19.19
99%	261.06	3.30	16.09	19.38
100%	**263.70**	**3.33**	**16.25**	**19.58**

Twin Lakes Mixed Use
GTC #07-050

Residential Portion - PM Peak-Hour

%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	264	15.50	7.64	23.14
1%	2.64	0.16	0.08	0.23
2%	5.27	0.31	0.15	0.46
3%	7.91	0.47	0.23	0.69
4%	10.55	0.62	0.31	0.93
5%	**13.19**	**0.78**	**0.38**	**1.16**
6%	15.82	0.93	0.46	1.39
7%	18.46	1.09	0.53	1.62
8%	21.10	1.24	0.61	1.85
9%	23.73	1.40	0.69	2.08
10%	**26.37**	**1.55**	**0.76**	**2.31**
11%	29.01	1.71	0.84	2.55
12%	31.64	1.86	0.92	2.78
13%	34.28	2.02	0.99	3.01
14%	36.92	2.17	1.07	3.24
15%	**39.56**	**2.33**	**1.15**	**3.47**
16%	42.19	2.48	1.22	3.70
17%	44.83	2.64	1.30	3.93
18%	47.47	2.79	1.38	4.17
19%	50.10	2.95	1.45	4.40
20%	**52.74**	**3.10**	**1.53**	**4.63**
21%	55.38	3.26	1.60	4.86
22%	58.01	3.41	1.68	5.09
23%	60.65	3.57	1.76	5.32
24%	63.29	3.72	1.83	5.55
25%	**65.93**	**3.88**	**1.91**	**5.79**
26%	68.56	4.03	1.99	6.02
27%	71.20	4.19	2.06	6.25
28%	73.84	4.34	2.14	6.48
29%	76.47	4.50	2.22	6.71
30%	**79.11**	**4.65**	**2.29**	**6.94**
31%	81.75	4.81	2.37	7.17
32%	84.38	4.96	2.44	7.40
33%	87.02	5.12	2.52	7.64
34%	89.66	5.27	2.60	7.87
35%	**92.30**	**5.43**	**2.67**	**8.10**
36%	94.93	5.58	2.75	8.33
37%	97.57	5.74	2.83	8.56
38%	100.21	5.89	2.90	8.79
39%	102.84	6.05	2.98	9.02
40%	**105.48**	**6.20**	**3.06**	**9.26**
41%	108.12	6.36	3.13	9.49
42%	110.75	6.51	3.21	9.72
43%	113.39	6.67	3.29	9.95
44%	116.03	6.82	3.36	10.18
45%	**118.67**	**6.98**	**3.44**	**10.41**
46%	121.30	7.13	3.51	10.64
47%	123.94	7.29	3.59	10.88
48%	126.58	7.44	3.67	11.11
49%	129.21	7.60	3.74	11.34
50%	**131.85**	**7.75**	**3.82**	**11.57**

%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	264	16	8	23
51%	134.49	7.91	3.90	11.80
52%	137.12	8.06	3.97	12.03
53%	139.76	8.22	4.05	12.26
54%	142.40	8.37	4.13	12.50
55%	**145.04**	**8.53**	**4.20**	**12.73**
56%	147.67	8.68	4.28	12.96
57%	150.31	8.84	4.35	13.19
58%	152.95	8.99	4.43	13.42
59%	155.58	9.15	4.51	13.65
60%	**158.22**	**9.30**	**4.58**	**13.88**
61%	160.86	9.46	4.66	14.12
62%	163.49	9.61	4.74	14.35
63%	166.13	9.77	4.81	14.58
64%	168.77	9.92	4.89	14.81
65%	**171.41**	**10.08**	**4.97**	**15.04**
66%	174.04	10.23	5.04	15.27
67%	176.68	10.39	5.12	15.50
68%	179.32	10.54	5.20	15.74
69%	181.95	10.70	5.27	15.97
70%	**184.59**	**10.85**	**5.35**	**16.20**
71%	187.23	11.01	5.42	16.43
72%	189.86	11.16	5.50	16.66
73%	192.50	11.32	5.58	16.89
74%	195.14	11.47	5.65	17.12
75%	**197.78**	**11.63**	**5.73**	**17.36**
76%	200.41	11.78	5.81	17.59
77%	203.05	11.94	5.88	17.82
78%	205.69	12.09	5.96	18.05
79%	208.32	12.25	6.04	18.28
80%	**210.96**	**12.40**	**6.11**	**18.51**
81%	213.60	12.56	6.19	18.74
82%	216.23	12.71	6.26	18.97
83%	218.87	12.87	6.34	19.21
84%	221.51	13.02	6.42	19.44
85%	**224.15**	**13.18**	**6.49**	**19.67**
86%	226.78	13.33	6.57	19.90
87%	229.42	13.49	6.65	20.13
88%	232.06	13.64	6.72	20.36
89%	234.69	13.80	6.80	20.59
90%	**237.33**	**13.95**	**6.88**	**20.83**
91%	239.97	14.11	6.95	21.06
92%	242.60	14.26	7.03	21.29
93%	245.24	14.42	7.11	21.52
94%	247.88	14.57	7.18	21.75
95%	**250.52**	**14.73**	**7.26**	**21.98**
96%	253.15	14.88	7.33	22.21
97%	255.79	15.04	7.41	22.45
98%	258.43	15.19	7.49	22.68
99%	261.06	15.35	7.56	22.91
100%	**263.70**	**15.50**	**7.64**	**23.14**

Twin Lakes Mixed Use
GTC #07-050

Commercial Portion - AM Peak-Hour

%	New ADT	New AM Peak Hour Trips		
		In	Out	Total
100%	1071	15.50	9.91	25.41
1%	10.71	0.16	0.10	0.25
2%	21.43	0.31	0.20	0.51
3%	32.14	0.47	0.30	0.76
4%	42.85	0.62	0.40	1.02
5%	**53.56**	**0.78**	**0.50**	**1.27**
6%	64.28	0.93	0.59	1.52
7%	74.99	1.09	0.69	1.78
8%	85.70	1.24	0.79	2.03
9%	96.41	1.40	0.89	2.29
10%	**107.13**	**1.55**	**0.99**	**2.54**
11%	117.84	1.71	1.09	2.80
12%	128.55	1.86	1.19	3.05
13%	139.27	2.02	1.29	3.30
14%	149.98	2.17	1.39	3.56
15%	**160.69**	**2.33**	**1.49**	**3.81**
16%	171.40	2.48	1.59	4.07
17%	182.12	2.64	1.68	4.32
18%	192.83	2.79	1.78	4.57
19%	203.54	2.95	1.88	4.83
20%	**214.25**	**3.10**	**1.98**	**5.08**
21%	224.97	3.26	2.08	5.34
22%	235.68	3.41	2.18	5.59
23%	246.39	3.57	2.28	5.84
24%	257.10	3.72	2.38	6.10
25%	**267.82**	**3.88**	**2.48**	**6.35**
26%	278.53	4.03	2.58	6.61
27%	289.24	4.19	2.68	6.86
28%	299.96	4.34	2.77	7.11
29%	310.67	4.50	2.87	7.37
30%	**321.38**	**4.65**	**2.97**	**7.62**
31%	332.09	4.81	3.07	7.88
32%	342.81	4.96	3.17	8.13
33%	353.52	5.12	3.27	8.39
34%	364.23	5.27	3.37	8.64
35%	**374.94**	**5.43**	**3.47**	**8.89**
36%	385.66	5.58	3.57	9.15
37%	396.37	5.74	3.67	9.40
38%	407.08	5.89	3.77	9.66
39%	417.80	6.05	3.86	9.91
40%	**428.51**	**6.20**	**3.96**	**10.16**
41%	439.22	6.36	4.06	10.42
42%	449.93	6.51	4.16	10.67
43%	460.65	6.67	4.26	10.93
44%	471.36	6.82	4.36	11.18
45%	**482.07**	**6.98**	**4.46**	**11.43**
46%	492.78	7.13	4.56	11.69
47%	503.50	7.29	4.66	11.94
48%	514.21	7.44	4.76	12.20
49%	524.92	7.60	4.86	12.45
50%	**535.64**	**7.75**	**4.96**	**12.71**

%	New ADT	New AM Peak Hour Trips		
		In	Out	Total
100%	1071	16	10	25
51%	546.35	7.91	5.05	12.96
52%	557.06	8.06	5.15	13.21
53%	567.77	8.22	5.25	13.47
54%	578.49	8.37	5.35	13.72
55%	**589.20**	**8.53**	**5.45**	**13.98**
56%	599.91	8.68	5.55	14.23
57%	610.62	8.84	5.65	14.48
58%	621.34	8.99	5.75	14.74
59%	632.05	9.15	5.85	14.99
60%	**642.76**	**9.30**	**5.95**	**15.25**
61%	653.47	9.46	6.05	15.50
62%	664.19	9.61	6.14	15.75
63%	674.90	9.77	6.24	16.01
64%	685.61	9.92	6.34	16.26
65%	**696.33**	**10.08**	**6.44**	**16.52**
66%	707.04	10.23	6.54	16.77
67%	717.75	10.39	6.64	17.02
68%	728.46	10.54	6.74	17.28
69%	739.18	10.70	6.84	17.53
70%	**749.89**	**10.85**	**6.94**	**17.79**
71%	760.60	11.01	7.04	18.04
72%	771.31	11.16	7.14	18.30
73%	782.03	11.32	7.23	18.55
74%	792.74	11.47	7.33	18.80
75%	**803.45**	**11.63**	**7.43**	**19.06**
76%	814.17	11.78	7.53	19.31
77%	824.88	11.94	7.63	19.57
78%	835.59	12.09	7.73	19.82
79%	846.30	12.25	7.83	20.07
80%	**857.02**	**12.40**	**7.93**	**20.33**
81%	867.73	12.56	8.03	20.58
82%	878.44	12.71	8.13	20.84
83%	889.15	12.87	8.23	21.09
84%	899.87	13.02	8.32	21.34
85%	**910.58**	**13.18**	**8.42**	**21.60**
86%	921.29	13.33	8.52	21.85
87%	932.00	13.49	8.62	22.11
88%	942.72	13.64	8.72	22.36
89%	953.43	13.80	8.82	22.61
90%	**964.14**	**13.95**	**8.92**	**22.87**
91%	974.86	14.11	9.02	23.12
92%	985.57	14.26	9.12	23.38
93%	996.28	14.42	9.22	23.63
94%	1006.99	14.57	9.32	23.89
95%	**1017.71**	**14.73**	**9.41**	**24.14**
96%	1028.42	14.88	9.51	24.39
97%	1039.13	15.04	9.61	24.65
98%	1049.84	15.19	9.71	24.90
99%	1060.56	15.35	9.81	25.16
100%	**1071.27**	**15.50**	**9.91**	**25.41**

Twin Lakes Mixed Use
GTC #07-050

Commercial Portion - PM Peak-Hour

%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	1071	44.40	48.11	92.51
1%	10.71	0.44	0.48	0.93
2%	21.43	0.89	0.96	1.85
3%	32.14	1.33	1.44	2.78
4%	42.85	1.78	1.92	3.70
5%	**53.56**	**2.22**	**2.41**	**4.63**
6%	64.28	2.66	2.89	5.55
7%	74.99	3.11	3.37	6.48
8%	85.70	3.55	3.85	7.40
9%	96.41	4.00	4.33	8.33
10%	**107.13**	**4.44**	**4.81**	**9.25**
11%	117.84	4.88	5.29	10.18
12%	128.55	5.33	5.77	11.10
13%	139.27	5.77	6.25	12.03
14%	149.98	6.22	6.74	12.95
15%	**160.69**	**6.66**	**7.22**	**13.88**
16%	171.40	7.10	7.70	14.80
17%	182.12	7.55	8.18	15.73
18%	192.83	7.99	8.66	16.65
19%	203.54	8.44	9.14	17.58
20%	**214.25**	**8.88**	**9.62**	**18.50**
21%	224.97	9.32	10.10	19.43
22%	235.68	9.77	10.58	20.35
23%	246.39	10.21	11.07	21.28
24%	257.10	10.66	11.55	22.20
25%	**267.82**	**11.10**	**12.03**	**23.13**
26%	278.53	11.54	12.51	24.05
27%	289.24	11.99	12.99	24.98
28%	299.96	12.43	13.47	25.90
29%	310.67	12.88	13.95	26.83
30%	**321.38**	**13.32**	**14.43**	**27.75**
31%	332.09	13.76	14.91	28.68
32%	342.81	14.21	15.40	29.60
33%	353.52	14.65	15.88	30.53
34%	364.23	15.10	16.36	31.45
35%	**374.94**	**15.54**	**16.84**	**32.38**
36%	385.66	15.98	17.32	33.30
37%	396.37	16.43	17.80	34.23
38%	407.08	16.87	18.28	35.15
39%	417.80	17.32	18.76	36.08
40%	**428.51**	**17.76**	**19.24**	**37.00**
41%	439.22	18.20	19.73	37.93
42%	449.93	18.65	20.21	38.85
43%	460.65	19.09	20.69	39.78
44%	471.36	19.54	21.17	40.70
45%	**482.07**	**19.98**	**21.65**	**41.63**
46%	492.78	20.42	22.13	42.55
47%	503.50	20.87	22.61	43.48
48%	514.21	21.31	23.09	44.40
49%	524.92	21.76	23.57	45.33
50%	**535.64**	**22.20**	**24.06**	**46.26**

%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	1071	44	48	93
51%	546.35	22.64	24.54	47.18
52%	557.06	23.09	25.02	48.11
53%	567.77	23.53	25.50	49.03
54%	578.49	23.98	25.98	49.96
55%	**589.20**	**24.42**	**26.46**	**50.88**
56%	599.91	24.86	26.94	51.81
57%	610.62	25.31	27.42	52.73
58%	621.34	25.75	27.90	53.66
59%	632.05	26.20	28.38	54.58
60%	**642.76**	**26.64**	**28.87**	**55.51**
61%	653.47	27.08	29.35	56.43
62%	664.19	27.53	29.83	57.36
63%	674.90	27.97	30.31	58.28
64%	685.61	28.42	30.79	59.21
65%	**696.33**	**28.86**	**31.27**	**60.13**
66%	707.04	29.30	31.75	61.06
67%	717.75	29.75	32.23	61.98
68%	728.46	30.19	32.71	62.91
69%	739.18	30.64	33.20	63.83
70%	**749.89**	**31.08**	**33.68**	**64.76**
71%	760.60	31.52	34.16	65.68
72%	771.31	31.97	34.64	66.61
73%	782.03	32.41	35.12	67.53
74%	792.74	32.86	35.60	68.46
75%	**803.45**	**33.30**	**36.08**	**69.38**
76%	814.17	33.74	36.56	70.31
77%	824.88	34.19	37.04	71.23
78%	835.59	34.63	37.53	72.16
79%	846.30	35.08	38.01	73.08
80%	**857.02**	**35.52**	**38.49**	**74.01**
81%	867.73	35.96	38.97	74.93
82%	878.44	36.41	39.45	75.86
83%	889.15	36.85	39.93	76.78
84%	899.87	37.30	40.41	77.71
85%	**910.58**	**37.74**	**40.89**	**78.63**
86%	921.29	38.18	41.37	79.56
87%	932.00	38.63	41.86	80.48
88%	942.72	39.07	42.34	81.41
89%	953.43	39.52	42.82	82.33
90%	**964.14**	**39.96**	**43.30**	**83.26**
91%	974.86	40.40	43.78	84.18
92%	985.57	40.85	44.26	85.11
93%	996.28	41.29	44.74	86.03
94%	1006.99	41.74	45.22	86.96
95%	**1017.71**	**42.18**	**45.70**	**87.88**
96%	1028.42	42.62	46.19	88.81
97%	1039.13	43.07	46.67	89.73
98%	1049.84	43.51	47.15	90.66
99%	1060.56	43.96	47.63	91.58
100%	**1071.27**	**44.40**	**48.11**	**92.51**

MULTI-USE DEVELOPMENT
TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst: BJL
Date: 1/26/2007
Project: Twin Lakes Mixed Use

Time Period: Daily

		Land Use A	Residential	
		ITE LU Code	Condominium	
		Size	50	
Exit to Ext		Total	Internal	External
90.5	Enter	147	48	98.5
Ent from Ext	Exit	147	56	90.5
98.5	Total	293	104	189
	%	100%	35%	65%

38%	56	33%	48	56	38%	48	33%
	Demand		Demand	Demand		Demand	
0		0			56		48
Balanced		Balanced			Balanced		Balanced
9%	0	11%	0			81	9%	99	11%
	Demand		Demand			Demand		Demand	

		Land Use B	Retail	
		ITE LU Code		
		Size		
Exit to Ext		Total	Internal	External
0	Enter	0	0	0
Ent from Ext	Exit	0	0	0
0	Total	0	0	0
	%	100%	#DIV/0!	#DIV/0!

	Demand	Balanced	Demand	
28%	0	0	271	30%
30%	0	0	252	28%
	Demand	Balanced	Demand	

		Land Use C	Retail		
		ITE LU Code	Shopping Center		
		Size	42000		
		Total	Internal	External	Ent from Ext
	Enter	902	56	845.74	845.74
	Exit	902	48	853.74	Exit to Ext
	Total	1803.48	104	1699.48	853.74
	%	100%	6%	94%	

Net External Trips for Multi-Use Development					
	Land Use A	Land Use B	Land Use C	Total	
Enter	98.5	0	845.74	944.24	
Exit	90.5	0	853.74	944.24	
Total	189	0	1699.48	1888.48	Internal Capture
Single-Use Trip Gen. Est.	293	0	1803.48	2096.48	10%

MULTI-USE DEVELOPMENT
TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst: BJL
Date: 1/26/2007
Project: Twin Lakes Mixed Use

Time Period: PM Peak Hour of Adj St

		Land Use A	Residential	
		ITE LU Code	Condominium	
		Size	50	
Exit to Ext		Total	Internal	External
3.58	Enter	17	5	12.42
Ent from Ext	Exit	9	5	3.58
12.42	Total	26	10	16
	%	100%	38%	62%

53%	5	31%	5	5	53%	5	31%
	Demand		Demand	Demand		Demand	
0		0			5		5
Balanced		Balanced			Balanced		Balanced

9%	0	12%	0
Demand		Demand	

7	9%	10	12%
Demand		Demand	

		Land Use B	Retail	
		ITE LU Code		
		Size		
Exit to Ext		Total	Internal	External
0	Enter	0	0	0
Ent from Ext	Exit	0	0	0
0	Total	0	0	0
	%	100%	#DIV/0!	#DIV/0!

	Demand	Balanced	Demand	
20%	0	0	16	20%
20%	0	0	15	20%
	Demand	Balanced	Demand	

		Land Use C	Retail	
		ITE LU Code	Shopping Center	
		Size	42000	
		Total	Internal	External	Ent from Ext
	Enter	76	5	70.6	70.6
	Exit	82	5	76.9	Exit to Ext
	Total	157.5	10	147.5	76.9
	%	100%	6%	94%	

Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total	
Enter	12.42	0	70.6	83.02	
Exit	3.58	0	76.9	80.48	
Total	16	0	147.5	163.5	Internal Capture
Single-Use Trip Gen. Est.	26	0	157.5	183.5	11%

City of Marysville
Community Development
80 Columbia Ave.
Marysville, WA 98270
(360) 363-8100

Request for Review

The City of Marysville Planning Department is reviewing this application and encourages other affected agencies, departments, community groups, and municipalities to respond. Your comments will assist the City's evaluation and are sincerely appreciated.

Responding Agency: John Cowling **File:** PA 07001

Related File #

Applicant: Joel Hylback

Proposal: Non-project action proposing to amend the comp plan map and concurrently rezone approx 6.22 acres from low density multi-family & general commercial to mixed use abutting the northern boundary of Gissberg

Location: Twin Lakes Park

Tax Account#: 31052900300100 & 31052900400900

SEC/TWN/RNG: 29/31/05 **Please respond by:** 4/11/2007

Comments/Recommendations:

Comments are attached.

Responding Agency's Signature Anne Miller *Date* 4/11/07

For further information, please contact Chris Holland
CHolland@ci.marysville.wa.us

Please return this form and your comments, attachments may be discarded.

COMMUNITY DEVELOPMENT DEPARTMENT
80 Columbia Avenue • Marysville, WA 98270
(360) 363-8100 • (360) 651-5099 FAX

MEMORANDUM

DATE: April 11, 2007

TO: Chris Holland, Senior Planner

FROM: Anne Miller, Associate Engineer II AM

RE: PA 07-001 Comp Plan Amendment
Twin Lakes Ave. - Hylback

The following comments are offered after review of the above referenced application.

The following comments are offered after review of the above referenced application for ***general land development technical issues.***

1. Pre-application comments were provided by Shane Oden, Associate Engineer II on December 13, 2006.

2. Right of way dedication:
   a. Twin Lakes Ave.: The total build out right of way width is 60'. Based on the Assessor map, I can't see where I-5 right of way ends and Twin Lakes Ave. right of way begins. Dedication may be necessary of this project to obtain the full 60' necessary for the minor arterial.
   b. 164th St. NE: The total build out right of way width is 60'. It appears that this project is required to dedicate 30' of right of way obtain the full 60' necessary for the minor arterial.
   c. Intersection right of way: Sufficient right of way for radius and possible signalization is also to be provided. Guidance from the engineering department will be necessary for more information.

3. Access:
   a. An access variance was conditionally approved by John Cowling, PE, Development Services Manager - Land Development on March 2, 2007. The variance allows three accesses onto 164th St. NE. The locations of the driveways are to be as shown on the site plan submitted with the variance request dated February 21, 2007.
   b. No access is permitted onto Twin Lakes Ave. per Engineering Design and Development Standards 3-301 bullet 5.
   c. Per Engineering Design and Development Standards 3-303 (4), driveway widths shall be 30 feet minimum and 40 feet maximum for commercial/industrial driveways.

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4. Frontage improvements are required per MMC 12.02A.090 when development occurs. Frontage improvements are described as curbs, gutters, and sidewalks; underground storm drainage facilities; patching the street from its preexisting edge to the new curb line; and overlayment of the existing public street to its centerline. Frontage improvements:
   a. Twin Lakes Ave.: Full build out is a minor arterial with three lanes, and streetscape.
   b. 164th St. NE: Full build out is a minor arterial with three lanes and streetscape.

5. The following comments are being provided to address ***stormwater drainage issues*** associated with the proposed site plan. Completion of the project will generate more than 5,000 square feet of new and/or redeveloped impervious surface. Projects above the 5,000 square feet threshold must comply with requirements stipulated in Volume I, Chapter 2 of the Stormwater Management Manual for Western Washington. Please be aware that the city is no longer accepting the interim method as described in the 2001 Stormwater Management Manual for Western Washington. The requirements include, but are not limited to, the following components:

   - Minimum Requirement #1: Preparation of Stormwater Site Plans
   - Minimum Requirement #2: Construction Stormwater Pollution Prevention (SWPP) to include all 12 elements.
   - Minimum Requirement #3: Source Control of Pollution
   - Minimum Requirement #4: Preservation of Natural Drainage Systems and Outfalls
   - Minimum Requirement #5: On-site Stormwater Management
   - Minimum Requirement #6: Runoff Treatment
   - Minimum Requirement #7: Flow Control (Interim method is not acceptable)
   - Minimum Requirement #8: Wetlands Protection
   - Minimum Requirement #9: Basin/Watershed Planning
   - Minimum Requirement #10: Operation and Maintenance

6. Existing utilities:
   a. Sewer: There is a 15" PVC sanitary sewer main (Asbuilt S726, 2006) in Twin Lakes Ave.
   b. Water: There is an 8" water main in 164th St. NE. No asbuilts are available at this time.
   c. Storm: Stormwater does not currently service the property.

7. Per MMC 14.03.300 extension of sanitary sewer shall be required to cover the property frontage on 164th St. NE.

If you have questions regarding these comments, please contact me at (360) 363-8218 or at amiller@ci.marysville.wa.us.

cc: Gloria Hirashima, Community Development Director
Kevin Nielsen, PE, City Engineer
John Cowling, PE, Engineering Services Manager
Shane Oden, Associate Engineer II

SNOHOMISH COUNTY PUD
PUBLIC UTILITY DISTRICT NO. 1

Providing quality water, power and service at a competitive price that our customers value

April 6, 2007

Chris Holland
City of Marysville
80 Columbia Avenue
Marysville, WA 98270

RECEIVED
APR 1 1 2007
CITY OF MARYSVILLE
COMMUNITY DEVELOPMENT

Reference Number: PA 07001 Joel Hylback

District DR Number: 07-168

Dear Chris:

The District presently has sufficient electric system capacity to serve the proposed development. However, the existing District facilities in the local area may require upgrading.

Cost of any work, new or upgrade, to existing facilities that is required to connect this proposed development to the District electric system shall be in accordance with the applicable District policy. The developer will be required to supply the District with suitable locations/easements upon their property for any underground electrical facilities that must be installed to serve the proposed development. Contact with the District is recommended prior to design of the proposed project.

For information about specific electric service requirements, please call the District's Arlington office at 360-435-7504 to contact a Customer Engineer.

Sincerely,

Dean Saksena
Senior Manager
Distribution Engineering Services

1802 – 75th Street S.W. • Everett, WA • 98203 / *Mailing Address:* P.O. Box 1107 • Everett, WA • 98206-1107
425-783-4300 • Toll-free in Western Washington at 1-877-783-1000, ext. 4300 • www.snopud.com

Snohomish County
Public Works

Aaron Reardon
County Executive

3000 Rockefeller Ave., M/S 607
Everett, WA 98201-4046

(425) 388-3488
FAX (425) 388-6449

April 4, 2006

Mr. Chris Holland
Community Development Dept.
City of Marysville
80 Columbia Avenue
Marysville, WA 98270

Dear Mr. Holland:

RE: JOEL HYLBACK – CITY OF MARYSVILLE FILE NO. PA 07-001
TAX PARCEL #31052900300100 & 3105290400900

The Snohomish County Department of Public Works received the above-referenced application for review under the county/city interlocal agreement for reciprocal transportation impacts. The following comments are offered as a result of our review.

The proposal consists of 50 condominiums and a 42,000 square foot shopping center. The development is located on the north side of Twin Lakes. There are two options for determining the development's proportionate share mitigation under the interlocal agreement. The applicant may:

1) Prepare a comprehensive traffic study to determine the development's proportionate share impact to county adopted capacity improvements or,
2) The applicant may have its proportionate share impact mitigation based on its average impact to county facilities as described in exhibit 2 of the interlocal agreement.

The county concurs with the conclusions contained in the traffic study dated January 31, 2007, with regard to the trip generation. If Option 2 is the chosen method of mitigation the amount is calculated at $12,763.08 for the residential portion (263.70 ADT x $242 X 20%) and $44,136.32 for the commercial portion (1071.27 ADT x $206 X 20%). If Option 1 is chosen, then a comprehensive traffic study is needed to determine the development's impacts to county capacity improvements.

The county requests mitigation based on either of the two options identified above. A written offer from the applicant for this mitigation is required. The county understands that the city will obtain the signed offer.

Thank you for the opportunity to review this application. If you have any questions, please call me at (425) 388-3184.

Sincerely,

Debra J. Werdal
LAND DEVELOPMENT ANALYST ASSOC.

DJW:fh

From: "Chambers, George" <ChambGW@WSDOT.WA.GOV>
To: <CHolland@ci.marysville.wa.us>
Date: 04/02/2007 1:41:11 PM
Subject: Twin Lakes Mix Use, Joel Hylback, PA-7001

Chris Holland
Community Development
City of Marysville

Subject: Request for Review, Twin Lakes Mix Use, Joel Hylback, PA07001

WSDOT would like to review this proposed development when it applies to the City of Marysville as it will be generating 1,335 ADT and 116 PM peak-hour trips, thus impacting both SR-531 and SR-5. Prior developments (Costco and Target) have contributed to the SR-5/SR-531 interchange project.

Thanks,
George Chambers
WSDOT-Northwest Region
Senior Development Services/
Local Agency Engineer
Phone: 206-440-4912
Fax: 206-440-4806
15700 Dayton Avenue North, MS: NB82-240
PO Box 330310, Seattle, WA 98133-9710

RECEIVED
APR 02 2007
CITY OF MARYSVILLE
COMMUNITY DEVELOPMENT

City of Marysville
Community Development
80 Columbia Ave.
Marysville, WA 98270
(360) 363-8100

Request for Review

The City of Marysville Planning Department is reviewing this application and encourages other affected agencies, departments, community groups, and municipalities to respond. Your comments will assist the City's evaluation and are sincerely appreciated.

Responding Agency: Jeff Massie **File:** PA 07001

Related File #

Applicant: Joel Hylback

Proposal: Non-project action proposing to amend the comp plan map and concurrently rezone approx 6.22 acres from low density multi-family & general commercial to mixed use abutting the northern boundary of Gissberg

Location: Twin Lakes Park

Tax Account#: 31052900300100 & 31052900400900

SEC/TWN/RNG: 29/31/05 **Please respond by:** 4/11/2007

Comments/Recommendations:

Analyses of critical intersections (27th/172nd & 169th/27th) will need to be performed in consideration of exist. & pipeline projects to determine if concurrency is maintained.

Responding Agency's Signature [signature] *Date* 4-11-07

For further information, please contact Chris Holland
CHolland@ci.marysville.wa.us

Please return this form and your comments, attachments may be discarded.

From: "Chambers, George" <ChambGW@WSDOT.WA.GOV>
To: <CHolland@ci.marysville.wa.us>
Date: 04/02/2007 1:41:11 PM
Subject: Twin Lakes Mix Use, Joel Hylback, PA-7001

Chris Holland
Community Development
City of Marysville

Subject: Request for Review, Twin Lakes Mix Use, Joel Hylback, PA07001

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George Chambers
WSDOT-Northwest Region
Senior Development Services/
Local Agency Engineer
Phone: 206-440-4912
Fax: 206-440-4806
15700 Dayton Avenue North, MS: NB82-240
PO Box 330310, Seattle, WA 98133-9710

Tobiason & Company, Inc.

Land Use Consulting / Landscape Architecture

April 5, 2007

RECEIVED

MAY 07 2007

CITY OF MARYSVILLE
COMMUNITY DEVELOPMENT

Chris Holland
City of Marysville
80 Columbia Avenue
Marysville, WA 98270

Subject: Comprehensive Plan Map Amendment No. 2 (north end of Twin Lakes)
Revision of Request

Dear Mr. Holland:

Your "staff comments" indicated that staff is recommending approval of a change in the designation of the GC portion of the site to MU, but that the western portion of the site should remain R-12. Joel and I met with you following issuance of those comments, to discuss the proposal. At that time, you agreed that if the site plan were revised to provide an internal transition between the higher intensity uses on one side of the project, and the residential uses on the other, the requested rezone would probably be approvable. Such a transition would involve excluding commercial uses from the borders of the project which abut residentially zoned property. At that time, we had decided to prepare such a revised plan, but have since changed our minds.

We now recognize that plans for infrastructure in the vicinity are in flux, and will affect the best use of our property. For the time being, we therefore are in agreement with your original rezone approach, leaving the western portion of the site R-12. It is highly likely, however, that next year answers to certain known unknowns will be known, at which time our original request may become very appropriate. We therefore request that you hold our request for amending the R-12 portion of the site to MU for now, but that our request be reentered onto the agenda next year, and that the fees paid, and the energy given to this request would continue to apply to that effort.

Sincerely,
TOBIASON & COMPANY, Inc.

Laurey Tobiason, President
Principal Planner/Landscape Architect Cert. #305

Cc: Joel Hylback

506 N.E. 73rd Street, Suite 1A • Seattle, WA 98115 • (206) 522-1024 • Fax (206) 522-1049 • Laurey@Tobiason.biz

COMMUNITY DEVELOPMENT DEPARTMENT
80 Columbia Avenue • Marysville, WA 98270
(360) 363-8100 • (360) 651-5099 FAX

DETERMINATION OF NONSIGNIFICANCE

File Number: PA 07001-2

Applicant: Joel Hylback & Ronald Young

Contact: Laurey Tobiason
Tobiason & Company, Inc.
506 NE 73rd Street, Suite 1A
Seattle, WA 98115
(206) 522-1024

Lead Agency: City of Marysville
Community Development Department

SEPA Contact: Chris Holland, Senior Planner
(360) 363-8100

Description of Proposal: A NON-PROJECT action requesting approval of a Comprehensive Plan Map Amendment and concurrent rezone to change the land use designation of the west half of APN 31052900400900 totaling approximately 3.1-acres from General Commercial to Mixed Use in order to eventually propose a project action consisting of a mix of commercial and townhouse style unit fronting the north boundary of Gissberg "Twin Lakes" Park. The applicant originally proposed including APN 31052900300100 as part of the amendment request, however, this request was withdrawn in a letter from Laurey Tobiason, Tobiason & Company, Inc., dated April 5, 2007, and was not evaluated for potential environmental impacts.

The General Commercial land use designation and implementing zoning designation of GC, prohibits townhome or multi-family units to be located on the ground floor, as proposed by the applicant, and relegates said units above ground floor commercial uses only. Subsequently, the Mixed Use land use designation and implementing zoning designation of MU, permits townhome or multi-family units to be located on the ground floor, as desired by the applicant.

If the proposed Comprehensive Plan Map Amendment and concurrent Rezone request is approved, all future project action development proposals will be subject to the applicable Marysville Municipal Codes (MMC) and fees, as well as project level State Environmental Policy Act (SEPA) review, at time of application.

Location of Proposal: The proposed amendment request is site specific, encompassing approximately 3.1-acres of the western half of APN 31052900400900 abutting the northern boundary of Gissberg "Twin Lakes" Park.

Threshold Determination: The lead agency has determined that this proposal does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is NOT required under RCW 43.21C.030(2)(c). This decision was made after review by the City of Marysville of a

completed environmental checklist and other information on file with this agency. This information is available for public review upon request.

Prepared by: Cli

Reviewed by: _____

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 15 days from the date below. Comments must be submitted by the 3 day of July, 2007.

Responsible Official: Gloria Hirashima
Position: Community Development Director
Address: 80 Columbia Avenue
Marysville, WA 98270

Date: 6/18/07 **Signature:** [signature]

The issuance of this Determination of Non-Significance should not be interpreted as acceptance or approval of the subject proposal as presented. The City of Marysville reserves the right to deny or approve said proposal subject to conditions if it is determined to be in the best interests of the City and/or necessary to the general health, safety and welfare of the public to do so. For further information, contact the Marysville Community Development Department at (360) 363-8100.

Distribution:

Washington State Agencies:
Department of Ecology – Olympia SEPA Register
Office of Community Development

Tribal Government:
Tulalip Tribes

City Departments:
Community Development
Public Works

Interest Groups:
Joel Hylback & Ronald Young, applicant
Laurey Tobiason, Tobiason & Company, Inc.

News Media:
Marysville Globe

SEPA Appeal Procedures:

A fee of $500.00 must accompany all SEPA appeals that require a separate public hearing.

19.22.070(3) Appeals.

(a) Any agency or aggrieved person may appeal the procedures or substance of an environmental determination of the responsible official under SEPA as follows:

(i) A DNS. Written notice of such an appeal shall be filed with the responsible official within 15 days after the date of issuance of the DNS. The appeal hearing shall be consolidated with the hearing(s) on the merits of the governmental action for which the environmental determination was made.

(ii) A DS. Written notice of the appeal shall be filed with the responsible official within 15 days after the date of issuance of the DS. The appeal shall be heard by the city council within 30 days thereafter.

(iii) The Adequacy of an EIS. Written notice of appeal shall be filed with the responsible official within 15 days after the issuance of the final EIS. The appeal hearing shall be consolidated with the hearing(s) on the merits of the governmental action for which the EIS was issued.

(iv) Appeals of intermediate steps in the SEPA process shall not be allowed.

(v) For any appeal under this section, the city shall provide for a record that shall consist of the following:

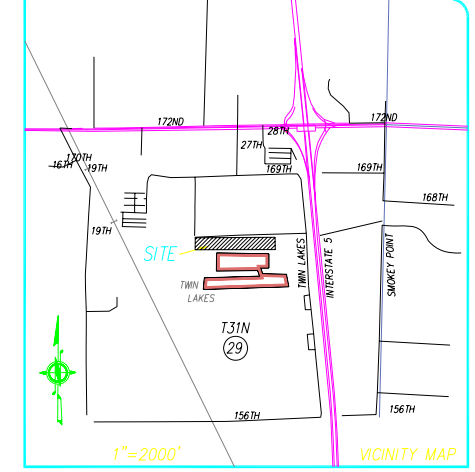
(A) Findings and conclusions;

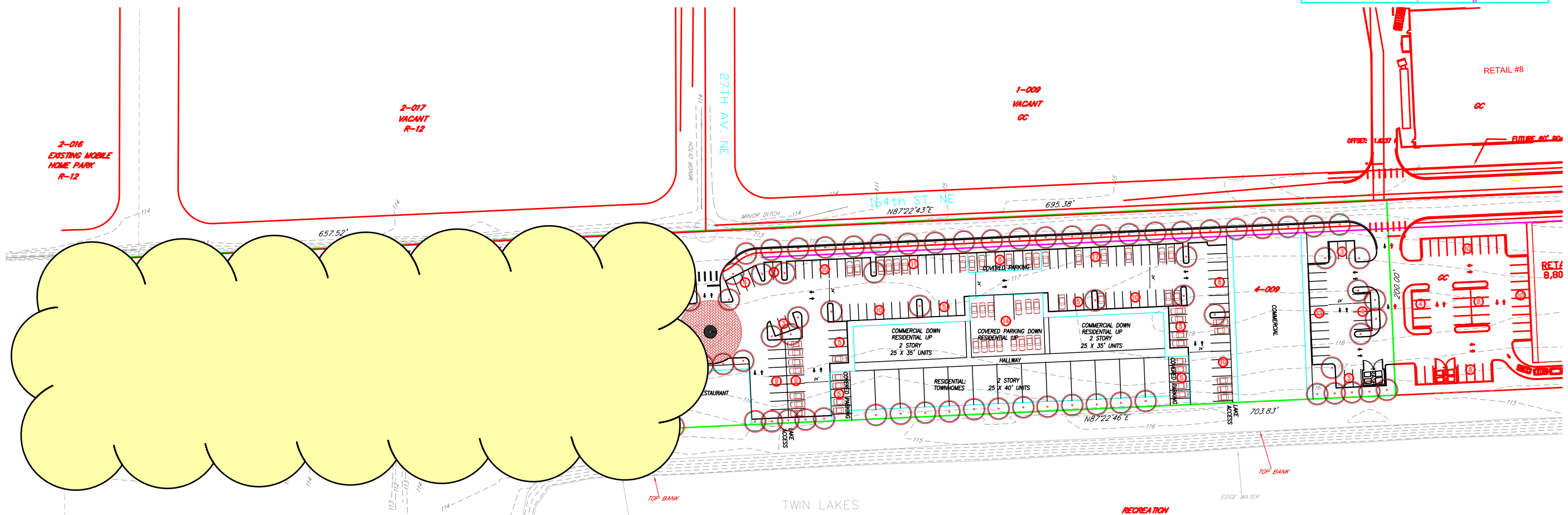
(B) Testimony under oath; and

(C) A taped or written transcript.

(vi) Determination by the responsible official shall carry substantial weight in any appeal proceeding.

NW 1/4 OF SE 1/4 OF 29-31-05





PROJECT INFORMATION

APPLICANT/OWNER:
JOEL HYLBACK
P.O. BOX 3249
ARLINGTON, WA 98223

CONTACT:
LAUREY TOBIASON
TOBIASON & CO. INC
506 NE 73RD ST. SUITE 1A
SEATTLE, WA 98115
206-522-1024

SURVEYOR:
ANDES & ASSOCIATES
1523 10TH STREET
MARYSVILLE, WA 98270
360-659-6639

TAX ASSESSOR NO.:
310529-004-002-00
310529-003-001-00

SITE ADDRESS:
164XX TWIN LAKES AVENUE
MARYSVILLE, WA

CLEARING LIMITS:
ENTIRE SITE.

LOT COVERAGE:
APPROX. 100,000 SF
APPROX. 38%
(SUBJECT TO CHANGE)
APPROX. 80% IMPERVIOUS

SITE DATA:

EXISTING ZONING:	R-12/GC
PROPOSED ZONING:	MU
TOTAL SITE AREA:	271,100 SF / 6.22 ACRES
PROPOSED UNITS:	50 TOWNHOUSE UNITS (SUBJECT TO CHANGE)
PROPOSED DENSITY:	8.03 DU/ACRE (GROSS) (SUBJECT TO CHANGE)
WATER DISTRICT:	CITY OF MARYSVILLE
SEWAGE DISPOSAL:	CITY OF MARYSVILLE
SCHOOL DISTRICT:	MARYSVILLE SCHOOL DISTRICT
FIRE DISTRICT:	CITY OF MARYSVILLE
OPEN SPACE DATA	
TOTAL:	AS REQUIRED BY CODE
PERCENT OF SITE:	AS REQUIRED BY CODE
SLOPE DATA	
0-15% SLOPE:	271,100 SF
15-20% SLOPE:	0 SF
20-25% SLOPE:	0 SF
25-33% SLOPE:	0 SF
>33% SLOPE:	0 SF
ROADWAYS	
LINEAGE:	0 LF
ACREAGE:	2,517 SF / .05 ACRES
PERCENT OF SITE:	01%

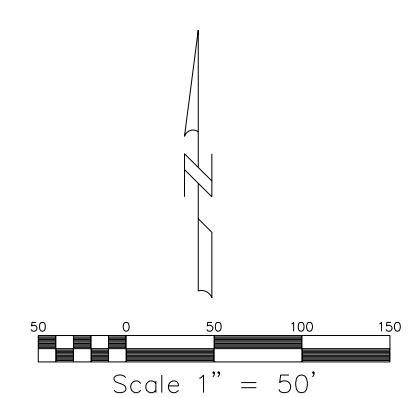
LEGAL DESCRIPTION

PARCEL A
THAT PORTION OF THE NORTH 200.00 FEET, AS MEASURED PERPENDICULAR TO AND PARALLEL WITH THE NORTH LINE, OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 31 NORTH, RANGE 5 EAST, W.M., LYING WESTERLY OF THE FOLLOWING DESCRIBED LINE:

COMMENCING AT THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER OF THE SOUTHEAST QUARTER; THENCE WESTERLY , ALONG THE NORTH LINE OF SAID SUBDIVISION, A DISTANCE OF 632.60 FEET TO THE TRUE POINT OF BEGINNING OF THE LINE TO BE DESCRIBED; THENCE SOUTHERLY, PERPENDICULAR TO SAID NORTH LINE, A DISTANCE OF 200.00 FEET, TO THE SOUTH LINE OF SAID NORTH 200.00 FEET, AND THERE TERMINATING.

PARCEL B
THAT PORTION OF THE NORTH 200.00 FEET, AS MEASURED PERPENDICULAR TO AND PARALLEL WITH THE NORTH LINE, OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARET OF SECTION 29, TOWNSHIP 31 NORTH, RANGE 5 EAST, W.M., LYING EASTERLY OF THE FOLLOWING DESCRIBED LINE:

COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER OF THE SOUTHWEST QUARTER; THENCE EASTERLY, ALONG THE NORTH LINE OF SAID SUBDIVISION, A DISTANCE OF 700.00 FEET TO THE TRUE POINT OF BEGINNING OF THE LINE TO BE DESCRIBED; THENCE SOUTHERLY, PARALLEL WIT THE WEST LINE OF SAID NORTHEAST QUARTER OF THE SOUTHWEST QUARTER, A DISTANCE OF 200.11 FEET, TO THE SOUTH LINE OF SAID NORTH 200.00 FEET, AND THERE TERMINATING.



THESE PLANS ARE SUBJECT TO CHANGE/PROVIDED FOR DISCUSSION PURPOSES ONLY

CONCEPTUAL SITE PLAN/ LANDSCAPE PLAN
TWIN LAKES

no.	revision	date

job no.
drawn
checked
1-30-07
date

TWIN LAKES
SITE DEVELOPMENT PLAN/LANDSCAPE PLAN
DEVELOPER: JOEL HYLBACK
P.O. BOX 3249 ARLINGTON, WA 98223

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
LAUREY TOBIASON
CERTIFICATE No. 325

TOBIASON & COMPANY, Inc.
LAND USE CONSULTING · LANDSCAPE ARCHITECTURE
506 NE 73RD ST., SUITE 1A (206) 522-1024
SEATTLE, WA 98115 FAX 522-1049
laurey@tobiason.biz

Sheet
P-1

PLANNING STAFF REPORT ON
REQUEST FOR AMENDMENT
TO THE
CITY OF MARYSVILLE COMPREHENSIVE PLAN

CITY INITIATED AMENDMENT REQUEST #1

The following is a review of a City Council-initiated request for an amendment to the City of Marysville Comprehensive Plan.

File No.:	PA 07043
Date of Report:	7/13/07
Nature of Request:	Comprehensive plan amendment to repeal Ordinance 2487 which allows a master site plan over sixty acres to designate twenty percent of the gross site area for residential uses and infrastructure.
Applicant:	City of Marysville (City Council-directed)
Owner(s):	Multiple
Location:	Smokey Point Subarea Plan boundary (east of Interstate 5, west of Hayho Creek, north of 152nd Street NE and south of the city of Arlington.
Current Zoning:	General Commercial

I. EVALUATION:

A. Request

The City Council passed Ordinance No. 2691 (Exhibit 1) on March 19, 2007 establishing a moratorium on the filing and receipt of new applications in the Smokey Point Subarea which include the 20% residential component allowed in the plan. The Council directed staff to initiate review of the repeal of these provisions during the 2007 comprehensive plan amendment cycle.

The Smokey Point subarea plan adopted by Ordinance 2487 (Exhibit 2) allowed projects greater than sixty acres in size to submit for master plan approval with a 20% residential allowance. After approving the initial submittal under this section, the Council became concerned that additional detached single family residential development would occur in the Smokey Point Subarea to the area's detriment. Ordinance 2691 provided for a moratorium to prevent the filing of new applications for such uses.

The properties are currently zoned General Commercial. The initial master plan reviewed by the City proposed a project size of greater than sixty acres and demonstrated a residential and commercial project mix for the project assembly. Following master plan approval, the proponent released options for the commercial portions and retained the residential component of the master plan. The residential portion has been submitted for subdivision review and approvals. The commercial portion is under multiple ownerships with a lack of central control.

The intent of the master plan process and residential allowance was to promote larger integrated mixed use developments. It was also hoped that the residential approval would generate sufficient interest to enable concurrent development of the commercial site. While the master plan approval did accomplish certain controls over site planning, the disintegration of the project assembly has complicated future project approvals as there is no longer unified property control.

The provision for 20% residential was the primary motivation behind the Smokey Point subarea plan (area west of Hayho Creek). The subarea plan is only utilized in the master plan review process. Therefore repeal of the subarea plan is appropriate to disable this provision.

B. Conformance with SEPA

The comprehensive plan amendment request is reviewed and processed in accordance with Title 18, City of Marysville Environmental Policy Ordinance and Chapter 197-11 WAC, State Environmental Policy Act (SEPA).

REVIEW & ANALYSIS:

1) The subarea plan provision for residential is not resulting in anticipated project readiness for commercial and residential development.

2) The unified property control envisioned through a master plan process has not materialized.

3) Allowance for additional single family residential uses within the General Commercial areas of Smokey Point area is not consistent with the City of Marysville Comprehensive Plan.

RECOMMENDATION:

Repeal the Smokey Point Subarea Plan adopted by Ordinance 2487.

Exhibit 1

cc: Com Dev
Code Pub
MRSC
orig: file

CITY OF MARYSVILLE

ORDINANCE NO. 2691

AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTION, ESTABLISHING A MORATORIUM ON THE FILING AND RECEIPT OF APPLICATIONS WITHIN THE SMOKEY POINT SUBAREA WHICH INCLUDE THE 20% RESIDENTIAL COMPONENT AS REFERENCED IN SECTION III OF APPENDIX "A" TO ORDINANCE NO. 2487, PROVIDING FOR SEVERABILITY, DECLARING AN EMERGENCY, AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, pursuant to the State Growth Management Act, Ch. 36.70A RCW, and the State Subdivision Act, Ch. 58.17 RCW, the City of Marysville has adopted a Comprehensive Plan and associated zoning, subdivision and development regulations, which are set forth in Titles 19 and 20 of the Marysville Municipal Code, respectively; and

WHEREAS, on August 25, 2003 the Marysville City Council adopted Ordinance No. 2487 amending Ordinance 2068 relating to the Marysville Growth Management Comprehensive Plan; and

WHEREAS, Section III of Ordinance No. 2487 provided for the adoption of development regulations applying to the Smokey Point Subarea Plan, said Development Regulations being attached as Appendix A; and

WHEREAS, Section III of said Appendix A Development Regulations relating to permitted uses and standards allows for projects exceeding sixty acres to submit a master site plan for mixed uses – a mix of commercial and residential uses, including areas where twenty percent of the gross site area may be utilized for residential uses and infrastructure; and

WHEREAS, the Marysville City Council finds that the Smokey Point Subarea is not suitable for residential uses and that a mix of residential uses with commercial development would create inconsistencies and conflicts with the City's long term plans and vision for the Smokey Point Subarea; and

WHEREAS, applications for master site plans utilizing the development regulations of Section III of Appendix A to Ordinance No. 2487 have not resulted in the desired mix of uses for the Smokey Point Subarea; and

WHEREAS, the City Council finds that additional time is necessary to carefully consider and adopt the appropriate regulation(s) that will avoid the above

described results caused by the City's development regulations in Section III of Appendix A to Ordinance 2487; and

WHEREAS, RCW 35.63.200 and RCW 36.70A.390 authorize the Council to enact moratoria on land use matters to preserve the status quo while new plans or development standards and regulations are considered and prepared; and

WHEREAS, absent the adoption of a moratorium, further detached single family residential development without the associated commercial or industrial mix may occur in the Smokey Point Subarea to the further detriment of the City, which may result in undesirable effects as described above; and,

WHEREAS, the City Council finds that protection of the public health, safety, and welfare supports the adoption of a moratorium on applications for certain types of Master Site Plan developments which utilize the 20% Residential Component in Appendix A to Ordinance 2487; and,

WHEREAS, the City Council also desires to insure adequate time to conduct research on appropriate regulations and adequate time to receive public input on proposed revisions to the Smokey Point Subarea Plan Component of the Comprehensive Plan; and,

WHEREAS, the City desires to preserve the status quo for the protection of health, safety and welfare of the City residents, as it relates to development in the Smokey Point Subarea until these matters are more fully considered;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Findings of Fact. The above "Whereas" paragraphs are hereby adopted by reference as the City Council's Findings of Fact, as if fully set forth herein.

Section 2. Moratorium Established. A moratorium is hereby established upon the filing and receipt of any master site plan, permit application or development plan application which includes any component of residential development referenced in Section III of Appendix A to Ordinance 2487 relating to master site plans for projects exceeding sixty acres for mixed uses – a mix of commercial and residential uses, including areas where twenty percent of the gross site area may be utilized for residential uses and infrastructure. Provided, however, master site plan applications which do not contain residential uses and infrastructure shall not be subject to this moratorium ordinance.

No such new permit, master site plan or development plan application as described in the preceding paragraph shall be accepted during the effective period of this moratorium; provided, however, that this moratorium shall not affect

vested rights, if any, applicable to any such previously submitted and fully completed applications.

Section 3. Emergency declared and Effective Date/Period of Moratorium. This Ordinance and the moratorium is a public emergency measure necessary for the protection of the public health, safety, and welfare and shall be effective immediately upon adoption and shall continue in effect for six months from the date of adoption, unless earlier repealed, renewed or modified by the City Council as provided by state law.

Section 4. Public Hearing to be Held. A public hearing on the issue of the moratorium shall be held no later than sixty (60) days after the effective date herein.

Section 5. Work Plan. In order for the moratorium established herein to be effective for up to one year from the date of adoption, the City shall allocate the necessary staffing resources to prepare a work plan to address the issues in this Ordinance, and the City shall implement such a work plan which shall include a Comprehensive Plan docket revision which shall come before the Marysville Planning Commission in due course with other matters docketed for Comprehensive Plan revisions in 2007.

Section 6. Severability. If any section, subsection, paragraph, sentence, clause or phrase of this Ordinance or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such a decision or pre-emption shall not affect the validity or constitutionality of the remaining portions of this Ordinance or its application to any other persons or circumstances.

Passed by the City Council of the City of Marysville, Washington, on this 19th day of March, 2007.

CITY OF MARYSVILLE

Dennis L Kendall

MAYOR, DENNIS KENDALL

Attest:

Julie Hein

City Clerk (Deputy

Approved as to form:

Grant K. Weed

City Attorney

EFFECTIVE DATE: March 19, 2007

Exhibit 2

CC: Com Dev
Code Pub.
MRSC
Orig. file

CITY OF MARYSVILLE
Marysville, Washington

ORDINANCE NO. 2487

AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTON AMENDING ORDINANCE NO. 2068 RELATING TO THE MARYSVILLE GROWTH MANAGEMENT COMPREHENSIVE PLAN; APPROVING THE RECOMMENDATIONS OF THE MARYSVILLE PLANNING COMMISSION FOR TEXT AND MAP REVISIONS ENTITLED THE "SMOKEY POINT SUBAREA PLAN" PURSUANT TO THE CITY'S ANNUAL AMENDMENT AND UPDATE PROCESS; APPROVING THE AREAWIDE REZONE IMPLEMENTING THE PREFERRED LAND USE ALTERNATIVE RECOMMENDED BY THE PLANNING COMMISSION, AND ADOPTING DEVELOPMENT REGULATIONS SET FORTH IN THE SMOKEY POINT SUBAREA PLAN AS APPENDIX A.

WHEREAS, on April 1, 1996, the Marysville City Council enacted Ordinance No. 2068 adopting a Growth Management Comprehensive Plan for the City of Marysville; and

WHEREAS, the Growth Management Act allows jurisdictions to amend comprehensive plans once per year, except in emergency situations; and

WHEREAS, on May 20, 2002 the Marysville City Council adopted Resolution No. 2406, adding Chapter 18.10 of the Marysville Municipal Code (MMC) entitled ``Procedures for Legislative Actions'' which establishes procedures for processing and review of legislative actions relating to amendments or revisions to the City's Growth Management Comprehensive Plan and development regulations; and

WHEREAS, pursuant to the procedures set forth in Resolution No. 2406, the City initiated amendments and areawide rezones on its own accord; and

WHEREAS, the Marysville Planning Commission, after review of the proposed Comprehensive Plan amendments at public workshops on June 10, 2003 and July 8, 2003, held a public hearing on July 22, 2003 and received testimony from property owners, staff and other interested parties following public notice; and

WHEREAS, on August 11, 2003 the Marysville City Council reviewed the Planning Commission's recommendations relating to the proposed Comprehensive Plan amendments, area wide rezones, and development regulations applying to the subject

area;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. The City Council hereby adopts, in its entirety, the recommendation of the Marysville Planning Commission relating to the proposed 2003 amendment to the Marysville Growth Management Comprehensive Plan. A copy of the Comprehensive Plan amendment, entitled the Smokey Point Subarea Plan, is hereby incorporated by this reference.

Section 2. The City Council hereby approves the area wide rezones implementing the preferred land use alternative as recommended by the Marysville Planning Commission as referenced in the Smokey Point Subarea Plan dated August 2003.

Section 3. The City Council hereby adopts the development regulations applying to the Smokey Point Subarea Plan, contained within the plan document as Appendix A.

Section 4. The Marysville Community Development Department is hereby directed to amend the text and maps of the Marysville Growth Management Comprehensive Plan consistent with the Marysville Planning Commission recommendation.

Section 5. Except as provided herein, all other provisions of the Marysville Growth Management Comprehensive Plan as adopted by Ordinance No. 2068 shall remain in full force and effect, unchanged.

PASSED by the City Council and APPROVED by the Mayor this 25th day of August, 2003.

CITY OF MARYSVILLE

By David Weiser
MAYOR

ATTEST:

By Berry Becker
CITY CLERK

Approved as to form:

wpf/mv/ord.comp plan amend

By Grant C Weed
CITY ATTORNEY

Date of Publication: 8-27-03

Effective Date (5 days after publication): 9-1-03

wpf/mv/ord.comp plan amend

CITY OF MARYSVILLE
ENVIRONMENTAL CHECKLIST
RCW 197-11-960

Staff Initiated Comp Plan Amendment No. 1
Repeal Ordinance No. 2487

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can de done) and to help the agency decide whether an EIS is required.

Instructions for Applicant:

This environmental checklist asks you to decide some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the aster, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for non-project proposals:

Complete this checklist for non-project proposals, even though questions may be answered "does not apply". In addition, complete the *Supplemental Sheet for Non-Project Action (part D).*

For non-project actions, the references in the checklist to the words "project", "applicant", and "property or site" should be read as "proposal", "proposer", and "affected geographic area", respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:

   Staff Initiated Comprehensive Plan Amendment No. 1 – Repeal Ordinance No. 2487

2. Name of applicant:

   City of Marysville

3. Address and phone number of applicant and contact person:

   Gloria Hirashima, CD Director
   City of Marysville
   Community Development Department
   80 Columbia Avenue
   Marysville, WA 98270
   (360) 363-8100

4. Date checklist prepared:

   June 18, 2007

5. Agency requesting checklist:

   City of Marysville

6. Proposed timing or schedule (including phasing, if applicable):

   2007 Marysville Comprehensive Plan Amendment cycle

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

   N/A – Non-project action

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

   Environmental documentation regarding the Marysville Comprehensive Plan includes the following:

   - **Draft Environmental Impact Statement dated January 13, 2005**
   - **Final Environmental Impact Statement dated April 2005**
   - **Snohomish County "Final Environmental Impact Statement for the 10 Year Update"**
   - **Snohomish County "Draft Environmental Impact Statement for the 10 Year Update"**

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

   None known

10. List any government approvals or permits that will be needed for your proposal, if known.

    Marysville City Council approval of a Comprehensive Plan Amendment

11. Give brief, complete description of your proposal, including all proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The Smokey Point subarea plan adopted by Ordinance 2487 allowed projects greater than 60-acres in size to submit for master plan approval with a 20% residential allowance. After approving the initial submittal under this section, the Council became concerned that additional detached single family residential development would occur in the Smokey Point Subarea to the area's detriment.

The City Council passed Ordinance No. 2691 on March 19, 2007 establishing a moratorium on the filing and receipt of new applications I the Smokey Point Subarea which include the 20% residential component allowed in the plan. The Council directed staff to initiate review of the repeal of these provisions during the 2007 Comprehensive Plan Amendment cycle.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topography map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications to this checklist.

The proposed Comprehensive Plan Amendment includes multiple parcels generally located within the Smokey Point Subareas Plan Boundary, east of I-5, west of Hayho Creek, north of 152nd Street NE and south of the MUGA boundary (approximately 16400 Block).

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (***bold/italic***): ***Flat***, rolling, hilly, steep slopes, mountainous, other.

b. What is the steepest slope on the site (approximate percent slope)?

The Smokey Point Subarea is relatively flat with maximum slopes approaching 5%

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of the agricultural soils, specify them and note any prime farmland.

According to the Soil Survey of Snohomish County the Smokey Point Subarea is mainly comprised of Custer fine sandy loam soils.

d. Are there any surface indications or history of unstable soils in the immediate vicinity? If so, describe.

None known

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

N/A – Non-project action

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

N/A – Non-project action

g. About what percent of the site will be covered with impervious surfaces after the project construction (for example, asphalt or buildings)?

N/A – Non-project action

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

N/A – Non-project action

2. AIR

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

N/A – Non-project action

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

N/A – Non-project action

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

N/A – Non-project action

3. WATER

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Yes, Hayho Creek is located along the east boundary of the Smokey Point Subarea Plan.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

N/A – Non-project action

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

N/A – Non-project action

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

N/A – Non-project action

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No

6) Does the proposal involve any discharge of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

N/A – Non-project action

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground waters? Give general description, purpose, and approximate quantities if known.

N/A – Non-project action

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

N/A – Non-project action

c. Water Runoff (including storm water):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

N/A – Non-project action

2) Could waste materials enter ground or surface waters? If so, generally describe.

N/A – Non-project action

d. Proposed measure to reduce or control surface, ground and runoff water impacts, if any:

Future project actions will require compliance with Marysville Municipal Codes and Department of Ecology Standards as applicable.

4. PLANTS

a. Check or circle types of vegetation found on the site (***bold/italic***): **N/A**

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

N/A – Non-project action

c. List threatened or endangered species known to be on or near the site.

None known

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

N/A – Non-project action

5. Animals

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site (***bold/italic***): **N/A**

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened or endangered species known to be on or near the site.

No threatened or endangered animal species are known to exist on or in the vicinity of the proposed comprehensive plan amendment boundary.

c. Is the site part of a migration route? If so, explain.

The City of Marysville is located within the "Pacific Flyway."

d. Proposed measure to preserve or enhance wildlife, if any:

N/A – Non-project action

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

N/A – Non-project action

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

N/A – Non-project action

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

N/A – Non-project action

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

No

1) Describe special emergency services that might be required.

N/A – Non-project action

2) Proposed measures to reduce or control environmental health hazards, if any.

N/A – Non-project action

b. Noise

1) What types of noise exist in the area which may affect your project for example: traffic, equipment, operation, other)?

N/A – Non-project action

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

N/A – Non-project action

3) Proposed measures to reduce or control noise impacts, if any:

N/A – Non-project action

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The Smokey Point Subarea is largely undeveloped, except along Smokey Point Boulevard, and the area near the intersection of I-5 17nd Street NE. Smokey Point Boulevard is intermittently lined with single family homes, automobile oriented commercial uses, and some industrial businesses. Though much of the undeveloped land is zoned for commercial uses, it is currently being farmed. A mobile home park is located on the north and south sides of 152nd Street NE, east of Smokey Point Boulevard.

b. Has the site been used for agriculture? If so, describe.

Agricultural activities and farms are present within the Smokey Point Subarea.

c. Describe any structures on the site.

The Smokey Point Subarea, includes single family homes, automobile oriented commercial uses, and some industrial businesses. Though much of the undeveloped land is zoned for commercial uses, it is currently being farmed. A mobile home park is located on the north and south sides of 152nd Street NE, east of Smokey Point Boulevard.

d. Will any structures be demolished? If so, what?

N/A – Non-project action

e. What is the current zoning classification of the site?

General Commercial

f. What is the current comprehensive plan designation of the site?

General Commercial

g. If applicable, what is the current shoreline master program designation for the site?

The site does not contain nor is it near any designated shorelines within the City of Marysville Shoreline Management Master Program.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

Hayho Creek is located along the east boundary of the Smokey Point Subarea. Hayho Creek is a Type F Stream requiring a 150' undisturbed buffer in accordance with Chapter 19.24 MMC, *Critical Areas Management.*

i. Approximately how many people would reside or work in the completed project?

N/A – Non-project action

j. Approximately how many people would the completed project displace?

N/A – Non-project action

k. Proposed measures to avoid or reduce displacement impacts, if any:

N/A – Non-project action

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

N/A – Non-project action

9. Housing

a. Approximately how many housing units would be provided, if any? Indicate whether high, middle, or low-income housing.

Not known. The proposed amendment would eliminate the ability to construct single-family homes within the Smokey Point Subarea and relegate housing to multi-family units located a above a ground floor commercial use.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

N/A – Non-project action

c. Proposed measures to reduce or control housing impacts, if any:

N/A – Non-project action

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal, exterior building material(s) proposed?

The City of Marysville development regulations allow a maximum base height of 35 feet in the GC zone.

b. What views in the immediate vicinity would be altered or obstructed?

N/A – Non-project action

c. Proposed measures to reduce or control aesthetic impacts, if any:

N/A – Non-project action

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

N/A – Non-project action

b. Could light or glare from the finished project be a safety hazard or interfere with views?

N/A – Non-project action

c. What existing off-site sources of light or glare may affect your proposal?

N/A – Non-project action

d. Proposed measures to reduce or control light and glare impacts, if any:

N/A – Non-project action

12. Recreation

a. What designated and informal recreation opportunities are in the immediate vicinity?

A City owned park known as Strawberry Fields is located on the south side of 152nd Street NE, just east of the Smokey Point Subarea. This 72-acre site provides active recreation comprised of two soccer fields and lighting as well as a natural setting among open space, trails, and the Quilceda Creek system.

b. Would the proposed project displace any existing recreational uses? If so, describe.

N/A – Non-project action

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

N/A – Non-project action

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be or next to the site? If so, generally describe.

There are no places or objects listed on, or proposed for local, state or federal preservation registers on or near the Smokey Point Subarea.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

To the best knowledge of the applicant, no landmarks or evidence of historic, archeological scientific or cultural importance exist on or near the Smokey Point Subarea.

c. Proposed measures to reduce or control impacts, if any:

N/A – Non-project action

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

Existing public streets and highways that currently serve properties within the Smokey Point Subarea include:

North/South

- **I-5**
- **Smokey Point Boulevard**
- **Several local access streets**

East/West

- **152nd Street NE**
- **156th Street NE**
- **Several local access streets**

b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Yes, Community Transit has an active service along Smokey Point Boulevard & 152nd Street NE.

c. How many parking spaces would the completed project have? How many would the project eliminate?

N/A – Non-project action

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

N/A – Non-project action

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

N/A – Non-project action

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

N/A – Non-project action

g. Proposed measures to reduce or control transportation impacts, if any:

N/A – Non-project action

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

N/A – Non-project action

b. Proposed measures to reduce or control direct impacts on public services, if any:

N/A – Non-project action

16. Utilities

a. Bold/italic utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other. **N/A – Non-project Action**

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

N/A – Non-project action

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____ Date: 6/18/07

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the environment.

When answering these questions, be aware of the extent of the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

   The proposal is a non-project action. Therefore, the proposal in and of itself will not increase discharge to water; emissions to air; production, storage, or release of toxic hazardous substances; or production of noise.

   Proposed measures to avoid or reduce such increases are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to stormwater discharge, emissions, toxins and noise regulations.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

   This proposal is a non-project action. Therefore, the proposal in and of itself will not affect plants, animals, fish or marine life.

   Proposed measures to protect or conserve plants, animals, fish, or marine life are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to the protection of plants, animals, fish or marine life.

3. How would the proposal be likely to deplete energy or natural resources?

   This proposal is non-project action. Therefore, the proposal in and of itself will not deplete energy or natural resources.

   Proposed measures to protect or conserve energy and natural resources are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to energy and natural resource protection.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

   This proposal is a non-project action. Therefore, the proposal in and of itself will not affect environmentally sensitive areas or areas designated for government protection.

   Proposed measures to protect such resources or to avoid or reduce impacts are:

None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to environmentally sensitive areas or areas designated for governmental protection.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

   The Smokey Point Subarea is not located near a shoreline. Repealing Ordinance No. 2487 would eliminate the possibility of ground floor single-family residential uses being allowed within the subarea. Residential uses would be relegated to multi-family located above ground floor commercial uses only.

   Proposed measures to avoid or reduce shoreline and land use impacts are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to shoreline and land use impacts.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

   This proposal is a non-project action. Therefore, the proposal in and of itself will not increase demands on transportation or public services and utilities.

   Proposed measures to reduce or respond to such demand(s) are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to transportation, public services and utilities.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

   No known conflict. The Growth Management Act requires that development regulations be consistent with adopted GMA comprehensive plans.

PLANNING STAFF REPORT ON
REQUEST FOR AMENDMENT
TO THE
CITY OF MARYSVILLE COMPREHENSIVE PLAN

CITY INITIATED AMENDMENT REQUEST #2

The following is a review of a staff-initiated request for an amendment to the City of Marysville Comprehensive Plan.

File No.:	PA 07043
Date of Report:	7/13/07
Nature of Request:	Comprehensive plan text amendment to Page 4-6 of the Comprehensive Plan regarding rezones to bordering zones.

I. EVALUATION:

A. Request

Page 4-6 of the City of Marysville Comprehensive Plan states "Properties at the edges of land use districts can make application to rezone property for the bordering zone, without applying for a comprehensive plan amendment. However the burden of proof is on the applicant to demonstrate the basis for the rezone. The factors for a zone reclassification are identified in Marysville Municipal Code."

Planning staff had recommended this language contemplating situations where land use edges were indistinct and felt that this provision could be used in minor cases where an edge could be shifted due to ownership, topography or access. To date, the provision has been used consistent with this intent. This allows property owners to address these corrections outside of the normal comprehensive plan amendment cycle.

However, as awareness of this provision has grown, staff has received more inquiries where the edge rezones would represent large adjustments of land use districts on an edge, not just the edge itself as contemplated. Large scale adjustments of land use districts should occur through the amendment cycle as presumed and required under the state Growth Management Act. The currently phrased text provision has become a concern as it could subvert the City's comprehensive plan process for public review which enables a comprehensive analysis of land use changes in the overall plan context.

Staff is recommending revising the text to narrow the use of this provision to limit size and scope of rezones along edges outside a comprehensive plan amendment process. The language would be as follows:

"Property at the edges of land use districts can make application to rezone property to the bordering zone without applying for a comprehensive plan amendment if the proponent can demonstrate:

1) The proposed land use district will provide a more effective transition point and edge for the proposed land use district than strict application of the comprehensive plan map would provide due to neighboring land uses, topography, access, parcel lines or other property characteristics; and
2) The proposed land use district supports and implements the goals, objectives, policies and text of the comprehensive plan more effectively than strict application of the comprehensive plan map; and
3) The proposed land use change will not affect an area greater than 10 acres, exclusive of critical areas."

B. Conformance with SEPA

The comprehensive plan amendment request was reviewed and processed in accordance with Title 18, City of Marysville Environmental Policy Ordinance and Chapter 197-11 WAC, State Environmental Policy Act (SEPA).

REVIEW & ANALYSIS:

1) The proposed text will provide guidance for rezones consistent with the intent of the City's comprehensive plan map and policies.
2) The proposed text will require larger proposals to be submitted under the comprehensive plan amendment process and enable analysis of land use changes in the context of the comprehensive plan land use analysis, and its goals and policies.
3) The text will continue to allow site rezones outside the annual amendment or update process if it is limited in size and scope and demonstrates a more effective land use edge for the designation.

RECOMMENDATION:

Revise the plan text as proposed above.

CITY OF MARYSVILLE
ENVIRONMENTAL CHECKLIST
RCW 197-11-960

Staff Initiated Comp Plan Amendment No. 2
Text Amendment – Rezone Provisions

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can de done) and to help the agency decide whether an EIS is required.

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Use of checklist for non-project proposals:

Complete this checklist for non-project proposals, even though questions may be answered "does not apply". In addition, complete the *Supplemental Sheet for Non-Project Action (part D).*

For non-project actions, the references in the checklist to the words "project", "applicant", and "property or site" should be read as "proposal", "proposer", and "affected geographic area", respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:

   Staff Initiated Comprehensive Plan Amendment No. 2 –Text Amendment regarding Rezones

2. Name of applicant:

   City of Marysville

3. Address and phone number of applicant and contact person:

   Gloria Hirashima, CD Director
   City of Marysville
   Community Development Department
   80 Columbia Avenue
   Marysville, WA 98270
   (360) 363-8100

4. Date checklist prepared:

   June 18, 2007

5. Agency requesting checklist:

   City of Marysville

6. Proposed timing or schedule (including phasing, if applicable):

   2007 Marysville Comprehensive Plan Amendment cycle

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

   N/A – Non-project action

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

   Environmental documentation regarding the Marysville Comprehensive Plan includes the following:

   - **Draft Environmental Impact Statement dated January 13, 2005**
   - **Final Environmental Impact Statement dated April 2005**
   - **Snohomish County "Final Environmental Impact Statement for the 10 Year Update"**
   - **Snohomish County "Draft Environmental Impact Statement for the 10 Year Update"**

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

   None known

10. List any government approvals or permits that will be needed for your proposal, if known.

    Marysville City Council approval of a Comprehensive Plan Amendment

11. Give brief, complete description of your proposal, including all proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

Pages 4 – 6 of the Marysville Comprehensive Plan states:

> **"Properties at the edges of land use districts can make application to rezone property for the bordering zone, without applying for a comprehensive plan amendment. However, the burden of proof is on the applicant to demonstrate the basis for the rezone. The factors for a zone reclassification are identified in the Marysville Municipal Code."**

The intent of this provision was to allow a minor adjustment where land uses edges were indistinct and allowing adjustments due to ownership, topography or access. To date, the provision has been used consistent with this intent.

However, as awareness of this provision has grown, staff has received more inquiries where the edge rezones would represent large adjustments of land use districts on an edge, not just the edge itself as contemplated. Large scale adjustment of land use districts should occur through the amendment cycle as presumed and required under the state Growth Management Act. The currently phased text provision has become a concern as it could subvert the City Comprehensive Plan process for public review which enables a comprehensive analysis of land use changes in the overall plan context.

In order to narrow the use of this provision to limit size and scope of rezones along edges outside a Comprehensive Plan amendment process, the following text amendment is proposed:

> **"Property at the edges of and use districts can make application to rezone property to the bordering zone without applying for a comprehensive plan amendment if the proponent can demonstrate:**
>
> **1) The proposed land use district will provide a more effective transition point and edge for the proposed land use district than strict application of the comprehensive plan map would provide due to neighboring land uses, topography, access or other property characteristics; and**
>
> **2) The proposed land use district supports and implements the goals, objectives and policies of the comprehensive plan more effectively than strict application of the comprehensive plan map; and**
>
> **3) The proposed land use change will not affect an area greater than 10-acres."**

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topography map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications to this checklist.

The proposal is a Comprehensive Plan Text Amendment. The proposed text amendment is not site specific, however, implementation of the text amendment would afford all property owners located within the City of Marysville Urban Growth Area (MUGA), to utilize the rezone provisions, as outlined in No. 11 above.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (***bold/italic***): Flat, rolling, hilly, steep slopes, mountainous, other.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

b. What is the steepest slope on the site (approximate percent slope)?

N/A – Non-project text amendment of the Maryville Comprehensive Plan

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of the agricultural soils, specify them and note any prime farmland.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

d. Are there any surface indications or history of unstable soils in the immediate vicinity? If so, describe.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

g. About what percent of the site will be covered with impervious surfaces after the project construction (for example, asphalt or buildings)?

N/A – Non-project text amendment of the Maryville Comprehensive Plan

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

N/A – Non-project text amendment of the Maryville Comprehensive Plan

2. AIR

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

N/A – Non-project text amendment of the Maryville Comprehensive Plan

3. WATER

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

6) Does the proposal involve any discharge of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground waters? Give general description, purpose, and approximate quantities if known.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

c. Water Runoff (including storm water):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

2) Could waste materials enter ground or surface waters? If so, generally describe.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

d. Proposed measure to reduce or control surface, ground and runoff water impacts, if any:

N/A – Non-project text amendment of the Maryville Comprehensive Plan

4. PLANTS

a. Check or circle types of vegetation found on the site (***bold/italic***): **N/A**

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

N/A – Non-project text amendment of the Maryville Comprehensive Plan

c. List threatened or endangered species known to be on or near the site.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

N/A – Non-project text amendment of the Maryville Comprehensive Plan

5. Animals

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site (***bold/italic***): **N/A**

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened or endangered species known to be on or near the site.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

c. Is the site part of a migration route? If so, explain.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

d. Proposed measure to preserve or enhance wildlife, if any:

N/A – Non-project text amendment of the Maryville Comprehensive Plan

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

No

1) Describe special emergency services that might be required.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

2) Proposed measures to reduce or control environmental health hazards, if any.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

b. Noise

1) What types of noise exist in the area which may affect your project for example: traffic, equipment, operation, other)?

N/A – Non-project text amendment of the Maryville Comprehensive Plan

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

3) Proposed measures to reduce or control noise impacts, if any:

N/A – Non-project text amendment of the Maryville Comprehensive Plan

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

N/A – Non-project text amendment of the Maryville Comprehensive Plan

b. Has the site been used for agriculture? If so, describe.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

c. Describe any structures on the site.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

d. Will any structures be demolished? If so, what?

N/A – Non-project text amendment of the Maryville Comprehensive Plan

e. What is the current zoning classification of the site?

N/A – Non-project text amendment of the Maryville Comprehensive Plan

f. What is the current comprehensive plan designation of the site?

N/A – Non-project text amendment of the Maryville Comprehensive Plan

g. If applicable, what is the current shoreline master program designation for the site?

N/A – Non-project text amendment of the Maryville Comprehensive Plan

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

i. Approximately how many people would reside or work in the completed project?

N/A – Non-project text amendment of the Maryville Comprehensive Plan

j. Approximately how many people would the completed project displace?

N/A – Non-project text amendment of the Maryville Comprehensive Plan

k. Proposed measures to avoid or reduce displacement impacts, if any:

N/A – Non-project text amendment of the Maryville Comprehensive Plan

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

N/A – Non-project text amendment of the Maryville Comprehensive Plan

9. Housing

a. Approximately how many housing units would be provided, if any? Indicate whether high, middle, or low-income housing.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control housing impacts, if any:

N/A – Non-project text amendment of the Maryville Comprehensive Plan

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal, exterior building material(s) proposed?

N/A – Non-project text amendment of the Maryville Comprehensive Plan

b. What views in the immediate vicinity would be altered or obstructed?

N/A – Non-project text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control aesthetic impacts, if any:

N/A – Non-project text amendment of the Maryville Comprehensive Plan

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

N/A – Non-project text amendment of the Maryville Comprehensive Plan

b. Could light or glare from the finished project be a safety hazard or interfere with views?

N/A – Non-project text amendment of the Maryville Comprehensive Plan

c. What existing off-site sources of light or glare may affect your proposal?

N/A – Non-project text amendment of the Maryville Comprehensive Plan

d. Proposed measures to reduce or control light and glare impacts, if any:

N/A – Non-project text amendment of the Maryville Comprehensive Plan

12. Recreation

a. What designated and informal recreation opportunities are in the immediate vicinity?

N/A – Non-project text amendment of the Maryville Comprehensive Plan

b. Would the proposed project displace any existing recreational uses? If so, describe.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

N/A – Non-project text amendment of the Maryville Comprehensive Plan

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be or next to the site? If so, generally describe.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control impacts, if any:

N/A – Non-project text amendment of the Maryville Comprehensive Plan

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

N/A – Non-project text amendment of the Maryville Comprehensive Plan

c. How many parking spaces would the completed project have? How many would the project eliminate?

N/A – Non-project text amendment of the Maryville Comprehensive Plan

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

N/A – Non-project text amendment of the Maryville Comprehensive Plan

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

g. Proposed measures to reduce or control transportation impacts, if any:

N/A – Non-project text amendment of the Maryville Comprehensive Plan

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

b. Proposed measures to reduce or control direct impacts on public services, if any:

N/A – Non-project text amendment of the Maryville Comprehensive Plan

16. Utilities

a. Bold/italic utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

N/A – Non-project text amendment of the Maryville Comprehensive Plan

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____ Date: 6/18/07

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the environment.

When answering these questions, be aware of the extent of the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

   The proposal is a non-project text amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not increase discharge to water; emissions to air; production, storage, or release of toxic hazardous substances; or production of noise.

   Proposed measures to avoid or reduce such increases are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to stormwater discharge, emissions, toxins and noise regulations.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

   The proposal is a non-project text amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not affect plants, animals, fish or marine life.

   Proposed measures to protect or conserve plants, animals, fish, or marine life are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to the protection of plants, animals, fish or marine life.

3. How would the proposal be likely to deplete energy or natural resources?

   The proposal is a non-project text amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not deplete energy or natural resources.

   Proposed measures to protect or conserve energy and natural resources are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to energy and natural resource protection.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

   The proposal is a non-project text amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not affect environmentally sensitive areas or areas designated for government protection.

Proposed measures to protect such resources or to avoid or reduce impacts are:

None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to environmentally sensitive areas or areas designated for governmental protection.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

   The proposal is a non-project text amendment of the Marysville Comprehensive Plan. Future project actions may propose a change in land use through the rezone provisions outlined in the MMC.

   Proposed measures to avoid or reduce shoreline and land use impacts are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to shoreline and land use impacts.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

   This proposal is a non-project action. Therefore, the proposal in and of itself will not increase demands on transportation or public services and utilities.

   Proposed measures to reduce or respond to such demand(s) are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to transportation, public services and utilities.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

   No known conflict. The Growth Management Act requires that development regulations be consistent with adopted GMA comprehensive plans.

rec'd 7/24/07

BARCLAYS NORTH INC.

July 18, 2007

Marysville Planning Commission
80 Columbia Avenue
Marysville, WA 98270

RE: Comments to Proposed Comprehensive Plan and Development Code Amendments

Dear Commissioners:

On behalf of Barclays North, Inc., I am writing to submit our comments regarding the proposed amendments to the city's Comprehensive Plan and proposed Development Code Revisions the Planning Commission will consider July 24.

Comprehensive Plan Amendments

- Amendment #2: We oppose this amendment as being overly restrictive. Marysville Municipal Code (MMC) 19.54.070 sets a sufficiently strict, yet fair, four-pronged test for applicants who desire a zone reclassification and should remain city policy. The proposed amendment unnecessarily burdens applicants, particularly those with limited knowledge of land use policy code and regulations.

Development Regulation Revisions

- Code Amendment 4: This amendment, which supplants building coverage requirements with impervious surface and setback controls, is very troublesome to us. We believe this provision will impact us negatively because we will have to include structures such as driveways in our impervious surface calculations, therefore decreasing structure size. If the goal of the city is to encourage the use of pervious surfaces where possible, it should consider the use of incentives without accompanying restrictions.

- Code Amendment 5: We support this amendment which relates to setbacks for townhomes built on individual lots. This increases our ability to utilize the different development tools available.

10515 20th Street S.E.
Suite 100
Everett, WA 98205
Phone : 425.334.4040
Fax : 425.334.5254
www.barclaysnorth.com

BARCLAYS NORTH INC.

- Code Amendment 6: We are opposed to this amendment, which reduces the maximum height of buildings in certain zones. This reduces our ability to offer a product demanded by the marketplace.

- Code Amendment 13: We support this amendment, which allows for a fee in lieu of open space in certain zones. This is a good tool for urban infill development and an example of the type of innovative flexibility we encourage the city to implement more often.

- Code Amendment 15: We do not agree with the provisions of this amendment that eliminate the use of tandem parking. This practice is used nationwide and we disagree with the notion that it causes problems with overall parking in developments. Further, tandem parking is an important tool used in successful urban infill development. Removing this as an option is effectively a step back from the increased flexibility provided by such proposals as Code Amendment 13.

We hope that the Planning Commission will carefully consider our comments. When doing so we encourage you to keep in mind that increased flexibility and additional tools are what enable our industry to provide the types of development the city of Marysville desires for its future. Should you have questions, please do not hesitate to contact me at any time. Thank you for your time.

Sincerely,

Chris Bandoli

Chris Bandoli
Government Affairs Manager

cc: Honorable Mayor Kendall
Ms. Gloria Hirashima, Director of Community Development
Marysville City Council

PLANNING AND ENGINEERING STAFF REPORT ON REQUEST FOR AMENDMENT TO THE CITY OF MARYSVILLE COMPREHENSIVE PLAN

CITY INITIATED AMENDMENT REQUEST #3

The following is a review of a staff-initiated request for an amendment to the City of Marysville Comprehensive Plan.

File No.:	PA 07043
Date of Report:	7/13/07
Nature of Request:	Comprehensive plan map amendment to Lakewood and Smokey Point neighborhood maps depicting road connections. Map amendment would affect Figures 4-87 and 4-91 of the City of Marysville Comprehensive Plan neighborhood maps. Amend Figures 8-4 and 8-7 of the Transportation Element proposed road connector map and 20-year Transportation Improvements. Amend Page 8-56 description of 156th Street NE in Appendix A Recommended 20 year Transportation Plan Improvement Projects.

I. EVALUATION:

A. Request

The City of Marysville has conducted a Lakewood Triangle Access Study to review proposed arterial connections and access to the Lakewood Areas. (Exhibit 1, Lakewood/Smokey Point Arterial Streets). The Study has resulted in recommendations to construct new arterial connections within the Lakewood neighborhood as well as new arterial connections between the Lakewood and Smokey Point neighborhoods.

The attached map depicts the proposed connections. This will alter the current connection plan in several figures of the City's Comprehensive Plan. The arterial depicted in the Lakewood area (27th Avenue NE) is a 3-lane minor arterial standard. 156th Street NE is currently proposed as an overcrossing of Interstate 5, linking the Lakewoood and Smokey Point neighborhoods. The classification proposed is "principal arterial", constructed as a 5-lane standard. The City of Marysville is also considering potential of this corridor for a future interchange at 156th Street NE and Interstate 5. The interchange will require review and permit approvals through the Washington State Department of Transportation and Federal Highway Administration.

B. Conformance with SEPA

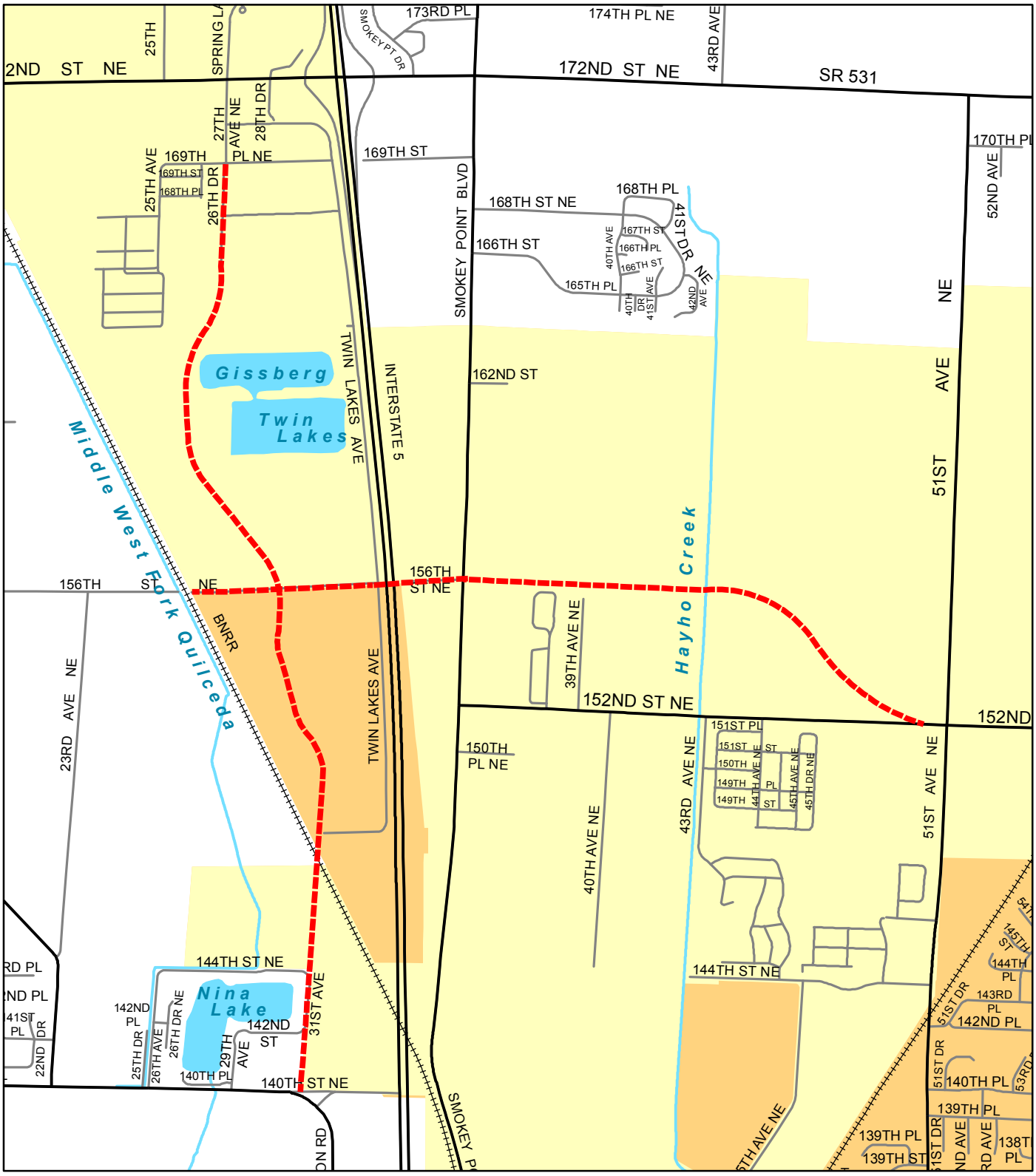
The comprehensive plan amendment request is reviewed and processed in accordance with Title 18, City of Marysville Environmental Policy Ordinance and Chapter 197-11 WAC, State Environmental Policy Act (SEPA). Addendum #11 to the City of Marysville Comprehensive plan update Final Environmental Impact Statement (DEIS) and previously issued addenda was issued by the City on July 2, 2007.

REVIEW & ANALYSIS:

1) The map corrections will provide current guidance for development within these neighborhoods.
2) The map corrections will provide for connectivity between the Smokey Point and Lakewood neighborhoods.
3) The map corrections will be integrated into future City capital project planning and funding efforts.

RECOMMENDATION:

Revise the comprehensive plan to reflect the arterial connections depicted in the attached maps.



2007 Marysville Comprehensive Plan Amendments

Amendment #3

Proposed Arterials

City limits

Urban growth area

0 500 1,000 2,000 3,000 Feet

N

CITY OF MARYSVILLE
ENVIRONMENTAL CHECKLIST
RCW 197-11-960

Staff Initiated Comp Plan Amendment No. 3
Lakewood & Smokey Point Neighborhood Road Connections

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can de done) and to help the agency decide whether an EIS is required.

Instructions for Applicant:

This environmental checklist asks you to decide some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the aster, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for non-project proposals:

Complete this checklist for non-project proposals, even though questions may be answered "does not apply". In addition, complete the *Supplemental Sheet for Non-Project Action (part D).*

For non-project actions, the references in the checklist to the words "project", "applicant", and "property or site" should be read as "proposal", "proposer", and "affected geographic area", respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:

   Staff Initiated Comprehensive Plan Amendment No. 3 – Lakewood & Smokey Point Neighborhoods Road Connection Maps

2. Name of applicant:

   City of Marysville

3. Address and phone number of applicant and contact person:

   Gloria Hirashima, CD Director
   City of Marysville
   Community Development Department
   80 Columbia Avenue
   Marysville, WA 98270
   (360) 363-8100

4. Date checklist prepared:

   June 18, 2007

5. Agency requesting checklist:

   City of Marysville

6. Proposed timing or schedule (including phasing, if applicable):

   2007 Marysville Comprehensive Plan Amendment cycle

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

   N/A – Non-project action

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

   Lakewood Triangle Access Study

   Environmental documentation regarding the Marysville Comprehensive Plan includes the following:

   - **Draft Environmental Impact Statement dated January 13, 2005**
   - **Final Environmental Impact Statement dated April 2005**
   - **Snohomish County "Final Environmental Impact Statement for the 10 Year Update"**
   - **Snohomish County "Draft Environmental Impact Statement for the 10 Year Update"**

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

   None known

10. List any government approvals or permits that will be needed for your proposal, if known.

Marysville City Council approval of a Comprehensive Plan Amendment

11. Give brief, complete description of your proposal, including all proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

A non-project action amending Marysville Comprehensive Plan maps and text in relation to the Lakewood and Smokey Point neighborhood road connections. The City of Marysville conducted a "Lakewood Triangle Access Study" to review proposed arterial connections and access to the Lakewood area. The study has resulted in recommendations to construct new arterial connections within the Lakewood neighborhood as well as new arterial connections between the Lakewood and Smokey Point neighborhoods. The attached map depicts the proposed connections.

The proposed amendment would affect the following figures and text:

- **Figures 4-87 and 4-91 of the Marysville Comprehensive Plan neighborhood maps**
- **Figures 8-4 and 8-7 of the Transportation Element proposed road connector map and 20-year Transportation Improvements**
- **Page 8-56 description of 156th Street NE in Appendix A Recommended 20 Year Transportation Plan Improvement Projects.**

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topography map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications to this checklist.

The proposal is a Comprehensive Plan map and text amendment, affecting arterial connections within the Lakewood neighborhood as well as new arterial connections between the Lakewood and Smokey Point neighborhoods. These neighborhoods are located in the northern portion of Marysville's Urban Growth Area (MUGA), west and east of I-5 (see attached map).

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (***bold/italic***): Flat, rolling, hilly, steep slopes, mountainous, other.

Both the Lakewood and Smokey Point neighborhoods are relatively flat.

b. What is the steepest slope on the site (approximate percent slope)?

5% is the steepest slope in the Lakewood and Smokey Point neighborhoods

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of the agricultural soils, specify them and note any prime farmland.

According to the United States Department of Agriculture – Soil Conservation Service, Soil Survey of Snohomish County the Lakewood and Smokey Point neighborhoods are mainly comprised with Custer Fine Sandy Loam soils.

d. Are there any surface indications or history of unstable soils in the immediate vicinity? If so, describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

g. About what percent of the site will be covered with impervious surfaces after the project construction (for example, asphalt or buildings)?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

2. AIR

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

3. WATER

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

6) Does the proposal involve any discharge of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground waters? Give general description, purpose, and approximate quantities if known.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Water Runoff (including storm water):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

2) Could waste materials enter ground or surface waters? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

d. Proposed measure to reduce or control surface, ground and runoff water impacts, if any:

N/A – Non-project text amendment of the Maryville Comprehensive Plan

4. PLANTS

a. Check or circle types of vegetation found on the site (***bold/italic***): **N/A**
   - deciduous tree: alder, maple, aspen, other
   - evergreen tree: fir, cedar, pine, other
   - shrubs
   - grass
   - pasture
   - crop or grain
   - wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
   - water plants: water lily, eelgrass, milfoil, other
   - other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. List threatened or endangered species known to be on or near the site.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

5. Animals

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site (***bold/italic***): **N/A**

birds:	hawk, heron, eagle, songbirds, other:
mammals:	deer, bear, elk, beaver, other:
fish:	bass, salmon, trout, herring, shellfish, other:

b. List any threatened or endangered species known to be on or near the site.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Is the site part of a migration route? If so, explain.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

d. Proposed measure to preserve or enhance wildlife, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

No

1) Describe special emergency services that might be required.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

2) Proposed measures to reduce or control environmental health hazards, if any.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Noise

1) What types of noise exist in the area which may affect your project for example: traffic, equipment, operation, other)?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

3) Proposed measures to reduce or control noise impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The Lakewood and Smokey Point neighborhoods consist of both residential and commercial land uses. The commercial uses are located along the main arterial routes of Smokey Point Boulevard, Twin Lakes Avenue & 172nd Street NE.

b. Has the site been used for agriculture? If so, describe.

Yes, the undeveloped parcels within the Lakewood and Smokey Point neighborhoods have historically been used for agricultural and farming purposes.

c. Describe any structures on the site.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

d. Will any structures be demolished? If so, what?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

e. What is the current zoning classification of the site?

The Lakewood and Smokey Point neighborhoods are comprised of both commercial and residentially zoned property, including GC (General Commercial), CB (Community Business), BP (Business Park), MU (Mixed Use), R-8 (single-family high density, small lot) and R-12 (multi-family low density).

f. What is the current comprehensive plan designation of the site?

The Lakewood and Smokey Point neighborhoods are comprised of both commercial and residentially designated properties, including General Commercial, Community Business, Business Park, Mixed Use, Single-family high density and Multi-family low density.

g. If applicable, what is the current shoreline master program designation for the site?

N/A – The Lakewood and Smokey Point neighborhoods are not located within a shoreline jurisdiction

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

i. Approximately how many people would reside or work in the completed project?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

j. Approximately how many people would the completed project displace?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

k. Proposed measures to avoid or reduce displacement impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

9. Housing

a. Approximately how many housing units would be provided, if any? Indicate whether high, middle, or low-income housing.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control housing impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal, exterior building material(s) proposed?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. What views in the immediate vicinity would be altered or obstructed?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control aesthetic impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Could light or glare from the finished project be a safety hazard or interfere with views?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. What existing off-site sources of light or glare may affect your proposal?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

d. Proposed measures to reduce or control light and glare impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

12. Recreation

a. What designated and informal recreation opportunities are in the immediate vicinity?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Would the proposed project displace any existing recreational uses? If so, describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be or next to the site? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The attached maps depict existing and future public streets within the Lakewood and Smokey Point neighborhoods.

b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

The Lakewood and Smokey Point neighborhoods are served by Community Transit bus service along Smokey Point Boulevard & 172nd Street NE.

c. How many parking spaces would the completed project have? How many would the project eliminate?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

g. Proposed measures to reduce or control transportation impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Proposed measures to reduce or control direct impacts on public services, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

16. Utilities

a. Bold/italic utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____ Date: 6/18/07

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the environment.

When answering these questions, be aware of the extent of the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

   The proposal is a non-project map and text amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not increase discharge to water; emissions to air; production, storage, or release of toxic hazardous substances; or production of noise.

   Proposed measures to avoid or reduce such increases are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to stormwater discharge, emissions, toxins and noise regulations.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

   The proposal is a non-project map and text amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not affect plants, animals, fish or marine life.

   Proposed measures to protect or conserve plants, animals, fish, or marine life are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to the protection of plants, animals, fish or marine life.

3. How would the proposal be likely to deplete energy or natural resources?

   The proposal is a non-project map and text amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not deplete energy or natural resources.

   Proposed measures to protect or conserve energy and natural resources are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to energy and natural resource protection.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

   The proposal is a non-project map and text amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not affect environmentally sensitive areas or areas designated for government protection.

Proposed measures to protect such resources or to avoid or reduce impacts are:

None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to environmentally sensitive areas or areas designated for governmental protection.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposal is a non-project map and text amendment of the Marysville Comprehensive Plan. Future project actions may propose a change in land use through the rezone provisions outlined in the MMC.

Proposed measures to avoid or reduce shoreline and land use impacts are:

None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to shoreline and land use impacts.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

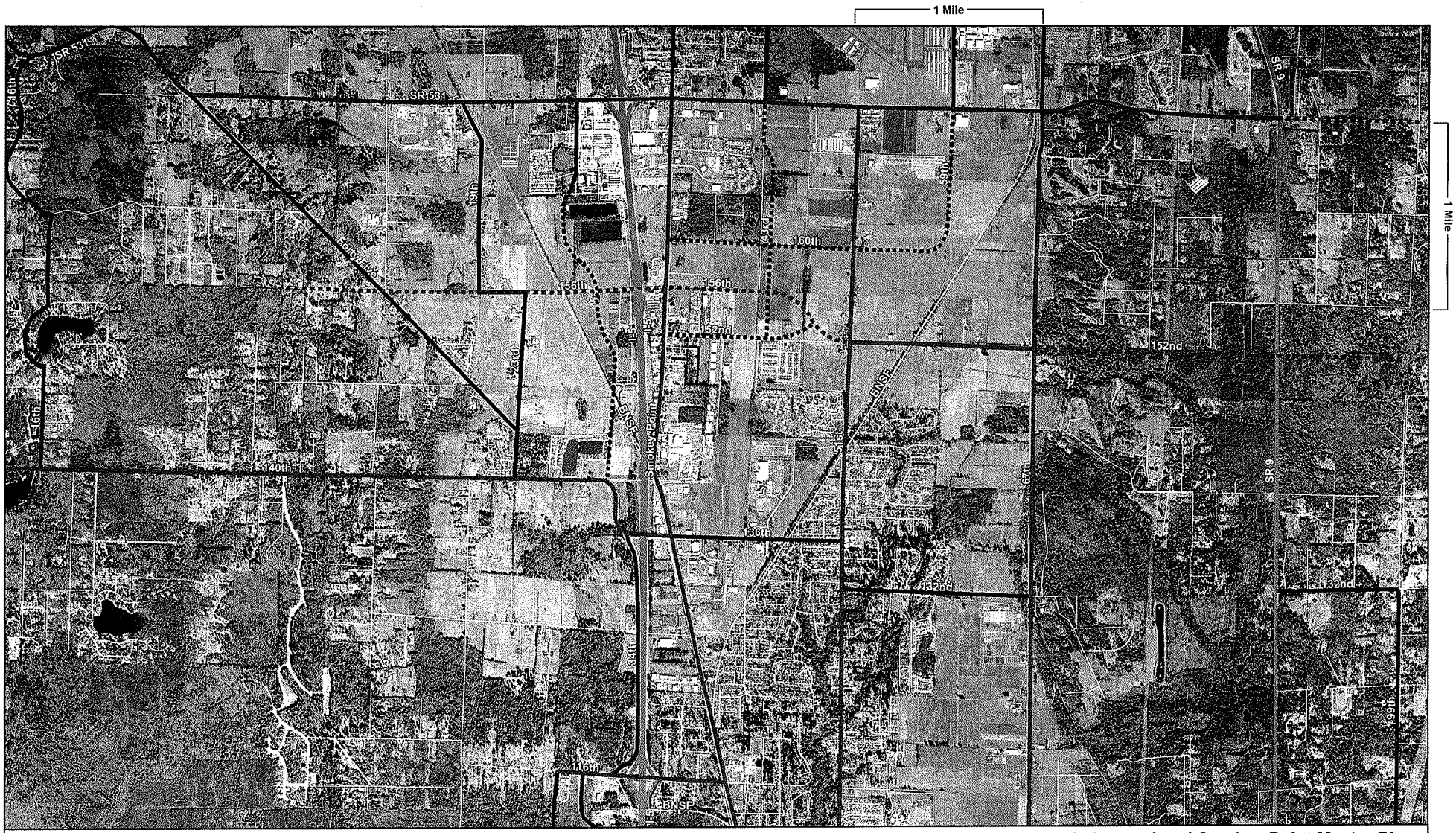
This proposal is a non-project action. Therefore, the proposal in and of itself will not increase demands on transportation or public services and utilities. The map and text amendments are proposed based on a Triangle Access Study, which provided recommendations for the construction of new arterial connections within the Lakewood neighborhood as well as new arterial connections between the Lakewood and Smokey Point neighborhoods.

Proposed measures to reduce or respond to such demand(s) are:

None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to transportation, public services and utilities.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

No known conflict. The Growth Management Act requires that development regulations be consistent with adopted GMA comprehensive plans.



Lakewood and Smokey Point Master Plans
Arterial Street Functional Classifications
Proposed Long Term Plan
DRAFT - April 5, 2007

TO: Marysville City Planning Commission

RE: City Initiated Map & Text Amendment #3
Lakewood/Smokey Point Future Road Connections

DATE: July 24, 2007

Good Evening.

My name is Jerald Osterman and I reside at 2605 169th Street NE, Marysville,WA. 98271 I am President of and represent Lakewood Meadow Plat which is located on the Southwest corner of 169th Place NE and 27th Avenue NE. While we recognize that traffic relief is much needed Southbound out of the Lakewood Crossing Center Development, we feel that the "Arterial" traffic should be directed along Twin Lakes Avenue to 156th Street NE or 152nd Street NE for a future I-5 overcrossing and appropriate railroad crossing. A southbound "slip-ramp" to I-5 would also provide great traffic relief at minimal cost. Attachment "A" depicts a city proposed "Arterial"connection from 156th Street NE to 27th Avenue NE which we oppose. Attachment "B" depicts the recently adopted Lakewood Master Plan for transportation to support our position. The proposed connector roads within "our neighborhood" were considered for neighborhood collector streets.....NOT AN ARTERIAL next to our homes. Attachment "C" depicts our plat of Lakewood Meadow.

We request that you reject proposed Comprehensive Plan Amendment #3.

Respectfully submitted for your consideration,

Jerry

Jerald L. (Jerry) Osterman, President
Lakewood Meadow Owners Association
2605 169th Street NE
Marysville, Washington 98271
(360-654-0144)

Attachments

c: Boardmember/Treasurer Bob Larkin
Boardmember/Secretary Mark Smale

NOTICE OF HEARING

Before the Planning Commission

Notice is hereby given that a Public Hearing will be held at City Council Chambers, located at 1049 State Avenue, on **Tuesday, July 24, 2007, at 7:00 PM**, to consider the following NON-PROJECT City initiated Comprehensive Plan Amendments:

OK **CITY INITIATED TEXT AMENDMENT No. 1**

Request: Repeal Ordinance No. 2487 with allows a master site plan over 60-acres to designate 20% of the gross site area for residential uses and infrastructure.

Location: Smokey Point Subarea Plan boundary (east of I-5, west of Hayho Creek, north of 152nd Street NE and south of the Marysville city limits).

? **CITY INITIATED TEXT AMENDMENT No. 2**

Request: Amend the language on Page 4-6 of the Comp Plan regarding rezones to narrow the use of this provision and limit size and scope of rezones along edges outside a comprehensive plan amendment process.

Location: The proposed text amendment would affect properties located within Marysville Urban Growth Area.

CITY INITIATED MAP & TEXT AMENDMENT No. 3

Request: Amend the Lakewood and Smokey Point neighborhood maps depicting future road connections and amend the Transportation Element proposed road connector map and 20-year Transportation Improvements text amendment.

Location: The proposed map and text amendment would affect properties located within the Lakewood and Smokey Point neighborhoods.

CITY INITIATED MAP AMENDMENT No. 4

OK **Request:** Amend the Downtown neighborhood maps depicting a future road (alley) extension of Delta Avenue between 10th Street and Grove Street.

Location: The proposed map amendment would affect properties within the Downtown neighborhood abutting the eastern BNSF right-of-way from 10th Street to Grove Street.

CITY INITIATED MAP & TEXT AMENDMENT No. 5

OK **Request:** Amend the future road connection maps for 67th/71st Avenues NE between 40th and 44th Streets NE and amend the 20-year Transportation Improvements text, as remanded to the Planning Commission for further consideration in regard to the final East Sunnyside – Whiskey Ridge Subarea Plan.

Location: The proposed map and text amendment would affect properties within the East Sunnyside – Whiskey Ridge Subarea Plan adjacent to the future road alignment connecting 67th Avenue NE with 71st Avenue NE between 40th & 44th Streets NE.

CITY INITIATED MAP & TEXT AMENDMENT No. 6

OK **Request:** Amend the future road connection maps for 40th Street NE west of 87th Avenue NE and amend the 20-year Transportation Improvements text, as remanded to the Planning Commission for further consideration in regard to the final East Sunnyside – Whiskey Ridge Subarea Plan.

Location: The proposed map and text amendment would affect properties within the East Sunnyside – Whiskey Ridge Subarea Plan adjacent to the future road alignment connections for 40th Street NE west of 87th Avenue NE.

CITY INITIATED MAP AMENDMENT No. 7

? **Request:** Amend the Comp Plan Map designation and concurrently rezone residentially designated property located north of 156th Street NE and east of BNSF railway, within the Lakewood neighborhood, from Low Density Multi-family ~~(R-12) to~~ Community Business (CB).

Location: The proposed map and text amendment would affect the residentially designated properties located north of 156th Street NE, east of BNSF railway in the Lakewood neighborhood.

CITY INITIATED MAP AMENDMENT No. 8

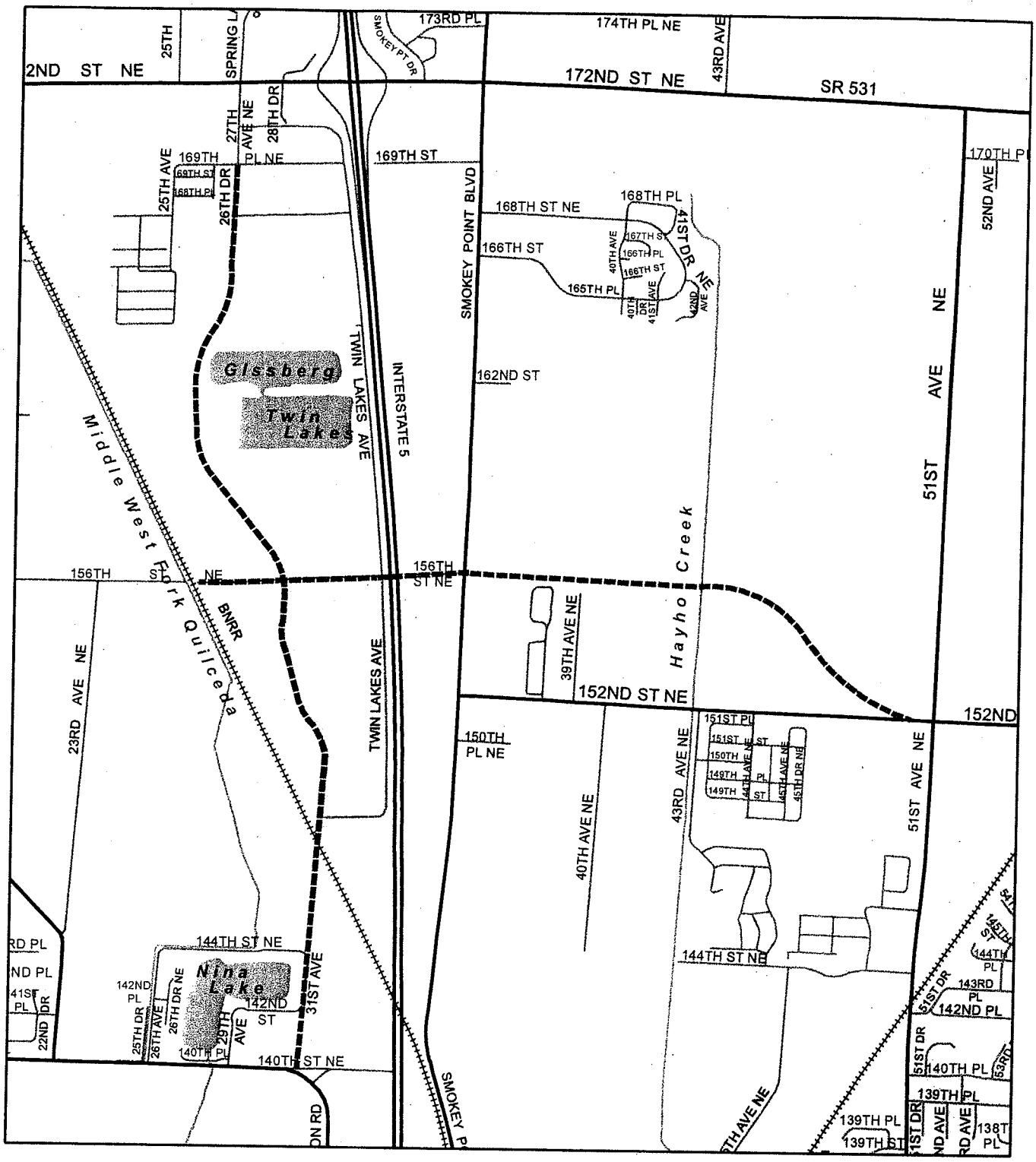
OK **Request:** Amend the Comp Plan Map designation and concurrently rezone commercially designated property, as a map correction for properties that were short platted and developed with duplexes in 2001, from General Commercial (GC) to Medium Density Multi-family (R-18).

Location: 8106, 8110, 8114, 8204 & 8207 43rd Avenue NE.

Any person may appear at the hearing and be heard in support of, or in opposition to this proposal.

Additional information may be obtained at the City of Marysville Community Development Department

A.



CITY OF Marysville WASHINGTON

2007 Marysville Comprehensive Plan Amendments

Amendment #3

Proposed Arterials

City limits

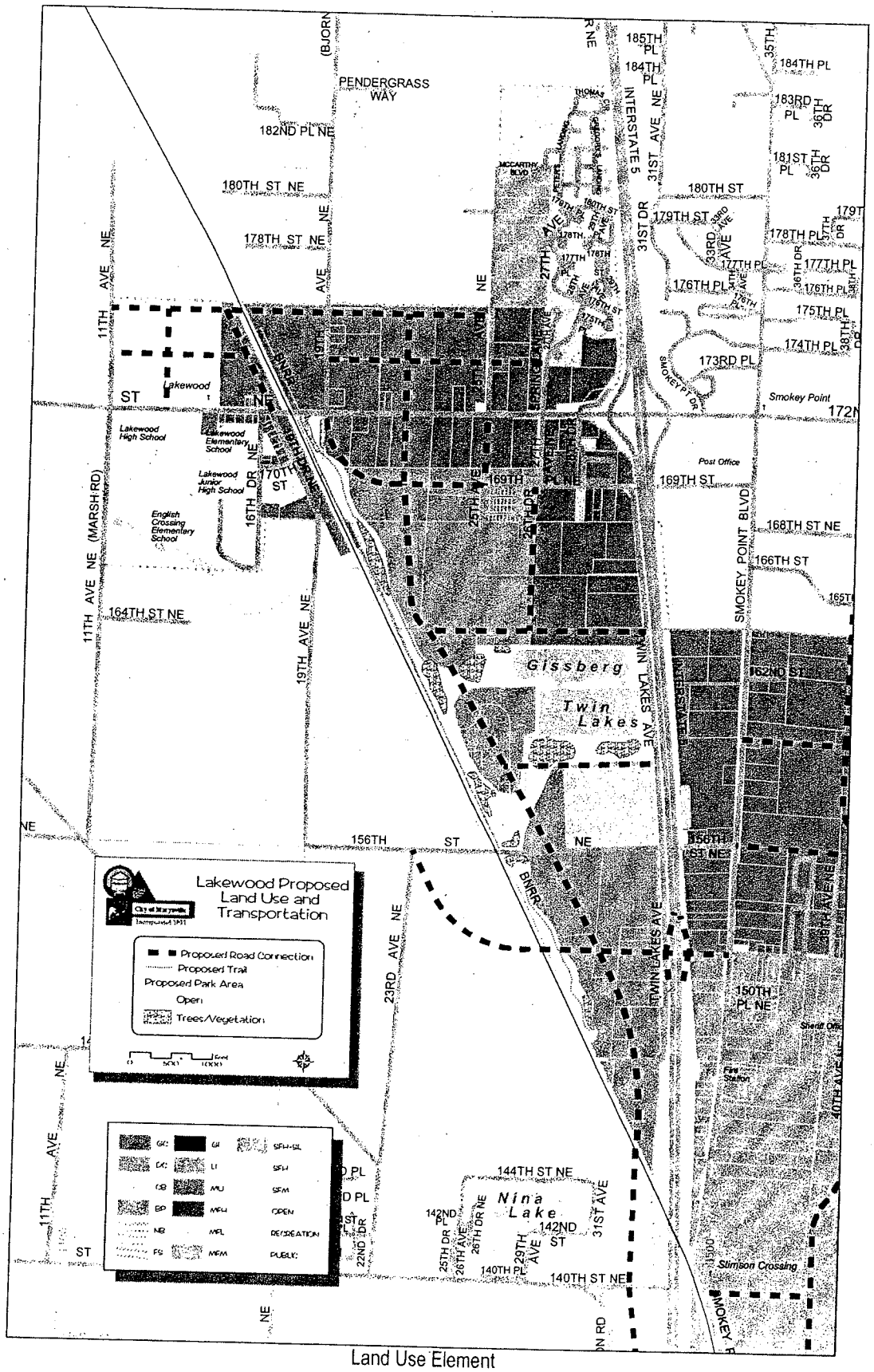
Urban growth area

0 500 1,000 2,000 3,000 Feet

N

B.

Figure 4-91 Lakewood Master Plan

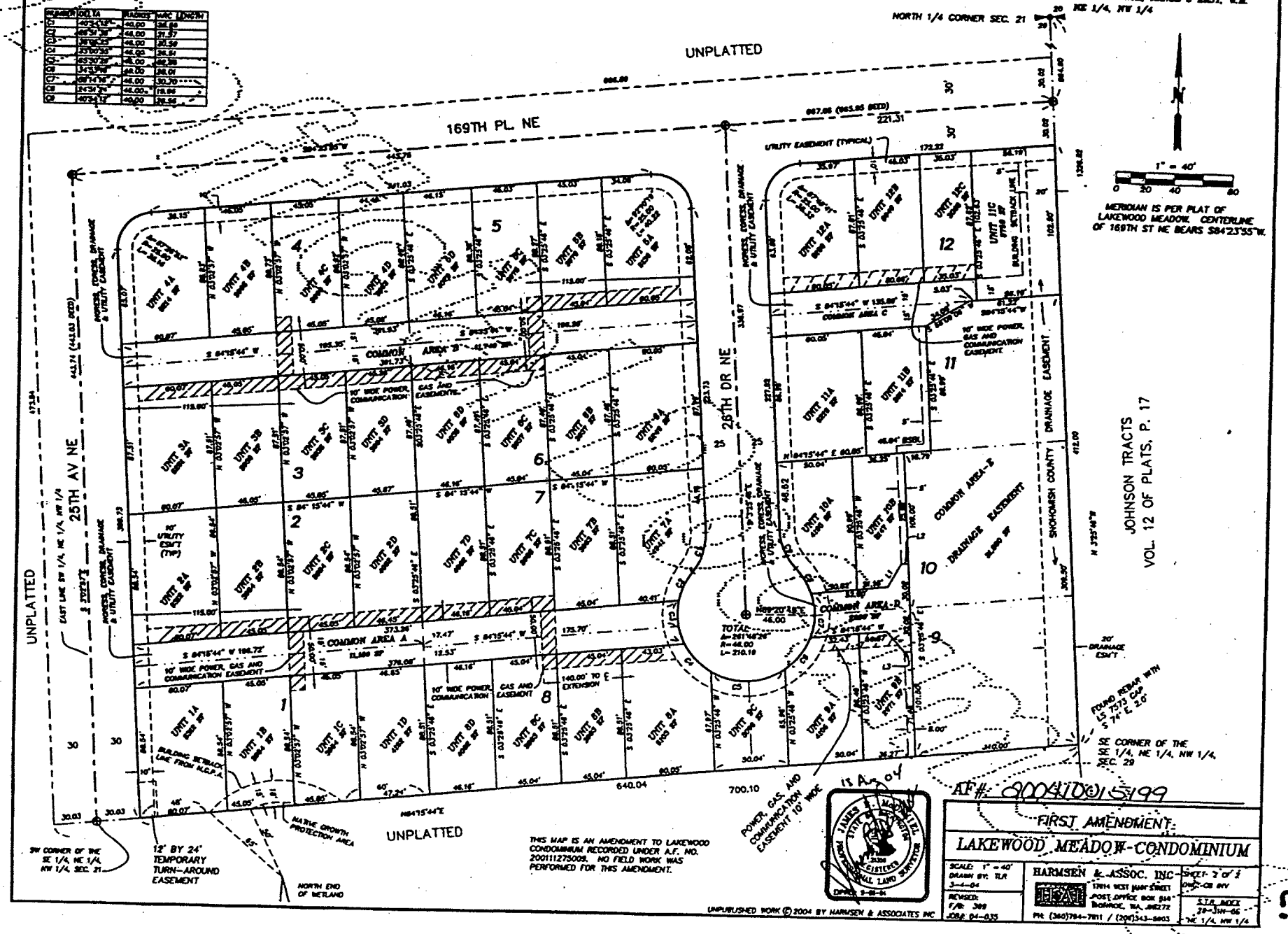


FIRST AMENDMENT
LAKEWOOD MEADOW CONDOMINIUM

SECTION 29, TOWNSHIP 31 NORTH, RANGE 5 EAST, W.M.
NE 1/4, NW 1/4

NUMBER	BEARING	DISTANCE
L1	N 26°13'40" E	16.42'
L2	N 84°15'44" E	5.00'
L3	S 84°15'44" W	5.00'
L4	N 42°13'17" W	16.99'

NUMBER	DELTA	RADIUS	ARC LENGTH
C1	49°34'18"	40.00	34.60
C2	48°51'38"	44.00	37.57
C3	34°06'23"	46.00	27.39
C4	35°00'34"	46.00	28.11
C5	85°30'29"	46.00	68.66
C6	34°33'56"	46.00	28.01
C7	38°14'16"	46.00	30.70
C8	24°31'24"	46.00	19.69
C9	40°34'17"	40.00	28.56



From: "T.C. Richmond" <trichmond@GordonDerr.com>
To: "Hirashima, Gloria" <ghirashima@ci.marysville.wa.us>
Date: 07/24/2007 4:36:25 PM
Subject: City Initiated Comp Plan Amendment #3

Gloria: Thanks for discussing the amendments with me a few weeks ago. I wanted to make one brief comment on City Council Initiated Amendment #3.

The proposed amendment clarifies the depiction of the arterial and the future 156th overpass and interchange. I have one suggestion: since Perteet is still conducting its transportation analysis for the North Marysville Area, can the Amendment be changed to retain the flexibility east of Hayho Creek so that the arterial might flow directly east, to curve north or curve south? Perhaps this could be addressed by adding a footnote to the map indicating that the exact location of arterial east of Hayho Creek is subject to further study.

Thanks for the opportunity to comment.

T.C.

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PLANNING AND ENGINEERING STAFF REPORT ON REQUEST FOR AMENDMENT TO THE CITY OF MARYSVILLE COMPREHENSIVE PLAN

CITY INITIATED AMENDMENT REQUEST #4

The following is a review of a staff-initiated request for an amendment to the City of Marysville Comprehensive Plan.

File No.:	PA 07043
Date of Report:	7/13/07
Nature of Request:	Comprehensive plan map amendment to Downtown neighborhood map and associated maps depicting road connections. Map amendment would affect Figure 8-4 of the City of Marysville Comprehensive Plan Transportation proposed connector map.

I. EVALUATION:

A. Request

The City has studied extension of Delta Avenue between 10th Street and Grove Street. The City of Marysville owns a strip of land along the east edge of the BNR tracks along several of these properties as depicted in the attached map. An alley paralleling State Avenue would provide an alternate point of access to properties along State Avenue. The alley width proposed is twenty two (22) feet in width. This would provide internal connectivity along the west side of State Avenue.

The attached map depicts the proposed connections. This will alter the current connection plan in Figure 8-4 of the City's Comprehensive Plan.

B. Conformance with SEPA

The comprehensive plan amendment request was reviewed and processed in accordance with Title 18, City of Marysville Environmental Policy Ordinance and Chapter 197-11 WAC, State Environmental Policy Act (SEPA). Addendum #11 to the City of Marysville Comprehensive plan update Final Environmental Impact Statement (DEIS) and previously issued addenda was issued by the City on July 2, 2007.

REVIEW & ANALYSIS:

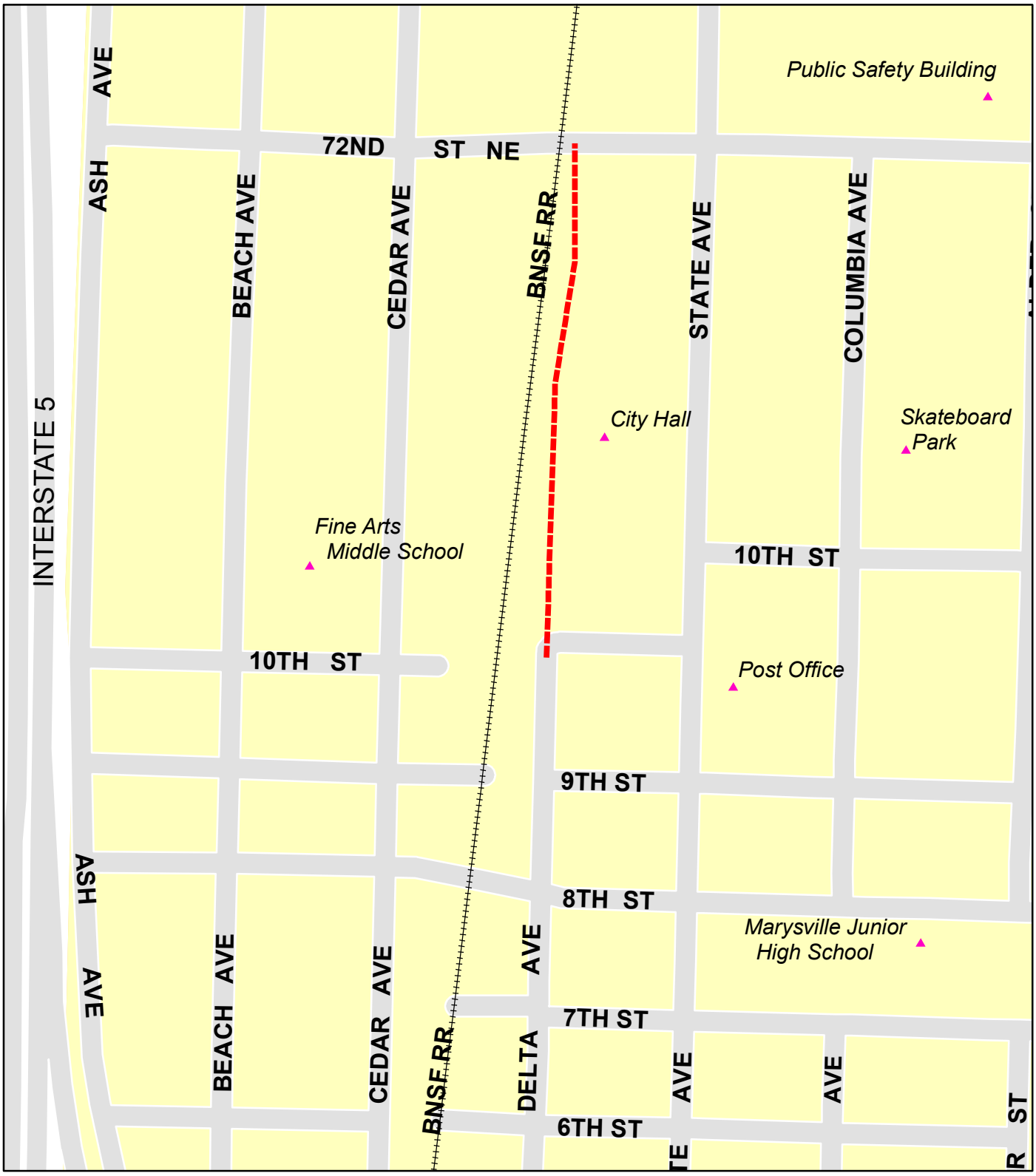
1) The map corrections will provide for connectivity along the west side of State Avenue.

2) The proposed connection will reduce trips on the arterial and provide an alternative route of travel between properties on the west side of State Avenue where access controls have been limited and single access driveways are common.
3) Engineering analysis is attached and incorporated as Attachment A of this report.

RECOMMENDATION:

Revise the plan maps and text to provide for a 22' paved section in a 30' right of way, north from the current end of Delta Avenue right of way, terminating in a right-in, right-out intersection at Delta and Grove Street.

Optional northern treatment: Provided there is two way width at the south property line to the parcel abutting Grove, property impact could be reduced and the creation of control at the Grove intersection simplified if the right of way across the last parcel is 20 feet with 20 feet paved one way north only as alleys on to State (see photo 7 & 8 of Attachment A).



2007 Marysville Comprehensive Plan Amendments

Amendment #4

Proposed connector street/alley

City limits

0 500 1,000 Feet

N

Attachment A

PUBLIC WORKS DEPARTMENT
80 Columbia Avenue ◆ Marysville, WA 98270
(360) 651-5100 ◆ (360) 651-5099 FAX

MEMORANDUM

DATE: **July 9, 2007**

TO: **Gloria Hirashima, City Planner**

FROM: **John Tatum, Traffic Engineer**

RE: **Delta Extension Review**

CC: **Kevin Nielsen , City Engineer**

The intersection of Delta and 4th Street is too closely spaced to adjacent signalized intersections to be considered for signalization. In the near future, the existing left turn from 4th on to Delta will need to be closed off and the space dedicated to left turn storage for the 4th at State intersection (see attached photo 2). The intersection of Delta at 4th Street would function as right turn in and right turn out.

An extension of Delta to Grove places that intersection immediately adjacent to the railroad tracks at a controlled crossing (see photo 3). Any allowance of movement out of Delta across the tracks will trigger railroad involvement and risk regulatory involvement. Therefore any connection of Delta to Grove should consider turning restrictions for safety and simplicity.

With turning restrictions at both ends of the proposed route probable and an adjacent route (Cedar) intended to take State Street bypass traffic, volumes on the proposed new connection are expected to remain low. Both one way and two way scenarios have been proposed for evaluation. Current alley standards call for 20 feet of pavement and a 20 foot right of way (see photo 6). Alleys tend to function as one lane facilities. The next road way standard up from alley is local access street paved widths are 24' or 28' with respective right of way widths of 40' and 50' respectively. In determining right of way width required, consideration of function should be made. All the parcels to be served have parking, pedestrian walkway, and utility service. There would be no need to provide these functions along the proposed connector. The connector is primarily (if not solely) intended for vehicular access and circulation, therefore a right of way width need only provide for paved width and any drainage to serve the intended function. The alley concept of right of way is the more appropriate choice for the connector. However, for a small addition in paved width, the 20 foot alley will provide for two way circulation. The local access concept for width appears to be the more useful for the proposed purpose.

Recommendation: extending a 22' paved section in a 30' right of way north from the current end of Delta right of way (see photo 5) to form a right in, right out intersection at Grove.

Optional northern treatment: provide there is two way width at the south property line to the parcel abutting Grove, property impact could be reduced and the creation of control

at the Grove intersection simplified if the right of way across the last parcel is 20 feet with 20 feet paved one way north only as alleys on to State (see photo 7 & 8).

1) The north end of 9th appears to be just above current standards for an alley and less than a current local access road.

2) Left turn storage at the 4th and State intersection backing out of its current lane. Lengthening the storage for this movement can be expected to take priority over the continued left turn from 4th on to Delta.

3) The new connector alignment at Grove requires consideration of the at grade railroad crossing.

4) Similar Cedar approach to the rail crossing showing flashing light display for Cedar during rail use.

5) Delta north of 9th Street appears to be 22+/- foot paved in 30+/- foot right of way.

6) Twenty foot alley with zero set back.

7) Twenty foot alley with “Do Not Enter”

8) Twenty foot alley “Right Turn Only”

CITY OF MARYSVILLE
ENVIRONMENTAL CHECKLIST
RCW 197-11-960

Staff Initiated Comp Plan Amendment No. 4
Downtown Neighborhood Road Connections

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can de done) and to help the agency decide whether an EIS is required.

Instructions for Applicant:

This environmental checklist asks you to decide some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the aster, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for non-project proposals:

Complete this checklist for non-project proposals, even though questions may be answered "does not apply". In addition, complete the *Supplemental Sheet for Non-Project Action (part D).*

For non-project actions, the references in the checklist to the words "project", "applicant", and "property or site" should be read as "proposal", "proposer", and "affected geographic area", respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:

   Staff Initiated Comprehensive Plan Amendment No. 4 – Downtown Neighborhood Road Connection Maps

2. Name of applicant:

   City of Marysville

3. Address and phone number of applicant and contact person:

   Gloria Hirashima, CD Director
   City of Marysville
   Community Development Department
   80 Columbia Avenue
   Marysville, WA 98270
   (360) 363-8100

4. Date checklist prepared:

   June 18, 2007

5. Agency requesting checklist:

   City of Marysville

6. Proposed timing or schedule (including phasing, if applicable):

   2007 Marysville Comprehensive Plan Amendment cycle

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

   N/A – Non-project action

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

   Environmental documentation regarding the Marysville Comprehensive Plan includes the following:

   - **Draft Environmental Impact Statement dated January 13, 2005**
   - **Final Environmental Impact Statement dated April 2005**
   - **Snohomish County "Final Environmental Impact Statement for the 10 Year Update"**
   - **Snohomish County "Draft Environmental Impact Statement for the 10 Year Update"**

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

   None known

10. List any government approvals or permits that will be needed for your proposal, if known.

    Marysville City Council approval of a Comprehensive Plan Amendment

11. Give brief, complete description of your proposal, including all proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

A non-project action amending Marysville Comprehensive Plan maps in relation to the Downtown neighborhood road connections. The City of Marysville has studied extending Delta Avenue between 10th Street & Grove Street. A strip of land is owned by the city along the east edge of the BNSF railway, abutting the western boundary of the properties from 10th Street to Grove Street (see attached map).

An alley paralleling State Avenue would provide an alternate point of access to properties along State Avenue. The alley width should be between 20 – 30' in width. This would provide internal connectivity along the west side of State Avenue, potentially reducing the total number ingress/egress movements on State Avenue.

The proposed amendment would affect Figure 8-4 of the City's Comprehensive Plan.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topography map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications to this checklist.

The proposal is a Comprehensive Plan map amendment, affecting road network connections within the Downtown neighborhood. Generally, the road connection is located along the eastern edge of BNSF railway from 10th Street to Grove Street, acting as an extension of Delta Avenue (see attached map).

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (***bold/italic***): Flat, rolling, hilly, steep slopes, mountainous, other.

The Downtown neighborhood is relatively flat.

b. What is the steepest slope on the site (approximate percent slope)?

5% is the steepest slope in the Downtown neighborhood

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of the agricultural soils, specify them and note any prime farmland.

According to the United States Department of Agriculture – Soil Conservation Service, Soil Survey of Snohomish County the Downtown neighborhood is mainly comprised with Ragner Fine Sandy Loam soils.

d. Are there any surface indications or history of unstable soils in the immediate vicinity? If so, describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

g. About what percent of the site will be covered with impervious surfaces after the project construction (for example, asphalt or buildings)?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

2. AIR

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

3. WATER

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

6) Does the proposal involve any discharge of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground waters? Give general description, purpose, and approximate quantities if known.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. Water Runoff (including storm water):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

2) Could waste materials enter ground or surface waters? If so, generally describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

d. Proposed measure to reduce or control surface, ground and runoff water impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

4. PLANTS

a. Check or circle types of vegetation found on the site (***bold/italic***): **N/A**

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass

- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. List threatened or endangered species known to be on or near the site.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

5. Animals

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site (***bold/italic***): **N/A**

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened or endangered species known to be on or near the site.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. Is the site part of a migration route? If so, explain.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

d. Proposed measure to preserve or enhance wildlife, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

No

1) Describe special emergency services that might be required.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

2) Proposed measures to reduce or control environmental health hazards, if any.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Noise

1) What types of noise exist in the area which may affect your project for example: traffic, equipment, operation, other)?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

3) Proposed measures to reduce or control noise impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The Downtown neighborhood in the vicinity of the proposed road connection area is commercially zoned property consisting of office, retail and restaurant businesses.

b. Has the site been used for agriculture? If so, describe.

No

c. Describe any structures on the site.

No structures are located within the proposed road connection area. Properties adjacent to the proposed road connection area are developed with existing commercial uses consisting of office, retail and restaurants.

d. Will any structures be demolished? If so, what?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

e. What is the current zoning classification of the site?

DC (Downtown Commercial)

f. What is the current comprehensive plan designation of the site?

Downtown Commercial

g. If applicable, what is the current shoreline master program designation for the site?

N/A – The proposed road connection area is not located within a shoreline jurisdiction

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

i. Approximately how many people would reside or work in the completed project?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

j. Approximately how many people would the completed project displace?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

k. Proposed measures to avoid or reduce displacement impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

9. Housing

a. Approximately how many housing units would be provided, if any? Indicate whether high, middle, or low-income housing.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control housing impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal, exterior building material(s) proposed?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. What views in the immediate vicinity would be altered or obstructed?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control aesthetic impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Could light or glare from the finished project be a safety hazard or interfere with views?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. What existing off-site sources of light or glare may affect your proposal?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

d. Proposed measures to reduce or control light and glare impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

12. Recreation

a. What designated and informal recreation opportunities are in the immediate vicinity?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Would the proposed project displace any existing recreational uses? If so, describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be or next to the site? If so, generally describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The attached maps depict existing and future road connections within the Downtown neighborhood.

b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

The Downtown neighborhood is served by Community Transit bus service along State Avenue, Cedar Avenue, Ash Avenue, 4th Street & Grove Street.

c. How many parking spaces would the completed project have? How many would the project eliminate?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

N/A – Non-project map amendment of the Maryville Comprehensive Plan

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

g. Proposed measures to reduce or control transportation impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Proposed measures to reduce or control direct impacts on public services, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

16. Utilities

a. Bold/italic utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____ Date: 6/18/07

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the environment.

When answering these questions, be aware of the extent of the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

   The proposal is a non-project map amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not increase discharge to water; emissions to air; production, storage, or release of toxic hazardous substances; or production of noise.

   Proposed measures to avoid or reduce such increases are:

   None proposed. Future project level review will require compliance with the applicable Federal, State and Marysville Municipal Codes related to stormwater discharge, emissions, toxins and noise regulations.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

   The proposal is a non-project map amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not affect plants, animals, fish or marine life.

   Proposed measures to protect or conserve plants, animals, fish, or marine life are:

   None proposed. Future project level review will require compliance with the applicable Federal, State and Marysville Municipal Codes related to the protection of plants, animals, fish or marine life.

3. How would the proposal be likely to deplete energy or natural resources?

   The proposal is a non-project map amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not deplete energy or natural resources.

   Proposed measures to protect or conserve energy and natural resources are:

   None proposed. Future project level review will require compliance with the applicable Federal, State and Marysville Municipal Codes related to energy and natural resource protection.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

   The proposal is a non-project map amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not affect environmentally sensitive areas or areas designated for government protection.

Proposed measures to protect such resources or to avoid or reduce impacts are:

None proposed. Future project level review will require compliance with the applicable Federal, State and Marysville Municipal Codes related to environmentally sensitive areas or areas designated for governmental protection.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposal is a non-project map amendment of the Marysville Comprehensive Plan. Future project actions may propose a change in land use through the rezone provisions outlined in the MMC.

Proposed measures to avoid or reduce shoreline and land use impacts are:

None proposed. Future project level review will require compliance with the applicable Federal, State and Marysville Municipal Codes related to shoreline and land use impacts.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

This proposal is a non-project action. Therefore, the proposal in and of itself will not increase demands on transportation or public services and utilities. The map amendment is proposed to provide a future alternate point of access to the commercially developed properties located along the west side of Smokey Point Boulevard and potentially reduce the total number of ingress/egress trips on State Avenue.

Proposed measures to reduce or respond to such demand(s) are:

None proposed. Future project level review will require compliance with the applicable Federal, State and Marysville Municipal Codes related to transportation, public services and utilities.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

No known conflict. The Growth Management Act requires that development regulations be consistent with adopted GMA comprehensive plans.

PLANNING AND ENGINEERING STAFF REPORT ON REQUEST FOR AMENDMENT TO THE CITY OF MARYSVILLE COMPREHENSIVE PLAN

CITY INITIATED AMENDMENT REQUEST #5

The following is a review of a Council-initiated request for an amendment to the City of Marysville Comprehensive Plan.

File No.:	PA 07043
Date of Report:	7/13/07
Applicant:	City of Marysville (Council Remand from East Sunnyside/Whiskey Ridge master plan hearings.)
Owner(s):	Multiple
Nature of Request:	Comprehensive plan map amendment to Figure 8-4 City of Marysville Comprehensive Plan Transportation Element "Proposed Connections" map depicting road connections for 67th/71st Avenue connector between 40th and 44th Streets NE. Amend Page Appendix A of the 20 year Transportation Plan Improvement Projects. The alignment of this road was remanded to the Planning Commission during final ordinance review for the Whiskey Ridge Subarea Plan action.

I. EVALUATION:

A. Request and Background

During review of the Whiskey Ridge Subarea Plan, City staff analyzed existing road connections in the East Sunnyside/Whiskey Ridge neighborhood and made recommendations for a new alignment on 67th Avenue between 40th Street NE and 44th Street NE. The Planning Commission held public hearings on December 11, 2006 and January 23, 2007 and recommended an alignment. The City Council held a public hearing on April 23, 2007. The City Council remanded the decision on alignment to the Planning Commission for additional review with the 2007 Comprehensive Plan amendment review.

The City of Marysville Comprehensive Plan depicts 67th Avenue NE as a minor arterial to Soper Hill Road. 67th Avenue NE was included as a minor arterial improvement in the City's 2005 Comprehensive Plan and Transportation Element. Development of the area south of 40th Street

NE occurred in unincorporated Snohomish County. Although the City of Marysville and Snohomish County had a 1999 interlocal agreement concerning roads for this area, which depicted the 67th Avenue NE connection, Snohomish County failed to require developments to incorporate the roadway in their subdivision plans and therefore the road right of way was not obtained, required or constructed. These decisions and development approvals have resulted in future transportation deficiencies in area road planning. The City of Marysville reviewed the area more closely while updating its comprehensive plan to adopt a subarea plan for the East Sunnyside/Whiskey Ridge area. In reviewing future road needs and transportation plans, the City identified that an additional east-west arterial, 40th Street NE, and completing a north-south arterial from 67th Avenue NE, could address roadway needs for future growth planned in the subarea.

The road corridor study represents a transportation planning level analysis. It is a non-project proposal. This road concept depicts a proposed connection to provide transportation connectivity in the southeast Sunnyside area. Perteet, Inc provided engineering analysis for the East Sunnyside/Whiskey Ridge plan and produced a document entitled "East Sunnyside Whiskey Ridge Transportation Needs Evaluation" which is incorporated into the staff report as **Exhibit A**. Transportation modeling for the southeast Sunnyside area identifies that roads are not currently sized and improved at standards sufficient to carry long-term transportation volumes forecasted over the next twenty years. At a comprehensive plan level, this necessitates planning for future corridors and access for arterials as well as access roads. The comprehensive plan maps, text and policies support long-term transportation planning.

Perteet, Inc. also provided a memo dated June 6, 2007, entitled "East Sunnyside -Whiskey Ridge Comprehensive Plan Amendments Review of the 67th Avenue to 71st Avenue Arterial Corridor Connection". This memo provides an analysis of the corridor connection and is incorporated within the staff report as **Exhibit B**.

The City anticipates construction of the proposed road connection by developer extension, as opposed to a City capital project. In either case, at the time the proposed road advances to a funded project – through developer financing or City financing – there would be additional site specific review and analysis of the exact location and design of the roadway. The area is composed of larger parcels that have additional lot development capacity. As a result, developments will be required to conform with the city's plans and standards for streets, access and connectivity. The City's comprehensive plan and engineering development & design standards supports a system of connected roads as opposed to a pattern of private dead-end access stubs and culdesacs. As a result, during its comprehensive plan review, the City endeavors to depict planned new roads, road extensions and potential access streets in developing areas. This provides greater predictability and information to developers and property owners during the entitlement process. While this area is currently developed at rural densities, the area is planned and zoned at urban densities of 6.5 dwelling units per acre. The corridor depiction is a planning level review based on topography and standard engineering design review for road planning. Further site specific analysis would be conducted at a project-level when an application for development is submitted for the properties or in the event the City designated the project as a funded capital project.

The attached map, Exhibit C, depicts the proposed connections and alternatives. Four alternatives were analyzed in Exhibit C. During Planning Commission workshop, the Commission also requested that a fifth alternative, widening of Sunnyside Blvd, be considered in the analysis

The City will also be expanding capacity of existing rights of way, including Sunnyside Blvd., which is a planned 3-lane minor arterial, as reflected in the City's Transportation Element.

B. Conformance with SEPA

The comprehensive plan amendment request was reviewed and processed in accordance with Title 18, City of Marysville Environmental Policy Ordinance and Chapter 197-11 WAC, State Environmental Policy Act (SEPA). Addendum #11 to the City of Marysville Comprehensive plan update Final Environmental Impact Statement (DEIS) and previously issued addenda was issued by the City on July 2, 2007.

REVIEW & ANALYSIS:

1) Perteet Inc. and the City Engineering Department staff have reviewed five alternative alignments. Four alternatives are depicted in Exhibit C. A fifth alternative, widening of Sunnyside Blvd was also considered.
2) Alignment 1 -The City Comprehensive Plan map depicts extension of 67th Avenue NE south of 44th Street NE, straight to 40th Street NE. 67th Avenue NE would terminate at 40th Street NE. This alternative (Alignment 1) was also reconsidered in the Perteet Inc. analysis. While this alignment is also feasible and does not impact existing structures, it does not provide the long term transportation benefit that a direct connection to 71st Avenue would provide, as it splits traffic volumes between Sunnyside Blvd and 71st Avenue, which results in additional lane widening needs for Sunnyside Blvd. Therefore this alternative is not recommended.
3) Alignment 2 – This alternative provides for a through connection of 67th Avenue NE to 71st Avenue NE. As referenced in the attached Perteet Inc. analysis, this connection provides the maximum benefit to future transportation needs in the Sunnyside/Whiskey Ridge area. This roadway connection has been estimated to cost $19 million.
4) Alignment 3, which proposes road improvements along the existing right of way, would require significant realignment of the intersections to alleviate existing traffic safety problems at the intersection of 44th Street & 67th Avenue NE and at the intersection of 44th Street NE and 71st Avenue NE. This would result in greater impact to existing structures than Alignment 2. Alternative 3 was removed from further consideration due to alignment impacts and cost.
5) Alignment 4 is essentially a modified Alignment 2, using roundabouts to provide tighter turning radius at the intersections of 67th Avenue extension to 71st Avenue NE. Due to the roundabouts, this alignment may require more right of way than Alignment 2. Due to the topography, this may ultimately be more costly to construct.
6) Alignment 5 would involve widening of Sunnyside Blvd. Perteet Inc. and the City Engineering Division have completed additional analysis of roadway improvements needed

to support area growth. The ultimate design of Sunnyside Boulevard was forecasted based on traffic volumes for the year 2025. Though the analysis, various roadway configurations were modeled with recommended roadway improvements. It was determined that Sunnyside Boulevard could be constructed to a three lane cross section from 52nd Street NE south to Soper Hill Blvd if a connection is provided between 67th Avenue NE and 71st Avenue NE. If 67th Avenue NE is not connected to 71st Avenue NE, Sunnyside Boulevard needs to be constructed to a 5 lane cross section in the amount of $37 million. An evaluation is still ongoing to determine if Sunnyside Boulevard can be constructed to a three lane section to support the 2025 traffic volumes from 47th Avenue NE to 52nd Avenue NE with the connection of 67th to 71st Avenue NE . This will further decrease the current anticipated cost of improvements for Sunnyside Boulevard. Hence, the cost of Alternative 5 is at least $18,000,000 more than a connection between 67th Avenue NE and 71st Avenue NE (Alternatives 1-4).

RECOMMENDATION:

Approve Alignment 2.

2007 Marysville Comprehensive Plan Amendments

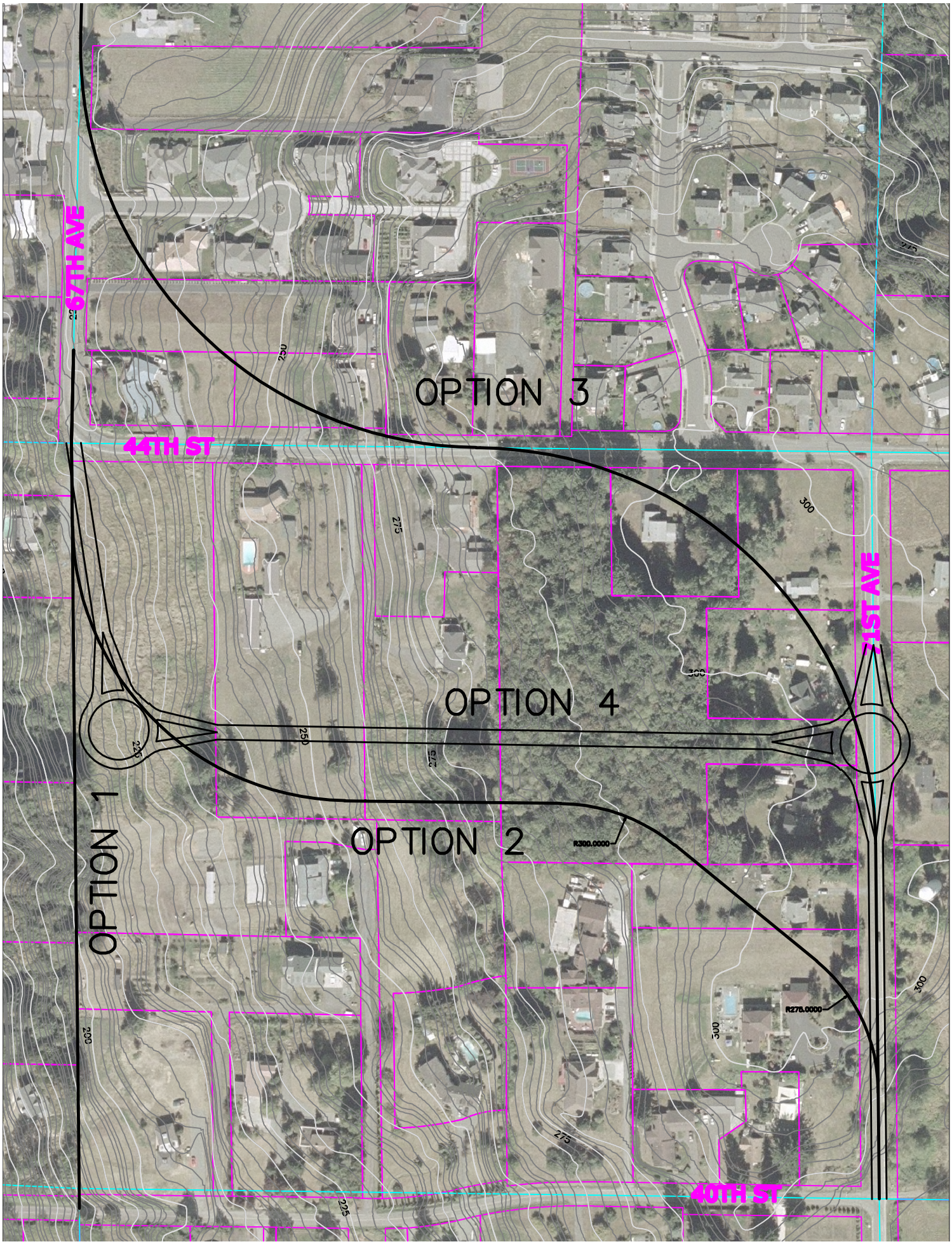
Amendment #5

Conceptual linkage

City limits

0 500 1,000 Feet

N


67TH AVE
44TH ST
OPTION 3
OPTION 4
OPTION 2
OPTION 1
71ST AVE
40TH ST
R300.0000
R276.0000
200
225
250
275
300

East Sunnyside/Whiskey Ridge
Transportation Needs Evaluation

1. Introduction

The East Sunnyside / Whiskey Ridge neighborhood is located in the southeast corner of the City of Marysville, bounded by Soper Hill Road on the south, Highway 9 on the east, and 64th Street (SR 528) on the north. The west boundary of the neighborhood is approximately 75th Avenue north of 52nd Street, and 67th Avenue south of 52nd Street.

A significant part of the neighborhood has been under the jurisdiction of Snohomish County, but within the City's Urban Growth Area (UGA) boundary. In this respect, the development of some the transportation infrastructure has been to County standards.

This Transportation Needs Evaluation considers the long-term potential development of the neighborhood (developable land capacity), adjacent neighborhoods inside the City, County, and other jurisdictions. The Transportation Needs Evaluation also considers the existing and future regional roads, transit services, and non-motorized facilities.

2. Land Use Assumptions

The East Sunnyside / Whiskey Ridge neighborhood comprises about 1,822 acres of which there are about 1,585 (87%) gross developable acres and about 1,372 (75%) net developable acres. The neighborhood has several steep hillsides, ravines, creeks, and woods. It is expected that the urban development will be predominantly single family residential (including duplexes), with some multi-family units, a limited amount of neighborhood commercial, and a commercial and mixed use area along Highway 9 from the intersection of SR 92 to Soper Hill Road.

The developable land capacity analysis indicates that the number of dwelling units in the neighborhood could increase from about 910 units today to about 4,275 units in the future, and that employment in the neighborhood could increase from about 34 employees to 733 employees. Development demands are high and full build-out could occur by 2025 or earlier

3. Traffic Forecasting Methodology

The travel forecasting for the East Sunnyside / Whiskey Ridge neighborhood employed the City of Marysville's current T-Model/2 program, which was developed in 2004 to predict traffic volumes for the year 2025. This model covers the City of Marysville and its UGA areas, and uses external traffic inputs from the regional traffic model developed by the Puget Sound Regional Commission (PSRC). Because the East Sunnyside / Whiskey Ridge neighborhood is at the extreme southeast edge of the City's T-Model/2 coverage area, the external inputs create a significant impact on the traffic estimates.

The land use assumptions in the Traffic Analysis Zones (TAZ's) of the City's T-Model that relate to the East Sunnyside / Whiskey Ridge neighborhood were reviewed for compliance with the land use assumptions proposed in the neighborhood plan. The model assumptions were found to be relatively consistent with the neighborhood plan, with two

exceptions. Minor adjustments were made in the assumptions of single-family residences and multi-family residences, and about 100,000 square feet of quasi-institutional space assumed in the T-Model/2 program were transferred to a retail category to more reasonably represent the proposed commercial / mixed use area near Highway 9.

The road network assumptions of the current T-Model/2 program were also revised to include a more direct connection to Highway 9 at the SR-92 intersection. In this case, an arterial road would connect from this key intersection to the 40th Street right-of-way near 83rd Avenue and continue west to Sunnyside Boulevard.

The T-Model/2 program was revised using these land-use and road network adjustments and run to provide new traffic forecasts for the year 2025.

4. Traffic Demands and Arterial Road Facilities

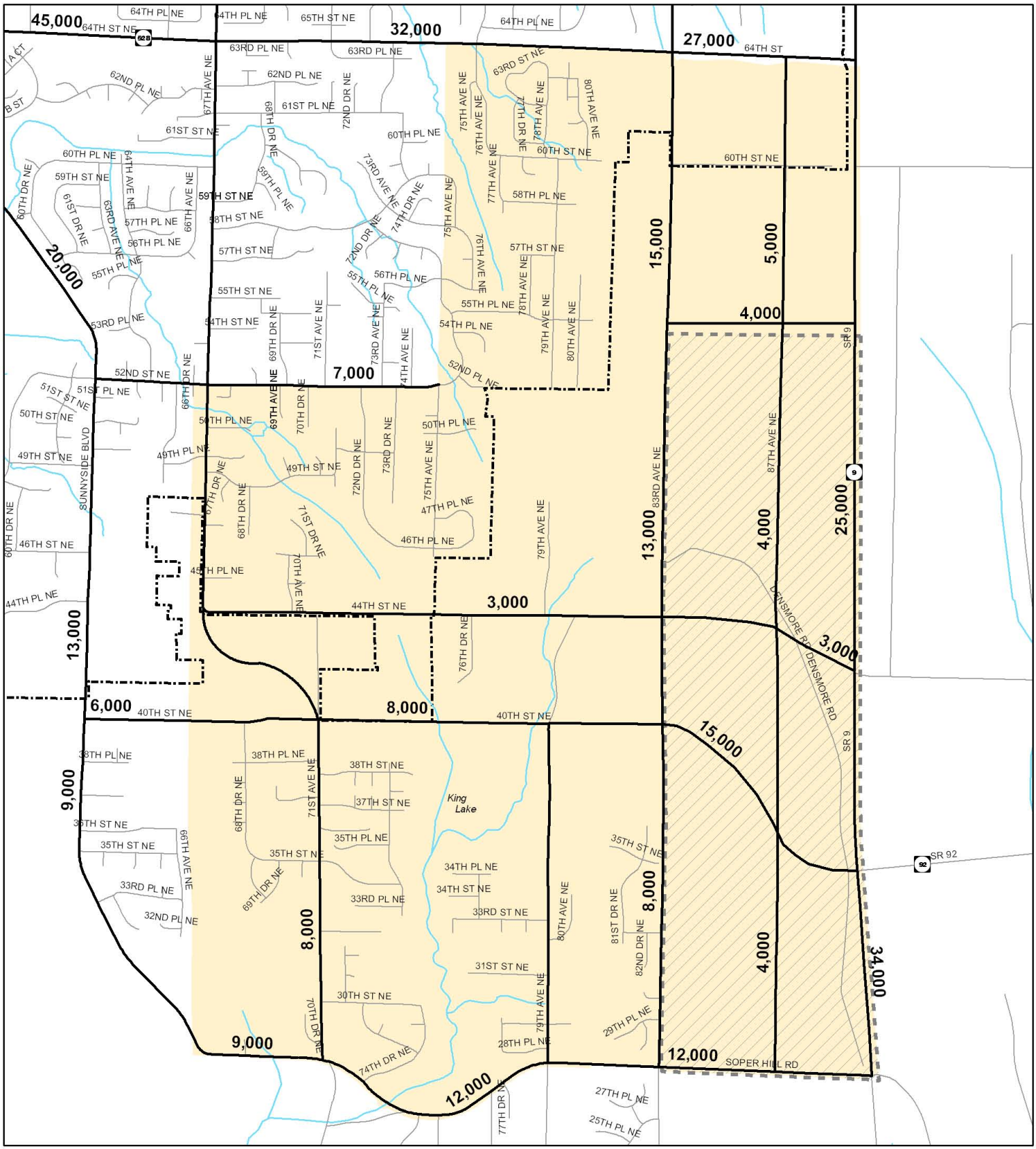
Results from the traffic model indicate that there will be very heavy traffic demands in the east-west and in the north-south directions, as shown on ***Figure 1*** and summarized on ***Table 1***.

The highest volumes in the east-west direction will be on 64th Street (SR-528), where traffic demands at the west end of the study area could reach 45,000 vehicles per day. The proposed extension of SR-92 west and north to connect to 40th Street could carry up to 15,000 vehicles per day at the east end at SR-9. Soper Hill Road could carry up to 12,000 vehicles per day at the east end.

The highest volumes in the north-south direction will be on SR-9, where traffic demands at the south end of the study area could reach 34,000 vehicles per day. Sunnyside Boulevard could carry up to 20,000 vehicles per day at the north end, and 67th and 83rd Avenues could carry up to 15,000 vehicles per day each at the north end of the study area.

Table 1
Estimated 2025 Daily Traffic Volumes

	Minimum	*Maximum*
East-West Streets		
64th Street (SR 528)	27,000	45,000
52nd / 54th Street	4,000	7,000
44th Street	3,000	3,000
40th Street to SR-92	6,000	15,000
Soper Hill Road	9,000	12,000
North-South Streets		
Sunnyside Boulevard	9,000	20,000
67th / 71st Avenues	8,000	15,000
83rd Avenue	8,000	15,000
87th Avenue	4,000	5,000
SR-9	25,000	34,000



City of Marysville

Whiskey Ridge Master Plan

2025 Daily Traffic Volume

Master Plan Area

Marysville city limits

East Sunnyside Neighborhood

December 8, 2006

0 500 1,000 Feet

N

Figure 1

Based on these analyses, the following road improvements are recommended, as shown on ***Figure 2*** and summarized in ***Table 2.***

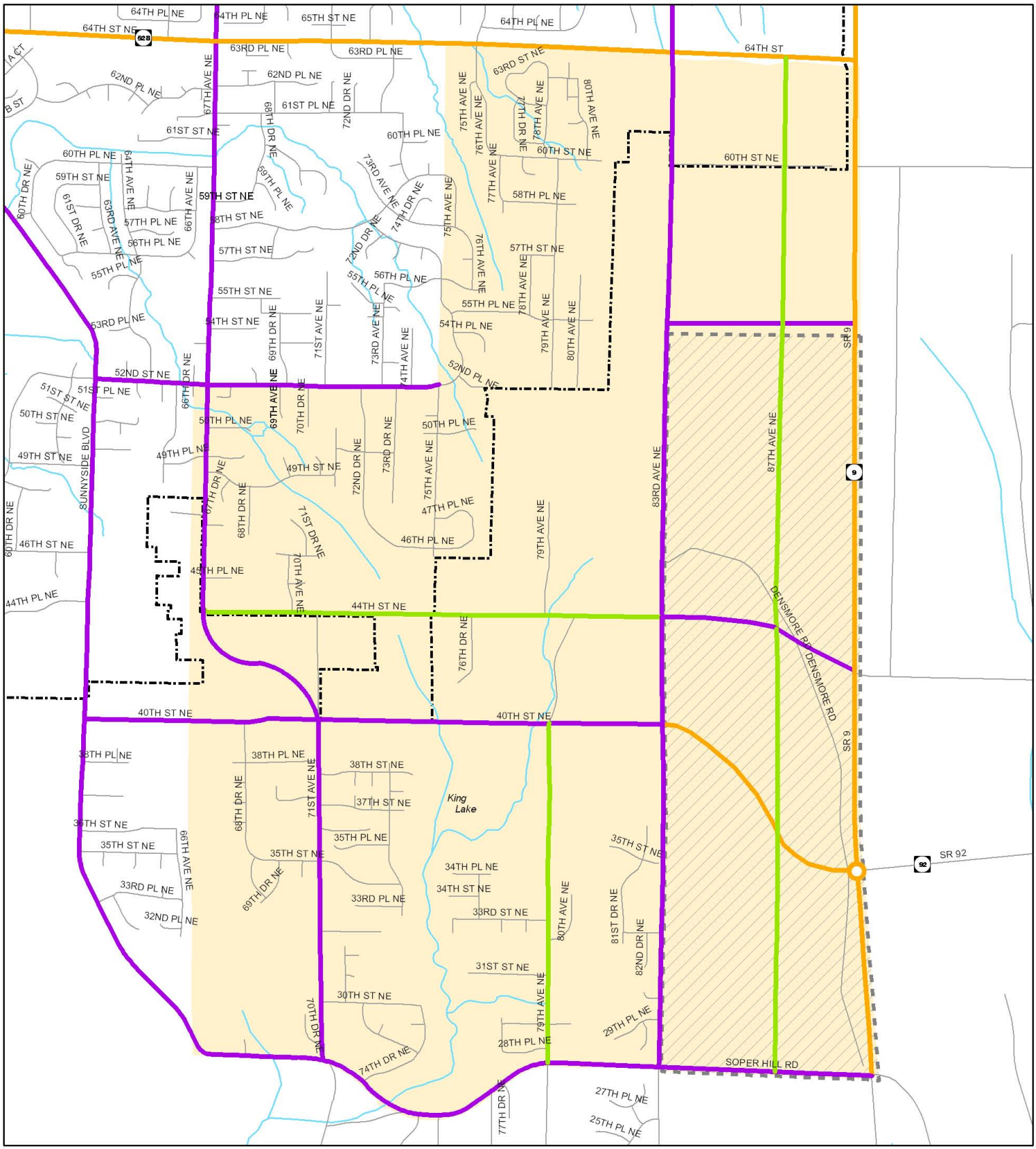
- ***Sunnyside Boulevard / Soper Hill Road*** should be classified as a Minor Arterial and will require at least a three-lane section. Depending on the type of access control (traffic control signals or roundabouts), a center landscaped boulevard may be appropriate. Bike lanes or a multi-purpose road-side path would be appropriate.
- ***67th / 71st Avenues*** should be a connected route, if possible, from 64th Street through to Soper Hill Road and classified as a Minor Arterial with a three-lane section with bike lanes or a road-side path.
- ***79th Avenue*** should be classified as a Collector Arterial north of 40th Street and designed for two lanes to Soper Hill Road
- ***83rd Avenue*** should be classified as a Minor Arterial and designed for three lanes from 64th Street (SR528) to Soper Hill Road. This alignment is considered preferable to 87th Avenue for the primary north-south arterial because it is more central to the neighborhood.
- ***87th Avenue*** should be classified as a Collector Arterial and designed for two lanes with bike lanes. It is not recommended that 87th Avenue be a through street from 64th Avenue to Soper Hill, because of its proximity to SR-9. Intersections at major cross-streets could eventually back traffic up into intersections at SR-9 if there is significant north-south through-traffic on 87th Avenue. However, 87th Avenue should be designed for primary commercial access where it crosses other arterial streets such as 35th Street with left-turns where appropriate.
- ***40th Street*** should be connected from Sunnyside Boulevard to the intersection of SR-92 at SR-9. It should be classified as a Principal Arterial east of 83rd Avenue with a five-lane section to accommodate the planned adjacent commercial and higher density housing. West of 83rd Avenue, it should be classified as a Minor Arterial and designed with a three-lane section.
- ***44th Street*** should be extended to the Sunnyside School Road / Densmore Road intersection and then follow the existing alignment of Sunnyside School Road to the intersection at SR-9. It could continue east of SR-9 to provide access to communities in the unincorporated County. East of 83rd Avenue, 44th Street should be designated as a Minor Arterial with a three-lane section and bike lanes. West of 83rd Avenue, 44th Street should be designated as a Collector Arterial with two travel lanes and bike lanes.
- ***Sunnyside School Road*** and ***Densmore Road*** should both be disconnected at 44th Street and at 35th Street (SR-92 extension) due to their proximity to key SR-9 intersections. The rights-of-way could be used for local access streets and/or a multi-use trail.
- ***54th Street*** is recommended as a replacement access route to SR-9 for 60th Street, which is considered too close to the major intersection of 64th Street (SR-528) at SR-9. The 54th Street alignment would be approximately a midpoint between the major 64th Street intersection and the recommended 44th Street (Sunnyside School Road) intersection on SR-9. This connection to SR-9 should be classified as a

Minor Arterial with a three-lane section and bike lanes. It could also be continued east of SR-9 provide access to communities in the unincorporated County.

- ***Neighborhood Collectors*** **–** other streets, such as 60th Street and 79th Avenue north of 52nd Street, could be designated as neighborhood collectors with a two-lane section. Extension of 54th Street east of 83rd Avenue across the PSE right-of-way could also be considered as a neighborhood collector to provide better access the neighborhood west of 83rd Avenue.

Table 2
Recommended Arterial Road System

	From	**To**	**Lanes**
Principal Arterials			
SR 528 (64th St.)	4th Street	SR-9	5
35th / 40th Street (SR92 extension)	83rd Street	SR-9	5
Minor Arterials			
Sunnyside Boulevard	3rd Street	Soper Hill Road	3
Soper Hill Road	Sunnyside	SR-9	3
83rd Avenue	64th Street	Soper Hill Road	3
67th Avenue	64th Street	44th Street	3
67th / 71st Avenues	44th Street	Soper Hill Road	3
52nd Street	Sunnyside	75th Avenue	3
54th Street	83rd Avenue	SR-9	3
44th Street	83rd Avenue	SR-9	3
40th Street	Sunnyside	83rd Avenue	3
Collector Arterials			
44th Street	67th Avenue	83rd Avenue	2
79th Avenue	40th Street	Soper Hill Road	2
87th Avenue	64th Street	Soper Hill Road	2



City of Marysville

Whiskey Ridge Master Plan

Arterial Functional Classifications

December 8, 2006

ARTERIAL

- PRINCIPAL
- MINOR
- COLLECTOR

- Master Plan Area
- Marysville city limits
- East Sunnyside Neighborhood

0 500 1,000 Feet

N

Figure 2

5. Transit Facilities

Currently, Community Transit Route 221 is the primary transit service in the neighborhood. It operates on SR 9 and 64th Street (SR-528) connecting Lake Stevens to Quil Ceda Village via downtown Marysville. Service is provided all day long at a frequency of about one bus per hour. Two commuter routes (CT-421 and CT-821) pass by the corner of SR 528 and 67th Street. Service is limited to the morning and afternoon commuter hours.

Transit service areas are usually defined as the properties within 1,500 feet of a bus route where stops are made. There are currently bus stops on 64th Street, which limits the existing coverage to East Sunnyside residents within 1,500 feet of 64th Street.

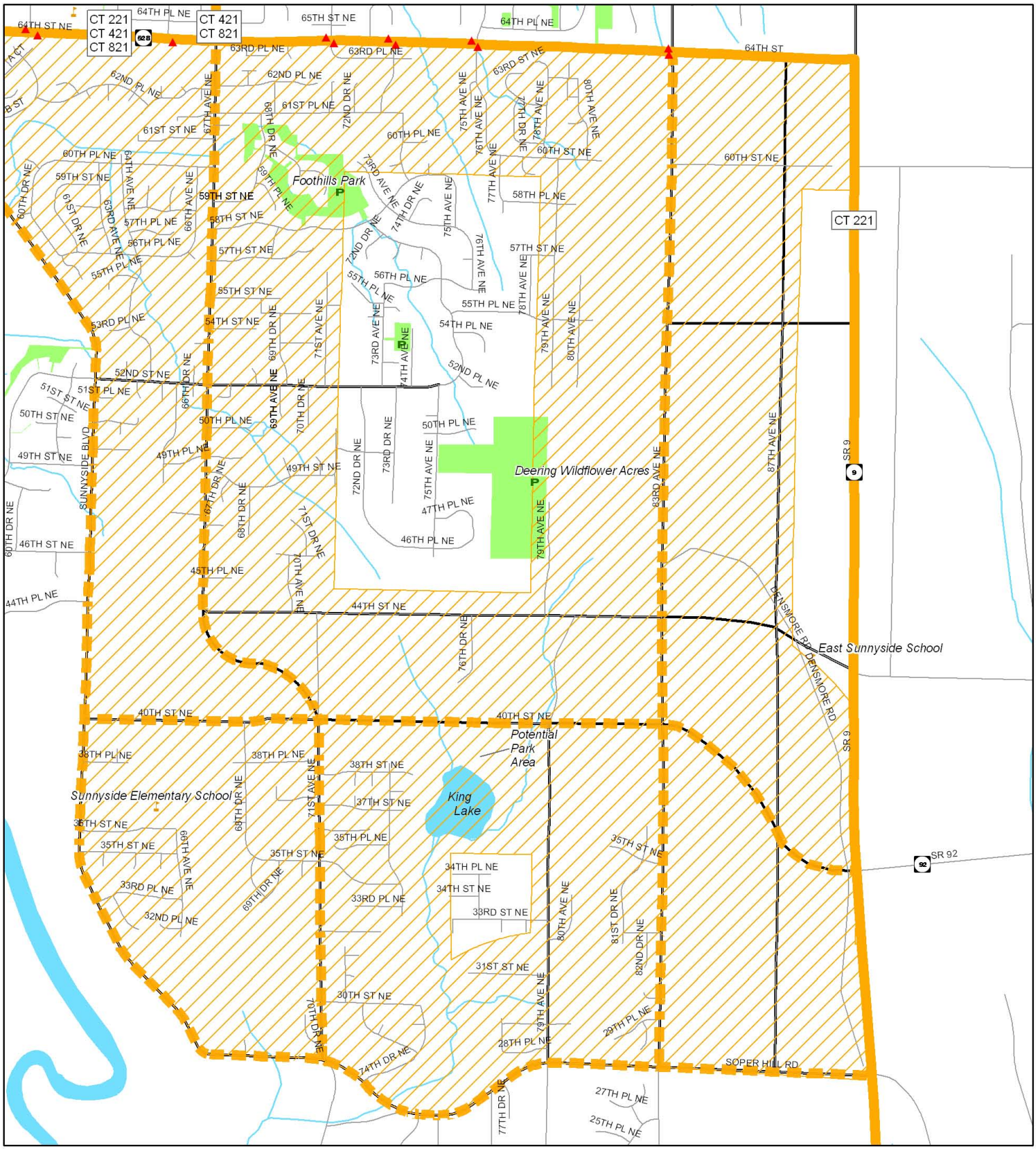
As the East Sunnyside / Whiskey Ridge Community grows to its capacity of nearly 12,000 residents, it will require additional public transit services. The future transit routes should be designed to provide service to within 1,500 feet of as many residents as possible. It is likely, for example, that CT-221 could be rerouted from SR-9 to a minor arterial street within the Whiskey Ridge community, such as 83rd Avenue, to allow more frequent stops and improved coverage.

It is prudent therefore, for the City to design streets to support future bus routes to serve future residents and employees. Street design considerations should include providing additional right-of-way for bus stop locations, bus shelter (pad) locations, and improved sidewalk or trail access. This infrastructure should be considered a mitigation expense in the same manner as road facilities and non-motorized facilities.

It is recommended that design of the following Principal and Minor Arterial streets should include provisions for future bus routes as shown on ***Figure 3***:

- Sunnyside Boulevard
- Soper Hill Road
- 40th Street to the SR-92 intersection at SR-9
- 83rd Avenue
- 67th / 71st Avenues

Assuming that bus routes will continue to operate on 64th Street, this will provide very good coverage of the East Sunnyside / Whiskey Ridge Community as shown on ***Figure 3.*** As the neighborhood develops, the City should work with Community Transit to provide new bus routes on the designated arterial streets.



City of Marysville

Whiskey Ridge Master Plan

Transit Service

December 8, 2006

Marysville city limits
Schools
Parks
Existing Community Transit Routes
Existing Community Transit Stops
Potential Transit Streets
Potential Transit Service Coverage Area

1,000 500 0 Feet

N

Figure 3

6. Non-motorized Facilities

Multi-purpose trails, bike lanes, sidewalks and other non-motorized facilities should be provided for recreational purposes and to encourage commuters to use modes other than automobiles to travel to work places and schools. In this regard, it is important to locate these facilities near parks, schools, higher density residential, and bus routes.

It is also important to maintain a grid system of non-motorized facilities so that pedestrians and cyclists are not discouraged by long winding routes. Sidewalks should be provided on all arterial roads unless a road-side multi-purpose path is provided.

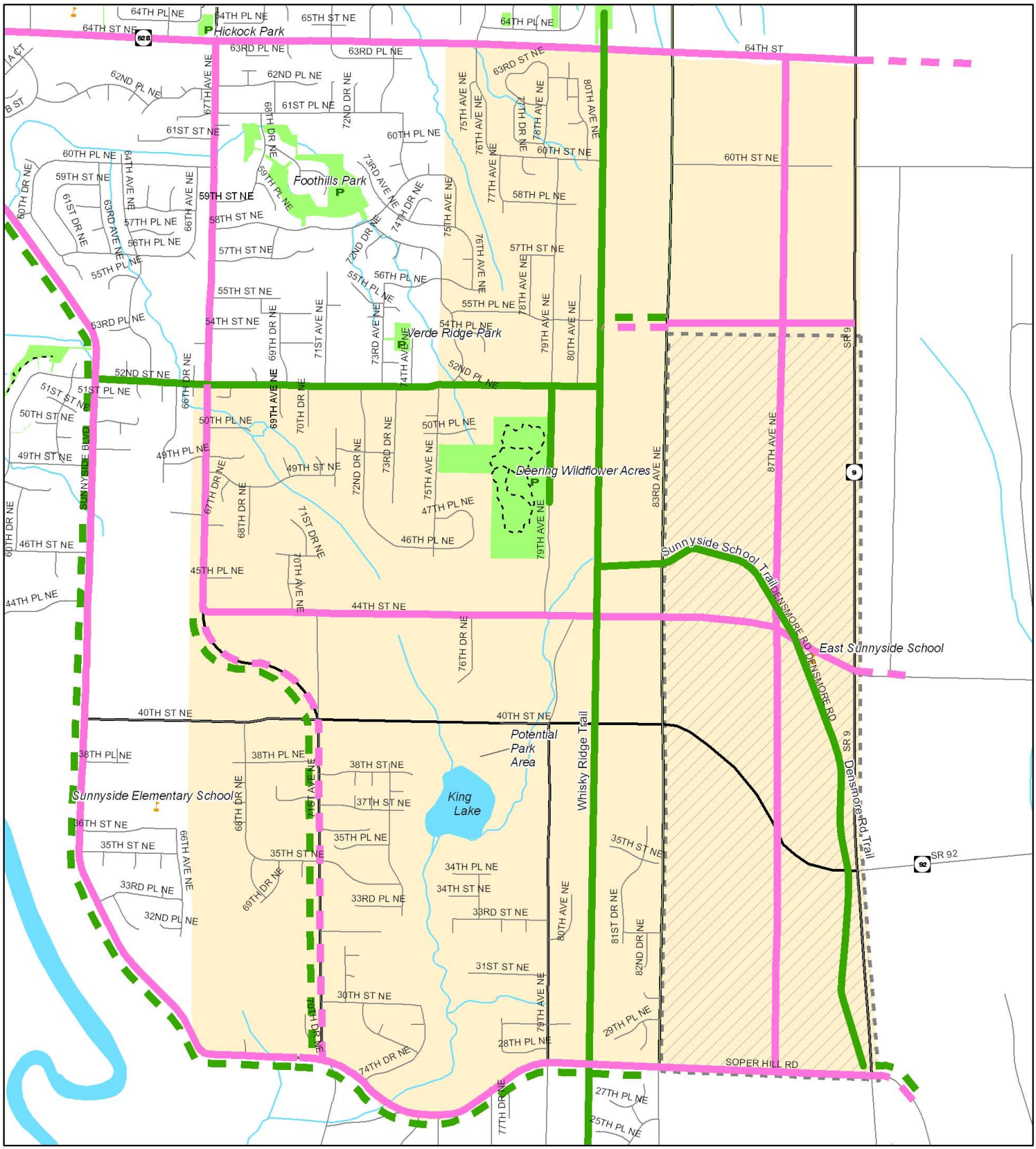
A network of trails and bike lanes is shown on ***Figure 4.***

Multi-purpose Paths and Trails are recommended in the following corridors:

- ***Densmore / Sunnyside School Road*** right-of-way should be converted to a north-south trail or a local access road with a road-side path.
- ***A PSE Corridor*** runs parallel and west of 79th Avenue from Soper Hill Road to 64th Street and beyond, which would provide an excellent right-of-way for a trail. Proposed as the Whiskey Ridge Trail, it would provide excellent north-south connections to homes, parks, shops and bus routes
- ***52nd Street*** would provide an excellent east-west opportunity for a road-side path to connect Sunnyside Boulevard to Deering Wildflower Acres and the potential Whiskey Ridge (PSE) Trail.

Bike Lanes *(or multi-use road-side paths)* are recommended in the following corridors:

- ***64th Street (SR-528)*** is a connector route for commuter-type bike lanes.
- ***Sunnyside Boulevard / Soper Hill Road*** corridor should include bike lanes and sidewalks or a multi-use road-side path.
- ***67th / 71st Avenues*** from 64th Street to Sunnyside/Soper Hill Road should include bike lanes or a multi-use road-side path.
- ***44th Street*** could be a preferably route to 40th Street for bike lanes from 67th Avenue to SR-9 and the Densmore/School Road Trail. A connection west of 67th Avenue to Sunnyside Boulevard would be desirable.
- ***54th Street/55th Place*** could use bike lanes or a trail to provide continuity of the 52nd Street path east to the Whiskey Ridge (PSE) Trail and SR-9.
- ***87th Avenue*** is a preferable to 83rd Avenue as a north-south route for bike lanes or a multi-use road-side path due to the proximity of 83rd Avenue to the proposed Whiskey Ridge Trail and since 87th Avenue would also provide continuity of the Densmore / Sunnyside School Trail.



City of Marysville

Whiskey Ridge Master Plan

Parks, Routes, and Trails

December 8, 2006

Master Plan Area
Marysville city limits
East Sunnyside Neighborhood
Schools
Parks
Multi-use Path/Trail
Bicycle Lanes

1,000 500 0 Feet

N

Figure 4

Exhibit B

East Sunnyside - Whiskey Ridge Comprehensive Plan Amendments

Review of the 67th Avenue to 71st Avenue Arterial Corridor Connection

June 6, 2007

Prepared by

Perteet Inc.

City of Marysville
East Sunnyside - Whiskey Ridge Comprehensive Plan Amendments
Review of the 67th Avenue to 71st Avenue Arterial Corridor Connection

Introduction

Proposed Comprehensive Plan Amendments incorporate the recently completed East Sunnyside – Whiskey Ridge Subarea Plan. One of the proposed transportation improvements, the connecting alignment of the minor arterial street from 67th Avenue to 71st Avenue between 40th Street and 44th Street, has been opposed by three residents represented by Bricklin Newman Dold LLP in a letter to the City of Maysville dated May 14, 2007.

The letter referred to parts of the (City of Marysville) Transportation Element of the 2005 Comprehensive Plan, the City of Marysville Draft Whiskey Ridge Master Plan Preferred Alternative Map (January 2007), and a document, titled "City of Marysville Sunnyside Boulevard Corridor Traffic Analysis Evaluation of the Continuity of the 67th Avenue to 71st Avenue Corridor"

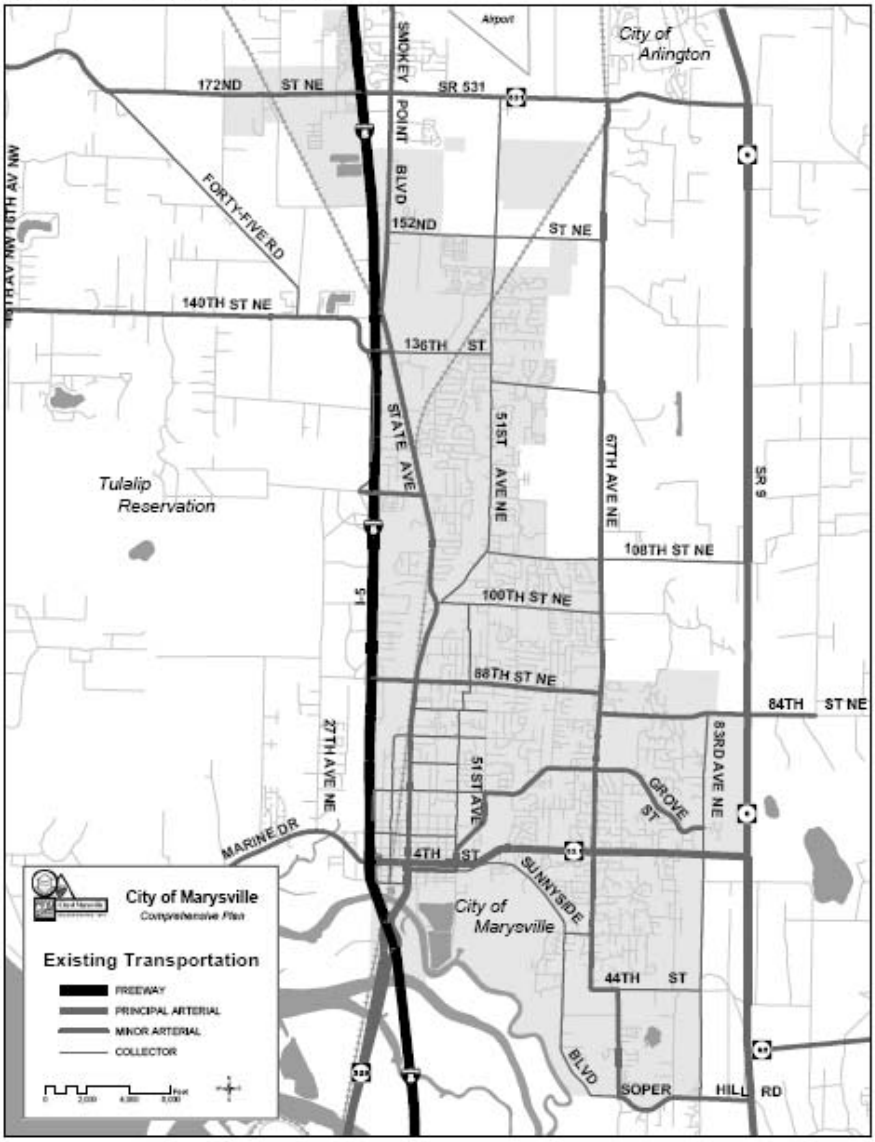
This report is prepared to clarify some of the issues raised in the letter from Bricklin Newman Dold LLP, and to provide further background for the City to consider in developing its final plans.

City of Marysville 2005 Comprehensive Plan

The City of Marysville 2005 Comprehensive Plan, Section VIII Transportation Element provided a review of existing and planned transportation facilities within the City's Urban Growth Area (UGA). These plans included transportation facilities planned by the City within its own City limits, and transportation facilities planned by Snohomish County in the UGA areas that were not currently annexed. The majority of the East Sunnyside - Whiskey Ridge subarea was in the unincorporated area of Snohomish County at the time the 2005 Comprehensive was prepared. Therefore, most of the existing and planned facilities in the subarea were devised by Snohomish County.

The existing transportation facilities in the area were illustrated on "Figure 8-1 Existing Transportation" (page 8-3) and described on "Table 8-1 Existing Roadway System Characteristics" (page 8-4 and 8-5) of the Comprehensive Plan. These plans described 67th Avenue as a Minor Arterial north of 44th Street, and 71st Avenue as a Minor Arterial south of 44th Street, connected by 44th Avenue. In comparison, other north south roads in the area were depicted as Collector streets, including Sunnyside Boulevard and 83rd Avenue.

Figure 8-1 Existing Transportation



The Comprehensive Plan reviewed deficiencies in the transportation network based on future land use plans of that time. The plan identified deficiencies in local connector roads that needed to be completed to improve safety, to reduce traffic congestion by reducing local trips on arterials, and to improve, service delivery and utility, as described on pages 8-17 and 8-18. It is these deficiencies which were illustrated on "Figure 8-4 Proposed Connections" (page 8-19), which were cited by Bricklin Newman Dold LLP. These proposed road connections were primarily depictions of needed local street connections.

The planning of arterial streets is guided by Functional Classification System in the Comprehensive Plan, starting on page 8-20. These guidelines (see Table 8-4 Roadway Classification Spacing). indicate that:

- Principal Arterials should be spaced about every mile,
- Minor Arterials should be spaced about every half-mile, and
- Collectors should be spaced about every quarter-mile

The guidelines also indicate that

- Minor Arterials should carry 3,000 to 15,000 ADT (Average Daily Traffic) and
- Collector Streets should carry 1,000 to 5,000 ADT.

The recommended improvements to the arterial street system were summarized on "Table 8-8 Recommended 20-Year Improvements" (page 8-27) and "Figure 8-7 Recommended 20-Year Transportation Improvements" (page 8-28). These plans indicated a widening of the Minor Arterial of 67th Avenue north of 44th Street to 88th Street, and, as a Snohomish County project, an extension of 67th Avenue south to Soper Hill Road. In terms of other Collector Streets in the area, widening of Sunnyside Boulevard north of 52nd Street was planned and no widening of 83rd Avenue was planned.

City of Marysville East Sunnyside-Whiskey Ridge Subarea Plan.

When the City of Marysville annexed the southeast UGA area, it directed staff to prepare a subarea plan to manage the growth of the new neighborhoods and to provide any necessary changes to the Comprehensive Plan and the 6-Year Transportation Improvement Plan (TIP). In the Transportation Element of the East Sunnyside-Whiskey Ridge Subarea Plan, the potential traffic loads were evaluated on the basis of the new land-uses and market conditions. Residential growth was occurring at a significant pace.

The results of the traffic model analysis indicated much higher traffic growth than originally anticipated and led to a larger network of Minor and Collector Arterial streets to distribute future traffic loads in a fair and reasonable manner. It was found that the previous plans of Snohomish County did not provide the basic network structure for arterial streets. By applying the Comprehensive Plan guidelines, (a Principal Arterial every mile and a Minor Arterial every half-mile), the area was significantly deficient in arterial capacity.

Figure 8-4 Proposed Connections

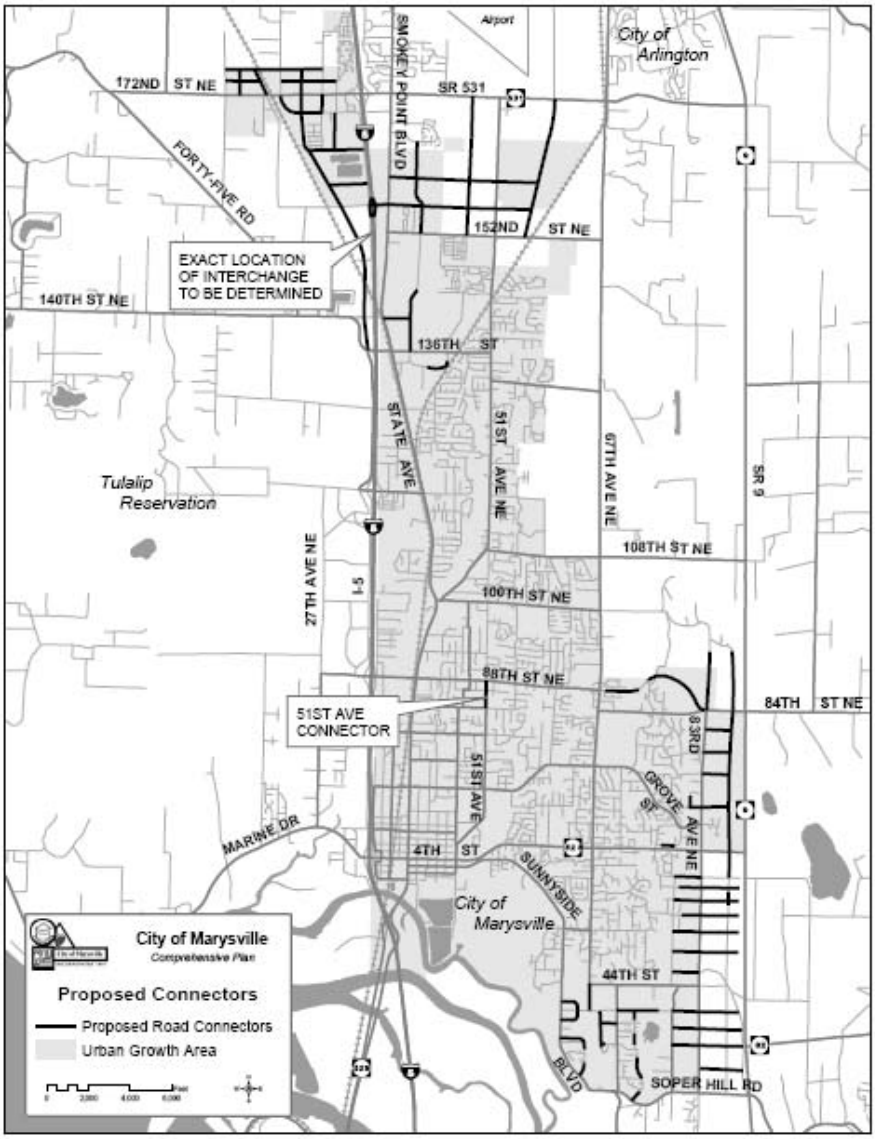
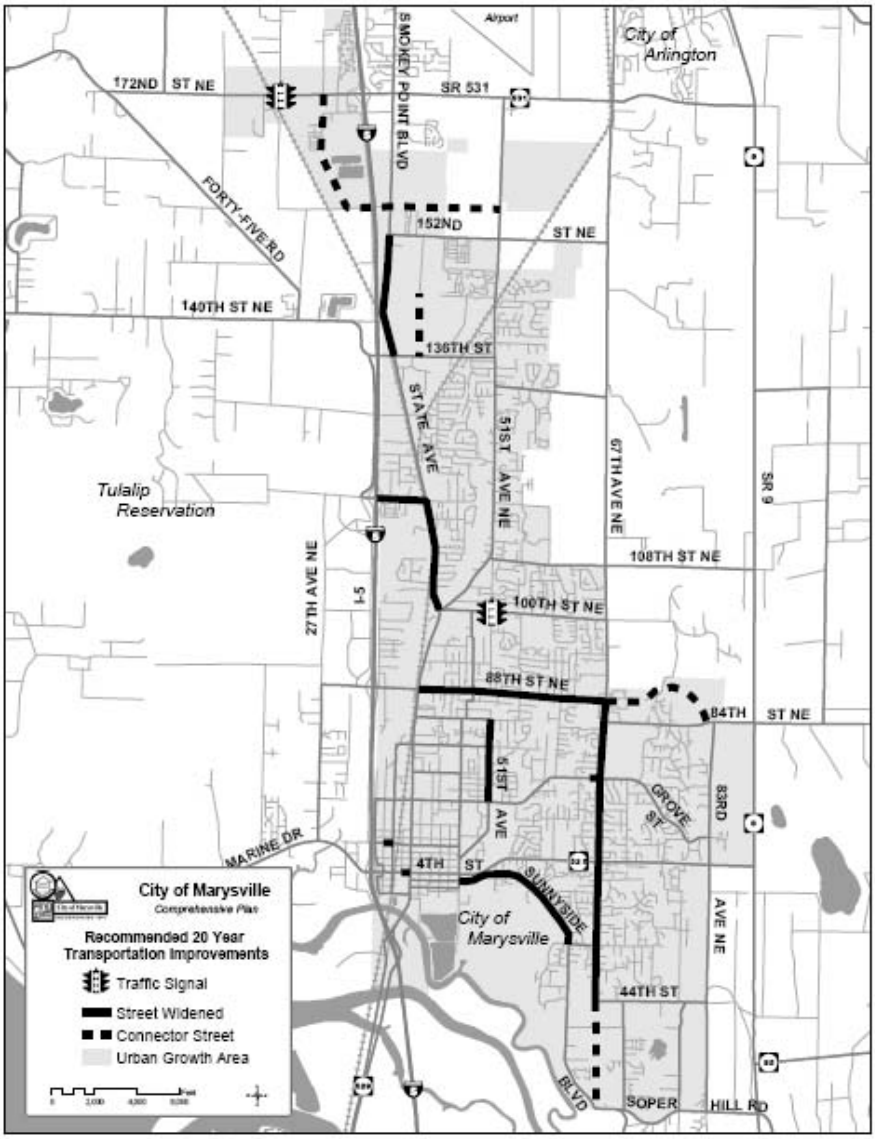


Figure 8-7 Recommended 20-year Transportation Improvements



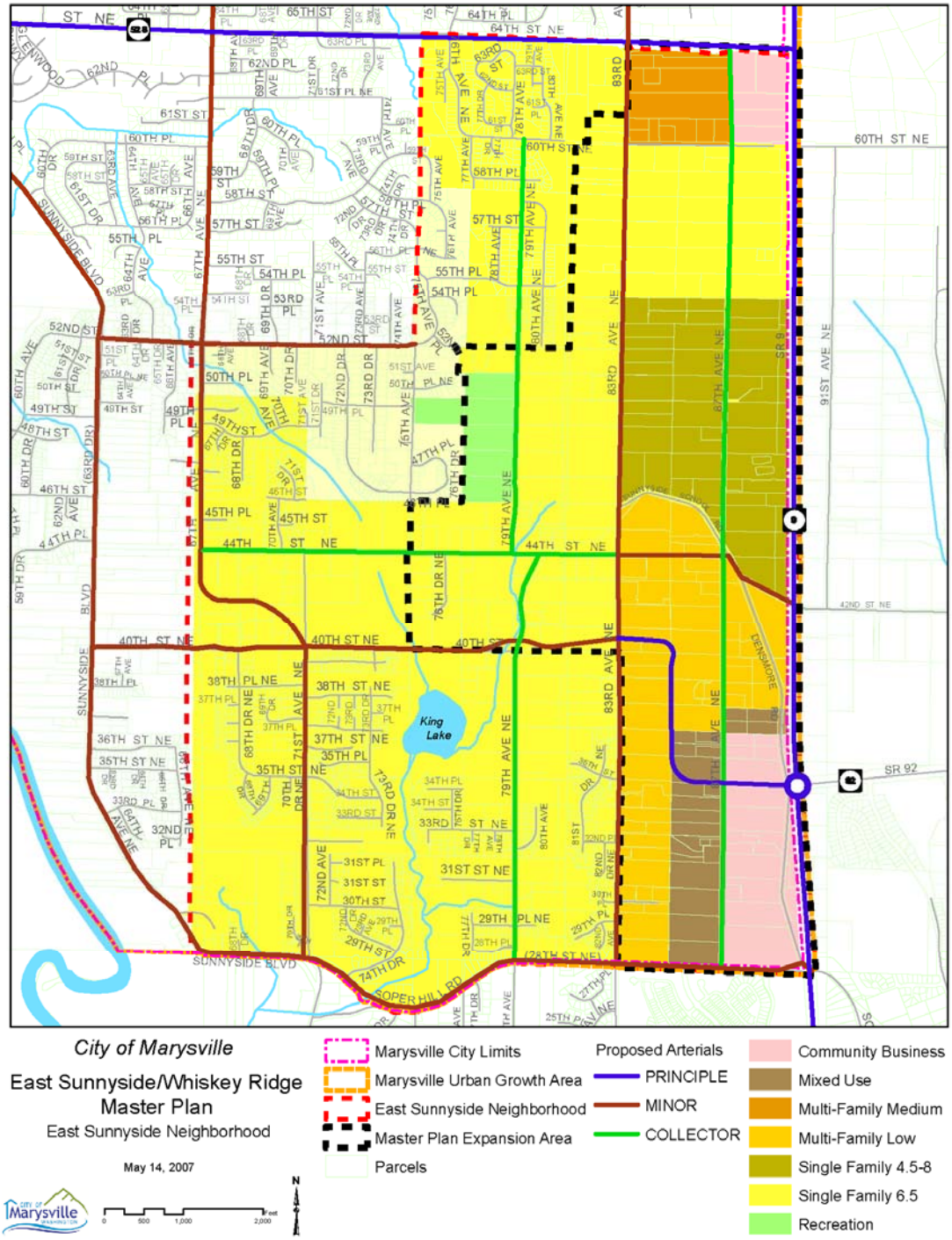
The basic choices for the north-south arterial network were either to expand 67th Avenue / 71st Avenue to a five-lane Principal Arterial, with a spacing of about one mile west of Highway 9, the only north-south Principal Arterial, or to balance the north-south traffic loads more by upgrading Sunnyside Boulevard and 83rd Avenues from Collectors to Minor Arterials. Each of these alternatives would require revisions to the Comprehensive Plan.

In addition, east-west arterial streets were needed. Soper Hill Road connecting to Sunnyside Boulevard was the only east-west arterial identified in the Comprehensive Plan and that was more than two miles south of SR-528 (64th Street), the only east-west Principal Arterial in the area.

The best opportunity to provide an east-west arterial from Sunnyside Boulevard to Highway 9 was found at 40th Street, more than a mile to the north of Soper Hill Road. A new east-west access from Highway 9 was also proposed to reduce the traffic loads on Soper Hill Road. This access would be designed as a Principal Arterial extension of SR-92 and would link up to 40th Street as a Minor Arterial. These alternatives would also require revisions to the Comprehensive Plan.

In each case, the need for widening existing streets, and development of new street alignments was evaluated at a planning level. The impacts on existing properties for each of these plans were considered at a planning level and existing neighborhoods were avoided as much as possible. However, to provide the required level of service, it was clear that new arterial roads would be needed. In each case, the plan also acknowledged that detailed street design and alignment studies, along with environmental evaluations, would be required when the basic plan was approved, and that some modifications of the Subarea Plan would be expected.

However, the preferred planning solution in the Subarea Plan was to designate the three north-south streets (Sunnyside, 67th/71st Avenues, and 83rd Avenue) as three-lane Minor Arterial Streets to distribute the traffic loads, rather than designate the 67th Avenue / 71st Avenue as a Principal Arterial and build five lanes to accommodate the traffic. This resulted in the upgrading of Sunnyside Boulevard and 83rd Avenue from Collectors to Minor Arterials to reduce the potential traffic loads of 67th Avenue / 71st Avenue corridor.


City of Marysville
East Sunnyside/Whiskey Ridge Master Plan
East Sunnyside Neighborhood
May 14, 2007
Marysville City Limits
Marysville Urban Growth Area
East Sunnyside Neighborhood
Master Plan Expansion Area
Parcels
Proposed Arterials
PRINCIPLE
MINOR
COLLECTOR
Community Business
Mixed Use
Multi-Family Medium
Multi-Family Low
Single Family 4.5-8
Single Family 6.5
Recreation
King Lake
SR 92
SUNNYSIDE BLVD
SOPER HILL RD
60TH ST NE
44TH ST NE
40TH ST NE
83RD AVE NE
79TH AVE NE
71ST AVE NE
67TH AVE NE
91ST AVE NE

67th Avenue versus 71st Avenue Alignment of the Minor Arterial

The Bricklin Newman Dold LLP letter to the City of Maysville dated May 14, 2007 questioned the need for the connection from 67th Avenue to 71st Avenue because the extension of 67th Avenue could be created as currently depicted in the City's Comprehensive Plan.

At the planning level of a Comprehensive Plan, general assessments of alignments are made. These are modified in more detailed Subarea Plans and then further refined in detailed engineering corridor plans. The southerly extension of 67th Avenue, as assumed by Snohomish County on Figure 8-7 of the Comprehensive Plan, was reviewed in the course of the Subarea Plan.
Two key considerations were made in this review.

First, considering the spacing principals that are stated in the Comprehensive Plan itself, it was found that the existing alignment of 71st Avenue (Figure 8-1 of the Comprehensive Plan) should be maintained rather than relocating the arterial to an extension of 67th Avenue as assumed by Snohomish County (Figure 8-7). It was found that the spacing of 71st Avenue between the other two north-south arterials (Sunnyside Boulevard and 83rd Avenue) provided a much better balance than 67th Avenue, as 67th Avenue was too close to Sunnyside and too far from 83rd Avenue. In addition, the alignment of 71st Avenue would allow continuation of the arterial route furthers south on Sunnyside Boulevard to SR-204 by a simple improvement of the offset intersection at Soper Hill Road with a more conventional design (eliminating the off-set). This would improve safety and capacity.

Second, the southerly extension of 67th Avenue to Soper Hill as assumed by Snohomish County (Figure 8-7) would require traversing significant slopes, constructing an intersection at the proposed 40th Street Minor Arterial at the top of a hill, and constructing a new intersection at Sunnyside Boulevard at an awkward angle to the alignment of a major curve in Sunnyside Boulevard. It was also found that since 71st Avenue was already designated as a Minor Arterial, some widening had already been made for its use.

On this basis, the 71st Avenue alignment was found to be much superior to the 67th Avenue alignment.

Alternatives suggested by Bricklin Newman Dold LLP, such as creating a connector from 67th to 40th Avenue using 68th Avenue, would also cause impacts to other properties and would not provide the continuity of alignment preferred in an arterial street. Connecting 67th Avenue to 71st Avenue via 40th Street would create the same "dog-leg" in the alignment that currently exists at 44th Street, and which needs to be avoided.

Does an Extra 2,000 ADT make a Difference.

The Bricklin Newman Dold LLP letter to the City of Maysville dated May 14, 2007 suggested that a review of the document "City of Marysville Sunnyside Boulevard Corridor Traffic Analysis Evaluation of the Continuity of the 67th Avenue to 71st Avenue Corridor" revealed that millions of dollars would be spent to complete the proposed realignment and that there would only be a shift of 2,000 vehicles by 2025. They concluded that this was grossly unfair and unnecessary.

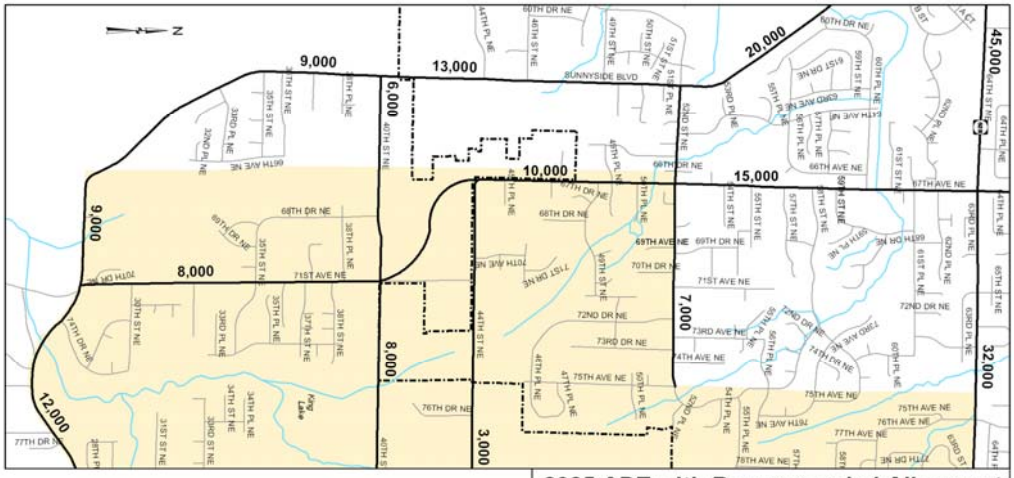
A dog-leg of the type at 67th Avenue to 44th Street to 71st Avenue inhibits the free-flow of traffic along an arterial street. Vehicles must slow down to make sharp right-angle turns or come to a complete stop to make a left turn. This type of dog-leg may be reasonable on a residential street, but it reduces traffic flow on an arterial street.

This type of arterial dog-leg already occurs at several locations in Marysville where old areas meet new areas of the City, such as the dog-leg from the 88th Street arterial to the 84th Street arterial, using 67th Avenue as the bridge. If the problem is not corrected at the earliest possible time, it will usually lead to greater impacts and more expense to fix the problem in the long term, as new development occurs.

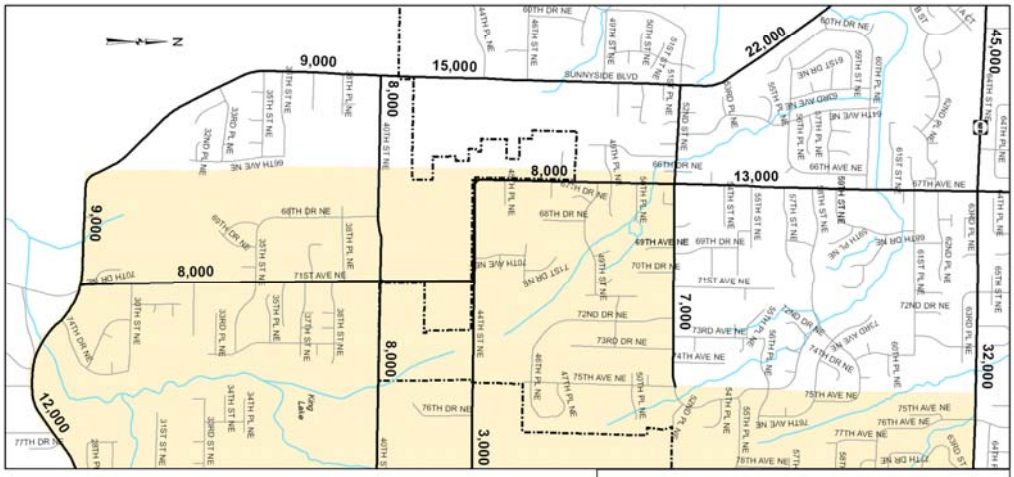
In assessing the potential impacts, it should be noted that the original premise of the arterial network in the Subarea Plan was to spread the traffic loads on three north-south Minor Arterials rather than force everything onto one Principal Arterial, which in this case would have been the 67th / 71st Avenue corridor. In other words, by upgrading Sunnyside Boulevard and 83rd Avenue to three-lane Minor Arterials, then the 67th/71st Avenue Corridor could be maintained as a three-lane Minor Arterial, rather than a five-lane Principal Arterial.

If the dog-leg on the 67th Avenue / 71st Avenue corridor is not fixed, then more traffic would choose to use other more continuous routes. In this case, the assessment in the document, titled "City of Marysville Sunnyside Boulevard Corridor Traffic Analysis Evaluation of the Continuity of the 67th Avenue to 71st Avenue Corridor" indicated that about 2,000 more vehicles per day would use Sunnyside Boulevard.

This would mean that the traffic volumes on Sunnyside Boulevard would increase from about 13,000 ADT to 15,000 ADT south of 52nd Street and from about 20,000 ADT to 22,000 ADT north of 52nd Street, while the traffic volumes on the 67th/71st Avenue Corridor would decline m about 10,000 ADT to 8,000 ADT.



2025 ADT with Recommended Alignment



2025 ADT with 44th Street Dog-Leg

2025 Daily Traffic Volume
67th / 71st Avenue Corridor
Comparative Evaluation

As noted in the guidelines for the Functional Classification System, (page 8-20 of the Comprehensive Plan) Minor Arterials should carry 3,000 to 15,000 ADT (Average Daily Traffic) and Collector Streets should carry 1,000 to 5,000 ADT.

With the extra 2,000 ADT, the section of Sunnyside Boulevard south of 52nd Street will be close to exceeding the guideline of 15,000 ADT for a Minor Arterial while the section north of 52nd Street will be pushed even further beyond its limits, to a point where four or five lanes would be required. This would seem to be grossly unfair to residents along Sunnyside Boulevard, which was originally classified as a Collector in the Comprehensive Plan.

In the document "City of Marysville Sunnyside Boulevard Corridor Traffic Analysis Evaluation of the Continuity of the 67th Avenue to 71st Avenue Corridor" it also noted that the City of Marysville's T-Model/2 traffic model may be underestimating the total traffic demands in the Sunnyside / Whiskey Ridge Subarea and that the traffic volumes on both Sunnyside Boulevard and the 67th/71st Avenue corridors may be underestimated. This would make a higher risk for any further diversions from the 67th / 71st Avenue Corridor to Sunnyside Boulevard that a dog-leg would create.

Alignment Study for the 67th Avenue to 71st Avenue Connection

The City is currently preparing alignment and engineering designs to connect 67th Avenue to 71st Avenue between 44th Street and 40th Street. These alignment studies are a natural progression from the planning level studies of the Comprehensive Plans and Subarea Plans. These more detailed studies include evaluation of the impacts to existing properties and to the environment.

Several preliminary alignments have been considered, but it is clear that any alignment that meets the standards of a Minor Arterial street will impact some properties. For example, the use of roundabouts will often allow a "dog-leg" to operate smoothly enough that traffic delays are minimized and little to no traffic diversions will occur. However, roundabouts must be designed at an appropriate diameter and on relatively flat grades to operate well.

The roundabout technique could be used on the 67th / 71st Avenue Corridor by constructing roundabouts at the corner of 67th Avenue and 44th Street and at the intersection of 71st Avenue and 44th Street. The size of a roundabout in this case would likely be about 150 feet in diameter. It is estimated that the traffic volumes diverting from the 67th/71st Avenue Corridor to Sunnyside would likely be reduced to about 500 to 1,000 ADT. However, existing properties at the intersections would need to be acquired to accommodate the roundabouts and to avoid the topographical slopes to the west of 67th Avenue.

Alternatively, roundabouts could be designed at the intersections of 67th Avenue and 40th Street and at 71st Avenue and 40th Street. Because 40th Street is also carrying significant east-west traffic, it is estimated that the ADT on 40th Street between 67th Avenue and 71st Avenue could be up to 15,000 to 16,000 ADT. This would reach the maximum desirable volume for traffic on a three-lane Minor Arterial and would probably result in more traffic diverting to Sunnyside Boulevard. The size of the roundabouts in this case would likely be about 175 to 200 feet in diameter. While the intersection of 71st Avenue and 40th Street is relatively flat, the intersection of 67th Avenue and 40th Street is on a significant slope and would not be suitable for a roundabout. Several properties would need to be acquired at both intersections to accommodate the roundabouts.

Wherever possible, engineers and planners will try to avoid impacts to existing developments. In this case, the minimal impact alignment appears to be a curvilinear alignment between 40th Street and 44th Street. The final design of this 67th Avenue to 71st Avenue connection could include some minor modifications to minimize the impacts on existing residential developments.

Summary and Conclusions

The above review indicates that:

- Additional traffic will shift to Sunnyside Boulevard if the connection between 67th Avenue and 71st Avenue is not provided.
- Additional traffic on Sunnyside Boulevard will increase the potential need for a five-lane road section.
- The traffic volumes on both the Sunnyside Boulevard and the 67th/71st Avenue corridors may be underestimated, increasing the risk of any traffic diversion.
- Other alignments, such as the extension of 67th Avenue to Soper Hill Road or the use of 68th Avenue, have been considered.
- City engineers will consider modifications within the design standards of a Minor Arterial street to minimize the impacts on existing residential developments.

It is therefore recommended that an alignment be designed to connect 67th Avenue directly with 71st Avenue. This will maintain the continuity of the 67th/71st Avenue Corridor and distribute the north-south traffic loads through the Whiskey Ridge community more reasonably. It will reduce the potential that more sections of Sunnyside Boulevard would need to be widened from three lanes to five lanes.

CITY OF MARYSVILLE
ENVIRONMENTAL CHECKLIST
RCW 197-11-960

Staff Initiated Comp Plan Amendment No. 5
67th & 71st Avenue NE Road Connection

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can de done) and to help the agency decide whether an EIS is required.

Instructions for Applicant:

This environmental checklist asks you to decide some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the aster, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for non-project proposals:

Complete this checklist for non-project proposals, even though questions may be answered "does not apply". In addition, complete the *Supplemental Sheet for Non-Project Action (part D).*

For non-project actions, the references in the checklist to the words "project", "applicant", and "property or site" should be read as "proposal", "proposer", and "affected geographic area", respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:

   Staff Initiated Comprehensive Plan Amendment No. 5 – 67th & 71st Avenue NE Road Connection Map Amendment

2. Name of applicant:

   City of Marysville

3. Address and phone number of applicant and contact person:

   Gloria Hirashima, CD Director
   City of Marysville
   Community Development Department
   80 Columbia Avenue
   Marysville, WA 98270
   (360) 363-8100

4. Date checklist prepared:

   June 18, 2007

5. Agency requesting checklist:

   City of Marysville

6. Proposed timing or schedule (including phasing, if applicable):

   2007 Marysville Comprehensive Plan Amendment cycle

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

   N/A – Non-project action

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

   Environmental documentation regarding the Marysville Comprehensive Plan includes the following:

   - **Draft Environmental Impact Statement dated January 13, 2005**
   - **Final Environmental Impact Statement dated April 2005**
   - **Snohomish County "Final Environmental Impact Statement for the 10 Year Update"**
   - **Snohomish County "Draft Environmental Impact Statement for the 10 Year Update"**
   - **East Sunnyside – Whiskey Ridge Subarea Plan**

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

   None known

10. List any government approvals or permits that will be needed for your proposal, if known.

    Marysville City Council approval of a Comprehensive Plan Amendment

11. Give brief, complete description of your proposal, including all proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

A non-project action amending Marysville Comprehensive Plan maps in relation to the future road connections for 67th & 71st Avenue NE between 40th and 44th Street NE. During review of the Whiskey Ridge Subarea Plan, City staff analyzed existing road connections in the East Sunnyside – Whiskey Ridge neighborhood and made recommendations for a new alignment on 67th Avenue between 40th Street NE & 44th Street NE. The Planning Commission held public hearings on December 11, 2006 and January 23, 2007 and recommended an alignment, depicted as "Option 2" in the attached figure.

Marysville City Council held a public hearing on April 23, 2007 and remanded the decision on alignment to the Planning Commission for additional review. The attached figure depicts the alternative connections as Options 1 – 4.

The proposed amendment would affect the following figures and text of the Marysville Comprehensive Plan:

- **Figures 8-4 and 8-7 of the Transportation Element proposed road connector map and 20-year Transportation Improvements**
- **Page 8-56 in Appendix A Recommended 20 Year Transportation Plan Improvement Projects.**

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topography map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications to this checklist.

The proposal is a Comprehensive Plan map and text amendment, affecting arterial connections within the East Sunnyside – Whiskey Ridge neighborhood. The following is a description of the alternative options (see attached map):

Option 1: **Extend 67th Avenue NE south connecting to 40th Street NE**

Option 2: **Extend 67th Avenue NE from its southern terminus, east to 71st Avenue NE through an "S" configuration, bisecting properties at approximately the 4200 Block.**

Option 3: **Create new radiuses at the intersections of 67th Avenue NE & 44th Street NE and 71st Avenue NE & 44th Street NE, bisecting properties.**

Option 4: **Extend 67th Avenue NE south to a round-a-bout at approximately the 4200 Block, then east along the 4200 Block to an additional round-a-bout on 71st Avenue NE.**

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (***bold/italic***): Flat, rolling, ***hilly***, ***steep slopes***, mountainous, other.

The East Sunnyside – Whiskey Ridge neighborhood is hilly with areas of steep slopes.

b. What is the steepest slope on the site (approximate percent slope)?

15 - 25% is the steepest slope in the East Sunnyside – Whiskey Ridge neighborhood

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of the agricultural soils, specify them and note any prime farmland.

According to the United States Department of Agriculture – Soil Conservation Service, Soil Survey of Snohomish County the East Sunnyside – Whiskey Ridge neighborhood is mainly comprised with Tokul Gravelly Loam soils.

d. Are there any surface indications or history of unstable soils in the immediate vicinity? If so, describe.

None Known

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

g. About what percent of the site will be covered with impervious surfaces after the project construction (for example, asphalt or buildings)?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

2. AIR

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

3. WATER

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

None Known

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

6) Does the proposal involve any discharge of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground waters? Give general description, purpose, and approximate quantities if known.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Water Runoff (including storm water):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

2) Could waste materials enter ground or surface waters? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

d. Proposed measure to reduce or control surface, ground and runoff water impacts, if any:

N/A – Non-project text amendment of the Maryville Comprehensive Plan

4. PLANTS

a. Check or circle types of vegetation found on the site (***bold/italic***): **N/A**

- deciduous tree: ***alder***, ***maple***, aspen, other
- evergreen tree: ***fir***, ***cedar***, pine, other
- ***shrubs***
- ***grass***
- ***pasture***
- crop or grain
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. List threatened or endangered species known to be on or near the site.

None Known

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

5. Animals

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site (***bold/italic***):

birds: ***hawk***, heron, eagle, songbirds, other: **Crow, Starling, Woodpecker**
mammals: ***deer***, bear, elk, beaver, other: **Raccoon, Opossum, Rat, Mice**
fish: bass, salmon, trout, herring, shellfish, other: **None Known**

b. List any threatened or endangered species known to be on or near the site.

None Known

c. Is the site part of a migration route? If so, explain.

Marysville is part of the Pacific Flyway

d. Proposed measure to preserve or enhance wildlife, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

No

1) Describe special emergency services that might be required.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

2) Proposed measures to reduce or control environmental health hazards, if any.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Noise

1) What types of noise exist in the area which may affect your project for example: traffic, equipment, operation, other)?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

3) Proposed measures to reduce or control noise impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The East Sunnyside – Whiskey Ridge neighborhood consists mainly of large lot single-family home sites, undeveloped acreage and agricultural and farming activities.

b. Has the site been used for agriculture? If so, describe.

Yes, some of the properties located within the East Sunnyside – Whiskey Ridge neighborhood have been used mainly for the grazing of livestock.

c. Describe any structures on the site.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

d. Will any structures be demolished? If so, what?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

e. What is the current zoning classification of the site?

The City of Marysville recently adopted the East Sunnyside – Whiskey Ridge Subarea Plan establishing new land uses including CB (Community Business), MU (Mixed Use), R-12 (multi-family low density), R-4.5-8 (single-family) and R-6.5 (single-family, high density).

f. What is the current comprehensive plan designation of the site?

The City of Marysville recently adopted the East Sunnyside – Whiskey Ridge Subarea Plan establishing new land uses including Community Business, Mixed Use, multi-family low density, single-family 4.5 – 8, and single-family, high density.

g. If applicable, what is the current shoreline master program designation for the site?

N/A – The East Sunnyside – Whiskey Ridge neighborhood is not located within a shoreline jurisdiction

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

i. Approximately how many people would reside or work in the completed project?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

j. Approximately how many people would the completed project displace?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

k. Proposed measures to avoid or reduce displacement impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

9. Housing

a. Approximately how many housing units would be provided, if any? Indicate whether high, middle, or low-income housing.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control housing impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal, exterior building material(s) proposed?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. What views in the immediate vicinity would be altered or obstructed?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control aesthetic impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Could light or glare from the finished project be a safety hazard or interfere with views?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. What existing off-site sources of light or glare may affect your proposal?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

d. Proposed measures to reduce or control light and glare impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

12. Recreation

a. What designated and informal recreation opportunities are in the immediate vicinity?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Would the proposed project displace any existing recreational uses? If so, describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be or next to the site? If so, generally describe.

None Known

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The attached figures depict existing and future road connections within the East Sunnyside – Whiskey Ridge neighborhood.

b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Community Transit currently provides bus service along 64th Street NE (SR 528) and SR 9.

c. How many parking spaces would the completed project have? How many would the project eliminate?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

g. Proposed measures to reduce or control transportation impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Proposed measures to reduce or control direct impacts on public services, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

16. Utilities

a. Bold/italic utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____ Date: 6/18/07

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the environment.

When answering these questions, be aware of the extent of the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

   The proposal is a non-project map and text amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not increase discharge to water; emissions to air; production, storage, or release of toxic hazardous substances; or production of noise.

   Proposed measures to avoid or reduce such increases are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to stormwater discharge, emissions, toxins and noise regulations.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

   The proposal is a non-project map and text amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not affect plants, animals, fish or marine life.

   Proposed measures to protect or conserve plants, animals, fish, or marine life are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to the protection of plants, animals, fish or marine life.

3. How would the proposal be likely to deplete energy or natural resources?

   The proposal is a non-project map and text amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not deplete energy or natural resources.

   Proposed measures to protect or conserve energy and natural resources are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to energy and natural resource protection.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

   The proposal is a non-project map and text amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not affect environmentally sensitive areas or areas designated for government protection.

Proposed measures to protect such resources or to avoid or reduce impacts are:

None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to environmentally sensitive areas or areas designated for governmental protection.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

   The proposal is a non-project map and text amendment of the Marysville Comprehensive Plan. Future project actions may require improvements to the road network system.

   Proposed measures to avoid or reduce shoreline and land use impacts are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to shoreline and land use impacts.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

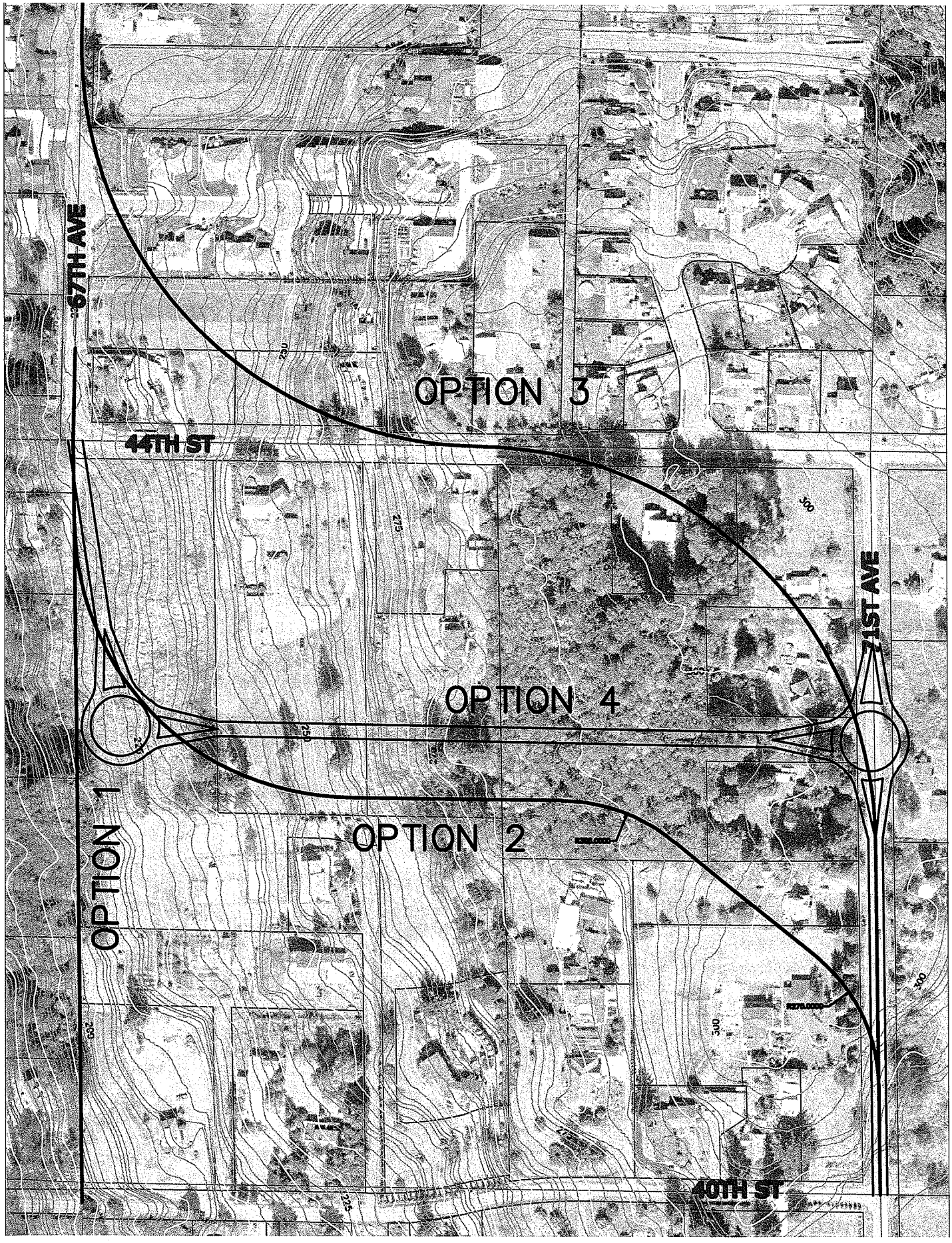
   This proposal is a non-project action. Therefore, the proposal in and of itself will not increase demands on transportation or public services and utilities. The map and text amendments are proposed to provide future road connections in order to provide a road network system that can handle the future transportation demands in the area.

   Proposed measures to reduce or respond to such demand(s) are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to transportation, public services and utilities.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

   No known conflict. The Growth Management Act requires that development regulations be consistent with adopted GMA comprehensive plans.


67TH AVE
44TH ST
OPTION 3
OPTION 4
OPTION 2
OPTION 1
21ST AVE
40TH ST
200
225
250
275
300

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RECEIVED
MAY 15 2007
CITY OF MARYSVILLE
COMMUNITY DEVELOPMENT

May 14, 2007

VIA FACSIMILE TO (360) 651-5033 AND U.S. MAIL

Mayor Dennis L. Kendall
Office of the Mayor
1049 State Avenue
Marysville, WA 98270

Council Person John Nehring
City Council
1049 State Ave
Marysville WA 98270

Council Person Lee Phillips
City Council
1049 State Ave
Marysville WA 98270

Council Person Carmen Rasmussen
City Council
1049 State Ave
Marysville WA 98270

Council Person Jeff Seibert
City Council
1049 State Ave
Marysville WA 98270

Council Person John Soriano
City Council
1049 State Ave
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Council Person Jeff Vaughan
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Council Person Donna Wright
City Council
1049 State Ave
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Grant K. Weed
City Attorney
21 Avenue A
Snohomish WA 98290-2944
Separately via Fax: (360) 568-4437

Gloria Hirashima
Community Development Director
80 Columbia Avenue
Marysville, WA 98270
Also via E-Mail:
ghirashima@ci.marysville.wa.us

Re: Opposition to Comprehensive Plan Amendments Related to Proposed 67th/71st Connector

Dear Mayor Kendall, Council Persons, Mr. Weed, and Ms. Hirashima:

We represent Tim and Becky Nixon, Jim and Jeri Short and Gerald McKinney, residents of the City of Marysville. The Nixons reside at 4024 - 71st Avenue NE, Marysville, Washington 98270. The Shorts reside at 6917 - 40th NE, Marysville, Washington 98270. Mr. McKinney resides 4222 - 71st Avenue NE, Marysville, Washington 98270. Please make our firm, the Nixons, the Shorts, and Mr. McKinney parties of record in this matter.

We write in opposition to the City Council's adoption of amendments to its comprehensive plan which would implement a proposed "67th Avenue/ 71st Avenue connection" to create a new minor arterial from 67th and 71st Street through an existing residential area where our clients reside. Currently a connection in this area is located in the City's current Comprehensive Plan along 67th (an existing street corridor and not through privately owned property and homes). See Transportation Element of 2005 Comprehensive Plan at 8-19. Construction of the proposed new connector as depicted on the City of Marysville Draft Whiskey Ridge Master Plan Preferred Alternative Map (January 2007) would significantly and negatively harm our clients because the proposed connector would run across and/or near their properties (including near or through some of our clients' residences).[1]

The 67th/71st Street connection as currently proposed is extremely harmful, unnecessary, and unlawful pursuant to the Growth Management Act, Ch. 36.70C RCW. The proposed connector would be incredibly harmful because it requires the taking of a number of privately-owned parcels, which are already improved with homes and are occupied by Marysville families.

The proposed connector is unnecessary because existing north-south roads exist within 500 feet of both sides of the proposed connector and the extension along 67th Avenue NE could be created as currently depicted in the City's Comprehensive Plan.[2]

---

[1] Although it appears that the City has been contemplating the 67th/71st Avenue connector as part of the Comprehensive Plan process for many months, the Nixons, Shorts, and Mr. McKinney only recently were provided notice of the proposed plan changes. Given the enormous impact the proposed changes would have on them, we do not believe adequate notice or public process has been provided in this case to date.

[2] Viable alternatives to the proposed 67th/71st connector that should be considered by the City include the extension of 67th in the current Comprehensive Plan; improvements (including

Moreover, review of the document entitled "City of Marysville Sunnyside Boulevard Corridor Traffic Analysis Evaluation of the Continuity of the 67th Avenue to 71st Avenue Corridor" (hereinafter "Continuity Analysis") reveals that the millions of dollars that would be spent and the total upheaval that would be inflicted on Marysville residents if the proposed connector was constructed offers very little positive impact on the streets of Marysville. For example, page 4 of the "Comparative Evaluation" in the Continuity Analysis shows that if the connector was constructed there will only be a shift of the movement of 2,000 vehicles per day in the year 2025. With the connector, approximately 13,000 vehicles will travel on Sunnyside between 52nd Street NE and 40th Street NE. Id. Without the connector, 15,000 traffic trips in the year 2025 will travel in that same segment of Sunnyside. Id. The "Comparative Evaluation" shows also that in the year 2025 the proposed 67th/71st connector will have absolutely no impact on traffic flows south of 40th Street NE, north of 63rd Place or east of 67th Avenue NE. Id. Spending millions of dollars and putting residents out of their lifelong homes for a shift of 2,000 vehicles twenty years from now is grossly unfair and unnecessary.

Moreover, to date the current proposal appears to be unlawful under the GMA. One, the GMA requires that transportation improvements, including roads, included in a city's comprehensive plan be fully funded. See e.g. RCW 36.70A.070(6)(a)(iv). Here, it appears that the inclusion of all of the additional transportation projects as part of the East Sunnyside/Whiskey Ridge area, including the 67th/71st connector, are not fully funded. For example, on page 9 of the proposed Land Use Element, it notes that a number of the projects listed within the new proposed plan are unfunded. The plan then appears to rely upon an increase in mitigation fees to cover future projects, including the 67th/71st Connector. See Newly Proposed Appendix A to Transportation Element of Comprehensive Plan. But it also appears that the traffic impact mitigation fees that are being included as part of a 2007 update are heavily discounted and will not cover the cost of all of the proposed projects. Id. Amending the City Comprehensive Plan without full funding for the included transportation projects is unlawful under the GMA.

In addition, to date the City does not have appeared to undertaken adequate environmental review for the proposed comprehensive plan amendments for impacts to critical areas from the proposed 67th/71st connector. There are wetlands in the area of the proposed alignment that have not been delineated to date and impacts to those wetlands have not been evaluated for the proposed connector. In addition, there is a steep slope at the corner of 40th Street NE and 71st Avenue NE that may be a critical area under the City's Code. To date, it does not appear in that the impacts of grading and filling for the proposed connector been evaluated adequately. There also is an eagle's nest in the

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widening) of current intersections such as on 67th/44th; and as a last resort, a modified version of the proposed connector: creating a connector from 67th to 40th via 68th. All of these proposals would be far less expensive and would create less impacts than the currently proposed 67th/71st connector.

vicinity of the connector which has not been evaluated to date. Adopting a comprehensive plan amendment without this adequate environmental and critical area review is inconsistent with both the GMA and the State Environmental Policy Act, ch. 43.21C RCW ("SEPA").

In addition, adopting comprehensive plan amendments that include the 67th/71st connector as proposed is inconsistent with a number of existing GMA, County, and City policies, including but not limited to GMA Goals 6, 10, 11, and 12 (RCW 36.70A.020), and the Countywide Planning Policies implementing Goals 6, 10, and 11 and the following City goals and policies: General Land Use Goal 5 and Policies LU-5, LU-7, LU-9, LU-10, LU-17; Residential Land Use Goals 15 and 16 and Policies LU-22, LU-25, LU-27, LU-29, LU-36; Single Family Goals 17 and 18; General Environmental Goals 1, 2, 4, and 5 and Policies EN-1, 2; Environmentally Sensitive Lands Goal 6; Policies EN-9, EN-11, EN-12, EN-13; Earth Goal 7, Policies EN-16, EN-17, EN-18, EN-19, EN-21; Water Quality, Wetland and Watershed Protection, Storm Water Runoff, Drainage, Shoreline Goals and Policies Goals 9 and 10 and Policies EN-25, EN-28, EN-29, EN-30, EN-31, EN-32, EN-39; Wildlife Goal 11 and Policies EN-40, EN-45; Transportation Element Goal T-1 and Policies T-1A.2; T-1A.3; T-1A.4; Objective T-1D and Policy T-1D.1; Policy T-1F.3; Goal T-2; Objective T-2B; Objective T-2D and Policy T-2D.1, T-2D.2, T-2D.3; Objective T-3E and Policy T-3E.1; Objective 4-C; Objective T-5A; Policy T-5B.2; Policy T-5C.1; Objective T-5D and Policy T-5D.1. Amending the City Comprehensive Plan to include the 67th/71st connector in conflict with all of the above goals, policies, and objectives is unlawful under the GMA.

For the above reasons, we request that the Council not adopt any changes to its Comprehensive Plan, that implements the 67th/71st connector. As noted above, there is insufficient analyses to support inclusion of the connector in an amended plan. Moreover, the information that does exist demonstrates that inclusion of the connector is unlawful under the GMA and SEPA, would be unnecessary to any meaningful improvement of transportation/traffic flows in the City of Marysville and would be grossly unfair to Marysville residents who would lose their homes and property for the unnecessary connector.

Thank you for your attention to this matter. Please contact us if you have any questions.

Very truly yours,

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David A. Bricklin
Jennifer A. Dold

JAD:psc
cc: Clients

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July 24, 2007

VIA E-MAIL TO ghirashima@ci.marysville.wa.us AND
HAND DELIVERY AT JULY 24, 2007 PLANNING COMMISSION HEARING

City of Marysville Planning Commission
City Hall
1049 State Avenue
Marysville, WA 98270

City of Marysville Planning Commission
c/o Gloria Hirashima
City of Marysville Planning Director
80 Columbia Avenue
Marysville, WA 98270

Re: Comprehensive Plan Proposed Amendment 5: Proposed Amendment of the Future Road Connection Maps for 67th/71st Avenue NE Between 40th and 44th Streets NE

Dear Ms. Foster, Mr. Andes, Ms. Mathews, Mr. Muller, Mr. Leifer, Mr. Voigt, Ms. Kvangnes:

We represent Beccie and Tim Nixon, Jim and Jeri Short, and Gerald McKinney. Each owns property in the immediate vicinity of the proposed future road connections for 67th/71st Avenues NE between 40th and 44th Streets NE.

We have reviewed the Planning and Engineering Staff Report on Request for Amendment to the City of Marysville Comprehensive Plan, City Initiated Amendment Request No. 5, dated July 13, 2007 with two attached documents: the East Sunnyside/Whiskey Ridge Transportation Needs Evaluation (Dec. 8, 2006) and Perteet Engineering's East Sunnyside/Whiskey Ridge Comprehensive Plan Amendments Review of the 67th Avenue to 71st Avenue Arterial Corridor Connection (Jun. 6, 2007). Review of these documents clearly demonstrates that to date City staff has not provided the Commission with adequate information to evaluate the proposed alternatives suggested for the 67th/71st Avenue Connector between 40th and 44th Streets NE.

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For the above reasons, we request that the Council not adopt any changes to its Comprehensive Plan, that implements the 67th/71st connector. As noted above, there is insufficient analyses to support inclusion of the connector in an amended plan. Moreover, the information that does exist demonstrates that inclusion of the connector is unlawful under the GMA and SEPA, would be unnecessary to any meaningful improvement of transportation/traffic flows in the City of Marysville and would be grossly unfair to Marysville residents who would lose their homes and property for the unnecessary connector.

Thank you for your attention to this matter. Please contact us if you have any questions.

Very truly yours,

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July 24, 2007

VIA E-MAIL TO ghirashima@ci.marysville.wa.us AND
HAND DELIVERY AT JULY 24, 2007 PLANNING COMMISSION HEARING

City of Marysville Planning Commission
City Hall
1049 State Avenue
Marysville, WA 98270

City of Marysville Planning Commission
c/o Gloria Hirashima
City of Marysville Planning Director
80 Columbia Avenue
Marysville, WA 98270

Re: Comprehensive Plan Proposed Amendment 5: Proposed Amendment of the Future Road Connection Maps for 67th/71st Avenue NE Between 40th and 44th Streets NE

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In addition, the contents of these documents demonstrate that Sunnyside Boulevard already is and will be the primary north-south route in the southern portion of the City of Marysville (aside from Highway 9) and the staff's focus on the 67th/71st Connector as providing another north-south route in such close proximity, approximately 1,200 feet away, mis-focuses the City's already stretched-thin transportation funds in a way that under-plans for Sunnyside Boulevard and maximizes unnecessary impacts on City residents.

Thus, we request the Planning Commission to remand this proposed amendment request to City staff so that complete, accurate information is provided for all alternatives, including but not limited to a fuller evaluation of Sunnyside Boulevard as a principal arterial, before the Planning Commission makes any decisions regarding a 67th/71st Avenue Connector.

A. <u>To Date, Staff Has Not Presented the Planning Commission With Adequate Information to Evaluate the Alternatives Proposed for a 67th/71st Avenue Connector</u>

The City states in its July 13, 2007 report that it evaluated five "alignments" or "options." These are:

> Alignment 1 -- extension of 67th Avenue NE south of 44th Street NE, straight to 40th Street NE.
>
> Alignment 2 -- a through (curvilinear) connection of 67th Avenue NE to 71st Avenue NE.
>
> Alignment 3 -- road improvements along the existing right-of-way on 44th Street and 71st Avenue with a curvilinear transition close to the corner of 44th Street and 71st Avenue.
>
> Alignment 4 -- Round-abouts proposed midway on 67th Avenue mid-point between 44th and 40th Street and on 71st mid-point between 40th and 44th.
>
> Alignment 5 -- Widening of Sunnyside Boulevard instead of creating a connector between 67th and 71st.

July 13, 2007 Staff Report at 3-4.[1] Based on some very general analysis, the staff recommends that this Commission adopt Alignment 2. But as will be discussed below, this proposal is not based upon adequate, current information and any decision choosing Alignment 2 by the Planning Commission now would be premature, based upon inadequate information, and ultimately unfair to City residents who will be significantly and negatively impacted by the City's decision.

As noted in transportation consultant Ross Tilghman's July 20, 2007 letter (attached hereto), the staff's brief discussion of the five alternatives is based upon insufficient information and inadequate comparisons. One, Perteet Engineering, the staff's transportation consultant, has identified that the City of Marysville's T Model/2 traffic model used to create the baseline information for estimating traffic volumes in the Sunnyside/Whiskey Ridge Subarea is outdated and may be underestimating the total traffic volumes in the subarea. See Tilghman Letter at 5; Perteet Engineering June 6, 2007 report at 11, 12. Given that the very baseline information the City is using may be underestimating traffic volumes, the Planning Commission should require staff to provide and to consider updated modeling information before it makes recommendations regarding the need for and/or the best alignment for any 67th/71st connector.

Two, the way in which the staff in its staff report evaluates and compares the five alternatives is inconsistent and insufficient. For example, staff concludes that Alignment 2 is the most cost-effective, yet does not provide cost estimates for Alignments 1, 3, or 4. Staff Report at 3-4. How can the Planning Commission and members of the public evaluate the staff's conclusions regarding costs when cost information is not provided for three out of the five alternatives considered? The staff also concludes that Alignment 5, widening of Sunnyside Boulevard, would cost almost double the amount of Alignment 2. However, there is no underlying discussion or facts to support any cost assessments associated with Alignment 5.[2] Again, how can the Planning Commission and the public evaluate the staff's assertions regarding costs when such insufficient information has been provided to date?

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[1] All of these alignments except Alignment 5 are depicted on a color map attached to the staff report (hereinafter referred to as "City Alignment Map"). It depicts proposed Alignments 1-4, existing homes and vegetation, and topographic lines. A copy of this map is attached to Ross Tilghman's July 20, 2007 letter (attached hereto).

[2] There also is potentially inconsistent information in the record regarding the costs of widening Sunnyside south of 52nd Street NE, i.e., Alignment 5. The East Sunnyside-Whiskey Ridge Subarea Plan (May 14, 2007) states at 6, Table 4-28, that Sunnyside could be widened to three lanes south of 52nd for $3.7 million. But the staff's July 13, 2007 report asserts that widening Sunnyside to five lanes would cost $37 million, a ten-fold increase. There is no way to correlate these numbers because there is no explanation in the documents for them.

Similarly, staff reaches conclusions regarding right-of-way/impacts to existing structures without providing supporting information or facts regarding those conclusions. For example, staff concludes that Alignments 3 and 4 may have greater impacts to existing structures and may require more right-of-way than Alignment 2, but provides no specific discussion to support these assertions. Indeed, it would be impossible for the Planning Commission or the public to understand why this conclusion was reached based on the information provided by staff to date. Due to the high right–of-way/impacts to existing structures that will be caused by Alignment 2, see, e.g., City Alignment Map, it is essential that any assertions that other alignments would have more impacts be supported by specific information that could be verified and considered by the Planning Commission and the public.

Three, insufficient environmental review has been performed by the City to date for this proposed Comprehensive Plan amendment. While the City submitted a SEPA checklist in support of proposed Amendment 5, the checklist contains very little information, instead postponing environmental review until some unknown date in the future. See Checklist (Jun. 18, 2007). But SEPA requires more from the City when a project's impacts, even a non-project proposal such as a Comprehensive Plan Amendment, can be identified by the City. For example, the Supreme Court in King County v. King County Boundary Review Board held that where a proposed annexation (a non-project action) would create identifiable impacts caused by future development that would be made possible by the annexation, the city was required to do an EIS and evaluate the proposed significant impacts of the proposed annexation. 122 Wn.2d 648, 663-64, 860 P.2d 1024 (1993).

Here, it is clear that the alternatives being proposed by the City have identifiable environmental impacts. Brief visual review alone of the City Alignment Map reveals that there will be built, earth, traffic, and land use impacts associated with the alternatives, including Alignment 2. See also the environmental impacts to be caused by proposed Alignment 2 as discussed in the Bricklin Newman Dold, LLP letter of May 14, 2007 (attached hereto). Given that the City can identify significant impacts to be caused by the proposal at this stage, adequate environmental review by the City is required by SEPA. The Planning Commission should require staff to conduct complete and adequate SEPA review for proposed Amendment 5 before the Commission makes any decision. King County Boundary Review Board, supra at 667.[3]

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[3] Perteet Engineering and City staff also seem to be at odds in terms of identifying what environmental review is being done by the City. For example, at page 11 of the Perteet July 6, 2007 report, Perteet states that an existing "detailed studies" "includ[ing] evaluation of the impacts to existing properties and to the environment" is currently being done by the City. But when we asked Gloria Hirashima, City Planning Director, for a copy of these "detailed studies," she stated that the only study that has been done to date is the City Alignment Map included with the July 13, 2007 staff report. See attached (Jul. 19, 2007 e-mail from Hirashima to Dold). As is clear

For all the above reasons, it is clear that to date staff has not prepared adequate information regarding and evaluation of its proposed alternatives, including adequate SEPA analysis, for any alternative for the proposed 67th/71st connector. The Planning Commission should remand this proposal back to staff and require it to base any future recommendation on up-to-date adequate analyses, including but not limited to adequate modeling, and adequate SEPA analysis.

B. The Staff's Recommendation of Alignment 2 Should Not Be Accepted or Approved by the Planning Commission

Review of the materials presented to the Planning Commission demonstrates that to date staff appears to be minimizing the predominant role that Sunnyside already is and will play as a north-south route in south Marysville. Alignment 2, which Perteet states will remove only 2,000 additional trips from Sunnyside in 2025 and will cost $19 million to construct,[4] and will greatly impact existing residents in Marysville, is neither a cost-effective nor appropriate transportation planning decision that should be made by the City given the information in hand.

As noted in Ross Tilghman's letter, the City already identifies Sunnyside as a primary north-south route in the southern part of the City of Marysville. Tilghman Letter at 2. In 2025, Sunnyside will carry 20,000 trips per day north of 52nd Avenue NE. Id. South of 52nd in the year 2025, Sunnyside will carry between 9,000-13,000 trips per day. Id. The City of Marysville defines "principal arterials" as any road carrying more than 15,000 trips per day. Id. Given the City's own definition, Sunnyside already should be considered a principal arterial north of 52nd and is right on the cusp of meeting that definition south of 52nd. Given the predominance of Sunnyside as a north-south City route, the City should be spending its limited transportation resources on Sunnyside, not on a 67th/71st proposed connector only 1,200 feet away and that only will shift 2,000 trips a day from Sunnyside.

Why is this the case? One of the primary ways staff tries to justify the 67th/71st connector is by stating that if it is not built an additional 2,000 trips will be added to Sunnyside in the year 2025. See City of Marysville Sunnyside Boulevard Corridor Traffic Analysis Evaluation of the Continuity of 67th Avenue to 71st Avenue Corridor at 2-3. Staff also then claim that if Sunnyside is required to accept these 2,000 trips, then it will need to be considered a "principal arterial." Id. This latter justification is obviously erroneous since given the City's own definitions, Sunnyside already will

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from reviewing the map, while this map demonstrates that there will be environmental impacts from the proposed alignments, it cannot fairly be characterized as "detailed studies" that "include evaluation of the impacts to existing properties and to the environment."

[4] Perteet June 6, 2007 Report at 10 (2000 trips); Staff Report at 3 ($19 million).

be a principal arterial by 2025 (if not much sooner). And as suggested by Ross Tilghman, a more prudent approach would be to accurately model future traffic conditions in the City with the understanding that Sunnyside will be a principal arterial and then decide whether or not any further connections in the area of 67th/71st are needed. Tilghman Letter at 3. Ignoring that Sunnyside already should be considered a principal arterial as a mechanism for justifying a 67th/71st Connector is unwise given the City's limited transportation resources and unfair to City citizens being asked to shoulder some very significant losses of property. The Planning Commission should require City staff to consider full utilization of Sunnyside in a fair and unbiased manner before any further connector decisions are made in the area.

Staff and Perteet also focus on the unsafeness of the 44th/67th intersection as another basis for justifying the 67th/71st Connector. June 6, 2007 Perteet Report at 9. But as noted by Ross Tilghman, a full Alignment 2 (the curvilinear connection between 67th and 71st) which is located not on an existing right-of-way and will take portions of multiple parcels of private property, is unnecessary to address any unsafe aspects of the 44th/67th intersection. Tilghman Letter at 4. Instead, as Mr. Tilghman suggests, a roundabout could be constructed at the intersection of 67th and 44th (and even at the intersections of both 67th and 44th and 71st and 44th) which would provide better and more safe flow through these intersections without requiring the right-of-way costs and impacts associated with the full Alignment 2. Id. at 3-4. While Perteet Engineering briefly considers this alternative in its June 6, 2007 report at 11, City staff does not appear to have considered this alternative at all. The Planning Commission should require staff to consider use of round-abouts at 67th and 71st and 44th as a less impactful alternative that achieves a goal stated by City staff.

C. Adoption of Alignment 2 Is Not Compliant with the Requirements of the GMA

As noted in our May 14, 2007 letter to the City Council, the City's decision to amend its Comprehensive Plan to include a 67th/71st Connector is not consistent with the requirements of the GMA. In our May 14, 2007 letter, we identified a number of Marysville Comprehensive Plan goals and policies that the proposed connector does not comply with. To date, staff has never identified or evaluated the proposal's compliance with any of the City's Comprehensive Plan goals or policies. While we continue to rely upon the list we supplied in our May 14, 2007 letter, we will highlight a few of the applicable goals and policies with which Alignment 2 do not comply. For example:

> Residential Land Use Goal 16 states: "Protect and enhance the character, quality, and function of existing residential neighborhoods while accommodating the City's growth targets."
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> Residential Land Use Policy LU-36 states: "Street systems serving residential areas should be designed to discourage through traffic

from using local access streets instead of the arterial or collector street system."

Transportation Objective T-1A.2 states: "Implement a functional classification system to ensure that transportation system improvements are compatible with adjacent land uses and will minimize potential conflicts. Incorporate the following guidelines into functional classification road standards based upon the type of road: . . . b. Route arterials and major collectors to minimize traffic impacts on residential areas; . . ."

Transportation Policy T-1A.3 states: "Avoid unnecessary duplication of roads to save costs, minimize impervious cover, and preserve scenic atmosphere and open space."

Transportation Objective T-1D states: "Design and maintain streets consistent with the community vision."

Transportation Policy T-1D.1 states: "Consider the environmental consequences of street design standards and maintenance practices."

Transportation Goal T-2 states: "Provide a safe and convenient neighborhood access system that respects community needs and values."

Transportation Objective T-2D states: "Develop through routes and access to main roads while protecting local neighborhood circulation."

Transportation Policy T-2.D.1 states: "Roads and highways should not divide communities, established commercial areas, or existing single agricultural ownership if alternative routes are feasible."

Transportation Policy T-2D.2 states: "Improve arterials that provide through routes and access to main roads to minimize through traffic within neighborhoods."

Transportation Policy T-2D.3 states: "Seek to minimize impacts of through traffic within residential neighborhoods by employing neighborhood traffic management strategies. Strategies may include

> traffic control signs, speed limit education, enforcement, narrow streets, curves, traffic circles, and other features." For existing streets, consider non-structural methods prior to structural improvements."
>
> Transportation Policy T-5B.2 states: "Ensure that plans consider the true cost of improvement including operation and maintenance costs; environmental, economic, and social impacts; and any replacement or closure costs."

Alignment 2 does not comply with the above goals and policies. Alignment 2, which creates a new road through a long-standing existing residential neighborhood and which would take portions of multiple parcels including more than one home, does not protect and enhance the character, quality, and function of that existing neighborhood. Alignment 2 encourages, rather than discourages, through traffic from using local access streets instead of the existing streets, such as Sunnyside Boulevard. Alignment 2 contributes to, rather than avoids, unnecessary duplication of roads by proposing a new arterial approximately 1,200 feet from an existing road, Sunnyside Boulevard. Alignment 2 increases impervious surfaces by creating a new road and does not preserve the scenic atmosphere and open space currently characteristic of the existing residential area. Alignment 2 does not respect community needs and values because it disrupts an existing residential area, taking portions of multiple properties and multiple homes when Sunnyside Boulevard exists 1,200 feet from the existing neighborhood and it increases rather than minimizes traffic within existing neighborhoods. Alignment 2 also seeks to construct a new road rather than employing viable strategies including use of round-abouts/traffic circles or other mechanisms to enhance the operation of existing streets within the neighborhood. Finally, staff's analysis of alternatives to date have not identified or considered the true costs of Alignment 2 including its environmental, economic, and social impacts. Thus, because Alignment 2 does not meet the above goals and policies, Alignment 2 is not currently consistent with the GMA. See RCW 36.70A.070 (preamble); .130(1)(d). Staff's recommendation of Alignment 2 should not be accepted or approved by the Planning Commission.

In addition, the GMA requires that any amendments to the City's Comprehensive Plan comply with RCW 36.70A.070; .130(1)(d). Specifically, the GMA requires that the City's transportation element must include a "finance" element which includes an analysis of funding capabilities to judge needs against probable funding resources; a multi-year financing plan based on the needs identified in the Comprehensive Plan; and an evaluation of what the jurisdiction will do if probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be re-assessed to ensure that the level of service standards will be met. RCW 36.70A.070(6)(a)(iv).

Here, the City's documents both state that the 67th/71st Connector will be paid for by developers only and by the City and developers. See Staff Report at 2; Whiskey Ridge Sub-Area Plan at 4-21 (Table 4-31). But the City staff identifies no City funds available for the proposed connector and in May 2007 the City Council adopted an ordinance which made clear that the City's newly adopted mitigation fee schedule will not be sufficiently large enough to cover all of the projects included in the Comprehensive Plan. See City of Marysville Traffic Impact Mitigation Fee 2007 Update. Thus, on its face, the City's planning documents for the 67th/71st Connector does not identify sufficient funding for the proposal and, given the very likely reality that adequate funds will not be available, does not identify how additional funding will be raised or how land use assumptions will be re-assessed accordingly.[5]

D. Conclusion

In conclusion, we request the Planning Commission to remand proposed Amendment 5 back to staff. Inadequate information and analysis exists in the record leaving the Planning Commission in a position where it cannot make a full and fair decision to residents of Marysville regarding any proposed 67th/71st Connector. Further review as part of any remand process conducted by staff should include:

(1) The creation and consideration of an up-to-date model so that future transportation volumes in the City of Marysville are known and understood;

(2) Full consideration of Sunnyside as a principal arterial before additional connectors are proposed and created;

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[5] The City Comprehensive Plan asserts in its Transportation Element at 8-39 that: "In the event that revenues from one or more of these sources is not forthcoming, the City has several options: lower the level of service standard; add new sources of revenue or increase the amount from existing sources including mitigation fees; require developers to provide such facilities at their own expense; and/or change the land use element to reduce the amount of development." But this boilerplate discussion does not include any detail or any reflection of how the City would actually proceed given the likely revenue shortfall. Given the significance that inclusion of the connector in the Comprehensive Plan would be on City residents who would then be slated to lose significant portions of their property or their homes, the GMA certainly requires more of the City than the boilerplate language currently adopted in the Comprehensive Plan.

(3) A full and fair analysis of the use of round-abouts, rather than full curvilinear off of existing right-of-ways, as part of the consideration of any 67th/71st Connector proposal; and

(4) Adequate environmental review pursuant to SEPA and a full and fairly documented comparison of all alternatives, including costs, right-of-way impacts, and environmental impacts for all alternatives.

Thank you for your attention to this important matter.

Very truly yours,

BRICKLIN NEWMAN DOLD, LLP

Jennifer A. Dold

JAD:psc

Enclosure

cc: Clients

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July 20, 2007

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Re: Evaluation of the Staff-Recommended Proposed 67th-71st Connector in the City of Marysville

Dear Jennifer:

I have reviewed a number of documents related to the 67th/71st Connector proposed in the City of Marysville. Documents that I have reviewed include (1) the July 13, 2007 Planning and Engineering Staff Report on Request for Amendment to the City of Marysville Comprehensive Plan; (2) the June 6, 2007 City of Marysville East Sunnyside-Whiskey Ridge Comprehensive Plan Amendments Review of the 67th Avenue-71st Avenue Arterial Corridor Connection by Perteet Engineering; (3) Addendum 11 to the City of Marysville Comprehensive Plan Update Final Environmental Impact Statement (FEIS) and Draft Environmental Impact Statement (DEIS) and previously issued Addenda (July 2, 2007); (4) the East Sunnyside-Whiskey Ridge Subarea Plan (May 21, 2007), including the ACity of Marysville Sunnyside Boulevard Corridor Traffic Analysis Evaluation of the Continuity of the 67th Avenue to 71st Avenue Corridor;@ (5) the City's Comprehensive Plans Transportation Element; and (6) the East Sunnyside/Whiskey Ridge Transportation Needs Evaluation by Perteet Engineering. Additionally, I have visited the East Sunnyside/Whiskey Ridge area and the roads in question.

I am a Transportation Planner with 23 years of experience. I have worked both for local jurisdictions and private developers planning and evaluating transportation facilities and roads in cities and counties. I have proposed and evaluated new road proposals and upgrades to roads at the early planning and Master Planning level. A copy of my resume is attached to this letter.

In the City's July 13, 2007 Staff Report, City staff recommends what is called Alignment or Option 2 which is the construction of a curvilinear connection between 67th Avenue NE and 71st Avenue NE (called the 67th-71st Connector). In recommending Option 2, the City staff rejects four other alignments or options (Options 1 and Options 3-5).

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Insufficient Information and Analysis Exists to Date to do an Adequate "Apples to Apples" Comparison of the Five Options

Primarily, there is insufficient information in the Staff Report and the underlying documents to assess adequately the five options considered by the City and to make an educated decision. For example, costs are estimated for some of the options, but not others. See Staff Report at 3-4. In addition, there does not appear to be underlying documentation for all the costs asserted for the different options. Costs are cited with no documentation. In another example, staff and Perteet Engineering discuss right-of-way impacts of different options, but do not disclose the extent or nature of the property that would be needed to be taken that constitute those right-of-way impacts. Id. For example, on page 3 staff states that Option 4 may require more right-of-way than Option 2 but no underlying information is provided to support that assertion. Without complete cost and right-of-way information for each option (that is presented in the same consistent manner), it is impossible to compare the costs and benefits of the options based on the information to date. Simply put, you cannot state that, for example, Option 2 is significantly cheaper than Options 4 or 5 based on the information in the record before the Planning Commission and the Commission should not be expected to make a decision based upon the information provided to date.

Documents Indicate That Sunnyside Should be Treated as a Principal Arterial

Currently the City plans to upgrade Sunnyside from 2 lanes to 3 lanes as a minor arterial. However, documents I have reviewed strongly indicate that Sunnyside should be considered a principal arterial by the City and accordingly planning around that designation should be done.

The City's Comprehensive Plan describes Sunnyside as already having become a major north-south thoroughfare in Marysville:

> Sunnyside Boulevard has become a major thoroughfare for vehicles traveling to Interstate 5 and Everett as well as Highway 2 and Lake Stevens. Design costs for Sunnyside Boulevard, Third Street to 52nd Street NE, were moved to the 6 year transportation improvement program project list in 2006 as high growth within the subarea has increased traffic and urgency to construct an additional lane (3-lane section) and a bike path and pedestrian travel. (Comprehensive Plan, Land Use Element at 9).

The first phase of planned improvements for Sunnyside (widening to 3 lanes *or more* between 47th and 52nd) is included in the current 6-year Transportation Improvement Plan) with an estimated cost of $12.5 million but is not funded.

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The Comprehensive Plan defines a principal arterial as having more than 15,000 ADT and a minor collector as having between 3,000-15,000 ADT (Comprehensive Plan, Transportation Element at 8-20). A minor collector usually has 3 lanes with a principal arterial having 5 lanes (Engineering Design and Development Standards, Revised May 2007, Appendix B, City of Marysville).

The City's own documents forecast that Sunnyside will carry 20,000 trips north of 52nd in the year 2025 and 9,000-13,000 trips south of 52nd in the year 2025 (See Figure 1, Whiskey Ridge Master Plan 2025 Daily Traffic Volume). Given the definitions adopted by the City in its Comprehensive Plan, Sunnyside already should be considered a principal arterial north of 52nd and is right on the cusp of meeting the definition of a principal arterial south of 52nd. Given that the evidence indicates that the majority of the traffic trips going north/south in this area of the City (after Highway 9) will happen on Sunnyside the City's planning should take this into account rather than limiting development of Sunnyside as a minor arterial (as seen in the City materials to date).

Why does this make a difference for purposes of the 67th/71st Connector? Staff assert that if the 67th/71st curvilinear connector is not constructed, more trips will be diverted to Sunnyside and may increase the need to design Sunnyside as a five-lane section in the segments north of 52nd Avenue, rather than as a three-lane section (City of Marysville Sunnyside Boulevard Corridor Traffic Analysis Evaluation of the Continuity of the 67th Avenue to 71st Avenue Corridor at 2,4). However, the City's own documents indicate that the amount of diverted traffic would only be approximately 2,000 daily trips. Id. Since the City must plan for increased capacity on Sunnyside (which is already in the works and has been in the City's TIP since 2006) and Sunnyside already is projected to exceed minor arterial status, it is incorrect to claim that the 67th/71st Connector is pushing Sunnyside to principal arterial status. It is already there. Given that it appears that Sunnyside will be the primary north/south road (after Highway 9), it seems unwise to under-design and under-construct it now and focus scant City transportation resources on Option 2.

Using Roundabouts at 67th and 71st at 44th is an Alternative to Option 2 That Should be Given Greater Consideration by Staff and the City

As is clear from City materials, Option 2 runs through at least 6 parcels (and in at least 2 cases through 2 homes). See attached GIS map/photo. Option 2 would leave some of these parcels with apparently unusable remnants. Option 2 would not follow any existing roads and instead would require new construction through platted parcels. Contrary to the approach of Option 2, it is often easier and more cost-effective to upgrade existing rights-of-ways versus constructing new roads through residential or developed areas since less total right of way must be acquired. In fact, staff have recently recommended a similar approach to the nearby 40th to SR-9 connector by using 87th Avenue NE with roundabout intersections

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An alternative to Option 2 that was raised (but apparently dismissed) by Perteet Engineering is the use of two roundabouts along 44th at its intersections with 67th and 71st.[1] Roundabouts are flexible tools that could use existing right-of-way (plus minimal amounts of additional surrounding land) to provide a safe, efficient throughway for traffic along 44th. Roundabouts can often handle unusual alignments or geometry where other conventional intersections may not work well (Roundabouts: An Informational Guide, FHWA, at 63). This also could create an alternative route to Sunnyside without the extreme and extensive displacement caused by the curvilinear approach.

Option 2, the 67th/71st Curvilinear Connection Is Not Necessary to Correct the Dog-Leg at the 67th/44th Intersection

The staff emphasizes that the "dog-leg" (the sharp right hand turn) at the 67th/44th intersection hampers east-west traffic flow (Review of the 67th Avenue to 71st Avenue Arterial Corridor Connection at 9). But this can be addressed through placement of a roundabout at this location and the full curvilinear connection is unnecessary to address this one corner. GIS maps generated by the City (attached) show that there is ample undeveloped property at this location and that the topography is not so extreme as to prohibit a roundabout (Review of the 67th Avenue to 71st Avenue Arterial Corridor Connection at 11).

Another Alternative Course of Action is to Evaluate Fully the Potential for Sunnyside to Operate as a Principal Arterial to See What Effect It Has and Then Determine Whether Other North/South Connections or Upgrades Are Needed

Another alternative that should be given further consideration by City Staff and the Planning Commission is the concept of designating Sunnyside as a Principal Arterial and then evaluating whether further north/south improvements are required. Given that the City documents demonstrate that the bulk of the north/south traffic already does and will continue to travel on Sunnyside, it appears to be premature to assume that the 67th/71st Connector is necessary. Furthermore, if the need to upgrade the 67th/44th intersection is deemed necessary by staff and the City, a roundabout there could be constructed alleviating that corner with minimal impact to the community (as discussed in the previous section of the letter).

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1 This option was mentioned briefly in the June 7, 2007 Perteet Study but does not appear to have been considered by staff.

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The Traffic Model Should be Updated to Eliminate Concerns about its Age and Accuracy in Order to Evaluate the Options

Perteet Engineering suggested that the traffic model may underestimate volumes in the Sunnyside and 67th/71st corridors. The evidence noted for this possible underestimation was a change in volume at a single location on Sunnyside south of Soper Hill Rd., (Sunnyside Boulevard Corridor Traffic Analysis Evaluation of the Continuity of the 67th Avenue to 71st Avenue Corridor at 3). Reasons for that change in volume were not discussed. For instance, to what extent might volumes have increased over the forecast for that segment due to traffic avoiding congestion on SR-9? It was also noted that the model was developed in 1999 and relies on information from other regional models.

Given the age of the model, questions about its accuracy in projecting traffic volumes in these corridors, and the opportunity to evaluate other arterial options, it is clear that the time has come to update the model. An updated model would address those uncertainties, provide a more current and refined estimation of traffic and allow a fuller evaluation of the options. The Planning Commission should request staff to run an updated model so that an informed decision can be made. It is premature to decide among the options without the information an updated model would provide.

Conclusion

In conclusion, important decisions are being made by the City regarding the future of the Sunnyside/Whiskey Ridge neighborhood. More complete, adequate information is needed to make the kind of decisions that the City is facing in the 67th/71st Connector decision. Until that updated information is provided, the decision should not be made. Moreover, given the information in the record to date, Sunnyside already must be upgraded to address the current and expected north/south traffic in the Sunnyside/Whiskey Ridge neighborhood. Those improvements should be thoroughly tested first before it should be determined whether further north/south improvements need to be made.

Very truly yours,

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determining the MUTCD threshold volumes, two lanes were assumed on the major street and one lane on the minor street.

Based on these assumptions, the average delays per vehicle for signals and roundabouts are presented in Exhibit 3-7. These values represent the approach delay as perceived by the motorist. They do not include the geometric delay incurred within the roundabout. It is clear from this figure that roundabout control delays are substantially lower than signal delays, but in neither case are the delays excessive.

Similar comparisons are not presented for TWSC, because the capacity for minor street vehicles entering the major street was exceeded in all cases at the signal

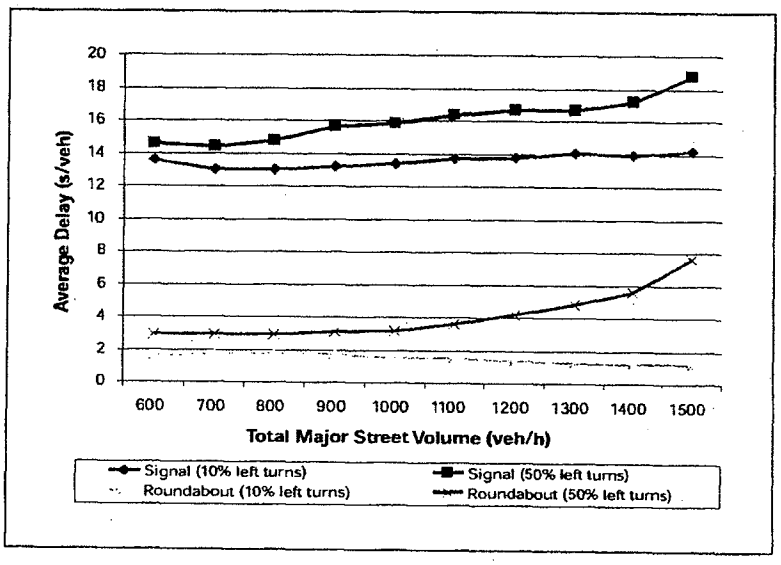

Exhibit 3-7. Average delay per vehicle at the MUTCD peak hour signal warrant threshold (excluding geometric delay).

Roundabout approach delay is relatively insensitive to total major street volume, but is sensitive to the left-turn percentage.

warrant thresholds. AWSC was found to be feasible only under a limited range of conditions: a maximum of 20 percent left turns can be accommodated when the major street volume is low and only 10 percent can be accommodated when the major street volume is high. Note that the minor street volume decreases as the major street volume increases at the signal warrant threshold.

This analysis of alternative intersection performance at the MUTCD peak hour volume signal warrant thresholds indicates that the single-lane roundabout is very competitive with all other forms of intersection control.

3.4.5 Special situations

It is important that the selection process not discourage the construction of a roundabout at any location where a roundabout would be a logical choice. Some flexibility must be built into the process by recognizing that the selection categories above are not all-inclusive. There may still be other situations that suggest that a roundabout would be a sensible control choice. Many of these situations are associated with unusual alignment or geometry where other solutions are intractable.

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ROSS TILGHMAN

Ross Tilghman heads up the Tilghman Group, a division of Leora Consulting Group LLC, providing transportation planning services. He brings 23 years of planning experience, including serving as executive director of a downtown business improvement district. Mr. Tilghman creates transportation solutions that meet the client's needs, fit the environment in which they are built, work reliably and are affordable.

Frequently working with internationally recognized planning teams, Mr. Tilghman's projects involve new communities, downtowns, academic and institutional campuses, historic districts, mixed-use projects, recreation areas, special event facilities, and parking. He provides transportation-related revenue projections, market studies, planning and development strategies for government, not-for-profit, and private sector clients facing real estate development challenges. His range of experience includes:

Master Planning for commercial districts, academic and government campuses, new communities, mixed-use developments, and recreation projects throughout the United States. Plans were prepared for state capitol campuses in Iowa, Minnesota and Washington. Services included forecasts of traffic volumes, transit use, parking demand and shared parking potential, development of transportation management programs to reduce single-occupant vehicle use, and overall access and circulation strategies.

Park and Zoo Planning has been provided for San Diego's Balboa Park where a new Land Use, Circulation and Parking Plan guides future development of this major urban park with over 12 million visitors per year. As a first step in implementation, Tilghman subsequently provided a parking management plan to maximize efficient use of existing resources. At Seoul Grand Park Zoo in Seoul, South Korea, external access, parking and internal circulation recommendations were detailed for a new Master Plan.

Parking Development. Market assessments identified the appropriate size of new parking garages in Seattle and Olympia, Washington, and the effectiveness of a proposed peripheral parking program for downtown Savannah, Georgia. In Sioux City, Iowa a variety of on-street parking layouts and street classifications were developed based on adjacent land uses and pedestrian needs, as well as regional circulation requirements. A parking and access strategy was created to guide redevelopment in downtown St. Louis. Parking revenue projections were prepared for Tacoma, Washington in support of a bond issue for new convention center parking and municipal parking system improvements. Revenue projections were provided to assess financial feasibility for garages serving a zoo, an arena and other mixed-use developments.

Transit Market and Feasibility Analysis. Ridership was estimated for light rail feeder services in the Denver Tech Center area and potential routes were evaluated based on strict cost criteria. Analysis of Bus Rapid Transit markets in Los Angeles documented the attraction of new riders and identified their demographic characteristics. Feasibility studies projected ridership potential for light-rail in key commuting corridors in Los Angeles, for passenger-only ferry service in Seattle, and for a downtown shuttle in Juneau, Alaska. Shuttle operations, management and vehicle types were surveyed nationally for application to a Denver, Colorado retail district.

Peer Review and Expert Witness Services. Mr. Tilghman provided reviews of proposed transportation projects to address concerns including the adequacy of analysis and benefits for a variety of roadway and transit projects. He has also provided testimony at land use hearings regarding the sufficiency of transportation studies in complying with local ordinances and environmental review requirements.

Historic Preservation Planning. Alternative street designs and transit layouts, traffic analyses, parking studies and parking development strategies were provided in support of preserving historic properties in Tennessee, Michigan, Washington, Wisconsin, Louisiana and Illinois. These ranged from site-specific master plans to area-wide transportation strategies to protect historic resources, including historic districts and civil war battlefields. Heritage tourism plans were also developed in Mississippi and Virginia.

Recreation and Special Event transportation development including travel forecasts and management plans for stadiums, arenas, convention centers, resort hotels, ski resorts, a professional tournament golf course, and riverboat and dockside casinos located throughout the U.S. Chief among these was an access and parking plan to retrofit Joe Robbie Stadium in Miami.

Professional Activities

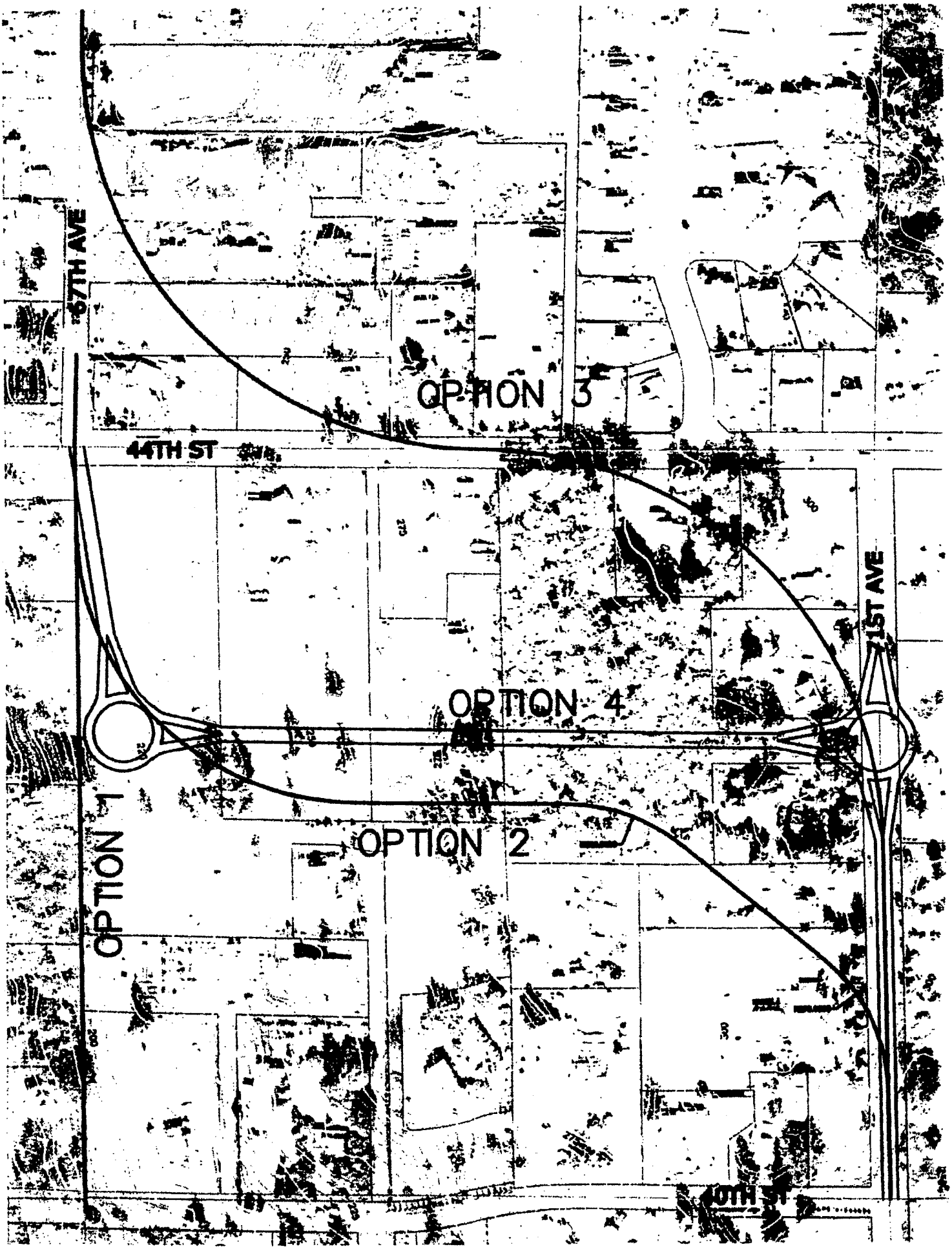
Mr. Tilghman is a member of the Urban Land Institute for which he frequently participates on Advisory Service Panels in communities around the country to create solutions to local land use problems. He also serves on ULI's Community Development Council – Blue Flight. Mr. Tilghman has made presentations and served on resource panels for numerous organizations, including:

- ULI Advisory Services Panel assignments in Las Vegas, Nevada; Springfield, Virginia; Sacramento, California; Port St. Lucie, Florida; Ft. Lauderdale Beach, Florida; Carson, California; and St. Louis, Missouri
- Stadium Transportation Survey Findings, included in "Developing Sports, Convention, and Performing Arts Centers", 3rd ed., Washington, D.C., ULI, 2001
- *Design Guidelines for Main Street,* National Town Meeting, Indianapolis, 2001
- Ohio Design Assistance Team, Community Design Charrettes, multiple assignments in Dayton, Springboro and Canal Winchester, Ohio 2000-2001
- *Anticipating Future Transportation Needs,* Mayor's Institute on City Design, Cincinnati, 1999
- *Community Character and Road Design Standards,* Illinois Statewide Preservation Conference, Elgin, Illinois, 1998
- *Downtown Parking,* Illinois Main Street Conference, Alton, Illinois, 1997
- *Balancing People and Traffic: Making Better Streets,* Mayor's Institute on City Design, St. Louis, 1997
- *New Urbanism and the New Urban Traffic,* Congress for the New Urbanism IV, Charleston, South Carolina, 1996
- *Dealing with Traffic in Resort Communities,* Sprawl Alliance, Petoskey, Michigan, 1996
- *Traffic and Parking in Five Easy Steps,* Co-author, ULI Seminar -- Developing Sports and Convention Facilities, Atlanta, 1996
- *Preservation and The Parking Problem,* Illinois Statewide Preservation Conference, Rock Island, Illinois, 1995
- *Rethinking the Role of the Automobile in City Design,* Mayor's Institute on City Design, St. Louis, 1995
- Riverboat Gambling Resource Team, Historic Landmarks Foundation of Indiana, Madison, Jeffersonville, and New Albany, Indiana, 1993
- Stone City Preservation Resource Team, Canal Corridor Association, Joliet, Illinois, 1993
- AIA Regional/Urban Design Assistance Team (R/UDAT), San Angelo, Texas, 1992

Mr. Tilghman served three years as Executive Director of the Galesburg Downtown Council, a business improvement district and Main Street program in Galesburg, Illinois. He oversaw downtown maintenance, facade improvements, parking, and upper story redevelopment efforts in concert with Main Street redevelopment principles. He successfully authored a TEA-21 Enhancement grant application for a $1.9 million streetscape reconstruction completed in 2002.

Education

B.A., History, Washington University, St. Louis, Missouri
M.A., Geography, University of Washington, Seattle
Continuing Education: Highway Capacity Workshop, Northwestern University, 1995


67TH AVE
OPTION 3
44TH ST
71ST AVE
OPTION 4
OPTION 1
OPTION 2
40TH ST

Jennifer A. Dold

From: Gloria Hirashima [ghirashima@ci.marysville.wa.us]
Sent: Thursday, July 19, 2007 2:52 PM
To: dold@bnd-law.com; tim_nixon@comcast.net
Subject: Re: needed information

The alignment study that is referenced, are the road alignments shown in the map (options 1-4) of the staff report. That study considered existing structures (from aerial photos) and topography (from LIDAR maps). However, I should note, that this is not a "project" level action. There is no current road being proposed - this is conceptual transportation corridor planning study for the comprehensive plan.

Sometimes the Planning Commission closes the hearing, deliberates and makes a decision in one night. It's up to them however, so I'm not sure how Tuesday will play out.

Thank you.

>>> "Jennifer Dold" <dold@bnd-law.com> 07/19/2007 2:39:34 PM >>>
Thanks very much, Gloria. I have a couple of follow-up questions.

1. On page 11 of the 6-7-07 Perteet report, the report states that the City is "currently preparing alignment and engineering designs" for the 67th/71st connector and that these "alignment studies" include evaluation of impacts to existing properties and the environment.

Can we get a copy of these alignment studies?

2. Is the planning commission planning on voting/making a decision on all of the Comp. Plan amendments on Tuesday night? Or does it hold the public hearing and then conduct deliberations and vote at a later meeting?

Thanks,

Jennifer Dold
Bricklin Newman Dold, LLP
(206) 264-8600
(206) 264-9300 (fax)
----- Original Message -----
From: "Gloria Hirashima" <ghirashima@ci.marysville.wa.us>
To: <tim_nixon@comcast.net>
Cc: <dold@bnd-law.com>
Sent: Thursday, July 19, 2007 2:21 PM
Subject: Re: needed information

> Here is the requested information.
>
> FYI - the July 6 report was also attached to the staff report as
> Exhibit B. (that's why it's so-labeled in case you wonder when you
open
> it)
>
> The official mailing address of the Planning Commission is 80
Columbia
> Avenue, Marysville, WA 98270.
>
> Any emails sent to my attention commenting on the 67th/71st Ave
> collector have also been sent to the Planning Commission.
>
> Thank you.
>
> Gloria Hirashima
> Community Development Director

> City of Marysville
> 80 Columbia Avenue, Marysville WA 98270
> (360) 363-8211
>
>>>> "Tim Nixon" <tim_nixon@comcast.net> 07/18/2007 8:51:00 PM >>>
> Gloria: Our lawyers are in need of some information. If you would
> please email this information to my lawyer at dold@bnd-law.com, or email
> me with the information, or fax it to my lawyers at 206-264-9300 and
> also call me to let me know it has been accomplished I would appreciate
> it. I will also call you tomorrow morning regarding this email and the
> needed information.
>
> We need:
> 1) the list of names, addresses and email addresses of the
> planning commission members
>
> 2) a copy of the checklists for each aspect of the Comprehensive
> Plan amendments for the 67th/71st connector
>
> 3) a copy of the Perteet Study - June 6, 2007 - review of the
> 67th/71st alignment, engineering designs by Perteet including the
> evaluation of the impacts to the existing properties and to the
> environment. The entire study, analysis or document.
>
> Thank you. I will be in touch.
>
> Beccie
>

From: Doug Buell
To: Belinda Beardsley; Gloria Hirashima
Date: 07/24/2007 2:22:02 PM
Subject: Fwd: Comment for the City of Marysville

Please see the submitted comments below regarding tonight's Planning Commission meeting.

Doug

>>> <mhagen@icehouse.net> 7/24/2007 11:40 AM >>>
Date Submitted:7/24/2007 11:40:47 AM
The following comment has been submitted:

Name: Mark and Mary Jo Hagen
Title:
Company:

Mailing Address: 4421 67th Avenue NE
City: Marysville
State: WA
State: 98270
Email Address: mhagen@icehouse.net

Comments: Please forward these comments to the Planning Commission as we are not able to attend tonight's meeting.

We have lived at the corner of 67th and 44th for 20 years. We have seen numerous accidents at our corner and are pleased for this safety issue to be addressed. We have seen this area become over-developed with houses and the traffic that comes with it. Our road used to be truely a country road with very little traffic. Now it is a major commute road between Everett and Marysville. It is unfortunate that the Snohomish County Council did not see fit to take into account traffic in this area when they approved the development. Unfortunately, the City of Marysville is now stuck with trying to fix it. As the Planning Commission looks at the various options for road construction in this neighborhood we would urge you to choose an option that is least disruptive to family homes and look at those options that use vacant land instead.

PLANNING AND ENGINEERING STAFF REPORT ON REQUEST FOR AMENDMENT TO THE CITY OF MARYSVILLE COMPREHENSIVE PLAN

CITY INITIATED AMENDMENT REQUEST #6

The following is a review of a City Council-initiated request for an amendment to the City of Marysville Comprehensive Plan.

File No.:	PA 07043
Date of Report:	7/13/07
Applicant:	City of Marysville (Council Remand from East Sunnyside/Whiskey Ridge master plan hearings.
Owner(s):	Multiple
Nature of Request:	Comprehensive plan map amendment to Figure 8-4 City of Marysville Comprehensive Plan Transportation Element "Proposed Connections" map depicting road connections for 40th Street NE extension west of 87th Avenue NE. Amend Page Appendix A of the 20 year Transportation Plan Improvement Projects. The alignment of this road was remanded to the Planning Commission during final ordinance review for the Whiskey Ridge Subarea Plan action.

I. EVALUATION:

A. Request

During review of the Whiskey Ridge Subarea Plan, City staff analyzed existing road connections in the East Sunnyside/Whiskey Ridge neighborhood and made recommendations for new alignments on 40th Street NE (extending to SR 92. The Planning Commission held public hearings on December 11, 2006 and January 23, 2007 and recommended an alignment on both roads. The City Council held a public hearing on April 23, 2007. The City Council remanded the decision on alignment of 40th Street NE west of 87th Avenue NE to the Planning Commission for additional review with the 2007 Comprehensive Plan amendment proposals.

The original road concept included a new roadway connecting 40th Street NE to SR 92, extending from 40th Street south midway between 83rd Avenue NE and 87th Avenue NE and then east to SR 92. This is depicted as Figure 1.

Staff has researched an alternative connection on SR 92/40th Street connection (Figure 2). If roundabouts are implemented at the intersections of 87th Avenue NE & SR 92 extension and 40th Street & 87th Avenue NE the road connection should provide an acceptable arterial connection to 40th Street to carry east-west traffic. This will result in widening of 87th Avenue to 70'-80' of right of way, and raise the classification of 87th Avenue NE through this section to minor arterial as shown. In addition, more stringent intersection spacing and driveway consolidation and spacing will apply through this section. It will however reduce the overall arterial road right of way affecting these properties. The attached map depicts the proposed connection. This will alter the current connection plan in Figure 8-4 of the City's Comprehensive Plan and maps within the Whiskey Ridge subarea plan.

The road corridor study represents a transportation planning level analysis. It is a non-project proposal. This road concept depicts a proposed connection to provide transportation connectivity in the southeast Sunnyside area. Perteet, Inc provided engineering analysis for the East Sunnyside/Whiskey Ridge plan and produced a document entitled "East Sunnyside Whiskey Ridge Transportation Needs Evaluation" which is incorporated into the staff report as **Exhibit A**. Transportation modeling for the southeast Sunnyside area identifies that roads are not currently sized and improved at standards sufficient to carry long-term transportation volumes forecasted over the next twenty years. At a comprehensive plan level, this necessitates planning for future corridors and access for arterials as well as access roads. The comprehensive plan maps, text and policies support long-term transportation planning.

B. Conformance with SEPA

The comprehensive plan amendment request was reviewed and processed in accordance with Title 18, City of Marysville Environmental Policy Ordinance and Chapter 197-11 WAC, State Environmental Policy Act (SEPA). Addendum #11 to the City of Marysville Comprehensive plan update Final Environmental Impact Statement (DEIS) and previously issued addenda was issued by the City on July 2, 2007.

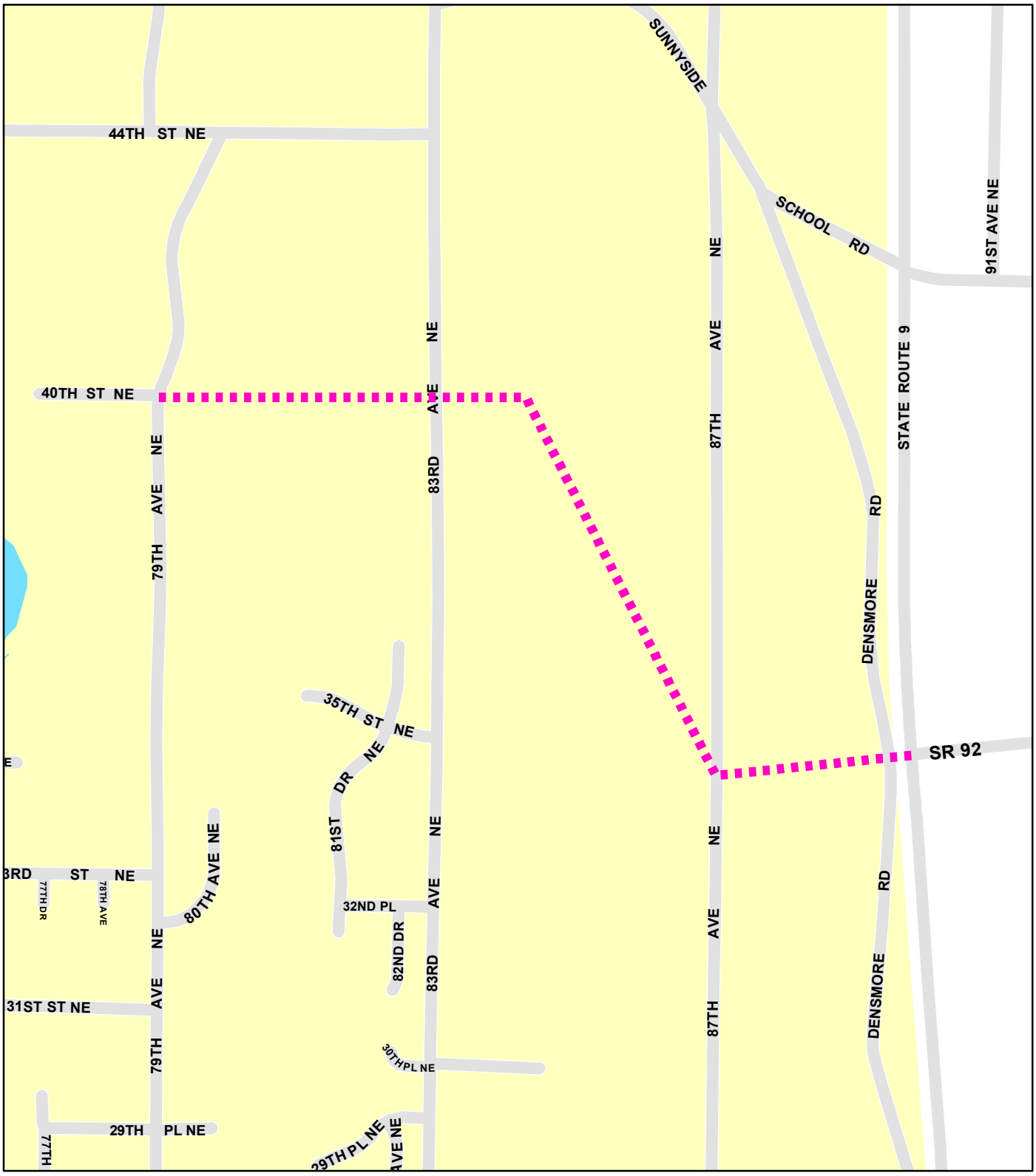
REVIEW & ANALYSIS:

1) The alignment maps (original and revised) are attached as Figures 1 and 2.
2) Both alignments shown in Figures 1 and 2 will provide an east-west arterial connecting Sunnyside Blvd. and SR9.
3) The alternative road depicted in Figure 2 will reduce overall new arterial right of way needs and coordination for right of way acquisition.
4) Access controls and management will be more stringent along 87th Avenue NE for the road shown in Figure 2, than Figure 1.
5) Either alignment considered will provide the necessary function as a connection between 40th Street and SR 92. The primary consideration should be feasibility of the construction due to coordination of properties involved, right of way needs and potential impact to existing structures.

6) Comment was received from property owners along 87th Avenue NE that the old alignment was preferred over the new alignment due to perceived impact of right of way widening on 87th Avenue NE being greater than a new road along the west side of their properties.
7) The primary consideration in any alignment is connecting 40th Street with SR9. In the event the properties were assembled for development and a more direct, curvilinear roadway could be constructed, the road concept could be altered to follow the most direct route. The intent of the master plan was to identify a road concept to provide guidance for future development within the area. The alignment shown is not a project action. It is mapped as a transportation planning concept only. When the project becomes a project action, through development activity initiated by private property owners, or the City through a capital project, additional environmental analysis will be conducted to identify the appropriate final alignment and impact to structures and property features. The master plan is a planning level document that provides guidance for future development within the East Sunnyside/Whiskey Ridge neighborhood for growth anticipated through 2025.

RECOMMENDATION:

Revise the alignment to utilize 87th Avenue NE and roundabouts at the two intersections shown in Figure 2. Revise the Comprehensive plan maps and charts depicting the arterial connector.



2007 Marysville Comprehensive Plan Amendments

Amendment #6

Conceptual linkage

City limits

0 500 1,000 Feet

N

Figure 1

40th St to SR 92 Connector - New Street Alternative

Proposed Connector

Parcels

Right-of-way

0 100 200 400 600 800 1,000 Feet

N W E S

Figure 2

40th St to SR 92 Connector - Existing Street Alternative

Proposed Connector

Parcels

Right-of-way

0 100 200 400 600 800 1,000 Feet

N W E S

East Sunnyside/Whiskey Ridge
Transportation Needs Evaluation

1. Introduction

The East Sunnyside / Whiskey Ridge neighborhood is located in the southeast corner of the City of Marysville, bounded by Soper Hill Road on the south, Highway 9 on the east, and 64th Street (SR 528) on the north. The west boundary of the neighborhood is approximately 75th Avenue north of 52nd Street, and 67th Avenue south of 52nd Street.

A significant part of the neighborhood has been under the jurisdiction of Snohomish County, but within the City's Urban Growth Area (UGA) boundary. In this respect, the development of some the transportation infrastructure has been to County standards.

This Transportation Needs Evaluation considers the long-term potential development of the neighborhood (developable land capacity), adjacent neighborhoods inside the City, County, and other jurisdictions. The Transportation Needs Evaluation also considers the existing and future regional roads, transit services, and non-motorized facilities.

2. Land Use Assumptions

The East Sunnyside / Whiskey Ridge neighborhood comprises about 1,822 acres of which there are about 1,585 (87%) gross developable acres and about 1,372 (75%) net developable acres. The neighborhood has several steep hillsides, ravines, creeks, and woods. It is expected that the urban development will be predominantly single family residential (including duplexes), with some multi-family units, a limited amount of neighborhood commercial, and a commercial and mixed use area along Highway 9 from the intersection of SR 92 to Soper Hill Road.

The developable land capacity analysis indicates that the number of dwelling units in the neighborhood could increase from about 910 units today to about 4,275 units in the future, and that employment in the neighborhood could increase from about 34 employees to 733 employees. Development demands are high and full build-out could occur by 2025 or earlier

3. Traffic Forecasting Methodology

The travel forecasting for the East Sunnyside / Whiskey Ridge neighborhood employed the City of Marysville's current T-Model/2 program, which was developed in 2004 to predict traffic volumes for the year 2025. This model covers the City of Marysville and its UGA areas, and uses external traffic inputs from the regional traffic model developed by the Puget Sound Regional Commission (PSRC). Because the East Sunnyside / Whiskey Ridge neighborhood is at the extreme southeast edge of the City's T-Model/2 coverage area, the external inputs create a significant impact on the traffic estimates.

The land use assumptions in the Traffic Analysis Zones (TAZ's) of the City's T-Model that relate to the East Sunnyside / Whiskey Ridge neighborhood were reviewed for compliance with the land use assumptions proposed in the neighborhood plan. The model assumptions were found to be relatively consistent with the neighborhood plan, with two

exceptions. Minor adjustments were made in the assumptions of single-family residences and multi-family residences, and about 100,000 square feet of quasi-institutional space assumed in the T-Model/2 program were transferred to a retail category to more reasonably represent the proposed commercial / mixed use area near Highway 9.

The road network assumptions of the current T-Model/2 program were also revised to include a more direct connection to Highway 9 at the SR-92 intersection. In this case, an arterial road would connect from this key intersection to the 40th Street right-of-way near 83rd Avenue and continue west to Sunnyside Boulevard.

The T-Model/2 program was revised using these land-use and road network adjustments and run to provide new traffic forecasts for the year 2025.

4. Traffic Demands and Arterial Road Facilities

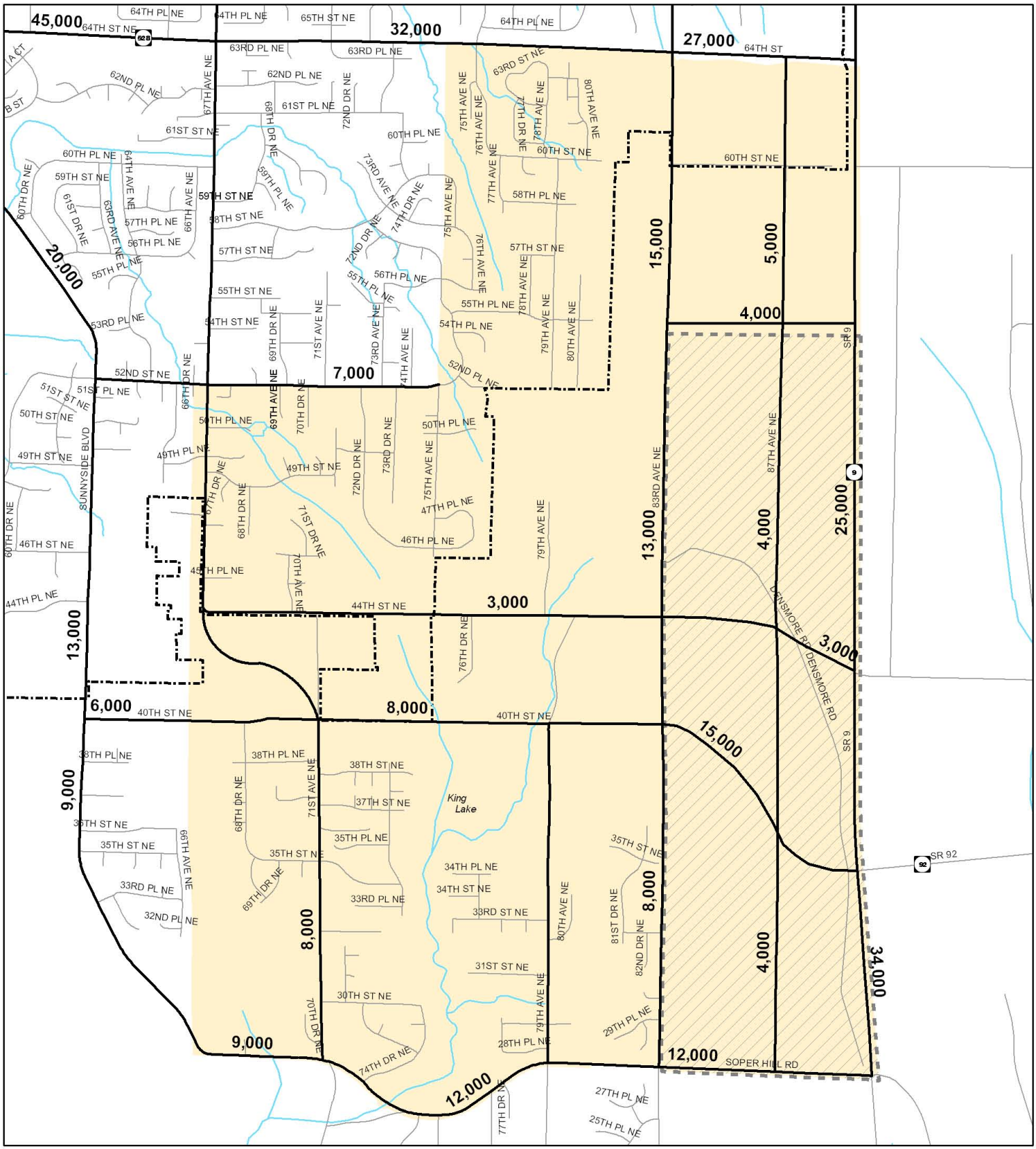
Results from the traffic model indicate that there will be very heavy traffic demands in the east-west and in the north-south directions, as shown on ***Figure 1*** and summarized on ***Table 1***.

The highest volumes in the east-west direction will be on 64th Street (SR-528), where traffic demands at the west end of the study area could reach 45,000 vehicles per day. The proposed extension of SR-92 west and north to connect to 40th Street could carry up to 15,000 vehicles per day at the east end at SR-9. Soper Hill Road could carry up to 12,000 vehicles per day at the east end.

The highest volumes in the north-south direction will be on SR-9, where traffic demands at the south end of the study area could reach 34,000 vehicles per day. Sunnyside Boulevard could carry up to 20,000 vehicles per day at the north end, and 67th and 83rd Avenues could carry up to 15,000 vehicles per day each at the north end of the study area.

Table 1
Estimated 2025 Daily Traffic Volumes

	Minimum	*Maximum*
East-West Streets		
64th Street (SR 528)	27,000	45,000
52nd / 54th Street	4,000	7,000
44th Street	3,000	3,000
40th Street to SR-92	6,000	15,000
Soper Hill Road	9,000	12,000
North-South Streets		
Sunnyside Boulevard	9,000	20,000
67th / 71st Avenues	8,000	15,000
83rd Avenue	8,000	15,000
87th Avenue	4,000	5,000
SR-9	25,000	34,000



City of Marysville

Whiskey Ridge Master Plan

2025 Daily Traffic Volume

Master Plan Area

Marysville city limits

East Sunnyside Neighborhood

December 8, 2006

0 500 1,000 Feet

N

Figure 1

Based on these analyses, the following road improvements are recommended, as shown on ***Figure 2*** and summarized in ***Table 2.***

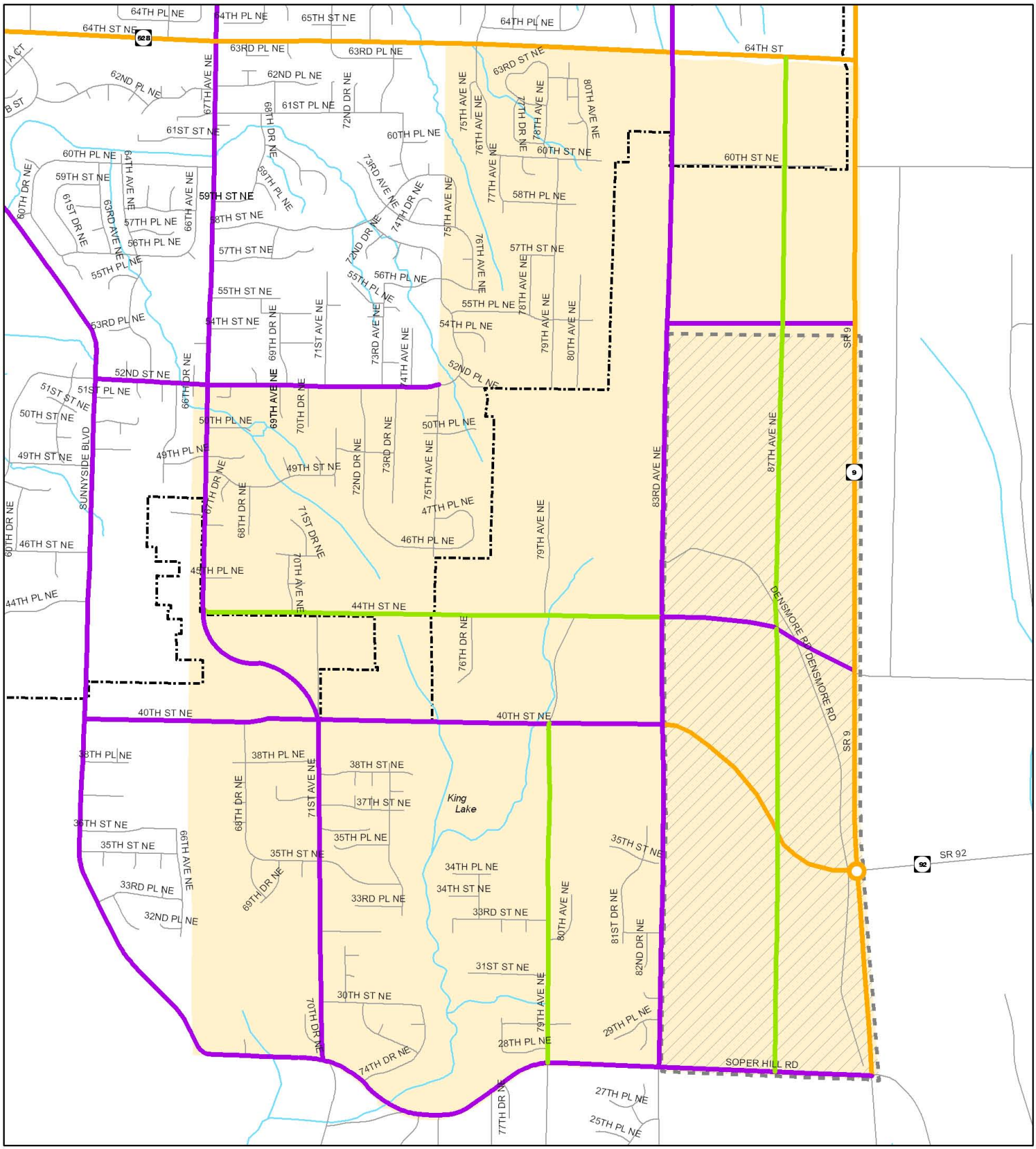
- ***Sunnyside Boulevard / Soper Hill Road*** should be classified as a Minor Arterial and will require at least a three-lane section. Depending on the type of access control (traffic control signals or roundabouts), a center landscaped boulevard may be appropriate. Bike lanes or a multi-purpose road-side path would be appropriate.
- ***67th / 71st Avenues*** should be a connected route, if possible, from 64th Street through to Soper Hill Road and classified as a Minor Arterial with a three-lane section with bike lanes or a road-side path.
- ***79th Avenue*** should be classified as a Collector Arterial north of 40th Street and designed for two lanes to Soper Hill Road
- ***83rd Avenue*** should be classified as a Minor Arterial and designed for three lanes from 64th Street (SR528) to Soper Hill Road. This alignment is considered preferable to 87th Avenue for the primary north-south arterial because it is more central to the neighborhood.
- ***87th Avenue*** should be classified as a Collector Arterial and designed for two lanes with bike lanes. It is not recommended that 87th Avenue be a through street from 64th Avenue to Soper Hill, because of its proximity to SR-9. Intersections at major cross-streets could eventually back traffic up into intersections at SR-9 if there is significant north-south through-traffic on 87th Avenue. However, 87th Avenue should be designed for primary commercial access where it crosses other arterial streets such as 35th Street with left-turns where appropriate.
- ***40th Street*** should be connected from Sunnyside Boulevard to the intersection of SR-92 at SR-9. It should be classified as a Principal Arterial east of 83rd Avenue with a five-lane section to accommodate the planned adjacent commercial and higher density housing. West of 83rd Avenue, it should be classified as a Minor Arterial and designed with a three-lane section.
- ***44th Street*** should be extended to the Sunnyside School Road / Densmore Road intersection and then follow the existing alignment of Sunnyside School Road to the intersection at SR-9. It could continue east of SR-9 to provide access to communities in the unincorporated County. East of 83rd Avenue, 44th Street should be designated as a Minor Arterial with a three-lane section and bike lanes. West of 83rd Avenue, 44th Street should be designated as a Collector Arterial with two travel lanes and bike lanes.
- ***Sunnyside School Road*** and ***Densmore Road*** should both be disconnected at 44th Street and at 35th Street (SR-92 extension) due to their proximity to key SR-9 intersections. The rights-of-way could be used for local access streets and/or a multi-use trail.
- ***54th Street*** is recommended as a replacement access route to SR-9 for 60th Street, which is considered too close to the major intersection of 64th Street (SR-528) at SR-9. The 54th Street alignment would be approximately a midpoint between the major 64th Street intersection and the recommended 44th Street (Sunnyside School Road) intersection on SR-9. This connection to SR-9 should be classified as a

Minor Arterial with a three-lane section and bike lanes. It could also be continued east of SR-9 provide access to communities in the unincorporated County.

- ***Neighborhood Collectors*** **–** other streets, such as 60th Street and 79th Avenue north of 52nd Street, could be designated as neighborhood collectors with a two-lane section. Extension of 54th Street east of 83rd Avenue across the PSE right-of-way could also be considered as a neighborhood collector to provide better access the neighborhood west of 83rd Avenue.

Table 2
Recommended Arterial Road System

	From	**To**	**Lanes**
Principal Arterials			
SR 528 (64th St.)	4th Street	SR-9	5
35th / 40th Street (SR92 extension)	83rd Street	SR-9	5
Minor Arterials			
Sunnyside Boulevard	3rd Street	Soper Hill Road	3
Soper Hill Road	Sunnyside	SR-9	3
83rd Avenue	64th Street	Soper Hill Road	3
67th Avenue	64th Street	44th Street	3
67th / 71st Avenues	44th Street	Soper Hill Road	3
52nd Street	Sunnyside	75th Avenue	3
54th Street	83rd Avenue	SR-9	3
44th Street	83rd Avenue	SR-9	3
40th Street	Sunnyside	83rd Avenue	3
Collector Arterials			
44th Street	67th Avenue	83rd Avenue	2
79th Avenue	40th Street	Soper Hill Road	2
87th Avenue	64th Street	Soper Hill Road	2



City of Marysville

Whiskey Ridge Master Plan

Arterial Functional Classifications

December 8, 2006

ARTERIAL

- PRINCIPAL
- MINOR
- COLLECTOR

- Master Plan Area
- Marysville city limits
- East Sunnyside Neighborhood

0 500 1,000 Feet

N

Figure 2

5. Transit Facilities

Currently, Community Transit Route 221 is the primary transit service in the neighborhood. It operates on SR 9 and 64th Street (SR-528) connecting Lake Stevens to Quil Ceda Village via downtown Marysville. Service is provided all day long at a frequency of about one bus per hour. Two commuter routes (CT-421 and CT-821) pass by the corner of SR 528 and 67th Street. Service is limited to the morning and afternoon commuter hours.

Transit service areas are usually defined as the properties within 1,500 feet of a bus route where stops are made. There are currently bus stops on 64th Street, which limits the existing coverage to East Sunnyside residents within 1,500 feet of 64th Street.

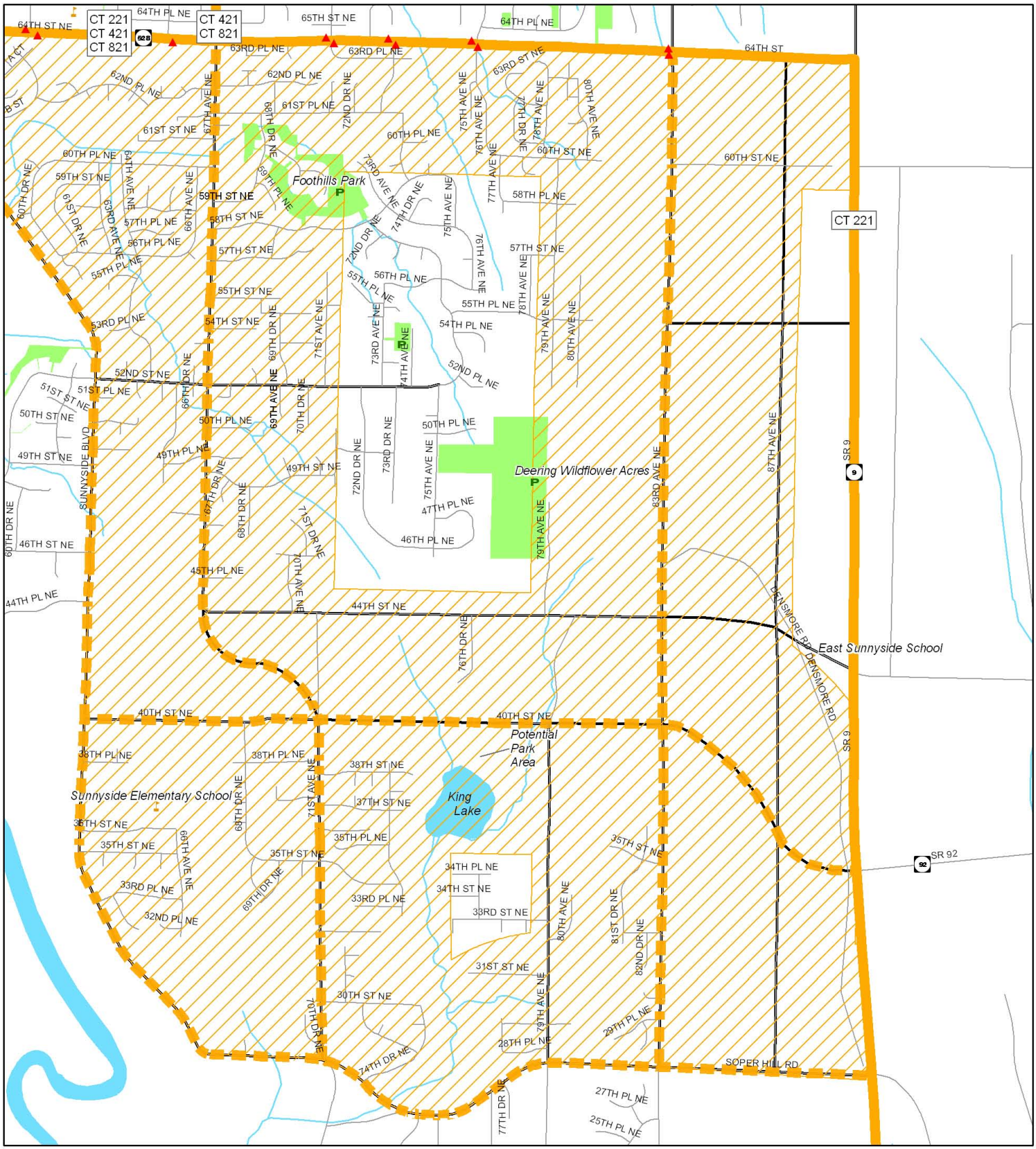
As the East Sunnyside / Whiskey Ridge Community grows to its capacity of nearly 12,000 residents, it will require additional public transit services. The future transit routes should be designed to provide service to within 1,500 feet of as many residents as possible. It is likely, for example, that CT-221 could be rerouted from SR-9 to a minor arterial street within the Whiskey Ridge community, such as 83rd Avenue, to allow more frequent stops and improved coverage.

It is prudent therefore, for the City to design streets to support future bus routes to serve future residents and employees. Street design considerations should include providing additional right-of-way for bus stop locations, bus shelter (pad) locations, and improved sidewalk or trail access. This infrastructure should be considered a mitigation expense in the same manner as road facilities and non-motorized facilities.

It is recommended that design of the following Principal and Minor Arterial streets should include provisions for future bus routes as shown on ***Figure 3***:

- Sunnyside Boulevard
- Soper Hill Road
- 40th Street to the SR-92 intersection at SR-9
- 83rd Avenue
- 67th / 71st Avenues

Assuming that bus routes will continue to operate on 64th Street, this will provide very good coverage of the East Sunnyside / Whiskey Ridge Community as shown on ***Figure 3.*** As the neighborhood develops, the City should work with Community Transit to provide new bus routes on the designated arterial streets.



City of Marysville

Whiskey Ridge Master Plan

Transit Service

December 8, 2006

Marysville city limits
Schools
Parks
Existing Community Transit Routes
Existing Community Transit Stops
Potential Transit Streets
Potential Transit Service Coverage Area

1,000 500 0 Feet

N

Figure 3

6. Non-motorized Facilities

Multi-purpose trails, bike lanes, sidewalks and other non-motorized facilities should be provided for recreational purposes and to encourage commuters to use modes other than automobiles to travel to work places and schools. In this regard, it is important to locate these facilities near parks, schools, higher density residential, and bus routes.

It is also important to maintain a grid system of non-motorized facilities so that pedestrians and cyclists are not discouraged by long winding routes. Sidewalks should be provided on all arterial roads unless a road-side multi-purpose path is provided.

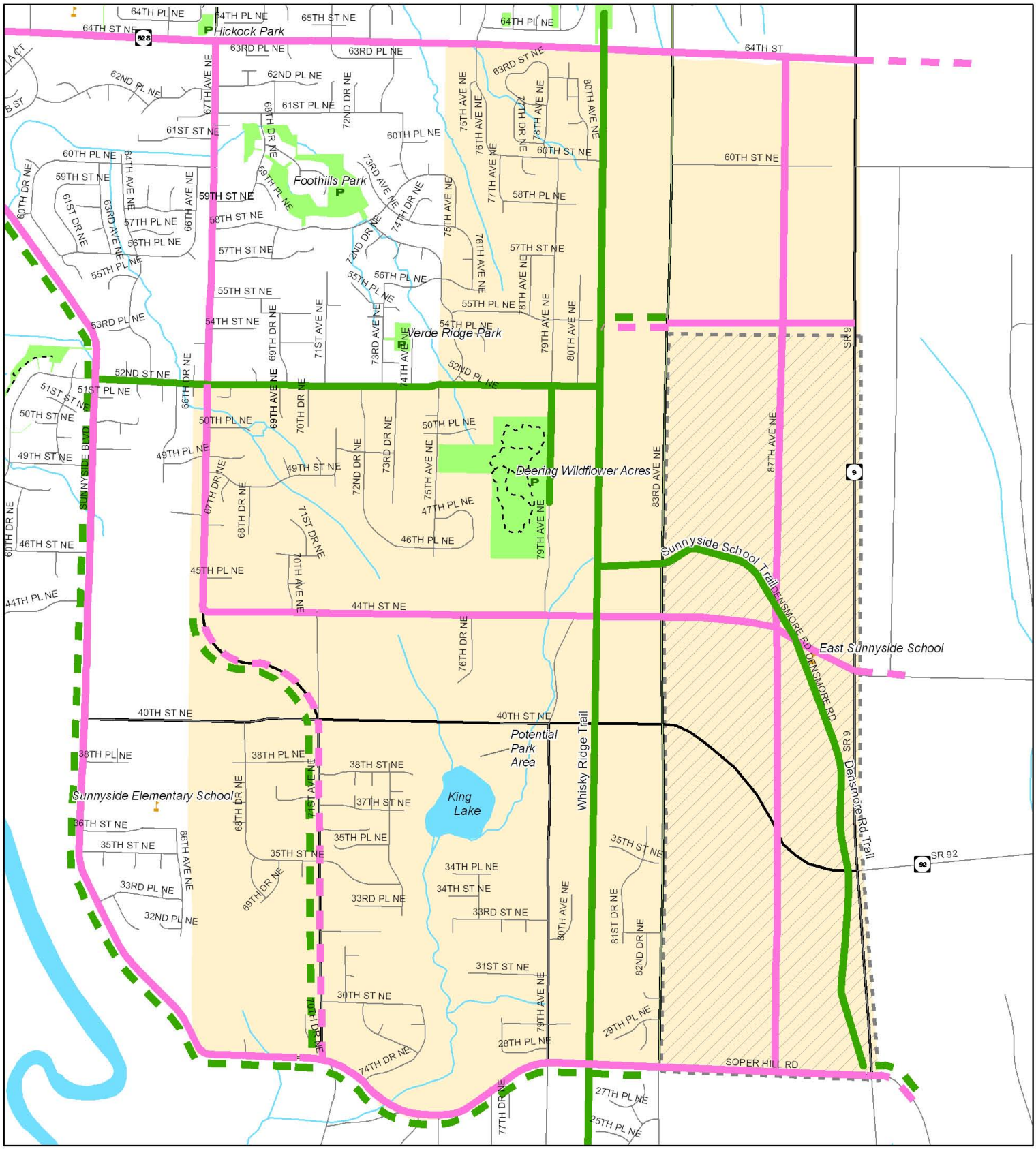
A network of trails and bike lanes is shown on ***Figure 4.***

Multi-purpose Paths and Trails are recommended in the following corridors:

- ***Densmore / Sunnyside School Road*** right-of-way should be converted to a north-south trail or a local access road with a road-side path.
- ***A PSE Corridor*** runs parallel and west of 79th Avenue from Soper Hill Road to 64th Street and beyond, which would provide an excellent right-of-way for a trail. Proposed as the Whiskey Ridge Trail, it would provide excellent north-south connections to homes, parks, shops and bus routes
- ***52nd Street*** would provide an excellent east-west opportunity for a road-side path to connect Sunnyside Boulevard to Deering Wildflower Acres and the potential Whiskey Ridge (PSE) Trail.

Bike Lanes *(or multi-use road-side paths)* are recommended in the following corridors:

- ***64th Street (SR-528)*** is a connector route for commuter-type bike lanes.
- ***Sunnyside Boulevard / Soper Hill Road*** corridor should include bike lanes and sidewalks or a multi-use road-side path.
- ***67th / 71st Avenues*** from 64th Street to Sunnyside/Soper Hill Road should include bike lanes or a multi-use road-side path.
- ***44th Street*** could be a preferably route to 40th Street for bike lanes from 67th Avenue to SR-9 and the Densmore/School Road Trail. A connection west of 67th Avenue to Sunnyside Boulevard would be desirable.
- ***54th Street/55th Place*** could use bike lanes or a trail to provide continuity of the 52nd Street path east to the Whiskey Ridge (PSE) Trail and SR-9.
- ***87th Avenue*** is a preferable to 83rd Avenue as a north-south route for bike lanes or a multi-use road-side path due to the proximity of 83rd Avenue to the proposed Whiskey Ridge Trail and since 87th Avenue would also provide continuity of the Densmore / Sunnyside School Trail.



City of Marysville

Whiskey Ridge Master Plan

Parks, Routes, and Trails

December 8, 2006

Master Plan Area
Marysville city limits
East Sunnyside Neighborhood
Schools
Parks
Multi-use Path/Trail
Bicycle Lanes

1,000 500 0 Feet

N

Figure 4

CITY OF MARYSVILLE
ENVIRONMENTAL CHECKLIST
RCW 197-11-960

Staff Initiated Comp Plan Amendment No. 6
40th Street NE Road Connection, West of 87th Avenue NE

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can de done) and to help the agency decide whether an EIS is required.

Instructions for Applicant:

This environmental checklist asks you to decide some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the aster, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for non-project proposals:

Complete this checklist for non-project proposals, even though questions may be answered "does not apply". In addition, complete the *Supplemental Sheet for Non-Project Action (part D).*

For non-project actions, the references in the checklist to the words "project", "applicant", and "property or site" should be read as "proposal", "proposer", and "affected geographic area", respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:

   Staff Initiated Comprehensive Plan Amendment No. 6 – 40th Street NE Road Connection, west of 87th Avenue NE Comprehensive Plan Map & Text Amendment

2. Name of applicant:

   City of Marysville

3. Address and phone number of applicant and contact person:

   Gloria Hirashima, CD Director
   City of Marysville
   Community Development Department
   80 Columbia Avenue
   Marysville, WA 98270
   (360) 363-8100

4. Date checklist prepared:

   June 18, 2007

5. Agency requesting checklist:

   City of Marysville

6. Proposed timing or schedule (including phasing, if applicable):

   2007 Marysville Comprehensive Plan Amendment cycle

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

   N/A – Non-project action

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

   Environmental documentation regarding the Marysville Comprehensive Plan includes the following:

   - **Draft Environmental Impact Statement dated January 13, 2005**
   - **Final Environmental Impact Statement dated April 2005**
   - **Snohomish County "Final Environmental Impact Statement for the 10 Year Update"**
   - **Snohomish County "Draft Environmental Impact Statement for the 10 Year Update"**
   - **East Sunnyside – Whiskey Ridge Subarea Plan**

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

   None known

10. List any government approvals or permits that will be needed for your proposal, if known.

Marysville City Council approval of a Comprehensive Plan Amendment

11. Give brief, complete description of your proposal, including all proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

A non-project action amending Marysville Comprehensive Plan maps in relation to the future road connections for 40th Street NE, west of 87th Avenue NE. During review of the Whiskey Ridge Subarea Plan, City staff analyzed existing road connections in the East Sunnyside – Whiskey Ridge neighborhood and made recommendations for a new alignment on 40th Street NE (extending to SR 92). The Planning Commission held public hearings on December 11, 2006 and January 23, 2007 and recommended an alignment, depicted on the Preferred Alternative map, attached hereto.

Marysville City Council held a public hearing on April 23, 2007 and remanded the decision on alignment to the Planning Commission for additional review. An alternative connection from SR 92 to 40th Street NE was analyzed by Staff (see alternative alignment map attached hereto).

If round-a-bouts are implemented at the intersections of 87th Avenue NE & SR 92 extension and 40th Street NE & 87th Avenue NE the road connection should provide an acceptable arterial connection to 40th Street NE to carry east-west traffic. This will result in widening of 87th Avenue NE to 70' of right-of-way, and raise the classification of 87th Avenue NE through this section to minor arterial as shown on the attached map. In addition, this alternative would require more stringent intersection spacing and driveway consolidation standards. It will however, reduce the overall arterial road right-of-way affecting the properties located along the future roadway.

The proposed amendment would affect the following figures and text of the Marysville Comprehensive Plan:

- **Figures 8-4 and 8-7 of the Transportation Element proposed road connector map and 20-year Transportation Improvements**
- **Page 8-56 in Appendix A Recommended 20 Year Transportation Plan Improvement Projects.**

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topography map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications to this checklist.

The proposal is a Comprehensive Plan map and text amendment, affecting arterial connections within the East Sunnyside – Whiskey Ridge neighborhood. The following is a description of the alternative options (see attached maps):

Original Alignment: **Extend SR 92 west through 87th Avenue NE, then north bisecting the 5-acre tracts between 87th Avenue NE & 83rd Avenue NE, then west through 83rd Avenue NE connecting with 40th Street NE**

Alternate Alignment: **Extend SR 92 west to a round-a-bout located at the intersection of 87th Avenue NE & SR 92 extension, then north along 87th Avenue NE to a round-a-bout at the intersection of 87th Avenue NE & 40th Street NE, then west across 83rd Avenue NE connecting with 40th Street NE.**

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (***bold/italic***): Flat, rolling, ***hilly***, ***steep slopes***, mountainous, other.

The East Sunnyside – Whiskey Ridge neighborhood is hilly with areas of steep slopes.

b. What is the steepest slope on the site (approximate percent slope)?

15 - 25% is the steepest slope in the East Sunnyside – Whiskey Ridge neighborhood

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of the agricultural soils, specify them and note any prime farmland.

According to the United States Department of Agriculture – Soil Conservation Service, Soil Survey of Snohomish County the East Sunnyside – Whiskey Ridge neighborhood is mainly comprised with Tokul Gravelly Loam soils.

d. Are there any surface indications or history of unstable soils in the immediate vicinity? If so, describe.

None Known

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

g. About what percent of the site will be covered with impervious surfaces after the project construction (for example, asphalt or buildings)?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

2. AIR

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

3. WATER

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

A Category III wetland was delineated on APN's 00590700021800 & 00590700023800, which is part of a 73-lot subdivision known as Shasta Ridge, approved by Snohomish County under PFN 05-128835. The developer is extending 40th Street NE east of 83rd Avenue with the construction of this subdivision, impacting the Category III wetland. Impacts to this wetland were mitigated through Snohomish County's subdivision and SEPA review process.

No other surface water bodies are known to be present within the roadway alignment proposals.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

6) Does the proposal involve any discharge of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground waters? Give general description, purpose, and approximate quantities if known.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Water Runoff (including storm water):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

2) Could waste materials enter ground or surface waters? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

d. Proposed measure to reduce or control surface, ground and runoff water impacts, if any:

N/A – Non-project text amendment of the Maryville Comprehensive Plan

4. PLANTS

a. Check or circle types of vegetation found on the site (***bold/italic***):
- deciduous tree: ***alder***, ***maple***, aspen, other
- evergreen tree: ***fir***, ***cedar***, pine, other
- ***shrubs***
- ***grass***
- ***pasture***
- crop or grain
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. List threatened or endangered species known to be on or near the site.

None Known

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

5. Animals

   a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site (***bold/italic***):

      birds: ***hawk***, heron, eagle, songbirds, other: **Crow, Starling, Woodpecker**
      mammals: deer, bear, elk, beaver, other: **Raccoon, Opossum, Rat, Mice**
      fish: bass, salmon, trout, herring, shellfish, other: **None Known**

   b. List any threatened or endangered species known to be on or near the site.

      None Known

   c. Is the site part of a migration route? If so, explain.

      Marysville is part of the Pacific Flyway

   d. Proposed measure to preserve or enhance wildlife, if any:

      N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

6. Energy and Natural Resources

   a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

      N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

   b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

      N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

   c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

      N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

7. Environmental Health

   a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

      No

      1) Describe special emergency services that might be required.

         N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

      2) Proposed measures to reduce or control environmental health hazards, if any.

         N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Noise

1) What types of noise exist in the area which may affect your project for example: traffic, equipment, operation, other)?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

3) Proposed measures to reduce or control noise impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The East Sunnyside – Whiskey Ridge neighborhood consists mainly of large lot single-family home sites, undeveloped acreage and agricultural and farming activities.

b. Has the site been used for agriculture? If so, describe.

Yes, some of the properties located within the East Sunnyside – Whiskey Ridge neighborhood have been used mainly for the grazing of livestock.

c. Describe any structures on the site.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

d. Will any structures be demolished? If so, what?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

e. What is the current zoning classification of the site?

The City of Marysville recently adopted the East Sunnyside – Whiskey Ridge Subarea Plan establishing new land uses including CB (Community Business), MU (Mixed Use), R-12 (multi-family low density), R-4.5-8 (single-family) and R-6.5 (single-family, high density).

f. What is the current comprehensive plan designation of the site?

The City of Marysville recently adopted the East Sunnyside – Whiskey Ridge Subarea Plan establishing new land uses including Community Business, Mixed Use, multi-family low density, single-family 4.5 – 8, and single-family, high density.

g. If applicable, what is the current shoreline master program designation for the site?

N/A – The East Sunnyside – Whiskey Ridge neighborhood is not located within a shoreline jurisdiction

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

i. Approximately how many people would reside or work in the completed project?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

j. Approximately how many people would the completed project displace?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

k. Proposed measures to avoid or reduce displacement impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

9. Housing

a. Approximately how many housing units would be provided, if any? Indicate whether high, middle, or low-income housing.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control housing impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal, exterior building material(s) proposed?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. What views in the immediate vicinity would be altered or obstructed?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control aesthetic impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Could light or glare from the finished project be a safety hazard or interfere with views?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. What existing off-site sources of light or glare may affect your proposal?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

d. Proposed measures to reduce or control light and glare impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

12. Recreation

a. What designated and informal recreation opportunities are in the immediate vicinity?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Would the proposed project displace any existing recreational uses? If so, describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be or next to the site? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The attached figures depict existing and future road connections within the East Sunnyside – Whiskey Ridge neighborhood.

b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Community Transit currently provides bus service along 64th Street NE (SR 528) and SR 9.

c. How many parking spaces would the completed project have? How many would the project eliminate?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

g. Proposed measures to reduce or control transportation impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Proposed measures to reduce or control direct impacts on public services, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

16. Utilities

a. Bold/italic utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____ Date: 6/18/07

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the environment.

When answering these questions, be aware of the extent of the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

   The proposal is a non-project map and text amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not increase discharge to water; emissions to air; production, storage, or release of toxic hazardous substances; or production of noise.

   Proposed measures to avoid or reduce such increases are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to stormwater discharge, emissions, toxins and noise regulations.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

   The proposal is a non-project map and text amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not affect plants, animals, fish or marine life.

   Proposed measures to protect or conserve plants, animals, fish, or marine life are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to the protection of plants, animals, fish or marine life.

3. How would the proposal be likely to deplete energy or natural resources?

   The proposal is a non-project map and text amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not deplete energy or natural resources.

   Proposed measures to protect or conserve energy and natural resources are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to energy and natural resource protection.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

   The proposal is a non-project map and text amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not affect environmentally sensitive areas or areas designated for government protection.

Proposed measures to protect such resources or to avoid or reduce impacts are:

None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to environmentally sensitive areas or areas designated for governmental protection.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

   The proposal is a non-project map and text amendment of the Marysville Comprehensive Plan. Future project actions may require improvements to the road network system.

   Proposed measures to avoid or reduce shoreline and land use impacts are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to shoreline and land use impacts.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

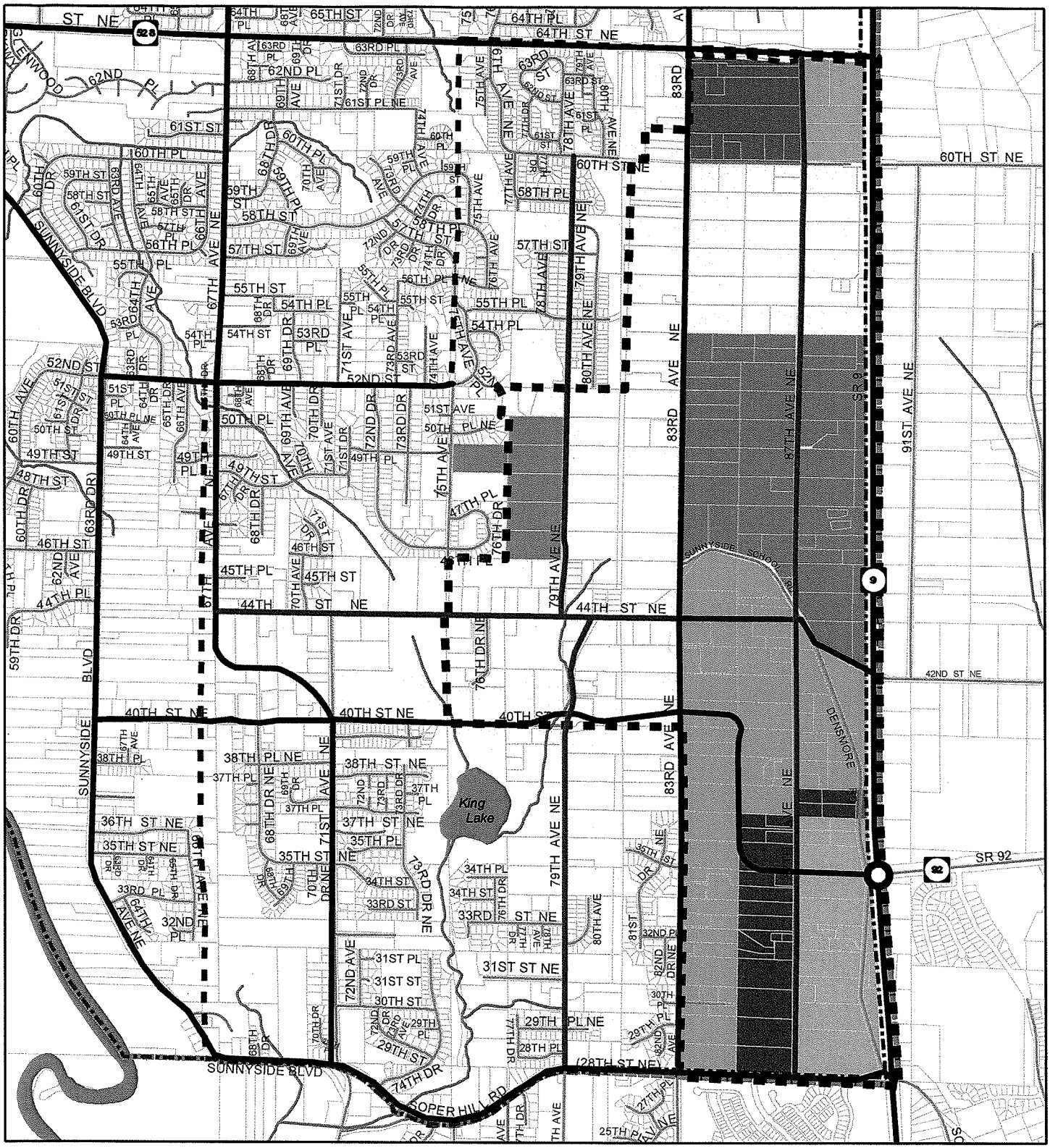
   This proposal is a non-project action. Therefore, the proposal in and of itself will not increase demands on transportation or public services and utilities. The map and text amendments are proposed to provide future road connections in order to provide a road network system that can handle the future transportation demands in the area.

   Proposed measures to reduce or respond to such demand(s) are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to transportation, public services and utilities.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

   No known conflict. The Growth Management Act requires that development regulations be consistent with adopted GMA comprehensive plans.



City of Marysville

East Sunnyside/Whiskey Ridge Master Plan

East Sunnyside Neighborhood

May 14, 2007

Marysville City Limits
Marysville Urban Growth Area
East Sunnyside Neighborhood
Master Plan Expansion Area
Parcels

Proposed Arterials
PRINCIPLE
MINOR
COLLECTOR

Community Business
Mixed Use
Multi-Family Medium
Multi-Family Low
Single Family 4.5-8
Single Family 6.5
Recreation

CITY OF Marysville WASHINGTON

0 500 1,000 2,000 Feet

N

Whiskey Ridge Master Plan
Proposed 40th St NE to SR 92 Alignment

Perteet

0 100 200 400 Feet

Wednesday, July 18, 2007

To whom it may concern,

We have lived on 87th avenue for about 12 years. It is a nice quiet rural area. We have raised our three children here. Now our quiet country way of life is being threatened by the new proposed road plan. We didn't like the original plan of putting in a new road between 87th and 83rd, but the new plan has 87th widened to 5 lanes. This would in effect put the road almost right outside of my front door. When we first moved into this house we set our trees back from the road in event that the road might be widened and sidewalks added. Now our trees would be destroyed along with most of our front yard. And this plan does not only affect our family, but another 14+ of our neighbors. Some of the homes would quite possibly have to be moved to make room for the widened road. The original plan would be placing the new road in open areas. Although this would affect 5 families, it is a much smaller amount then the 14+ the new plan would involve.

It has been stated in one of the meetings that running the road straight to 83rd because it would be too close to highway 92 was out of the question, but yet 87th is much closer to Highway 92. It is claimed that by putting a round a bout on 87th would alleviate this problem. Why not run the road to 83rd and then widen 83rd? 83rd is a wider road already and is the typical route in the area. You would still have to put a round a bout on 87th, but not have to widen the road or put a new road in the area.

My wife has attended many of the hearing meetings and has not heard what the traffic increase for the area would be. I believe that this is a very important impact and needs to be taken into affect before the decision is made. There are many families with small children on 87th. The increase in the traffic would put these children in harms way. It would also be a danger to every family that would need to pull out of their driveway.

We had opposed the annexation and still feel that Marysville's taking of this area was done without consideration of the families in the area. Since the annexation, we have seen nothing but increases of our power bill, a new storm water bill and an increase of our property taxes. Now a large part of our property is being threatened by the proposed widening of, what is now, a quiet road. We understand that it is being done in the name of progress, but we feel that the cost to our neighbors and us is too great. Let us at least keep our quiet neighborhood the way it is, even if it is for just a little while longer.

Respectfully,

Randall & Staci

Randall and Staci Garka
3725 87th Ave NE

RECEIVED
JUN 18 2007
CITY OF MARYSVILLE
COMMUNITY DEVELOPMENT

From: Carmen Rasmussen
To: luciejohns@hotmail.com
Date: 07/17/2007 1:20:52 PM
Subject: Re: Potential Hwy 92 route

Lucie-
Thank you for your input into the proposed road configuration. As you may know, the Planning Commission is planning a public hearing regarding this issue on July 24th.

The Planning Commission hearing agenda and info is located on the city website:
http://ci.marysville.wa.us/CommunityDev/planning/activities/compplan_amend_07/072407%20PC%20Packet.pdf
If you are unable to access this information on the website, I'm sure that the Community Development Department can get you a copy of the agenda by mail.

The info about the meeting is as follows:
Marysville Planning Commission Public Hearing - July 24, 2007, 6:30 p.m. in the City Hall Council Chambers, 1049 State Ave. A public hearing will be held on the proposed 2007 Marysville Comprehensive Plan Amendments.

Your input will be valuable at this public hearing and I encourage you to attend and give your perspective on this matter.

Thank you!
Carmen Rasmussen
City Councilmember

>>> "Lucie Johns" <luciejohns@hotmail.com> 07/10/07 10:33 AM >>>
Councilwoman Rasmussen,

It seems to me that the potential route for the extension of Hwy 92 to the west becomes more and more confusing. My home will be greatly affected by the current proposal to route it down 87th Ave. Originally it was to go down 83rd or along the line between 83rd and 87th. These routes were deemed to be problematic because of having a cross stop too close to Hwy 9. Now that problem is apparently gone by using roundabouts on 87th! Why not use them in either of the other two configurations which would impact far fewer homes and would make more sense for through traffic. I feel we would all be forced to sell our homes due to safety concerns and the aesthetics inherent in living on a busy road.

Thank you for your consideration,
Lucie Johns
3623 87th Ave NE
Marysville, WA 98270

425-397-7389

CC: ghirashima@ci.marysville.wa.us

From: " don" <dgbakker@earthlink.net>
To: <ghirashima@ci.marysville.wa.us>
Date: 07/15/2007 9:43:37 PM
Subject: FW: proposed 40th St NE to SR 92 alignment on 87th Ave NE

----- Original Message -----
From: don
To: ghirashima@ci.marysville.wa.us
Sent: 7/8/2007 1:39:33 PM
Subject: proposed 40th St NE to SR 92 alignment on 87th Ave NE

July 8, 2007

From: Don Bakker
3811 87th Ave NE
Marysville, WA 98270
To: Gloria Hirashima, Community Development, City of Marysville
I am very much apposed [against] the proposed 40th ST..NE. To SR 92 alignment on 87th AVE. NE. I have over 400ft. of road frontage on 87th Ave. with nice yards, trees, landscaping, rockeries, drive-ways, and I don*t want to lose that along with half my driveways and yards. I planned my home with a nice yard and driveway and don*t want to lose it to a busy road.
This is a bad idea it will totally disrupt our nice neighborhood, it is the wrong thing to do!
1. The traffic would be terrible!
2. We couldn*t even get out of our driveways!
3. We would lose property value, half our yards and driveways!
My home is where my heart is, its my hobby, I have designed and built it all and to have the city of Marysville make all these changes and force annexation on us propose these roads, increase our property taxes charge us the maximum for surface water management, its all very disheartening it cuts very deep emotionally, and causes great stress on many people.
We do not want gridlock, road rage, tons of traffic brought to us thru our neighborhood that has lots of kids, people walking and animals enjoying our quiet neighborhood.
Marysville needs to fix what they have, improve the roads that are already in place because the proposed roads would put traffic into the streets of Marysville were there already is traffic gridlock. that people are wanting to avoid now.
Please don*t bring a major highway through our neighborhood, it will be so negative to our families, kids, animals, and all the traffic noise would take away from the country setting that this area has always been for so many families.
Mayor Kendall has stated he wants to be sure we are going in the right direction. This is the wrong direction, to disrupt our wonderful neighborhood.
Thanks for your attention.
Sincerely,
Don Bakker
425-335-0751

RECEIVED
JUN 12 2007
City of Marysville
Public Works & Community Dev.

To: The City Planning Department of Marysville, WA

I would like to again encourage you to take another look at the other road options.

The "connector road," as it is being called, is not a good choice for several reasons.

1) This road would disrupt and displace many homes and families. Is the city prepared to wait for a very long time, possibly eternity, to put the road in? Existing home owners are not wanting or willing to sell. As you can see, we love our homes and our area.

2) This proposed road lowers the value of our property. Even just having this road on a proposed land use map, lowers the value of our land. Would you want to buy land that will have a road divide it? I think not. How many people buy a home for the street? How many people want to buy a home that has four to five main roads so close to it? This road would make our land and home undesirable, and worth a lot less.

3) If the proposed connector is planned to help th fire department get down the hill, it is estimated to save only about twelve seconds. The curves in the road do slow down speeders, where a straight shot, especially down a hill, will have more problems with people speeding.

4) There are eagles nests and wet lands that will be unlawfully disturbed. The eagles nests are right where the connector road would go. There are wet lands by where the connector is planned as well as east of 40th St. where there are plans to connect to Highway 9.

Again, our proposal is to use the existing roads, making improvements to them. The reasons for using the existing roads include:

1) It would be less disruptive to the existing Marysville citizen families located in the area.

2) It would be less costly, using existing roads and materials, than displacing families and buying the land. It would be less costly time wise and economically, to use the existing roads.

3) It would be less disruptive to the natural habitat, endangered animals and to the preserved wetlands.

4) The proposed road from 40th to Highway 9 goes across clearly marked wetlands. Are you planning on building a bridge? How are you proposing to legally get over the wetlands?

I ask if any of you have personally gone out to this area, gotten out of your cars and walked around? This is a very important decision, effecting many people. It is important to make the correct decision.

We, along with our lawyers, are prepared to hire a transportation planner to help find alternatives. We are willing to meet with you before or after the workshop. We are prepared and willing to do what is needed to work with you to come to a viable resolution.

Thank you,

Tim Nixon
Rebecca Nixon

Tim and Beccie Nixon
4024 71st Ave. N.E.
Marysville, WA 98270
425-335-7764

Amendment #6

rec'd 7/24/07 kw

COMMENT SHEET
City of Marysville Public Hearing
Revised Whiskey Ridge/Sunnyside Road and Zoning Plans
Tuesday, July 24, 2007

Name: Ken White
Address: 3303 87th Av NE, Marysville, WA 98270
Phone Number: 425-377-0282 Email: white_kenw@msn.com

1. Please identify aspects of the alternative that you like or agree with, and why:

NA—I believe the project is unnecessary.

2. Please identify aspects of the alternative that you dislike or do not agree with, and why:

- *Homeowners pay more.* Using 87th to make the connection with Hwy 92 lowers the cost impact for developers to build an entire new road by expanding an existing road, and shifts the cost to homeowners as this plan affects 14 property owners instead of five in the previous plan.
- *It impacts more homeowners.* If the road change is made, the density along 87th would change, and the effect could be more than just 14 homes, it could be as high as 30+ homes.
- *It affects smaller property owners more.* There are many more 1 acre properties on 87th. With less property to offer to developers than the larger 5 acre pieces, the impact of this road adjustment would be felt much more than the larger pieces.
- *The small property owners will lose money.* If the city buys 10 feet more of someone's property and pays "fair market price" for the land, the property owner might lose two dwelling units because there would no longer be enough property to allow more. Those two dwelling units would fetch around $120,000 (developers pay per dwelling unit that can be built on a piece of property. Currently the price is from $45K to $65K per unit). That is a loss of $90,000 for the property owner.
- *It is grossly unfair and unnecessary.* It spends millions of dollars and impacts more current life-long homeowners in order to shift as few of 2,000 vehicles over the next twenty years.

3. Questions:

- Are you certain this plan is legal under the state's Growth Management Act? For example, how will the plan affect adjacent wetlands?
- Does this plan help developers to pay less impact fees, thus putting more burden on homeowners? Do developers continue to receive discounted impact fees for transportation?
- Finally, WHY CHANGE THE PLAN? What didn't work with the previous plan? Did you forget something in the previous plan, or are the developers pressuring you for lower costs?
- Does this plan result in effecting more new trips in the next two decades than the previous plan?

Proposed Road

mcd 7/24/07

(1)

Meeting July 24th 7 pm

I am very much {against / apposed} the proposed 40th. St. NE. to SR 92 Road alignment on 87th AVE. NE.

this is a bad idea:

1) It would totally disrupt our nice neighborhood.
2) the traffic would be terrible.
3) We would lose property value.
4) It would take away a lot of our yards & driveway's
5) It would be very difficult to get out of our driveways with all the ~~traffic~~ increased traffic.
6) We do not want gridlock, road rage, tons of traffic brought to us thru our neighborhood that has lots of kids, people walking and animals enjoying our quiet neighborhood

7) We are in the country because we want it this way.

Cont.

Marysville needs to Fix the existing Roads that are in place, because the proposed roads would put traffic into the Streets of Marysville were there already is traffic gridlock.

Don't ruin our neighborhood only to make marysville streets more crowded.

People are wanting to avoid marysville streets now.

I am asking you not to bring a major highway through our neighborhood

It will be so negative to our families, homes, Kids, animals, and all the increased traffic noise would take away from the country setting that this area has always been For so many families.

cont.

say 1st I have lived on this property for Sixty years, I plan on retiring & enjoying the home and property I have built & designed, We like it the way it is.

cont. >

Mayor Kendall has stated he wants to be sure we are going in the right direction.

this is the wrong direction For many, many, reasons to disrupt our wonderful neighborhood.

[We need to preserve our neighborhood]

thank you

Don Bakker

3811 87th AV NE
Marysville

rec'd 7/24/07

COMMENT SHEET
City of Marysville Public Hearing
Revised Whiskey Ridge/Sunnyside Road and Zoning Plans
Tuesday, July 24, 2007

Name: __Ken Pinnell

Address: ___3826 87th Ave. NE

Phone Number: __425-531-1132

Email Address: KPinnell@comcast.net

Amendment #6

Please identify aspects of the alternative that you like or agree with, and why:
I do not agree with the alternative... see my comments below.

Please identify aspects of the alternative that you dislike or do not agree with, and why:
Roundabouts: Delay the response time for the fire department. According to the fire chief he would prefer to not have any speed bumps, roundabouts or other items in the roads that delay his response time. If my house is on fire, and I am trapped inside, the extra 5 seconds could be the difference between life and death for me or anyone in my family.

Share the burden: The plan as outlined creates a huge burden for the homes on 87th Ave. There are many one and two acre properties who will take much more of the burden than the other properties. I understand that the city will pay me for the additional dirt needed to build the wider road, but that dirt that I will HAVE to give up (even if fair market) is for the cost of the dirt... not the loss of developable units. If I get 30k for my property (10' wide x 300' long = 3000 sf x $10/sf = $30,000), I will likely loose two dwelling units (2 x $55,000 = $110,000). That means that I am now loosing $80,000 (over a years salary). I understand that the larger properties could also loose that same density, but remember I only have one acre and I cannot replace what I currently have for what I will now get for my property. I loose big time. The burden needs to be shared by all.

Burden continued: The new alternate would effect approximately 14 properties (half of them are smaller like mine). The older road plan would only effect about 5 properties. Properties that could make more adjustments to property lines and distances between homes and such, and maybe not loose any homes.

Please do not forget about the smaller properties on within your newly annexed area.

<u>Other comments:</u>
The need for properly designed roads is critical. I understand that a road is necessary and am willing to back a well funded, properly thought out and *evenly* distributed road plan.

PLANNING STAFF REPORT ON
REQUEST FOR AMENDMENT
TO THE
CITY OF MARYSVILLE COMPREHENSIVE PLAN

CITY INITIATED AMENDMENT REQUEST #7

The following is a review of a staff-initiated request for an amendment to the City of Marysville Comprehensive Plan.

File No.:	PA 07043
Date of Report:	7/13/07
Nature of Request:	Comprehensive plan map amendment to Lakewood land use designation and zoning. Map amendment would affect Figures 4-2, 4-87 and 4-91 of the City of Marysville Comprehensive Plan general land use and neighborhood maps.

I. EVALUATION:

A. Request

The City of Marysville has conducted a Lakewood Triangle Access Study to review proposed arterial connections and access to the Lakewood Areas. (Exhibit 1, Lakewood/Smokey Point Arterial Streets). The Study has resulted in recommendations to construct new arterial connections within the Lakewood neighborhood as well as new arterial connections between the Lakewood and Smokey Point neighborhoods.

The staff report to City-initiated comprehensive plan amendment #3 depicts the proposed connections. This will alter the current connection plan in several figures of the City's Comprehensive Plan. It will result in 156th Street being constructed as a major east-west corridor arterial potentially within six years. The east-west arterial was previously shown in our comprehensive plan and some planning/design funding was identified within the 20 year transportation plan. However, the Lakewood Triangle Access Study recommends immediate construction of a bridge overcrossing for this corridor. The recommended schedule for the improvement to address existing traffic and level of service in Lakewood is within six years.

In response to this corridor construction, changes to 156th Street north side land use designations are proposed on the north side of 156th Street NE. The existing comprehensive plan designates portions of the north side of 156th Street NE as residential. This proposed amendment would designate the north side of 156th Street NE as commercial, General Commercial to the east edge of the Burlington Northern Railroad tracks.

B. Conformance with SEPA

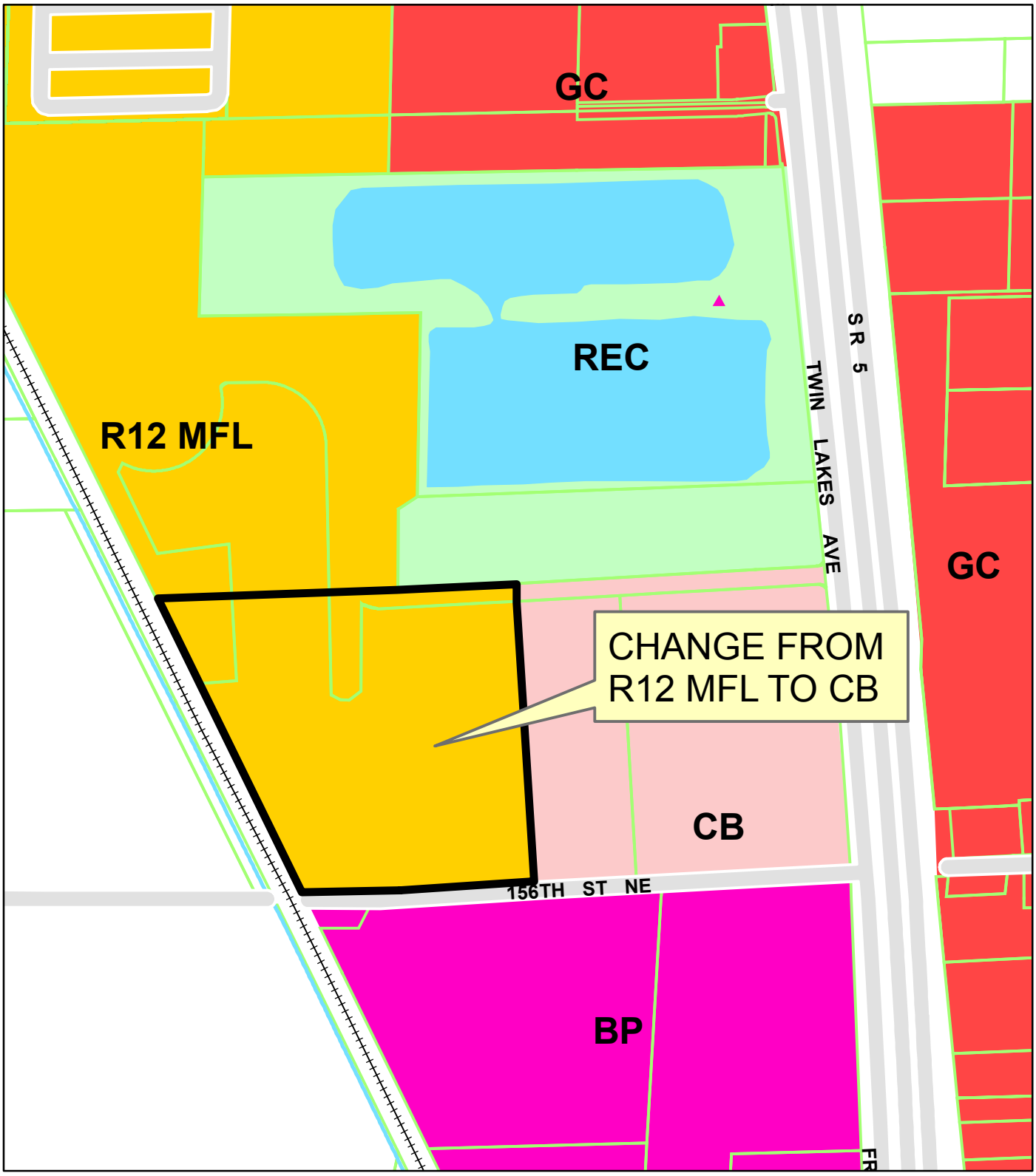
The comprehensive plan amendment request is reviewed and processed in accordance with Title 18, City of Marysville Environmental Policy Ordinance and Chapter 197-11 WAC, State Environmental Policy Act (SEPA).

REVIEW & ANALYSIS:

1) The map amendment is appropriate, given the access and traffic volumes anticipated on 156th Street NE. A commercial use along the principal arterial will be more appropriate than residential. Due to the planned improvements which include a bridge, the bridge landings will be west of Twin Lakes Blvd and reach grade approximately mid-point between Twin Lakes Blvd and the BNR tracks. This will require access to be taken further west for properties along Interstate 5. This has an impact on land uses north of 156th Street NE.
2) The north side of 156th Street NE is currently zoned Community Business immediately south of Twin Lakes Park. This proposal would include land use designation change to General Commercial and extend the designation to the west to the BNR tracks.

RECOMMENDATION:

Revise the plan maps as shown.



2007 Marysville Comprehensive Plan Amendments

Amendment #7

BP - BUSINESS PARK
CB - COMMUNITY BUSINESS
GC - GENERAL COMMERCIAL
MFL - MULTI-FAMILY LOW

0 500 1,000 Feet

N

CITY OF MARYSVILLE
ENVIRONMENTAL CHECKLIST
RCW 197-11-960

Staff Initiated Comp Plan Amendment No. 7
Lakewood Land Use Amendment

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can de done) and to help the agency decide whether an EIS is required.

Instructions for Applicant:

This environmental checklist asks you to decide some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the aster, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for non-project proposals:

Complete this checklist for non-project proposals, even though questions may be answered "does not apply". In addition, complete the *Supplemental Sheet for Non-Project Action (part D).*

For non-project actions, the references in the checklist to the words "project", "applicant", and "property or site" should be read as "proposal", "proposer", and "affected geographic area", respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:

   Staff Initiated Comprehensive Plan Amendment No. 7 – Lakewood Land Use Amendment

2. Name of applicant:

   City of Marysville

3. Address and phone number of applicant and contact person:

   Gloria Hirashima, CD Director
   City of Marysville
   Community Development Department
   80 Columbia Avenue
   Marysville, WA 98270
   (360) 363-8100

4. Date checklist prepared:

   June 25, 2007

5. Agency requesting checklist:

   City of Marysville

6. Proposed timing or schedule (including phasing, if applicable):

   2007 Marysville Comprehensive Plan Amendment cycle

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

   N/A – Non-project action

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

   Environmental documentation regarding the Marysville Comprehensive Plan includes the following:

   - **Draft Environmental Impact Statement dated January 13, 2005**
   - **Final Environmental Impact Statement dated April 2005**
   - **Snohomish County "Final Environmental Impact Statement for the 10 Year Update"**
   - **Snohomish County "Draft Environmental Impact Statement for the 10 Year Update"**
   - **Lakewood Triangle Access Study**

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

   None known

10. List any government approvals or permits that will be needed for your proposal, if known.

Marysville City Council approval of a Comprehensive Plan Amendment

11. Give brief, complete description of your proposal, including all proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

A non-project action amending Marysville Comprehensive Plan maps for property in the Lakewood neighborhood of Marysville, located north of 156th Street NE. The City of Marysville conducted a "Lakewood Triangle Access Study" to review proposed arterial connections and access to the Lakewood area. The study has resulted in recommendations to construct new arterial connections within the Lakewood neighborhood as well as new arterial connections between the Lakewood and Smokey Point neighborhoods. The proposal would develop 156th Street NE as a principal arterial with a bridge structure overcrossing Interstate 5. As a result of the transportation changes proposed along this street, this proposal would redesignate the north side of 156th Street NE from Multi-Family Low Density to Community Business.

The proposed amendment would affect the following figures and text:

- **Figures 4-2, 4-87 and 4-91 of the Marysville Comprehensive Plan maps**

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topography map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications to this checklist.

The proposal is a Comprehensive Plan map amendment, affecting property north of 156th Street, south of Twin Lakes Park, in the Lakewood neighborhood. These neighborhoods are located in the northern portion of Marysville's Urban Growth Area (MUGA), west of I-5 (see attached map).

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (***bold/italic***): Flat, rolling, hilly, steep slopes, mountainous, other.

The Lakewood are is relatively flat.

b. What is the steepest slope on the site (approximate percent slope)?

The steepest slopes on the properties are 3-5%.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of the agricultural soils, specify them and note any prime farmland.

According to the United States Department of Agriculture – Soil Conservation Service, Soil Survey of Snohomish County the Lakewood area is mainly comprised with Custer Fine Sandy Loam soils.

d. Are there any surface indications or history of unstable soils in the immediate vicinity? If so, describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

g. About what percent of the site will be covered with impervious surfaces after the project construction (for example, asphalt or buildings)?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

2. AIR

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

3. WATER

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

6) Does the proposal involve any discharge of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground waters? Give general description, purpose, and approximate quantities if known.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. Water Runoff (including storm water):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

2) Could waste materials enter ground or surface waters? If so, generally describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

d. Proposed measure to reduce or control surface, ground and runoff water impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

4. PLANTS

a. Check or circle types of vegetation found on the site (***bold/italic***): **N/A**
- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- **shrubs**
- **grass**

- **pasture**
- crop or grain
- **wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other**
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. List threatened or endangered species known to be on or near the site.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

5. Animals

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site (***bold/italic***): **N/A**

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened or endangered species known to be on or near the site.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. Is the site part of a migration route? If so, explain.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

d. Proposed measure to preserve or enhance wildlife, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

No

1) Describe special emergency services that might be required.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

2) Proposed measures to reduce or control environmental health hazards, if any.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Noise

1) What types of noise exist in the area which may affect your project for example: traffic, equipment, operation, other)?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

3) Proposed measures to reduce or control noise impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The property is currently pasture. The adjacent uses are currently agricultural and rural residential uses. The property to the north is a County park.

b. Has the site been used for agriculture? If so, describe.

Yes, the site has historically been used for agricultural and farming purposes.

c. Describe any structures on the site.

None.

d. Will any structures be demolished? If so, what?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

e. What is the current zoning classification of the site?

The property is zoned R-12 (multi-family low density).

f. What is the current comprehensive plan designation of the site?

The property is designated Multi-family low density.

g. If applicable, what is the current shoreline master program designation for the site?

N/A – The property is not located within shoreline jurisdiction

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

Wetlands have been identified on the properties as part of ongoing development review. These areas will be protected pursuant to critical areas regulations within the City of Marysville.

i. Approximately how many people would reside or work in the completed project?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

j. Approximately how many people would the completed project displace?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

k. Proposed measures to avoid or reduce displacement impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

9. Housing

a. Approximately how many housing units would be provided, if any? Indicate whether high, middle, or low-income housing.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control housing impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal, exterior building material(s) proposed?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan. Building height in the RML zone is 35 feet. Building height in Community Business is 55 feet.

b. What views in the immediate vicinity would be altered or obstructed?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control aesthetic impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Could light or glare from the finished project be a safety hazard or interfere with views?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. What existing off-site sources of light or glare may affect your proposal?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

d. Proposed measures to reduce or control light and glare impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

12. Recreation

a. What designated and informal recreation opportunities are in the immediate vicinity?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Would the proposed project displace any existing recreational uses? If so, describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be or next to the site? If so, generally describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The attached maps depict existing and future public streets within the Lakewood and Smokey Point neighborhoods.

b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

The closest service to the Lakewood neighborhood is by Community Transit bus service along Smokey Point Boulevard & 172nd Street NE.

c. How many parking spaces would the completed project have? How many would the project eliminate?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

N/A – Non-project map amendment of the Maryville Comprehensive Plan

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

g. Proposed measures to reduce or control transportation impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Proposed measures to reduce or control direct impacts on public services, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

16. Utilities

a. Bold/italic utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____ Date: 7/2/07

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the environment.

When answering these questions, be aware of the extent of the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

   The proposal is a non-project map amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not increase discharge to water; emissions to air; production, storage, or release of toxic hazardous substances; or production of noise.

   Proposed measures to avoid or reduce such increases are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to stormwater discharge, emissions, toxins and noise regulations.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

   The proposal is a non-project map amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not affect plants, animals, fish or marine life.

   Proposed measures to protect or conserve plants, animals, fish, or marine life are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to the protection of plants, animals, fish or marine life.

3. How would the proposal be likely to deplete energy or natural resources?

   The proposal is a non-project map amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not deplete energy or natural resources.

   Proposed measures to protect or conserve energy and natural resources are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to energy and natural resource protection.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

   The proposal is a non-project map amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not affect environmentally sensitive areas or areas designated for government protection.

Proposed measures to protect such resources or to avoid or reduce impacts are:

None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to environmentally sensitive areas or areas designated for governmental protection.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposal is a non-project map amendment of the Marysville Comprehensive Plan. Future project actions may propose a change in land use through the development standards and provisions outlined in the MMC.

Proposed measures to avoid or reduce shoreline and land use impacts are:

None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to shoreline and land use impacts.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

This proposal is a non-project action. Therefore, the proposal in and of itself will not increase demands on transportation or public services and utilities. The map amendments are proposed based on a Triangle Access Study, which provided recommendations for the construction of new arterial connections within the Lakewood neighborhood.

Proposed measures to reduce or respond to such demand(s) are:

None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to transportation, public services and utilities.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

No known conflict. The Growth Management Act requires that development regulations be consistent with adopted GMA comprehensive plans.

PLANNING STAFF REPORT ON
REQUEST FOR AMENDMENT
TO THE
CITY OF MARYSVILLE COMPREHENSIVE PLAN

CITY INITIATED AMENDMENT REQUEST #8

The following is a review of a staff-initiated request for an amendment to the City of Marysville Comprehensive Plan.

File No.:	PA 07043
Date of Report:	7/13/07
Applicant:	City of Marysville Community Development Department
Owners:	multiple
Location:	8106, 8110, 8114, 8204, 8207-43rd Avenue NE
Nature of Request:	Comprehensive plan map amendment and rezone of 8106, 8110, 8114, 8204, 8207-43rd Avenue NE from General Commercial (GC) to Single-Family High (R6.5).

I. EVALUATION:

A. Request

This proposal is a comprehensive plan map amendment and rezone of 8106, 8110, 8114, 8204, 8207-43drd Avenue NE from General Commercial (GC) to Single Family High (R6.5). This is a map correction. In 1999, the subject parcels were part of a split-zoned parcel with primary lot access off State Avenue. In 1999, the parcel was short subdivided. The rear part of the property was zoned R-18 and developed with access from the east off 43rd Avenue NE. In subsequent comprehensive plan updates, the parcels were inadvertently mapped General Commercial, and zoned GC by the implementing area-wide rezones. These parcels were developed with duplexes in 2001. As duplexes are nonconforming uses in the GC zone, staff recommends a map correction to designate the land R-6.5, Single Family High. The development pattern and access is clearly residential and should be zoned appropriately.

B. Conformance with SEPA

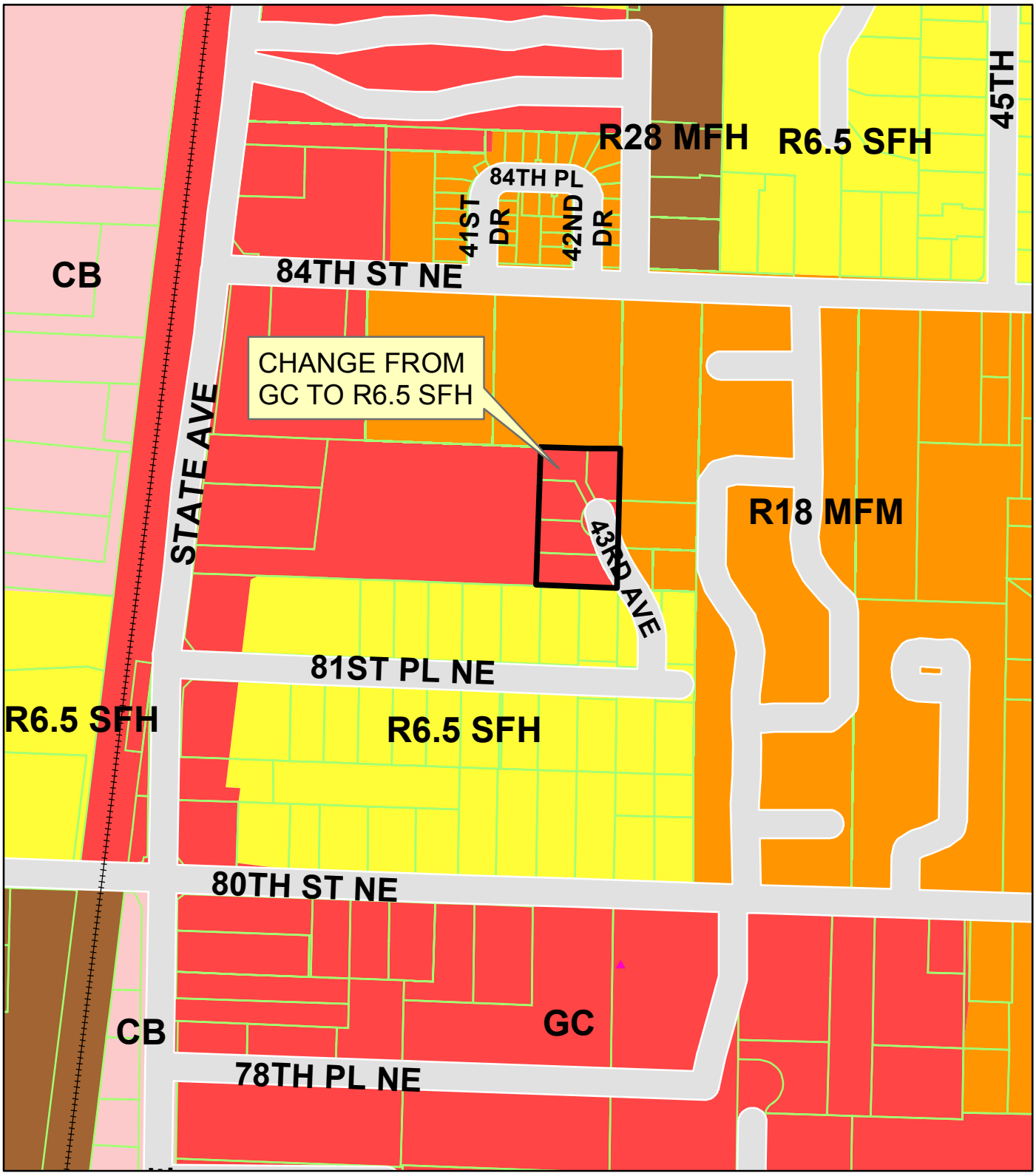
The comprehensive plan amendment request was reviewed and processed in accordance with Title 18, City of Marysville Environmental Policy Ordinance and Chapter 197-11 WAC, State Environmental Policy Act (SEPA). Addendum #11 to the City of Marysville Comprehensive plan update Final Environmental Impact Statement (DEIS) and previously issued addenda was issued by the City on July 2, 2007.

REVIEW & ANALYSIS:

1) The map amendment and rezone is appropriate, given the access and existing development of the subject lots.
2) While the property appears to have originally been zoned R-18, Multiple Family Medium Residential, the current uses conform with the R-6.5, Single Family High densities and use allowances for duplexes. Therefore, the staff report recommends R6.5 as appropriate land use designation and zone.
3) The General Commercial zoning appears to have arisen out of a mapping error and should be corrected.

RECOMMENDATION:

Revise the comprehensive plan and zoning maps to reflect R-6.5, Single Family High land use designation and zoning.



2007 Marysville Comprehensive Plan Amendments

Amendment #8

CB - COMMUNITY BUSINESS
GC - GENERAL COMMERCIAL
MFL - MULTI-FAMILY LOW
MFM - MULTI-FAMILY MEDIUM
MFH - MULTI-FAMILY HIGH
SFH - SINGLE FAMILY HIGH

N

CITY OF MARYSVILLE
ENVIRONMENTAL CHECKLIST
RCW 197-11-960

Staff Initiated Comp Plan Amendment No. 8
Pinewood Area Land Use Amendment

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can de done) and to help the agency decide whether an EIS is required.

Instructions for Applicant:

This environmental checklist asks you to decide some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the aster, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for non-project proposals:

Complete this checklist for non-project proposals, even though questions may be answered "does not apply". In addition, complete the *Supplemental Sheet for Non-Project Action (part D).*

For non-project actions, the references in the checklist to the words "project", "applicant", and "property or site" should be read as "proposal", "proposer", and "affected geographic area", respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:

   Staff Initiated Comprehensive Plan Amendment No. 8 – Pinewood Area Land Use Amendment

2. Name of applicant:

   City of Marysville

3. Address and phone number of applicant and contact person:

   Gloria Hirashima, CD Director
   City of Marysville
   Community Development Department
   80 Columbia Avenue
   Marysville, WA 98270
   (360) 363-8100

4. Date checklist prepared:

   June 25, 2007

5. Agency requesting checklist:

   City of Marysville

6. Proposed timing or schedule (including phasing, if applicable):

   2007 Marysville Comprehensive Plan Amendment cycle

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

   N/A – Non-project action

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

   Draft Environmental Impact Statement dated January 13, 2005
   Final Environmental Impact Statement dated April 2005

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

   None known

10. List any government approvals or permits that will be needed for your proposal, if known.

    Marysville City Council approval of a Comprehensive Plan Amendment

11. Give brief, complete description of your proposal, including all proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

A non-project action amending Marysville Comprehensive Plan maps to redesignate property from General Commercial (GC) to Multi-Family Medium (R18) for properties at 8106, 8110, 8114, 8204, 8207-43rd Avenue NE.

The proposed amendment would affect the following figures and text:

- **Figures 4-2, 4-62 of the Marysville Comprehensive Plan maps**

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topography map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications to this checklist.

    The proposal is a Comprehensive Plan map amendment, affecting 8106, 8110, 8114, 8204, 8207-43rd Avenue NE (see attached map).

B. ENVIRONMENTAL ELEMENTS

1. Earth

    a. General description of the site (***bold/italic***): Flat, rolling, hilly, steep slopes, mountainous, other.

    The area is relatively flat.

    b. What is the steepest slope on the site (approximate percent slope)?

    The steepest slopes on the properties are 5%.

    c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of the agricultural soils, specify them and note any prime farmland.

    According to the United States Department of Agriculture – Soil Conservation Service, Soil Survey of Snohomish County the Lakewood area is mainly comprised with Custer Fine Sandy Loam soils.

    d. Are there any surface indications or history of unstable soils in the immediate vicinity? If so, describe.

    N/A – Non-project map amendment of the Maryville Comprehensive Plan

    e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

    N/A – Non-project map amendment of the Maryville Comprehensive Plan

    f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

    N/A – Non-project map amendment of the Maryville Comprehensive Plan

    g. About what percent of the site will be covered with impervious surfaces after the project construction (for example, asphalt or buildings)?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

2. AIR

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

3. WATER

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

6) Does the proposal involve any discharge of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground waters? Give general description, purpose, and approximate quantities if known.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. Water Runoff (including storm water):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

2) Could waste materials enter ground or surface waters? If so, generally describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

d. Proposed measure to reduce or control surface, ground and runoff water impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

4. PLANTS

a. Check or circle types of vegetation found on the site (***bold/italic***): **N/A**

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. List threatened or endangered species known to be on or near the site.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

5. Animals

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site (***bold/italic***): **N/A**

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened or endangered species known to be on or near the site.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. Is the site part of a migration route? If so, explain.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

d. Proposed measure to preserve or enhance wildlife, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

No

1) Describe special emergency services that might be required.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

2) Proposed measures to reduce or control environmental health hazards, if any.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Noise

1) What types of noise exist in the area which may affect your project for example: traffic, equipment, operation, other)?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

3) Proposed measures to reduce or control noise impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The property is currently developed for residential uses.

b. Has the site been used for agriculture? If so, describe.

No.

c. Describe any structures on the site.

Residential structures – duplexes.

d. Will any structures be demolished? If so, what?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

e. What is the current zoning classification of the site?

The property is zoned General Commercial (GC).

f. What is the current comprehensive plan designation of the site?

The property is designated General Commercial.

g. If applicable, what is the current shoreline master program designation for the site?

N/A – The property is not located within shoreline jurisdiction

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

No.

i. Approximately how many people would reside or work in the completed project?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

j. Approximately how many people would the completed project displace?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

k. Proposed measures to avoid or reduce displacement impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

9. Housing

a. Approximately how many housing units would be provided, if any? Indicate whether high, middle, or low-income housing.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control housing impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal, exterior building material(s) proposed?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan.

b. What views in the immediate vicinity would be altered or obstructed?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control aesthetic impacts, if any:

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

N/A – Non-project map and text amendment of the Maryville Comprehensive Plan

b. Could light or glare from the finished project be a safety hazard or interfere with views?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. What existing off-site sources of light or glare may affect your proposal?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

d. Proposed measures to reduce or control light and glare impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

12. Recreation

a. What designated and informal recreation opportunities are in the immediate vicinity?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Would the proposed project displace any existing recreational uses? If so, describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be or next to the site? If so, generally describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. Proposed measures to reduce or control impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

c. How many parking spaces would the completed project have? How many would the project eliminate?

N/A – Non-project map amendment of the Maryville Comprehensive Plan

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

N/A – Non-project map amendment of the Maryville Comprehensive Plan

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

g. Proposed measures to reduce or control transportation impacts, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Proposed measures to reduce or control direct impacts on public services, if any:

N/A – Non-project map amendment of the Maryville Comprehensive Plan

16. Utilities

a. Bold/italic utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

N/A – Non-project map amendment of the Maryville Comprehensive Plan

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____ Date: 7/2/07

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the environment.

When answering these questions, be aware of the extent of the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

   The proposal is a non-project map amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not increase discharge to water; emissions to air; production, storage, or release of toxic hazardous substances; or production of noise.

   Proposed measures to avoid or reduce such increases are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to stormwater discharge, emissions, toxins and noise regulations.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

   The proposal is a non-project map amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not affect plants, animals, fish or marine life.

   Proposed measures to protect or conserve plants, animals, fish, or marine life are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to the protection of plants, animals, fish or marine life.

3. How would the proposal be likely to deplete energy or natural resources?

   The proposal is a non-project map amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not deplete energy or natural resources.

   Proposed measures to protect or conserve energy and natural resources are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to energy and natural resource protection.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

   The proposal is a non-project map amendment of the Marysville Comprehensive Plan. Therefore, the proposal in and of itself will not affect environmentally sensitive areas or areas designated for government protection.

Proposed measures to protect such resources or to avoid or reduce impacts are:

None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to environmentally sensitive areas or areas designated for governmental protection.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

   The proposal is a non-project map amendment of the Marysville Comprehensive Plan. Future project actions may propose a change in land use through the development standards and provisions outlined in the MMC.

   Proposed measures to avoid or reduce shoreline and land use impacts are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to shoreline and land use impacts.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

   This proposal is a non-project action. Therefore, the proposal in and of itself will not increase demands on transportation or public services and utilities. The map amendments are proposed based on a Triangle Access Study, which provided recommendations for the construction of new arterial connections within the Lakewood neighborhood.

   Proposed measures to reduce or respond to such demand(s) are:

   None proposed. Future project level review, will require compliance with the applicable Federal, State and Marysville Municipal Codes related to transportation, public services and utilities.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

   No known conflict. The Growth Management Act requires that development regulations be consistent with adopted GMA comprehensive plans.

East Sunnyside - Whiskey Ridge
Comprehensive Plan Amendment No. 5

Review of the Proposed
67th Avenue to 71st Avenue Connector
Between 40th and 44th Streets

October 8, 2007

Prepared by

Perteet Inc.

City of Marysville
Comprehensive Plan Proposed Amendment 5
Review of the 67th Avenue to 71st Avenue Connector between 40th Street and 44th Street

1. Introduction

The Proposed Amendment 5 to the Marysville Comprehensive Plan incorporates the connection alignment of the minor arterial street from 67th Avenue to 71st Avenue between 40th Street and 44th Street. This amendment has been opposed by three residents represented by Bricklin Newman Dold LLP in letters to the City of Marysville dated May 14, 2007 and July 24, 2007, and supported by a letter from Tilghman Group dated July 20, 2007. A previous report titled East Sunnyside – Whiskey Ridge Comprehensive Plan Amendments, Review of the 67th Avenue to 71st Avenue Arterial Corridor Connection dated June 6, 2007 was prepared by Perteet, Inc. and presented to Planning Commission. The Bricklin Newman Dold and Tilghman letters suggest that insufficient information has been presented to properly evaluate the alternatives proposed for the 67th/71st Connector.

This report is prepared to clarify some of the issues raised in the letters from Bricklin Newman Dold and Tilghman letters, and to provide further background for the City to consider in developing its final plans. In particular, the letters suggest that documents "demonstrate that Sunnyside Boulevard already is and will be the primary north-south route in the southern portion of the City". They further state that "the 67th / 71st Connector as another north-south route ….. under-plans for Sunnyside Boulevard and maximizes unnecessary impacts on City residents"

Some of the confusion arises in trying to compare "Planning Level Corridor Alternatives" to "Pre-Design Level Alignment Options". We suggest that the proper method to evaluate alternatives is to:

1. Evaluate the **Corridor Alternatives** that have been suggested at a planning level, and then
2. Evaluate the **Alignment Options** that have been suggested on the 67th/71st Avenue Corridor at the pre-design level.

2. Planning Level Corridor Alternatives

At the Comprehensive Plan and Subarea Plan levels, we plan for transportation facilities that will serve the entire City and adjacent jurisdictions for the long-term horizon, generally about 20 years. These plans use generally adopted planning criteria for transportation facilities and travel demand forecasting models to predict future traffic demands based on the long-term land use goals of the City. In this case, the travel demand forecasting models are attempting to predict the general daily traffic loads for the year 2025.

These Planning Level Corridor Plans determine approximately where arterial roads will be required in the long-term, what type of arterial road facility will be required to handle the traffic loads in the long-term, when the road improvements will likely be required, and what general funding requirements will be to provide those arterial roads.

There are basically three Alternatives to consider in the Sunnyside / 67th Avenue Corridors

Corridor Alternative A is the preferred alternative, which provides for a three-lane Minor Arterial on Sunnyside Boulevard and a three-lane Minor Arterial on 67th/71st Avenues with a through (curvilinear) connection.

Corridor Alternative B is the proposal by the Bricklin Newman Dold and Tilghman letters that Sunnyside Boulevard should be treated as Principal Arterial and widened to five-lanes to reduce the impacts on 67th Avenue or 71st Avenue.

Corridor Alternative C would be opposite of the proposal by the Bricklin Newman Dold and Tilghman letters,– namely that that 67th / 71st Avenues should be widened to a five-lane Principal Arterial to reduce the impacts on Sunnyside Boulevard.

2.1 Comprehensive Plan and Subarea Plan Context

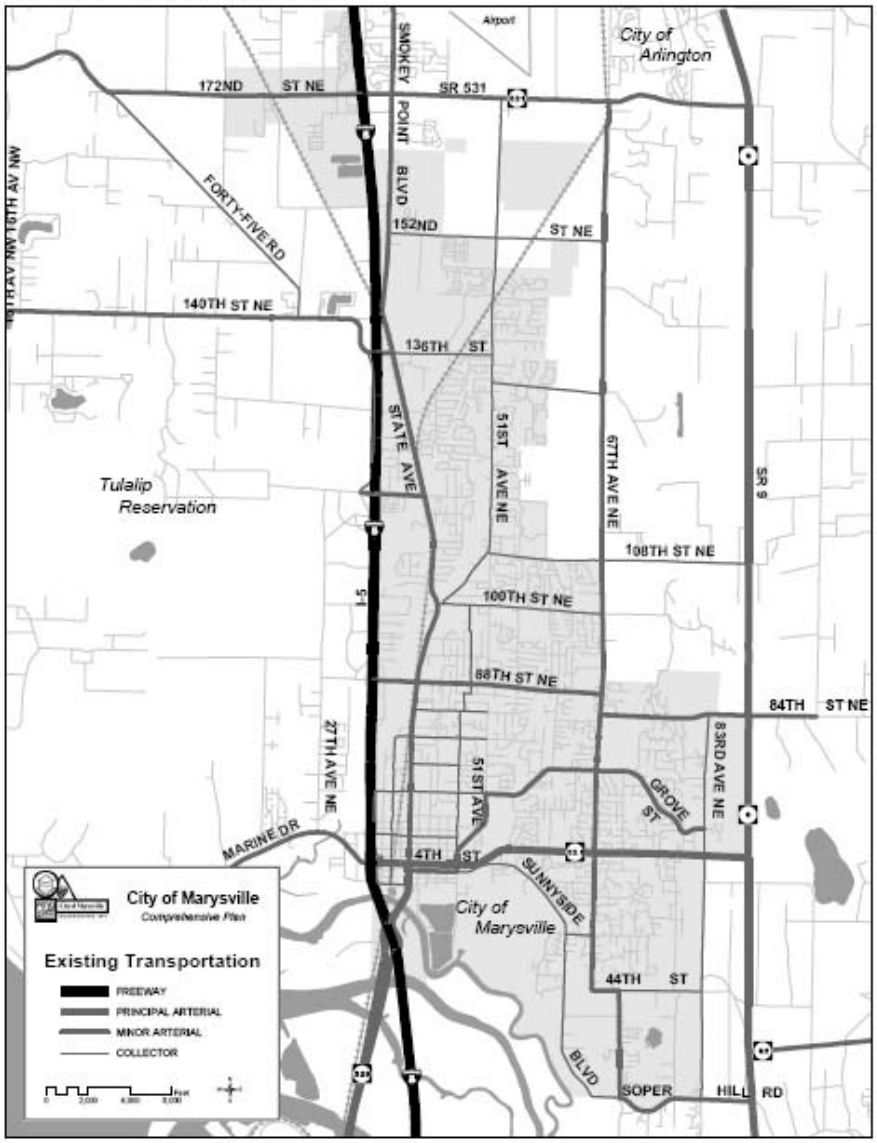
A review of the Comprehensive Plan and Subarea Plan issues surrounding the 67th Avenue / 71st Avenue corridor were contained in the original Perteet, Inc. memo dated June 6, 2007. The following provides a brief summary of that review:

1. The 67th Avenue / 71st Avenue corridor has been identified for many years as the primary north-south arterial. As illustrated on "Figure 8-1 Existing Transportation" (page 8-3) and described on "Table 8-1 Existing Roadway System Characteristics" (page 8-4 and 8-5) of the 2005 Comprehensive Plan***, 67th Avenue is described as a Minor Arterial*** north of 44th Street, and ***71st Avenue is described as a Minor Arterial*** south of 44th Street.

2. In comparison, other existing north south roads in the area, including ***Sunnyside Boulevard and 83rd Avenue are described as Collector streets*** on Figure 8-1.

3. ***67th Avenue/ 71st Avenue is a key city-wide, north-south corridor*** in the Marysville Comprehensive Plan, connecting from Soper Hill Road on the south to SR-531 (172nd Street) on the north in Arlington.

Figure 8-1 Existing Transportation



4. The planning of arterial streets is guided by ***Functional Classification System*** in the 2005 Comprehensive Plan, starting on page 8-20. These guidelines (see Table 8-4 Roadway Classification Spacing). indicate that:
   - ***"Principal Arterials should be spaced about every mile,***
   - ***Minor Arterials should be spaced about every half-mile, and***
   - ***Collectors should be spaced about every quarter-mile"***

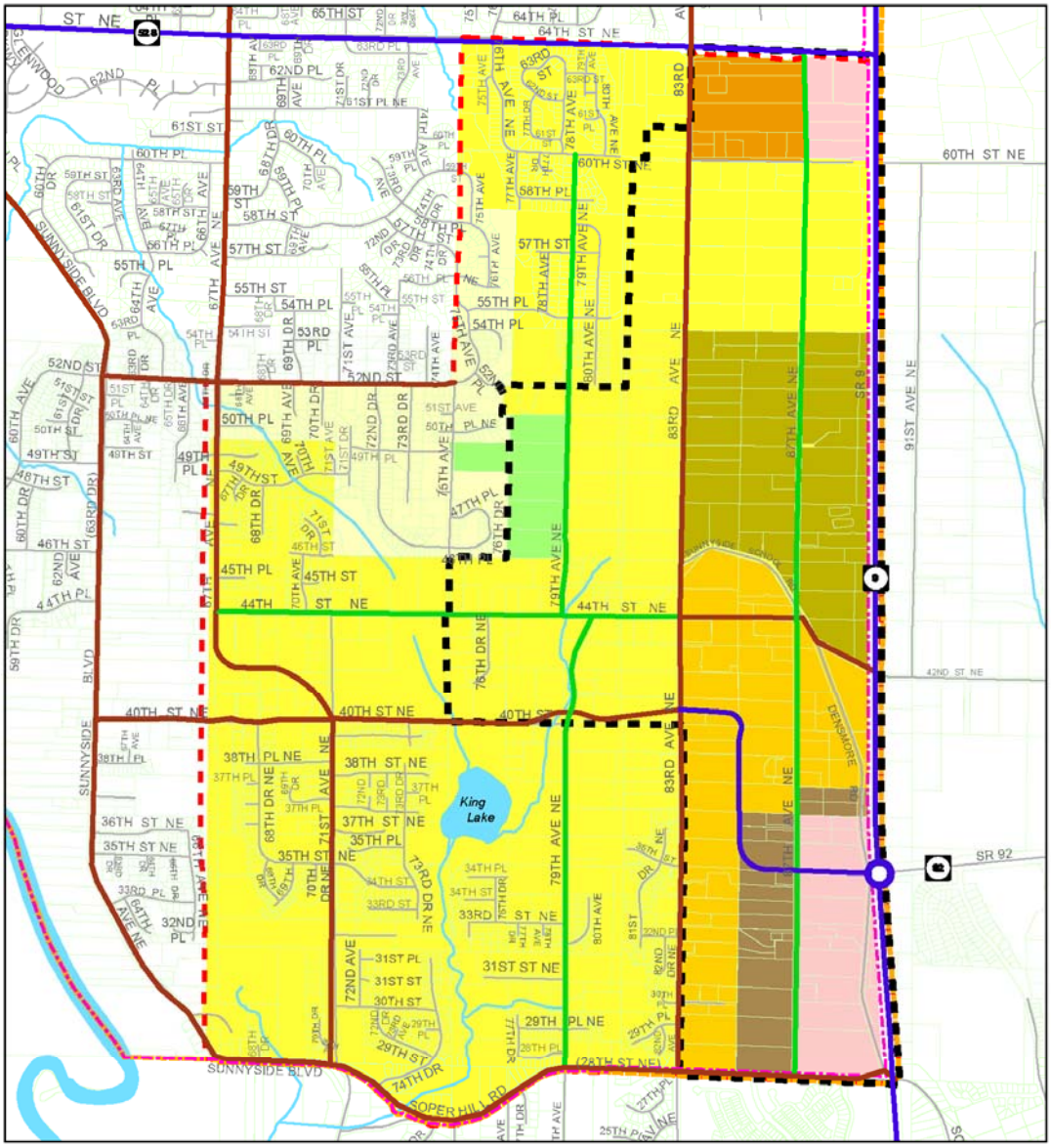
   The 67th Avenue/ 71st Avenue corridor is located about 1.1 miles west of SR-9 and, as the dominant north-south arterial, suggest that it would logically be considered for reclassification as a ***Principal Arterial***

5. The Comprehensive Plan clearly indicates (page 8-22) that:
   "Traffic volumes in themselves do not define or determine the classification. However, the following volumes were used as guidelines:
   "Minor Arterials should carry 3,000 to 15,000 ADT (Average Daily Traffic) and Collector Streets should carry 1,000 to 5,000 ADT."

6. When the City of Marysville annexed the southeast UGA area, it directed staff to prepare the East Sunnyside-Whiskey Ridge Subarea Plan. The results of the traffic model analysis indicated much higher traffic growth than originally anticipated and led to a review of the network of arterial streets to distribute future traffic loads in a fair and reasonable manner. The basic choices for the north-south arterial network were
   a. expand 67th Avenue / 71st Avenue to a five-lane Principal Arterial, since it was a cross-town arterial located about one mile west of Highway 9, or
   b. to balance the north-south traffic loads by upgrading Sunnyside Boulevard and 83rd Avenues from Collectors to Minor Arterials.

7. The preferred solution in the Subarea Plan was to designate the three north-south streets (Sunnyside, 67th/71st Avenues, and 83rd Avenue) as Minor Arterial Streets to distribute the traffic loads, rather than designate the 67th Avenue / 71st Avenue as a Principal Arterial and build five lanes to accommodate the traffic. This resulted in the upgrading of Sunnyside Boulevard and 83rd Avenue from Collectors to Minor Arterials to reduce the potential traffic loads and impacts on the 67th Avenue / 71st Avenue corridor.

In summary, the proposed Amendments to the Comprehensive Plan attempt to minimize the impacts on the dominant north-south 67th /71st Avenue corridor by upgrading other streets, including Sunnyside Boulevard, and redistributing the traffic loads to those streets.



City of Marysville

East Sunnyside/Whiskey Ridge Master Plan

East Sunnyside Neighborhood

May 14, 2007

Marysville City Limits
Marysville Urban Growth Area
East Sunnyside Neighborhood
Master Plan Expansion Area
Parcels

Proposed Arterials
PRINCIPLE
MINOR
COLLECTOR

Community Business
Mixed Use
Multi-Family Medium
Multi-Family Low
Single Family 4.5-8
Single Family 6.5
Recreation

2.2 Evaluation of Traffic Impacts for Corridor Alternatives

The Bricklin Newman Dold LLP and Tilghman Group letters suggested that the traffic model was out-of-date since Perteet, Inc. reported that the model was underestimating total traffic volumes. Perteet identified the underreporting to highlight the fact that traffic volumes on all roads might be higher than the model predicts, and one should then be cautious about designing a road at the limit of its capacity guideline.

The fact that a model is under-reporting trips is not unusual and is frequently dealt with by providing **a "window" of high and low estimates**. The "low" traffic estimates reflect the results of the current traffic model. The "high" estimates illustrate the added traffic that is not reflected in the model. The "windows" of high and low traffic estimates were made for the three Corridor Alternatives for the forecast year 2025 and are illustrated on ***Figure 1***

The "window" of high and low traffic estimates for **Corridor Alternative A,** indicates that traffic volumes will be in the guideline range for a three-lane Minor arterial on both Sunnyside Boulevard and 67th / 71st Avenue**,** except for Sunnyside Boulevard north of 52nd Street is in the range of a five-lane road. It would therefore be prudent to analyze this alternative with a five-lane road north of 52nd Street.

The "window" of high and low traffic estimates for **Corridor Alternative B,** where the capacity of Sunnyside Boulevard is increased to five-lanes, indicates that the traffic volumes on the 67th / 71st Avenue corridor will continue to require a three-lane Minor arterial.

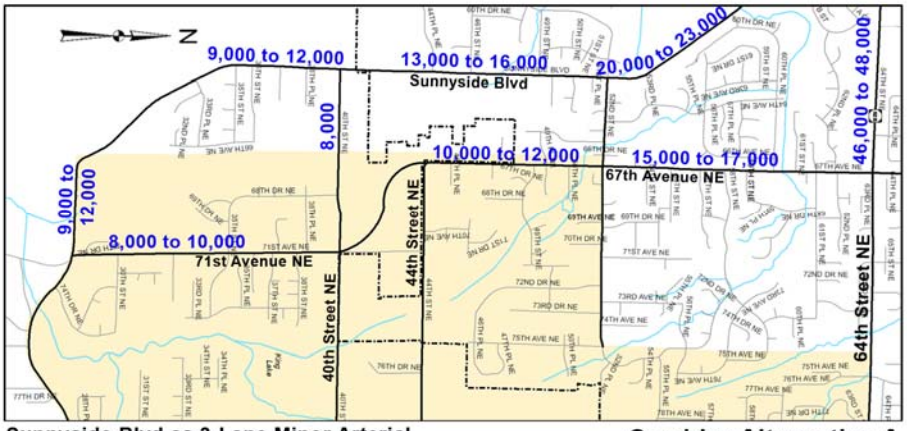
And finally, the "window" of high and low traffic estimates for **Corridor Alternative C,** where the capacity of the 67th / 71st Avenue corridor is increased to five-lanes, indicates that the traffic volumes will continue to require a three-lane Minor arterial on Sunnyside Boulevard.

In summary, based on the traffic estimates, further evaluations of the Corridor Alternatives should assume:

Corridor Alternative A includes three lanes on Sunnyside Boulevard south of 52nd Street and five lanes north of 52nd Street, and three lanes on 67th/71st Avenues with a through (curvilinear) connection.

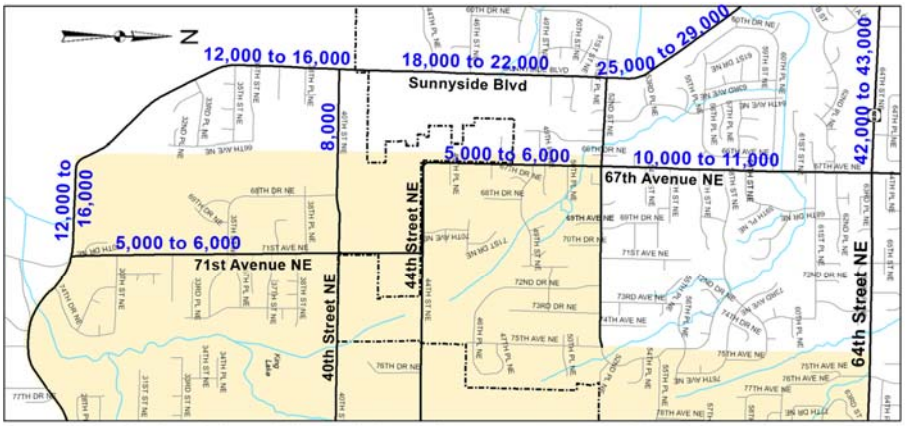
Corridor Alternative B includes five lanes on Sunnyside Boulevard and three lanes on 67th Avenue and 71st Avenue, with a dog-leg at 44th Street.

Corridor Alternative C includes three lanes on Sunnyside Boulevard and five lanes on 67th/71st Avenues with a through (curvilinear) connection.



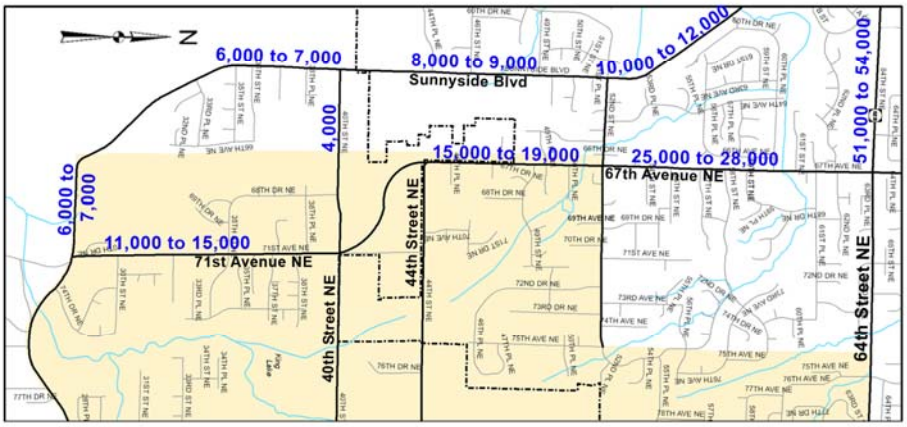
Sunnyside Blvd as 3-Lane Minor Arterial
67th / 71st as 3-Lane Minor Arterial

Corridor Alternative A



Sunnyside Blvd as 5-Lane Principal Arterial

Corridor Alternative B



67th / 71st as 5-Lane Principal Arterial

Corridor Alternative C

Perteet

2025 Daily Traffic Estimates
Figure 1

2.3 Evaluation of Property Impacts for Corridor Alternatives

Property impacts were prepared for the three Corridor Alternatives as summarized on ***Table 1.*** The table indicates the total number of properties that would be impacted in some manner by the road widenings, the number of properties that would be damaged sufficiently to require a full "take", and the total land area (in square feet) that would need to be acquired for each project.

The lane requirements to service the estimated 2025 traffic volumes for each Corridor Alternative, as described on Page 6, were assumed, including a five-lane road for Sunnyside Boulevard north of 52nd Street. The Sunnyside Corridor was analyzed between Soper Hill Road and 47th Avenue and the 67th/71st Avenue Corridor was analyzed between Soper Hill Road and SR-528. Property impacts were assessed for a seventy-foot wide right-of-way for three-lane roads and a ninety-foot wide right-of-way for five-lane roads

This data indicates that **Corridor Alternative C** has the least number of properties impacted (190) but the most area of property required. **Corridor Alternative A** has only 19 more properties impacted than Alternative C, but the least area of property required. **Corridor Alternative B** has the most properties impacted (366) and 26% more area of property than required in Corridor Alternative A

Table 1
Property Impacts for Corridor Alternatives

	Corridor Alternative A			Corridor Alternative B			Corridor Alternative C		
	#	Takes	Area (sf)	#	Takes	Area (sf)	#	Takes	Area (sf)
Sunnyside	103	6	140,000	247	9	330,000	1	1	15,000
67th / 71st	106	17	210,000	119	14	110,000	189	44	430,000
Totals	209	23	350,000	366	23	440,000	190	45	445,000

2.4 Evaluation of Cost Impacts for Corridor Alternatives

Planning level opinions of costs, including potential construction and right-of-way costs, were prepared for the three Corridor Alternatives as summarized on ***Table 2.***

In determining the project costs, the lane requirements to service the estimated 2025 traffic volumes for each Corridor Alternative, as described on Page 6, were assumed, and the total costs of the Sunnyside Corridor between Soper Hill Road and 47th Avenue and the 67th/71st Avenue Corridor between Soper Hill Road and SR-528. were included to provide a fair comparison.

This data indicates that **Corridor Alternative A** has the least overall costs in both construction and right-of-way at about $83 million, even with a five-lane road on Sunnyside Boulevard north of 52nd Street. **Corridor Alternative C** has the highest overall costs.

Table 2 **Cost Impacts for Corridor Alternatives (Million $)**									
	Corridor Alternative A			**Corridor Alternative B**			**Corridor Alternative C**		
	Const	**ROW**	**Total**	**Const**	**ROW**	**Total**	**Const**	**ROW**	**Total**
Sunnyside	**$44**	**$9**	**$53**	**$54**	**$18**	**$72**	**$36**	**$1**	**$37**
67th / 71st	**$15**	**$15**	**$30**	**$14**	**$12**	**$26**	**$33**	**$36**	**$69**
Totals	**$59**	**$24**	**$83**	**$68**	**$30**	**$98**	**$69**	**$37**	**$106**

2.5 Evaluation of Funding Impacts for Corridor Alternatives

Cost estimates for the three **Corridor Alternatives** were allocated to likely funding sources as summarized on ***Table 3.*** Where new development or redevelopment of existing parcels is occurring, construction costs are offset by developers including much of the work in their frontage improvements. Where little redevelopment is projected, most of the costs must be covered in City-wide capital projects. This can often lead to delays in construction and further development because the City must wait for additional grant funds and allocate funds to other competing projects.

This data indicates that **Corridor Alternatives A** has the least potential funding requirements for Capital projects, estimated at $49 million, while **Corridor Alternatives B** has the most potential funding requirements for Capital projects, estimated at $70 million.

Table 3 **Funding Sources for Corridor Alternatives**									
	Corridor Alternative A			**Corridor Alternative B**			**Corridor Alternative C**		
	Devel.	**Capital**	**Total**	**Devel.**	**Capital**	**Total**	**Devel.**	**Capital**	**Total**
Sunnyside	**$6**	**$47**	**$53**	**$4**	**$68**	**$72**	**$8**	**$27**	**$36**
67th / 71st	**$28**	**$2**	**$30**	**$24**	**$2**	**$26**	**$48**	**$21**	**$69**
Totals	**$34**	**$49**	**$83**	**$28**	**$70**	**$98**	**$56**	**$50**	**$106**

2.6 Summary Evaluation of Corridor Alternatives

The above evaluations indicate that Corridor Alternative A provides:

- The best location for the network of City-wide arterial roads
- The best balance of traffic impacts on existing and future neighborhoods
- The least overall impacts in terms of property requirements
- The least total costs, in terms of construction costs and right-of-way costs
- The least costs in terms of Capital Projects for the City

It is therefore recommended that ***Corridor Alternative A***, the concept which provides a three-to five-lane Minor Arterial on Sunnyside Boulevard and a three-lane Minor Arterial on 67th / 71st Avenue be adopted in the Comprehensive Plan.

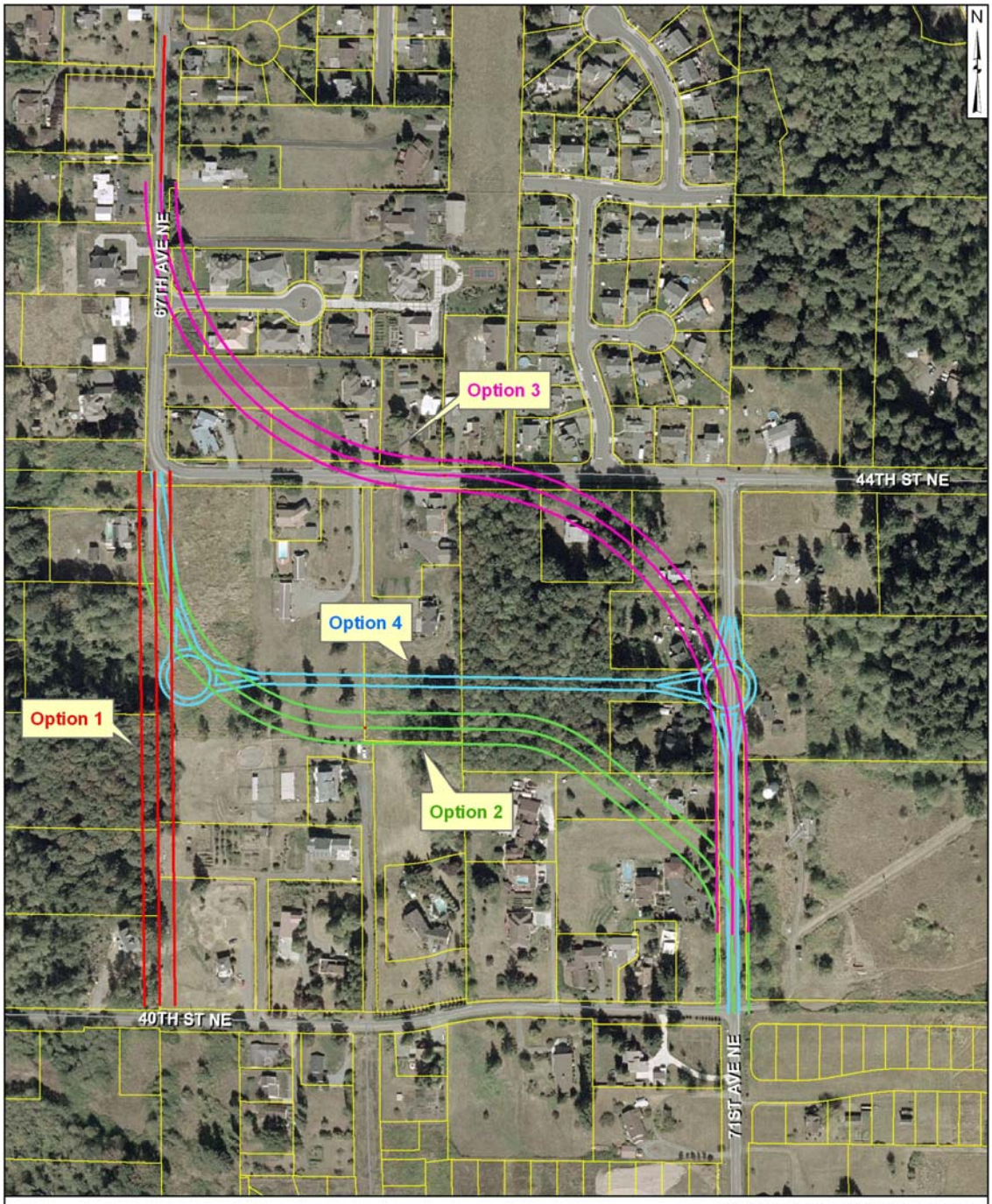
3. Pre-Design Level Alignment Options

At the pre-design study level, more detailed plans are developed for transportation facilities that will provide for the long-term needs adopted in the Comprehensive Plan and Subarea Plans for the long-term. These plans are not yet at a final design level. These pre-design plans use more specific engineering criteria for the design of the roads, and more specific cost and property impacts may be assessed.

Wherever possible, engineers and planners will try to avoid impacts to existing developments while achieving the desired long-term plan. In this case, the minimal impact alignment appears to be a curvilinear alignment connecting 67th Avenue and 71st Avenue between 40th Street and 44th Street.

There have been several Alignment alternatives considered in the previous staff report with respect to the 67th / 71st Avenue Corridor as illustrated on ***Figure 2***.

1. **Alignment Option 1** provided an extension 67th Avenue to the south, without connecting it to 71st Avenue. That option has been shown to be infeasible.
2. **Alignment Option 2** provided a through (curvilinear) connection of 67th Avenue to 71st Avenue. That option is considered feasible but requires acquisition of property from Bricklin Newman Dold's clients
3. **Alignment Option 3** provided a through (curvilinear) connection of 67th Avenue to 71st Avenue along 44th Street. This option required acquisition of properties along 44th Street to provide the connections and was considered more costly than Alignment Option 2.
4. **Alignment Option 4** provided a connection of 67th Avenue to 71st Avenue using roundabout intersections at 67th Avenue and at 71st Avenue midway between 40th Street and 44th Street. This option was found to be more costly in terms of property impacts and construction costs than Alignment Option 2. In addition, the roundabouts would not provide a direct through connection and would lead to more traffic diverting to Sunnyside Boulevard.



Perteet

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67th to 71st Alignment
Alignment Options 1 - 4

Figure 2

5. **Alignment Option 5** suggested widening Sunnyside Boulevard instead of creating a connection between 67th and 71st Avenues. This option was, in reality, a new Corridor Alternative and has been evaluated in this report as ***Corridor Alternative B***. which was found to be more costly in terms of construction and property impacts.

The Tilghman Group letter claimed that an "alternative to Option 2 that was raised (but apparently dismissed) by Perteet Engineering is the use of two roundabouts along 44th Street at its intersections with 67th and 71st". This alternative was in fact, considered, but it has the same property impacts as Alignment Option 3 and the same traffic deficiencies as Alignment Option 4.

3.1 Additional Alignment Alternatives in the 67th / 71st Avenue

Two additional Alignment Options have been evaluated as illustrated on ***Figure 3***.

6. **Alignment Option 6,** suggested by Council on September 26, 2007. It is similar to Alignment Option 4, providing a connection of 67th Avenue to 71st Avenue midway between 40th Street and 44th Street, but in this case using a roundabout intersection at 71st Avenue and a curvilinear section near 67th Avenue. This option is considered similar to Alignment Option 2 in terms of property impacts and construction costs. With the one roundabout this alignment would not provide a direct through connection, and there would likely be more traffic diverting to Sunnyside Boulevard.

7. **Alignment Option 7,** provides a through (curvilinear) connection of 67th Avenue to 71st Avenue closer to the alignment of Option 4. This option is considered similar to Alignment Option 2 in terms of property impacts and construction costs, and because there is a direct through connection, there would likely be the same traffic diverting to Sunnyside Boulevard.

3.2 Evaluation of Traffic Impacts for Alignment Options

Alignment Option 2 with the through (curvilinear) connection of 67th Avenue to 71st Avenue, provides the desirable balance of traffic between Sunnyside Boulevard and the 67th/71st Avenue Corridor.

Alignment Option 6, with the one roundabout, would not provide the desired through (curvilinear) connection, and there would likely be more traffic diverting to Sunnyside Boulevard. However, this option would be better than Option 4 with two roundabouts.

Alignment Option 7 with the through (curvilinear) connection of 67th Avenue to 71st Avenue, would also provide the desirable balance of traffic between Sunnyside Boulevard and the 67th/71st Avenue Corridor.

Perteet

0 150 300 Feet
USGS Orthophoto - Flown 2003

67th to 71st Alignment
Alignment Options 6 & 7

Figure 3

3.3 Evaluation of Property Impacts for Alignment Options

Property impacts were prepared for the three Alignment Options between 40th Street and 44th Street as summarized on ***Table 4.*** This data indicates that Alignment Options 6 and 7 may have the least property impacts.

Table 4 **Property Impacts for Alignment Options on 67th / 71st Avenue**									
	Alignment Option 2			**Alignment Option 6**			**Alignment Option 7**		
	#	**Takes**	**Area (sf)**	**#**	**Takes**	**Area (sf)**	**#**	**Takes**	**Area (sf)**
67th / 71st Ave	**10**	**3**	**127,600**	**11**	**1**	**117,880**	**9**	**2**	**121,700**

3.4 Evaluation of Cost Impacts for Alignment Options

Planning level opinions of costs between 40th Street and 44th Street, including construction and right-of-way costs, were prepared for the three Alignment Options as summarized on ***Table 5.*** This data indicates that **Alignment Options 6 and 7** may have the least total costs.

Table 5 **Cost Impacts for Alignment Options on 67th / 71st Avenue (Million $)**									
	Alignment Option 2			**Alignment Option 6**			**Alignment Option 7**		
	Const	**ROW**	**Total**	**Const**	**ROW**	**Total**	**Const**	**ROW**	**Total**
67th / 71st Ave	**$4.5**	**$5.0**	**$9.5**	**$5.1**	**$3.7**	**$8.8**	**$4.5**	**$4.4**	**$8.9**

3.5 Summary Evaluation of Alignment Options

The above evaluations indicate that Alignment Option 7 provides:

- The best balance of traffic impacts on existing and future neighborhoods, similar to Alignment Option 2.
- Slightly less impacts in terms of property requirements.
- Slightly less total construction and right-of-way costs.

The final design evaluation must consider other environmental impacts, such as wetlands and access connections from future property developments.

It is therefore recommended that ***Alignment Option 7***, which provides a three-lane Minor Arterial on 67th / 71st Avenue with a Straight (curvilinear) connection should also be considered in the final design assessment of the 67th / 71st Avenue Corridor, in addition to ***Alignment Option 2.***

PLANNING AND ENGINEERING STAFF REPORT ON REQUEST FOR AMENDMENT TO THE CITY OF MARYSVILLE COMPREHENSIVE PLAN

CITY INITIATED AMENDMENT REQUEST #5

The following is a review of a Council-initiated request for an amendment to the City of Marysville Comprehensive Plan.

File No.:	PA 07043
Date of Report:	Report updated 10/8/07 to address concerns identified in 7/24/06 letter from Ms. Jennifer Dold and 7/20/07 letter from Mr. Russ Tilghen.
Applicant:	City of Marysville (Council Remand from East Sunnyside/Whiskey Ridge master plan hearings.)
Owner(s):	Multiple
Nature of Request:	Comprehensive plan map amendment to Figure 8-4 City of Marysville Comprehensive Plan Transportation Element "Proposed Connections" map depicting road connections for 67th/71st Avenue connector between 40th and 44th Streets NE. Amend Page Appendix A of the 20 year Transportation Plan Improvement Projects.

I. EVALUATION:

A. Request

This amendment would modify the road connection plan and arterial functional classifications identified within the City's comprehensive plan transportation element. The proposal addresses transportation connectivity for future growth within the East Sunnyside/Whiskey Ridge neighborhood.

The City initially proposed the street plan revision as part of the East Sunnyside/Whiskey Ridge subarea plan. During review of the Whiskey Ridge Subarea Plan, City staff analyzed existing road connections in the East Sunnyside/Whiskey Ridge neighborhood and made recommendations for a new alignment on 67th Avenue between 40th Street NE and 44th Street NE. The Planning Commission held public hearings on December 11, 2006 and

January 23, 2007 and recommended an alignment. The City Council held a public hearing on April 23, 2007. The City Council remanded the decision on alignment to the Planning Commission for additional review with the 2007 Comprehensive Plan amendment review. The Planning Commission held a public hearing on the proposed amendments and recommended that City-Initiated amendment #5 be remanded back to staff to conduct additional neighborhood meetings with direction to focus on widening of Sunnyside Blvd to a 5-lane principal arterial instead of the 67th/71st Avenue collector.

Comprehensive Plan Amendment #5 has been opposed by property owners represented by Ms. Dold of Bricklin, Newman and Dold. Ms. Dold represents property owned by the Nixons residing at4024-71st Avenue NE; the Shorts residing at 6917 40th St NE; and Mr. McKinney residing at 4222 71st Avenue NE. These properties are in the vicinity of the road alignment options 2-7 shown in the updated Perteet report dated 10/8/07.

HISTORY OF AMENDMENT REQUEST

The City of Marysville annexed the East Sunnyside/Whiskey Ridge area in December 2006. Following annexation, the City recognized the urgent need to update its transportation plans and functional classifications for arterials based on (1) County development approvals which jeopardized the arterial planning for continuation of 67th Avenue NE by failing to acquire right of way and arterial design for the corridor; (2) assessment of environmental constraints in 67th Avenue NE corridor south of 40th Street NE; and (3) urban growth area expansions and growth rate within the Sunnyside neighborhood.

One of the fundamental premises of Ms, Dold's 7/24/07 letter, stated on page 2, is that "Sunnyside Boulevard already is and will be the primary north-south route in the southern portion of the City of Marysville (aside from Highway 9) and the staff's focus on the 67th/71st Connector as providing another north-south route in such close proximity, approximately 1,200 feet away, mis-focuses the City's already stretched-thin transportation funds in a way that under-plans for Sunnyside Boulevard and maximizes unnecessary impacts on City residents."

This erroneous statement then leads to misunderstanding of the City's adopted transportation plan. The City's Comprehensive plan transportation element in fact identifies 67th Avenue as the primary arterial serving the south Marysville area. The current functional classification for 67th Avenue NE reflected in existing plans is a Minor Arterial (3-lanes). The City's plan currently holds Sunnyside Blvd in a lesser role – a Collector Arterial. In updating the comprehensive plans for this fast-growing area, the City determined that two minor arterials were necessary to serve future transportation demand for this subarea and has proposed upgrading the functional classification for Sunnyside Blvd as a Minor arterial (3-lane). The City also recognized that due to built development patterns and environmental constraints south of 40th Street, 67th Avenue could not be continued south in a straight alignment as originally planned (Alignment option 1). As a result, the City studied a range of corridors and options to complete the City's transportation system to support future growth. Contrary to Ms. Dold's assertions, consideration of various corridors and alignments is critical to upholding the City's responsibility to maximize limited transportation funds and to reduce unnecessary impacts on City residents.

Ms. Dold and Mr. Tilghman do raise some pertinent questions that City staff intends to address herein, and through the updated Perteet report dated 10/8/07.

PUBLIC PROCESS

Ms. Dold, in her 9/2/07 letter requests that the City Council remand the matter for staff for additional review and allow for additional public process.

Consideration of road alternatives for the Whiskey Ridge subarea have included extensive public participation. The subarea planning and reevaluation of the road network was initiated in 2006 through public workshops and hearings before the Planning Commission. The Sunnyside area is experiencing rapid growth within the City of Marysville. Therefore the City recognizes the urgency to have plans in place to address transportation needs. The following chronology of actions identifies historical agreements, adopted plans, public meetings and workshops associated with the current amendment proposal.

Plans and Agreements Relating to Sunnyside transportation planning	**Date and Type of Action**	**Summary of relevant information**
Interlocal Agreement Between Snohomish County and the City of Marysville On Reciprocal Mitigation of Transportation Impacts.	Agreement ratified on 6/11/99. Approval conducted in public meetings by both Snohomish County Council and City of Marysville City Council.	This agreement identified conceptual linkages and approximate corridors for the UGA within the Sunnyside area. The map depicts continuation of 67th Avenue NE from 44th Street NE to Soper Hill Road.
City of Marysville Comprehensive Plan – Transportation Element	Adopted 10/27/03 by City Ordinance #2495 Adoption of the GMA compliant Transportation Element entailed extensive public process, public hearings, DCTED 60-day agency notification and review, as well as plan certification by the Puget Sound Regional Council.	This plan depicts the arterial connection and extension of 67th Avenue NE to Soper Hill Road, as well as other linkages and corridors referenced in the interlocal agreement between Snohomish County and City of Marysville adopted in 1999.
City of Marysville Comprehensive Plan Update. Plan update included amended transportation element and traffic impact fee program.	Adopted 4/25/05 by City Ordinance #2569. Adoption of the GMA compliant Comprehensive Plan, including revised Transportation Element entailed extensive public process, SEPA including integrated Draft and Final Environmental Impact Statement, public hearings, DCTED 60-day agency notification and review,	This GMA comprehensive plan update included proposed transportation improvements within the Sunnyside area. 67th Avenue NE was proposed as a through arterial to Soper Hill Road referenced in Figures 8-4 and 8-7, and Table 8-8 of the Transportation Element.

	as well as plan certification by the Puget Sound Regional Council.	
Whiskey Ridge Subarea Plan	Adopted 5/14/07 by City Ordinance #2696. Adoption of a GMA compliant subarea plan for East Sunnyside/Whiskey Ridge. Numerous public workshops and a community information meeting held. Public hearings 12/11/06, 1/23/07, 4/23/07. SEPA Addendum issued 1/16/07.	Road proposals including 67th Avenue/71st collector were initiated in this plan process. The corridor segment was remanded to Planning Commission following the referenced public hearings.
Transportation/Capital Facilities Plan Amendment relating to traffic impact fees	Adopted 5/14/07 by City Ordinance #2699. Amendment to Transportation/Street Capital Facilities Plan and 2007 Budget.	67th Avenue NE/71st Avenue NE (52nd Street NE to Soper Hill Road) identified as recommended 20 year improvement. Council included project within impact fee calculation but remanded exact location to Planning Commission for further deliberations within the scope of the 2007 comprehensive plan amendments.
2007 City-Initiated Comprehensive Plan Amendments	Planning Commission workshops 6/26/07, 7/10/07 SEPA addendum issued 7/2/07 Planning Commission hearings 7/24/07 City Council workshop 10/15/07 City Council hearing 10/22/07	Consideration of amendment #5, as documented within this staff report and attached transportation studies by Perteet, Inc.

As demonstrated by the above actions, the City of Marysville has long recognized the need for road corridor planning within the Sunnyside neighborhood. Many of these efforts predate the inclusion of the neighborhood into the city limits. Additional population capacity within the Sunnyside (planning area 3) and East Sunnyside/Whiskey Ridge (planning area 4) is estimated at over 10,000 additional people by the year 2025. Employment growth within these neighborhoods is estimated to exceed 670 jobs by 2025. The City has recognized the need to address transportation to support the land use projections. Changed circumstances, built environment, and environmental constraints have necessitated an update to the corridor concepts reflected in the City's adopted comprehensive plan. The proposed amendment and Perteet report analyzes the corridor and alignment options available to the City.

Consistency with City of Marysville Comprehensive Plan Policies.

In her 5/14/07 and 7/24/07 letter, Ms. Dold asserts that the adoption of the recommended road alignment is not compliant with the requirements of the GMA. Her letter references multiple City of Marysville comprehensive plan policies and states that the recommended alignment is not compliant with these policies.

The City maintains that transportation planning reflected in the Perteet report and recommended alignment is entirely consistent and supported by the City's comprehensive plan and GMA. The following analysis of comprehensive plan policies specifically identified by Ms. Dold supports this statement:

Residential Land Use Goal 16: Protect and enhance the character, quality, and function of existing residential neighborhoods while accommodating the City's growth targets.

Response: The recommended corridor does protect and enhance the character and function of existing neighborhoods while addressing growth targets. The corridor alternatives analysis identified in the Perteet report demonstrate that the preferred corridor and alignment provide the most minimal impact to properties in terms of both number of properties impacted as well as right of way need. The Sunnyside and East Sunnyside/Whiskey Ridge neighborhoods are residential areas, so balancing the traffic across neighborhoods with two 3-lane minor arterials, rather than one 5-lane principal arterial will reduce impact to existing neighborhoods. A 5-lane arterial will split the Sunnyside neighborhood by effectively creating a highway through neighborhoods. All traffic from the greater area would then be funneled towards one street creating greater impact as traffic is directed from more direct travel paths to one road on the western perimeter. 3-lane minor arterials can be an effective transportation corridor within a residential area and provides greater balance of traffic between neighborhoods.

> Residential Land Use Policy LU-36: Street systems serving residential areas should be designed to discourage through traffic from using local access streets instead of the arterial or collector street system.
>
> Policy T-1A.2 Implement a functional classification system to ensure that transportation system improvements are compatible with adjacent land uses and will minimize potential conflicts. Incorporate the following guidelines into functional classification road standards based upon the type of road:
> Control access to roads from adjacent developments;
> Route arterials and major collectors to minimize traffic impacts on residential areas;
> Restrict new low density residential developments from fronting on arterials;
> Incorporate transit, pedestrian, and bicycle access to key destinations.

Response: The proposed amendment establishes functional classifications and design standards that will prevent the use of local streets and cut-through traffic by completing the arterial system. The arterial completion would occur through plat development . New subdivisions would be oriented off of local access streets. Currently the existing pattern of development (large rural lots) is to access the adjoining collector street system. Each of the opponent's homes take access off the adjoining collector street system. This was acceptable for homes built in a rural environment at rural densities. Future development of these properties at urban densities (6.5 du/acre) would include a local access street system and direct access onto 40th Street and 71st Avenue would be prohibited. This is entirely consistent

with the City's proposal for street network planning shown in recommended corridor A, alignment 2 or 7.

Policy T-1A.3 Avoid unnecessary duplication of roads to save costs, minimize impervious cover, and preserve scenic atmosphere and open space.

OBJECTIVE T-1D Design and maintain streets consistent with the community vision.

Response: The proposed road need is addressed in the Perteet report dated 10/8/07. The proposed corridor and alignment evaluation shows the cost savings and lesser impact to number of properties and right of way in the Sunnyside neighborhood. Two 3-lane minor arterials will provide much greater scenic preservation for these neighborhoods.

Policy T-1D.1 Consider the environmental consequences of street design standards and maintenance practices.

GOAL T-2. Provide a safe and convenient neighborhood access system that respects community needs and values.

OBJECTIVE T-2D Develop through routes and access to main roads while protecting local neighborhood circulation.

Policy T-2.D.1 Roads and highways should not divide communities, establish commercial areas, or existing single agricultural ownership if alternative routes are feasible.

Policy T-2D.2 Improve arterials that provide through routes and access to main roads to minimize through traffic within neighborhoods.

Policy T-2D.3 Seek to minimize impacts of through traffic within residential neighborhoods by employing neighborhood traffic management strategies. Strategies may include traffic control signs, speed limit education, enforcement, narrow streets, curves, traffic circles, and other features. For existing streets, consider nonstructural methods prior to structural improvements.

Policy T-5B.2 Ensure that plans consider the true cost of an improvement including operation and maintenance costs; environmental, economic, and social impacts; and any replacement or closure costs.

Response: The proposed road need is addressed in the Perteet report dated 10/8/07. The proposed corridor and alignment evaluation shows the cost savings and lesser impact to number of properties and right of way in the Sunnyside neighborhood. Two 3-lane minor arterials will provide much greater scenic preservation for these neighborhoods. The City has considered the overall environmental consequences of street design standards for the alternatives and options. The recommended corridor A, alignment 2 or 7 would provide connectivity between neighborhoods to address planned growth with least impact to existing neighborhoods.

In addition, the following goals, objectives and policies are also supported by the proposed transportation planning reflected in Corridor A/Alignment 2 or 7 and the City's use of developer extension as an important tool in completing the street network:

GOAL T-1. Develop an efficient, safe, and environmentally sensitive road system that supports desired development patterns that promotes energy conservation, enhanced mobility, and safety for the community.

OBJECTIVE T-1A Provide an integrated street network of different classes of streets designed to facilitate different types of traffic flows and access needs.

Policy T-1A.1 Classify Marysville streets according to federal, state, regional and local guidelines.

Policy T-1A.4 Develop community circulation systems that conserve land, financial, and energy resources, facilitate public transportation services, and provide safe and efficient mobility.

OBJECTIVE T-2A Ensure adequate and safe access to property.

Policy T-2A-1 Plan, develop, and maintain an integrated transportation system that moves people efficiently and safely in the community as well as in the region.

Policy T-2A-2 Establish roadway standards based on street type, its potential for extension or expansion, and the type and volume of traffic it is expected to carry.

Policy T-2A.3 Adopt an access management plan for all principal and minor arterials.

Policy T-2A.4 Limit and provide access to the street network in a manner consistent with the function and purpose of each roadway. Encourage the consolidation of access points in commercial and residential areas through shared driveways and local access streets.

Policy T-2A.5 Require new development to minimize and consolidate access points along all principal and minor arterials.

Policy T-2A.8 Develop and utilize minor access street standards as the primary means of residential access.

OBJECTIVE T-2B Evaluate and mitigate the impacts of development on the transportation system.

Policy T-2B.1 Allow major land use changes only when those proposals accompany specific documentation or plans showing how the transportation system can adequately support existing and proposed development needs.

Policy T-2B.3 When development occurs, enhance and preserve public rights-of-way by one of the following methods:

Require dedication of right-of-way as a condition for development when the need for such right-of-way is linked to the development;

Request donations of right-of-way to the public;

OBJECTIVE T-2C Promote the continuity of the street pattern and design when considering subdivision, street vacation, or street extension proposals.

Policy T-2C.1 Encourage the connection of streets when considering subdivision or street improvement proposals, unless topographic or environmental constraints would prevent it. Limit the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers in the community. Recognize that increasing connections can reduce traffic congestion and increase neighborhood unity.

Policy T-2C.2 Consider street design consistency when reviewing street extensions such as right-of-way width, curb style, landscape width, and sidewalk material and width.

Policy T-3D.3 Identify improvements and strategies needed to carry out the land use vision and meet the Level-of-Service requirements for transportation.

Policy T-3D.4 Monitor growth in population and employment in relation to the land use and growth assumptions of the Transportation Element. Re-assess the Land Use and Transportation Elements as needed to ensure that planned improvements will address the potential impacts of growth.

OBJECTIVE T-3E Ensure that transportation improvements or strategies are constructed or financed concurrently with development.

Policy T-3E.1 Accommodate development only when the required street and road improvements have been made prior to or concurrent with development. Concurrency indicates that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

Policy T-3E.2 Rights-of-way for major streets and/or highways, or for improving existing roadways, should be obtained prior to or concurrent with development.

GOAL T-5 Promote responsible funding of needed transportation system improvements with public and private sector participation.

OBJECTIVE T-5A Prioritize circulation system improvements needed to address safety, maintenance, congestion relief, multi-modal projects, transit, and growth.

Policy T-5C.1 Seek to secure adequate funding sources for transportation through a variety of methods. These methods may include:

Seeking federal and state funds;

Encouraging public/private partnerships for financing transportation projects that remedy existing transportation problems, or that foster economic growth in Marysville;

Encouraging the use of Local Improvement Districts (LIDs) by property owners to upgrade roads to meet City road standards; and

Requiring impact fees for new development.

OBJECTIVE T-5D Require new development to contribute its fair share towards transportation improvements and services required due to the development.

Road Network Planning and Road Alternatives/Options Analysis.

Ms. Dold and Mr. Tilghman have identified a concern regarding the adequacy, accuracy and methodology of the analysis that was before the Planning Commission and City Council.

The attached report entitled "East Sunnyside-Whiskey Ridge Comprehensive Plan Amendment No. 5 – Review of the Proposed 67th Avenue to 71st Avenue Connector Between 40th and 44th Streets" dated October 8, 2007, prepared by Perteet Inc., describes the road network planning criteria and methodology. The report provides an "apples to apples" analysis of corridor and alignment options available for the Sunnyside transportation network. The principal author of the Perteet report is Michael Stringham. His resume is attached as Exhibit 1.

Method of Construction and Financing of Planned Roadway. The City anticipates construction of the proposed road connection by developer extension, as opposed to a City capital project "Developer extension" means that a developer will, as a condition of subdivision approval, extend roadways to provide access to proposed lots within a subdivision. The area surrounding the roadway extension of 67th Avenue NE is in larger parcels with potential for subdivision. As a result, developments will be required to conform to the city's plans and standards for streets, access and connectivity. The City's comprehensive plan and engineering development & design standards supports a system of connected roads as opposed to a pattern of private dead-end access stubs and culdesacs. During its comprehensive plan review, the City endeavors to depict planned new roads, road extensions and potential access streets in developing areas. This provides greater predictability and information to developers and property owners during the entitlement process. While this area is currently developed at rural densities, the area is planned and zoned at urban densities of 6.5 dwelling units per acre. The proposed road connection has been included in the City's impact fee program and 20-year transportation plan costs, therefore would receive credit for construction costs towards the project impact fee responsibilities. In addition, the City approved language in the East Sunnyside/Whiskey Ridge subarea plan that would provide for right of way dedication credit.

Ms. Dold has identified a concern relative to the adequacy of transportation funds and the discounting of the City's impact fee formula.

The City is cognizant of the need to balance private and public funds for transportation. The City exacts a proportionate share of funds for transportation impacts from private development. City projects pay $6300 PMPHT (residential) and $2000 PMPHT (commercial). In addition, City projects also pay for impacts on County roads. Developer extension of roadways within subdivisions is an important tool to address transportation

needs of area growth. Like many jurisdictions, the costs of the City's 20 year transportation plan costs exceed programmed funding identified in the base year (2007). The City anticipates that public (state, federal, City, grants) and private (road improvement districts, developer improvements and extensions) funding will address shortfalls during the 20 year planning period and provides for a discount of the traffic impact fees in recognition of these sources. Since the street projects implementing comprehensive plan amendment #5 are not in the current CIP/TIP, specific funding allocations have not identified at this time.

The City has utilized developer extension to construct road extensions in other transportation corridors. Two examples of this in Marysville are 88th Street NE and 40th Street NE. Both roadways are in developing areas and the road extensions are being constructed as the area develops. 88th Street NE is approximately 1 mile in roadway length and has been dedicated and constructed through approximately 7 development projects over a 15 year period. 40th Street NE, east of 71st Avenue NE, was identified in the 1999 interlocal agreement with Snohomish County and will be dedicated and constructed through multiple projects.

Whether constructed by developer extension or as a City capital project, at the time the proposed road advances to a funded project– there would be additional site specific review and analysis of the exact location and design of the roadway. The corridor depiction is a planning level review based on topography and standard engineering design review for road planning. The City's analysis considered steepness of grade and engineering standards for a minor arterial. Engineering staff estimated roadway slopes within the range of 8-12% for a planned connection in the approximate location depicted in the road options. Further site specific analysis would be conducted at a project-level when an application for development is submitted for the properties or in the event the City designated the project as a funded capital project. Through this analysis, the City could also consider modifying the alignment as long as connectivity between 67th Avenue and 71st Avenue was provided.

B. Conformance with SEPA and Environmental Issues

Ms. Dold has raised concerns regarding the sufficiency of environmental review for a nonproject action.

The comprehensive plan amendment request was reviewed and processed in accordance with Title 18, City of Marysville Environmental Policy Ordinance and Chapter 197-11 WAC, State Environmental Policy Act (SEPA). Addendum #11 to the City of Marysville Comprehensive plan update Final Environmental Impact Statement (FEIS) and previously issued addenda was issued by the City on July 2, 2007. A Draft Environmental Impact Statement ("EIS") was issued for the City of Marysville GMA Comprehensive Plan and Development Regulations update in January 2005, and a Final EIS was issued in April 2005. The EIS and addenda process was utilized to provide an integrated review of the City's comprehensive plan policies and plans relating to land use, housing, transportation, environment, economic development, parks & recreation, utilities, public facilities & services, capital facilities and development regulations. The overall impacts of each plan element were reviewed relative to each other along with the relationship to the City's development regulations. The City's development regulations and land use plan are integrated tools to address environmental impacts.

This proposal is a non-project proposal. SEPA review is not conducted at a specific project level review as the plan at this point is a policy document. The proposal would modify a connection concept currently identified within the City's transportation element. Site topography, critical area constraints and subdivision design may result in further modification of the road concept when a project is submitted. The transportation plan provides guidance to meet the City's connectivity goals for transportation. The important feature in the recommended plan is the arterial designation and design standard for the overall roadway. In the case of amendment #5, the original staff report recommended designation of both Sunnyside Blvd and 67th Avenue/71st Avenue NE as minor arterials, each with a 3-lane design standard. The physical connection of 67th Avenue to 71st Avenue is shown at concept level as the exact location of the roadway will be determined through project design review. The key point of the transportation plan was to identify the planned connectivity between the two streets.

Ms. Dold has raised concerns regarding wetlands and eagles in the vicinity of the alignment.

Review of available wetland inventories including Department of Natural Resources National Wetland Inventory and Snohomish County Tomorrow Critical areas maps (Fish & Wildlife, Wetland maps) do not reveal any mapped wetlands or streams within the recommended 67th Avenue/71st Avenue area of roadway options. In addition, review of the Washington State Fish & Wildlife mappings for eagle nesting areas does not reveal any sensitive sites identified within the planned roadway options. However, site specific review will be conducted at time of a development proposal and threatened or endangered species would be protected under applicable local, state and federal regulations.

CONCLUSIONS:

1) The Perteet, Inc. report analyzes several road alternatives and options available for construction. The report identifies costs associated with each alternative and option and provides the transportation planning criteria utilized in the additional road needs and recommendations.
2) Roadway planning for the Sunnyside area has been reflected in City plans and agreements since 1999. These plans have identified 67th Avenue NE as a dominant corridor with a functional classification as a minor arterial connecting Marysville with the cities of Arlington to the north and Lake Stevens at Soper Hill Road. Sunnyside Boulevard has been reflected in current and past plans as a collector arterial between 47th Avenue NE and 71st Avenue NE. This amendment proposes designation of both as minor 3-lane arterials to more evenly distribute planned traffic growth between the two roadways.
3) The Planning Commission recommended that staff conduct additional neighborhood meetings with direction to focus on widening of Sunnyside Blvd to a principal arterial (5-lanes). This recommendation would potentially eliminate the 67th Avenue connection and arterial status, south of 44th Street NE. This anticipates sending the majority of traffic in the Sunnyside/Whiskey Ridge area to Sunnyside Blvd, instead of distributing between the two roadways. This alternative has been analyzed further in the updated Perteet report.

RECOMMENDATION:

Consider the updated alternatives/options analysis for roadways in the Sunnyside area. Corridor A, Alignment Option 2 and Option 7 are similar corridor concepts and both concepts are recommended for inclusion within the City comprehensive plan road network plans.

CITY OF MARYSVILLE

EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: October 22, 2007

AGENDA ITEM: PA 07031 – Calvary Chapel Annexation Public Hearing	**AGENDA SECTION:** Public Hearing – 10/22/07
PREPARED BY: Cheryl Dungan, Senior Planner	**AGENDA NUMBER:**
ATTACHMENTS: 1. Certificate of Sufficiency 2. Annexation Boundary Map 3. Notice of Intention 4. City Council Minutes 05/07/07; 05/14/07 5. Annexation Criteria-Titles 36.93.170 & 36.93.180 RCW 6. Resolution	**APPROVED BY:**
	MAYOR / **CAO**
BUDGET CODE:	**AMOUNT:**

The Calvary Chapel Annexation is generally located west of 48th Drive NE and north of 98th St NE. The Snohomish County Assessor's Office certified the petitions for the annexation represent 100 percent of the total assessed value of the annexation. The annexation comprises approximately 1.27 acres. The annexation is contiguous to the City limits along the annexations north and west boundaries.

The City of Marysville 2005 Comprehensive Plan map designates the property as High Density, Single-Family 6.5 (R-6.5). The property will be concurrently prezoned consistent with the City's Comprehensive Plan land use designation as adopted.

RECOMMENDED ACTION:

Staff recommends approving the attached Resolution for annexation and prezone, and authorization to transmit the Calvary Chapel annexation to the Snohomish County Boundary Review Board for review.

COUNCIL ACTION:

CITY OF MARYSVILLE
Marysville, Washington

RESOLUTION NO. _____

A RESOLUTION OF THE CITY OF MARYVILLE STATING ITS INTENTION TO ANNEX AND PREZONE CERTAIN UNINCORPORATED AREA, KNOWN AS THE CALVARY CHAPEL ANNEXATION, INTO THE CITY, AND TRANSMITTING THE MATTER TO THE SNOHOMISH COUNTY BOUNDARY REVIEW BOARD FOR APPROVAL

WHEREAS, the City of Marysville has received a petition for annexation of certain property generally located west of 48th Drive NE and north of 98th Street NE, said property being contiguous to the city limits and legally described in **Exhibit A** attached hereto; and

WHEREAS, the Marysville Planning Commission held a public hearing on September 11, 2007 to consider a prezone for the **Exhibit A** property and recommended approval of said prezone to High Density, Single Family R-6.5; and

WHEREAS, a duly advertised public hearing was held on said annexation petition and prezone before the Marysville City Council on October 22, 2007, and the City Council heard testimony from staff, the applicant and the public, and was fully advised in the premises; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON, AS FOLLOWS:

Section 1. The property described in **Exhibit A** is hereby approved for annexation into the City of Marysville and shall be so annexed by ordinance of the City of Marysville upon receipt of a favorable decision/report from the Snohomish County Boundary Review Board.

Section 2. Upon annexation of the property described in **Exhibit A**, it shall be assessed and taxed at the same rate and on the same basis as other property within the City of Marysville, including assessments or taxes for the payment of its pro rata share and all outstanding indebtedness of the City contracted or incurred prior to or existing on the effective date of the annexation.

Section 3. Upon annexation of the property described in **Exhibit A**, the Zoning designation of High Density, Single Family R-6.5 shall apply to said property.

Section 4. The Community Development Director is hereby authorized to transmit a County Assessor's map, or other appropriate map, and all files on this annexation proceeding to the Snohomish County Boundary Review Board for consideration and review.

PASSED by the City Council and APPROVED by the Mayor this _____ day of _____, 2007.

CITY OF MARYSVILLE

By: _____
DENNIS KENDALL, MAYOR

Attest:

By: _____
, CITY CLERK

Approved as to form:

By: _____
GRANT K. WEED, CITY ATTORNEY

Snohomish County

Assessor's Office

Cindy Portmann
County Assessor

Linda Hjelle
Chief Deputy

M/S #510
3000 Rockefeller Ave.
Everett, WA 98201-4046

(425) 388-3433
FAX (425) 388-3961

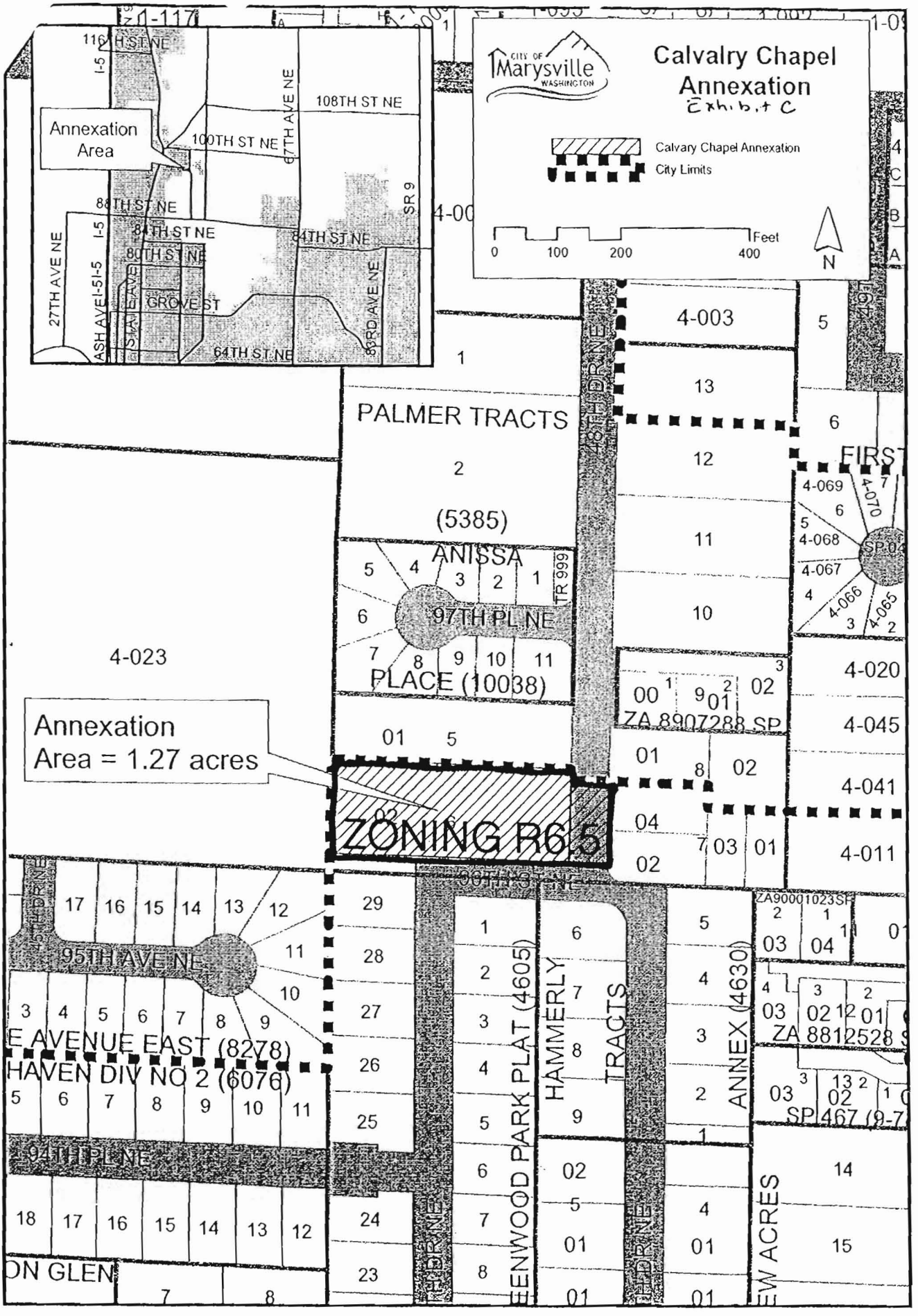
CERTIFICATE OF SUFFICIENCY

I, Darlene Joseph, Snohomish County Deputy Assessor, in accordance with the requirements of RCW 35A.01.040, hereby certify that the petition for the City of Marysville, Calvary Chapel Annexation submitted to the Assessor on July 31st, 2007, is signed by the owners of 100% of the value for which the annexation is petitioned, according to the records of the Snohomish County Assessor. The determination of sufficiency was begun on August 22, 2007.

Dated this 22nd of August, 2007.

By Darlene Joseph
Deputy Assessor

Email: county.assessor@co.snohomish.wa.us
Web: www1.co.snohomish.wa.us/Departments/Assessor


Calvary Chapel Annexation
Exhibit C
CITY OF Marysville WASHINGTON
Calvary Chapel Annexation
City Limits
0 100 200 400 Feet
N
Annexation Area
116TH ST NE
108TH ST NE
100TH ST NE
87TH AVE NE
88TH ST NE
84TH ST NE
80TH ST NE
GROVE ST
64TH ST NE
83RD AVE NE
27TH AVE NE
ASH AVE
I-5
SR 9
PALMER TRACTS
(5385)
ANISSA PLACE (10038)
97TH PL NE
TR 999
4-003
4-069
4-068
4-067
4-066
4-065
4-070
4-023
4-020
4-045
4-041
4-011
ZA 8907288 SP
Annexation Area = 1.27 acres
ZONING R6.5
95TH AVE NE
E AVENUE EAST (8278)
HAVEN DIV NO 2 (6076)
94TH PL NE
ON GLEN
EENWOOD PARK PLAT (4605)
HAMMERLY TRACTS
ANNEX (4630)
ZA90001023SP
ZA 8812528
SP 467 (9-7
EW ACRES

CITIES & TOWNS

FACTORS AND OBJECTIVES OF PROPOSED ANNEXATION

1. General background of the reasons for seeking the proposed action.

The Calvary Annexation is generally located at the northwestt corner of the intersection of 96th St NE and 48th Drive NE, Section 16, Township 30N, Range 5E, WM. The annexation comprises approximately 1.27 acres and is proposed by properties representing 100% of the gross valuation of the annexation. The annexation is contiguous to the City along its north and west boundaries.

In accordance with the State Growth Management Act, Snohomish County established an Urban Growth Area for the Marysville area on July 22, 1995. The proposed annexation is within the UGA boundary. It is an area already planned for residential development. The Growth Management legislation requires cities and counties to plan for increased urban densities in areas where adequate public facilities exist or can be provided in an efficient manner and to prevent conversion of critical areas and resource lands into low density development. Snohomish County's General Policy Plan designates the area as Urban Low Density Residential within this area. The City of Marysville's Comprehensive Plan designates this area as High Density, Single-Family (5-7 du/net ac). It is the City's intention to prezone the property at the time of annexation to be consistent with the city's comprehensive plan designation. The annexation is located within the City of Marysville's Rural Utility Service Area (RUSA).

2. Review of the factors to be considered by the Boundary Review Board as they effect this proposed action (RCW 36.93.170).

A. Population & Territory:

No persons reside within the annexation area. The current population is 36,210 for the City of Marysville. This would increase the population by 0 percent.

The annexation would involve approximately 1.27 acres.

B. Land area and land uses (existing):

According to Snohomish County Assessor's records the property supports a church.

C. Comprehensive Use Plans and Zoning (include attachments):

The site is zoned R-7,200. The 2006 City of Marysville Comprehensive Plan Map designates the property as High Density, Single-Family (5-7 du/net ac), which has an implementing zone of R-6.5. The annexation proposal includes the prezoning of the

property consistent with the implementing zone of R-6.5. Snohomish County's General Policy Plan designates the area as Urban Low Density Residential.

D. Assessed Valuation:

The current assessed valuation for the annexation area is $329,900.00.

E. Topography, rural boundaries and drainage basins:

The topography is flat. The proposed annexation is located within the Quilceda Creek drainage basin.

F. Proximity to other population areas:

The City of Marysville is located along the west and north sides of the proposed annexation boundary.

G. Likelihood of significant growth in the area and in adjacent incorporated and unincorporated areas in the near future:

Population forecasts within the City's UGA is projected to increase by 61% between the years 2004 and 2025. The City of Marysville is committed to providing and coordinating urban level facilities in this area.

It is anticipated that growth will be located first in areas already characterized by urban growth that have existing public facility and service capacities to serve new developments. Growth will be concentrated near urban centers where urban services can be provided.

H. Location of existing and future location of community facilities:

Municipal and community services relevant to this community would be garbage, sewer, water, electricity, police, fire protection, medical facilities, parks and recreation, schools, public transit and telephone.

3. Services

A. Municipal Services existing now to area:

The City of Marysville has police coverage 24 hours a day, 7 days a week. The City employs 41 commissioned police officers and includes a detective squad and narcotics officer. At least five officers are on duty at all times.

The Marysville Fire District now has 54 full-time fire fighters and approximately 75 part-time fire fighters. Stations #61, #62, #63 and #65 are fully manned stations. A joint operating committee composed of three fire commissioners and three council members administer the department.

The site is currently serviced by Marysville Fire District and would continue to be serviced by this District after annexation.

The proposed annexation is currently served by public water and sanitary sewer. An 8" water main is located in 48th Dr NE & 96th St NE fronting the annexation boundary. And a 10" sewer main is located in 96th St NE and an 8" sewer main is located within 48th Dr NE, both front the annexation.

B. Municipal Services to be provided:

The primary source of water for this area is Everett Pipeline No. 3.

The City's sewage treatment facility currently has adequate capacity to service the annexation area.

C. Effects of ordinance, government codes, regulation on existing uses:

If the property is annexed to the City of Marysville, the City will be responsible for enforcement of all municipal codes including, but not limited to City zoning, building requirements, fire code and criminal code.

D. Costs of adequate governmental services and controls in the area:

City expenditures would include police, streets, library, enforcement of municipal codes including zoning and building requirements and other general governmental services.

E. Prospects of governmental services from other sources:

None.

F. Need for such services from other sources:

None.

G. Effect of finances, debt structure and contractual obligations and rights of all affected governmental units:

H. Effect of proposal on adjacent areas, on social services, and local governmental structure of the county:

The 2007 taxes which would no longer be collected should the property be annexed to Marysville include the county road tax and Fire District #12 tax, as well as 1.1% of the state sales tax collected for commercial properties.

4. The effect of this proposed annexation:

A. Preservation of natural neighborhoods:

The proposed annexation currently supports one church. This area will become a natural extension to the City of Marysville and will not adversely impact surrounding neighborhoods.

B. Physical boundaries (including land contours):

The property is bounded by the current City limits to the west and north.

C. Creation and preservation of local service areas:

The Marysville Police Department currently services the surrounding area. The Marysville Fire District currently services the area and will continue to service the area upon annexation to the City of Marysville.

D. Abnormally irregular boundaries:

The annexation as proposed does not create any abnormal boundaries.

E. Special Purpose Districts if any:

None.

F. Urbanization:

The area is currently urban in character and is designated for development at single-family residential densities (5-7 du/net ac).

CURRENT BUSINESS

None.

NEW BUSINESS

18. Strawberry Festival Master Permit/Agreement and 2007 Festival Proposal.

Parks and Recreation Director Jim Ballew commented that this is a substantial agreement. He reviewed highlights and changes from previous agreements. He said they would be asking the applicant to provide the finance office with a list of vendors.

Councilmember Seibert remarked that it was nice to see the wide variety of events planned.

19. Thorsteinson Lot 6; 152nd Street Building Site Plan (BSP) Amendment.

Community Development Director Hirashima explained that the owner was asking for modification to the condition of road construction and deviation of the road standard due to the fact that they were unable to obtain enough right-of-way to construct their half of the road. Staff is in agreement with this.

20. 10% Notice of Intent to Annex; Calvary Annexation; PA 07031.

Ms. Hirashima explained that this was submitted by Calvary Chapel who is hoping to purchase the adjacent property that is in city limits. Staff is recommending acceptance of the 10% Notice of Intent and establishment of an annexation area for circulation of the 60% petition.

21. 10% Notice of Intent to Annex; Estabrook Annexation; PA 07017.

Ms. Hirashima explained that this request is in Future Annexation Area #7 and incorporates 47.1 acres. She commented that having larger annexations would allow the city the greatest benefit from Senate Bill 6686.

Mary Swenson commented that they might bring something back later this year for annexation consideration in 2009. They are in the process of analyzing the full impacts of a large annexation.

Public Works Director Paul Roberts agreed that this would require careful analysis of impacts to finance, utilities (including rates), and RTID.

Subject to End of the Year Progress Updates from the Marysville School District.

12. Authorize the Mayor to Sign Interlocal Agreement with Snohomish County in the Amount $369,556.00 for 51st Avenue/122nd Place NE Intersection Improvements Project.

13. Authorize Mayor to Sign Professional Services Agreement in the Amount of $250,000 with HDR Engineering; Updating Water Comprehensive Plan.

14. Authorize Mayor to Sign Agreement with HDR Engineering, Inc. to Prepare Phase 1 of the I-5 to City Center Access Study for Estimated Cost of #361,090.54 Including 5% Management Reserve.

15. Approval of Department of Corrections Community Work Crew Contract Renewal.

19. Thorsteinson Lot 6; 152nd Street Building Site Plan (BSP) Amendment.

Motion passed unanimously (6-0)

20. 10% Notice of Intent to Annex; Calvary Annexation; PA 07031.

Public Comment:

Dave Woodyard, 9610 48th Drive, spoke in support of the annexation.

Motion made by Councilmember Nehring, seconded by Councilmember Vaughan, to approve Consent Agenda item 20. **Motion** passed unanimously (6-0)

5. Approval of May 9, 2007 Claims.

Councilmember Rasmussen referred to the payment to Clean Cut to down dangerous trees. She wondered if this addressed the citizen's concerns they had received at a prior meeting about dangerous trees hanging over the roadway. Mr. Ballew indicated that it was possible but he wasn't sure.

Motion made by Councilmember Rasmussen, seconded by Councilmember Seibert to approve Consent Agenda item 5. **Motion** passed unanimously (6-0)

RCW 36.93.170

Factors to be considered by board — Incorporation proceedings exempt from state environmental policy act.

In reaching a decision on a proposal or an alternative, the board shall consider the factors affecting such proposal, which shall include, but not be limited to the following:

(1) Population and territory; population density; land area and land uses; comprehensive plans and zoning, as adopted under chapter 35.63, 35A.63, or 36.70 RCW; comprehensive plans and development regulations adopted under chapter 36.70A RCW; applicable service agreements entered into under chapter 36.115 or 39.34 RCW; applicable interlocal annexation agreements between a county and its cities; per capita assessed valuation; topography, natural boundaries and drainage basins, proximity to other populated areas; the existence and preservation of prime agricultural soils and productive agricultural uses; the likelihood of significant growth in the area and in adjacent incorporated and unincorporated areas during the next ten years; location and most desirable future location of community facilities;

(2) Municipal services; need for municipal services; effect of ordinances, governmental codes, regulations and resolutions on existing uses; present cost and adequacy of governmental services and controls in area; prospects of governmental services from other sources; probable future needs for such services and controls; probable effect of proposal or alternative on cost and adequacy of services and controls in area and adjacent area; the effect on the finances, debt structure, and contractual obligations and rights of all affected governmental units; and

(3) The effect of the proposal or alternative on adjacent areas, on mutual economic and social interests, and on the local governmental structure of the county.

The provisions of chapter 43.21C RCW, State Environmental Policy, shall not apply to incorporation proceedings covered by chapter 35.02 RCW.

[1997 c 429 § 39; 1989 c 84 § 5; 1986 c 234 § 33; 1982 c 220 § 2; 1979 ex.s. c 142 § 1; 1967 c 189 § 17.]

Notes:

Severability -- 1997 c 429: See note following RCW 36.70A.3201.

Severability -- 1982 c 220: See note following RCW 36.93.100.

Incorporation proceedings exempt from state environmental policy act: RCW 43.21C.220.

RCW 36.93.180

Objectives of boundary review board.

The decisions of the boundary review board shall attempt to achieve the following objectives:

(1) Preservation of natural neighborhoods and communities;

(2) Use of physical boundaries, including but not limited to bodies of water, highways, and land contours;

(3) Creation and preservation of logical service areas;

(4) Prevention of abnormally irregular boundaries;

(5) Discouragement of multiple incorporations of small cities and encouragement of incorporation of cities in excess of ten thousand population in heavily populated urban areas;

(6) Dissolution of inactive special purpose districts;

(7) Adjustment of impractical boundaries;

(8) Incorporation as cities or towns or annexation to cities or towns of unincorporated areas which are urban in character; and

(9) Protection of agricultural and rural lands which are designated for long term productive agricultural and resource use by a comprehensive plan adopted by the county legislative authority.

[1989 c 84 § 6; 1981 c 332 § 10; 1979 ex.s. c 142 § 2; 1967 c 189 § 18.]

Notes:

Severability -- 1981 c 332: See note following RCW 35.13.165.

CITY OF MARYSVILLE
EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: October 22, 2007

AGENDA ITEM: Project Acceptance: Stillaguamish Water Treatment Plant Improvements	AGENDA SECTION: New Business
PREPARED BY: Patrick Gruenhagen, Project Manager	AGENDA NUMBER:
ATTACHMENTS:	APPROVED BY: MAYOR / CAO
BUDGET CODE: 40100034.560000, W-0003	AMOUNT: N/A

The City Council awarded the Stillaguamish Water Treatment Plant Project to IMCO General Construction, Inc. on March 28, 2005. Subsequent to this, the City declared the project Substantially Complete, effective December 20, 2006.

The work performed under this Contract, including final "punch-list" items, has recently been inspected and deemed Physically Complete in accordance with the approved Plans and Specifications. Staff therefore recommends that the City Council accept the project as complete, thereby allowing final closeout to commence.

RECOMMENDED ACTION: **Staff recommends Council acceptance of the Stillaguamish Water Treatment Plant Project, marking initiation of the 45-day lien filing period for project closeout.**
COUNCIL ACTION:

Certification of Substantial Completion

Project: W-0003, Stillaguamish Water Filtration Plant

To: City of Marysville
Public Works Department
80 Columbia Avenue
Marysville, WA 98270

Contractor: IMCO General Construction, Inc.
4509 Guide Meridian
Bellingham, WA 98226

Date of Issuance: June 11, 2007

The Work performed under this Contract has been reviewed and has been declared substantially complete under the following condition:

Condition:

Final Punchlist items, as previously described and as noted in the City's letter of June 11, 2007, shall be timely completed to the satisfaction of the City.

The Date of Substantial Completion of the Project is hereby established as December 20, 2006, which is also the date of establishment of applicable warranties by the Contract Documents. Upon completion of the items noted above, the Project will be deemed Physically Complete and brought forward for final acceptance by Marysville City Council. Upon final acceptance, the 45-day lien filing period will commence.

DEFINITION OF DATE OF SUBSTANTIAL COMPLETION:
The date of Substantial Completion of the Work or designated portion thereof is the Date certified by the Engineer when construction is sufficiently complete, in accordance with the Contract Documents, so the Owner can occupy or utilize the Work or designated portion thereof for the use which it is intended, as expressed in the Contract Documents.

IMCO General Construction, Inc. By: _____ Date: _____
Contractor

City of Marysville Public Works By: Pat Shumhager Date: June 11, 2007
Project Manager

CITY OF MARYSVILLE
EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: October 22, 2007

AGENDA ITEM: Lakewood Access Standard Consultant Agreement	AGENDA SECTION: New Business	
PREPARED BY: Jeff Massie, Assistant City Engineer	AGENDA NUMBER:	
ATTACHMENTS: • Project Overview • Local Agency Standard Consultant Agreement with Exhibits A and E only	APPROVED BY: MAYOR	CAO
BUDGET CODE: 30500030 56300 R0604	AMOUNT: $581,803.00	

Public Works Staff and Berger/ABAM Engineers Inc. facilitated a series of Stakeholder and Technical Advisory Committee meetings in which an overcrossing of Interstate 5 at 156th Street NE was selected as the preferred alternative to address Lakewood Triangle traffic congestion and access issues as portrayed in the attached Project Overview. The work products delivered by Berger/ABAM include an alternative analysis report, and a bridge type, size and location report. The next step in developing this project is to commence with preliminary engineering and environmental review documentation.

A new design consultant selection process was conducted. The consultant selection committee rated Berger/ABAM Engineers, Inc. as the best qualified firm to perform what is described as Phase 2A in the attached work scope of attached Exhibit A. It is envisioned that Berger/ABAM's contract may be supplemented in the future to perform the Phase 2B work scope which includes permitting, right-of-way acquisition, and construction contract plans and specifications.

City Staff still remains optimistic that federal funding opportunities may be available for this project in the future. Therefore the enclosed Local Agency Standard Consultant Agreement in conformance with WSDOT guidelines is used for this project in lieu of Marysville's standard professional services agreement in anticipation of a possible federal fund component. Only the consultant agreement and Exhibits A (scope) and E (cost) are enclosed; the remaining 61 pages of Exhibits B through D and F through M are excluded from this agenda bill.

RECOMMENDED ACTION: Staff recommends the Council authorize the Mayor to sign the Standard Consultant Agreement with Berger/Abam Engineers Inc. to perform preliminary engineering and environmental review documentation for the Lakewood BNSF Railroad Overcrossing Project for the estimated cost of $581,803.00.
COUNCIL ACTION:

CITY OF Marysville WASHINGTON

Lakewood Triangle Access and Congestion Relief Project

Project Overview

Presented by

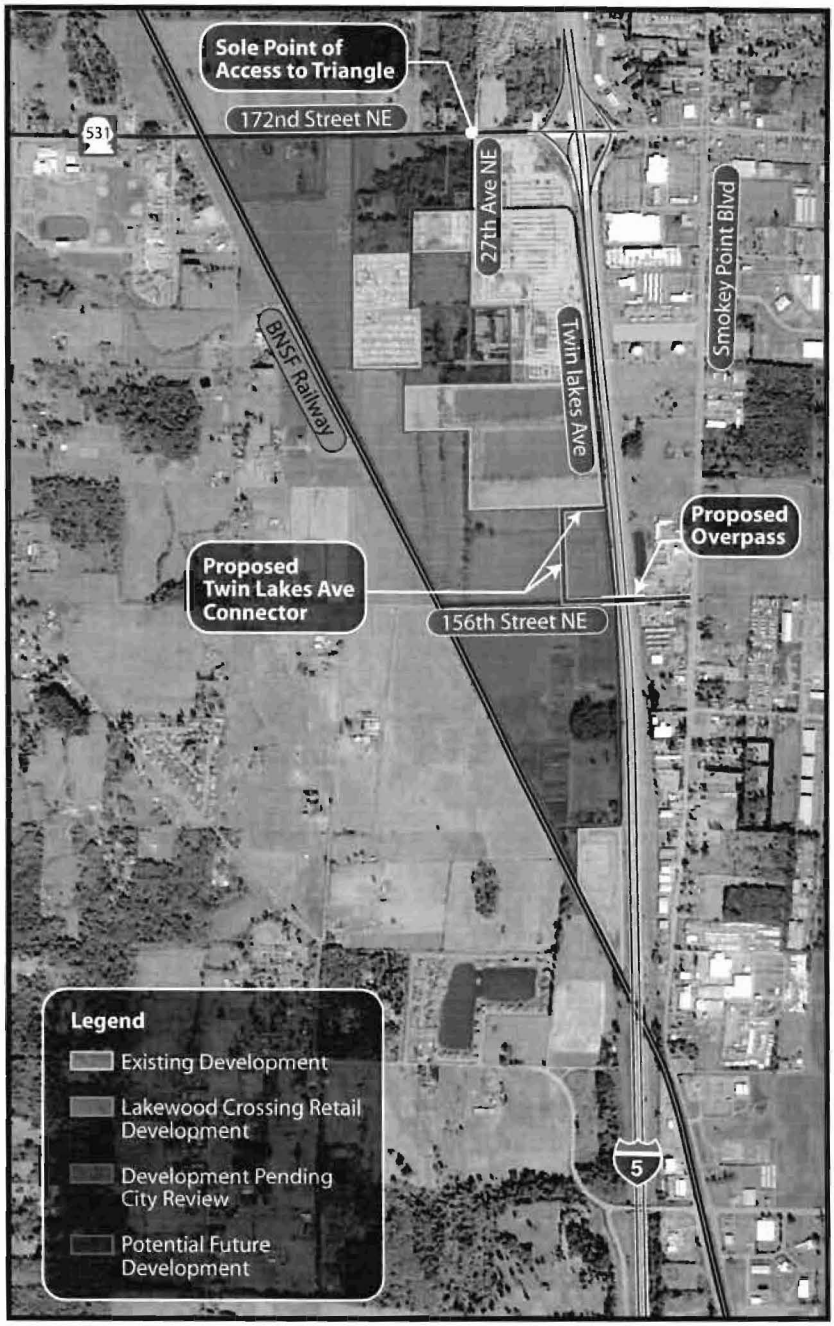
BERGER/ABAM ENGINEERS INC.

The Lakewood Triangle

- Area in north Snohomish County bounded on the north by 172nd Street NE (State Route 531), on the east by Interstate 5 (I-5), and on the west by the BNSF Railway line
- Total area of 492 acres, 385 acres of which were recently annexed by the City of Marysville while the remaining 107 acres are pending annexation in 2007
- Prior to October of 2006, 27 acres were developed residential, 19 acres were developed as a power substation, and 58 acres were developed as a County Park
- In October of 2006, Lakewood Crossing began to have stores open
- Lakewood Crossing is a 69 acre retail development in the northeast corner of the Triangle that is anchored by Costco, Target, Best Buy, and Linens 'n' Things and has many more smaller stores and restaurants
- 151 more acres have pending developments planned with residential, commercial, retail, and entertainment uses
- The remaining 168 acres also have future development potential

CITY OF Marysville WASHINGTON

Development of the Lakewood Triangle



CITY OF Marysville WASHINGTON

Problem Definition

- Development of the Interstate 5 (I-5) corridor continues to spread northward and has reached north Marysville
- The added development of Lakewood Crossing has increased traffic into and out of the Triangle
- There is only one access point to the Triangle on the north side where 27th Avenue NE intersects with 172nd Street NE
- Just east of the 27th/172nd intersection, 172nd Street NE has a full diamond interchange with I-5
- The opening of Lakewood Crossing increased peak hour volumes on 27th Ave. 1000% from 65 to 689 and 200% from 518 to 1076 on 172nd St.
- The resulting congestion is slowing emergency response into the Triangle and hindering further development of the Lakewood Triangle

CITY OF Marysville WASHINGTON

Preferred Alternative Selection Process

- Alternatives generated, reviewed, and voted on by a Stakeholder Committee (SC) and a Technical Advisory Committee (TAC)

- Two meetings with the SC that was made up of representatives from City of Marysville, Washington State Department of Transportation (WSDOT), Snohomish County, City of Arlington, Tulalip Tribes, BNSF Railway, local school districts, transit, and Triangle developers, landowners, and residents

- Three meetings with the TAC that was made up of representatives from City of Marysville, WSDOT, Transportation Improvement Board (TIB), Snohomish County, Snohomish Public Utility District, BNSF Railway, transit, and Triangle land owners

- Both committees unanimously endorsed the overcrossing of I-5 at 156th Street NE as the preferred alternative

- The 156th Street NE Overcrossing was chosen because it provides a second access point and it provides the most congestion relief on 172nd Street NE for the least cost

CITY OF Marysville WASHINGTON

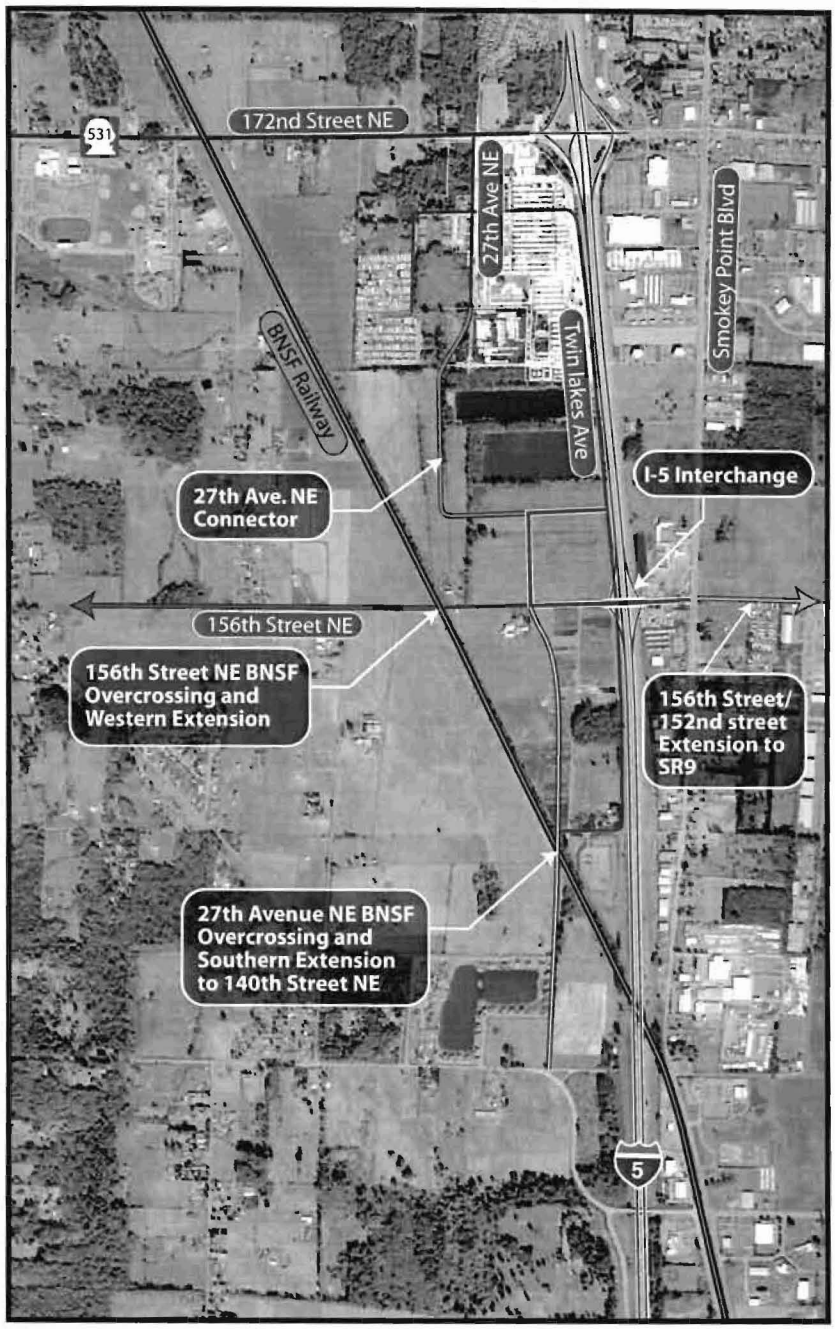
Project Timeline

Sept 2006	Consultant Contracted for Alternatives Analysis
Dec 2006 to May 2007	Advisory Committee Meetings
July 2007	Alternatives Analysis and Preliminary Design Completed
Sept 2007	Final Design and Environmental Documentation Begin
Sept 2007 to Nov 2007	Conduct Field Surveys, Investigations, and Studies
Nov 2007 to April 2008	Complete 30% Plans, Specifications, and Estimate
Nov 2007 to June 2008	Prepare and Obtain Approval of Environmental Documents
June 2008 to March 2009	Acquire Right-of-Way
June 2008 to March 2009	Complete Contract Documents
March 2009 to April 2009	Bid on Construction
May 2009	Award Construction Contract
June 2009 to June 2010	Construct Project

Project timeline assumes there will be Federal funding and that lack of funds do not delay the project.

CITY OF Marysville WASHINGTON

Potential Future Lakewood Triangle Projects



CITY OF Marysville WASHINGTON

Local Agency Standard Consultant Agreement

☒ Architectural/Engineering Agreement
☐ Personal Services Agreement

Consultant/Address/Telephone

BERGER/ABAM Engineers Inc.
33301 Ninth Avenue South, Suite 300
Federal Way, WA 98003
206/431-2300

Agreement Number

Federal Aid Number

Project Title And Work Description

Lakewood Access/156th Street Overcrossing Project

Agreement Type (Choose one)

☐ **Lump Sum**
Lump Sum Amount $ _____

☒ **Cost Plus Fixed Fee**
Overhead Progress Payment Rate _____ %
Overhead Cost Method
☐ Actual Cost
☐ Actual Cost Not To Exceed _____ %
☒ Fixed Rate 168.23 %
Fixed Fee $ 14,881

☐ **Specific Rates Of Pay**
☐ Negotiated Hourly Rate
☐ Provisional Hourly Rate

☐ **Cost Per Unit of Work**

DBE Participation
☒ Yes ☐ No 3.9 %

Federal ID Number or Social Security Number
91-1422812

Do you require a 1099 for IRS?
☐ Yes ☒ No

Completion Date
31 October 2008

Total Amount Authorized $ 581,803

Management Reserve Fund $ 0

Maximum Amount Payable $ 581,803

Index of Exhibits

Exhibit "A" - Scope of Work
Exhibit "B" - DBE Participation
Exhibit "C" - Electronic Exchange of Engineering and Other Data
Exhibit "D" - Payment (by Agreement Type)
Exhibit "E" - Consultant Fee Determination
Exhibit "F" - Breakdown of Overhead Cost
Exhibit "G" - Subcontract Work/Fee Determination
Exhibit "H" – Title VI Assurances
Exhibit "I" – Payment Upon Termination of Agreement
Exhibit "J" – Alleged Consultant Design Error Procedures
Exhibit "K" – Consultant Claim Procedures
Exhibit "L" – Liability Insurance Increase
Exhibit "M" – Certification Documents

THIS AGREEMENT, made and entered into this _____ day of _____, _____, between the Local Agency of City of Marysville, Washington, hereinafter called the "AGENCY", and the above organization hereinafter called the "CONSULTANT".

WITNESSETH THAT:

WHEREAS, the AGENCY desires to accomplish the above referenced project, and

WHEREAS, the AGENCY does not have sufficient staff to meet the required commitment and therefore deems it advisable and desirable to engage the assistance of a CONSULTANT to provide the necessary services for the PROJECT; and

WHEREAS, the CONSULTANT represents that he/she is in compliance with the Washington State Statutes relating to professional registration, if applicable, and has signified a willingness to furnish Consulting services to the AGENCY,

NOW THEREFORE, in consideration of the terms, conditions, covenants and performance contained herein, or attached and incorporated and made a part hereof, the parties hereto agree as follows:

I General Description of Work

The work under this AGREEMENT shall consist of the above described work and services as herein defined and necessary to accomplish the completed work for this PROJECT. The CONSULTANT shall furnish all services, labor, and related equipment necessary to conduct and complete the work as designated elsewhere in this AGREEMENT.

II Scope of Work

The Scope of Work and projected level of effort required for this PROJECT is detailed in Exhibit "A" attached hereto and by this reference made a part of this AGREEMENT.

III General Requirements

All aspects of coordination of the work of this AGREEMENT with outside agencies, groups, or individuals shall receive advance approval by the AGENCY. Necessary contacts and meetings with agencies, groups, and/or individuals shall be coordinated through the AGENCY. The CONSULTANT shall attend coordination, progress and presentation meetings with the AGENCY and/or such Federal, State, Community, City or County officials, groups or individuals as may be requested by the AGENCY. The AGENCY will provide the CONSULTANT sufficient notice prior to meetings requiring CONSULTANT participation. The minimum required hours or days notice shall be agreed to between the AGENCY and the CONSULTANT and shown in Exhibit "A."

The CONSULTANT shall prepare a monthly progress report, in a form approved by the AGENCY, which will outline in written and graphical form the various phases and the order of performance of the work in sufficient detail so that the progress of the work can easily be evaluated.

The CONSULTANT, and each SUBCONSULTANT, shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The CONSULTANT, and each SUBCONSULTANT, shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of USDOT-assisted contracts. Failure by the CONSULTANT to carry out these requirements is a material breach of this AGREEMENT that may result in the termination of this AGREEMENT.

Participation for Disadvantaged Business Enterprises (DBE), if required, per 49 CFR Part 26, or participation of Minority Business Enterprises (MBE), and Women Business Enterprises (WBE), shall be shown on the heading of this AGREEMENT. If D/M/WBE firms are utilized, the amounts authorized to each firm and their certification number will be shown on Exhibit "B" attached hereto and by this reference made a part of this AGREEMENT. If the Prime CONSULTANT is a DBE firm they must comply with the Commercial Useful Function (CUF) regulation outlined in the AGENCY'S "DBE Program Participation Plan". The mandatory DBE participation goals of the AGREEMENT are those established by the WSDOT'S Highway and Local Programs Project Development Engineer in consultation with the AGENCY.

All Reports, PS&E materials, and other data furnished to the CONSULTANT by the AGENCY shall be returned. All electronic files, prepared by the CONSULTANT, must meet the requirements as outlined in Exhibit "C."

All designs, drawings, specifications, documents, and other work products, including all electronic files, prepared by the CONSULTANT prior to completion or termination of this AGREEMENT are instruments of service for this PROJECT, and are the property of the AGENCY. Reuse by the AGENCY or by others, acting through or on behalf of the AGENCY of any such instruments of service, not occurring as a part of this PROJECT, shall be without liability or legal exposure to the CONSULTANT.

IV Time for Beginning and Completion

The CONSULTANT shall not begin any work under the terms of this AGREEMENT until authorized in writing by the AGENCY.

All work under this AGREEMENT shall be completed by the date shown in the heading of this AGREEMENT under completion date.

The established completion time shall not be extended because of any delays attributable to the CONSULTANT, but may be extended by the AGENCY in the event of a delay attributable to the AGENCY, or because of unavoidable delays caused by an act of GOD or governmental actions or other conditions beyond the control of the CONSULTANT. A prior supplemental agreement issued by the AGENCY is required to extend the established completion time.

V Payment Provisions

The CONSULTANT shall be paid by the AGENCY for completed work and services rendered under this AGREEMENT as provided in Exhibit "D" attached hereto, and by reference made part of this AGREEMENT. Such payment shall be full compensation for work performed or services rendered and for all labor, materials, supplies, equipment, and incidentals necessary to complete the work. The CONSULTANT shall conform to all applicable portions of 48 CFR Part 31.

A post audit may be performed on this AGREEMENT. The need for a post audit will be determined by the State Auditor, WSDOT External Audit Office and/or at the request of the AGENCY'S PROJECT Manager.

VI Sub-Contracting

The AGENCY permits sub-contracts for those items of work as shown in Exhibit "G" attached hereto and by this reference made part of this AGREEMENT.

Compensation for this sub-consultant work shall be based on the cost factors shown on Exhibit "G."

The work of the sub-consultant shall not exceed its maximum amount payable unless a prior written approval has been issued by the AGENCY.

All reimbursable direct labor, overhead, direct non-salary costs and fixed fee costs for the sub-consultant shall be substantiated in the same manner as outlined in Section V. All sub-contracts shall contain all applicable provisions of this AGREEMENT.

With respect to sub-consultant payment, the CONSULTANT shall comply with all applicable sections of the Prompt Payment laws as set forth in RCW 39.04.250 and RCW 39.76.011.

The CONSULTANT shall not sub-contract for the performance of any work under this AGREEMENT without prior written permission of the AGENCY. No permission for sub-contracting shall create, between the AGENCY and sub-contractor, any contract or any other relationship. A DBE certified sub-consultant is required to perform a minimum amount of their sub-contracted agreement that is established by the WSDOT Highways and Local Programs Project Development Engineer in consultation with the AGENCY.

VII Employment

The CONSULTANT warrants that they have not employed or retained any company or person, other than a bona fide employee working solely for the CONSULTANT, to solicit or secure this contract, and that it has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the CONSULTANT, any fee, commission, percentage, brokerage fee, gift, or any other consideration, contingent upon or resulting from the award or making of this contract. For breach or violation of this warrant, the AGENCY shall have the right to annul this AGREEMENT without liability or, in its discretion, to deduct from the AGREEMENT price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.

Any and all employees of the CONSULTANT or other persons while engaged in the performance of any work or services required of the CONSULTANT under this AGREEMENT, shall be considered employees of the CONSULTANT only and not of the AGENCY, and any and all claims that may arise under any Workmen's Compensation Act on behalf of said employees or other persons while so engaged, and any and all claims made by a

third party as a consequence of any act or omission on the part of the CONSULTANT'S employees or other persons while so engaged on any of the work or services provided to be rendered herein, shall be the sole obligation and responsibility of the CONSULTANT.

The CONSULTANT shall not engage, on a full- or part-time basis, or other basis, during the period of the contract, any professional or technical personnel who are, or have been, at any time during the period of the contract, in the employ of the United States Department of Transportation, or the STATE, or the AGENCY, except regularly retired employees, without written consent of the public employer of such person.

VIII Nondiscrimination

During the performance of this contract, the CONSULTANT, for itself, its assignees, and successors in interest agrees to comply with the following laws and regulations:

Title VI of the Civil Rights Act of 1964
(42 USC Chapter 21 Subchapter V Section 2000d through 2000d-4a)

Federal-aid Highway Act of 1973
(23 USC Chapter 3 Section 324)

Rehabilitation Act of 1973
(29 USC Chapter 16 Subchapter V Section 794)

Age Discrimination Act of 1975
(42 USC Chapter 76 Section 6101 et seq.)

Civil Rights Restoration Act of 1987
(Public Law 100-259)

American with Disabilities Act of 1990
(42 USC Chapter 126 Section 12101 et. seq.)

49 CFR Part 21

23 CFR Part 200

RCW 49.60.180

In relation to Title VI of the Civil Rights Act of 1964, the CONSULTANT is bound by the provisions of Exhibit "H" attached hereto and by this reference made part of this AGREEMENT, and shall include the attached Exhibit "H" in every sub-contract, including procurement of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto.

IX Termination of Agreement

The right is reserved by the AGENCY to terminate this AGREEMENT at any time upon ten (10) days written notice to the CONSULTANT.

In the event this AGREEMENT is terminated by the AGENCY other than for default on the part of the CONSULTANT, a final payment shall be made to the CONSULTANT as shown in Exhibit "I" for the type of AGREEMENT used.

No payment shall be made for any work completed after ten (10) days following receipt by the CONSULTANT of the Notice to Terminate. If the accumulated payment made to the CONSULTANT prior to Notice of Termination exceeds the total amount that would be due when computed as set forth herein above, then no final payment shall be due and the CONSULTANT shall immediately reimburse the AGENCY for any excess paid.

If the services of the CONSULTANT are terminated by the AGENCY for default on the part of the CONSULTANT, the above formula for payment shall not apply.

In such an event, the amount to be paid shall be determined by the AGENCY with consideration given to the actual costs incurred by the CONSULTANT in performing the work to the date of termination, the amount of work originally required which was satisfactorily completed to date of termination, whether that work is in a form or a type which is usable to the AGENCY at the time of termination, the cost to the AGENCY of employing another firm to complete the work required and the time which may be required to do so, and other factors which affect the value to the AGENCY of the work performed at the time of termination.

Under no circumstances shall payment made under this subsection exceed the amount, which would have been made using the formula set forth above.

If it is determined for any reason that the CONSULTANT was not in default or that the CONSULTANT'S failure to perform is without the CONSULTANT'S or it's employee's default or negligence, the termination shall be deemed to be a termination for the convenience of the AGENCY. In such an event, the CONSULTANT would be reimbursed for actual costs in accordance with the termination for other than default clauses listed previously.

In the event of the death of any member, partner or officer of the CONSULTANT or any of its supervisory personnel assigned to the PROJECT, or dissolution of the partnership, termination of the corporation, or disaffiliation of the principally involved employee, the surviving members of the CONSULTANT hereby agree to complete the work under the terms of this AGREEMENT, if requested to do so by the AGENCY. This subsection shall not be a bar to renegotiation of the AGREEMENT between the surviving members of the CONSULTANT and the AGENCY, if the AGENCY so chooses.

In the event of the death of any of the parties listed in the previous paragraph, should the surviving members of the CONSULTANT, with the AGENCY'S concurrence, desire to terminate this AGREEMENT, payment shall be made as set forth in the second paragraph of this section.

Payment for any part of the work by the AGENCY shall not constitute a waiver by the AGENCY of any remedies of any type it may have against the CONSULTANT for any breach of this AGREEMENT by the CONSULTANT, or for failure of the CONSULTANT to perform work required of it by the AGENCY. Forbearance of any rights under the AGREEMENT will not constitute waiver of entitlement to exercise those rights with respect to any future act or omission by the CONSULTANT.

X Changes of Work

The CONSULTANT shall make such changes and revisions in the complete work of this AGREEMENT as necessary to correct errors appearing therein, when required to do so by the AGENCY, without additional compensation thereof. Should the AGENCY find it desirable for its own purposes to have previously satisfactorily completed work or parts thereof changed or revised, the CONSULTANT shall make such revisions as directed by the AGENCY. This work shall be considered as Extra Work and will be paid for as herein provided under Section XIV.

XI Disputes

Any dispute concerning questions of fact in connection with the work not disposed of by AGREEMENT between the CONSULTANT and the AGENCY shall be referred for determination to the Director of Public Works or AGENCY Engineer, whose decision in the matter shall be final and binding on the parties of this AGREEMENT; provided, however, that if an action is brought challenging the Director of Public Works or AGENCY Engineer's decision, that decision shall be subject to de novo judicial review. If the parties to this AGREEMENT mutually agree, disputes concerning alleged design errors will be conducted under the procedures found in Exhibit "J", and disputes concerning claims will be conducted under the procedures found in Exhibit "K".

XII Venue, Applicable Law, and Personal Jurisdiction

In the event that either party deems it necessary to institute legal action or proceedings to enforce any right or obligation under this AGREEMENT, the parties hereto agree that any such action shall be initiated in the Superior court of the State of Washington, situated in the county in which the AGENCY is located. The parties hereto agree that all questions shall be resolved by application of Washington law and that the parties to such action shall have the right of appeal from such decisions of the Superior court in accordance with the laws of the State of Washington. The CONSULTANT hereby consents to the personal jurisdiction of the Superior court of the State of Washington, situated in the county in which the AGENCY is located.

XIII Legal Relations

The CONSULTANT shall comply with all Federal, State, and local laws and ordinances applicable to the work to be done under this AGREEMENT. This contract shall be interpreted and construed in accordance with the laws of the State of Washington.

The CONSULTANT shall indemnify and hold the AGENCY and the STATE and its officers and employees harmless from and shall process and defend at its own expense all claims, demands, or suits at law or equity arising in whole or in part from the CONSULTANT'S negligence or breach of any of its obligations under this AGREEMENT; provided that nothing herein shall require a CONSULTANT to indemnify the AGENCY or the STATE against and hold harmless the AGENCY or the STATE from claims, demands or suits based solely upon the conduct of the AGENCY or the STATE, their agents, officers and employees; and provided further that if the claims or suits are caused by or result from the concurrent negligence of (a) the CONSULTANT'S agents or employees, and (b) the AGENCY or the STATE, their agents, officers and employees, this indemnity provision with respect to (1) claims or suits based upon such negligence (2) the costs to the AGENCY or the STATE of defending such claims and suits shall be valid and enforceable only to the extent of the CONSULTANT'S negligence or the negligence of the CONSULTANT'S agents or employees.

The CONSULTANT'S relation to the AGENCY shall be at all times as an independent contractor.

The CONSULTANT shall comply with all applicable sections of the applicable Ethics laws, including RCW 42.23, which is the Code of Ethics for regulating contract interest by municipal officers. The CONSULTANT specifically assumes potential liability for actions brought by the CONSULTANT'S own employees against the AGENCY and, solely for the purpose of this indemnification and defense, the CONSULTANT specifically waives any immunity under the state industrial insurance law, Title 51 RCW.

Unless otherwise specified in the AGREEMENT, the AGENCY shall be responsible for administration of construction contracts, if any, on the PROJECT. Subject to the processing of a new sole source, or an acceptable supplemental agreement, the CONSULTANT shall provide On-Call assistance to the AGENCY during contract administration. By providing such assistance, the CONSULTANT shall assume no responsibility for: proper construction techniques, job site safety, or any construction contractor's failure to perform its work in accordance with the contract documents.

The CONSULTANT shall obtain and keep in force during the terms of the AGREEMENT, or as otherwise required, the following insurance with companies or through sources approved by the State Insurance Commissioner pursuant to Title 48 RCW.

Insurance Coverage

A. Worker's compensation and employer's liability insurance as required by the STATE.
B. Commercial general liability and property damage insurance in an aggregate amount not less than two million dollars ($2,000,000) for bodily injury, including death and property damage. The per occurrence amount shall not exceed one million dollars ($1,000,000).
C. Vehicle liability insurance for any automobile used in an amount not less than a one million dollar ($1,000,000) combined single limit.

Excepting the Worker's Compensation Insurance and any Professional Liability Insurance secured by the CONSULTANT, the AGENCY will be named on all policies as an additional insured. The CONSULTANT shall furnish the AGENCY with verification of insurance and endorsements required by the AGREEMENT. The AGENCY reserves the right to require complete, certified copies of all required insurance policies at any time.

All insurance shall be obtained from an insurance company authorized to do business in the State of Washington. The CONSULTANT shall submit a verification of insurance as outlined above within fourteen (14) days of the execution of this AGREEMENT to the AGENCY.

No cancellation of the foregoing policies shall be effective without thirty (30) days prior notice to the AGENCY.

The CONSULTANT'S professional liability to the AGENCY shall be limited to the amount payable under this AGREEMENT or one million ($1,000,000) dollars, whichever is the greater, unless modified by Exhibit "L". In no case shall the CONSULTANT'S professional liability to third parties be limited in any way.

The AGENCY will pay no progress payments under Section V until the CONSULTANT has fully complied with this section. This remedy is not exclusive; and the AGENCY and the STATE may take such other action as is available to it under other provisions of this AGREEMENT, or otherwise in law.

XIV Extra Work

A. The AGENCY may at any time, by written order, make changes within the general scope of the AGREEMENT in the services to be performed.

B. If any such change causes an increase or decrease in the estimated cost of, or the time required for, performance of any part of the work under this AGREEMENT, whether or not changed by the order, or otherwise affects any other terms and conditions of the AGREEMENT, the AGENCY shall make an equitable adjustment in the (1) maximum amount payable; (2) delivery or completion schedule, or both; and (3) other affected terms and shall modify the AGREEMENT accordingly.

C. The CONSULTANT must submit any "request for equitable adjustment", hereafter referred to as "CLAIM", under this clause within thirty (30) days from the date of receipt of the written order. However, if the AGENCY decides that the facts justify it, the AGENCY may receive and act upon a CLAIM submitted before final payment of the AGREEMENT.

D. Failure to agree to any adjustment shall be a dispute under the Disputes clause. However, nothing in this clause shall excuse the CONSULTANT from proceeding with the AGREEMENT as changed.

E. Notwithstanding the terms and conditions of paragraphs (A) and (B) above, the maximum amount payable for this AGREEMENT, shall not be increased or considered to be increased except by specific written supplement to this AGREEMENT.

XV Endorsement of Plans

If applicable, the CONSULTANT shall place their endorsement on all plans, estimates, or any other engineering data furnished by them.

XVI Federal and State Review

The Federal Highway Administration and the Washington State Department of Transportation shall have the right to participate in the review or examination of the work in progress.

XVII Certification of the Consultant and the Agency

Attached hereto as Exhibit "M-1(a and b)" are the Certifications of the CONSULTANT and the AGENCY, Exhibit "M-2" Certification Regarding Debarment, Suspension and Other Responsibility Matters - Primary Covered Transactions, Exhibit "M-3" Certification Regarding the Restrictions of the Use of Federal Funds for Lobbying and Exhibit "M-4" Certificate of Current Cost or Pricing Data. Exhibit "M-3" is required only in AGREEMENTS over $100,000 and Exhibit "M-4" is required only in AGREEMENTS over $500,000.

XVIII Complete Agreement

This document and referenced attachments contain all covenants, stipulations, and provisions agreed upon by the parties. No agent, or representative of either party has authority to make, and the parties shall not be bound by or be liable for, any statement, representation, promise or agreement not set forth herein. No changes, amendments, or modifications of the terms hereof shall be valid unless reduced to writing and signed by the parties as an amendment to this AGREEMENT.

XIX Execution and Acceptance

This AGREEMENT may be simultaneously executed in several counterparts, each of which shall be deemed to be an original having identical legal effect. The CONSULTANT does hereby ratify and adopt all statements, representations, warranties, covenants, and agreements contained in the proposal, and the supporting material submitted by the CONSULTANT, and does hereby accept the AGREEMENT and agrees to all of the terms and conditions thereof.

In witness whereof, the parties hereto have executed this AGREEMENT as of the day and year shown in the "Execution Date" box on page one (1) of this AGREEMENT.

By _____ By _____

Consultant BERGER/ABAM Engineers Inc. Agency City of Marysville

Exhibit A-1
Scope of Work

Project No. _____

Please see attached scope of work

Documents To Be Furnished By The Consultant

Please see attached scope of work

EXHIBIT A
SCOPE OF WORK FOR ENGINEERING SERVICES FOR PHASE 2A OF THE LAKEWOOD ACCESS/156TH STREET OVERCROSSING PROJECT

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ABBREVIATIONS

The following abbreviations are used throughout this scope of work.

AASHTO	American Association of State Highway and Transportation Officials	**NRHP**	National Register of Historic Places
BA	Biological Assessment	**PS&E**	Plans, Specifications, and Estimates
BDM	WSDOT Bridge Design Manual	**ROW**	Right-of-Way
DCE	Documented Categorical Exclusion	**SEPA**	State Environmental Protection Act
DOE	Washington State Department of Ecology	**TDM**	Transportation Demand Management
EIS	Environmental Impact Statement	**TIR**	Technical Information Report
ESA	Endangered Species Act	**TS&L**	Type, Size, and Location
FHWA	Federal Highway Administration	**WDFW**	Washington State Department of Fish and Wild Life
LOS	Level of Service	**WDNR**	Washington State Department of Natural Resources
NEPA	National Environmental Protection Act	**WSDOT**	Washington State Department of Transportation
NMFS	National Marine Fisheries Service	**USFWS**	U.S. Fish and Wildlife Service
NPDES	National Pollutant Discharge Elimination System		

PROJECT BACKGROUND

This scope of work defines Phase 2A of this project, which is to complete preliminary engineering and environmental documentation for the project. Final design, permits, ROW acquisition, and construction contract documents will be contracted as Phase 2B of this project at a later date. The objective of Phase 2A will be to gain approval of the NEPA and SEPA documents. Phase 2A will include public outreach, topographic and boundary surveys, geotechnical investigations, environmental studies, preliminary design, environmental documentation and approvals, WSDOT coordination and approvals, 30 percent contract documents, and ROW plans. Phase 2B (not included in this contract) will include public outreach, final design, permit applications and approvals, ROW acquisition, construction documents, WSDOT coordination and approvals, and services during advertisement, bidding, and award.

SCHEDULE

The Phase 2A tasks described in this scope of work are to be completed in the sequence and time frames indicated in the schedule following this scope of work.

PROJECT PARAMETERS

The following list is included to confirm the understanding between the City and the Consultant and will be used to guide the work.

1. The basis for this scope is Alignment Alternative I, Bridge Alternative 4, as detailed in the Draft Alternatives Analysis Report and the Draft Bridge Type, Size, and Location Report, both dated 2 July 2007.

2. Throughout this scope of work, it is understood that the City will provide the Consultant with one set of consolidated review comments for each draft review round. The Consultant will then respond to the comments and incorporate the agreed upon resolution into the final document(s). If reasonable, WSDOT comments will be incorporated into review set, otherwise, WSDOT comments will be submitted separately.

3. Stormwater management may include combining with the facilities to serve the property located on the north side of 156th Street, west and adjacent to the I-5 freeway. Therefore, two categories of stormwater alternatives will be evaluated; one that has a stormwater facility combined and integrated into the parcel identified, and the second will have a stormwater facility system separate from the roadway and the parcel.

4. In the event that federal funds may become part of the funding source for the project, stormwater management will be designed in accordance with the 2006 Highway Runoff Manual, and the 2007 Hydraulics Manual, published by WSDOT. Drainage design will be in accordance with these standards, limited to the task items described in this scope of work. Stormwater management will also comply with City Engineering Design and Development Standards and Marysville Municipal Code 14.15.015, which references 2001 DOE Manual. It may also be possible that the 2005 DOE Manual could be used.

5. The utility owner will prepare utility relocation and reconstruction plans for gas, telephone, electricity, and cable as needed. The Consultant will prepare water, sanitary sewer, and storm sewer relocation and reconstruction plans as needed.

6. The Consultant will provide the City with all drawings, technical special provisions, amendments to the standard specifications, and the bid item list. The City will use these items to prepare the bid and contract documents.

PHASE 2A – PRELIMINARY ENGINEERING AND ENVIRONMENTAL DOCUMENTATION

Task 100 – Project Management and Administration

Invoices and Progress Reports

The Consultant will perform project administration and management tasks as follows.

1. Prepare and submit monthly invoices and progress reports, including a tabulation of hours expended broken down by each major task.

2. Prepare subconsultant agreements and perform ongoing subconsultant liaison.

3. Maintain all contract-required documentation.

Deliverables

- Monthly invoice
- Subconsultant agreements

City Coordination Meetings

The Consultant will attend periodic coordination meetings at the City. These meetings will be scheduled as needed, and it is assumed there will be an average of one every two months or five total during Phase 2A. Three members of the Consultant team will attend each meeting.

Deliverables

- Meeting minutes for each meeting

Task 110 – Quality Assurance and Quality Control (QA/QC)

The Consultant will provide QA/QC for all design work in accordance with the Consultant's QA/QC standards.

Deliverables

- QA/QC documentation for all design work will be made available to the City upon request.

Task 120 – Public Outreach

Open House

The Consultant will provide services to plan, prepare for, and attend a public open house. The Consultant may also participate in facilitating the open house. The focus of the open house will be to gather information and inform local residents and the community at large of the project features and schedule. The City will identify and secure a venue (location) for the open house.

The Consultant will develop open house materials including exhibits and/or other presentation materials, comment cards/questionnaires, sign-in sheets, and meeting signage. The Consultant will attend a planning meeting with City staff.

Deliverables

- Exhibits for open house

Task 130 – Funding Assistance

The Consultant will consult with the City on funding strategies and steps needed to put the project in a position to be funded. The Consultant will assist the City with preparing grant applications, providing graphics as needed. The Consultant will update the funding prospectus twice.

Deliverables

- Two funding prospectus updates

Task 200 – Topographic and Boundary Survey

Survey and Mapping Limits

The field survey and mapping is limited to the following areas.

- A 100-foot-wide corridor centered on 156th Street Northeast (section line) between Smokey Point Boulevard and a point 300 feet past the connection point of proposed 27th Avenue Northeast (approximately 2,300 LF)
- A 100-foot-wide corridor along the west boundary of parcel 31052900401300 centered on the property line
- A 100-foot-wide corridor along the north boundary of parcels 31052900401300 and 31052900401500 centered on the property line
- A 100-foot-wide corridor of Smokey Point Boulevard extending 300 feet each side of the intersection of 156th Street Northeast
- A 60-foot-wide corridor of Twin Lakes Boulevard extending 300 feet each side of the intersections with 156th Street Northeast and the north line of parcel 31052900401500

This survey work will locate such surface features as utilities, striping, street monuments, and sufficient pavement elevations (approximate 50-foot cross sections) to create a two-foot contour interval basemap of the project. We will also locate utility line paint-outs, surface utility structures, and readily accessible utility pipes and combine them with record utility information in order to map the pipelines in the project area. Perteet Inc. field crews will make all measurements and observations from the ground surface. Perteet field personnel will attempt no confined space entry. Geotechnical soil borings, wetland delineation flags, and/or test pits that are completed before the survey will be located during the topographic survey of the corridor.

Calculate the boundary of up to ten parcels based upon title reports provided by the client and readily accessible online sources. Research and calculate the existing rights-of-way of Smokey Point Boulevard, I-5, 156th Street Northeast and Twin Lakes Boulevard within the survey limits.

We will prepare a plannimetric map with a plot scale of 1 inch = 20 feet depicting two-foot contours in AutoCAD format to Perteet (APWA) standards.

Assumptions

- Current title reports will be provided by the City of Marysville for all parcels adjacent to the project (estimated at eleven).
- City of Marysville will provide documents (as-builts) for City owned utilities.
- Elevations will be referenced to NAVD 88 datum.

- Horizontal control will be determined by GPS using NAD 83 (91) datum and Washington State Plane, North Zone coordinates.

Scope of Services Summary

1. Project management, oversight, and control
2. Meet with project team prior to beginning work to coordinate survey control and field work
3. Conduct project control and right-of-way research
4. Contract with and coordinate the utility locate activity of Applied Professional Services (APS)
5. Establish horizontal and vertical control necessary for the boundary and topographic survey of the project
6. Edit and process survey control
7. Conduct an EDMI Topographic Survey of the project corridors, locating streets, curb, and gutter, limits of paving, fences, utilities, and all visible improvements or utilities
8. Prepare 1 inch = 20 feet, two-foot contour engineering base map to Perteet (APWA) standards in AutoCAD 2000 with Carlson Survey software
9. Prepare survey control worksheet
10. Analyze ten title reports, calculate property boundary

Deliverables

- Copies of field notes
- Survey control worksheet - paper copy
- Coordinate point data listing - paper copy and ASCll file
- Engineering base map - AutoCAD file

Task 210 – Geotechnical Investigations

The Consultant will complete all geotechnical testing and analysis for this project. The Consultant will initially prepare a Geotechnical Work Plan Technical Memorandum and submit it for City and WSDOT approval prior to commencing any geotechnical work. The Geotechnical Work Plan Memorandum will detail the proposed type and extent of field geotechnical investigations and laboratory testing needed to develop information to accomplish the items below. The Consultant will coordinate all geotechnical work including borings and associated utility coordination. The results of the subsurface exploration,

laboratory testing, analyses, and geotechnical design recommendations will be presented in a Draft Geotechnical Report for one round of City and WSDOT review (eight copies). The Consultant will respond to City and WSDOT review comments and submit a Final Geotechnical Report to the City. The Geotechnical work will include the following.

1. Prepare a Geotechnical Work Plan Technical Memorandum and submit it for City and WSDOT approval. This plan will include a Marysville Right-of-Way Use Permit application, which includes traffic control plans.

2. Review geologic maps, topographical maps, and geotechnical studies of the site and vicinity, as available and appropriate.

3. Complete a site reconnaissance to evaluate site conditions and access for exploration equipment.

4. Explore subsurface soil and ground water conditions by drilling borings with power equipment. Explorations will consist of the following.

   - Three borings to depths of 120 feet each at the bridge abutments and center pier; the borings at the abutments will be completed as monitoring wells with flush-mounted covers.

   - One boring on Twin Lakes Road approximately 1,000 feet north of 156th Street; this boring will extend to a depth of 25 feet and will be completed with a monitoring well with flush-mounted cover.

5. Perform laboratory tests on representative samples of the soils, including tests for moisture content, Atterberg limits, particle size distribution, compressibility, and other tests, as appropriate.

6. Evaluate pertinent physical and engineering characteristics of the soils based on the results of the field exploration, laboratory testing, and our experience.

7. Provide recommendations for site preparation and earthwork including clearing criteria, suitability of on-site soils for use as structural fill. These recommendations will include any constraints for wet weather construction, gradation criteria for any structural fill material that may have to be imported, and fill placement and compaction requirements. We will also discuss considerations for reuse of processed demolition debris on-site in fills and backfills.

8. Provide recommendations for deep foundation alternatives for the overcrossing bridge, if appropriate, including alternate foundation types, embedment, shaft and bearing capacities for vertical and uplift loads, lateral load resistance parameters for LPILE analyses, estimates of settlement, and installation considerations.

9. Provide design earth pressures for abutment walls, wing walls, and other retaining walls as appropriate, as well as static and seismic earth pressures for rigid and flexible walls. This will include an evaluation of alternative retaining wall types and their advantages, disadvantages, and suitability for each location.

10. Evaluate general seismic considerations for bridge design, including the design Seismic Coefficient (A) and Site Coefficient (S) as defined by the American Association of State Highway and Transportation Officials (AASHTO) for use with the AASHTO standard response spectrum. We will also evaluate the potential for liquefaction and lateral spreading during the design seismic event and develop options for mitigation, as appropriate.

11. Determine appropriate pavement design parameters (California Bearing Ratio).

12. Analyze and make recommendations for pavement sections. Observe and document existing conditions of the pavement surface along the project alignment.

13. Provide recommendations for approach embankment fill slopes including evaluations of slope stability and settlement potential.

14. Develop preliminary recommendations for excavations, including temporary cut slopes, and geotechnical considerations for trench support and dewatering.

15. Provide geotechnical recommendations for the design of any stormwater management facilities and evaluate the suitability of proposed sites for such facilities.

16. Provide recommendations for sedimentation and erosion control during and following construction and permanent site drainage.

17. Discuss geotechnical considerations related to groundwater conditions including anticipated seasonal fluctuations.

18. Comment on any anticipated construction difficulties identified from the results of site studies and from experience on projects at similar sites.

For purposes of this Scope of Work, we assume the following.

Assumptions

- Access to test boring locations will not require clearing
- The borings will be drilled with a truck-mounted rig
- Traffic control may be necessary at some boring locations
- Access permits from WSDOT will be provided without a fee

- The City will obtain right-of-entry permits from property owners as necessary

- Restoration of pavement surfaces at boring locations will consist of stained concrete pavement patching

Task 220 – Corridor-Level Environmental Site Assessment (ESA)

The Consultant will conduct a corridor-level ESA reconnaissance study to evaluate the presence, or likely presence, of potential hazardous substances that would have an effect on the overcrossing project. Sites with potential for environmental issues/impacts include those that indicate current or past uses as service stations, battery shops, dry cleaners, chemical storage, or manufacturing facilities; sites with fuel or chemical storage tanks or drums present; or those with strong pungent or noxious odors. The Consultant will prepare a report to describe the work completed and make recommendations for follow-up site-specific assessments that will be in accordance with ASTM 1527-00 as a Phase 1 ESA. The scope of services for this study will include the following.

1. A review of the results of a federal, state, and local environmental database search provided by an outside environmental data service for listings of known or suspected environmental problems at the sites or nearby properties within the search distances specified by ASTM. For this work, the Consultant will assume four database searches with an expanded radius.

2. A review of historical aerial photographs, fire insurance maps, city directories, chain-of-title reports, and tax assessor records, as available and appropriate, to identify past development history on the parcels relative to the possible use, generation, storage, release, or disposal of hazardous substances. The Consultant will attempt to identify uses of the sites from the present to the time that records show no apparent development of the site, or to 1940, whichever is earlier.

3. Conduct of a visual reconnaissance of the parcels and adjacent properties to identify visible evidence of potential sources of contamination. The Consultant will assume the need to perform visits to four properties.

4. A letter report that will summarize the results of this study. The letter report will briefly discuss the project activities and include a table ranking the parcels (low, moderate, high) by their potential for contamination from either on-site or off-site sources. A draft letter report will be provided for review and comment. Upon receiving comments, the letter will be modified as appropriate and made final.

Assumptions

- We assume that the City of Marysville will provide the chain-of-title reports without cost.

- Not included at this time is an environmental compliance audit or an evaluation for the presence of lead-based paint, polychlorinated biphenyls (PCBs) in light ballasts, radon,

mold, lead in drinking water, asbestos-containing building materials or urea-formaldehyde in on-site structures. Soil, surface water, or groundwater sampling and chemical analysis are not included as a part of the Consultant services.

- The City of Marysville will arrange site access with property owners to allow the Consultant to complete a visual reconnaissance site visit. If site access will not be allowed, the Consultant will complete the site reconnaissance from the closest public right-of-way.

- This scope of services does not constitute a Phase 1 ESA in accordance with ASTM 1527-00.

Task 230 – Cultural and Historical Resources Study

The purpose of a cultural and historical resources report is to provide the necessary documentation to comply with Section 106 of the National Historic Preservation Act. The Consultant will conduct a historic resource inventory and prepare a technical report in accordance with applicable Washington State Office of Archaeology and Historic Preservation (OAHP) and U.S. Secretary of Interior standards. The inventory and report will cover study areas defined by the City and are based on their preliminary delineation of a proposed Area of Potential Effects (APE). As additional project details are defined, the City may make adjustments to finalize the proposed APE. The inventory and report will be used in partial fulfillment of Section 106, SEPA, and other regulatory requirements.

This material will be assembled into a Draft Cultural Resources Report. Provide four copies of the draft document to the City for review. Finalize the report based on one round of City reviews and submit four copies of the Final Cultural Resources Report.

Task 240 – Wetlands Study

The purpose of the wetland report is to identify jurisdictional wetland within the project corridor and provide mitigation if necessary. The Consultant will develop, implement, and complete field surveys to identify and delineate wetlands in the project area using the appropriate methods described in the U.S. Army Corps of Engineers Wetlands Delineation Manual (Environmental Laboratory 1987), Wetlands Research, Technical Report Y-87-1, January 1987. The Consultant will delineate wetlands within 200 feet of the project area.

The Consultant will prepare a comprehensive report that includes detailed wetland maps, documentation of survey methods, results, potential impacts from project actions, and recommendations for wetland protection and mitigation. The report also will contain appropriate forms for wetland identification, delineation, and function assessment required by the U.S. Army Corps of Engineers (USACE). The information in this report is intended for use in compliance with Section 404 of the Clean Water Act. The final report and associated documents will be in a format acceptable to the USACE.

Delineated wetland boundaries will be identified on the ground with flagging. The delineated wetland boundaries will be mapped with accuracy acceptable to the USACE.

If a mitigation plan is necessary, the Consultant will coordinate with the USACE to develop a mitigation plan that results in no net loss of wetland function and value and meets Section 404 permitting requirements. Four copies of the draft report will be provided to the City for review and comment. Four copies of the final report that incorporate the City's requested revisions will be provided.

Task 250 – Air Quality Analysis

The purpose of the Air Quality Report is to identify any significant impacts and necessary mitigation measures and to determine conformity with pertinent air quality rules. The air quality modeling assessment will meet the requirements of federal and state conformity regulations and the procedures in EPA's Guidelines for Modeling Carbon Monoxide from Roadway Intersections (1992), and will provide a project-level conformity determination for the project.

1. After review of the proposed project alternatives and the results of the traffic analysis, the Consultant will select intersections for project-level air quality modeling. The Consultant will visit the project area to assess the presence of potentially sensitive receivers and to measure the physical parameters of the selected intersections.

2. Traffic Impact Evaluation: The Consultant will conduct an air quality impact analysis using approved regulatory models and modeling techniques. This analysis will include use of the latest MOBILE series emission factor prediction model and version 2 of the CAL3QHC dispersion model. In this process, the Consultant will coordinate as necessary with the appropriate regulatory agencies. The modeling will calculate carbon monoxide (CO) concentrations near each intersection for the following scenarios: (1) existing conditions; (2) opening and design year No Action; and (3) opening and design of the build alternative.

3. Mitigation Analysis: In the event the impact analysis modeling indicates the project would cause significant air quality impacts, it will be necessary to quantitatively consider mitigation measures for each of the intersections where impacts are expected. For purposes of estimating a budget, the Consultant will assume modeling mitigation measures are necessary at all four affected intersections for the worst-case of the build alternatives, and will allow one (1) day for the iterative process of CAL3QHC and Synchro modeling.

4. Air Quality Technical Study: The Consultant will prepare a draft technical air quality report to document the methods and the results of the impact and mitigation analyses, and to provide a conformity statement for the project. City will review the draft report and prepare consolidated comments. The Consultant will incorporate the City's comments into a final technical report

The Consultant will assemble this material into a Draft Air Conformity Analysis Report and provide four copies of the draft document to the City for review. The Consultant will finalize

the report based on one round of City reviews and submit four copies of the Final Air Conformity Analysis Report.

Task 260 – Noise Analysis

The purpose of the Traffic Noise Report is to evaluate traffic noise levels at potentially sensitive receptors near the project and to identify potential mitigation measures. The Traffic Noise Report will be developed in accordance with the Washington State Department of Transportation's Environmental Procedures Manual.

1. Sound Level Measurements

   After review of the proposed project alternatives, the Consultant will visit the project area to identify potentially sensitive noise receivers and to take measurements of existing sound levels. The Consultant will measure existing noise levels during the peak hours, and use these measurements in calibrating the noise model. Measurements will be undertaken in accordance with WSDOT and FHWA guidelines and will be made with a Type 1 sound level meter. During these measurements, sources of existing noise, topographical features, traffic speeds, vehicle numbers, and mix will be noted.

2. Construction Noise Impact Evaluation

   The noise analysis will evaluate potential short-term impacts of noise from construction activities. Construction noise on nearby sensitive receptors will be evaluated based on estimates published by the U.S. Environmental Protection Agency (EPA) of maximum noise levels of typical construction equipment in conjunction with simple distance attenuation. Computer modeling of construction noise levels will not be performed.

3. Traffic Noise Impact Evaluation

   The Consultant will evaluate traffic noise impacts using the FHWA Traffic Noise Model (TNM) to estimate future traffic noise levels for the worst-case build alternative. The worst-case scenario will be selected from among the build alternatives, and will be chosen based on expected future traffic volumes and the location of the alignment relative to sensitive receivers. The noise modeling will predict PM peak-hour Leq noise levels from traffic at a maximum of fifteen (15) receptor locations that could be affected by the proposed project and will consider existing conditions and design year conditions. Modeling to calculate noise contour lines is not included.

4. Mitigation Analysis

   The Consultant will identify mitigation measures to reduce noise levels during construction. If predicted long-term traffic noise levels from operation of the project would cause noise impacts, mitigation measures will be developed in cooperation with the lead agency and design engineers. Mitigation analysis, if required, will include

evaluation of the effectiveness and general size and location of natural and man-made noise barriers using the TNM model.

5. Noise Level Technical Study

The Consultant will prepare a Draft Technical Noise Report to document the methods and the results of the impact and mitigation analyses. City will review the draft report and prepare consolidated comments. The Consultant will incorporate the City's comments into a final technical report.

The Consultant will assemble this material into a Draft Traffic Noise Report. Provide four copies of the draft document to the City for review. Finalize the report based on one round of City reviews and submit four copies of the Final Traffic Noise Analysis Report.

Task 270 – Biological Assessment

The Consultant will coordinate with the City to address potential project impacts to sensitive species, particularly with respect to applicable requirements of the Endangered Species Act (ESA).

Federal permits will be needed, and therefore this project will require ESA Section 7 concurrence from the National Marine Fisheries Service (NMFS) and the U.S. Fish and Wildlife Service (USFWS). The Consultant will confirm which species NMFS and USFWS have federally listed. The Consultant will also provide the priority species and habitat information from (1) the Washington Department of Fish and Wildlife (WDFW), Priority Habitats and Species Program; (2) the Washington Department of Natural Resources (WDNR), Washington Natural Heritage Program; and (3) the City and/or County GIS. The Consultant will review this information, as well as other appropriate sources of information from existing literature and data resources, in conjunction with any necessary field reconnaissance.

In conjunction with other sensitive areas site reconnaissance activities, the Consultant will verify the presence and availability of potential habitat for species of concern in the project action area.

The Consultant will prepare required documentation for ESA compliance. Documentation for consistency with the ESA will consist of a Biological Assessment pursuant to Section 7 of the ESA. For budgeting purposes, it is assumed that a Biological Assessment will be required.

If a Biological Assessment is required, the report will be prepared consistent with the WSDOT Guidelines. The Consultant will assemble this material into a Draft Biological Assessment, provide four copies of the draft document to the City for review, finalize the report based on one round of City reviews, and submit four copies of the Final Biological Assessment Report.

Task 280 – Environmental Justice

The purpose of this study is to document compliance with the Environmental Justice Executive Order. An analysis of the Title VI Population Groups within the project area will be provided.

Popular breakdown will conform to U.S. Department of Transportation definitions for "minority" and "low-income." Methods for identification include examination of current census information and discussion with local agencies (for example, planners, social service providers, and school district officials) but will not include door-to-door visits in the project area. This review will also include a comparison of demographic information of the people within the study area to larger population groups to determine if any special populations reside within the project limits that exceed the characteristics of the City of Marysville as a whole. Based on this research, the absence or presence of special population groups will be documented. If such groups are present in the project area, potential impacts, including the possibility for disproportionate adverse impacts on these populations would be evaluated consistent with Title VI of the Civil Rights Act of 1964. Mitigation measures for such impacts would be identified.

The Consultant will assemble this material into an EJ Assessment and provide five copies of the draft document to the City for review. The Consultant will finalize the report based on one round of City reviews and submit five copies of the Final Environmental Justice Assessment Report.

Task 290 – Environmental/Permitting Agency Coordination

An on-site coordination meeting will be conducted for all interested agencies issuing permits for the project. The purpose of the meeting will be to identify/confirm issues needing to be addressed by the environmental documentation for the project. We expect the applicable agencies to include FHWA, WSDOT, Washington Department of Fish and Wildlife (WDFW), U.S. Fish and Wildlife Services (USFWS), National Marine Fisheries Service (NMFS), Department of Ecology (DOE), U.S. Army Corps of Engineers (USACE), the City Marysville Planning Department, and the Office of Archeology and Historic Preservation. All agencies will be notified at least one month in advance of the meeting. Those who choose not to or are unable to attend will be contacted separately to obtain their input on the project.

Task 300 – Preliminary Civil/Roadway Design

Items that the Consultant will accomplish in this task include the following.

1. Develop a brief Design Criteria Memorandum describing proposed lane widths, posted and design speeds, drainage requirements, and other principal design criteria for review and approval by the City's project manager.

2. Evaluate up to two horizontal alignment options, comparing the cost effects of widening the existing roadway on one side versus widening over the center of the existing right-of-way. Meet with the City to discuss the horizontal alignment alternatives. Items to consider during the discussion include wetlands, Marysville and Snohomish County EDDS standards, the existing and proposed developments located along the roadway, existing right-of-way and property constraints, channelization, and general concepts of construction sequencing. The goal of the meeting will be to identify a "preferred" alternative to develop further to a 30 percent design level.

3. Prepare preliminary roadway design to a 30 percent design level based on the "preferred" alternative described above. Definition of the proposed right-of-way needs will be included in the drawings, with consideration given to roadway requirements, and detention/water quality facility sites. Identification of detention/water quality facility sites will be based on input from Task 310. An alternative would be vault systems within the right-of-way if undeveloped sites are not available. It is anticipated that there will be six plan-based sheets (22-inch by 34-inch) using the base map developed in Task 200. These plan sheets will depict proposed horizontal and vertical alignments, cut and fill limits (or approximate horizontal wall locations), and drainage conveyance systems. Another six plan sheets will depict the proposed channelization, as well as the preliminary signal layout at 156th Street/State Avenue. It is anticipated that one sheet will be sufficient to depict typical roadway section(s). Up to another three plan sheets will be developed for detention/water quality facilities. Plan sheets will be will be at 1 inch = 20 feet scale (when plotted at full-scale). Plans will include the following.

- Horizontal and vertical alignments
- Proposed right-of-way needs (roadway improvements and detention/water quality pond sites)
- Roadway cut and fill limits
- Channelization improvements (striping)

Deliverables

- Three copies of Design Criteria Memorandum in hard copy format
- Three copies of horizontal alignment options in hard copy format
- Five copies of half-size 30 percent preliminary design drawings

Task 310 – Hydraulic Report

The Consultant will assume, for the items in this task, that using infiltration for stormwater management is preferred whenever subsurface will conditions allow. This is in accordance with the design standards, and it normally provides significant construction cost savings. The soil and infiltration capacity information on the project site is not known, but site specific investigation will be conducted as part of Task 210 of this project. A preliminary investigation of the subsurface conditions was conducted by reviewing the NRCS Soil Survey maps of the site. These maps indicate that there is a potential for low infiltration rates in the easterly portion of this road project. The use of infiltration, where feasible, will be integrated into developing concept drainage design alternatives.

1. Site Assessment for Surface Water. Prepare drainage basin maps showing downstream routes, contributing off-site areas, and identify site threshold discharge areas. The

Consultant will conduct a downstream analysis, which is a visual inspection of the downstream route to ¼-mile, and identify evidence of erosion, sedimentation, and plugged pipes.

2. Prepare concept drainage design alternatives. Prepare up to three alternatives for the road project as a separate stormwater management facility, and prepare up to two alternatives for the road project combined with the adjacent parcel on the south side of 156th Street. The concept plans will include plan view layouts of storm conveyance, locations of treatment and detention/infiltration facilities, approximate footprint sizes, and outfall locations. The concept plans will also include typical details and cross-sections.

3. Prepare preliminary drainage calculations for detention and water quality facilities to determine approximate size of these facilities.

4. Coordinate with the geotechnical engineer on subsurface investigation for infiltration assessment and pond/berm requirements.

5. Meetings and Coordination for stormwater. Present alternatives to the Client to solicit input. Assume up to three coordination meetings for stormwater.

6. After input from the Client, prepare a technical memorandum of the drainage alternatives and assessment, and provide written recommendations for stormwater management on the project. Prepare a Draft and Final Technical Memorandum that will include narrative, exhibits of concept drainage alternatives, opinions of cost for drainage, and drainage calculations.

7. Environmental coordination for surface water. Budget 36 hours for coordination of environmental permitting as it relates to surface water issues.

8. Prepare final drainage calculation for flow control and water quality facilities.

9. Prepare storm conveyance calculations and gutter flow calculations for drainage facilities within the road project limits.

10. Prepare a Draft and Final Hydraulics Report

Deliverables

- Three hard copies of concept drainage design alternatives
- Three hard copies of draft technical memorandum of the drainage facility alternatives
- Three hard copies of draft and final Hydraulics Report

Task 320 – Utility Coordination

The Consultant will coordinate with the various public and private utilities along the route. Items in this task will include the following.

1. Prepare and maintain a utility coordination checklist

2. Coordinate and attend up to two meetings with municipal and franchise utilities (start of project, 30 percent design) and prepare meeting minutes

3. Distribute meeting minutes with a summary of all action items to all invited utility companies

4. Acquire and review record drawings of existing utilities within the project limits and incorporate this information into the project plans

5. Identify potential utility conflicts and pothole locations (note: potholing will be accomplished by the utilities)

6. Incorporate utility information into the plans as required for clarification

7. Meet with utility companies and the City to resolve individual conflicts by either design revision or utility relocation

8. Assist the City project manager to discuss and recommend utility relocations to match with the project construction schedule and adjust the contract document accordingly

Deliverables

- One copy of the Utility coordination checklist for City review prior to each meeting with the franchise utilities, delivered by e-mail at least one day prior to each meeting

- Meeting minutes in MS Word format within three days of meeting

Task 330 – Preliminary Structural/Bridge Design

The Consultant will perform preliminary design of the bridge and walls. Girder size and spacing will be confirmed. Seismic design will be done and foundations, abutments and columns will be sized. Wall design will include the evaluation of the feasibility, type, and placement of walls that would be suitable for incorporation into the future five-lane interchange approaches.

Deliverables

- Preliminary structural design calculations

Task 340 – Preliminary Plans

The Consultant will prepare preliminary plans for the project. The objective of the plans will be to describe enough of the project to complete the ROW plans, gain approval of the environmental documents, and prepare the permit applications.

Deliverables

- Roadway plans listed above in Task 300
- Bridge and wall plans to include wall plan and elevations, bridge plan and elevation, foundation plan, bridge typical section, bridge framing plan, and bridge construction sequence plan

Task 350 – Preliminary Cost Estimate

The consultant will prepare a preliminary cost estimate for the project.

Task 355 – Value Engineering Study Assistance (not included in fee proposal—will be funded by the Management Reserve Fund if needed)

Should the City be successful in acquiring Transportation Improvement Board funding, the Consultant will prepare a short project design presentation and furnish limited design exhibits to the VE Study Team. After the VE Study Team prepares recommendations, the Consultant will assist the City in addressing their recommendations for incorporation into the design, or to provide justification to reject some recommendations. It is anticipated the City will contract separately with an approved VE consultant to provide a VE Study Facilitator and possibly some VE Team members to augment agency VE Team members.

Task 360 – Right-of-Way Plans

Assumptions

1. Current Title Reports will be provided by the City of Marysville for all parcels adjacent to the project (estimated at ten)
2. Acquisitions will be required for no more than six parcels
3. Right-of-way plans will be approved by the City of Marysville and will resemble Snohomish County right-of-way plans
4. Individual parcel maps and legal descriptions will be required for each acquisition
5. Temporary construction easement legal descriptions and exhibits will be required for no more than eleven parcels

Project Management, Oversight, and Control

1. Meet with project team prior to beginning work to coordinate right of way preparation

2. Coordinate with right-of-way acquisition consultant

3. Analyze title reports; calculate property boundary and existing rights-of-way

4. Prepare 22-inch by 34-inch right-of-way plan detailing property ownerships, acquisitions and easements areas

5. Submit to City of Marysville for preliminary review

6. Respond to City review comments and complete right-of-way plans

7. Prepare parcel maps and legal descriptions for acquisition parcels

Deliverables

- Right-of-way plan, signed paper copy, and AutoCAD file

- Copies of signed and sealed parcel maps and easements

Task 370 – Right-of-Way Relocation Plans

The consultant will prepare relocation plans for three properties: the Grange, White Horse Trailer Sales, and Pacific Mobile.

1. Parcel 4 is a total acquisition causing the relocation of the occupant, which is a grange hall (Fidelity Grange #206)

2. Parcel 2 is a partial acquisition that will cause at least a portion of the personal property on-site to move. At this time, it is assumed that the occupant, White Horse Trailer Sales, will still have access to the property from the current easterly gate on 156th Street NE and/or from a presently unused gate on the north side of the parcel onto the northerly parcel, which is owned by the same property owner as this parcel. It is assumed that the office in it and some of the trailer inventory will have to be relocated. Prepare exhibits for revised property access to be used as a basis for right-of-way acquisition negotiations.

3. We are assuming that the tenant on the western portion of Parcel 5 will be displaced. That tenant is Pacific Mobile and they rent portable office trailers and containers. It is assumed that, after an overpass is constructed, there will not be sufficient room, with increased east-west traffic over the new structure, for the business to safely move their portable units into and out of the present location. In addition, Pacific Mobile stores units across 156th Street (on Parcel 3) and access between Parcel 3 and Parcel 5 will be greatly affected by the increased traffic on 156th Street. Prepare exhibits for revised property access to be used as a basis for right-of-way acquisition negotiations.

The project manager will oversee and review the development of the relocation plan. The relocation manager will direct the development of the relocation plan and provide guidelines to the relocation specialist. The relocation manager will also provide some of the technical writing together with the relocation specialist. The right-of-way technician 2 and the relocation right-of-way technician will assist with some of the market information as well as finalizing the relocation plan.

Task 380 – Right-of-Way True Cost Estimate

The Consultant will prepare a true cost estimate for all of the right-of-way acquisition costs related to the one total acquisition, the six partial acquisitions, and the two easements.

The Consultant will develop a Right-of-Way True Cost Estimate, which includes the following activities.

1. Sales research in the area to be developed
2. Estimate the land acquisition component
3. Estimate the appraisal and appraisal review costs
4. Estimate the title insurance costs
5. Estimate the relocation and negotiation costs

Task 400 – NEPA Documentation and Approval

The Consultant will complete appropriate NEPA documentation based on the studies and analysis provided above. The Consultant will complete NEPA environmental documentation in accordance with Chapter 24 of the Local Agency Guidelines Manual and other appropriate WSDOT and/or FHWA guidance documents. The Consultant will coordinate with the WSDOT to address comments on the ECS. The City presently anticipates a NEPA Documented Categorical Exclusion (DCE).

Task 410 – SEPA Documentation and Approval

The Consultant will complete appropriate SEPA documentation including all needed studies, modeling, and analysis in accordance with State Environmental Policy Act (RCW 43.21C) and SEPA Rules (WAC 197-11). The Consultant will coordinate with the Marysville Planning Department to address comments on the SEPA Checklist and provide support for the SEPA process. The City presently anticipates a SEPA Mitigated Determination of Non Significance.

Task 420 – WSDOT Coordination and Approval

The Consultant will coordinate approval of the project with WSDOT. This approval will include a break in access, vertical clearance, future widening of I-5, traffic control for borings as well as for construction, and approval of all PS&E related to construction in the WSDOT right-of-way.

Deliverables

- WSDOT preliminary bridge submittal
- WSDOT break in access submittal
- WSDOT construction staging and traffic control submittal

CITY-PROVIDED REFERENCE MATERIALS

The following documents will be provided by the City of Marysville.

- Title reports for the nine affected properties

DESIGN CRITERIA

All documents prepared will be developed in accordance with the latest edition and amendments of the following, unless otherwise directed by the City.

City of Marysville Publications

- Engineering Design and Development Standards (May 2007)

WSDOT Publications

- Standard Specifications for Road, Bridge, and Municipal Construction, English Edition 2006 (M41-10)
- Standard Plans for Road, Bridge, and Municipal Construction, English edition (M21-01)
- Design Manual (M22-01)
- Bridge Design Manual, LRFD and Volumes 1 and 2 (M23-50)
- Plans Preparation Manual (M22-31)
- Construction Manual
- Local Agency Guidelines Manual
- Highway Runoff Manual (M31-16)
- Hydraulics Manual (M23-03)

- 2001 or 2005 DOE Stormwater Management Manual for Western Washington

AASHTO Publications

- AASHTO LRFD Bridge Design Specifications (2007) including the AASHTO Recommended LRFD Seismic Design Guidelines
- Guide for the Development of Bicycle Facilities, August 1991
- A Policy on Geometric Design of Highways and Streets (2001), "Green Book"

U.S. Department of Transportation, FHWA

- Manual on Uniform Traffic Control Devices for Streets and Highways

Other Publications/Design Guides

- Americans With Disability Act (ADA)

Exhibit E-1
Analysis of Costs - BERGER/ABAM Inc. Phase 2A

Direct Salary Cost (DSC)

PERSONNEL	Hours	Pay Rate	Cost
QA/QC Reviewer	56	$ 65.30	$ 3,657
Project Manager	387	52.50	20,318
Funding Lead	20	53.20	1,064
Civil Engineer	80	36.40	2,912
Structural Engineer	340	35.80	12,172
Drafter	136	28.30	3,849
Graphics	28	28.10	787
Project Coordinator	51	25.70	1,311
Clerical	20	21.70	434
Direct Salary Cost Total	1118		$ 46,503
Overhead Cost	168.23%	of DSC	$ 78,231
Net Fee	32.00%	of DSC	$ 14,881
		SUBTOTAL	$ 139,615
Reimbursables			
Reproduction/Postage			$ 2,000
Mileage (1000 miles at $0.485/mile)			$ 485
		SUBTOTAL	$ 2,485
		BERGER/ABAM SUBTOTAL	$ 142,100
Subconsultants:			
Perteet			$ 228,695
Widener and Associates			$ 116,275
GeoEngineers			$ 70,134
PHAROS			$ 24,599
		SUBCONSULTANTS SUBTOTAL	$ 439,703
		TOTAL AMOUNT AUTHORIZED	$ 581,803
		MAXIMUM AMOUNT PAYABLE - PHASE 2A	$ 581,803

Chris Walcott
Prepared By

9/28/2007
Date

CITY OF MARYSVILLE
EXECUTIVE SUMMARY FOR ACTION

City Council Meeting Date: October 22, 2007

AGENDA ITEM: Stillaguamish Water Treatment Plant– HVAC Repair	AGENDA SECTION: New Item
PREPARED BY: Patrick Gruenhagen, Project Manager	AGENDA NUMBER:
ATTACHMENTS: "*Compromise Agreement and Mutual Release*" with MWH Americas – the Stilly WTP designer – to reimburse Marysville for costs arising from repair necessary to correct errors/omissions contained within the original Plant HVAC design drawings.	APPROVED BY: MAYOR | CAO
BUDGET CODE: 40100034.560000, Project No. W-0003	AMOUNT: $29,390.48 (**Credit**)

BACKGROUND:

During the latter stages of construction on the Stillaguamish Water Treatment Plant, the City and its contractor observed a number of apparent problems with the Heating, Ventilation, and Air Conditioning (HVAC) system, as designed and installed. These problems took three forms:

1. **Plant Temperature** – Monitoring of temperatures within the Plant, during periodic *cold spells* this past spring, revealed that internal temperatures dropped precipitously at certain times — to levels well below those anticipated within the original design. Beyond the obvious concerns over Plant Operator comfort, this issue also generated legitimate concerns relating to storage of chemicals, such as caustic soda solution – used for periodic cleaning of the Plant membrane tanks. *(Caustic soda solution has a freezing temperature of 50 degrees Fahrenheit.)*

2. **Airflow** – The design air flow rate for the HVAC system's primary exhaust fan was 19,000 cubic feet per minute (cfm) – yielding approximately 10 complete air exchanges per hour within the Plant. *(a consideration primarily driven by the need to minimize moisture levels and potential chlorine vapor levels within the building)* By contrast, maximum airflow actually delivered by the exhaust fan was 13,970 cfm. This reduction in output was due to factors relating to system noise, described below.

3. **Noise** – As a precursor to the WTP Project, the City had to obtain a Conditional Use Permit from the City of Arlington. One of the stipulations of the Permit was that Plant noise levels fall below certain thresholds at adjacent property lines – specifically 55dBA in the daytime and 45 dBA in the nighttime. *(It should be noted that noise levels were one of the key concerns voiced by neighbors at the Conditional Use Hearing.)* During initial *balancing* of the HVAC system by the HVAC subcontractor, it became apparent that the system was generating considerable noise – at levels which were later shown to be in excess of those allowable under the CUP. In an attempt to mitigate the problem, the HVAC subcontractor therefore throttled down the system's primary exhaust fan to the 13,970 cfm mentioned previously, but this was later proven to be only a partial fix.

PROBLEM IDENTIFIED:

After considerable investigation by the City's designer, it was ultimately determined that the various HVAC issues all arose from errors and omissions within the original Plant design. None could be traced to faulty installation and/or materials provided by the City's contractor.

On the issue of temperature within the Plant, MWH found that two "unit heaters," as designed, were substantially undersized. This in-turn led to the unexpected temperature drop within the Plant, during colder periods. With regard to system noise and airflow, MWH ultimately determined that "stalling and surging" of the primary exhaust fan was the underlying cause, combined with inadequate use of noise dampening features, such as duct silencers and duct lining. As a consequence, the City and its designer set out to find a solution to these problems.

PROPOSED SOLUTION:

Given that these issues arose from errors and omissions within the original Plant design, MWH Americas ultimately agreed to reimburse the City for the cost of the repairs that would be necessary to allow the HVAC system to function as it was intended. The attached *Compromise Agreement and Mutual Release* is the vehicle by which that agreement would be memorialized.

The repair work, costing $29,390.48, involves the following:

1. Replacement of two of the existing under-capacity unit heaters – rated at 24,000 BTU/hr each – with two larger units with a combined output capacity of 280,000 BTU/hr;
2. Replacement of the existing intake duct silencer with a larger unit that provides greater acoustical dampening qualities;
3. Installation of 1" thick acoustical duct lining downstream of the HVAC exhaust fan;
4. Installation of heat trace tape on all caustic soda piping within the membrane room – to provide an extra measure of protection in the unlikely event that the membrane room temperature falls below 50 degrees Fahrenheit.

RECOMMENDED ACTION:
Staff recommends that the Council authorize the Mayor to sign the *Compromise Agreement and Mutual Release* with MWH Americas, Inc. – allowing reimbursement to the City of $29,390.48 in costs associated with HVAC system retrofit and repair work.
COUNCIL ACTION:

COMPROMISE AGREEMENT AND MUTUAL RELEASE

ORIGINAL

MWH Americas, Inc., a California corporation, 2353 130th Ave NE, Suite 200, Bellevue, WA 98005 and its subsidiaries ("MWH") and, City of Marysville, 1049 State Avenue, Marysville, WA 98270 ("Claimant"), collectively the "Parties", in consideration of the promises made herein agree as follows:

1. This Agreement consists of a compromise and settlement by Claimant and MWH of each parties' claims against the other, and a release given by each party to the other, relinquishing all claims arising out of the work and services provided to Claimant by MWH pursuant to the contract between the parties. By executing this agreement, each of the parties intends to and does hereby extinguish all claims concerning the services MWH provided to design a Heating and Ventilation (HVAC) system for the City of Marysville Stillaguamish River Water Treatment Plant project.

2. Claimant has alleged a claim for ventilation airflow rate issues, high noise levels, and heating capacity issues related to the services MWH provided to the City of Marysville for the HVAC system design.

3. Each Party, in consideration of the promises and concessions made by the other Party, hereby compromises and settles any and all past, present or future claims, demands, obligations or causes of action, whether based on tort, contract or other theories of recovery, which that Party has or which that party may later have against any Party and the other Parties' predecessors and successors in interest, heirs and assigns, as well as past, present and future officers, directors, shareholders, agents, employees, attorneys, partners, subsidiary organizations and affiliates arising from the subject matter described in paragraphs 1 and 2 of this agreement on the following terms and conditions.

   3(a) Upon execution of this agreement, and in resolution of the design errors/omissions noted in paragraph 2 of this agreement, MWH agrees to pay the Claimant $29,390.48 in the form of a check made out to City of Marysville as payee.

4. Each of the Parties on behalf of itself, and its heirs, executors, administrators, assigns, employees, parent and subsidiary organizations, partners, agents, servants, stockholders, employees, representatives and successors hereby fully releases and discharges the other Party and that Parties' heirs, executors, administrators, assigns, employees, parent and subsidiary organizations, affiliates, partners, agents, attorneys, servants stockholders, employees, representatives and successors from all rights,

claims and actions which each Party and the above-mentioned successors now have or may have against the other party and the above mentioned successors arising from the subject matter described in paragraphs 1 and 2.

5. Each party acknowledges and agrees that the release given to the other Party upon executing this agreement applies to all claims for damages, injuries or losses personal or real arising from the subject matter described in paragraphs 1 and 2, whether those damages, injuries or losses are known or unknown, foreseen or unforeseen which they may have against the other Party. Each Party waives the application of any state law limiting the application of a general release against claims which are not known or suspected to exist in the favor of a creditor at the time of execution of a release, which if known by the creditor must have materially affected the settlement with the debtor.

6. Each Party acknowledges and warrants that its execution of this release is a free and voluntary act, and that each signatory has the authority to bind its principal.

7. Each Party to this agreement shall bear its own attorney's fees and costs.

8. This agreement is entered into, and shall be construed and interpreted according to the laws of the State of Washington.

9. This agreement shall become effective immediately upon execution of all Parties.

10. If any provision or any part thereof of this agreement for any reason shall be held to be invalid or contrary to public policy, then the remainder of this agreement shall not be effected thereby.

11. This agreement may be executed in counterparts and parts so executed shall constitute an agreement which shall be binding upon all Parties hereto, notwithstanding that all of the party's signatures do not appear on the same page.

12. This agreement and mutual release is the product of negotiation and compromise between the Parties and their respective attorneys. Therefore, the Parties agree that this compromise agreement and mutual release shall not be deemed to be drafted by any Claimant nor MWH and shall be construed accordingly.

ORIGINAL

AGREEMENT THIS ____ DAY OF _____, 2007.

CITY OF MARYSVILLE

By_____
Mayor

Attest:

By_____
City Clerk

Approved as to form:

By_____
City Attorney

MWH AMERICAS, INC.

By_____

Its Vice-President

CITY OF MARYSVILLE

EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: October 22, 2007

AGENDA ITEM: International Building Code	AGENDA SECTION:	
PREPARED BY: John Dorcas, Building Official	AGENDA NUMBER:	
ATTACHMENTS: 1. Cover Letter on Summary of 2006 International Code Adoption. 2. Proposed Commercial/Residential Building Permit Fee Information. 3. Proposed Ordinance for 2006 International Codes (Strikeout/Underline and Final Version)	APPROVED BY:	
	MAYOR	CAO
BUDGET CODE:	AMOUNT:	

The State of Washington Building Code Council adopted the 2006 International Building Codes ("IBC") effective July 1, 2007. Local jurisdictions including Marysville are required to implement the State Building Code and may also adopt local amendments and fee structures by city ordinance.

Building Division staff has familiarized themselves with the IBC through seminars and training over the past year. This training will continue throughout the year.

The attached exhibits include general information on the International Code Council (ICC) and the International Building Codes. The draft ordinance includes new fee tables for the building, plumbing, mechanical, grading, miscellaneous permits and the new electrical code. Proposed fees are consistent with fees charged in other Snohomish County jurisdictions.

RECOMMENDED ACTION: Approve revisions to Title 16 of the Marysville Municipal Code.
COUNCIL ACTION:

City of Marysville
2006 INTERNATIONAL CODE ADOPTION

The City of Marysville in conjunction with the State of Washington has been implementing the International Building Codes since July 2004. Every three (3) years the International Code Council (ICC) updates and adopts new editions of all the International Codes. The city will also be adopting the 2006 International Building Codes starting July 1, 2007. The following is a brief history of the past code merging process.

Origin of ICC

The International Code Council (ICC) was established in 1994. It is a nonprofit organization dedicated to developing a single set of comprehensive and coordinated national model construction codes. The founders of the ICC are the Building Officials and Code Administrators International, Inc. (BOCA), International Conference of Building Officials (ICBO), and Southern Building Code Congress International, Inc. (SBCCI). Since the early 1990`s, these nonprofit organizations developed three separate sets of model codes used throughout the United States. Although such regional code development was effective during the time, a global marketplace and technological advances in construction made a single set of codes a practical necessity. The nation's three model code groups responded to this need by creating the International Code Council and by developing codes without regional limitations – the International Codes. On February 1, 2003, The ICC became one consolidated organization, incorporating the staff and services of the three founding organizations.

Why was the ICC created?

Builders, designers, code officials, and the construction industry wanted one model code and common format in the U.S. instead of the three model codes and three different code formats that had been in use since the early part of the twentieth century. The construction community also wanted one organization to provide the support and service for the code.

What codes will make up the new I-Code family for Washington State?

International Building Code, Standards and amendments - WAC 51-50
International Residential, Standards and amendments – WAC 51-52
International Mechanical, Standards and amendments – WAC 51-52
International Fire Code, Standards and amendments – WAC 51-54
Uniform Plumbing Code, Standards and amendments – WAC 51-56, 51-57
Washington State Energy Code, Standards and amendments –WAC 51-11
Ventilation and Indoor Air Quality Code – WAC 51-1

Recap of the attached I-Code material for City of Marysville Council:

1. Attached are Residential and Commercial building permit valuation comparisons for various structures. This outlines the current fee valuations versus the proposed fee valuations. The I-Code requires each jurisdiction to establish and adopt their own fee tables. These fee-tables will be part of the Marysville Municipal Code, Chapter 16, including the new Electrical Code Program which will began this year.

2. Within the fee structure we implement the national recognized "Building Valuation Data Table" from Building Safety Journal magazine published by the (ICC) International Code Council.

3. Included is the counter handout we revise and update each code cycle. This assists builders and homeowners in understanding construction requirements, inspections and proposed permit fees.

Staff Training and Education for the New Code:

The Community Development Building staff have attended seminars, and initiated training to study and become familiar with the new code sections and provisions. This includes the recent Washington State amendments published by Washington State Building Code Council (WAC). Staff continues to review and understand code material throughout the year.

Research has been performed in regards to setting up our new electrical program. I have met with the follow surrounding jurisdictions and agency that have a current electrical program. Everett, Mountlake Terrace, Lynnwood, Kirkland and the state Labor & Industries agency. It has been valuable to be able to meet with each official to review, network and discuss each their program. I have found out each are a little different, but all have indicated it is all about providing a timely service. I also have met with builders and all have indicated it is not about costs of the permit, it is about receiving a permit in a timely manner and having the inspector show up the following day after the inspection request. We are existed about this new step forward to the city`s one-stop permit program. Implementing the program will be a learning experience for all parties.

City building staff will be arranging a series of meetings to sit down face to face with the local builders/contractors to discuss the new codes and how they will affect there projects and structures. These meetings will take place during the summer and fall months of 2007.

Recap to the Updates to the International Codes

The 2006 International Building Code (IBC) format continues to be consistent with the 2003 International Building Code. New or revised sections are clearly high-lighted by markings in the margins of the books, which is help to all parties using the books.

The 2006 International Residential Code is for one-and–two Family Dwelling units. It includes good illustrations containing mechanical, plumbing, fuel gas and electrical provisions in a single code.

The 2006 Uniform Plumbing Code applies to both residential and nonresidential construction. This is an updated version from the UPC 2003 Plumbing Code.

The 2006 International Mechanical Code applies to both residential and nonresidential construction. This is an updated version from the 2003 International Mechanical Code.

The 2006 International Fuel Gas Code is for fuel gas appliance and piping installations and is an updated version of the 2003 International Fuel Gas Code.

The State of Washington Building Code Council also implements updated Amendments to all codes. The Washington State Energy Code–WAC 51-11, Ventilation and Indoor Air Quality Code –WAC 51-13 and The State Barrier-Free Code Chapter 11 continue to apply to new construction and altered structures as well.

CITY OF MARYSVILLE
RESIDENTIAL BUILDING PERMIT FEES
VALUATION COMPARISON 2003 vs 2006

PERMIT FEE COMPARISON

	Valuation	Building Permit Fee	Plan Check Fee	Total
2003 IBC	$ 212,098.00	$ 1,626.55	$ 1,057.26	**$ 2,683.81**
2006 IBC	$ 226,865.00	$ 1,704.95	$ 1,108.22	**$ 2,813.17**
			Difference	**$ 129.36**

2006 IBC Code			**2003 IBC Code**		
Living Space	$ 102.53	per sq ft	Living Space	$ 95.95	per sq ft
Unfinished Basement	$ 40.00	per sq ft	Unfinished Basement	$ 20.00	per sq ft
Garage	$ 40.23	per sq ft	Garage	$ 37.26	per sq ft
Carport	$ 20.00	per sq ft	Carport	$ 20.00	per sq ft
Decks	$ 15.00	per sq ft	Decks	$ 15.00	per sq ft
Mobile Placement	$ 50.00		*Mobile Placement	$ 200.00	sgle wide
				$ 300.00	dble wide

*Mobile Placement: 3 inspections are required plus site review from planning

Example: A new Single Family dwelling with a main floor of 1,200 square feet, second floor of 800 square feet and garage of 500 square feet.

2003 IBC Code Valuation Calculation:

$ 95.95	x	2000	sq ft =	$ 191,900.00	1st & 2nd floor valuation
$ 37.26	x	500	sq ft =	$ 18,630.00	garage
				$ 368.00	plumbing/mechanical
$ 15.00	x	80	sq ft =	$ 1,200.00	deck
				$ 212,098.00	**Total Valuation**

2006 IBC Code Valuation Calculation:

$ 102.53	x	2000	sq ft =	$ 205,060.00	1st & 2nd floor valuation
$ 40.23	x	500	sq ft =	$ 20,115.00	garage
				$ 490.00	plumbing/mechanical
$ 15.00	x	80	sq ft =	$ 1,200.00	deck
				$ 226,865.00	**Total Valuation**

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CITY OF MARYSVILLE
COMMERCIAL BUILDING PERMIT FEES
VALUATION COMPARISON 2003 vs 2006

	Valuation	Building Permit Fee	Plan Check Fee		Total
2003 IBC fee:					
3,000 sq.ft. office bldg.	$ 313,110.00	$ 2,192.15	$ 1,424.90		**$ 3,617.05**
$104.37 sq.ft.					
2006 IBC fee:					
3,000 sq.ft. office bldg.	$ 341,430.00	$ 2,348.95	$ 1,526.82		**$ 3,875.77**
$113.81per sq.ft.			**Total Difference:**	**7.15%**	**$ 258.72**
2003 IBC fee:					
3,000 sq.ft. storage	$ 149,220.00	$ 1,273.75	$ 827.94		**$ 2,101.69**
$49.74per sq.ft.					
2006 IBC fee:					
3,000 sq.ft. storage	$ 159,990.00	$ 1,329.75	$ 864.34		**$ 2,194.09**
$53.33per sq.ft.			**Total Difference:**	**4.40%**	**$ 92.40**
2003 IBC fee:					
8,000 sq.ft. ind.bldg.	$ 451,200.00	$ 2,964.95	$ 1,927.22		**$ 4,892.17**
$56.40per sq.ft.					
2006 IBC fee:					
8,000 sq.ft. ind.bldg.	$ 483,600.00	$ 3,144.15	$ 2,043.70		**$ 5,187.85**
$60.45per sq.ft.			**Total Difference:**	**6.04%**	**$ 295.68**
2003 IBC fee:					
20,000sq.ft.office/retail	$ 1,790,100.00	$ 8,495.90	$ 5,522.34		**$ 14,018.24**
10,000sq.ft each					
$104.37per sq.ft.office	$ 1,043,700.00				
$74.64per sq.ft.retail	$ 746,400.00				
2006 IBC fee:					
20,000sq.ft.office/retail	$ 1,936,600.00	$ 9,028.80	$ 5,868.72		**$ 14,897.52**
10,000sq.ft each					
$113.81per sq.ft.office	$ 1,138,100.00				
$79.85per sq.ft.retail	$ 798,500.00		**Total Difference:**	**6.27%**	**$ 879.28**
2003 IBC fee:					
10,000 sq.ft.apartment	$ 866,000.00	$ 4,972.25	$ 3,231.96		**$ 8,204.21**
$86.60per sq.ft.					
2006 IBC fee:					
10,000 sq.ft.apartment	$ 940,500.00	$ 5,328.50	$ 3,463.53		**$ 8,792.03**
$94.05per sq.ft.			**Total Difference:**	**7.16%**	**$ 587.82**

C I T Y O F M A R Y S V I L L E
Marysville, Washington

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTON ADOPTING BY REFERENCE THE INTERNATIONAL BUILDING CODE AND INTERNATIONAL RESIDENTIAL CODE AND THE INTERNATIONAL BUILDING CODE STANDARDS ~~2003~~ **2006** EDITION, EXCLUDING THE INTERNATIONAL ELECTRICAL, PLUMBING, PROPERTY MAINTENANCE AND ENERGY CODES, CHAPTER 34 EXISTING BUILDINGS AND AMENDING MARYSVILLE MUNICIPAL CODE CHAPTER 16.04, 16.08, and 16.28; AND ADDING A NEW SECTION CODIFIED AS CHAPTER 16.12 THE NATIONAL ELECTRIC CODE; AND SEVERABILITY.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. Marysville Muncipal Code Chapter 16.04 is amended to read as follows:

Chapter 16.04
BUILDING CODE

Sections:

16.04.010 Adoption by reference, exclusions and exemptions.

16.04.020 Amendments – Subsequent.

16.04.030 Appendices adopted.

16.04.035 Section 204 amended – Board of appeals.

16.04.037 Section 502 Definitions amended – Story.

16.04.040 Washington State Energy Code – Nonresidential Energy Code and Ventilation and Indoor Air Quality Code adopted.

16.04.045 Sections 108 and 108.2 amended – IBC and IRC Fee Table 1-A and Table A-J-A adopted by reference.

16.04.050 Section 108.2 amended – Plan review fees and refunds.

16.04.060 Section 903.2.1 amended – Sprinkler systems – Group A Occupancies.

16.04.070 Section 903.2.2 amended – Fire-extinguishing systems – Group E Occupancies.

16.04.080 Section 903.2.3 amended – Sprinkler systems – Group F Occupancies.

16.04.090 Section 903.2.4 amended – Fire-extinguishing systems – Group H Occupancies.

16.04.100 Section 903.2.6 amended – Sprinkler systems – Group M Occupancies.

16.04.110 Section 903.2.7 amended – Sprinkler systems – Group R Occupancies.

16.04.120 Section 903.2.8 added – Sprinkler systems – Group S Occupancies.

16.04.130 Section 903.2.14 added – ~~Area separation~~ Fire Bariers ~~walls~~.

16.04.140 Section ~~1104.1.2~~ 1018.2 & 505.3 amended – Number of exits.

16.04.160 Requirements for moved buildings.

16.04.010 Adoption by reference, exclusions and exemptions.

(1) Certain documents, copies of which are on file in the office of the building official of the city of Marysville, being marked and designated as the "International Building Code and the International Residential Code, and the International Building Code Standards, ~~2003~~ 2006 Edition," published by the International Code Council, except for the provisions in subsections (3) and (4) of this section, are adopted as the building code of the city of Marysville for regulating the erection, construction, enlargement, alteration, repair, moving, removal, conversion, demolition, occupancy, equipment, use, height, area and maintenance of buildings or structures in the city of Marysville, providing for the issuance of permits and the collection of fees therefor, and providing for penalties for the violation thereof. Each and all of the regulations, provisions, penalties, conditions and terms of said code are incorporated and made a part of this chapter as if fully set forth in this chapter.

(2) IBC and IRC Section 101.1 Title. These regulations shall be known as the building code of the city of Marysville, Washington, hereinafter referred to as "this code."

(3) Exclusions from Adoption by Reference. The following IBC 101.4 referenced codes are excluded and not adopted by reference as the building code for the city of Marysville:

101.4.1 Electrical

101.4.4 Plumbing

101.4.5 Property Maintenance

101.4.7 Energy

Chapter 34 Existing Buildings

(4) Work Exempt from Permits. For purposes of Marysville Municipal Code, both IBC and IRC Section 105.2, Work exempt from permit, are amended to read as follows:

Exemptions from permit requirements of this code shall not be deemed to grant authorization for any work to be done in any manner in violation of the provisions of this code or any laws or ordinance of this jurisdiction. Permits shall not be required for the following:

Building:

1. One story detached accessory structure used as tool and storage sheds, playhouses and similar uses, provided the floor area does not exceed 120 square feet.

2. Fences not over 6 feet high.

3. Oil derricks.

4. Retaining walls which are not over 4 feet in height measured from the bottom of the footing to the top of the wall, unless supporting a surcharge or impounding Class I, II or III-A liquids.

5. Water tanks supported directly on grade if the capacity does not exceed 5,000 gallons and ratio of height to diameter or width does not exceed 2 to 1.

6. Sidewalks, platforms, decks and driveways not more than 30 inches above grade and not over any basement or story below and which are not part of an accessible route.

7. Painting, papering, tiling, carpeting, cabinets, counter tops and similar finish work.

8. Temporary motion picture, television and theater stage sets and scenery.

9. Prefabricated swimming pools accessory to Group R-3 occupancy, as applicable in Section 101.2, which are less than 24 inches deep, do not exceed 5,000 gallons and are installed entirely above ground.

10. Shade cloth structures constructed for nursery or agricultural purposes and not including service systems.

11. Swings and other playground equipment accessory to detached one- and two-family dwellings.

12. Window awnings supported by an exterior wall which do not project more than 54 inches from the exterior wall and do not require additional support of Group R-3, as applicable in Section 101.2, and Group U occupancies.

13. Moveable cases, counters and partitions not over 5 feet 9 inches in height.

(Ord. 2523 § 1, 2004; Ord. 2204 § 1, 1998; Ord. 2062 § 1, 1996; Ord. 1948 § 1, 1993; Ord. 1475 § 1, 1986; Ord. 1375 § 1, 1984; Ord. 1076 § 1, 1979; Ord. 852 § 1, 1975).

16.04.020 Amendments– Subsequent.

All amendments or supplements to the International Building and Residential Codes hereinafter adopted by the International Code Council and by the state of Washington as part of the State Building Code shall become a part of this code in all respects insofar as it is applied and enforced within the jurisdictional boundaries of the city of Marysville. (Ord. 2523 § 1, 2004; Ord. 852 § 2, 1975).

16.04.030 Appendices adopted.

Appendices B, I and J, except Section J101.2 to the International Building Code, ~~2003~~ 2006 Edition, and only Appendices A, B, C, G, H, J and K to the International Residential Code, ~~2003~~ 2006 Edition, are adopted, incorporated by this reference, and made a part of this chapter as if fully set forth in this chapter. (Ord. 2658 § 1, 2006; Ord. 2523 § 1, 2004; Ord. 2204 § 2, 1998; Ord. 2062 § 2, 1996; Ord. 1948 § 2, 1993; Ord. 1475 § 2, 1986; Ord. 1375 § 2, 1984; Ord. 1076 § 2, 1979; Ord. 852 § 3, 1975).

16.04.035 Section 204 amended– Board of appeals.

Section 204 of the International Building Code is amended by adding the following additional subsection thereto:

(c) Procedure. An appeal to the Board of Appeals must be filed in writing within fifteen (15) days after the order, decision or determination of the building official which is being challenged. The filing fee shall be one hundred fifty dollars. Within twenty (20) days after the filing of an appeal the Board of Appeals shall hold a hearing on the same and shall render its decision. Continuances shall be allowed only with the consent of the appellant. The decision of the Board of Appeals shall be final on the date that it is reduced to writing and sent to the appellant, subject to the right of the appellant to file an appeal to the Snohomish County Superior Court within fifteen (15) days thereafter.

(Ord. 2523 § 1, 2004; Ord. 1766, 1990).

16.04.037 Section 502 Definitions amended– Story.

Section 502 of the International Building Code is amended at that paragraph entitled "Story" by adding the following paragraph:

If any portion of a basement or usable under-floor space in a group R occupancy consisting of five (5) units including townhomes, or more is used or intended to be used for human habitation or assemblage of person for any purpose, such basement or usable space shall be considered a story.

(Ord. 2523 § 1, 2004; Ord. 2100 § 1, 1996).

16.04.040 Washington State Energy Code– Nonresidential Energy Code and Ventilation and Indoor Air Quality Code adopted.

The Washington State Energy Code, Chapters 51-11, 51-12 and 51-13 WAC, the Nonresidential Energy Code, Chapter 51-11 WAC, and the Ventilation and Indoor Air Quality Code, Chapter 51-13 WAC, are each adopted and incorporated into and made a part of this chapter by reference. (Ord. 2523 § 1, 2004; Ord. 2062 § 3, 1996).

16.04.045 Sections 108 and 108.2 amended– IBC and IRC Fee Table 1-A and Table A-J-A adopted by reference.

The schedule of fees adopted in Table 1-A titled "Building Permit Fees" and Table A-J-A titled "Grading Plan Review Fees and Grading Permit Fees" are hereby adopted. (Ord. 2523 § 1, 2004).

16.04.050 Section 108.2 amended– Plan review fees and refunds.

Section 108.2 of the International Residential Code is amended to read as follows:

1. When a plan or other data are required to be submitted by Section 108, a plan review fee shall be paid at the time of submitting plans and specifications for review. Except as provided below, said plan review fee shall be 65 percent (65%) of the building permit fee as shown in ~~2003~~ 2006 IBC-IRC Table 1-A Building Permit Fees.

2. Sections 108.5 and 108.6 amended – Refunds. The building official may authorize refunding of not more than ~~80~~ 70 (70%) percent of the plan review or permit fee paid when no review or work has been done. The building official shall not authorize refunding of any fee paid except on written application filed by the original permittee not later than 90 days after the date of the fee payment.

(Ord. 2523 § 1, 2004; Ord. 2204 § 3, 1998; Ord. 2062 § 4, 1996; Ord. 1974 § 1, 1993).

16.04.060 Section 903.2.1 amended– Sprinkler systems – Group A Occupancies.

Section 903.2.1 of the International Building Code as enacted by the city and previously amended is hereby repealed and a new Section 903.2.1 is enacted to be added to the building code reading as follows:

Marysville Municipal Code Section 903.2.1 Group A Occupancies. An automatic sprinkler system shall be installed in all Group A ~~and B~~ Occupancies, other than those rooms used by the occupants for the consumption of alcoholic beverages, that have ~~10,000~~ 8,000 square feet ~~(929.03 m^2)~~ or more of floor area.

(Ord. 2523 § 1, 2004; Ord. 2377 § 10, 2001).

16.04.070 Section 903.2.2 amended– Fire-extinguishing systems – Group E Occupancies.

Section 903.2.2 of the International Building Code as enacted by the city and previously amended is hereby repealed and a new Section 903.2.2 is enacted to be added to the building code reading as follows:

Section 903.2.2 General. An automatic fire-extinguishing system shall be installed in all newly constructed buildings classified as Group E, ~~Division 1~~ Occupancy.~~, and an automatic fire-extinguishing system shall be installed in all newly constructed buildings classified as Group E, Division 2 and Group E, Division 3 that have 10,000 square feet (929.03 m^2) or more of floor area. A minimum water supply meeting the requirements of International Building Code Standard shall be required. The Fire Marshall may reduce fire flow requirements for buildings protected by an approved automatic sprinkler system.~~

~~For the purpose of this section, additions exceeding 60 percent of the value of such building or structure, or alterations and repairs to any portion of a building or structure within a 12-month period that exceeds 100% of the value of such building or structure shall be considered new construction~~.

~~EXCEPTION: Portable school classrooms, provided:~~
~~1. Aggregate area of clusters of portable classrooms does not exceed 5,000 square feet (465 m^2); and~~
~~2. Clusters of portable school classrooms shall be separated as required by Chapter 5. Per Washington State Amendments~~.

(Ord. 2523 § 1, 2004; Ord. 2377 § 11, 2001).

16.04.080 Section 903.2.3 amended– Sprinkler systems – Group F Occupancies.

Section 903.2.3 of the International Building Code as enacted by the city and previously amended is hereby repealed and a new Section 903.2.3 is enacted to be added to the building code reading as follows:

Section 903.2.3 Group F occupancies. An automatic fire sprinkler system shall be installed in Group F occupancies over 2,500 square feet ~~(232.3 m^2)~~ in area that use equipment, machinery or appliances that generate finely divided combustible waste or

that use finely divided combustible materials. All other Group F occupancies that have ~~10,000~~ 8,000 square feet ~~(929.03 m²)~~ or more of floor area shall be provided with an automatic fire sprinkler system.

(Ord. 2523 § 1, 2004; Ord. 2377 § 12, 2001).

16.04.090 Section 903.2.4 amended– Fire-extinguishing systems – Group H Occupancies.

Section 903.2.4 of the International Building Code as enacted by the city and previously amended is hereby repealed and a new Section 903.2.4 is enacted to be added to the building code reading as follows:

Section 903.2.4 General. An automatic fire-extinguishing system shall be installed in all Group H, Divisions. ~~1, 2, 3, and 7 Occupancies. Group H, Division 5 occupancies that have 10,000 square feet (929.03 m²) or more of floor area shall be provided with an automatic fire sprinkler system.~~

(Ord. 2523 § 1, 2004; Ord. 2377 § 13, 2001).

16.04.100 Section 903.2.6 amended– Sprinkler systems – Group M & B Occupancies.

Section 903.2.6 of the International Building Code as enacted by the city and previously amended is hereby repealed and a new Section 903.2.6 is enacted to be added to the building code reading as follows:

Section 903.2.6 Group M and B Occupancies. An automatic sprinkler system shall be installed in rooms classed as Group M Occupancies where the floor area is ~~10,000~~ 8,000 square feet ~~(929.03 m²)~~ or more. ~~on any floor 20,000 square feet (1,858.06 m²) or more on all floors or in Group M Occupancies more than three stories in height.~~ The area of mezzanines shall be included in determining the areas where sprinklers are required.

(Ord. 2523 § 1, 2004; Ord. 2377 § 14, 2001).

16.04.110 Section 903.2.7 amended– Sprinkler systems – Group R Occupancies.

Section 903.2.7 of the International Building Code as enacted by the city and previously amended is hereby repealed and a new Section 903.2.7 is enacted to be added to the building code reading as follows:

Section 903.2.7 Group R Occupancies. An automatic sprinkler system shall be installed throughout every apartment house three or more stories in height or containing five (5)or more dwelling units, townhomes and every congregate residence three (3) or more stories in height or having an occupant load of five (5) or more, and every hotel three or more

stories in height or containing five (5) or more guest rooms. Residential or quick-response standard sprinklers shall be used in the dwelling units and guest room portions of the building.

(Ord. 2523 § 1, 2004; Ord. 2377 § 15, 2001).

16.04.120 Section 903.2.8 added– Sprinkler systems – Group S Occupancies.

A new Section 903.2.8 is hereby enacted and added to the International Building Code as previously enacted and amended by the city reading as follows:

Section 903.2.8 Group S Occupancies. An automatic sprinkler system shall be installed throughout all Group S occupancies that have ~~10,000~~ 8,000 square feet ~~(929.03 m^2)~~ or more of floor area.

(Ord. 2523 § 1, 2004; Ord. 2377 § 16, 2001).

16.04.130 Section 903.2.14 added– Fire Barriers ~~Area separation walls~~.

A new Section 903.2.14 is hereby enacted and added to the International Building Code as previously enacted and amended by the city reading as follows:

Section 903.2.14. For the purposes of Section 903, fire barriers ~~area separation walls~~ shall not define separate buildings.

(Ord. 2523 § 1, 2004; Ord. 2377 § 17, 2001).

16.04.140 Section ~~1104.1.2~~ 1018.2 amended– Number of exits.

Section ~~1104.1.2~~ 1018.2 of the International Building Code is amended in part to read as follows:

(a) Number of Exits. Every building or usable portion thereof shall have at least one (1) exit, and shall have not less than two (2) exits where required by Table No. 1018.2~~1004.1.2~~.

In all occupancies, floors, balconies and mezzanines above the main story having an occupant load of more than ten (10) shall have not less than two (2) exits.

Each mezzanine used for storage purposes, if greater than 2,000 square feet or more than 60 feet in any dimension, shall have not less than two (2) stairways to an adjacent floor.

All remaining portions of Section ~~1004~~ 1018 shall remain unamended.

(Ord. 2523 § 1, 2004; Ord. 1375 § 9, 1984; Ord. 852 § 15, 1975).

16.04.160 Requirements for moved buildings.

The term "moved building" shall mean any structure designed for human occupancy that is moved horizontally or vertically for 10 feet or more when either the original site or its new site is located within the city of Marysville; it does not mean factory-built housing which is being moved into the city directly from the factory, or mobile/manufactured homes. In addition to all requirements of the International Building and Residential Codes, the following provisions shall apply to moved buildings:

(1) Before any building shall be moved into or within the city of Marysville, a moving permit shall be obtained from the city building official. The fee for said permit shall be the minimum building permit fee specified in the International Building and Residential Codes, plus the state surcharge. The application for the moving permit shall state the proposed moving date, the proposed moving route and the location of the new site for the building. A moving permit shall be issued only upon approval by both the building official and the street superintendent;

(2) No building shall be moved to or stored upon any site in the city of Marysville which is not a location approved in a moving permit issued by the city;

(3) Within 10 days after a building is moved to a new site in the city of Marysville, the owner shall apply for a building permit to place it on a permanent foundation and to bring it into compliance with the International Building and Residential Codes;

(4) Within 180 days after a building is moved to a new site within the city of Marysville, it shall be brought into full compliance with all applicable city codes and be ready for final approval by the building official. In hardship cases involving unforeseen circumstances, the building official shall be authorized to extend this time period for up to 60 additional days. (Ord. 2523 § 1, 2004; Ord. 1559, 1987).

Section 2. **Marysville Municipal Code Chapter 16.08 is amended to read as follows.**

Chapter 16.08
PLUMBING CODE

Sections:

16.08.010 Adoption.

16.08.015 Subsequent amendments.

16.08.075 Table 1-A adopted – Schedule of fees and refunds.

16.08.080 Section 20.14 amended – Board of plumber appeals.

16.08.120 Section 20.17 added – Appendices.

16.08.130 Water conservation performance standards.

16.08.140 Pressure-regulating valves.

16.08.010 Adoption.

A certain document, not less than one copy of which is on file in the office of the building official of the city of Marysville, being marked and designated as the "Uniform Plumbing Code, ~~2003~~ 2006 Edition" published by the International Code Council, and appendices thereto, are adopted as the plumbing code of the city of Marysville for regulating the installation, removal, alteration or repair of plumbing and drainage systems and fixtures and water heating and treating equipment. Each and every one of the regulations, provisions, conditions and terms of the code are incorporated and made a part of this chapter as if fully set forth in this chapter. (Ord. 2523 § 2, 2004; Ord. 2204 § 4, 1998; Ord. 2062 § 5, 1996; Ord. 1948 § 5, 1993; Ord. 1372 § 1, 1984; Ord. 1077 § 1, 1979; Ord. 853 § 1, 1975).

16.08.015 Subsequent amendments.

All amendments or supplements to the Uniform Plumbing Code which are hereinafter adopted by the International Code Council and by the state of Washington as a part of the State Building Code, Chapters 51-56 and 51-57 WAC, shall become a part of this code in all respects insofar as it is applied and enforced within the jurisdictional boundaries of the city of Marysville. (Ord. 2523 § 2, 2004; Ord. 853 § 2, 1975).

16.08.075 Table 1-A adopted– Schedule of fees and refunds.

The schedule of fees specified in Table 1-A entitled "Plumbing Permit Fees" is hereby adopted.

Section 103.4.5 amended – Refunds.

The building official may authorize refunding of not more than 80 percent of the plan review or permit fee paid when no review or work has been done. The building official shall not authorize refunding of any fee paid except on written application filed by the original permittee not later than 90 days after the date of the fee payment.

(Ord. 2523 § 2, 2004; Ord. 2204 § 6, 1998; Ord. 1948 § 7, 1993; Ord. 1719, 1989).

16.08.080 Section 20.14 amended– Board of plumber appeals.

Appeals from any ruling made under this chapter may be made to the building code board of appeal. Procedural rules concerning appeals shall be as provided in the building code.

~~Section 20.14 of the administration chapter of the Uniform Plumbing Code is amended to read as follows:~~

~~Board of Plumber Appeals. A Board of Plumber Appeals shall consist of five (5) members: two (2) qualified Plumbing Contractors, two (2) qualified Journeyman Plumbers, and one (1) member from the public at large. One (1) member of the administrative authority shall act as Secretary and serve as an ex officio member. The Board shall be appointed by and serve at the pleasure of the appointing authority of the City.~~

~~The members of said Board shall serve for one year, unless sooner removed for cause.~~

~~The Board of Plumber Appeals shall have the following duties:~~

~~(1) It shall be the duty of the Board to act as a Board of Appeals in making a correct determination of any appeal arising from actions of the administrative authority.~~

~~(2) Said Board shall keep an accurate record of all its official transactions and render such reports and statistics as the administrative authority may require and direct.~~

~~(3) Said Board shall elect annually a Chairman from the members who shall preside at all meetings. It shall adopt such rules and regulations as it sees fit for the proper and efficient discharge of its official duties.~~

~~Appeals shall be made in writing and the appellant may appear in person before the Board or be represented by an attorney and may introduce evidence to support his claims. Appeals shall be heard at reasonable times at the convenience of the Board but not later than thirty (30) days after receipt thereof.~~

~~The appellant shall cause to be made at their own expense any tests or research required by the board to substantiate their claims.~~

~~Appeals shall be timely filed within thirty (30) days of a determination by the administrative authority.~~

(Ord. 2523 § 2, 2004; Ord. 853 § 5, 1975).

16.08.120 Section 20.17 added– Appendices.

There is added to the administration chapter of the Uniform Plumbing Code a new Section 20.17, which shall read as follows:

20.17 Appendices. All appendices of the ~~2003~~ 2006Edition of the Uniform Plumbing Code are incorporated by reference and made a part of this chapter.

(Ord. 2523 § 2, 2004; Ord. 1948 § 8, 1993; Ord. 1476 § 2, 1986; Ord. 1372 § 5, 1984; Ord. 1077 § 7, 1979; Ord. 853 § 9, 1975).

16.08.130 ~~Water conservation performance standards.~~

~~The water conservation performance standards specified in RCW 19.27.170, and the rules for the implementation of the same adopted by the State Building Code Council in Chapter 51-18 WAC, and any and all amendments or supplements to the same, are hereby adopted by reference as part of the plumbing code of the city of Marysville. (Ord. 2523 § 2, 2004; Ord. 1807 § 2, 1990).~~

this is now in the body of the code itself

16.08.140 Pressure-regulating valves.

Where static water service pressure exceeds 80 pounds per square inch, a pressure-regulating valve shall be installed and maintained in the consumer's piping between the meter and the first point of water use, and set at not more than 50 pounds per square inch when measured at the highest fixture in the structure served. This requirement may be waived if the consumer presents evidence satisfactory to the city that excessive pressure has been considered in the design of water-using devices and that no water will be wasted as a result of high pressure operation. (Ord. 2523 § 2, 2004; Ord. 1807 § 2, 1990).

Section 3. **A new section is added to Chapter 16 of the Marysville Muncipal Code titled 16.12 National Electric Code and shall read as follows:**

NATIONAL ELECTRICAL CODE
Sections:

16.12.010 Adoption.

16.12.015 Subsequent amendments. Amendments Made in National Electrical Code.

16.12.020 Table 1- A adopted – Schedule of fees and refunds.

16.12.030 Amendments – Administrative Chapter

16.12.050 Code Amendments, General Provisions.

16.12.060 Prohibited Cables.

16.12.070 Violations and Penalties.

16.12.100 Board of electrical appeals.

16.12.120 Appendices.

16.12.010 Adoption.

National Electrical Code Adopted. The 2005 National Electrical Code, published by the National Fire Protection Association 2004 edition the Department of Labor and Industries Rules and Regulations for installing electrical wires and equipment and Administrative Rules (Chapter 19.28 RCW), and the Department of Labor and Industries Electrical Installation Law (Chapter~~s~~ 296-46), as adopted by the state of Washington, are hereby adopted by reference except as such portions as are hereinafter deleted, amended or specified and incorporated herein as fully as if set out at length herein, collectively herein referred to as the "code" unless specifically provided otherwise.

16.12.015 Amendments Made in National Electrical Code.

Subsequent amendments.
All amendments or supplements to the National Electrical Code adopted by the NFPA National Fire Protection Association and by the state of Washington as part of the State Building Code shall become a part of this code in all respects insofar as it is applied and enforced within the jurisdictional boundaries of the city of Marysville.

16.12.020 Table 1 A adopted – Schedule of fees and refunds.
The schedule of fees specified in Table 1- A entitled "Electrical Permit Fees" is hereby adopted.

The building official may authorize refunding of not more than 70 per cent of the plan review or permit fee paid when no review or work has been done. The building official shall not authorize refunding of any fee paid except on written application filed by the original permittee not later than 90 days after the date of the fee payment.

16.12.030 Amendments – Administrative Chapter
There is added to the administration chapter of the **National Electrical** Code a new Section which shall read as follows:

1. EXISTING BUILDINGS. Buildings or structures to which additions, alterations or repairs are made to electrical system, including any and all electrical wires, services, equipment and apparatus shall comply with all the requirements for new work in buildings and structures as set forth in this Code except as specifically provided for in this section.

(a) In the event of unsafe or hazardous wiring, Section 11 shall take precedence.

2. MAINTENANCE. All electrical wires, equipment and apparatus shall be maintained in a safe condition. All devices and safeguards which are required by this Code in a building, sign or structure when erected, altered or repaired shall be maintained in a safe and good working order. The owner or his agent shall be responsible for the maintenance of all such electrical wiring, equipment and apparatus.

3. MOVED BUILDINGS. All electrical wires, equipment, or apparatus within or on, or attached thereto, which are moved within or into the City shall comply with the provisions of this Code and all other applicable laws, codes and ordinances.

4. ADMINISTRATIVE AUTHORITY AND ASSISTANTS. The Building Official is hereby authorized and directed to enforce all the provisions of this Code. For such purpose he/she shall have the powers of a police officer. In accordance with procedure and with the approval of the chief appointing authority of the City, the Building Official may appoint such number of officers, inspectors and assistants and other employees as may be necessary to carry out the functions of this Code.

5. RIGHT-OF-ENTRY. Whenever necessary to make an inspection to enforce any of the provisions of this Code, or whenever the Building Official or his/her authorized representative has reasonable cause to believe that there exists in any building or upon any premises any condition or code violation which makes such building or premises unsafe, dangerous or hazardous, the Building Official or his/her authorized representative may eater such building or premises at all reasonable times to inspect the same or to perform any duty imposed upon the Building Official by this Code, provided that if such building or premises be occupied, he/she shall first present proper credentials and request entry; and if such building or premises be unoccupied, he shall first make a reasonable effort to locate the owner or other persons having charge or control of the building or premises and request entry. If such entry is refused, the Building Official or his/her authorized representative shall have recourse to every remedy provided by law to secure entry.

When the Building Official or his/her authorized representative shall have first obtained a proper inspection warrant or other remedy provided by law to secure entry, no owner or occupant or any other persons having charge, care or control of any building or premises shall fail or neglect, after proper request is made as herein provided, to promptly permit entry therein by the Building Official or his/her authorized representative for the purpose of inspection and examination pursuant to this Code.

6. STOP ORDERS. Whenever any work is being done contrary to the provisions of this Code, the Building Official may order the work stopped by notice in writing served on any persons engaged in doing or causing such work to be done and any such persons shall forthwith stop such work until authorized by the Building Official to proceed with the work.

7. LIABILITY. The Building Official or any employee charged with the enforcement of this Code, acting in good faith and without malice for the City in the

discharge of his/her duties, shall not thereby render himself liable personally and he is hereby relieved from all personal liability for any damage that may accrue to person or property as a result of any act required or by reason of any act or omission in the discharge of his/her duties. Any suit brought against the Building Official or employee, because of such act or omission performed by him/her in the enforcement of any provisions of this Code, shall be defended by the legal department of the City until final termination of the proceedings. This code is one of general application and nothing herein is intended to create liability or cause action running in favor of individual members of the public.

8. UNSAFE CONDITIONS. All electrical wires, equipment and apparatus which are unsafe or not provided with adequate safeguards, or which constitute a fire hazard, or are otherwise dangerous to human life, or which in relation to existing use constitute a hazard to safety or health, or public welfare by reason of inadequate maintenance, obsolescence, fire hazard, disaster damage, or abandonment, as specified in this Code or any other effective ordinance arm for the purpose of this section, considered unsafe conditions. All such unsafe conditions are hereby declared to be public nuisances and the owner or his agent must abate by repair, rehabilitation, demolition, or removal in accordance with this Code or by any other procedures provided by law.

9. VIOLATION. It shall be unlawful for any person, firm, or corporation to install, alter or extend any electrical equipment in the City, or cause the same to be done, contrary to or in violation of any of the provisions of this Code.

10. PERMITS AND INSPECTIONS.

(a) Permits required: No person, firm or corporation shall install, alter, replace or extend any electrical work or equipment except replacement of kind or as provided for in Section 11, “Work Started Without a Permit,” without first obtaining a separate electrical permit for each installation, alteration, replacement or extension from the Building.

(b) Application: To obtain a permit the applicant shall first file an application therefore in writing on a form furnished for that purpose. Every such application shall:

(1) Identify and describe the work to be covered by the permit for which application is made;

(2) Describe the land on which the proposed work is to be done, by house and street address;

(3) Indicate the use or occupancy for which the proposed work is intended;

(4) Be accompanied by plans and specifications as required in Subsection (d) of this section;

(5) State the valuation of the proposed work;

(6) Be signed by the permittee;

(7) Give such other information as reasonably may be required by the Building Official.

(c) To Whom Permits May Be Issued: A permit may be issued to anyone as permitted by Chapter 19.28 RCW.

(d) Plans and Specifications: With each application for a permit, and when required by the Building Official for enforcement of any provisions of this Code, two sets of plans, service diagrams, specifications, and other information deemed necessary by the Building Official, shall be submitted. The Building Official may require plans and specifications to be prepared and designed by an electrical engineer or electrical contractor licensed by the State to practice as such. The plans shall be drawn upon substantial paper or cloth and shall be of sufficient clarity to indicate the nature and extent of the work proposed and show in detail that it will conform to the provisions of this Code and all other relevant laws, ordinances, rules and regulations.

(e) Plan Checking: The application, plans and specifications filed by the applicant for a permit shall be checked by the Building Official. If the Building Official is satisfied that the work described in an application for a permit and the plans filed therewith conform to the requirements of this Code and other pertinent laws and ordinances and that the fee specified in Section 11 has been paid, he may issue a permit therefore to the applicant.

(f) Validity: The issuance or granting of a permit or approval of plans and specifications shall not be construed to be a permit for, or an approval of, any violation of any of the provisions of the Code or any other law or regulation. No permit presuming to give authority to violate or cancel the provisions of this Code shall be valid, except insofar as the work which it authorized is lawful.

The issuance of a permit based upon plans and specifications shall not prevent the Building Official from thereafter requiring the correction of errors in said plans and specifications or from preventing work being carried on thereunder when in violation of the Code or of any other ordinance of the City.

(g) Suspension or Revocation: The Building Official may, in writing, suspend or revoke a permit issued under provisions of this Code whenever the permit is issued in error or on the basis of incorrect information supplied, or in violation of any ordinance or regulation or any of the provisions of this Code.

(h) Inspections:

(1) All construction, work and equipment, for which a permit is required by this Code shall be subject to inspections by the Building Official to insure compliance with this Code.

(2) That portion of any construction, work and equipment intended to be concealed shall not be concealed until inspected and approved.

(3) Neither the City not the Building Official nor his duly appointed assistant shall be liable for any expense entailed in the removal or replacement of any material required to allow an inspection.

(4) The Building Official may require that every request for inspection be filed at least one day before such inspection is desired.

11. ELECTRICAL PERMIT FEES. A fee for each electrical permit shall be paid to the Building Official as set forth in Table 1-A Electrical Fees.

12. VIOLATION CITATION — ORDER. Notwithstanding any language in this Code, in the event a time period is established in: (1) a violation citation issued by a Code Compliance Officer or the Building Official, or his or her designee, or (2) an order issued by the Violations Hearing Examiner, said time period shall supersede the time period provided by this Code.

16.12.050: Code amendments, General provisions:

Each of the codes and regulations adopted by reference in Section 16.05.020 of this chapter is hereby amended by the addition of the following:

It is expressly the purpose of this Code to provide for and promote the health, safety and welfare of the general public, and not to create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by the terms of this Code.

It is the specific intent of this Code to place the obligation of complying with these regulations upon the permit applicant and any person owning or controlling any building or structure within its scope and no provision nor any term used in this Code is intended to impose any duty whatsoever upon the City or any of its officers, employees or agents, for whom the implementation or enforcement of this Code shall be discretionary and not mandatory.

Nothing contained in this Code is intended to be nor shall be construed to create or form the basis for any liability on the part of the City or its officers, employees or agents, for any injury or damage resulting from the failure of a building to comply with the provisions of this Code, or by reason or in consequence of any inspection, notice, order, certificate, permission or approval authorized or issued or done in connection with the implementation or enforcement of this Code, or by reason of any action or inaction on the part of the City related in any manner to the implementation or the enforcement of this Code by its officers, employees or agents.

Notwithstanding any language in this Code, it is not the intent of the Code to create a duty and/or cause of action running to any individual or identifiable person but rather any duty is intended to run only to the general public.

16.12.060: Prohibited cables:

WAC 296-46-155 of the Department of Labor and Industries Rules and Regulations for installing electric wires and equipment and administrative rules as herein adopted is hereby amended by adding the following:

Regardless of any other provisions in this chapter, NM, NMS, NMC, SE, and USE cable shall not be allowed in non-dwelling occupancies. For the purpose of these section motels, hotels, and the facilities listed in tables 1 and 2 (WAC 296) are not considered to be dwelling occupancies. Family child daycare homes are exempt from this section.

16.12.070: Violations and Penalties:

Each of the codes and regulations adopted in this chapter is hereby amended by the addition of the following:

Violations and Penalties.

1. A violation or the provisions of this Code shall be subject to the City's Civil Enforcement Procedures as set forth in Title 4 MMC and any person, firm or corporation who violates any provision of this Code shall be subject to said enforcement procedures. Provided, however, notwithstanding language to the contrary, any violation citation issued concerning a violation of this Code shall be issued by the Building Official or his/her designee

2. Any person, firm or corporation who violates any provision of this Code shall be deemed guilty of a misdemeanor, and each such person, firm or corporation shall be deemed guilty of a separate offense for each and every day or portion thereof during which any violation of any of the provisions of this Code is committed, continued or permitted, and upon conviction of any such violation such person firm or corporation shall be punishable by a fine nor to exceed one thousand dollars, or imprisonment in jail not to exceed ninety days, or by both such fine and imprisonment.

3. The enforcement provisions and procedures provided in this Code are not exclusive and the City if authorized to pursue any remedy it deems appropriate or as otherwise provided by law.

4. The issuance or granting of a permit or approval of plans and/specifications shall not be deemed or construed to be a permit for, or an approval of, any violation of any of the provisions of this Code or any other law or regulation. No permit presuming to give authority to violate or cancel the provisions of this Code shall be valid, except insofar as the work or use, which it authorized, is lawful.

5. The issuance or granting of a permit or approval of plans and/or specifications shall not prevent the Building official or designee from thereafter requiring the correction of errors in said plans and/or specifications or from preventing construction operation being carried on thereunder when in violation of this Code or of any other ordinance, law or regulations or from revoking any certificate of approval when issued in error.

16.12.100 Board of Electrical appeals.

Appeals from any ruling made under this chapter may be made to the building code board of appeal. Procedural rules concerning appeals shall be as provided in the building code.

16.12.200 Appendices.

Section 4. Marysville Municipal Code Chapter 16.28 is amended to read as follows.

Chapter 16.28
MECHANICAL CODE

Sections:

16.28.010 Adoption by reference.

16.28.015 Fee schedule adopted and refunds.

16.28.020 Subsequent amendments.

16.28.035 Solid-fuel-burning appliances.

16.28.040 Penalty for violation.

16.28.045 Appeals.

16.28.010 Adoption by reference.

A certain document, not less than one copy of which is filed in the office of the building official of the city of Marysville, being marked and designated as the "International Mechanical Code, 2003 Edition," and appendices Chapter A thereto, published by the International Code Council, and the International Fuel Gas Code, ~~2003~~ 2006 Edition, is adopted as the mechanical code of the city of Marysville for regulating the installation and maintenance of heating, ventilating, cooling and refrigeration systems, providing for the issuance of permits and the collection of fees therefor, and providing penalties for the

violation thereof. Each and all of the regulations, provisions, penalties, conditions and terms of said code are incorporated and made a part of this chapter as if fully set forth herein. (Ord. 2523 § 3, 2004; Ord. 2204 § 5, 1998; Ord. 2062 § 7, 1996; Ord. 1948 § 14, 1993; Ord. 1477 § 1, 1986; Ord. 1374 § 1, 1984; Ord. 1080 § 1, 1979; Ord. 849 § 1, 1975).

16.28.015 Fee schedule adopted and refunds.

Sections 106.5.2 and 2003 IMC Table 1-A of the International Mechanical Code, "Mechanical Permit Fees," is hereby adopted.

Section 106.5 Fee funds amended – Refunds:

The building official may authorize refunding of not more than 80 percent of the plan review or permit fee paid when no review or work has been done. The building official shall not authorize refunding of any fee paid except on written application filed by the original permittee not later than 90 days after the date of the fee payment.

(Ord. 2523 § 3, 2004).

16.28.020 Subsequent amendments.

All amendments or supplements to the International Mechanical Code or the appendices Chapter A thereto hereinafter adopted by the International Code Council shall become a part of the code in all respects insofar as it is applied and enforced within the jurisdictional boundaries of the city of Marysville. (Ord. 2523 § 3, 2004; Ord. 1080 § 2, 1979; Ord. 849 § 2, 1975).

16.28.035 Solid-fuel-burning appliances.

No used solid-fuel-burning appliances shall be installed in new or existing buildings unless such device is United States Environmental Protection Agency certified, including pellet stoves. (Ord. 2523 § 3, 2004; Ord. 1374 § 2, 1984; Ord. 1189, 1981).

16.28.040 Penalty for violation.

Any person willfully violating or failing to comply with any of the provisions of this chapter shall, upon conviction, be punished according to the provisions set forth in MMC 1.01.080. (Ord. 2523 § 3, 2004; Ord. 731 § 3, 1971).

16.28.045 Appeals

Appeals from any ruling made under this chapter may be made to the building code board of appeal. Procedural rules concerning appeals shall be as provided in the building code.

Section 5. Severability.

If any word, phrase, sentence, provision, or portion of this ordinance is declared to be invalid or unenforceable, it shall not affect validity or enforceability of the remaining words, phrases, sentences, provisions or portions of this ordinance.

PASSED by the City Council and APPROVED by the Mayor this _____ day of _____, 2007.

CITY OF MARYSVILLE

By_____
DENNIS L. KENDALL, MAYOR

ATTEST:

By_____
TRACY JEFFRIES, CITY CLERK

Approved as to form:

By_____
GRANT K. WEED CITY ATTORNEY

Date of Publication: _____

Effective Date (5 days after publication): _____

TABLE 1-A INTERNATIONAL BUILDING and RESIDENTIAL CODE

Table 1-A – Building Permit Fees

The fees for building permits are per Table No. 1-A of the ~~2003~~ **2006** IBC/IRC, as adopted by the City Council, and are based on the valuation of the work being performed.

Total Valuation	Fee
$1.00 to $500.00	~~$25.00~~ **$30.00**
$501.00 to $2,000.00	~~$25.00~~ **30.00** for the first $500.00 plus $3.05 for each additional $100.00 or fraction thereof, to and including $2,000.00
$2,001.00 to $25,000.00	$69.25 for the first $2,000.00 plus $14.00 for each additional $1,000.00 or fraction thereof, to and including $25,000.00
$25,001.00 to $50,000.00	$391.25 for the first $25,000.00 plus $10.10 for each additional $1,000.00 or fraction thereof, to and including $50,000.00
$50,001.00 to $100,000.00	$643.75 for the first $50,000.00 plus $7.00 for each additional $1,000.00 or fraction thereof, to and including $100,000.00
$100,001.00 to $500,000.00	$993.75 for the first $100,000.00 plus $5.60 for each additional $1,000.00 or fraction thereof, to and including $500,000.00
$500,001.00 to $1,000,000.00	$3,233.75 for the first $500,000.00 plus $4.75 for each additional $1,000.00 or fraction thereof, to and including $1,000,000.00
$1,000,000.00 and up	$5,608.75 for the first $1,000,000.00 plus $3.65 for each additional $1,000.00 or fraction thereof.

1. A Plan Review Fees (paid at the time of submitting plans) equal to 65% of the building permit fees
   B Re-Inspection Fees for called inspections when access is not provided or work is not ready: ~~$50.00~~ **$75.00** under IBC/IRC Section 108
   C Revision Fees for additional plan review or inspections when the work authorized by permit changes: ~~$50.00~~ **$75.00** per Table 1-A under IBC/IRC Section 108 (minimum charge – one hour)
   D Inspections for which no fee is specifically indicated: ~~$50.00~~ **$75.00** per hour * (minimum charge – one ~~half~~ hour)

2. Building valuation shall be based on the building valuation data sheet contained within each year's May issue of the "Building Safety Journal" magazine published by the International Code Council (ICC)

including the "~~Regional~~ **The** Cost Modifier **of 1.09**" ~~for Washington State~~, on file with the City Building Official.

3. Decks, carports (open on three-sides), ramps, unheated sunrooms, cover porches and stairs are assessed at $15.00 per square foot per submittal.
4. Unfinished basements (no heat, insulation and/or sheetrock) are assessed at ~~$20.00~~ **$40.00** per square foot.
5 . Single wide mobile homes $200.00, Double wide $300.00 for permit base fee.
6. State Building Code Council surcharge fee $4.50 per building permit, plus $2.00 each dwelling unit.
7. ~~Building Official to determine fees f~~**For miscellaneous applications, plans reviews and permits including expired applications and permits for which no fee is specified fee will be at a rate of $75 dollars per hour with a minimum fee of one hour at $75.** *

*Or the total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages and fringe benefits of the employees involved.

GRADING PLAN REVIEW FEES

50 cubic yard (38.2 m³) or less, when located in a designated critical area……..….$ ~~25.00~~ **$100.00**
51 to 100 cubic yards (40 m³ to 76.5 m³)……...$ ~~40.00~~ **120.00**
101 to 1,000 cubic yards (77.2 m³ to 764.6 m³)……$ ~~60.00~~ **160.00**
1,001 to 10,000 cubic yards (765.3 m³ to 7645.5 m³)……..$ ~~100.00~~ **200.00**
10,001 to 100,000 cubic yards (7646.3 m³ to 76 455m³) $~~100.00~~ **300.00** for the first 10,000 cubic yards (7645.5 m³), plus $40.00 for each additional 10,000 yards (7645.5 m³) or fraction thereof.
100,001 to 200,000 cubic yards (76 456 m³ to 152 911 m³) $ 300.00 for the first 100,000 cubic yards (76 455 m³), plus $60.00 for each additional 10,000 cubic yards (7645.5m³) or fraction thereof.
200,001 cubic yards (152 912 m³) or more -- $500.00 for the first 200,000 cubic yards (152911 m³), plus $100.00 for each additional 10,000 cubic yards (7645.5 m³) or fraction thereof.
Other Fees: 1. Additional plan review required by changes, additions or revisions to approved plans……..…$~~50.00~~ **75.00** per hour (minimum charge – one-hour) 2. Clearing plan review as specified under M.M.C. 19.28.020 or……..……..…~~$50.00~~ **$75.00** per hour*

*Or the total hourly cost to the jurisdiction, whichever is greatest. This cost shall include supervision, overhead, equipment, hourly wage and fringe benefits of the employees involved.

~~**Building Official to determine fees for miscellaneous grading applications, plans reviews and permits including expired applications and permits.**~~ **For miscellaneous applications, plans reviews and permits including expired applications and permits for which no fee is specified fee will be at a rate of $75 dollars per hour with a minimum fee of one hour at $75.***

GRADING PERMIT FEES

Base permit fee……..…. .$ ~~25.00~~ **$100.00**
50 cubic yard (38.2 m³) or less, when located in a designated critical area…….. …..$ ~~40.00~~ **120.00**
51 to 100 cubic yards (40 m³ to 76.5 m³)……...~~$ 60.00~~ **$160.00**
101 to 1,000 cubic yards (77.2 m³ to 764.6 m³)-- $~~100.00~~ **200.00**for the first 100 cubic yards (76.5 m³) plus $20.00 for each additional 100 cubic yards (76.5 m³) of a fraction thereof.
1,001 to 10,000 cubic yards (765.3 m³ to 7645.5 m³)--$~~100.00~~ **300.00** for the first 1,000 cubic yards (764.6 m³), plus $40.00 for each additional 1,000 cubic yards (764.6 m³) or fraction thereof.
10,001 to 100,000 cubic yards (7646.3 m³ to 76 455m³) -- $~~100.00~~ **500.00** for the first 10,000 cubic yards (7645.5 m³), plus $60.00 for each additional 10,000 yards (7645.5 m³) or fraction thereof.

100,001 cubic yards (76 456 m³) or more -- $500.00 for the first 100,000 cubic yards (76 455m³), plus $80.00 for each additional 10, 000 cubic yards (7645.5 m³) or fraction thereof.
Other Inspections and Fees: 1. Inspections outside of normal business hours (minimum charge – one hour)……~~$50.00~~ **75.00** per hour * 2. Re-inspection fees assessed under provisions of UBC Section 108.8……~~$50.00~~ **75.00** per hour* 3. Inspections for which no fee is specifically indicated (minimum charge – one-hour)…….. ~~$50.00~~ **75.00** per hour * 4. Clearing permit fees as specified under M.M.C. 19.28.020 or……...~~$50.00~~ **75.00** per hour*

*****Or the total hourly cost to the jurisdiction, whichever is greatest. This cost shall include supervision, overhead, equipment, hourly wage and fringe benefits of the employees involved.

~~**Building Official to determine fees for miscellaneous grading applications, plans reviews and permits including expired applications and permits.**~~

For miscellaneous applications, plans reviews and permits including expired applications and permits for which no fee is specified fee will be at a rate of $75 dollars per hour with a minimum fee of one hour at $75.*

TABLE 1-A **UNIFORM PLUMBING CODE ~~2003~~ 2006**

~~2003~~ 2006 UPC

TABLE 1-A – PLUMBING PERMIT FEES

Permit Issuance

1. For issuing each permit ..... $~~25.00~~ **30.00**
2. For issuing each supplemental permit ..... ~~$15.00~~ **30.00**

Unit Fee Schedule (in addition to items 1 and 2 above)

1. For each plumbing fixture on one trap or a set of fixtures on one trap (including water, drainage piping and backflow protection therefore) ..... $~~10.00~~ **15.00**
2. For each grinder pump ..... ~~$30.00~~ **150.00**
3. Rainwater systems – per drain (inside building) ..... ~~$10.00~~ **15.00**
4.* Water service connection: water line from meter to house or structure $50.00
5. For each private sewage disposal system ..... Approval Required from Health/Snohomish County
6. For each water heater and/or vent ..... $~~10.00~~ **15.00**
7. For each gas-piping system of one to five outlets ..... $~~10.00~~ **15.00**
8. For each additional gas piping system outlet, per outlet ..... $~~10.00~~ **15.00**
9. For each industrial waste pretreatment interceptor including its trap and vent, except kitchen-type grease interceptors functioning as fixture traps ..... ~~$10.00~~ **15.00**
10. For each installation, alteration or repair of water piping and/or water treating equipment, each ..... ~~$10.00~~ **15.00**
11. For each repair or alteration of drainage or vent piping, each fixture ..... ~~$10.00~~ **15.00**
12. For each lawn sprinkler system on any one meter including backflow protection devices therefore ..... ~~$10.00~~ **15.00**
13. For atmospheric-type vacuum breakers not included in item 12:to 5 ..... $10.00
    over 5, each $10.00

14. For each backflow protective device other than atmospheric type vacuum breakers:

    2 inch (51 mm) diameter and smaller $10.00
    over 2 inch (51 mm) diameter $10.00

15. For each graywater system ..... ~~$10.00~~ **15.00**
16. For initial installation and testing for a reclaimed water system ..... $~~10.00~~ **15.00**
17. For each annual cross-connection testing of a reclaimed water system (excluding initial test) ..... $~~10.00~~ **15.00**
18. For each medical gas piping system serving one to five inlet(s)/outlet(s) for a specific gas ..... ~~$50.00~~ **25.00**
19. For each additional medical gas inlet(s)/outlet(s) ..... $~~10.00~~ **25.00**
20. For each fire sprinkler system including $.50 per head $50.00
21. For each industrial waste pretreatment grease interceptor including its trap and vent, and inspections ..... ~~$10.00~~ **30.00**

Other Inspections and Fees:

1. Inspections outside of normal business hours ..... $~~50.00~~ **75.00**
2. Reinspection fee under Section 103.5.6 ..... ~~$50.00~~ **75.00**
3. Inspections for which no fee is specifically indicated ..... ~~$50.00~~ **75.00**
4. Additional plan review required by changes, additions or revisions to approved plans (minimum charge – one ~~half~~ hour) ~~$50.00~~ **75.00**

5. Jurisdiction may issue permit fees from project valuation and/or the hourly cost to cover employee inspection time, whichever is greatest.

6. Typical plan review fees for plumbing work shall be equal to 25% of the total permit fee as set forth in Table 1-A and 103.4

7. ~~Building Official to determine fees for miscellaneous applications, plans reviews and permits including expired applications and permits.~~ **For miscellaneous applications, plans reviews and permits including expired applications and permits for which no fee is specified fee will be at a rate of $75 dollars per hour with a minimum fee of one hour at $75.***

*Or the total hourly cost to the jurisdiction, whichever is greatest. This cost shall include supervision, overhead, equipment, hourly wage and fringe benefits of the employees involved.

* Put on building application for plumbing if new construction or connecting to city sewer and water.

CITY OF MARYSVILLE
Table 1-A ELECTRICAL FEES

Effective July 1, 2007

RESIDENTIAL (Single Family 0r Duplex)	
New construction, addition or remodel. Additions and remodels based on size of project.	
Under 1000 square feet	$100
1001 to 2000 square feet	$150
2001 to 3000 square fee	$200
3001 square feet & over	$250
Garages and outbuildings (stand alone projects)	$100
Service/panel change or alteration	$75
Circuits added/altered without service change	
1 or 2 circuits	$50
3 or more circuits	$75
Meter/mast repair or alteration	$75
COMMERCIAL & MULTI-FAMILY (including fire alarm)	
Total valuation (time & materials)	
$250 or less	$50
$251 to $5,000	$50 + 3% of cost over $250
$5,001 to $50,000	$175 + 1.5% of cost over $5,000
$50,001 to $250,000	$925 + .9% of cost over $50,000
$250,001 to $1,000,000	$3,175 + .7% of cost over $250,000
$1,000,001 and above	$10,000 + .4% of cost over $1,000,000

COMMERCIAL LOW VOLTAGE/POWER LIMITED	
(Use the valuation schedule shown above for fire alarms)	
70 or less connections	$50
over 70 connections	$50 + .50 per connection

MISCELLANEOUS	
Temporary Service	$50
Manufactured/mobile home service (does not include out buildings)	$75
Signs	$50
Carnival	$200
Inspection of work done without permit	$75
Re-inspection fee (not ready, corrections not made)	$75
Plan review fee or inspection not specified elsewhere (1/2 hr. minimum)	$ 75/hr

~~2003~~ 2006 IMC

TABLE 1-A – MECHANICAL PERMIT FEES

Permit Issuance and Heaters

1……..For the issuance of each mechanical permit …….$~~25.00~~ $**30.00**

2. For issuing each supplemental permit for which the original permit has not expired, been canceled or finaled $15.00

Unit Fee Schedule

(Note: The following do not include permit-issuing fee.)

1. **Furnaces**
   For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance, up to and including 100,000 Btu/h (29.3kW).....$~~16.00~~ **20.00**
   For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance over 100,000 Btu/h (29.3kW).....$20.00
   For the installation or relocation of each floor furnace, including vent.....$~~16.00~~ **20.00**
   For the installation or relocation of each suspended heater, recessed wall heater or floor-mounted unit heater.....$~~16.00~~ **20.00**
2. **Appliance Vents**
   For the installation, relocation or replacement of each appliance vent installed and not included in an appliance permit.....$~~10.00~~ **20.00**
3. **Repairs or Additions**
   For the repair of, alteration of, or addition to each heating appliance, refrigeration unit, cooling unit, absorption unit, or each heating, cooling, absorption or evaporative cooling system, including installation of controls regulated by the Mechanical Code.....$~~15.00~~ **20.00**
4. **Boilers, Compressors and Absorption Systems**
   For the installation or relocation of each boiler or compressor to and including 3 horsepower (10.6kW), or each absorption system to and including 100,000 Btu/h (29.3 kW).....$~~16.00~~ **20.00**
   For the installation or relocation of each boiler or compressor over three horsepower (10.6 kW) to and including 15 horsepower (52.7 kW), or each absorption system over 100,000 Btu/h (29.3 kW) to and including 500,000 Btu/h (146.6 kW).....$30.00
   For the installation or relocation of each boiler or compressor over 15 horsepower (52.7 kW) to and including 30 horsepower (105.5 kW), or each absorption system over 500,000 Btu/h (146.6 kW) to and including 1,000,000 Btu/h (293.1 kW).....$40.00
   For the installation or relocation of each boiler or compressor over 30 horsepower (105.5 kW) to and including 50 horsepower (176 kW), or each absorption system over 1,000,000 Btu/h (293.1 kW) to and including 1,750,000 Btu/h (512.9 kW).....$60.00
   For the installation or relocation of each boiler or compressor over 50 horsepower (176 kW), or each absorption system over 1,750,000 Btu/h (512.9 kW).....$99.00
5. **Air Handlers**
   For each air-handling unit to and including 10,000 cubic feet per minute (cfm) (4719 L/s), including ducts attached thereto .....$~~12.00~~ **20.00**
   Note: This fee does not apply to an air-handling unit which is a portion of a factory-assembled appliance, cooling unit, evaporative cooler or absorption unit for which a permit is required elsewhere in the Mechanical Code.
   For each air-handling unit over 10,000 cfm (4719 L/s).....$20.00
6. **Evaporative Coolers**
   For each evaporative cooler other than portable type .....$~~12.00~~ **20.00**
7. **Ventilation and Exhaust**
   For each ventilation fan connected to a single duct .....$~~10.00~~ **20.00**
   For each ventilation system which is not a portion of any heating or air-conditioning system authorized by a permit.....$~~12.00~~ **20.00**
   For the installation of each hood which is served by mechanical exhaust, including the ducts for such hood…… $~~12.00~~ 20.00
8. **Incinerators** For the installation or relocation of each domestic-type incinerator $20.00
   For the installation or relocation of each commercial or industrial-type incinerators …….....$16.00
9. **Miscellaneous**
   For each appliance or piece of equipment regulated by the Mechanical Code but not classed in other appliance categories, or for which no other fee is listed in the table i.e.: fire/smoke dampers.....$20.00
   When Chapter 13 is applicable, permit fees for fuel gas piping shall be:
   Gas Piping System
   For each gas piping system of one to four outlets.....$~~6.00~~ **20.00**
   For each additional outlet exceeding four, each.....$~~2.00~~ **10.00**
   When Chapter 14 is applicable, permit fees for process piping shall be as follows:
   For each hazardous process piping system (HPP) of one to four outlets .....$~~6.00~~ **10.00**
   For each hazardous process piping system of five or more outlets, per outlet.....$~~2.00~~ **10.00**
   For each nonhazardous process piping system (NPP) of one to four outlets .....$~~2.00~~ **10.00**
   For each nonhazardous piping system of five or more outlets, per outlet.....$~~2.00~~ **10.00**

Other Inspections and Fees:

1.Inspections outside of normal business hours, per hour (minimum charge –two hours).....$~~50.00~~ **75.00***
2.Reinspection fees assessed under provisions of Section 106.5.2, per inspection .....$~~50.00~~* **75.00***
3.Inspections for which no fee is specifically indicated, per hour (minimum charge – one-half hour) .....$~~50.00~~ **75.00****
4. Additional plan review required by changes, additions or revisions to plans or to plans for

which an initial review has been completed
(minimum charge – one-half hour) .....$~~50.00*~~**75.00***

5. Jurisdiction may issue permit fees from project valuation and/or the hourly cost to cover employee inspection time, whichever is greatest.
6. Typical plan review fees for mechanical work shall be equal to 25% of the total permit fee as set forth in Table 1-A and 106.5.2.
7. ~~**Building Official to determine fees for miscellaneous applications, plans reviews and permits including expired applications and permits.**~~**For miscellaneous applications, plans reviews and permits including expired applications and permits for which no fee is specified fee will be at a rate of $75 dollars per hour with a minimum fee of one hour at $75.**

***Or the total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages and fringe benefits of the employees involved.**

C I T Y O F M A R Y S V I L L E
Marysville, Washington

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTON ADOPTING BY REFERENCE THE INTERNATIONAL BUILDING CODE AND INTERNATIONAL RESIDENTIAL CODE AND THE INTERNATIONAL BUILDING CODE STANDARDS 2006 EDITION, EXCLUDING THE INTERNATIONAL ELECTRICAL, PLUMBING, PROPERTY MAINTENANCE AND ENERGY CODES, CHAPTER 34 EXISTING BUILDINGS AND AMENDING MARYSVILLE MUNICIPAL CODE CHAPTER 16.04, 16.08, and 16.28; AND ADDING A NEW SECTION CODIFIED AS CHAPTER 16.12 THE NATIONAL ELECTRIC CODE; AND SEVERABILITY.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. Marysville Muncipal Code Chapter 16.04 is amended to read as follows:

Chapter 16.04
BUILDING CODE

Sections:

16.04.010 Adoption by reference, exclusions and exemptions.

16.04.020 Amendments – Subsequent.

16.04.030 Appendices adopted.

16.04.035 Section 204 amended – Board of appeals.

16.04.037 Section 502 Definitions amended – Story.

16.04.040 Washington State Energy Code – Nonresidential Energy Code and Ventilation and Indoor Air Quality Code adopted.

16.04.045 Sections 108 and 108.2 amended – IBC and IRC Fee Table 1-A and Table A-J-A adopted by reference.

16.04.050 Section 108.2 amended – Plan review fees and refunds.

16.04.060 Section 903.2.1 amended – Sprinkler systems – Group A Occupancies.

16.04.070 Section 903.2.2 amended – Fire-extinguishing systems – Group E Occupancies.

16.04.080 Section 903.2.3 amended – Sprinkler systems – Group F Occupancies.

16.04.090 Section 903.2.4 amended – Fire-extinguishing systems – Group H Occupancies.

16.04.100 Section 903.2.6 amended – Sprinkler systems – Group M Occupancies.

16.04.110 Section 903.2.7 amended – Sprinkler systems – Group R Occupancies.

16.04.120 Section 903.2.8 added – Sprinkler systems – Group S Occupancies.

16.04.130 Section 903.2.14 added – Fire Barriers

16.04.140 Section 1018.2 & 505.3 amended – Number of exits.

16.04.160 Requirements for moved buildings.

16.04.010 Adoption by reference, exclusions and exemptions.

(1) Certain documents, copies of which are on file in the office of the building official of the city of Marysville, being marked and designated as the "International Building Code and the International Residential Code, and the International Building Code Standards, 2006 Edition," published by the International Code Council, except for the provisions in subsections (3) and (4) of this section, are adopted as the building code of the city of Marysville for regulating the erection, construction, enlargement, alteration, repair, moving, removal, conversion, demolition, occupancy, equipment, use, height, area and maintenance of buildings or structures in the city of Marysville, providing for the issuance of permits and the collection of fees therefor, and providing for penalties for the violation thereof. Each and all of the regulations, provisions, penalties, conditions and terms of said code are incorporated and made a part of this chapter as if fully set forth in this chapter.

(2) IBC and IRC Section 101.1 Title. These regulations shall be known as the building code of the city of Marysville, Washington, hereinafter referred to as "this code."

(3) Exclusions from Adoption by Reference. The following IBC 101.4 referenced codes are excluded and not adopted by reference as the building code for the city of Marysville:

101.4.1 Electrical

101.4.4 Plumbing

101.4.5 Property Maintenance

101.4.7 Energy

Chapter 34 Existing Buildings

(4) Work Exempt from Permits. For purposes of Marysville Municipal Code, both IBC and IRC Section 105.2, Work exempt from permit, are amended to read as follows:

Exemptions from permit requirements of this code shall not be deemed to grant authorization for any work to be done in any manner in violation of the provisions of this code or any laws or ordinance of this jurisdiction. Permits shall not be required for the following:

Building:

1. One story detached accessory structure used as tool and storage sheds, playhouses and similar uses, provided the floor area does not exceed 120 square feet.

2. Fences not over 6 feet high.

3. Oil derricks.

4. Retaining walls which are not over 4 feet in height measured from the bottom of the footing to the top of the wall, unless supporting a surcharge or impounding Class I, II or III-A liquids.

5. Water tanks supported directly on grade if the capacity does not exceed 5,000 gallons and ratio of height to diameter or width does not exceed 2 to 1.

6. Sidewalks, platforms, decks and driveways not more than 30 inches above grade and not over any basement or story below and which are not part of an accessible route.

7. Painting, papering, tiling, carpeting, cabinets, counter tops and similar finish work.

8. Temporary motion picture, television and theater stage sets and scenery.

9. Prefabricated swimming pools accessory to Group R-3 occupancy, as applicable in Section 101.2, which are less than 24 inches deep, do not exceed 5,000 gallons and are installed entirely above ground.

10. Shade cloth structures constructed for nursery or agricultural purposes and not including service systems.

11. Swings and other playground equipment accessory to detached one- and two-family dwellings.

12. Window awnings supported by an exterior wall which do not project more than 54 inches from the exterior wall and do not require additional support of Group R-3, as applicable in Section 101.2, and Group U occupancies.

13. Moveable cases, counters and partitions not over 5 feet 9 inches in height.

(Ord. 2523 § 1, 2004; Ord. 2204 § 1, 1998; Ord. 2062 § 1, 1996; Ord. 1948 § 1, 1993; Ord. 1475 § 1, 1986; Ord. 1375 § 1, 1984; Ord. 1076 § 1, 1979; Ord. 852 § 1, 1975).

16.04.020 Amendments– Subsequent.

All amendments or supplements to the International Building and Residential Codes hereinafter adopted by the International Code Council and by the state of Washington as part of the State Building Code shall become a part of this code in all respects insofar as it is applied and enforced within the jurisdictional boundaries of the city of Marysville. (Ord. 2523 § 1, 2004; Ord. 852 § 2, 1975).

16.04.030 Appendices adopted.

Appendices B, I and J, except Section J101.2 to the International Building Code, 2006 Edition, and only Appendices A, B, C, G, H, J and K to the International Residential Code, 2006 Edition, are adopted, incorporated by this reference, and made a part of this chapter as if fully set forth in this chapter. (Ord. 2658 § 1, 2006; Ord. 2523 § 1, 2004; Ord. 2204 § 2, 1998; Ord. 2062 § 2, 1996; Ord. 1948 § 2, 1993; Ord. 1475 § 2, 1986; Ord. 1375 § 2, 1984; Ord. 1076 § 2, 1979; Ord. 852 § 3, 1975).

16.04.035 Section 204 amended– Board of appeals.

Section 204 of the International Building Code is amended by adding the following additional subsection thereto:

(c) Procedure. An appeal to the Board of Appeals must be filed in writing within fifteen (15) days after the order, decision or determination of the building official which is being challenged. The filing fee shall be one hundred fifty dollars. Within twenty (20) days after the filing of an appeal the Board of Appeals shall hold a hearing on the same and shall render its decision. Continuances shall be allowed only with the consent of the appellant. The decision of the Board of Appeals shall be final on the date that it is reduced to writing and sent to the appellant, subject to the right of the appellant to file an appeal to the Snohomish County Superior Court within fifteen (15) days thereafter.

(Ord. 2523 § 1, 2004; Ord. 1766, 1990).

16.04.037 Section 502 Definitions amended– Story.

Section 502 of the International Building Code is amended at that paragraph entitled “Story” by adding the following paragraph:

If any portion of a basement or usable under-floor space in a group R occupancy consisting of five (5) units including townhomes, or more is used or intended to be used for human habitation or assemblage of person for any purpose, such basement or usable space shall be considered a story.

(Ord. 2523 § 1, 2004; Ord. 2100 § 1, 1996).

16.04.040 Washington State Energy Code– Nonresidential Energy Code and Ventilation and Indoor Air Quality Code adopted.

The Washington State Energy Code, Chapters 51-11, 51-12 and 51-13 WAC, the Nonresidential Energy Code, Chapter 51-11 WAC, and the Ventilation and Indoor Air Quality Code, Chapter 51-13 WAC, are each adopted and incorporated into and made a part of this chapter by reference. (Ord. 2523 § 1, 2004; Ord. 2062 § 3, 1996).

16.04.045 Sections 108 and 108.2 amended– IBC and IRC Fee Table 1-A and Table A-J-A adopted by reference.

The schedule of fees adopted in Table 1-A titled “Building Permit Fees” and Table A-J-A titled “Grading Plan Review Fees and Grading Permit Fees” are hereby adopted. (Ord. 2523 § 1, 2004).

16.04.050 Section 108.2 amended– Plan review fees and refunds.

Section 108.2 of the International Residential Code is amended to read as follows:

1. When a plan or other data are required to be submitted by Section 108, a plan review fee shall be paid at the time of submitting plans and specifications for review. Except as provided below, said plan review fee shall be 65 percent (65%) of the building permit fee as shown in 2006 IBC-IRC Table 1-A Building Permit Fees.

2. Sections 108.5 and 108.6 amended – Refunds. The building official may authorize refunding of not more than 70 (70%) percent of the plan review or permit fee paid when no review or work has been done. The building official shall not authorize refunding of any fee paid except on written application filed by the original permittee not later than 90 days after the date of the fee payment.

(Ord. 2523 § 1, 2004; Ord. 2204 § 3, 1998; Ord. 2062 § 4, 1996; Ord. 1974 § 1, 1993).

16.04.060 Section 903.2.1 amended– Sprinkler systems – Group A Occupancies.

Section 903.2.1 of the International Building Code as enacted by the city and previously amended is hereby repealed and a new Section 903.2.1 is enacted to be added to the building code reading as follows:

Marysville Municipal Code Section 903.2.1 Group A Occupancies. An automatic sprinkler system shall be installed in all Group A Occupancies, other than those rooms used by the occupants for the consumption of alcoholic beverages, that have 8,000 square feet or more of floor area.

(Ord. 2523 § 1, 2004; Ord. 2377 § 10, 2001).

16.04.070 Section 903.2.2 amended– Fire-extinguishing systems – Group E Occupancies.

Section 903.2.2 of the International Building Code as enacted by the city and previously amended is hereby repealed and a new Section 903.2.2 is enacted to be added to the building code reading as follows:

Section 903.2.2 General. An automatic fire-extinguishing system shall be installed in all newly constructed buildings classified as Group E, Occupancy.

(Ord. 2523 § 1, 2004; Ord. 2377 § 11, 2001).

16.04.080 Section 903.2.3 amended– Sprinkler systems – Group F Occupancies.

Section 903.2.3 of the International Building Code as enacted by the city and previously amended is hereby repealed and a new Section 903.2.3 is enacted to be added to the building code reading as follows:

Section 903.2.3 Group F occupancies. An automatic fire sprinkler system shall be installed in Group F occupancies over 2,500 square feet in area that use equipment, machinery or appliances that generate finely divided combustible waste or that use finely divided combustible materials. All other Group F occupancies that have 8,000 square feet or more of floor area shall be provided with an automatic fire sprinkler system.

(Ord. 2523 § 1, 2004; Ord. 2377 § 12, 2001).

16.04.090 Section 903.2.4 amended– Fire-extinguishing systems – Group H Occupancies.

Section 903.2.4 of the International Building Code as enacted by the city and previously amended is hereby repealed and a new Section 903.2.4 is enacted to be added to the building code reading as follows:

Section 903.2.4 General. An automatic fire-extinguishing system shall be installed in all Group H, Divisions.

(Ord. 2523 § 1, 2004; Ord. 2377 § 13, 2001).

16.04.100 Section 903.2.6 amended– Sprinkler systems – Group M & B Occupancies.

Section 903.2.6 of the International Building Code as enacted by the city and previously amended is hereby repealed and a new Section 903.2.6 is enacted to be added to the building code reading as follows:

Section 903.2.6 Group M and B Occupancies. An automatic sprinkler system shall be installed in rooms classed as Group M Occupancies where the floor area is 8,000 square feet or more. The area of mezzanines shall be included in determining the areas where sprinklers are required.

(Ord. 2523 § 1, 2004; Ord. 2377 § 14, 2001).

16.04.110 Section 903.2.7 amended– Sprinkler systems – Group R Occupancies.

Section 903.2.7 of the International Building Code as enacted by the city and previously amended is hereby repealed and a new Section 903.2.7 is enacted to be added to the building code reading as follows:

Section 903.2.7 Group R Occupancies. An automatic sprinkler system shall be installed throughout every apartment house three or more stories in height or containing five (5)or more dwelling units, townhomes and every congregate residence three (3) or more stories in height or having an occupant load of five (5) or more, and every hotel three or more stories in height or containing five (5) or more guest rooms. Residential or quick-response standard sprinklers shall be used in the dwelling units and guest room portions of the building.

(Ord. 2523 § 1, 2004; Ord. 2377 § 15, 2001).

16.04.120 Section 903.2.8 added– Sprinkler systems – Group S Occupancies.

A new Section 903.2.8 is hereby enacted and added to the International Building Code as previously enacted and amended by the city reading as follows:

Section 903.2.8 Group S Occupancies. An automatic sprinkler system shall be installed throughout all Group S occupancies that have 8,000 square feet or more of floor area.

(Ord. 2523 § 1, 2004; Ord. 2377 § 16, 2001).

16.04.130 Section 903.2.14 added– Fire Barriers .

A new Section 903.2.14 is hereby enacted and added to the International Building Code as previously enacted and amended by the city reading as follows:

Section 903.2.14. For the purposes of Section 903, fire barriers shall not define separate buildings.

(Ord. 2523 § 1, 2004; Ord. 2377 § 17, 2001).

16.04.140 Section 1018.2 amended– Number of exits.

Section 1018.2 of the International Building Code is amended in part to read as follows:

(a) Number of Exits. Every building or usable portion thereof shall have at least one (1) exit, and shall have not less than two (2) exits where required by Table No. 1018.2.

In all occupancies, floors, balconies and mezzanines above the main story having an occupant load of more than ten (10) shall have not less than two (2) exits.

Each mezzanine used for storage purposes, if greater than 2,000 square feet or more than 60 feet in any dimension, shall have not less than two (2) stairways to an adjacent floor.

All remaining portions of Section 1018 shall remain unamended.

(Ord. 2523 § 1, 2004; Ord. 1375 § 9, 1984; Ord. 852 § 15, 1975).

16.04.160 Requirements for moved buildings.

The term “moved building” shall mean any structure designed for human occupancy that is moved horizontally or vertically for 10 feet or more when either the original site or its new site is located within the city of Marysville; it does not mean factory-built housing which is being moved into the city directly from the factory, or mobile/manufactured homes. In addition to all requirements of the International Building and Residential Codes, the following provisions shall apply to moved buildings:

(1) Before any building shall be moved into or within the city of Marysville, a moving permit shall be obtained from the city building official. The fee for said permit shall be the minimum building permit fee specified in the International Building and Residential Codes, plus the state surcharge. The application for the moving permit shall state the proposed moving date, the proposed moving route and the location of the new site for the building. A moving permit shall be issued only upon approval by both the building official and the street superintendent;

(2) No building shall be moved to or stored upon any site in the city of Marysville which is not a location approved in a moving permit issued by the city;

(3) Within 10 days after a building is moved to a new site in the city of Marysville, the owner shall apply for a building permit to place it on a permanent foundation and to bring it into compliance with the International Building and Residential Codes;

(4) Within 180 days after a building is moved to a new site within the city of Marysville, it shall be brought into full compliance with all applicable city codes and be ready for final approval by the building official. In hardship cases involving unforeseen circumstances, the building official shall be authorized to extend this time period for up to 60 additional days. (Ord. 2523 § 1, 2004; Ord. 1559, 1987).

Section 2. **Marysville Municipal Code Chapter 16.08 is amended to read as follows.**

Chapter 16.08
PLUMBING CODE

Sections:

16.08.010 Adoption.

16.08.015 Subsequent amendments.

16.08.075 Table 1-A adopted – Schedule of fees and refunds.

16.08.080 Section 20.14 amended – Board of plumber appeals.

16.08.120 Section 20.17 added – Appendices.

16.08.130 Water conservation performance standards.

16.08.140 Pressure-regulating valves.

16.08.010 Adoption.

A certain document, not less than one copy of which is on file in the office of the building official of the city of Marysville, being marked and designated as the "Uniform Plumbing Code, 2006 Edition" published by the International Code Council, and appendices thereto, are adopted as the plumbing code of the city of Marysville for regulating the installation, removal, alteration or repair of plumbing and drainage systems and fixtures and water heating and treating equipment. Each and every one of the regulations, provisions, conditions and terms of the code are incorporated and made a part of this chapter as if fully set forth in this chapter. (Ord. 2523 § 2, 2004; Ord. 2204 § 4, 1998; Ord. 2062 § 5, 1996; Ord. 1948 § 5, 1993; Ord. 1372 § 1, 1984; Ord. 1077 § 1, 1979; Ord. 853 § 1, 1975).

16.08.015 Subsequent amendments.

All amendments or supplements to the Uniform Plumbing Code which are hereinafter adopted by the International Code Council and by the state of Washington as a part of the State Building Code, Chapters 51-56 and 51-57 WAC, shall become a part of this code in all respects insofar as it is applied and enforced within the jurisdictional boundaries of the city of Marysville. (Ord. 2523 § 2, 2004; Ord. 853 § 2, 1975).

16.08.075 Table 1-A adopted– Schedule of fees and refunds.

The schedule of fees specified in Table 1-A entitled "Plumbing Permit Fees" is hereby adopted.

Section 103.4.5 amended – Refunds.

The building official may authorize refunding of not more than 70 (70%) percent of the plan review or permit fee paid when no review or work has been done. The building official shall not authorize refunding of any fee paid except on written application filed by the original permittee not later than 90 days after the date of the fee payment.

(Ord. 2523 § 2, 2004; Ord. 2204 § 6, 1998; Ord. 1948 § 7, 1993; Ord. 1719, 1989).

16.08.080 Section 20.14 amended– Board of plumber appeals.

Appeals from any ruling made under this chapter may be made to the building code board of appeal. Procedural rules concerning appeals shall be as provided in the building code.

(Ord. 2523 § 2, 2004; Ord. 853 § 5, 1975).

16.08.120 Section 20.17 added– Appendices.

There is added to the administration chapter of the Uniform Plumbing Code a new Section 20.17, which shall read as follows:

20.17 Appendices. All appendices of the 2006 Edition of the Uniform Plumbing Code are incorporated by reference and made a part of this chapter.

(Ord. 2523 § 2, 2004; Ord. 1948 § 8, 1993; Ord. 1476 § 2, 1986; Ord. 1372 § 5, 1984; Ord. 1077 § 7, 1979; Ord. 853 § 9, 1975).

16.08.130 Water conservation performance standards.

The water conservation performance standards specified in RCW 19.27.170, and the rules for the implementation of the same adopted by the State Building Code Council in WAC 51-18, and any and all amendments or supplements to the same, are hereby adopted by reference as part of the plumbing code of the city of Marysville.

(Ord. 1807 § 2, 1990).

16.08.140 Pressure-regulating valves.

Where static water service pressure exceeds 80 pounds per square inch, a pressure-regulating valve shall be installed and maintained in the consumer's piping between the meter and the first point of water use, and set at not more than 50 pounds per square inch when measured at the highest fixture in the structure served. This requirement may be waived if the consumer presents evidence satisfactory to the city that excessive pressure has been considered in the design of water-using devices and that no water will be wasted as a result of high pressure operation. (Ord. 2523 § 2, 2004; Ord. 1807 § 2, 1990).

<u>Section 3.</u> Marysville Municipal Code Chapter 16.12 is amended to read as follows:

Chapter 16.12
NATIONAL ELECTRICAL CODE

Sections:

16.12.010 Adoption.

16.12.015 Subsequent amendments. Amendments Made in National Electrical Code.

16.12.020 Table 1- A adopted – Schedule of fees and refunds.

16.12.030 Amendments – Administrative Chapter

16.12.050 Code Amendments, General Provisions.

16.12.060 Prohibited Cables.

16.12.070 Violations and Penalties.

16.12.100 Board of electrical appeals.

16.12.120 Appendices.

16.12.010 Adoption.

National Electrical Code Adopted. The 2005 National Electrical Code, published by the National Fire Protection Association 2004 edition the Department of Labor and Industries Rules and Regulations for installing electrical wires and equipment and Administrative Rules (Chapter 19.28 RCW), and the Department of Labor and Industries Electrical Installation Law (Chapter~~s~~ 296-46), as adopted by the state of Washington, are hereby adopted by reference except as such portions as are hereinafter deleted, amended or specified and incorporated herein as fully as if set out at length herein, collectively herein referred to as the "code" unless specifically provided otherwise.

16.12.015 Amendments Made in National Electrical Code.

Subsequent amendments.
All amendments or supplements to the National Electrical Code adopted by the NFPA National Fire Protection Association and by the state of Washington as part of the State Building Code shall become a part of this code in all respects insofar as it is applied and enforced within the jurisdictional boundaries of the city of Marysville.

16.12.020 Table 1 A adopted – Schedule of fees and refunds.
The schedule of fees specified in Table 1- A entitled "Electrical Permit Fees" is hereby adopted.

The building official may authorize refunding of not more than 70 (70%) per cent of the plan review or permit fee paid when no review or work has been done. The building official shall not authorize refunding of any fee paid except on written application filed by the original permittee not later than 90 days after the date of the fee payment.

16.12.030 Amendments – Administrative Chapter
There is added to the administration chapter of the **National Electrical** Code a new Section which shall read as follows:

1. EXISTING BUILDINGS. Buildings or structures to which additions, alterations or repairs are made to electrical system, including any and all electrical wires, services, equipment and apparatus shall comply with all the requirements for new work in buildings and structures as set forth in this Code except as specifically provided for in this section.

(a) In the event of unsafe or hazardous wiring, Section 11 shall take precedence.

2. MAINTENANCE. All electrical wires, equipment and apparatus shall be maintained in a safe condition. All devices and safeguards which are required by this Code in a building, sign or structure when erected, altered or repaired shall be maintained in a safe and good working order. The owner or his agent shall be responsible for the maintenance of all such electrical wiring, equipment and apparatus.

3. MOVED BUILDINGS. All electrical wires, equipment, or apparatus within or on, or attached thereto, which are moved within or into the City shall comply with the provisions of this Code and all other applicable laws, codes and ordinances.

4. ADMINISTRATIVE AUTHORITY AND ASSISTANTS. The Building Official is hereby authorized and directed to enforce all the provisions of this Code. For such purpose he/she shall have the powers of a police officer. In accordance with procedure and with the approval of the chief appointing authority of the City, the Building Official may appoint such number of officers, inspectors and assistants and other employees as may be necessary to carry out the functions of this Code.

5. RIGHT-OF-ENTRY. Whenever necessary to make an inspection to enforce any of the provisions of this Code, or whenever the Building Official or his/her authorized representative has reasonable cause to believe that there exists in any building or upon any premises any condition or code violation which makes such building or premises unsafe, dangerous or hazardous, the Building Official or his/her authorized representative may eater such building or premises at all reasonable times to inspect the same or to perform any duty imposed upon the Building Official by this Code, provided that if such building or premises be occupied, he/she shall first present proper credentials and request entry; and if such building or premises be unoccupied, he shall first make a reasonable effort to locate the owner or other persons having charge or control of the building or premises and request entry. If such entry is refused, the Building Official or his/her authorized representative shall have recourse to every remedy provided by law to secure entry.

When the Building Official or his/her authorized representative shall have first obtained a proper inspection warrant or other remedy provided by law to secure entry, no owner or occupant or any other persons having charge, care or control of any building or premises shall fail or neglect, after proper request is made as herein provided, to promptly permit entry therein by the Building Official or his/her authorized representative for the purpose of inspection and examination pursuant to this Code.

6. STOP ORDERS. Whenever any work is being done contrary to the provisions of this Code, the Building Official may order the work stopped by notice in writing served on any persons engaged in doing or causing such work to be done and any such persons shall forthwith stop such work until authorized by the Building Official to proceed with the work.

7. LIABILITY. The Building Official or any employee charged with the enforcement of this Code, acting in good faith and without malice for the City in the discharge of his/her duties, shall not thereby render himself liable personally and he is hereby relieved from all personal liability for any damage that may accrue to person or property as a result of any act required or by reason of any act or omission in the discharge of his/her duties. Any suit brought against the Building Official or employee, because of such act or omission performed by him/her in the enforcement of any provisions of this Code, shall be defended by the legal department of the City until final

termination of the proceedings. This code is one of general application and nothing herein is intended to create liability or cause action running in favor of individual members of the public.

8. UNSAFE CONDITIONS. All electrical wires, equipment and apparatus which are unsafe or not provided with adequate safeguards, or which constitute a fire hazard, or are otherwise dangerous to human life, or which in relation to existing use constitute a hazard to safety or health, or public welfare by reason of inadequate maintenance, obsolescence, fire hazard, disaster damage, or abandonment, as specified in this Code or any other effective ordinance arm for the purpose of this section, considered unsafe conditions. All such unsafe conditions are hereby declared to be public nuisances and the owner or his agent must abate by repair, rehabilitation, demolition, or removal in accordance with this Code or by any other procedures provided by law.

9. VIOLATION. It shall be unlawful for any person, firm, or corporation to install, alter or extend any electrical equipment in the City, or cause the same to be done, contrary to or in violation of any of the provisions of this Code.

10. PERMITS AND INSPECTIONS.

(a) Permits required: No person, firm or corporation shall install, alter, replace or extend any electrical work or equipment except replacement of kind or as provided for in Section 11, "Work Started Without a Permit," without first obtaining a separate electrical permit for each installation, alteration, replacement or extension from the Building.

(b) Application: To obtain a permit the applicant shall first file an application therefore in writing on a form furnished for that purpose. Every such application shall:

(1) Identify and describe the work to be covered by the permit for which application is made;

(2) Describe the land on which the proposed work is to be done, by house and street address;

(3) Indicate the use or occupancy for which the proposed work is intended;

(4) Be accompanied by plans and specifications as required in Subsection (d) of this section;

(5) State the valuation of the proposed work;

(6) Be signed by the permittee;

(7) Give such other information as reasonably may be required by the Building Official.

(c) To Whom Permits May Be Issued: A permit may be issued to anyone as permitted by Chapter 19.28 RCW.

(d) Plans and Specifications: With each application for a permit, and when required by the Building Official for enforcement of any provisions of this Code, two sets of plans, service diagrams, specifications, and other information deemed necessary by the Building Official, shall be submitted. The Building Official may require plans and specifications to be prepared and designed by an electrical engineer or electrical contractor licensed by the State to practice as such. The plans shall be drawn upon substantial paper or cloth and shall be of sufficient clarity to indicate the nature and extent of the work proposed and show in detail that it will conform to the provisions of this Code and all other relevant laws, ordinances, rules and regulations.

(e) Plan Checking: The application, plans and specifications filed by the applicant for a permit shall be checked by the Building Official. If the Building Official is satisfied that the work described in an application for a permit and the plans filed therewith conform to the requirements of this Code and other pertinent laws and ordinances and that the fee specified in Section 11 has been paid, he may issue a permit therefore to the applicant.

(f) Validity: The issuance or granting of a permit or approval of plans and specifications shall not be construed to be a permit for, or an approval of, any violation of any of the provisions of the Code or any other law or regulation. No permit presuming to give authority to violate or cancel the provisions of this Code shall be valid, except insofar as the work which it authorized is lawful.

The issuance of a permit based upon plans and specifications shall not prevent the Building Official from thereafter requiring the correction of errors in said plans and specifications or from preventing work being carried on thereunder when in violation of the Code or of any other ordinance of the City.

(g) Suspension or Revocation: The Building Official may, in writing, suspend or revoke a permit issued under provisions of this Code whenever the permit is issued in error or on the basis of incorrect information supplied, or in violation of any ordinance or regulation or any of the provisions of this Code.

(h) Inspections:

(1) All construction, work and equipment, for which a permit is required by this Code shall be subject to inspections by the Building Official to insure compliance with this Code.

(2) That portion of any construction, work and equipment intended to be concealed shall not be concealed until inspected and approved.

(3) Neither the City not the Building Official nor his duly appointed assistant shall be liable for any expense entailed in the removal or replacement of any material required to allow an inspection.

(4) The Building Official may require that every request for inspection be filed at least one day before such inspection is desired.

11. ELECTRICAL PERMIT FEES. A fee for each electrical permit shall be paid to the Building Official as set forth in Table 1-A Electrical Fees.

12. VIOLATION CITATION — ORDER. Notwithstanding any language in this Code, in the event a time period is established in: (1) a violation citation issued by a Code Compliance Officer or the Building Official, or his or her designee, or (2) an order issued by the Violations Hearing Examiner, said time period shall supersede the time period provided by this Code.

16.12.050: Code amendments, General provisions:

Each of the codes and regulations adopted by reference in Section 16.05.020 of this chapter is hereby amended by the addition of the following:

It is expressly the purpose of this Code to provide for and promote the health, safety and welfare of the general public, and not to create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by the terms of this Code.

It is the specific intent of this Code to place the obligation of complying with these regulations upon the permit applicant and any person owning or controlling any building or structure within its scope and no provision nor any term used in this Code is intended to impose any duty whatsoever upon the City or any of its officers, employees or agents, for whom the implementation or enforcement of this Code shall be discretionary and not mandatory.

Nothing contained in this Code is intended to be nor shall be construed to create or form the basis for any liability on the part of the City or its officers, employees or agents, for any injury or damage resulting from the failure of a building to comply with the provisions of this Code, or by reason or in consequence of any inspection, notice, order, certificate, permission or approval authorized or issued or done in connection with the implementation or enforcement of this Code, or by reason of any action or inaction on the part of the City related in any manner to the implementation or the enforcement of this Code by its officers, employees or agents.

Notwithstanding any language in this Code, it is not the intent of the Code to create a duty and/or cause of action running to any individual or identifiable person but rather any duty is intended to run only to the general public.

16.12.060: Prohibited cables:

WAC 296-46-155 of the Department of Labor and Industries Rules and Regulations for installing electric wires and equipment and administrative rules as herein adopted is hereby amended by adding the following:

Regardless of any other provisions in this chapter, NM, NMS, NMC, SE, and USE cable shall not be allowed in non-dwelling occupancies. For the purpose of these section motels, hotels, and the facilities listed in tables 1 and 2 (WAC 296) are not considered to be dwelling occupancies. Family child daycare homes are exempt from this section.

16.12.070: Violations and Penalties:

Each of the codes and regulations adopted in this chapter is hereby amended by the addition of the following:

Violations and Penalties.

1. A violation or the provisions of this Code shall be subject to the City's Civil Enforcement Procedures as set forth in Title 4 MMC and any person, firm or corporation who violates any provision of this Code shall be subject to said enforcement procedures. Provided, however, notwithstanding language to the contrary, any violation citation issued concerning a violation of this Code shall be issued by the Building Official or his/her designee

2. Any person, firm or corporation who violates any provision of this Code shall be deemed guilty of a misdemeanor, and each such person, firm or corporation shall be deemed guilty of a separate offense for each and every day or portion thereof during which any violation of any of the provisions of this Code is committed, continued or permitted, and upon conviction of any such violation such person firm or corporation shall be punishable by a fine nor to exceed one thousand dollars, or imprisonment in jail not to exceed ninety days, or by both such fine and imprisonment.

3. The enforcement provisions and procedures provided in this Code are not exclusive and the City if authorized to pursue any remedy it deems appropriate or as otherwise provided by law.

4. The issuance or granting of a permit or approval of plans and/specifications shall not be deemed or construed to be a permit for, or an approval of, any violation of any of the provisions of this Code or any other law or regulation. No permit presuming to give authority to violate or cancel the provisions of this Code shall be valid, except insofar as the work or use, which it authorized, is lawful.

5. The issuance or granting of a permit or approval of plans and/or specifications shall not prevent the Building official or designee from thereafter requiring the correction of errors in said plans and/or specifications or from preventing construction operation

being carried on thereunder when in violation of this Code or of any other ordinance, law or regulations or from revoking any certificate of approval when issued in error.

16.12.100 Board of Electrical appeals.

Appeals from any ruling made under this chapter may be made to the building code board of appeal. Procedural rules concerning appeals shall be as provided in the building code.

16.12.200 Appendices.
Annex chapters can be used for reference information or alternate purposes.

Section 4. Marysville Municipal Code Chapter 16.28 is amended to read as follows.

Chapter 16.28
MECHANICAL CODE

Sections:

16.28.010 Adoption by reference.

16.28.015 Fee schedule adopted and refunds.

16.28.020 Subsequent amendments.

16.28.035 Solid-fuel-burning appliances.

16.28.040 Penalty for violation.

16.28.045 Appeals.

16.28.010 Adoption by reference.

A certain document, not less than one copy of which is filed in the office of the building official of the city of Marysville, being marked and designated as the "International Mechanical Code, 2006 Edition," and appendices Chapter A thereto, published by the International Code Council, and the International Fuel Gas Code, 2006 Edition, is adopted as the mechanical code of the city of Marysville for regulating the installation and maintenance of heating, ventilating, cooling and refrigeration systems, providing for the issuance of permits and the collection of fees therefor, and providing penalties for the violation thereof. Each and all of the regulations, provisions, penalties, conditions and terms of said code are incorporated and made a part of this chapter as if fully set forth

herein. (Ord. 2523 § 3, 2004; Ord. 2204 § 5, 1998; Ord. 2062 § 7, 1996; Ord. 1948 § 14, 1993; Ord. 1477 § 1, 1986; Ord. 1374 § 1, 1984; Ord. 1080 § 1, 1979; Ord. 849 § 1, 1975).

16.28.015 Fee schedule adopted and refunds.

Sections 106.5.2 and 2006 IMC Table 1-A of the International Mechanical Code, "Mechanical Permit Fees," is hereby adopted.

Section 106.5 Fee funds amended – Refunds:

The building official may authorize refunding of not more than 70 (70%) percent of the plan review or permit fee paid when no review or work has been done. The building official shall not authorize refunding of any fee paid except on written application filed by the original permittee not later than 90 days after the date of the fee payment.

(Ord. 2523 § 3, 2004).

16.28.020 Subsequent amendments.

All amendments or supplements to the International Mechanical Code or the appendices Chapter A thereto hereinafter adopted by the International Code Council shall become a part of the code in all respects insofar as it is applied and enforced within the jurisdictional boundaries of the city of Marysville. (Ord. 2523 § 3, 2004; Ord. 1080 § 2, 1979; Ord. 849 § 2, 1975).

16.28.035 Solid-fuel-burning appliances.

No used solid-fuel-burning appliances shall be installed in new or existing buildings unless such device is United States Environmental Protection Agency certified, including pellet stoves. (Ord. 2523 § 3, 2004; Ord. 1374 § 2, 1984; Ord. 1189, 1981).

16.28.040 Penalty for violation.

Any person willfully violating or failing to comply with any of the provisions of this chapter shall, upon conviction, be punished according to the provisions set forth in MMC 1.01.080. (Ord. 2523 § 3, 2004; Ord. 731 § 3, 1971).

16.28.045 Appeals

Appeals from any ruling made under this chapter may be made to the building code board of appeal. Procedural rules concerning appeals shall be as provided in the building code.

Section 5. Severability.

If any word, phrase, sentence, provision, or portion of this ordinance is declared to be invalid or unenforceable, it shall not affect validity or enforceability of the remaining words, phrases, sentences, provisions or portions of this ordinance.

PASSED by the City Council and APPROVED by the Mayor this _____ day of _____, 2007.

CITY OF MARYSVILLE

By_____
DENNIS L. KENDALL, MAYOR

ATTEST:

By_____
TRACY JEFFRIES, CITY CLERK

Approved as to form:

By_____
GRANT K. WEED CITY ATTORNEY

Date of Publication: _____

Effective Date (5 days after publication): _____

TABLE 1-A INTERNATIONAL BUILDING and RESIDENTIAL CODE

Table 1-A – Building Permit Fees

The fees for building permits are per Table No. 1-A of the 2006 IBC/IRC, as adopted by the City Council, and are based on the valuation of the work being performed.

Total Valuation	Fee
$1.00 to $500.00	$30.00 for base fee.
$501.00 to $2,000.00	$30.00 for the first $500.00 plus $3.05 for each additional $100.00 or fraction thereof, to and including $2,000.00
$2,001.00 to $25,000.00	$69.25 for the first $2,000.00 plus $14.00 for each additional $1,000.00 or fraction thereof, to and including $25,000.00
$25,001.00 to $50,000.00	$391.25 for the first $25,000.00 plus $10.10 for each additional $1,000.00 or fraction thereof, to and including $50,000.00
$50,001.00 to $100,000.00	$643.75 for the first $50,000.00 plus $7.00 for each additional $1,000.00 or fraction thereof, to and including $100,000.00
$100,001.00 to $500,000.00	$993.75 for the first $100,000.00 plus $5.60 for each additional $1,000.00 or fraction thereof, to and including $500,000.00
$500,001.00 to $1,000,000.00	$3,233.75 for the first $500,000.00 plus $4.75 for each additional $1,000.00 or fraction thereof, to and including $1,000,000.00
$1,000,000.00 and up	$5,608.75 for the first $1,000,000.00 plus $3.65 for each additional $1,000.00 or fraction thereof.

1. A Plan Review Fees (paid at the time of submitting plans) equal to 65% of the building permit fees
   B Re-Inspection Fees for called inspections when access is not provided or work is not ready: $75.00 under IBC/IRC Section 108
   C Revision Fees for additional plan review or inspections when the work authorized by permit changes: $75.00 per Table 1-A under IBC/IRC Section 108 (minimum charge – one hour)
   D Inspections for which no fee is specifically indicated: $75.00 per hour * (minimum charge – one hour)

2. Building valuation shall be based on the building valuation data sheet contained within each year's May issue of the "Building Safety Journal" magazine published by the International Code Council (ICC) including the Cost Modifier of 1.09, on file with the City Building Official.

3. Decks, carports (open on three-sides), ramps, unheated sunrooms, cover porches and stairs are assessed at $15.00 per square foot per submittal.
4. Unfinished basements (no heat, insulation and/or sheetrock) are assessed at $40.00 per square foot.
5 . Single wide mobile homes $200.00, Double wide $300.00 for permit base fee.
6. State Building Code Council surcharge fee $4.50 per building permit, plus $2.00 each dwelling unit.
7. For miscellaneous applications, plans reviews and permits including expired applications and permits for which no fee is specified fee will be at a rate of $75 dollars per hour with a minimum fee of one hour at $75. *

*Or the total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages and fringe benefits of the employees involved.

GRADING PLAN REVIEW FEES

50 cubic yard (38.2 m³) or less, when located in a designated critical area……...$ 100.00
51 to 100 cubic yards (40 m³ to 76.5 m³)…….....$ 120.00
101 to 1,000 cubic yards (77.2 m³ to 764.6 m³)……$ 160.00
1,001 to 10,000 cubic yards (765.3 m³ to 7645.5 m³)……$ 200.00
10,001 to 100,000 cubic yards (7646.3 m³ to 76 455m³) $ 300.00 for the first 10,000 cubic yards (7645.5 m³), plus $40.00 for each additional 10,000 yards (7645.5 m³) or fraction thereof.
100,001 to 200,000 cubic yards (76 456 m³ to 152 911 m³) $ 400.00 for the first 100,000 cubic yards (76 455 m³), plus $60.00 for each additional 10,000 cubic yards (7645.5m³) or fraction thereof.
200,001 cubic yards (152 912 m³) or more - $500.00 for the first 200,000 cubic yards (152911 m³), plus $100.00 for each additional 10,000 cubic yards (7645.5 m³) or fraction thereof.
Other Fees: 1. Additional plan review required by changes, additions or revisions to approved plans…….$75.00 per hour* (minimum charge – one-hour) 2. Clearing plan review as specified under M.M.C. 19.28.020 or M.M.C.16.04…….$75.00 per hour* (minimum charge – one-hour)

*****Or the total hourly cost to the jurisdiction, whichever is greatest. This cost shall include supervision, overhead, equipment, hourly wage and fringe benefits of the employees involved.
For miscellaneous applications, plans reviews and permits including expired applications and permits for which no fee is specified fee will be at a rate of $75 dollars per hour with a minimum fee of one hour at $75.*

GRADING PERMIT FEES

Base permit fee……..……$ 100.00
50 cubic yard (38.2 m³) or less, when located in a designated critical area…….....$ 120.00
51 to 100 cubic yards (40 m³ to 76.5 m³)……$ 160.00
101 to 1,000 cubic yards (77.2 m³ to 764.6 m³)--$200.00 for the first 100 cubic yards (76.5 m³) plus $20.00 for each additional 100 cubic yards (76.5 m³) of a fraction thereof.
1,001 to 10,000 cubic yards (765.3 m³ to 7645.5 m³)--$300.00 for the first 1,000 cubic yards (764.6 m³), plus $40.00 for each additional 1,000 cubic yards (764.6 m³) or fraction thereof.
10,001 to 100,000 cubic yards (7646.3 m³ to 76 455m³) -- $500.00 for the first 10,000 cubic yards (7645.5 m³), plus $60.00 for each additional 10,000 yards (7645.5 m³) or fraction thereof.
100,001 cubic yards (76 456 m³) or more -- $600.00 for the first 100,000 cubic yards (76 455m³), plus $80.00 for each additional 10, 000 cubic yards (7645.5 m³) or fraction thereof.
Other Inspections and Fees: 1. Inspections outside of normal business hours (minimum charge – one hour)……$75.00 per hour * 2. Re-inspection fees assessed under provisions of UBC Section 108.8…….……$75.00 per hour* 3. Inspections for which no fee is specifically indicated (minimum charge – one-hour)……$75.00 per hour * 4. Clearing permit fees as specified under M.M.C. 19.28.020 or…….....$75.00 per hour*

*****Or the total hourly cost to the jurisdiction, whichever is greatest. This cost shall include supervision, overhead, equipment, hourly wage and fringe benefits of the employees involved.

For miscellaneous applications, plans reviews and permits including expired applications and permits for which no fee is specified fee will be at a rate of $75 dollars per hour with a minimum fee of one hour at $75.*

TABLE 1-A – PLUMBING PERMIT FEES

Permit Issuance

1. For issuing each permit $30.00
2. For issuing each supplemental permit…… $30.00

Unit Fee Schedule (in addition to items 1 and 2 above)

1. For each plumbing fixture on one trap or a set of fixtures on one trap (including water, drainage piping and backflow protection therefore)..... $15.00
2. For each grinder pump……..... $150.00
3. Rainwater systems – per drain (inside building)…….. ..... $15.00

4.** Water service connection: water line from meter to house or structure $50.00

5. For each private sewage disposal system ..... Approval Required from Health/Snohomish County
6. For each water heater and/or vent $15.00
7. For each gas-piping system of one to five outlets $15.00
8. For each additional gas piping system outlet, per outlet $15.00
9. For each industrial waste pretreatment interceptor including its trap and vent, except kitchen-type grease interceptors functioning as fixture traps $15.00
10. For each installation, alteration or repair of water piping and/or water treating equipment, each..... $15.00
11. For each repair or alteration of drainage or vent piping, each fixture $15.00
12. For each lawn sprinkler system on any one meter including backflow protection devices therefore..... $15.00
13. For atmospheric-type vacuum breakers not included in item 12: to 5..... $15.00
    over 5, each $15.00

14. For each backflow protective device other than atmospheric type vacuum breakers:

    2 inch (51 mm) diameter and smaller..... $15.00
    over 2 inch (51 mm) diameter..... $15.00

15. For each gray-water system $15.00
16. For initial installation and testing for a reclaimed water system $15.00
17. For each annual cross-connection testing of a reclaimed water system (excluding initial test)..... $15.00
18. For each medical gas piping system serving one to five inlet(s)/outlet(s) for a specific gas..... $30.00
19. For each additional medical gas inlet(s)/outlet(s) $30.00
20. For each fire sprinkler system including $.50 per head..... ..$50.00
21. For each industrial waste pretreatment grease interceptor including its trap and vent, and inspections..... $300.00

Other Inspections and Fees:

1. Inspections outside of normal business hours $75.00
2. Reinspection fee under Section 103.5.6 ..... $75.00
3. Inspections for which no fee is specifically indicated..... $75.00
4. Additional plan review required by changes, additions or revisions to approved plans (minimum charge – one-hour) ..... $ 75.00

5. Jurisdiction may issue permit fees from project valuation and/or the hourly cost to cover employee inspection time, whichever is greatest.

6. Typical plan review fees for plumbing work shall be equal to 25% of the total permit fee as set forth in Table 1-A and 103.4

7. For miscellaneous applications, plans reviews and permits including expired applications and permits for which no fee is specified fee will be at a rate of $75 dollars per hour with a minimum fee of one hour at $75.*

*****Or the total hourly cost to the jurisdiction, whichever is greatest. This cost shall include supervision, overhead, equipment, hourly wage and fringe benefits of the employees involved.

**This is required for any building application for which the plumbing system is altered and connecting to city sewer and water.

CITY OF MARYSVILLE

Table 1-A ELECTRICAL FEES
Effective July 1, 2007

RESIDENTIAL (Single Family 0r Duplex)	
New construction, addition or remodel. Additions and remodels based on size of project.	
Under 1000 square feet	**$100**
1001 to 2000 square feet	**$150**
2001 to 3000 square fee	**$200**
3001 square feet & over	**$250**
Garages and outbuildings (stand alone projects)	**$100**
Service/panel change or alteration	**$75**
Circuits added/altered without service change	
1 or 2 circuits	**$50**
3 or more circuits	**$75**
Meter/mast repair or alteration	**$75**
COMMERCIAL & MULTI-FAMILY (including fire alarm)	
Total valuation (time & materials)	
$250 or less	**$50**
$251 to $5,000	**$50 + 3% of cost over $250**
$5,001 to $50,000	**$175 + 1.5% of cost over $5,000**
$50,001 to $250,000	**$925 + .9% of cost over $50,000**
$250,001 to $1,000,000	**$3,175 + .7% of cost over $250,000**
$1,000,001 and above	**$10,000 + .4% of cost over $1,000,000**
COMMERCIAL LOW VOLTAGE/POWER LIMITED	
(Use the valuation schedule shown above for fire alarms)	
70 or less connections	**$50**
over 70 connections	**$50 + .50 per connection**
MISCELLANEOUS	
Temporary Service	**$50**
Manufactured/mobile home service (does not include out buildings)	**$75**

Signs	**$50**
Carnival	**$200**
Inspection of work done without permit	**$75**
Re-inspection fee (not ready, corrections not made)	**$75**
Plan review fee or inspection not specified elsewhere (1/2 hr. minimum)	**$ 75/hr**

2006 IMC

TABLE 1-A – MECHANICAL PERMIT FEES

Permit Issuance and Heaters

1. For the issuance of each mechanical permit …….....$30.00
2. For issuing each supplemental permit for which the original permit has not expired, been canceled or finaled $20.00

Unit Fee Schedule

(Note: The following do not include permit-issuance fee.)

1. **Furnaces**
   For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance, up to and including 100,000 Btu/h (29.3kW).....$20.00
   For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance over 100,000 Btu/h (29.3kW).....$20.00
   For the installation or relocation of each floor furnace, including vent.....$20.00
   For the installation or relocation of each suspended heater, recessed wall heater or floor-mounted unit heater.....$20.00
2. **Appliance Vents**
   For the installation, relocation or replacement of each appliance vent installed and not included in an appliance permit.....$20.00
3. **Repairs or Additions**
   For the repair of, alteration of, or addition to each heating appliance, refrigeration unit, cooling unit, absorption unit, or each heating, cooling, absorption or evaporative cooling system, including installation of controls regulated by the Mechanical Code.....$20.00
4. **Boilers, Compressors and Absorption Systems**
   For the installation or relocation of each boiler or compressor to and including 3 horsepower (10.6kW), or each absorption system to and including 100,000 Btu/h (29.3 kW).....$20.00
   For the installation or relocation of each boiler or compressor over three horsepower (10.6 kW) to and including 15 horsepower (52.7 kW), or each absorption system over 100,000 Btu/h (29.3 kW) to and including 500,000 Btu/h (146.6 kW).....$30.00
   For the installation or relocation of each boiler or compressor over 15 horsepower (52.7 kW) to and including 30 horsepower (105.5 kW), or each absorption system over 500,000 Btu/h (146.6 kW) to and including 1,000,000 Btu/h (293.1 kW).....$40.00
   For the installation or relocation of each boiler or compressor over 30 horsepower (105.5 kW) to and including 50 horsepower (176 kW), or each absorption system over 1,000,000 Btu/h (293.1 kW) to and including 1,750,000 Btu/h (512.9 kW).....$60.00
   For the installation or relocation of each boiler or compressor over 50 horsepower (176 kW), or each absorption system over 1,750,000 Btu/h (512.9 kW).....$90.00
5. **Air Handlers**
   For each air-handling unit to and including 10,000 cubic feet per minute (cfm) (4719 L/s), including ducts attached thereto $20.00
   Note: This fee does not apply to an air-handling unit which is a portion of a factory-assembled appliance, cooling unit, evaporative cooler or absorption unit for which a permit is required elsewhere in the Mechanical Code.
   For each air-handling unit over 10,000 cfm (4719 L/s).....$20.00
6. **Evaporative Coolers**
   For each evaporative cooler other than portable type $20.00
7. **Ventilation and Exhaust**
   For each ventilation fan connected to a single duct $20.00
   For each ventilation system which is not a portion of any heating or air-conditioning system authorized by a permit.....$20.00
   For the installation of each hood which is served by mechanical exhaust, including the ducts for such hood……...$ 20.00
8. **Incinerators** For the installation or relocation of each domestic-type incinerator $20.00
   For the installation or relocation of each commercial or industrial-type incinerators …….....$16.00
9. **Miscellaneous**
   For each appliance or piece of equipment regulated by the Mechanical Code but not classed in other appliance categories, or for which no other fee is listed in the table i.e.: fire/smoke dampers.....$20.00
   When Chapter 13 is applicable, permit fees for fuel gas piping shall be:
   Gas Piping System
   For each gas piping system of one to four outlets.....$20.00
   For each additional outlet exceeding four, each.....$10.00
   When Chapter 14 is applicable, permit fees for process piping shall be as follows:
   For each hazardous process piping system (HPP) of one to four outlets $10.00
   For each hazardous process piping system of five or more outlets, per outlet.....$10.00
   For each nonhazardous process piping system (NPP) of one to four outlets $10.00
   For each nonhazardous piping system of five or more outlets, per outlet.....$10.00

Other Inspections and Fees:

1. Inspections outside of normal business hours, per hour (minimum charge –two hours).....$75.00*
2. Reinspection fees assessed under provisions of Section 106.5.2, per inspection $75.00*
3. Inspections for which no fee is specifically indicated, per hour (minimum charge – one-hour)….. .....$75.00**
4. Additional plan review required by changes, additions or revisions to plans or to plans for which an initial review has been completed (minimum charge – one-hour) $75.00*

5. Jurisdiction may issue permit fees from project valuation and/or the hourly cost to cover employee inspection time, whichever is greatest.
6. Typical plan review fees for mechanical work shall be equal to 25% of the total permit fee as set forth in Table 1-A and 106.5.2.
7. *For miscellaneous applications, plans reviews and permits including expired applications and permits for which no fee is specified fee will be at a rate of $75 dollars per hour with a minimum fee of one hour at $75.

**Or the total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages and fringe benefits of the employees involved.

CITY OF MARYSVILLE

EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: October 22, 2007

AGENDA ITEM: Recovery Contract (Sewer) for KRG/WLM Marysville, LLC, Gateway	AGENDA SECTION:	
PREPARED BY: Deryl Taylor, Development Services Technician	AGENDA NUMBER:	
ATTACHMENTS: • Sewer Recovery Contract • Exhibit A – Vicinity Map • Exhibit B – Parcel Map • Exhibit C – Property/Cost Sheet	APPROVED BY:	
	MAYOR	CAO
BUDGET CODE:	AMOUNT:	

This Recovery Contract establishes a fair fee for latecomers benefiting from a 12" sewer main serving Gateway Plaza on 116th Street NE.
The recoverable amount of this Recovery Contract is $102,905.95.

RECOMMENDED ACTION: Public Works and Community Development staff recommends approval.
COUNCIL ACTION:

After Recording Return to:

CITY OF MARYSVILLE
1049 STATE AVENUE
MARYSVILLE, WA 98270

CITY OF MARYSVILLE
CONTRACT FOR RECOVERY OF UTILITY CONSTRUCTION COSTS
CONTRACT NO. _____

THIS AGREEMENT, entered into by and between the CITY OF MARYSVILLE, a municipal corporation of the State of Washington, hereinafter referred to as "City," and

Name	Address
KRG/WLM Marysville, LLC	**416 South 8th St, Suite 200** **Boise, ID 83701**

hereinafter referred to as "Developer."

W I T N E S S E T H:

WHEREAS, the Developer has constructed and installed a **sewer** (water, sewer, or storm drainage) system, including a(n) **12**-inch line and appurtenances situated as follows:

Approximately 1500 LF of 12" offsite sewer main located on the north side of 116th Street NE between 36th Drive and State Avenue.

WHEREAS, the Developer has conveyed said system by Bill of Sale to the City and the City has accepted ownership and maintenance of the same under its sole jurisdiction, subject to a one-year warranty by the Developer; and

WHEREAS, the parties desire to enter into a contract pursuant to Chapter 35.91 RCW providing for reimbursement to the Developer for its construction and installation costs by subsequent users of the system; NOW, THEREFORE,

IN CONSIDERATION of the covenants bargained for and given in exchange, the parties mutually agree as follows:

1. The Developer has furnished or shall furnish the City with an as-built drawing of the installation of the above-referenced system on mylar, 24" x 36" in size, together with receipted bills showing that all charges and expenses incurred in connection with the installation have been paid.

2. The Developer's costs for construction and installation of said utility lines and facilities, including engineering fees, were **$215,000.00**, which have been paid in full by the Developer.

3. The real property described below (or described in the exhibit attached hereto) is benefited by the installation of said utility lines, and is subject to the lien created by this Contract:

Eleven properties located in the SW Quarter of Section 9, Township 30 North, Range 5 East, W.M. Tax parcel #'s 300509-003-012-00, 300509-003-016-00, 300509-003-013-00, 300509-003-014-00, 006460-000-013-00, 300509-003-015-00, 300509-003-011-00, 006460-000-001-00, 300509-003-008-00, 300509-003-007-00, & 300509-003-004-00.

4. The proportionate share of the total cost of the utility lines which may be fairly attributed to serving and benefiting the above-described property, as a whole, rather than serving and benefiting the property of the Developer, is **$102,905.95**.

5. For a period not to exceed fifteen (15) years from the date of this agreement, the City agrees to require the owners of the above-described real estate who hereafter connect to the above-described utility system to pay a fair pro rata share of the cost referred to in paragraph 4 above. This fair pro-rata share shall be determined from the length of the street frontage of the property to be served, which is known as the "front footage charge." This, however, does not include any other capital improvement charges levied by the City, whether it be by square footage of the area served, and/or a flat fee. No property extending beyond the terminus of the above-described system, as of the date said system has been accepted by the City, shall be served by said system unless there is an extension from said terminus which is constructed and financed in accordance with state and local laws and ordinances.

6. The fair pro-rata share is hereby established to be **$76.51** per lineal foot of frontage.

7. No person, firm or corporation shall be granted a permit or be authorized by the City to connect to or use the above-described utility system during said fifteen-year period without first meeting the following conditions:

a. If the property is not within the City limits, the owner thereof must sign an annexation covenant as required by City ordinance.

b. Payment of all applicable connection charges, fees and assessments regularly imposed by City ordinance.

c. Payment of the recovery charge referred to in this Contract.

d. Compliance with all requirements for utility connections which are regularly imposed by City ordinance.

8. The City shall deduct a fee of $50.00 for each utility connection, said fee to be kept by the City to cover the cost of administering this Contract. The City shall then disburse the remaining balance which is collected for each connection to the Developer within thirty (30) days of receipt thereof. If the Developer shall hereafter assign its rights herein, the City shall be provided with a signed copy of such assignment by the Developer. The Developer hereby waives any claim which it or its successors or assigns may have if the City negligently fails to collect a reimbursement charge from a property owner connecting to the utility system.

9. At the end of the fifteen-year period, which shall commence upon the recording of this agreement, this agreement shall terminate in and of itself, notwithstanding that the full amount provided for herein may not have been recovered. Connection charges subsequent to the termination of this agreement shall be governed by ordinance of the City of Marysville, and all such charges shall be paid to the City for its use and benefit.

10. The provisions of this Contract shall not be construed as establishing the City as a public utility in the areas not already connected to the utility system; nor shall this Contract be construed as establishing express or implied rights for any property owner to connect to the City's utility system without first qualifying for such connection by compliance with all applicable City codes and ordinances.

11. The Developer agrees to hold the City harmless from any and all liability resulting from errors in the legal descriptions contained herein, and the City is relieved of all responsibility under this agreement for collecting on parcels not properly included in the legal descriptions set forth in Section 3 of this contract.

12. This Contract shall be recorded in the records of the Snohomish County Auditor, and it shall be binding upon the parties, their heirs, successors and assigns. The Developer agrees to reimburse the City for the recording fee and for all legal fees and other costs associated with the execution and recordation of the agreement.

ATTEST:

By: _____
CITY CLERK

THE CITY OF MARYSVILLE:

By: _____
MAYOR

APPROVED AS TO FORM:

By: _____
CITY ATTORNEY

DEVELOPER:

_____

John Kite
KRG/WLM Marysville, LLC

For Mayor:

STATE OF WASHINGTON)
) ss.
COUNTY OF SNOHOMISH)

I certify that I know or have satisfactory evidence that DENNIS L. KENDALL is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Mayor of the City of Marysville, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

DATED this _____ day of _____, 20____.

_____
_____
(Legibly print name of notary)
NOTARY PUBLIC in and for the State of
Washington, residing at _____
My commission expires _____

For Individual:

STATE OF WASHINGTON)
) ss.
COUNTY OF SNOHOMISH)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that _____ signed this instrument and acknowledged it to be _____ free and voluntary act for the uses and purposes mentioned in the instrument.

DATED this _____ day of _____, 20____.

_____
_____
(Legibly print name of notary)
NOTARY PUBLIC in and for the State of
Washington, residing at _____
My commission expires _____

For Representative or Company:

STATE OF WASHINGTON)
) ss.
COUNTY OF SNOHOMISH)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that _____ signed this instrument, on oath stated that _____ was authorized to execute the instrument and acknowledged it as the _____ of _____ to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

DATED this _____ day of _____, 20____.

_____
_____
(Legibly print name of notary)
NOTARY PUBLIC in and for the State of
Washington, residing at _____
My commission expires _____

Exhibit A - Vicinity Map

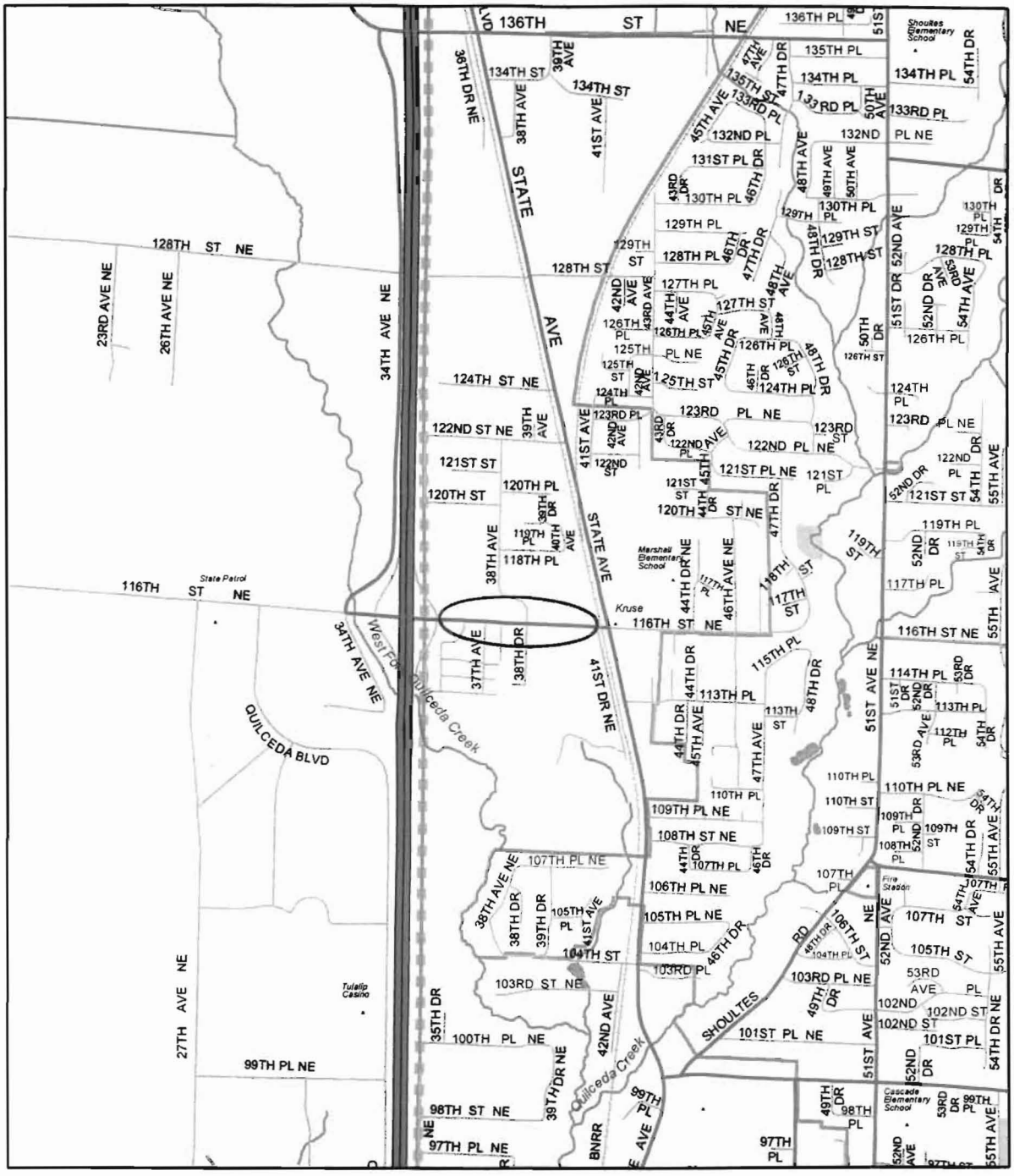

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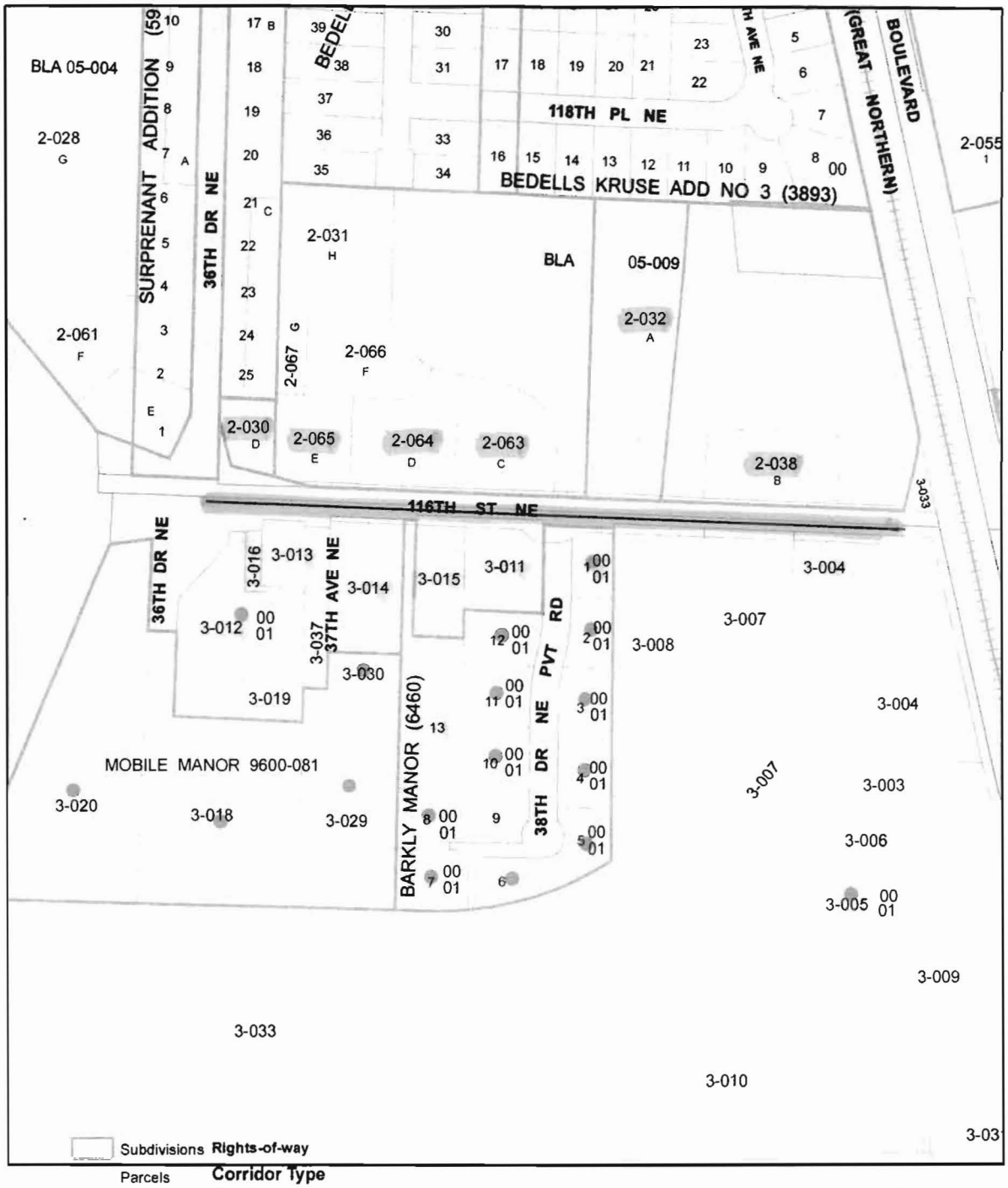
Exhibit B - Parcel Map



Subdivisions
Parcels
Lots

Rights-of-way

Corridor Type

Normal open right-of-way

Normal unopened right-of-way

City limits

Multiple account parcels

Developer's Property
Benefiting Property
Sewer Main

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Exhibit C – Property/Cost Sheet

Gateway Plaza Off-Site Sewer – KRG/WLM

	Owner/Address	Parcel	LF	Cost $76.51/lf	Date Paid
1	11520 37th Ave Campbell	300509-003-012-00	90	$6,885.90	
2	Vacant Land Hahms Corp	300509-003-016-00	35	$2,677.85	
3	3628 116th St Hahms Corp	300509-003-013-00	145	$11,093.95	
4	3710 116th St Ayers	300509-003-014-00	155	$11,859.05	
5	3718 116th St Barkly	006460-000-013-00	25	$1,912.75	
6	3724 116th St Barkly	300509-003-015-00	100	$7,651.00	
7	3806 116th St Barkly	300509-003-011-00	165	$12,624.15	
8	11517 38th Dr Barkly	006460-000-001-00	90	$6,885.90	
9	3908 116th St Tulalip Tribes	300509-003-008-00	195	$14,919.45	
10	Vacant Land Ross	300509-003-007-00	185	$14,154.35	
11	11432 41st Dr Belmark Ind	300509-003-004-00	160	$12,241.60	
	Recoverable Amount		1345	**$102,905.95**	
	Developer's Share			$112,094.05	
	Total Project Cost			$215,000.00	

Marysville Library Board Meeting
13 September 2007

Attending:
Board Members: Tom King, Sue Rasmussen, Margot Tipton
Tom Albright, Mike Wray
Sno-Isle Staff: Maggie Buckhotz
City Council Representative: Lee Phillips

Absent: Joe Shipp, Dorothy Stanton, Valerie Stevens

Minutes or previous meeting approved as submitted.

Reports
Maggie Buckholz: Tuesday at 7:00 p.m. all the computers went down for the entire library system. The problem was with the verizon line. They were out all day on Wednesday. The phone service worked fine and we did have DSL and wi-fi. It created a log-jam of work. We need to record all checked out books before they get checked in because some people change their minds and put books recently checked out in the return bin.

We are gearing up for fall programs. We will do Reading to Rover again. We hope to get a second dog after the first of the year.

Our teen program is really taking off. Laura has joined the Marysville Youth Coalition. We are working on developing community assests to help youth in our community. One of the particular goals is to help youth have a sense of community. We now have a teen advisory group. They want to create and give programs themselves rather than have programs created for them. They did the Harry Potter night and have some other ideas. The teens are planning a big gaming night with Guitar Hero, DDR and board games. Friends of the library is now funding much more pizza than they ever imagined. Local Pizza restaurants are also generous in their discouts.

We hope to have a WWII program around veterans day. This should follow nicely with Ken Burns PBS series. This is in conjunction with King county Libraries. Oral Histories of local veterans will be gathered.

Summer Reading is ending in a couple of more days. The kids get to chose a book for themselves and for St. Bernard Parish in New Orleans. The books being sent to Louisiana will be packaged up soon.

We had an HVAC unit go out. Graffiti has tapered off since school has started. The back of the building was blasted to clean the graffiti.

Tomorrow we will have 4 navy volunteers come and sweep-up and tidy the exterior of the building. The grounds have been in need of some detailed care. The concrete is stained and that does not help the general appearance. Jim suggested that we hire a concrete specialist to etch or clean or stain the concrete. That was not in the budget this year.

Sno-Isle Foundation Event in October will be held at the Snohomish Library. There will be an auction without the gala event. They are bringing in a performer named Stokely Toes who will tell humorous stories about Library work. They are asking for donations rather than an admission fee.

The Camano Island branch is doing very well. It is a very different library. They are making an effort to stock the best sellers. They don't give up their collection to be used in the hold system. Therefore there were Harry Potter books on the shelf at that Library. They are a popular browsing library. Their non-fiction section is very limited and will have rotating topics. There are many who have expressed interest in volunteering or being part of a "Friends" group. Homework help will be guidance to data bases.

Lee Phillips: City budgeting will begin soon. The city sponsored "Touch a Truck" and a summer jubilee.

Hotel Motel Fee applicants were all funded. The new Holiday Inn is expected to bring in 2 or 3 times as much income for this fund. In order to receive funding the proposed project should promote tourism.

FRIENDS:

Tom King is the new program chair.

Old Business Gellerson Bequest

Furniture: We have selected furnishings and are in the process of selecting fabrics. When the fabric is selected we can get a bid from the company we visited. The computer chairs have already been installed. Funding is coming from Gellerson Bequest and several other funding sources (Rotary, Friends....)

Art Project: A Web site with links from the Sno-Isle website was supposed to be up the first of September but is not yet up. We will be meeting Tuesday the 25th at 4:00 p.m. We hope to have the publicity ready by then so that we can distribute materials. Tom King will try to come to help get material distributed. Tom Albright also volunteered to help distribute publicity materials.

New Business

Maggie will bring a projection computer to meetings In the future so that we can see what is available from the website or from various data bases while in the meeting.

Officers will be chosen at the November meeting.

Security Issues - a camera for the parking lot has been discussed. Cameras have been successful at preventing vandalism etc… at the skate park. The costs of the camera are made up for the by the lessening need for clean-up, making it revenue neutral. Parents need to take more responsibility. Portland is keeping spray paint locked up. Kids don't like to ask so that seems to deter graffiti types of vandalism.
Maggie asked Lee to bring the need up when the budget issues are discussed

Next Meeting: 11 Oct 2007 Alana Stone plans to attend this meeting to exchange information about Sno-Isle and the Marysville Branch.

MARYSVILLE LIBRARY BOARD
Thursday October 11, 2007
4:00 pm

AGENDA

Call to order

Attendance:

- Board Members: Tom King, Sue Rasmussen, Dorothy Stanton, Margot Tipton, Tom Albright, Joe Shipp, Michael Wray
- Sno-Isle Staff: Maggie Buckholz, Valerie Stevens
- City Council Representative: Lee Phillips

Minutes of previous meeting: Approval (action)

Reports:

- Librarian (Maggie Buckholz)
- Sno-Isle (Valerie Stevens)
- City Council (Lee Phillips)
- Friends of the Library (Dorothy Stanton)
- Other

Old Business

- Furniture Project – Status Report (Rasmussen/Shipp)
- Art project Status Report (Margot Tipton)

New Business

-

Meeting Adjourned

Next Meeting Date:

- November 8, 2007