Marysville City Council Work Session

June 2, 2008 **7:00 p.m.** **City Hall**

Call to Order

Pledge of Allegiance

Roll Call

Committee Reports

Presentations

Discussion Items

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

1. Approval of May 27, 2008 City Council Meeting Minutes.

2. Approval of June 2, 2008 City Council Work Session Minutes.

Consent

3. Approval of May 28, 2008 Claims in the Amount of $321,483.76; Paid by Check No.'s 47658 through 47815 with no Check's Voided.

4. Approval of June 4, 2008 Claims.

5. Approval of June 5, 2008 Payroll.

Review Bids

6. Award Lake Goodwin Well and Disinfection Improvements Project to Stouder General Construction, LLC, in the Amount of $246,295.00.

Public Hearings

New Business

7. Supplemental Agreement No. 1 with HDR Engineering for the I-5 City Center Access Study Extending the Time for Completion to December 31, 2008.

8. Purchase Order No. F 5371 in the Amount of $76,314.50 to Purchase a New Dump Truck Cab and Chassis from Cascadia International, LLC.

9. Purchase Order No. F 5372 in the Amount of $38,647.70 to Purchase and Install a Dump Body from Northend Truck Equipment, Inc.

10. Assignment of Waterline Easement Agreement by Marysville Land, LLC.

Work Sessions are for City Council study and orientation – Public Input will be received at the June 9, 2008 City Council meeting.

11. Planning Commission's Recommendation of the Smokey Point Master Plan.

12. Interlocal Grant Agreement with the State of Washington, Office of the Secretary of State, Archives and Records Management Division Imaging Services.

Legal

Mayor's Business

Staff Business

Call on Councilmembers

Adjourn

Executive Session

A. Litigation

B. Personnel

C. Real Estate

Adjourn

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.

Call to Order/Pledge of Allegiance/Roll Call	7:00 p.m.
Approve absence of Jon Nehring.	Approved
Approval of Minutes	
Approve May 12, 2008 City Council Meeting Minutes.	Approved
Approve May 19, 2008 City Council Work Session Minutes.	Approved
Presentations	
Employee Service Awards	Presented
Consent Agenda	
Approve May 14, 2008 Claims in the Amount of $435,971.70; Paid by Check No.'s 46340 through 47500 with Check No.'s 45684, 46430 & 46765 Voided.	Approved
Approve May 21, 2008 Claims in the Amount of $635,272.90; Paid by Check no.'s 47501 through 47657 with Check No.'s 47256 & 47363 Voided.	Approved
Approval of May 20, 2008 Payroll in the Amount of $701,642.87; Paid by Check No.'s 19588 through 19674.	Approved
Authorize the Mayor to Sign the Amendment No. 1 to the Janitorial Services Contract Between the City of Marysville and Advantage Building Services in the Amount of $918.96 for a Total Amended Contract Price of $90,048.12.	Approved
Authorize the Mayor to Sign the One Year Professional Services Agreement with AmTest Laboratories, Inc. for Water Quality Testing, with an Added One Year Option for Renewal.	Approved
Authorize the Mayor to Sign the Youth Athletic Fund Grant Agreement with the Recreation and Conservation Office (RCO) Youth Athletic Fund Grant Account.	Approved
Approve the Strawberry Festival 2008 Master Permit Renewal.	Approved
Authorize the Mayor to Sign the Washington State Department of Transportation Developer/Local Agency Agreement for Improvements to SR531/27th Avenue NE with White Leasure for the Lakewood Pointe Development.	Approved
Approve a Planning Manager Position, Land Use Job Description and Placement on the Management Classification Grid at Range M-8.	Approved
Authorize the Mayor to Sign the Affidavit Amending a Contract with Tyler Technologies Removing the PostalSoft Module from the City's Support Contract.	Approved
Review Bids	
Award Jennings Park Parking Lot Overlay Project to Northwest Asphalt, Inc. in the Amount of $41,919.00 Dollars.	Approved
Public Hearings	
New Business	
Approve Independent Contractor and Lease Agreement with Jack and Malinda Perkins of Marysville for the Caretaker Position at Jennings Memorial Park.	Approved
Approve Independent Contractor and Lease Agreement with Matt and	Approved

Sabra Edgerton of Marysville for the Caretaker Position at Strawberry Fields Park.	
Adopt an Ordinance of the City of Marysville, Washington Amending Portions of Chapter 9.20 Fireworks of the Marysville Municipal Code Relating to RCW Updates, Penalties; and Providing for Severability.	Approved Ord. No. 2737
Legal	
Mayor's Business	
Staff Business	
Call on Councilmembers	
Adjournment	8:23 p.m.

COUNCIL MINUTES

Regular Meeting
May 27, 2008

Call to Order / Invocation / Pledge of Allegiance

Mayor Dennis Kendall called the May 27, 2008 regular meeting of the Marysville City Council to order at 7:00 p.m. at Marysville City Hall. The invocation was given by Pastor Steve Schertzinger from New Hope Community Church. Mayor Kendall led those present in the Pledge of Allegiance.

Roll Call

Chief Administrative Officer Mary Swenson gave the roll call. The following staff and councilmembers were in attendance.

Mayor:	Dennis Kendall
Council:	Councilmember Lee Phillips, Councilmember Carmen Rasmussen, Councilmember Jeff Seibert, Councilmember John Soriano, Councilmember Jeff Vaughan and Councilmember Donna Wright
Absent:	Councilmember Jon Nehring
Also Present:	Chief Administrative Officer Mary Swenson, Finance Director Sandy Langdon, Police Chief Rick Smith, Community Development Director Gloria Hirashima, City Engineer John Cowling, Parks and Recreation Director Jim Ballew, Commander Ralph Krusey, Community Information Officer Doug Buell, Public Works Operations Manager Terry Hawley, City Clerk Tracy Jeffries, and Recording Secretary Laurie Hugdahl

It was noted that Councilmember Nehring was out of town on business.

Motion made by Councilmember Seibert, seconded by Councilmember Wright, to excuse Councilmember Nehring from the meeting. **Motion** passed unanimously (6-0).

Committee Reports

Councilmember Carmen Rasmussen reported on the Marysville Parks and Recreation Board meeting on May 14. The following topics were discussed at the meeting:

- Marysville Dog Owners Group (M-DOG) gave a presentation on their non-profit organization. They will be using Poochapalooza event on July 12 as a fundraiser for their organization.
- Staff presented a design of an off-leash dog park for Strawberry Fields. Councilmember Rasmussen distributed a copy of the design for the Council to see. Staff has recommended that it be a temporary facility so that it can be removed and relocated if necessary. The Parks and Recreation Board unanimously voted to recommend to the City Council to accept that site as an off-leash dog park.
- The graffiti presentation that has been given to the middle schools was given to the board. She noted that there has actually been a dramatic drop in graffiti incidents in the City. She commended Councilmember Vaughan, Jim Ballew and the police department for the excellent work they have done and the apparent success they have had as a result of their presentations.
- Totem Middle School has indicated an interest in housing an after school athletic program like the one at Marysville Middle School. Staff gave a presentation about what would be required for this to happen. It would require a budget amendment for this year and a commitment for 2009. This appears to be a valuable program and will be researched further.
- There was a delay in hanging baskets due to weather conditions.
- 5/17 was Community Pride Day. Haggen's has offered to donate their excess plants to the City.
- Movies and Music in the Park brochures have been prepared.
- Volunteers are needed for the all-comers track meet in July.

Councilmember Jeff Seibert reported on the May 14 Snohomish County Solid Waste Advisory Committee meeting. The following topics were covered at the meeting:

- Updates from staff and SWAC members.
- Scale software fit test was completed and will be installed in June or July.
- Canola drying system at Cathcart will be started soon. They will be doing a per ton charge to cover costs.
- The tonnage of solid waste is down about 7%.
- There was a discussion of the cost of service study. This will be going to the County Council for June's budget proposal. There was a motion by the SWAC Committee to recommend that the County Council support and approve it.
- 5-year goals for the committee.
- Discussion of what services other cities and towns provide.
- Discussion and report on annual cleanup efforts.

Presentations

A. Employee Service Awards.

The following employees received service awards:

1. Jacki Goldman, Administrative Secretary, 20 Years.
2. Kenneth (Ken) Tyacke, Heavy Equipment Operator, 20 Years.
3. Richard (Dick) Higbee, Solid Waste Collector, 20 Years.

Audience Participation

Pauline Miller, Willow Run, 4900 80th Street NE, Marysville, WA, expressed concern about the lack of sidewalks on 80th St, especially for the elderly and those in wheelchairs. She requested sidewalks or some sort of protection for pedestrians.

Community Development Director Hirashima gave an update on this situation. She noted that staff had gone out to Willow Run to meet with residents there last week. City Engineer John Cowling said he and John Tatum met with the group residents to hear their concerns. One of the issues they brought up was storm drainage. He noted that this is already in the process of being addressed by the City. There will be an overlay on 80th this year and the City will see what can be done during that process with regard to adding a shoulder on that street.

Councilmember Seibert recalled from previous discussions that there was an issue with the right-of-way on this road. He noted that Jeff Massie is working for a grant for sidewalks on State Avenue and recommended incorporating 80th Street into that request for grant money.

Approval of Minutes

3. Approval of May 12, 2008 City Council Meeting Minutes.

Motion made by Councilmember Vaughan, seconded by Councilmember Seibert, to approve the May 12, 2008 City Council Meeting minutes as presented. **Motion** passed unanimously (6-0).

4. Approval of May 19, 2008 City Council Work Session Minutes.

Councilmember Rasmussen referred to the last page. She noted that *Mayor Kendall* should be replaced with *Mayor Pro Tem Seibert* on last page, under Adjournment, since Mayor Kendall was not at that meeting.

Motion made by Councilmember Vaughan, seconded by Councilmember Wright, to approve the May 19, 2008 Work Session minutes as corrected. **Motion** passed unanimously (6-0).

Consent Agenda

Motion made by Councilmember Wright, seconded by Councilmember Soriano to approve the following Consent Agenda items:

5. Approval of May 14, 2008 Claims in the Amount of $435,971.70; Paid by Check No.'s 46340 through 47500 with Check No.'s 45684, 46430 & 46765 Voided.

6. Approval of May 21, 2008 Claims in the Amount of $635,272.90; Paid by Check no.'s 47501 through 47657 with Check No.'s 47256 & 47363 Voided.

7. Approval of May 20, 2008 Payroll in the Amount of $701,642.87; Paid by Check No.'s 19588 through 19674.

9. Authorize the Mayor to Sign the Amendment No. 1 to the Janitorial Services Contract Between the City of Marysville and Advantage Building Services in the Amount of $918.96 for a Total Amended Contract Price of $90,048.12.

10. Authorize the Mayor to Sign the One Year Professional Services Agreement with AmTest Laboratories, Inc. for Water Quality Testing, with an Added One Year Option for Renewal.

11. Authorize the Mayor to Sign the Youth Athletic Fund Grant Agreement with the Recreation and Conservation Office (RCO) Youth Athletic Fund Grant Account.

12. Approval of the Strawberry Festival 2008 Master Permit Renewal.

13. Authorize the Mayor to Sign the Washington State Department of Transportation Developer/Local Agency Agreement for Improvements to SR531/27th Avenue NE with White Leasure for the Lakewood Pointe Development.

14. Approval of a Planning Manager Position, Land Use Job Description and Placement on the Management Classification Grid at Range M-8.

15. Authorize the Mayor to Sign the Affidavit Amending a Contract with Tyler Technologies Removing the PostalSoft Module from the City's Support Contract.

Motion passed unanimously (6-0) to approve Consent Agenda items 5, 6, 7, and 9-15.

Review Bids

8. Award Jennings Park Parking Lot Overlay Project to Northwest Asphalt, Inc. in the Amount of $41,919.00 Dollars.

Councilmember Soriano asked about the limits for work done on the small works roster. City Engineer John Cowling replied that a city of our size can go up to $50,000 worth of work if it is multi-skilled project or $30,000 if it is a single-skilled project. Councilmember Soriano asked if that would disqualify some of the bids that were over the $50,000 mark. City Attorney Grant Weed explained that if the engineer's estimate was over $50,000 they would not begin with the small works roster process. In this case, the engineer's estimate was below that. He explained that there were certain scenarios where it would be allowable to award a bid in excess of the engineer's estimate.

Motion made by Councilmember Rasmussen, seconded by Councilmember Soriano, to approve the bid for the Jennings Park Lot Overlay project to Northwest Asphalt Inc. in

the amount of $41,919 including Washington State Sales Tax and approve a management reserve of $4,000 for a total allocation of $45,919. **Motion** passed unanimously (6-0).

Public Hearings

None.

New Business

16. Independent Contractor and Lease Agreement with Jack and Malinda Perkins of Marysville for the Caretaker Position at Jennings Memorial Park.

Motion made by Councilmember Soriano, seconded by Councilmember Seibert, to authorize the Mayor to sign the Independent Contractor and Lease Agreement with Jack and Malinda Perkins of Marysville for the Caretaker position at Jennings Memorial Park. **Motion** passed unanimously (6-0).

17. Independent Contractor and Lease Agreement with Matt and Sabra Edgerton of Marysville for the Caretaker Position at Strawberry Fields Park.

Motion made by Councilmember Seibert, seconded by Councilmember Vaughan, to authorize the Mayor to sign the Independent Contractor and Lease Agreement with Matt and Sabra Edgerton of Marysville for the Caretaker position at Strawberry Fields Park. **Motion** passed unanimously (6-0).

18. An Ordinance of the City of Marysville, Washington Amending Portions of Chapter 9.20 Fireworks of the Marysville Municipal Code Relating to RCW Updates, Penalties; and Providing for Severability.

Doug Buell reviewed the flyer that they are anticipating distributing to the public. He also displayed the posters that they hang at fireworks stands. He explained that they could also do a press release and put information on the news channel and the website.

City Attorney Grant Weed discussed the revisions that have been made to this ordinance. Misdemeanor and gross misdemeanor penalties have been increased to the maximum of state statutes. A new subsection of the code allows the police department to cite a civil infraction of up to $500. Chief Smith stressed that their biggest concern is the safety of the residents. This addresses everything that needs to be addressed and gives his officers the tools they need.

Councilmember Rasmussen thanked Doug Buell for making the flyer and noted that “gross demeanor” should be corrected to “gross misdemeanor”.

Motion made by Councilmember Seibert, seconded by Councilmember Phillips, to adopt Ordinance 2737. **Motion** passed unanimously (6-0).

Legal

None.

Mayor's Business

Mayor Kendall requested three voting delegates for the AWC conference. Councilmembers Soriano, Phillips, and Rasmussen volunteered.

He had great time at the mall conference in Las Vegas.

The new school on 27th is being dedicated on Saturday morning at 11:00 a.m.

Staff Business

Doug Buell had no comments.

John Cowling gave updates on construction projects. 51st Avenue is under construction. There are no poles at 528 and 47th because of issues with obtaining steel.

Chief Smith thanked Grant Weed and his office for helping with the fireworks ordinance and thanks to Doug Buell for his work on the flyer.
He reported on the Washington Association of Sheriffs and Police Chiefs (WASPC) conference he attended last week. At the conference he heard lots of people talking about positive things that are going on in Marysville.

Jim Ballew:

- He announced that the LDS church will working on the phased renovation of Asbury Field.
- The first bus trip to the Mariners game is tonight.
- Get Moving is next weekend at the high school.
- Hanging baskets will be ready this week.
- This is the last week of soccer program. Nearly 900 kids were involved this year. He commended the work of Dave Hall.
- There has been a 50% reduction in graffiti recently. He was invited back to the middle school next week for their field day to reiterate what he had discussed.
- More copies of the Movies and Music guide are available if any local businesses want them.

Gloria Hirashima:

- The Qwuloolt meetings are continuing. Cheryl Dungan attends the monthly meetings. They are currently reviewing the modeling. Senator Cantwell is sending one of her staff members up to the site to review the project.
- WSDOT is continuing to move forward with SR 529 route projects. The City is working with them on the wetland impacts created by the bridge project on Ebey slough. The City's Shoreline Master Program puts emphasis on mitigating

wetland impacts within the slough area so staff is meeting with them to see if there is a potential to improve the shoreline of our site.
- Code Enforcement/Nuisance Code draft should be ready by July.
- Transportation Plan Update is underway. The Planning Commission has had one meeting on this and will have another on June 10. The city is seeking input regarding non-motorized improvements.
- Whiskey Ridge design guidelines will be going through the Planning Commission next month. Staff is continuing to work very closely with WSDOT on SR 92 improvements.

Sandy Langdon reported that there will be a second domain name beginning on Monday. (Marysville.wa.gov will be the new domain name)

Mary Swenson:
- She remarked that there are a lot of people using the bike lane on Grove Street. She commended the Council for getting that moving.
- She liked the Movies and Music brochures. The small size makes it especially handy.
- She discussed the large amount of development that is now occurring in Marysville.
- She noted that the conference center in Tulalip will be bigger than Lynnwood or Everett. This will make it appealing to groups that can not even consider the other two venues.
- She welcomed John Cowling to the meeting. She applauded the work he has been doing.

Grant Weed discussed the nuisance code. The revised code should address the issues that have become concerns. He stated that no executive session would be needed.

Call on Councilmembers

Jeff Vaughan:
- He asked the Mayor if he had received any information about the post office issue. Mayor Kendall had not. CAO Swenson indicated she would follow up with this.
- Councilmember Vaughan brought up the issues of “bikini” espresso stands that have become popular in other cities. Grant Weed explained that there are limits to how clothing and attire can be regulated. Vaughan suggested looking at issues related to L&I safety.

Donna Wright:
- She confirmed that there will be a public safety committee meeting tomorrow. She noted that it was not on the calendar.
- She attended the memorial service at the Naval Station Everett and thought it was very nice.
- She was impressed with the open house at 156th also.

John Soriano commented that the open house for the 156th Street overpass was well attended. There seems to be a lot of enthusiasm.

Lee Phillips thanked Jim Ballew for the brochures. He asked about the retreat dates. Mary Swenson indicated dates would be coming soon.

Carmen Rasmussen:

- She suggested having everyone submit their schedule conflicts to one central place to assist in finding a retreat date that will work.
- She attended the end of year assembly for the School of the Entrepreneur. She was impressed with what the students are accomplishing.
- With the high price of gas now, she is very pleased that she has the opportunity to stay in town to eat, shop, etc.

Jeff Seibert:

- He asked if the power poles on 80th are in the right of way. John Cowling indicated that is what they are looking at.
- Councilmember Seibert noted that there used to be a bus stop on 80th. He suggested looking at bringing that back. Mayor Kendall indicated he would look into that.
- He thanked Chief Smith for the response to the email regarding graffiti.
- The open house for the overcrossing was very good. He noted that WSDOT is going to bid for the final phase of 172nd street in the next month and are anticipating completion by the fall of 2010. The design there makes the best use of right-of-way.
- He asked about the date for the public works meeting. John Cowling indicated he would look into that and get back to Council.
- He recognized Donna Wright for her part in the improvements on Grove Street.
- He thanked Doug Buell for the flyer.
- He asked if they should RSVP for the Policemen's Award Dinner. Police Chief Smith indicated that they should email Mary Swenson.

Adjournment

Seeing no further business, Mayor Kendall adjourned the meeting at 8:23 p.m.

Approved this _____ day of _____, 2008.

_____	_____
Mayor	Asst. Admin. Svcs. Director
Dennis Kendall	Tracy Jeffries

CITY OF MARYSVILLE

EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: June 9, 2008

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 May 28, 2008 claims in the amount of $321,483.76 paid by Check No.'s 47658 through 47815.
COUNCIL ACTION:

CITY OF MARYSVILLE
INVOICE LIST
FOR INVOICES FROM 5/22/2008 TO 5/28/2008

CHK #	VENDOR	ITEM DESCRIPTION	ACCOUNT #	ITEM AMOUNT
47658	ACRO MACHINING	BM498	401.231700.	-38.25
	ACRO MACHINING		40140080.531000.	488.25
47659	ACTIVE NETWORK,LTD	CLASS SOFTWARE MAINT.	00105380.549000.0816	316.46
	ACTIVE NETWORK,LTD	BROCHURE-LINK LICENSE	00105380.549000.0816	1,898.75
	ACTIVE NETWORK,LTD	REMOSTE IMPLEMENTATION	00105380.549000.0816	2,919.00
47660	JUDICIAL CONF REG-ADMIN OFF OF CRTS	DMCJA REGISTRATION	00100050.543000.	155.00
	JUDICIAL CONF REG-ADMIN OFF OF CRTS		00100050.543000.	155.00
47661	ADVANTAGE BUILDING SERVICES	JANITORIAL SERVICES	00100010.541010.	908.40
	ADVANTAGE BUILDING SERVICES		00101250.541010.	1,006.27
	ADVANTAGE BUILDING SERVICES		00103530.541010.	1,081.72
	ADVANTAGE BUILDING SERVICES		00105250.541000.	540.43
	ADVANTAGE BUILDING SERVICES		00105380.541000.	111.96
	ADVANTAGE BUILDING SERVICES		00105380.541000.	238.97
	ADVANTAGE BUILDING SERVICES		00105380.541000.	318.00
	ADVANTAGE BUILDING SERVICES		00105380.541000.	318.00
	ADVANTAGE BUILDING SERVICES		40143780.541000.	70.06
	ADVANTAGE BUILDING SERVICES		40143780.541000.	203.28
	ADVANTAGE BUILDING SERVICES		40143780.541000.	250.97
	ADVANTAGE BUILDING SERVICES		40143780.541000.	252.47
	ADVANTAGE BUILDING SERVICES		40143780.541000.	252.84
	ADVANTAGE BUILDING SERVICES		40143780.541000.	483.69
	ADVANTAGE BUILDING SERVICES		40143780.541000.	950.37
47662	AUTOMATIC FUNDS TRANSFER SERVICES	WEB PAYMENT SERVICES	00143523.541000.	697.50
	AUTOMATIC FUNDS TRANSFER SERVICES	POSTAGE DEPOSIT-U.B.	00143523.542000.	6,440.00
47663	ALPINE PRODUCTS INC	1 WAY CLEAR & 4X4 QUICK	10110564.531000.	284.95
47664	AWWA NW SUBSECTION	BAL. FOR MEMBERSHIP-J. COWLING	00100020.549000.	23.00
	AWWA NW SUBSECTION	MEMBERSHIP FEES-KEVIN NIELSEN	00100020.549000.	173.00
47665	AWWA NW SUBSECTION	REGISTRATION FOR LAMBERT	40143410.549030.	140.00
47666	AMSAN SEATTLE	JANITORIAL SUPPLIES-PSB	00100010.531400.	467.83
	AMSAN SEATTLE	JANITORIAL SUPPLIES-COURT	00101250.531400.	372.62
	AMSAN SEATTLE	JANITORIAL SUPPLIES-CITY HALL	00103530.531400.	305.52
	AMSAN SEATTLE	JANITORIAL SUPPLIES-WWTP	40142480.531300.	458.47
	AMSAN SEATTLE	JANITORIAL SUPPLIES-PW ADMIN	40143410.531200.	267.16
	AMSAN SEATTLE	JANITORIAL SUPPLIES-PW SHOP	40143780.531000.	324.26
	AMSAN SEATTLE	WYPALL WIPES	501.141100.	88.83
47667	ARAMARK UNIFORM SERVICES	MAT CLEANING-MEZZANINE	40143780.549000.	15.63
	ARAMARK UNIFORM SERVICES		40143780.549000.	24.51
	ARAMARK UNIFORM SERVICES	UNIFORM CLEANING	50100065.526000.	58.25
47668	ARC OF SNOHOMISH COUNTY	RENTAL DEPOSIT REFUND	001.239100.	58.00
47669	ASSOCIATION OF WASHINGTON CITIES	RETRO INSURANCE PREMIUM	40143310.523000.	1,267.50
47670	BANK OF AMERICA	TRAINING REIMBURSEMENT	00103222.549100.	473.86
47671	BARNES DISTRIBUTION INC	MISC. NUTS, BOLTS, AND FITTING	50100065.531000.	129.38
47672	BAYCO	NIGHTSTICK LED FLASHLIGHT	50100065.535000.	206.71
47673	BOB BELL	RENTAL DEPOSIT REFUND	001.239100.	58.00
47674	OWEN EQUIPMENT COMPANY	AUX MOTOR STARTER SWITCH	50100065.534000.	111.27
47675	BENS CLEANER SALES INC	PRESSURE WASHER PUMP	50100065.534000.	671.42
47676	BICKFORD FORD-MERCURY	ANTI-FREEZE	501.141100.	102.27
	BICKFORD FORD-MERCURY	REAR ROTORS AND BRAKE PAD SETS	501.141100.	243.02
	BICKFORD FORD-MERCURY	REAR AXLE BEARING, SEAL	50100065.534000.	188.90
	BICKFORD FORD-MERCURY	LIGHTING CONTROL MODULE	50100065.534000.	361.58
47677	BLUMENTHAL UNIFORMS & EQUIPMENT	VEST-CHUCK SMITH	00103121.526000.	862.68
	BLUMENTHAL UNIFORMS & EQUIPMENT	TIE BAR - TODD FAST	00103222.526000.	21.58
	BLUMENTHAL UNIFORMS & EQUIPMENT	TIE BAR - BRYCEN SEWELL	00103222.526000.	30.85
	BLUMENTHAL UNIFORMS & EQUIPMENT	HOLSTER - JOSH BENSON	00103222.526000.	178.16
	BLUMENTHAL UNIFORMS & EQUIPMENT	BOOTS - DOCKSTADER	00103222.526000.	183.07
	BLUMENTHAL UNIFORMS & EQUIPMENT	UNIFORMS - BENSON	00103222.526000.	568.51
	BLUMENTHAL UNIFORMS & EQUIPMENT	VEST - BRYCEN SEWELL	00103222.526000.	761.91

CITY OF MARYSVILLE
INVOICE LIST
FOR INVOICES FROM 5/22/2008 TO 5/28/2008

CHK #	VENDOR	ITEM DESCRIPTION	ACCOUNT #	ITEM AMOUNT
47677	BLUMENTHAL UNIFORMS & EQUIPMENT	VEST - TODD FAST	00103222.526000.	761.91
	BLUMENTHAL UNIFORMS & EQUIPMENT	VEST - DAVID ALLEN	00103222.526000.	797.12
	BLUMENTHAL UNIFORMS & EQUIPMENT	VEST - STILES	00103222.526000.	871.40
	BLUMENTHAL UNIFORMS & EQUIPMENT	LAPEL MICROPHONE KITS	00103960.526000.	1,185.92
47678	BRIM TRACTOR COMPANY, INC.	FUEL CHECK VALVE/FUEL INLET	50100065.534000.	226.02
47679	CHRIS BROWN	TRAINING REIMBURSEMENT	50300090.543000.	604.19
47680	LARRY BUELL		00103222.549100.	90.00
47681	GWENDOLYN R CAMPBELL PUBLIC POLICY	PLANNING MANAGER CLASS.	00100310.541000.	332.50
47682	CARR'S ACE HARDWARE	1/2 SHAFT LOCK	10111230.535000.	8.12
	CARR'S ACE HARDWARE	HOSE COUPLING,CLEANING PAD	10111230.549000.	8.97
	CARR'S ACE HARDWARE	STORAGE TRAYS,CLEANER	10111864.531000.	140.45
	CARR'S ACE HARDWARE	PADLOCKS	501.141100.	292.62
	CARR'S ACE HARDWARE	MISC. ELECTRICAL PARTS	50100065.531000.	52.35
47683	VICKI CARVER	INSTRUCTOR PAYROLL	00105120.541020.	208.25
	VICKI CARVER		00105120.541020.	374.85
47684	CASCADE MAILING	UB MAILING	00143523.542000.	172.81
47685	CASCADE NATURAL GAS	NATURAL GAS SERVICE	40141580.547000.	1,573.01
47686	CHAMPION BOLT & SUPPLY	MISC. PARTS	40142480.531300.	47.27
47687	COLUMBIA VIRTUAL ACADEMY	RENTAL DEPOSIT REFUND	001.239100.	58.00
47688	COLUMBIA PAINT & COATINGS	PAINT AND PAINT SUPPLIES	10110564.531000.	484.52
47689	COMCAST	MONTHLY BROADBAND CHARGE	50300090.531000.	169.95
47690	COMMERCIAL FIRE PROTECTION	SERVICE,TAG AND RECHARGE	501.141100.	35.75
47691	COOK PAGING (WA)	AIRTIME	10111230.542000.	3.73
	COOK PAGING (WA)		40143410.542000.	3.73
47692	CO-OP SUPPLY	LAWN/GARDEN SUPPLIES	10110770.531000.	86.75
	CO-OP SUPPLY	TAPE MEASURES	10111230.535000.	15.17
47693	WA DEPT OF CORRECTIONS	PRISONER FOOD	00103960.531250.	1,566.54
47694	WA DEPT OF CORRECTIONS	WORK CREW FO APRIL 2008	00105380.549000.	654.38
47695	CRAFT MART	MEMORY PAPER-REC EXPRESS	00105120.531080.	8.66
47696	CROSSMATCH TECHNOLOGIES	SMALL SUPPLY KIT	00103960.531000.	104.72
47697	CUZ CONCRETE PRODUCTS	CONCRETE VAULT ELECTRICAL	40140480.548000.	968.32
47698	DATABASE SECURE RECORDS DESTRUCTIO	RECYCLE - PURGE	00100050.548000.	19.50
47699	DELL MARKETING LP	MDC LAPTOP	00103222.535000.	1,374.17
	DELL MARKETING LP	REPLACEMENT WEB SERVER	50300090.535000.	1,643.96
	DELL MARKETING LP	BLACKBERRY SERVER	50300090.549000.0802	4,085.22
47700	DOORMAN COMMERCIAL	SUPPLY/INSTALL NEW DOOR-HR	00100110.541000.	2,539.55
47701	DUNLAP INDUSTRIAL	BOOTS FOR JIM HAYES	10111230.526000.	150.52
47702	E&E LUMBER INC	MISC. FASTENERS	00100010.531000.	2.60
	E&E LUMBER INC	KNOB FOR HEATER	00100110.531000.	5.41
	E&E LUMBER INC	WASHER	00105380.531000.	0.97
	E&E LUMBER INC	REDI MIX CONCRETE	00105380.531000.	3.20
	E&E LUMBER INC	PAINT SUPPLIES-GRAFFITI	00105380.531000.	6.11
	E&E LUMBER INC	EYES, TAPE MEASURE	00105380.531000.	8.64
	E&E LUMBER INC	PAINT SUPPLIES-GRAFFITI	00105380.531000.	10.07
	E&E LUMBER INC	JOIST HANGERS, BRACES	00105380.531000.	12.76
	E&E LUMBER INC	WIRE BRUSH,SPRAY BOTTLE	00105380.531000.	21.99
	E&E LUMBER INC	PAINT SUPPLIES-GRAFFITI	00105380.531000.	91.28
	E&E LUMBER INC	6X6X10' TREATED-EAGLE PROJECT	00105380.531000.	128.03
	E&E LUMBER INC	DISH SOAP	10110130.531000.	5.83
	E&E LUMBER INC	ICE SCRAPER,STAKES,2X4'S & 1X4	10110361.531000.	114.03
	E&E LUMBER INC	PADLOCKS AND KEYS	10110770.531000.	25.66
	E&E LUMBER INC	PVC PIPE	40141280.531000.	42.32
	E&E LUMBER INC	3/4" 4X8 CDX	40142480.531000.	24.90
	E&E LUMBER INC	PICTURE HANGER,ENDUST	40143780.531000.	12.52
	E&E LUMBER INC	DOOR TRIM AND CABLE HOOK UP	40143780.531000.	78.63
47703	JIM ELLIOT	RENTAL DEPOSIT REFUND	001.239100.	200.00
47704	EMERALD HILLS COFFEE SERVICE	COFFEE SUPPLIES AND SERVICE	10605250.549000.	80.81

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47705	SNO CO DEPT OF EMERGENCY MANAGEME	EMERGENCY SVC-1ST&2ND QTR 08	00100090.549000.	18,286.05
47706	EVERETT BARK & LANDSCAPING SUPPLY, I	BLACK BARK-JENNINGS	00105380.531000.	117.07
47707	THE DAILY HERALD COMPANY	CLASSIFIED AD	00100050.544000.	140.40
	THE DAILY HERALD COMPANY	EMPLOYMENT ADS	00101023.544000.	255.36
	THE DAILY HERALD COMPANY		00102020.544000.	312.96
	THE DAILY HERALD COMPANY		00105380.544000.	516.20
	THE DAILY HERALD COMPANY		40143410.544000.	316.88
47708	EVERETT TIRE & AUTOMOTIVE	8 TIRES	501.141100.	763.94
47709	EVERGREEN PRINT SOLUTIONS	MAR 190	00143523.531000.	397.46
47710	PAUL FEDERSPIEL	CONFERENCE REIMBURSEMENT	00100020.543000.	210.20
47711	BETH FOSTER	RENTAL DEPOSIT REFUND	001.239100.	58.00
47712	FRED PRYOR SEMINARS	REGISTRATION-HOLLY KOHL	00100020.549000.	149.00
47713	GALLS INC	CO-PILOT LIGHT	501.141100.	77.00
47714	LILIA GARCIA	RENTAL DEPOSIT REFUND	001.239100.	58.00
47715	GARMIRE IRON WORKS INC	ILLUMINAIRE POLE REPAIR	10110463.548000.	161.40
47716	GC SYSTEMS INC	CONVERTER KIT,VALVES,GASKETS	40220594.563000.W0605	2,825.14
47717	GOLDEN CORAL	KBSCC MAY 2008 POTLUCK	10605250.549000.	70.52
47718	GRANITE NW INC	9.02 TONS MODIFIED B	10110130.531000.	580.88
	GRANITE NW INC	16.17 TONS MODIFIED B	10110130.531000.	1,041.34
	GRANITE NW INC	ASPHALT DUMP	10110361.531000.	965.36
47719	GRAPHIC ENTERPRISES INC	OVERAGE CHARGES	00100020.531000.	14.87
	GRAPHIC ENTERPRISES INC		00102020.531000.	14.87
	GRAPHIC ENTERPRISES INC		40143410.531000.	14.87
	GRAPHIC ENTERPRISES INC		50200050.531000.	4.95
47720	GRAY AND OSBORNE	PAY ESTIMATE #17	40143410.541000.	6,860.15
	GRAY AND OSBORNE	PAY ESTIMATE #12	40220594.563000.W0607	471.85
	GRAY AND OSBORNE	PAY ESTIMATE #2	40220594.563000.W0808	2,392.50
	GRAY AND OSBORNE	PAY ESTIMATE #22	40220594.563000.W0504	5,483.89
47721	GREENSHIELDS INDUSTRIAL SUPPLY	HYDRAULIC FITTINGS	501.141100.	36.70
47722	HACH COMPANY	20 NTU TURBIDITY STANDARD	40141580.531320.	1,135.07
47723	HD FOWLER COMPANY	BLUE & WHITE STAKING FLAGS	00105380.531000.	9.77
	HD FOWLER COMPANY	GASKETS AND GRIPPERS	401.141400.	109.45
	HD FOWLER COMPANY	GASKETS,GRIPPERS,ELBOWS	401.141400.	207.71
	HD FOWLER COMPANY	RETURN 8" DUCTILE IRON	40141380.531000.	-959.63
	HD FOWLER COMPANY	RETURN 8" GASKET & T-BOLT KIT	40141380.531000.	-27.67
	HD FOWLER COMPANY	MISC. FITTINGS	40141380.531000.	13.70
	HD FOWLER COMPANY		40141380.531000.	971.82
	HD FOWLER COMPANY		40141380.531000.	1,276.95
	HD FOWLER COMPANY	MARKING PAINT	501.141100.	82.70
	HD FOWLER COMPANY	MARKING PAINT AND SHOVELS	501.141100.	130.69
	HD FOWLER COMPANY	MARKING PAINT (GREEN)	501.141100.	189.05
47724	HD SUPPLY WATERWORKS, LTD	MJXPE 22 1/2 BEND CP DI C153	40140180.531000.	103.91
47725	HDR ENGINEERING, INC.	PAY ESTIMATE #15	30500030.563000.R0502	35,074.97
	HDR ENGINEERING, INC.	PAY ESTIMATE #12	40143410.541000.W0704	21,498.62
47726	HEALTHFORCE PARTNERS, INC	DOT PHYSICAL EXAMS	10111864.541000.	54.00
	HEALTHFORCE PARTNERS, INC		50100065.541000.	54.00
	HEALTHFORCE PARTNERS, INC		50200050.541000.	54.00
47727	ERIN HEIRMAN-WELSH	CONFERENCE REIMBURSEMENT	00104190.549100.	101.22
47728	CHRIS HORNUNG	ACADEMY REIMBURSEMENT	00100030.543000.	121.29
	CHRIS HORNUNG	TRAINING REIMBURSEMENT	00100030.543000.	287.79
47729	CAROL HOVLAND	REFUND	00110347.376021.	54.00
47730	LETTIE HYLARIDES	INTERPRETER SERVICES	00102515.549000.	100.00
	LETTIE HYLARIDES		00102515.549000.	100.00
	LETTIE HYLARIDES		00102515.549000.	116.16
	LETTIE HYLARIDES		00102515.549000.	116.16
	LETTIE HYLARIDES		00102515.549000.	116.16
	LETTIE HYLARIDES		00102515.549000.	116.16

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47730	LETTIE HYLARIDES	INTERPRETER SERVICES	00102515.549000.	116.16
	LETTIE HYLARIDES		00102515.549000.	232.32
	LETTIE HYLARIDES		00102515.549000.	232.32
47731	JOHN DEERE CORP	LEASE/PURCHASE PAYMENT	00105380.548000.0810	12,369.24
47732	JUDD & BLACK	REPAIR MICROWAVE	00112572.548000.	325.50
	JUDD & BLACK	32" LCD TV AND MOUNTING	40143780.535000.	1,150.05
47733	KESSELRINGS GUN SHOP INC	PRACTICE PISTOL AMMO	00103740.531000.	2,283.12
47734	TIM KING	CDL PHYSICAL REIMBURSEMENT	40143410.549000.	225.00
47735	SANDY LANGDON	TRAINING REIMBURSEMENT	00101023.543000.	52.80
47736	LANGUAGE EXCHANGE	INTERPRETER SERVICES	00102515.549000.	518.00
47737	LASTING IMPRESSIONS INC	JACKETS AND POLOS	00103630.526000.	2,854.64
47738	DEPT OF LICENSING	BEECHER-VANHORN (ORIGINAL)	001.237020.	18.00
	DEPT OF LICENSING	BENEDICT, GREGORY (RENEWAL)	001.237020.	18.00
	DEPT OF LICENSING	GEORGE, DONALD (ORIGINAL)	001.237020.	18.00
	DEPT OF LICENSING	LOVE, DAVID (RENEWAL)	001.237020.	18.00
	DEPT OF LICENSING	MANSFIELD, JERRY (ORIGINAL)	001.237020.	18.00
	DEPT OF LICENSING	MILES, CARROLL (ORIGINAL)	001.237020.	18.00
	DEPT OF LICENSING	WILLIAMS, JOHN (LATE RENEWAL)	001.237020.	21.00
47739	LOGIN/IACP NET	PRO RATED ANNUAL FEE	00103010.541000.	680.00
47740	MARYSVILLE AWARDS	ENGRAVING	00100110.549000.	41.01
47741	MARYSVILLE MUNICIPAL COURT	BANK CARD FEE REIMBURSEMENT	00100050.541000.	434.64
47742	MARYSVILLE PRINTING	BUSINESS CARDS	00100020.549000.	113.82
	MARYSVILLE PRINTING	1000 PRE-TRIP INSPECTION SHEET	50100065.531000.	217.00
47743	MCA	MEAL FEE FOR MCA CONFERENCE	00100030.543000.	34.00
47744	MCCAIN TRAFFIC SUPPLY	PARTS FOR SIGNAL HEAD	10111864.531000.	108.60
47745	MCLOUGHLIN & EARDLEY CORP	REPLACEMENT BULBS	501.141100.	39.88
	MCLOUGHLIN & EARDLEY CORP		501.231700.	-3.13
47746	MICROFLEX INC	TAX AUDIT PROGRAM 04/2008	00101023.541000.	272.50
47747	ERIN MORTH	RENTAL DEPOSIT REFUND	001.239100.	58.00
47748	JODINA MUELLER		001.239100.	58.00
47749	NELSON PETROLEUM	ENGINE OIL	501.141100.	1,779.23
47750	SHELLEY NORRIS	RENTAL DEPOSIT REFUND	001.239100.	300.00
47751	NORTH SOUND HOSE & FITTINGS	TERMINATOR HOSE	10111561.531000.	107.68
47752	NORTHWEST CASCADE INC	HONEY BUCKETS W/WAIVER	00105120.531030.	413.30
47753	VANCE P ODELL	PUBLIC DEFENSE FEES	00102515.541000.	6,000.00
47754	OFFICE DEPOT	COPY PAPER AND SUPPLIES	00100020.531000.	26.56
	OFFICE DEPOT	OFFICE SUPPLIES	00100060.531000.	29.84
	OFFICE DEPOT		00100110.531000.	27.03
	OFFICE DEPOT		00100110.531000.	71.10
	OFFICE DEPOT		00100310.531000.	78.56
	OFFICE DEPOT		00100310.531000.	387.96
	OFFICE DEPOT		00100310.531000.	490.83
	OFFICE DEPOT		00101130.531000.	27.71
	OFFICE DEPOT	COPY PAPER AND SUPPLIES	00102020.531000.	19.90
	OFFICE DEPOT	OFFICE SUPPLIES	00103010.531000.	86.11
	OFFICE DEPOT		00103121.531000.	7.00
	OFFICE DEPOT		00103121.531000.	8.00
	OFFICE DEPOT		00103222.531000.	9.57
	OFFICE DEPOT		00103222.531000.	84.09
	OFFICE DEPOT		00103222.531000.	147.68
	OFFICE DEPOT	RETURN OFFICE SUPPLIES	00104190.531000.	-9.85
	OFFICE DEPOT	OFFICE SUPPLIES	00104190.531000.	5.00
	OFFICE DEPOT		00104190.531000.	9.85
	OFFICE DEPOT		00104190.531000.	10.00
	OFFICE DEPOT		00105380.531000.	64.88
	OFFICE DEPOT		00143523.531000.	8.15
	OFFICE DEPOT	COPY PAPER AND SUPPLIES	40143410.531000.	26.56

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47754	OFFICE DEPOT	COPY PAPER AND SUPPLIES	50100065.531000.	4.05
	OFFICE DEPOT		50200050.531000.	4.05
47755	OLYMPIC TRAILER AND TRUCK, INC.	08 TILT EQUIPMENT TRAILER	00105380.548000.0810	7,131.64
47756	OPEN AIR CINEMA, LLC	COMPLETE CINEBOX SYSTEM	001.231700.	-865.73
	OPEN AIR CINEMA, LLC		00105090.535000.0867	11,050.73
47757	OTAK	PAY ESTIMATE #36	40220594.563000.W0402	630.00
47758	PACIFIC INSTRUMENTS	HALOGEN LAMPS, ETC.	001.231700.	-4.81
	PACIFIC INSTRUMENTS		00103222.531000.	61.31
47759	PACIFIC NW TITLE	ROW DEDICATION RECORDING FEES	30500030.563000.R0804	472.10
47760	PACIFIC POWER PRODUCTS	PROFILE TURFACE	00105120.531020.	382.46
47761	PACIFIC TOPSOILS INC	10 YDS ASPHALT DUMP	10110130.531000.	118.00
	PACIFIC TOPSOILS INC		10110130.531000.	118.00
	PACIFIC TOPSOILS INC	DUMP ASPHALT	10110130.531000.	212.40
	PACIFIC TOPSOILS INC	DUMP CONCRETE	10110130.531000.	692.00
	PACIFIC TOPSOILS INC	DUMP ASPHALT	10110361.531000.	82.60
47762	THE PARTS STORE	FILTERS	501.141100.	95.82
	THE PARTS STORE	FILTERS,LIGHT BULBS	501.141100.	222.37
	THE PARTS STORE	AIR,FUEL AND OIL FILTERS	501.141100.	295.38
	THE PARTS STORE	MISC. FUSES AND BULBS	50100065.531000.	103.06
	THE PARTS STORE	CIRCUIT BREAKER ASSORTMENT	50100065.531000.	422.75
	THE PARTS STORE	1500 WATT POWER INVERTER	50100065.534000.	325.49
47763	PATRICKS PRINTING INC	NOTICE OF HEARINGS-INFRACTIONS	00100050.531000.	580.56
47764	LAURIE HUGDAHL	MINUTE TAKING SERVICE	00101130.541000.	127.10
47765	PERTEET ENGINEERING INC	PAY ESTIMATE #26	30500030.563000.T0102	98.96
	PERTEET ENGINEERING INC		30500030.563000.R0501	169.65
	PERTEET ENGINEERING INC	PAY ESTIMATE #4	30500030.563000.R0503	26,976.42
47766	PETTY CASH-COMM DEV	PARKING REIMBURSEMENT	00102020.543000.	13.00
47767	PLAYSCAPES NORTHWEST	SWING BELT SEATS,TOT BUCKET	00105380.531000.	553.15
47768	UNITED STATES POSTAL SERVICE	POSTAGE ACCT TMS#64291	00143523.542000.	8,000.00
47769	UNITED STATES POSTAL SERVICE	POSTAGE	00100030.542000.	3,000.00
47770	MARIANNE POWERS	RENTAL DEPOSIT REFUND	001.239100.	58.00
47771	PUD NO 1 OF SNOHOMISH COUNTY	ACCT. 418-001-612-5	00100010.547000.	2,463.17
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT 475-001-792-5	00105380.547000.	174.92
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT 490-001-155-4	00112572.547000.	2,639.46
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT. # 525-001-287-8	10110463.547000.	130.76
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT 246-001-703-7	10110564.547000.	61.79
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT. # 614-001-193-0	10110564.547000.	110.08
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT 314-002-822-0	10110564.547000.	111.36
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT. # 989-005-144-5	10110564.547000.	139.84
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT 498-001-707-5	10110564.547000.	151.29
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT# 172-000-169-0	10110564.547000.	1,141.36
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT.# 450-033-638-5	40142280.547000.	30.06
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT# 251-001-382-0	40142280.547000.	1,053.73
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT 526-001-076-3	40143780.547000.	32.67
	PUD NO 1 OF SNOHOMISH COUNTY	ACCT # 289-075-529-7	40143780.547000.	1,163.24
47772	PUGET SOUND SECURITY	DUPLICATE KEYS	00104190.531000.	4.23
	PUGET SOUND SECURITY	6 KEYS	40143780.531000.	32.22
	PUGET SOUND SECURITY	DUPLICATE KEYS	50100065.534000.	12.80
47773	MUHAMED ALI QATRANI	INTERPRETER SERVICES	00102515.549000.	147.98
47774	RADIOSHACK	SAN DISK SD CARD	10111230.549000.	65.08
47775	WA RECREATION & PARK ASSOC	WRPA MEMBERSHIP RENEWAL	00105380.549000.	928.00
47776	JOHN E. REID & ASSOCIATES	JOHNSON/VANDENBERG TRAINING	00103222.549100.	790.00
47777	RH2 ENGINEERING INC	PAY ESTIMATE #6	40200034.560000.W0705	715.00
	RH2 ENGINEERING INC	PAY ESTIMATE #13	40220594.563000.W0505	478.05
47778	RIVER OAKS COMMUNICATIONS CORP	5/08 VERIZON FRANCHISE PROJECT	00100720.541000.	5,176.77
47779	ROGERS MACHINERY COMPANY	OIL,FUEL AND AIR FILTERS	501.141100.	129.26
47780	ROSE ROSARIO	REFUND-NOT HOLDING EVENT	00110362.324001.	255.00

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47781	BRANDY SAWYER	TRAINING REIMBURSEMENT	00104190.549100.	31.63
47782	SEATTLE MARINERS	TICKETS-MARINERS VS. TIGERS	00105120.531050.	330.00
47783	KRISTAIN SERNIOTTI	RENTAL DEPOSIT REFUND	001.239100.	58.00
47784	CARLTON DOUP	INSTRUCTOR PAYROLL	00105120.541020.	268.60
	CARLTON DOUP		00105120.541020.	470.05
47785	SMOKEY POINT CONCRETE	143RD DRIVEWAYS	40141380.548000.	816.46
47786	SNAP-ON INCORPORATED	RETURN TOOL	50100065.535000.	-154.56
	SNAP-ON INCORPORATED	REPLACEMENT TOOL	50100065.535000.	25.96
	SNAP-ON INCORPORATED	REPLACEMENT TOOLS	50100065.535000.	32.72
	SNAP-ON INCORPORATED	REPLACEMENT TOOL	50100065.535000.	38.84
	SNAP-ON INCORPORATED	CORDLESS SCREWDRIVER	50100065.535000.	108.39
	SNAP-ON INCORPORATED	REPLACEMENT TOOLS	50100065.535000.	538.63
	SNAP-ON INCORPORATED	SOFTWARE UPDATE	50100065.535000.	1,014.25
47787	SOUND PUBLISHING INC	LEGAL ADDS	40220594.563000.W0605	206.54
47788	SOUND PUBLISHING INC	PUBLICATIONS	30500030.563000.R0301	116.74
	SOUND PUBLISHING INC		40143410.544000.	103.27
47789	SOUND PUBLISHING INC		30500030.563000.R0301	116.74
	SOUND PUBLISHING INC		40143410.544000.	103.27
47790	SOUND SAFETY PRODUCTS CO INC	REPLACE BOOTS FOR TIM KING	40143410.526200.	69.10
	SOUND SAFETY PRODUCTS CO INC	RAIN GEAR	501.141100.	190.48
	SOUND SAFETY PRODUCTS CO INC	BOOTS FOR STEVE HACKFORD	50100065.526000.	111.32
47791	WASHINGTON STATE PATROL	BACKGROUND CHECKS	00100310.541000.	310.00
47792	REBECCA STEWART	RENTAL DEPOSIT REFUND	001.239100.	58.00
47793	SUNNYSIDE NURSERY	PLANTS-JENNINGS PARK	00105380.531000.	149.45
47794	AMY THORLEIFSON	RENTAL DEPOSIT REFUND	001.239100.	58.00
47795	LORRIE TOWERS	COMMISSIONER SERVICES	00100050.541000.	1,300.00
	LORRIE TOWERS	COMMISSIONER SERVICESQ	00100050.541000.	1,975.00
47796	THE TRANSPO GROUP, INC.	PAY ESTIMATE #8	30500010.541000.R0702	25,137.50
47797	TRICO CONSTRUCTION	RELEASE OF RETAINAGE	402.223400.	6,677.69
47798	BECKY UBERT	RENTAL DEPOSIT RENTAL	001.239100.	58.00
47799	UNITED PIPE & SUPPLY INC	RETURN PVC FLANGE	40140180.531000.	-124.73
	UNITED PIPE & SUPPLY INC	PVC SWING CHECK AND FLANGE	40140180.531000.	332.01
47800	UNIVERSITY OF WASHINGTON	EXECUTIVE MANAGEMENT-NIELSEN	00100020.549000.	3,200.00
	UNIVERSITY OF WASHINGTON		40143410.549020.	3,200.00
47801	UTILITIES UNDERGROUND LOCATION CTR	EXCAVATION NOTIFICATION	40141180.541000.	536.40
47802	VALLEY FREIGHTLINER INC	DOOR ARMREST PAD	50100065.534000.	79.28
	VALLEY FREIGHTLINER INC	DOOR ARMREST PAD/DOOR HANDLE	50100065.534000.	102.61
47803	JILLIAN VANDAM	CONFERENCE REIMBURSEMENT	00100030.543000.	109.89
47804	DIANA VANDERSCHEL		00104190.549100.	69.48
47805	MARGARET VANDERWALKER	MILEAGE REIMBURSEMENT	00103010.549100.	98.83
47806	VERIZON NORTHWEST	ACCT.# 03 0274 1094715727 10	00103121.542000.	64.35
	VERIZON NORTHWEST	ACCT# 108778831503	00104000.542000.	75.45
	VERIZON NORTHWEST	ACCT.# 03 0273 1092686355 01	00104000.542000.	93.05
	VERIZON NORTHWEST	ACCT 102857559902	00112572.542000.	103.21
	VERIZON NORTHWEST	ACCT#030211106496225401	40140080.541000.	30.20
	VERIZON NORTHWEST	ACCT#030211101696225800	40140380.541000.	30.20
	VERIZON NORTHWEST	ACCT 102778795907	40143410.542000.	60.38
47807	W.A. BOTTING COMPANY	CHECK THERMOSTAT	00100010.531000.	618.21
	W.A. BOTTING COMPANY	PICK UP AND INSTALL HUMIDIFIER	00101250.531000.	409.05
47808	WAXIE SANITARY SUPPLY	GLASS CLEANER	00105380.531400.	27.68
	WAXIE SANITARY SUPPLY	SOAPS,PLASTIC BAGS,WIPING RAGS	00105380.531400.	474.09
47809	LOREN R. WAXLER	PUBLIC DEFENSE FEES	00102515.541000.	112.50
	LOREN R. WAXLER		00102515.541000.	127.50
	LOREN R. WAXLER		00102515.541000.	172.50
	LOREN R. WAXLER		00102515.541000.	240.00
	LOREN R. WAXLER		00102515.541000.	247.50
47810	WEST PAYMENT CENTER	WA REVISED CODE	00100050.549000.	193.13

CITY OF MARYSVILLE
INVOICE LIST
FOR INVOICES FROM 5/22/2008 TO 5/28/2008

CHK #	VENDOR	ITEM DESCRIPTION	ACCOUNT #	ITEM AMOUNT
47811	WESTERN FACILITIES SUPPLY INC	LIQUID SOAP	00105380.531400.	77.15
47812	WINGFOOT COMMERCIAL	GOODYEAR STEER AXLE TIRES	501.141100.	2,187.06
47813	DONNA WRIGHT	MEETING REIMBURSEMENT	00100060.549000.	84.51
47814	WSAA-WA STATE ARTS ALLIANCE	MEMBERSHIP RENEWAL	00105120.549000.	50.00
47815	WSHNA- OFFICER SHERRY MURPHY	REGISTRATION-RAY RICHES	00103222.549100.	150.00
			WARRANT TOTAL:	**321,483.76**

CITY OF MARYSVILLE

EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: June 9, 2008

AGENDA ITEM: Contract Award: Lake Goodwin Well and Disinfection Improvements project to Stouder General Construction, LLC	AGENDA SECTION: Contract Award
PREPARED BY: David Zull, Project Manager	AGENDA NUMBER:
ATTACHMENTS: Certified Bid Tabulation Location Map	APPROVED BY: MAYOR / CAO
BUDGET CODE: 40220594.563000 W0605	AMOUNT: $258,295.00

On May 9, 2008, bids were opened for the Lake Goodwin Well and Disinfection Improvements project. Six (6) bids were received with a low of $246,295.00 to a high of $323,308.30. The Engineer's estimate was $262,786.89. The low bidder was Stouder General Construction, LLC. References have been checked and found to be satisfactory.

The low bid is 6% below the engineer's estimate. Therefore, staff recommends that the project contract be awarded to Stouder General Construction.

Contract Bid (Includes Sales Tax):	$ 246,295.00
Management Reserve (5%):	$ 12,000.00
Total:	$ 258,295.00

RECOMMENDED ACTION:

Public Works Staff recommends the City Council authorize the Mayor to award the bid for the Lake Goodwin Well and Disinfection Improvements project to Stouder General Construction, LLC, in the amount of $246,295.00 including Washington State Sales Tax, and approve a management reserve of $12,000.00 for a total allocation of $258,295.00.

COUNCIL ACTION:

BID TABULATION

LAKE GOODWIN WELL & DISINFECTION IMPROV'S

BID OPENING: May 8 at 10:00 am

Prepaired by: David L Zull, PE
Date: May 8, 2008

				Engineer's Estimate		Stouder General Const		Larry Brown Const		Award Construction	
Item	Description	Quatity	Units	Unit Prices	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
1	Mobilization and Demobilization	1	LS	$23,000.00	$23,000.00	$10,000.00	$10,000.00	$22,600.00	$22,600.00	$11,595.00	$11,595.00
2	Site Work and Utilities	1	LS	$21,900.00	$21,900.00	$7,500.00	$7,500.00	$16,000.00	$16,000.00	$21,395.00	$21,395.00
3	Gravel Top Course	90	LS	$51.11	$4,599.90	$50.00	$4,500.00	$36.00	$3,240.00	$42.00	$3,780.00
4	Chlorination Building Structural	1	LS	$33,200.00	$33,200.00	$70,000.00	$70,000.00	$50,000.00	$50,000.00	$51,135.00	$51,135.00
5	Chlorination Building Mechanical	1	LS	$35,500.00	$35,500.00	$20,000.00	$20,000.00	$22,600.00	$22,600.00	$36,208.00	$36,208.00
6	Chlorination Injection Vault	1	LS	$10,000.00	$10,000.00	$15,000.00	$15,000.00	$12,700.00	$12,700.00	$20,360.00	$20,360.00
8	Electrical	1	LS	$54,000.00	$54,000.00	$50,000.00	$50,000.00	$48,000.00	$48,000.00	$43,740.00	$43,740.00
9	Telemetry and Automatic Control	1	LS	$55,000.00	$55,000.00	$45,000.00	$45,000.00	$49,000.00	$49,000.00	$50,600.00	$50,600.00
10	Asbuildts and O&M Manuals	1	LS	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00
	Subtotal Amount				$242,199.90		$227,000.00		$229,140.00		$243,813.00
	State Sales Tax at 8.5%				$20,586.99		$19,295.00		$19,476.90		$20,724.11
		TOTAL			$262,786.89		$246,295.00		$248,616.90		$264,537.11

* Notes an error in calculation

We hereby certify that this bid tabulation represents all bids received and that all calculations have been checked and are correct.

BID TABULATION

LAKE GOODWIN WELL & DISINFECTION IMPROV'S

BID OPENING: May 8 at 10:00 am

Prepaired by: David L Zull, PE
Date: May 9, 2008

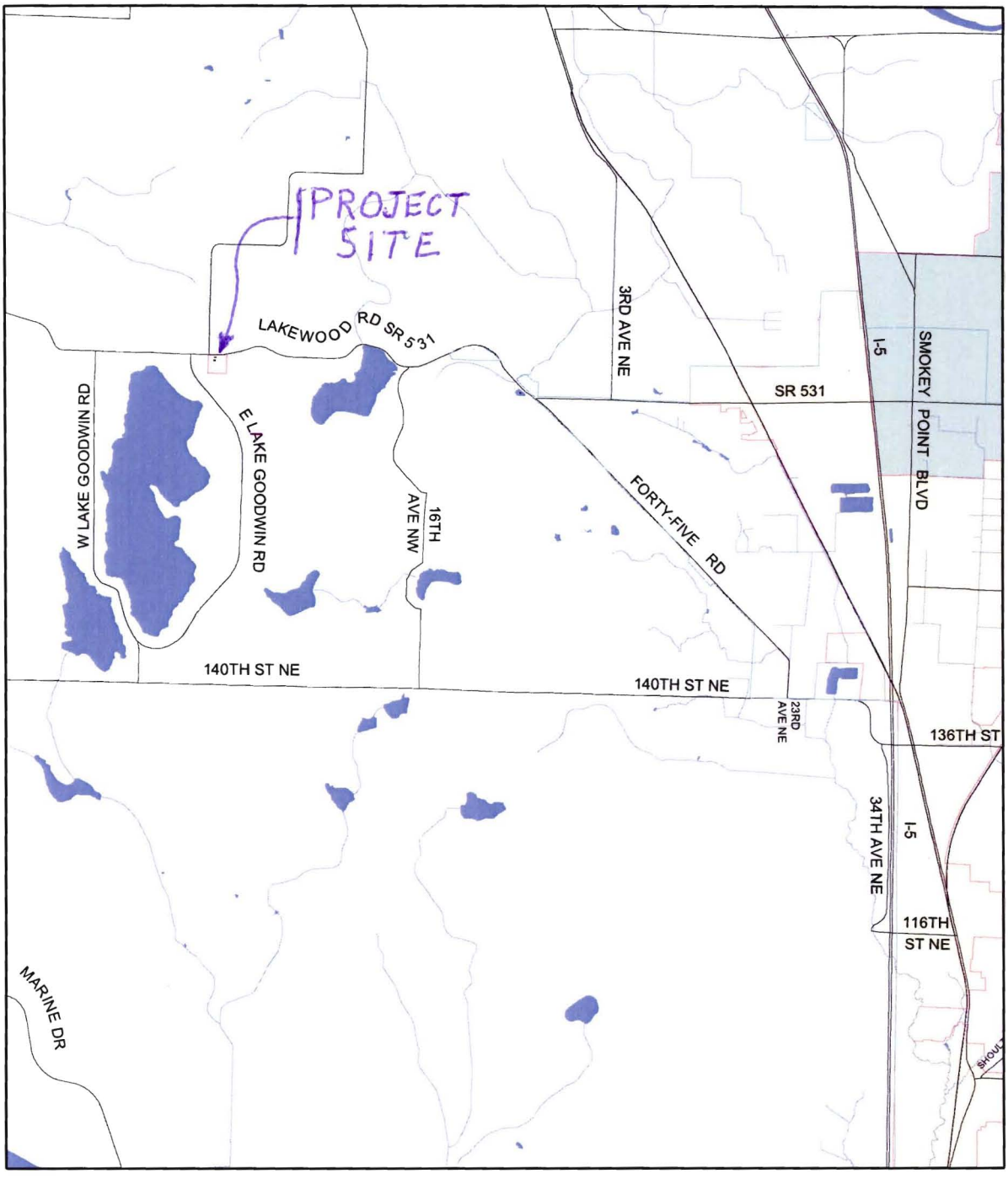
				Engineer's Estimate		Interwest Const		Advanced Construction			Gary Harper Const	
Item	Description	Quatity	Units	Unit Prices	Total Price	Unit Price	Total Price	Unit Price	Total Price		Unit Price	Total Price
1	Mobilization and Demobilization	1	LS	$23,000.00	$23,000.00	$19,000.00	$19,000.00	$29,000.00	$29,000.00		$19,700.00	$19,700.00
2	Site Work and Utilities	1	LS	$21,900.00	$21,900.00	$8,500.00	$8,500.00	$25,000.00	$25,000.00		$28,400.00	$28,400.00
3	Gravel Top Course	90	LS	$51.11	$4,599.90	$21.25	$1,912.50	$65.00	$5,850.00	*	$42.00	$3,780.00
4	Chlorination Building Structural	1	LS	$33,200.00	$33,200.00	$40,000.00	$40,000.00	$85,000.00	$85,000.00		$69,900.00	$69,900.00
5	Chlorination Building Mechanical	1	LS	$35,500.00	$35,500.00	$70,000.00	$70,000.00	$30,000.00	$30,000.00		$50,800.00	$50,800.00
6	Chlorination Injection Vault	1	LS	$10,000.00	$10,000.00	$12,100.00	$12,100.00	$10,000.00	$10,000.00		$18,600.00	$18,600.00
8	Electrical	1	LS	$54,000.00	$54,000.00	$42,000.00	$42,000.00	$70,000.00	$70,000.00		$46,600.00	$46,600.00
9	Telemetry and Automatic Control	1	LS	$55,000.00	$55,000.00	$47,000.00	$47,000.00	$20,000.00	$20,000.00		$55,200.00	$55,200.00
10	Asbuildts and O&M Manuals	1	LS	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00		$5,000.00	$5,000.00
	Subtotal Amount				$242,199.90		$245,512.50		$279,850.00	*		$297,980.00
	State Sales Tax at 8.5%				$20,586.99		$20,868.56		$23,787.25	*		$25,328.30
		TOTAL			$262,786.89		$266,381.06		$303,637.25	*		$323,308.30

* Notes an error in calculation

We hereby certify that this bid tabulation represents all bids received and that all calculations have been checked and are correct.

DAVID LLOYD ZULL
STATE OF WASHINGTON
35362
REGISTERED
PROFESSIONAL ENGINEER

EXPIRES 6 / 19 / 09



City Limits
Stormdrain Culverts
Stormdrain Catchbasins
TYPE 1
TYPE 2
Stormdrain Facilities
Stormdrain Lines

Sewer Service Area
Sewer Cleanouts
Sewer Lift Stations
Sewer Manholes
Sewer Lines
ACTIVE
DRY LINE
ABANDONED

Water Service Area
Water Lines
ACTIVE
INACTIVE
ABANDONED
Water Meters
Water Storage Facilities

Water Pump Stations
Water PRVs
Water Blowoffs
Water Airvacs
Water Valves - Other

Water Valves - Main
POSITION
CLOSED
OPEN
UNKNOWN
Water Valve Markers
Water Hydrants
Water Sampling Sites

DNR Catchbasins (UGA)
DNR Culverts (County)
DNR Drain points (UGA)
DNR Detention facilities (County)
DNR Cross sections (UGA)
DNR Drainange network (UGA)
Adopt-a-stream culverts

THE CITY OF MARYSVILLE DISCLAIMS ANY WARRANTY OF MERCHANTABILITY OR WARRANTY OF FITNESS OF THIS DATA FOR ANY PARTICULAR PURPOSE, EITHER EXPRESSED OR IMPLIED. NO REPRESENTATION OR WARRANTY IS MADE CONCERNING THE ACCURACY, CURRENCY, COMPLETENESS OR QUALITY OF DATA DEPICTED. ANY USER OF THIS DATA ASSUMES ALL RESPONSIBILITY FOR USE THEREOF, AND FURTHER AGREES TO HOLD THE CITY OF MARYSVILLE HARMLESS FROM AND AGAINST ANY DAMAGE, LOSS, OR LIABILITY ARISING FROM ANY USE OF THIS DATA.

CITY OF MARYSVILLE
EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: June 9, 2008

AGENDA ITEM: I-5 to City Center Access Study Supplemental Agreement	AGENDA SECTION: New Business	
PREPARED BY: Jeff Massie, Assistant City Engineer	AGENDA NUMBER:	
ATTACHMENTS: • Supplemental Agreement Number 1 with HDR Engineering • Page 1 of Local Agency Standard Consultant Agremeent. • Project Map Exhibit	APPROVED BY:	
	MAYOR	CAO
BUDGET CODE: 30500030.563000 R0603	AMOUNT: $0	

The attached supplemental agreement extends the completion date of the consultant agreement to December 31, 2008.

On May 14, 2007, the City Council authorized the Mayor to approve the Local Agency Standard Consultant Agreement with HDR Engineering, Inc. for the subject project. This agreement is not the standard Marysville Professional Services Agreement; rather it is from the Washington State Department of Transportation (WSDOT) Local Agency Guidelines in anticipation of the utilization of federal funds on this project.

In conformance with Federal Highway Administration and WSDOT procedures, HDR's work scope is the "first step" of an Interchange Justification Report to evaluate local arterial improvements and non-interstate highway improvements to address traffic capacity and safety problems. It is expected that the interchanges with I-5 at 4th Street and/or SR 529 will ultimately be shown as key to this project.

A primary component of HDR's work involves traffic demand modeling to estimate 2035 design year volumes in order to perform operational analysis. Subsequent to HDR's notice to proceed, The Transpo Group was commissioned to perform broader sub-regional traffic modeling and analysis work for the Transportation Element Update of the Marysville Comprehensive Plan. In meetings to coordinate the work of the two projects, it was decided by City Staff that The Transpo Group should prepare the traffic demand model for the purposes of both the Transportation Element Update ***and*** for HDR's City Center Access project for the sake of consistency and efficiency. This meant most of HDR's work effort was postponed, thus delaying their original completion date of April 30, 2008.

RECOMMENDED ACTION: • Staff recommends the Council authorize the Mayor to sign the Supplemental Agreement Number 1 with HDR Engineering at no additional cost extending the time for completion to December 31, 2008
COUNCIL ACTION:

G:/shared/eng/#R0603/HDR Supplemental Agreement #1agenda bill.doc

Local Agency Standard Consultant Agreement

☒ Architectural/Engineering Agreement
☐ Personal Services Agreement

Consultant/Address/Telephone
HDR Engineering, Inc.
500 108th Ave. NE
Suite 1200
Bellevue, WA 98004-5549

425-453-1523

Agreement Number

Federal Aid Number

Project Title And Work Description
I-5 to City Center Access Study - Phase 1

Study of access between Interstate 5 and the City Center, Marysville, Washington. First phase will focus on local arterial improvements and non-interstate state highway improvements.

Agreement Type (Choose one)

☐ **Lump Sum**
Lump Sum Amount $ _____

☒ **Cost Plus Fixed Fee**
Overhead Progress Payment Rate 167.15 %
Overhead Cost Method
☒ Actual Cost
☐ Actual Cost Not To Exceed _____ %
☐ Fixed Rate _____ %
Fixed Fee $ 33,305.00

☐ **Specific Rates Of Pay**
☐ Negotiated Hourly Rate
☐ Provisional Hourly Rate

☐ **Cost Per Unit of Work**

DBE Participation
☐ Yes ☒ No _____ %

Federal ID Number or Social Security Number
Federal ID No. 470068568

Do you require a 1099 for IRS?
☐ Yes ☒ No

Completion Date
April 30, 2008

Total Amount Authorized $ 343,895.75

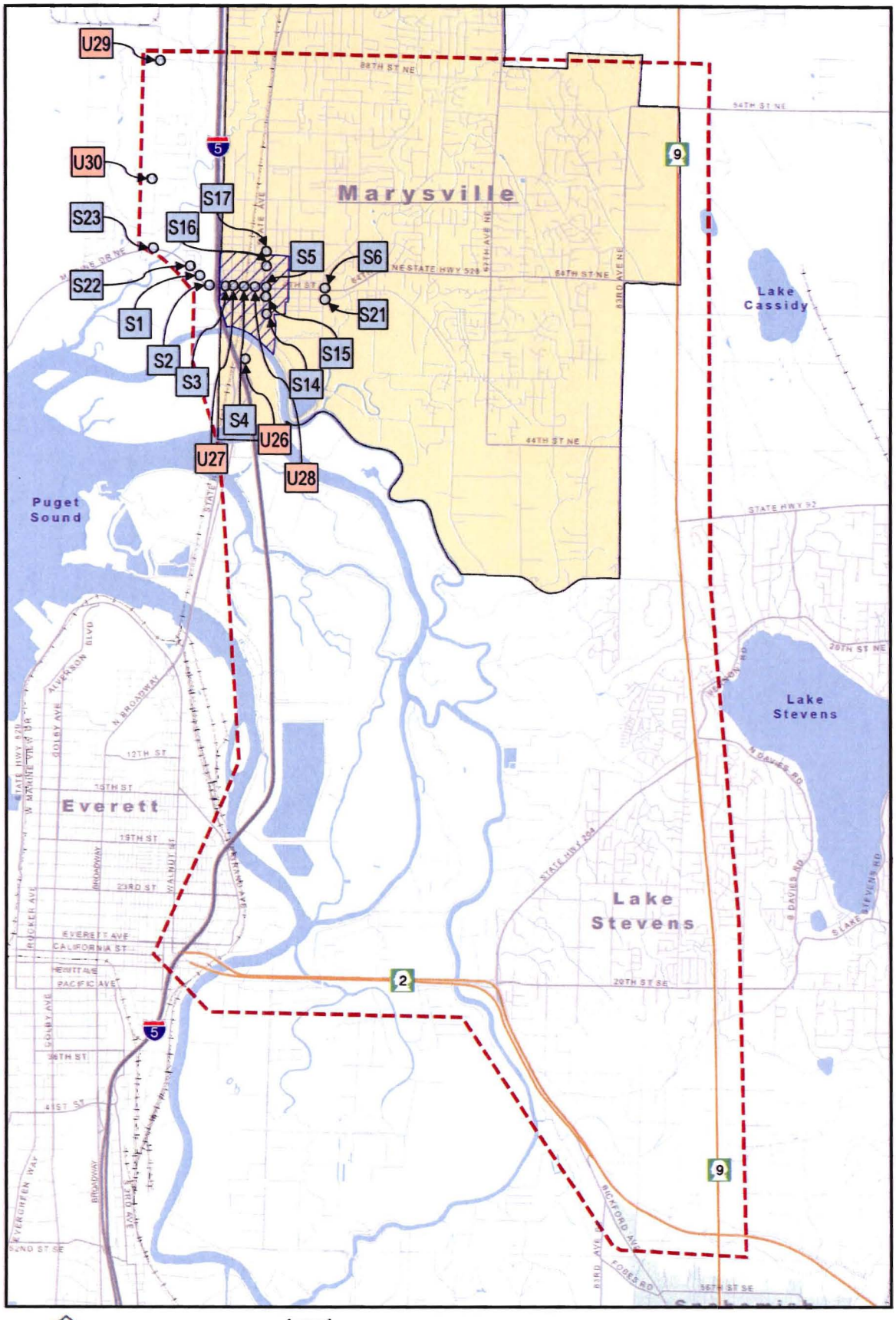
Management Reserve Fund $ 17,194.79

Maximum Amount Payable $ 361,090.54

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 14th day of May, 2007, between the Local Agency of City of Marysville, Washington, hereinafter called the "AGENCY", and the above organization hereinafter called the "CONSULTANT".



HDR Intersections to Analyze for Future Conditions

Signalized

- S1 Marine Dr/33rd Ave (SnoCo)
- S2 I-5 SB ramp/4th St (WSDOT)
- S3 I-5 NB ramp/4th St (WSDOT)
- S4 4th St/Cedar Ave
- S5 4th St/State Ave
- S6 4th St/47th Ave
- S14 State Ave/1st St
- S15 State Ave/3rd St
- S16 State Ave/6th St
- S17 State Ave/8th St
- S21 3rd St/47th Ave
- S22 Marine Dr/31st Ave (SnoCo)
- S23 Marine Dr/27th Ave (SnoCo)

Unsignalized

- U26 SR 529 ramp/State Ave
- U27 4th St/Beach Ave
- U28 4th St/Delta Ave
- U29 27th Ave/88th St.
- U30 27th Ave/74th St.

Legend

- Interstate
- US Highway/State Route
- Secondary Connector
- Local Road
- Study Area
- Railroad
- Stream
- Waterbody
- Marysville UGA
- Lake Stevens UGA
- Snohomish UGA
- Everett UGA

Figure X

MARYSVILLE BASEMAP

MARYSVILLE ACCESS PROJECT

Washington State Department of Transportation

Supplemental Agreement Number 1	Organization and Address HDR Engineering, Inc. 500 108th NE Suite 1200 Bellevue, WA 98004-55549 Phone: 425-468-1549	
Original Agreement Number		
Project Number	Execution Date	Completion Date 12/31/2008
Project Title I-5 to City Center Access Study - Phase I	New Maximum Amount Payable **$ 361,090.54**	
Description of Work Study of access between Interstate 5 and the City Center, Marysville, Washington. First phase will focus on local arterial improvements and non-interstate state highway improvements.		

The Local Agency of City of Marysville

desires to supplement the agreement entered into with HDR Engineering, Inc.

and executed on 4/24/2007 and identified as Agreement No. _____

All provisions in the basic agreement remain in effect except as expressly modified by this supplement.

The changes to the agreement are described as follows:

I

Section 1, SCOPE OF WORK, is hereby changed to read:

N/A

II

Section IV, TIME FOR BEGINNING AND COMPLETION, is amended to change the number of calendar days for completion of the work to read: Complete all requirements by December 31, 2008.

III

Section V, PAYMENT, shall be amended as follows:

N/A

as set forth in the attached Exhibit A, and by this reference made a part of this supplement.

If you concur with this supplement and agree to the changes as stated above, please sign in the appropriate spaces below and return to this office for final action.

By: C. Michael Ofenstein, Vice President

C. Michael Ofenstein
Consultant Signature

By: _____

Approving Authority Signature

Date

DOT Form 140-063 EF
Revised 9/2005

CITY OF MARYSVILLE

EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: June 9, 2008

AGENDA ITEM: Purchase New Dump Truck Cab & Chassis	AGENDA SECTION:	
PREPARED BY: Mike Shepard, Fleet & Facilities Manager	AGENDA NUMBER:	
ATTACHMENTS: Purchase Order No. F 5371, State Contract 07503, and quote from Cascadia International.	APPROVED BY:	
	MAYOR	CAO
BUDGET CODE: 40143900.500000/50100048.564000.0841	AMOUNT $76,314.50	

The 2008 budget included a new dump truck for the Streets Division. The cab & chassis will be purchased from Cascadia International, LLC located in Tacoma using State Contract #07503 for the amount of $76,314.50. The dump body for this vehicle will be purchased on a separate Purchase Order using State Contract No. 12304.

Combined with the dump body purchase and installation, the total budgeted amount for this vehicle was $125,000.

RECOMMENDED ACTION: Staff recommends that Marysville City Council authorize the Mayor to sign Purchase Order No. F 5371 in the amount of $76,314.50 to purchase a new dump truck cab and chassis.
COUNCIL ACTION:

PURCHASE ORDER ADDENDUM

This Purchase Order Addendum is agreed to by and between the CITY OF MARYSVILLE("City") and Cascadia International, LLC("Contractor") and shall apply and be attached to the City's Purchase Order #F5371. The City and the Contractor hereby agree as follows:

1. All terms of the State of Washington ("State") Contract #07503 shall apply to this purchase.
2. The City shall be the beneficiary of all of the State's rights under said contract, and the Contractor shall perform for the City all of its obligations to the State under said contract.
3. The City shall be named as a beneficiary on the Contractor's Certificate of Insurance that is required under said contract.
4. The Contractor shall supply the City a copy of the warranty required under said contract, and the City shall be the beneficiary of said warranty.

In consideration of the terms and conditions contained herein and attached and made a part of this Purchase Order, the parties hereto covenant and agree as set forth herein.

IN WITNESS WHEREOF, the parties have executed this contract by their duly authorized representatives to be effective the day and year first above written.

Attest:

_____
City Clerk

Approved as to form:

Grant K. Weed
City Attorney

CITY OF MARYSVILLE

_____
Mayor

CONTRACTOR
Cascadia International, LLC
By_____
Its_____

CITY OF Marysville WASHINGTON

FLEET MAINTENANCE DIVISION
80 Columbia Ave.
Marysville, WA 98270
(360) 363-8250
(360) 651-5524 Fax

Project Code #0841

Purchase Order

Show this Purchase Order Number on all correspondence, invoices, shipping papers and packages. ▶ F__ 5371

TO: Cascadia International, Inc
2312 - Milwaukee Way / P.O. Box 1575
Tacoma, WA 98401

ATTENTION: Jerry Meyerhoff 1-800-654-5850

DATE	ACCT. CODE	ORDER NO.
5-2-08	50100048.564000	

SHIP TO
City of Marysville / Fleet Services
80 Columbia Ave
Marysville, WA 98270

REQUESTED BY	DATE EXPECTED	F.O.B. POINT	SHIP VIA	SUBLET QUOTE	EQUIP. / VEH. NO.
BOB/MIKE SHEPARD	120 DAYS		DRIVER		J020/Fleet Add.

QTY	REC	B/O	ITEM NO. / DESCRIPTION	UNIT PRICE	EXTENSION	TAX / SHIP	TOTAL	RTY	W/O NO.
1			2008 INTERNATIONAL 7400 4X2 SFA CAB AND CHASSIS WITH ALL OPTIONS STATED AS PER STATE OF WASHINGTON CONTRACT #07503 AND PROPOSAL #7330-1 FROM CASCADIA INT'L IN TACOMA, WA	69,949.13	69,949.13				
1			STATE OF WA SALES TAX @ 9.1%			6365.37			
			TOTAL INVOICE AMOUNT				$76,314.50		

NOTES: TRUCK PURCHASED AS FLEET ADDITION AS PER 2008 BUDGET
- CAB & CHASSIS FOR 5YD DUMP TRUCK - PREPARED BY [illegible]

X
MAYOR

AUTHORIZED BY:

RECEIVED BY:

Cascadia International, LLC
Jerry Meyerhoff
Manager, Gov't & Municipal Sales
2312 Milwaukee Way
PO Box 1575
Tacoma, WA 98401
800 654 5850
253 272 8401
FAX 253 383 4281

April 30, 2008
PROPOSAL OF THE BELOW
DESCRIBED TRUCK FOR:

CITY OF MARYSVILLE
80 COLUMBIA AVE.
MARYSVILLE, WA 98270

MAKE/MODEL *7400 4X2 SFA* YEAR MODEL 2009 TRUCK VIN# REAR AXLE *23000* SUSPENSION *31000+4500*
FRONT AXLE *14000* TRANS.MODEL *RDS3000-6SPD* ENGINE *MaxxForce 10 310 HP*

IMPORTANT NOTES:Per WA State Contract 07503-3 and proposal # 7330-1
Please review proposal for operational requirements and desired options and deletions noted on the Excel spreadsheet. Prices good until 6-30-08.

Invoicing and inspection to take place in Tacoma after completion of dealer prep.

TRADE INFO: DEPOSIT
TERMS OF PAYMENT ARE CASH ON DELIVERY TO FOB POINT. EITHER BY FINANCE COMPANY OR OTHER ARRANGEMENT APPROVED BY SELLER. A PURCHASE ORDER AND/OR DEPOSIT MAY BE REQUIRED PRIOR TO ORDER. ALL TRADES TO BE DELIVERED WITH CLEAR TITLE.

SALES PRICE $69,949.13 PER UNIT - FEDERAL EXCISE TAX NOT INCLUDED (NEED EXEMPTION #)
SUB TOTAL $69,949.13
NET TRADE $0.00
SALES TAX $6,365.37
TOTAL PRICE $76,314.50 :

ACCEPTED FOR BUYER BY

ACCEPTED FOR THE SELLER BY:

BY_____

Jerry Meyerhoff

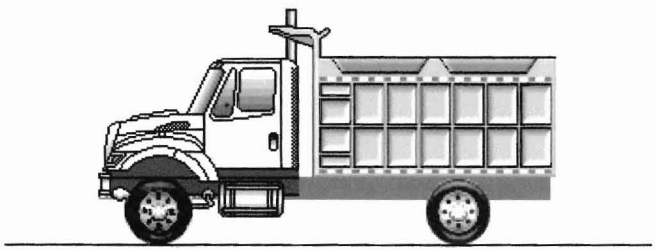
INTERNATIONAL®

April 30, 2008

Prepared For:
STATE CONTRACT PURCHASE
KENNETH WOODFORK
State Procurement
Olympia, WA 98504-
(360)902 - 7422

Presented By:
CASCADIA INTL LLC-WA
Jerry Meyerhoff
2312 MILWAUKEE WAY
TACOMA WA 98421 -
(253)272-8401

Thank you for the opportunity to provide you with the following quotation on a new International truck. I am sure the following detailed specification will meet your operational requirements, and I look forward to serving your business needs.



Model Profile
2006 7400 SFA 4X2 (SA525)

APPLICATION:	Construction Dump
MISSION:	Requested GVWR: 37000. Calc. GVWR: 37000 Calc. Start / Grade Ability: 38.40% / 3.28% @ 55 MPH Calc. Geared Speed: 59.6 MPH
DIMENSION:	Wheelbase: 160.00, CA: 85.00, Axle to Frame: 49.00
ENGINE, DIESEL:	{International MaxxForce 10} 310 HP, 1050 lb-ft Torque @ 1200 RPM, 2200 RPM Governed Speed, # 2 Bell Housing
TRANSMISSION, AUTOMATIC:	{ALLISON 3000_RDS_P} 4th Generation Controls; Close Ratio, 6-Speed, With Double Overdrive; On/Off Hwy; Includes Oil Level Sensor, With PTO Provision, Less Retarder, With 80,000-lb GVW & GCW Max.
CLUTCH:	Omit Item (Clutch & Control)
AXLE, FRONT NON-DRIVING:	{Dana Spicer I-140W} Wide Track, I-Beam Type, 14,000-lb Capacity
AXLE, REAR, SINGLE:	{Dana Spicer S23-190D} Single Reduction, Hypoid, 23,000-lb Capacity, With Driver Controlled Locking Differential, and "R" Wheel Ends Gear Ratio: 6.83
CAB:	Conventional
TIRE, FRONT:	(2) 12R22.5 G149 RSA/RH (GOODYEAR) 483 rev/mile, load range H, 16 ply
TIRE, REAR:	(4) 11R22.5 G164 RTD M+S (GOODYEAR) 499 rev/mile, load range G, 14 ply
SUSPENSION, RR, SPRING, SINGLE:	Vari-Rate; 31,000-lb Capacity, Includes 4500-lb Capacity Multileaf Auxiliary
FRAME REINFORCEMENT:	Outer "C" Channel, Heat Treated Alloy Steel (120,000 PSI Yield); 10.813" x 3.892" x 0.312"; (274.6mm x 98.9mm x 8.0mm); 480.0" (12192mm) Maximum OAL
PAINT:	Cab schematic 100GM Location 1: 9219, Winter White (Std) Chassis schematic N/A

Description
Base Chassis, Model 7400 SFA 4X2 with 160.00 Wheelbase, 85.00 CA, and 49.00 Axle to Frame.

TOW HOOK, FRONT (2) Inside Rail, Frame Mounted.

FRAME RAILS Heat Treated Alloy Steel (120,000 PSI Yield); 10.125" x 3.580" x 0.312" (257.2mm x 90.9mm x 8.0mm); 480.0" (12192) Maximum OAL

FRAME REINFORCEMENT Outer "C" Channel, Heat Treated Alloy Steel (120,000 PSI Yield); 10.813" x 3.892" x 0.312"; (274.6mm x 98.9mm x 8.0mm); 480.0" (12192mm) Maximum OAL

BUMPER, FRONT Steel, Swept Back

Includes
: BUMPER, FRONT Powder Coated Gray (Argent) Color

FRAME EXTENSION, FRONT Integral; 20" In Front of Grille, With "C" Channel Reinforcement

WHEELBASE RANGE 146" (370cm) Through and Including 195" (495cm)

AXLE, FRONT NON-DRIVING {Dana Spicer I-140W} Wide Track, I-Beam Type, 14,000-lb Capacity

Includes
: PLEASE NOTE: Front Axle Derated to 13,200-lb. GAWR when used in Conjunction with Code 04JBG BRAKES, FRONT, AIR CAM

SUSPENSION, FRONT, SPRING Multileaf, Shackle Type; 14,000-lb Capacity; With Shock Absorbers, for Reduced Deflection Vocational Use

Includes
: SPRING PINS Rubber Bushings, Maintenance-Free

BRAKE SYSTEM, AIR Dual System for Straight Truck Applications

Includes
: BRAKE CHAMBERS, SPRING (2) Rear Parking
: BRAKE LINES Color Coded Nylon
: DRAIN VALVE Twist-Type
: DUST SHIELDS, FRONT BRAKE
: DUST SHIELDS, REAR BRAKE
: GAUGE, AIR PRESSURE (2) Air 1 and Air 2 Gauges; Located in Instrument Cluster
: PARKING BRAKE VALVE Color-Coded Yellow Knob, Located on Instrument Panel
: SLACK ADJUSTERS, FRONT Automatic
: SLACK ADJUSTERS, REAR Automatic
: SPRING BRAKE MODULATOR VALVE

DRAIN VALVE {Berg} Manual; With Pull Chain, for Air Tank

AIR BRAKE ABS {Bendix AntiLock Brake System} Full Vehicle Wheel Control System (4-Channel) With Automatic Traction Control

AIR DRYER {Meritor-Wabco System Saver 1200} Mounted in Standard Location

BRAKE CHAMBER IDENTITY,SPRING {MGM Type TR-TS Long Stroke}

BRAKES, FRONT, AIR CAM S-Cam; 16.5" x 5.0"; Includes 20 Sq. In. MGM Long Stroke Brake Chambers

BRAKES, REAR, AIR CAM 16.5" x 7.0"; Includes MGM TR3030 Long Stroke Brake Chamber and Heavy Duty Spring Actuated Parking Brake

AIR COMPRESSOR {Bendix Tu-Flo 550} 13.2 CFM Capacity

AIR TANK LOCATION (2) Mounted Outside Right Rail, Under Cab, On Step Mounting Brackets

AIR DRYER LOCATION Mounted Inside Right Rail, Approx. 35" Back of Cab

STEERING COLUMN Tilting

STEERING WHEEL 2-Spoke, 18" Diam., Black

Description

STEERING GEAR {Sheppard M-100} Power

EXHAUST SYSTEM Single, Horizontal, Aftertreatment Device Frame Mounted Outside Right Rail Under Cab; Includes Vertical Tail Pipe and Guard

EXHAUST BRAKE, DLOGIC {Diamond Logic} for MaxxForce 9 / DT570, MaxxForce 10 / HT570 Engines; Exhaust Brake, Electronically Activated

ELECTRICAL SYSTEM 12-Volt, Standard Equipment

Includes
: BATTERY BOX Steel with Fiberglass Cover; Mounted Right Side, Back of Cab
: DATA LINK CONNECTOR For Vehicle Programming and Diagnostics In Cab
: FUSES, ELECTRICAL SAE Blade-Type
: HAZARD SWITCH Push On/Push Off, Located on Top of Steering Column Cover
: HEADLIGHT DIMMER SWITCH Integral with Turn Signal Lever
: HEADLIGHTS (2) Sealed Beam Halogen, 5" X 7" Rectangular, with Chrome Plated Bezels
: HORN, ELECTRIC Single
: JUMP START STUD Located on Positive Terminal of Outermost Battery
: PARKING LIGHT Integral with Front Turn Signal and Rear Tail Light
: RUNNING LIGHT (2) Daytime, Included With Headlights
: STARTER SWITCH Electric, Key Operated
: STOP, TURN, TAIL & B/U LIGHTS Dual, Rear, Combination with Reflector
: TURN SIGNAL SWITCH Self-Cancelling for Trucks, Manual Cancelling for Tractors, with Lane Change Feature
: TURN SIGNALS, FRONT Includes Reflectors and Auxiliary Side Turn Signals, Solid State Flashers; Flush Mounted
: WINDSHIELD WIPER SWITCH 2-Speed with Wash and Intermittent Feature (5 Pre-Set Delays), Integral with Turn Signal Lever
: WINDSHIELD WIPERS Single Motor, Electric, Cowl Mounted
: WIRING, CHASSIS Color Coded and Continuously Numbered

CIGAR LIGHTER Includes Ash Cup

HORN, ELECTRIC (2)

BATTERY TERMINALS Sealed

ALTERNATOR {Leece-Neville BLP2309} Brushless, 12 Volt 160 Amp. Capacity, Pad Mounted

BODY BUILDER WIRING Back of Standard Cab at Left Frame or Under Extended or Crew Cab at Left Frame; Includes Sealed Connectors for Tail/Amber Turn/Marker/ Backup/Accessory Power/Ground and Sealed Connector for Stop/Turn

BATTERY SYSTEM {International} Maintenance-Free, (3) 12-Volt 1950CCA Total

CB RADIO Accommodation Package; Header Mounted; Feeds From Accessory Side of Ignition Switch; Includes Power Source and Two Antenna Bases With Wiring

2-WAY RADIO Wiring Effects; Wiring With 20 Amp Fuse Protection, Includes Ignition Wire With 5 Amp Fuse, Wire Ends Heat Shrink and Routed to Center of Header Console in Cab

RADIO {International} AM/FM Stereo With Weatherband, Clock, Auxiliary Input, Includes Multiple Dual Cone Speakers

Includes
: SPEAKERS IN CAB (2) Dual-Cone with Deluxe Interior
: SPEAKERS IN CAB (4) Coaxial with Premium Interior

BACK-UP ALARM Electric, 102 dBA

AUXILIARY HARNESS 3.0' for Auxiliary Front Head Lights and Turn Signals for Front Plow Applications

STOP, TURN, TAIL & B/U LIGHTS {Truck Lite} Super 44, With LED Bulbs for Stop, Turn & Tail Lights and Truck Lite Super 40 for Backup lights, With Power Module, "International" Termination and Less Junction Box

JUMP START STUD Remote Mounted.

HORN, AIR Black, Single Trumpet, Air Solenoid Operated, Mounted Behind Bumper on Right Rail

Description

BATTERY DISCONNECT SWITCH {Joseph Pollack 51-315} Positive Type, Lever Operated, Mounted on Cab Floor

BATTERY BOX Steel; With Aluminum Lid, 3 Battery Capacity, Mounted Right Side Under Cab Below Frame Mounted Exhaust, Provides Clean CA

CLEARANCE/MARKER LIGHTS (5) {Truck Lite} Amber LED Lights, Flush Mounted on Cab or Sunshade

INDICATOR, LOW COOLANT LEVEL With Audible Alarm

STARTING MOTOR {Leece-Neville M130D} 12 Volt; Less Thermal Over-Crank Protection

CIRCUIT BREAKERS Manual-Reset (Main Panel) SAE Type III With Trip Indicators, Replaces All Fuses Except For 5-Amp Fuses

GRILLE Stationary, Chrome

BUG SCREEN Front End; Mounted Behind Grille

FRONT END Tilting, Fiberglass, With Three Piece Construction; for 2007 Emissions

PAINT SCHEMATIC, PT-1 Single Color, Design 100

Includes
: PAINT SCHEMATIC ID LETTERS "GM"

PAINT TYPE Base Coat/Clear Coat, 1-2 Tone

CLUTCH Omit Item (Clutch & Control)

PTO EFFECTS, ENGINE FRONT Less PTO Unit, Includes Adapter Plate on Engine Front Mounted

BLOCK HEATER, ENGINE {Phillips} 120 Volt/1250 Watt

Includes
: BLOCK HEATER SOCKET Receptacle Type; Mounted below Drivers Door

ENGINE, DIESEL {International MaxxForce 10} 310 HP, 1050 lb-ft Torque @ 1200 RPM, 2200 RPM Governed Speed, # 2 Bell Housing

Includes
: AIR COMPRESSOR AIR SUPPLY LINE Naturally-Aspirated
: COLD STARTING EQUIPMENT Intake Manifold Electric Grid Heater with Engine ECM Control
: CRUISE CONTROL Electronic; Controls Integral to Steering Wheel
: ENGINE OIL DRAIN PLUG Magnetic
: ENGINE SHUTDOWN Electric, Key Operated
: FAN Optimized Position
: FUEL FILTER Included with Fuel/Water Separator
: FUEL/WATER SEPARATOR Fuel/Water Separator and Fuel Filter in a Single Assembly; With Water-in-Fuel Sensor; Engine Mounted
: GOVERNOR Electronic
: OIL FILTER, ENGINE Spin-On Type
: WET TYPE CYLINDER SLEEVES

FAN DRIVE {Horton Drivemaster} "Two Speed" Direct Drive, With Residual Torque Device for Disengaged Fan Speed

Includes
: FAN Nylon

RADIATOR Cross Flow, Series System; 1228 Sqln Aluminum Radiator Core and 1167 Sqln Charge Air Cooler

Includes
: DEAERATION SYSTEM with Surge Tank
: RADIATOR HOSES Premium, Rubber

FEDERAL EMISSIONS for 2004; for International VT365, DT466 and DT570 Engines

AIR CLEANER Dual Element, With Integral Pre Cleaner

Includes

Description
: GAUGE, AIR CLEANER RESTRICTION Air Cleaner Mounted

THROTTLE, HAND CONTROL Engine Speed Control; Electronic, Stationary, Variable Speed; Mounted on Steering Wheel

FEDERAL EMISSIONS 2007 for International MaxxForce 9 & 10 Engines (DT570 & HT570)

ENGINE CONTROL, REMOTE MOUNTED Provision for; Includes Wiring for Body Builder Installation of PTO Controls; With Ignition Switch Control for International post 2007 Emissions Electronic Engines

EXPANDED ENGINE TEMP EFFECTS to Allow Higher Engine Operating Temperature Range; Includes Nylon Surge Tank and 15 psi Pressure Cap

EMISSION COMPLIANCE Federal, Does Not Comply With California Clean Air Regulations

TRANSMISSION, AUTOMATIC {ALLISON 3000_RDS_P} 4th Generation Controls; Close Ratio, 6-Speed, With Double Overdrive; On/Off Hwy; Includes Oil Level Sensor, With PTO Provision, Less Retarder, With 80,000-lb GVW & GCW Max.

Includes
: OIL FILTER, TRANSMISSION Mounted on Transmission
: TRANSMISSION OIL PAN Magnet in Oil Pan

OIL COOLER, AUTO TRANSMISSION {Modine} Water to Oil, for Allison or CEEMAT Transmission

TRANSMISSION SHIFT CONTROL {ALLISON} Push-Button Type; for Allison 3000 & 4000 Series Transmission

AUTOMATIC NEUTRAL Allison WT Transmission Shifts to Neutral When Parking Brake is Engaged and Remains in Neutral When Park Brake is Disengaged

ALLISON SPARE INPUT/OUTPUT for Rugged Duty Series (RDS); General Purpose Trucks Modified for Single Input Auto Neutral

AXLE, REAR, SINGLE {Dana Spicer S23-190D} Single Reduction, Hypoid, 23,000-lb Capacity, With Driver Controlled Locking Differential, and "R" Wheel Ends . Gear Ratio: 6.83

Includes
: REAR AXLE DRAIN PLUG (1) Magnetic, For Single Rear Axle

SUSPENSION, RR, SPRING, SINGLE Vari-Rate; 31,000-lb Capacity, Includes 4500-lb Capacity Multileaf Auxiliary

FUEL TANK Top Draw; D Style, Steel, 19" Deep, 70 U.S. Gal., 265 L Capacity, With Quick Connect Outlet, Mounted Left Side, Under Cab

CAB Conventional

Includes
: ARM REST (2) Molded Plastic; One Each Door
: CLEARANCE/MARKER LIGHTS (5) Flush Mounted
: COAT HOOK, CAB Located on Rear Wall, Centered Above Rear Window
: CUP HOLDERS Two Cup Holders, Located in Lower Center of Instrument Panel
: DOME LIGHT, CAB Rectangular, Door Activated and Push On-Off at Light Lens, Timed Theater Dimming, Integral to Console, Center Mounted
: GLASS, ALL WINDOWS Tinted
: GRAB HANDLE, CAB INTERIOR (1) "A" Pillar Mounted, Passenger Side
: GRAB HANDLE, CAB INTERIOR (2) "B" Pillar Mounted, One Each Side
: INTERIOR SHEET METAL Upper Door (Above Window Ledge) Painted Exterior Color
: STEP (4) Two Steps Per Door

GAUGE CLUSTER English With English Electronic Speedometer

Includes
: GAUGE CLUSTER (6) Engine Oil Pressure (Electronic), Water Temperature (Electronic), Fuel (Electronic), Tachometer (Electronic), Voltmeter, Washer Fluid Level
: ODOMETER DISPLAY, Miles, Trip Miles, Engine Hours, Trip Hours, Fault Code Readout
: WARNING SYSTEM Low Fuel, Low Oil Pressure, High Engine Coolant Temp, and Low Battery Voltage (Visual and Audible)

GAUGE, OIL TEMP, ENGINE

Description

GAUGE, OIL TEMP, ALLISON TRAN

GAUGE, AIR CLEANER RESTRICTION {Filter-Minder} With Black Bezel Mounted in Instrument Panel

IP CLUSTER DISPLAY On Board Diagnostics Display of Fault Codes in Gauge Cluster

SEAT, DRIVER {National 2000} Air Suspension, High Back With Integral Headrest, Vinyl, Isolated, With 2 Position Front Cushion Adjustment, -3 to +14 Degree Seat Back Adjustment, Single Chamber Air Lumbar Support

Includes
: SEAT BELT 3-Point, Lap and Shoulder Belt Type

SEAT, PASSENGER {National 2000} Air Suspension, High Back With Integral Headrest, Vinyl, Isolated, With 2 Position Front Cushion Adjustment, -3 to +14 Degree Seat Back Adjustment, Single Chamber Air Lumbar Support

Includes
: SEAT BELT 3-Point, Lap and Shoulder Belt Type

MIRRORS (2) {Lang Mekra} Styled; Rectangular, 7.09" x 15.75", Brackets Breakaway Type, With 102" Wide Spacing, With Integral Convex Both Sides, With All Heated Heads, Thermostatically Controlled, With Clearance Lights LED, Powered Both Sides, With Bright Heads & Brackets

GRAB HANDLE Chrome; Towel Bar Type With Anti-Slip Rubber Inserts; for Cab Entry Mounted Left Side Only at "B" Pillar

ARM REST, RIGHT, DRIVER SEAT

ARM REST, LEFT, PASSENGER SEAT

INSTRUMENT PANEL Center Section, Flat Panel

WINDOW, POWER (2) And Power Door Locks, Left and Right Doors

AIR CONDITIONER {International Blend-Air} With Integral Heater & Defroster

Includes
: FRESH AIR FILTER
: HEATER HOSES Premium
: REFRIGERANT Hydrofluorocarbon HFC-134A

FRESH AIR FILTER for HVAC

CAB INTERIOR TRIM Premium

Includes
: "A" PILLAR COVER Molded Plastic
: CAB INTERIOR TRIM PANELS Cloth Covered Molded Plastic, Full Height; All Exposed Interior Sheet Metal is Covered Except for the Following: with a Two-Man Passenger Seat the Back Panel is Only Partially Covered and with a Full Bench Seat the
: CAB SOUND INSULATION Dash and Engine Cover Insulators
: CONSOLE, OVERHEAD Molded Plastic with Dual Storage Pockets, Retainer Nets, CB Radio Pocket with Hold-Down, Compass/Temp Display, Auxiliary Visor, Reading Lights
: COURTESY LIGHT (2) Mounted In Front Map Pocket Left and Right Side
: DOOR TRIM PANELS with Cloth Insert on Bolster Driver and Passenger Doors
: FLOOR COVERING Rubber, Black
: HEADLINER Soft Padded Cloth
: INSTRUMENT PANEL TRIM Molded Plastic with Black Center Section
: STORAGE POCKET, DOOR (2) Molded Plastic (Carpet Texture), Full-Length; Driver and Passenger Doors
: SUN VISOR (3) Padded Vinyl, 2 Moveable (Front-to-Side) Primary Visors, Driver Side with Vanity Mirror and Toll Ticket Strap, plus 1 Auxiliary Visor (Front Only), Driver Side

CAB REAR SUSPENSION Air Bag Type

SUNSHADE, EXTERIOR Aerodynamic, Painted Roof Color; Includes Integral Clearance/Marker Lights

WHEELS, FRONT DISC; 22.5" Painted Steel, 5 Hand Hole, 10-Stud (285.75MM BC) Hub Piloted, Flanged Nut, Metric Mount, 8.25 DC Rims; With .472" Thick Increased Capacity Disc and Steel Hubs

Description

Includes
: PAINT IDENTITY, FRONT WHEELS White
: WHEEL SEALS, FRONT Oil Lubricated, Includes Wheel Bearings

WHEELS, REAR DUAL DISC; 22.5" Painted Steel, 5 Hand Hole, 10-Stud (285.75MM BC) Hub Piloted, Flanged Nut, Metric Mount, 8.25 DC Rims; With .472" Thick Increased Capacity Disc and Steel Hubs

Includes
: PAINT IDENTITY, REAR WHEELS White
: WHEEL SEALS, REAR Oil Lubricated, Includes Wheel Bearings

BDY INTG, REMOTE POWER MODULE Mounted Under Cab or On Battery Box; Up to 6 Outputs & 6 Inputs, Max. 20 amp. per Channel, Max. 80 amp. Total (Includes 1 Switch Pack With Latched Switches)

(4) TIRE, REAR 11R22.5 G164 RTD M+S (GOODYEAR) 499 rev/mile, load range G, 14 ply

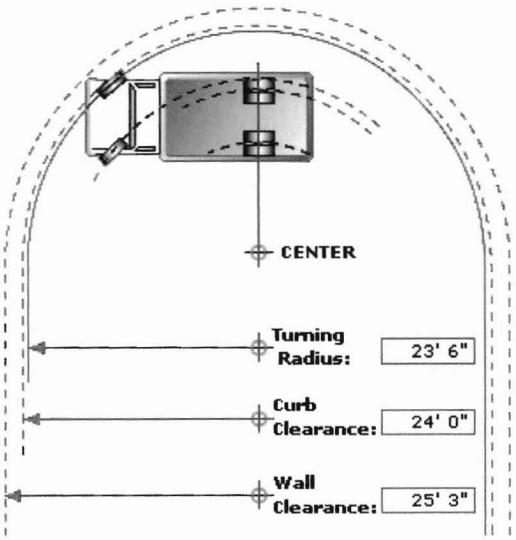
(2) TIRE, FRONT 12R22.5 G149 RSA/RH (GOODYEAR) 483 rev/mile, load range H, 16 ply

ENGINE, DIESEL (0012NSU)
ATTACHMENTS: 0004091 (BRAKE SYSTEM, AIR)

Parameter	Value	UOM
PASSWORD-1	0000	N/A
MAX-VEHICLE-SPEED	59	MPH
MIN-CRUS-CNTRL-SPD	35	MPH
MAX-CRUS-CNTRL-SPD	59	MPH
VEHICLE-RETARDER	1	N/A
PTO-MAX-ENGINE-SPEED	2000	RPM
PTO-PRESET-SPD-1	1000	RPM
PTO-PRESET-SPD-2	1500	RPM
PTO-RPM-RAMP-RATE	100	RPM/SEC
PTO-MAX-VEHICLE-SPEED	10	MPH
PTO-REMOTE-PEDAL	NO	N/A
PTO-REM-PEDAL-RTZ	RTZ-NOT	N/A
PTO-DISABLE-CAB-INTERFACE	NO	N/A
DRIVELINE-MODE	NEUTRLOP	N/A
IDLE-SHUTDN-MODE	OFF	N/A
SERVICE-INTERVAL-ENABLE	OFF	N/A

These Electronic Parameters have not been finalized

Turning Radius Summary
2006 7400 SFA 4X2 (SA525)



Series:	7000
Model:	SA525
Description:	7400 SFA 4X2
Model Year:	2006

Calculation Factors

Wheelbase:	160
Front Axle:	0002AET
Description:	AXLE, FRONT NON-DRIVING, {Dana Spicer I-140W} Wide Track, I-Beam Type, 14,000-lb Capacity
Front Wheel:	0027DRN
Description:	WHEELS, FRONT, DISC; 22.5" Painted Steel, 5 Hand Hole, 10-Stud (285.75MM BC) Hub Piloted, Flanged Nut, Metric Mount, 8.25 DC Rims; With .472" Thick Increased Capacity Disc and Steel Hubs
Front Tire:	07382150155
Description:	TIRES, 12R22.5 G149 RSA/RH (GOODYEAR) 483 rev/mile, load range H, 16 ply
Steering Gear:	0005PSA
Description:	STEERING GEAR, {Sheppard M-100} Power

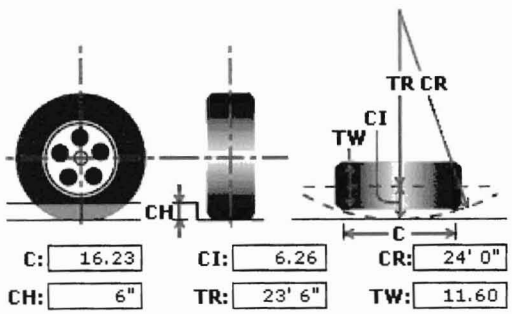
Turning Radius Statistics

General Information

Inside Turn Angle:	45 Degrees
Radial Overhang:	21

Axle Information

KingPin Inclination:	7.375 Degrees
KingPin Center:	71.5



Turning Radius - Curb View

C	- Curb Contact Length:	16.23
CI	- Curb Clearance Increment:	6.26
CR	- Curb Clearance Radius:	24'0"
CH	- Curb Height:	6"
TR	- Turning Radius:	23'6"
TW	- Tire Width:	11.60

* All Measurements are in inches, unless otherwise specified.

This information is based on engineering information available at this time. Actual figures may vary. International Truck and Engine Corporation cannot accept liability for consequences due to this variance.

`State of Washington
Current Contract Information
Change Notice No. 12
Effective Date: 3/20/08

Contract number: **07503** **Commodity code:** 2320

Contract title: **VARIOUS CAB & CHASSIS AND OPTIONS**

Purpose: Administrative Changes for Contractor Contact

Current period: July 9, 2007 **through:** July 8, 2009

Contract type: This contract is designated as **convenience** use.

Scope of contract: This contract is awarded to **one** contractor(s).

Primary user: **Tacoma Public Utility**

Additional use by: All State Agencies, Political Subdivisions of Washington and Oregon State, Qualified Non-profit Corporations, Materials Management Center, Participating Institutions of Higher Education (College and Universities, Community and Technical Colleges).

Contractor: Cascadia International, LLC
Address: 2312 Milwaukee Way
Tacoma, WA 98421
Email: **boxer72@att.net**

Contact: Jerry Meyerhoff
Phone: (800) 654-5850
FAX: (253) 383-4281
Supplier No.: 23501
Fed. I.D. No.: 91-1688041

This page contains key contract features. Find detailed information on succeeding pages. For more information on this contract, or if you have any questions, please contact your local agency Purchasing Office, or you may contact our office at the numbers listed below.

Contract Specialist:	Kenneth A. Woodfork, CPPB	Assistant:	Christine Schoepfer
Phone Number:	(360) 902-7422	Phone Number:	360) 902-7193
Fax Number:	(360) 586-2426	Fax Number:	(360) 586-2426
Email:	kwoodfo@ga.wa.gov	Email:	**CSchoep@ga.wa.gov**

Visit our Internet site: *http://www.ga.wa.gov/purchase*

Products/Services available:	Various Cab & Chassis with options
Ordering information:	See page 2 Note III
Ordering procedures:	See page 2 Note II
Special notes:	See Below
Payment address:	2312 Milwaukee Way, Tacoma, WA 98421
Order placement address:	2312 Milwaukee Way, Tacoma, WA 98421
Minimum orders:	None
Delivery time:	150-180 days After Receipt of Order (ARO)
Payment terms:	Net 30 days
Shipping destination:	Free On Board (FOB) Destination. Original order FOB Tacoma Public Utility all other orders FOB Dealer.
Freight:	Prepaid and included in unit pricing
Contract pricing:	See pages Attachment "A"
Term worth:	**$12,658,912.00**
Current participation:	**$0.00 MBE** **$0.00 WBE** **$12,658,912.00 OTHER** **$0.00 EXEMPT** **MBE 0%** **WBE 0%** **OTHER 0%** **EXEMPT 0%**

NOTES:

I. Best Buy: The following provision applies to mandatory use contracts only. This contract is subject to RCW 43.19.190(2) & RCW 43.19.1905(7): which authorizes state agencies to purchase materials, supplies, services, and equipment of equal quantity and quality to those on state contract from non-contract suppliers. Provided that an agency subsequently notifies the Office of State Procurement (OSP) State Procurement Officer (SPO) that the pricing is less costly for such goods or services than the price from the state contractor.

If the non-contract supplier's pricing is less, the state contractor shall be given the opportunity by the state agency to at least meet the non-contractor's price. If the state contractor cannot meet the price, then the state agency may purchase the item(s) from the non-contract supplier, document the transactions on the appropriate form developed by OSP and forwarded to the SPO administering the state contract. (Reference General Authorities document)

If a lower price can be identified on a repeated basis, the state reserves the right to renegotiate the pricing structure of this agreement. In the event such negotiations fail, the state reserves the right to delete such item(s) from the contract.

II. State Agencies: Submit Order directly to Contractor for processing. Political Subdivisions: Submit orders directly to Contractor referencing State of Washington contract number. If you are unsure of your status in the State Purchasing Cooperative call (360) 902-7415.

III. Only authorized purchasers included in the State of Washington Purchasing Cooperative (WSPC) listings published and updated periodically by OSP may purchase from this contract. It is the contractor's responsibility to verify membership of these organizations prior to processing orders received under this contract. A list of Washington members is available on the Internet http://www.ga.wa.gov/servlet/PCACoopListSv,. Contractors shall not process state contract orders from unauthorized users.

SPECIAL CONDITIONS:

1. **Current Contract Information (CCI)**
   This Current Contract Information (Change Notice No. 12) revises Contractor Contact, mailing and billing address as given above in this document. This CCI works in conjunction with the contract award and Change Notices 1 through 11. All Other Terms, Conditions, and Pricing remain unchanged.

2. **Contract Pricing**
   Special price arrangement has been made for current pricing to remain unchanged through 12/31/07. On 1/1/08 the revised price list will be effective and pricing will remain unchanged through July 2008. All other terms, and conditions will remain unchanged.

3. **Certificate of Insurance**
   Contractor to furnish to the State Procurement Officer, a copy of a valid Certificate of Insurance listing the State as beneficiary (See Original Bid Document, Section II, Paragraph 1) which is to stay in forced for duration of contract.

4. **Warranty**
   Bidder will submit a copy of warranty with items delivered under this contract. Unless otherwise specified, full parts and labor warranty period shall be for a minimum period of one (1) year after receipt of materials or equipment by the Purchaser. All materials or equipment provided shall be new, unused, of the latest model or design and of recent manufacture

   In the event of conflict between contract terms and conditions and warranty submitted, to afford the state maximum benefits, the contract terms and conditions shall prevail.

5. **Sales and Subcontractor Report**
   A quarterly Sales and Subcontractor Report (attached) shall be submitted in the format provided by the Office of State Procurement. You can get the report electronically at http://www.ga.wa.gov/pca/usage.doc. Total purchases for each State Agency, University, Community and Technical Colleges must be shown separately. Total purchases for all political subdivisions and non-profit organizations may be summarized as one customer. Additionally, all purchases by the State of Oregon or other purchasers must be reported as an aggregate total.

   The report shall include sales information (Section A) and amounts paid to each subcontractor during the reporting period (Section B)

   Reports should be rounded to nearest dollar. Contractors will be provided with all necessary sample forms, instructions, and lists. Reports are due thirty (30) days after the end of the calendar quarter, i.e., April 30th, July 31st, October 31st and January 31st.

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PRICE SHEET ITEMS 3 & 4

Cab and Chassis Items # 3 and #4 07503	Pricing through 12/31/2007	1/1/2008 through 7/31/2008
Cab & Chassis for TPU, 37,000 GVWR, 4 X 2.		
Mfg.: Mfg.: International Truck and Engine		
Brand/Model: Mfg.: International 7000 4x2	$61,913.13	$62,532.13
Cab & Chassis for TPU 54,000 GVWR, 6 X 4.		
Mfg.: Mfg.: International Truck and Engine		
Brand/Model: Mfg.: International 7000 6 X 4	$68,156.13	$68,838.13
Trucks built after 1/1/2007 subject to $5400.00 net Emissions Surcharge (See attached letter)	$5,400.00	$5,400.00
Options to be considered on Items 3 and 4	Cost of offered Options	Cost of offered Options
1. Set back axle configuration ILO set forward	No Charge	No Charge
2. Cab to axle and frame options (all section modulus as spec'd):		
A. Over 120" ca with front frame extension	$276.-120;;-189" on 4x2	$276.-120;;-189" on 4x2
	$318. -102"-151" CA 6x4	$318. -102"-151" CA 6x4
	$595. 6x4 over 151" CA	$595. 6x4 over 151" CA
B. Fixed grille (Fixed grille mandatory option with 2007 emissions)	$62.00	$62.00
C. Add front PTO provisions	$53.00	$53.00
D. Delete front frame extension	($290.00)	($290.00)
E. Delete 30 sm frame and provide 22 sm 120,000 psi single frame	($209.00)	($209.00)
3. Engine options:		
A. 285 hp 800 lb. ft. Torque DT530E engine option @ 2000 rpm	($974.00)	($974.00)
B. 305 hp 1150 lb. Ft. torque Cummins ISM w/ Jacobs engine brake requires an additional $2000.00 Emissions adjustment for any production after 1/1/07. Due to this being a Cummins Engine	NOT AVAILABLE EXCEPT ON WSDOT PLOW UNITS PRICED SEPARATELY	NOT AVAILABLE EXCEPT ON WSDOT PLOW UNITS PRICED SEPARATELY
C. Horizontal exhaust system	($27.00)	($27.00)

Cab and Chassis Items # 3 and #4 07503	Pricing through 12/31/2007	1/1/2008 through 7/31/2008
4. Brake options:		
A. Anti lock brake system (4-channel) w/ traction control	$143.00	$143.00
B. Delete exhaust brake	($414.00)	($414.00)
C. Engine Brake ILO Exhaust Brake	$1,015.00	$1,015.00
5. Rear axle options:		
A. 23,000 single rear axle & 31,000 lb. Suspension less driver control traction	($456.00)	($456.00)
B. 23,000 2-speed single axle less traction control	$717.00	$717.00
C. 21,000 Single speed axle less traction control	-613	-613
6. Front axle options:		
A. 18000 front axle ILO 14000 bid with 385/65R22.5 18 PR G286 Goodyear Tires on 8.25" Accuride #28476 wheels, and 16.5 x 5" s-cam front brakes (INCREASE DUE TO MODEL TIRE PRICING INCREASE)	$2,750.00	$2,750.00
B. Aluminum front wheels ILO steel	$208.00	$208.00
C. Aluminum rear wheels ILO steel Priced per Axle	$518.00	$518.00
7. Transmission options		
A. Eaton Fuller 10 speed transmission ILO Allison 6 speed	With 275 HP Option only @ ($6,031.36)	With 275 HP Option only @ ($6,031.36)
B. Allison retarder for MD series transmissions	$4,508.00	$4,508.00
C. Allison HD 4560 Transmission	$7,775.00	$7,775.00
D. Allison MD 3560 Transmission	NO LONGER MANUFACTURED	NO LONGER MANUFACTURED
8. Misc. Options		
A. 160 Amp alternator	$163.00	$163.00
B. Manual reset circuit breakers	Standard 7000 Series	Standard 7000 Series
C. Delete power module and in dash 6-switch panel for accessories	($294.00)	($294.00)
D. Dual 70 gallon ILO single 70 gallon fuel tank	$323.00	$323.00
(1) Single 80 Gallon tank with clean CA	$90.00	$90.00
E. Standard rearview mirrors	($198.00)	($198.00)
F. Dual Air Suspension high back driver and fixed position passenger seat	($138.00)	($138.00)

Cab and Chassis Items # 3 and #4 07503	Pricing through 12/31/2007	1/1/2008 through 7/31/2008
G. 1/3-2/3 Driver passenger seat with storage under (Air drivers seat)	$141.00	$141.00
H. Power windows and locks (double the cost for crew cab)	$232.00	$232.00
I. 800 MHz radio accommodation package w/antenna base, bracket, mike clip and harness.	$764.00	$764.00
J. Add CB equipment	$180.00	$180.00
K. Delete Air conditioning	($522.00)	($522.00)
L. Deluxe interior ILO Premium trim	($191.00)	($191.00)
M. Extended cab with approx. 25" extension (Factory)	$1,774.00	$1,774.00
N. Crew Cab (Factory) 4-Doors and rear bench seat now includes 3 external -grab handles	$6,333.00	$6,333.00
O. Service manual for chassis on CD	$198.00	$198.00
P. Vin# specific parts manual for chassis on CD	$290.00	$290.00
Q. Diagnostic software and necessary cables for attaching to PC	DELETED	DELETED
R. Delete trailer connections for air brakes with 7-way electrical to rear, as in item 2)	($303.00)	($303.00)
Applicable Options per attachment "C"		
1. Expanded metal stone guard	$285.00	$285.00
2. Relocate switch controller inside cab	$213.00	$213.00
3. Relocate air dryer inside right frame rail 35" BOC	$244.00	$244.00
4. Sweep style air restriction indicator ILO Filter minder	$228.00	$228.00
5. Add speed sensor cover with 2 ports (Fuller 9 series) Done Locally	$300.00	$300.00
6. Reconfigure batteries w/ trays, caps, in line style	$223.00	$223.00
7. Delete exterior visor	($127.00)	($127.00)
8. Newly available 3-Battery box for clean CA (some restrictions apply)	$270.00	$270.00

Description Item 3 & 4	Check If As Specified	Describe Fully If Not As Specified
Item No. 3 Cab and Chassis International 7000 4x2 & Item 4, 6 x4 :		
Item #1		
1. Chassis, Load capacity and Measurements:		
a. Chassis load rating shall be 37,000 lbs (GVWR).	✓	
b. Wheel Base shall be 171"	✓	
c. Cab to Axle (CA) shall be 96"	✓	
d. Bumper to back of cab to be 102-107"	✓	
e. To be set forward axle option	✓	
2. Frame:		
a. The entire length of the frame rails shall be full depth including the manufacturers integral frame extension.	✓	
b. Both frame rails, from front to rear, shall be constructed with 110,000 psi steel, with a minimum section modulus of 30.00 and a minimum RBM of 3,300,000 in. lbs.	✓	
c. The section modulus at the engine cut outs shall be at least 18.00, with an RBM of 2,000,000.	✓	
d. There shall be no holes or bolts in the top flange of the frame rails, from the back of the cab to the trunnion.	✓	
e. The left frame rail shall be clear, between the fuel tank and the front hanger of the rear spring assembly.	✓	
f. Cross-members shall not be riveted to the frame rails, however cross-member components may be riveted to form a cross-member assembly.	✓	
g. Shall have a formed steel front bumper, with two front tow loops or hooks accessible through the bumper.	✓	
3. Cab and Related Equipment:		
a. Shall be a manufacturer's premium cab with at least 21 inches of clear space between the driver and passenger seat.	✓	
b. Exterior of the Cab shall be painted with Sikkens basecoat/clear coat Omaha Orange 0311 or equal	✓	

Description Item 3 & 4	Check If As Specified	Describe Fully If Not As Specified
c. Three-piece bonded hood and fenders shall tilt forward to a stable position and allow full and unrestricted access to the engine compartment.	✓	
d. When the hood and fenders are tilted forward, the fixed position grill shall not come in contact with the front frame extension.	✓	
e. There shall be a metal mesh protective screen, mounted behind the grill to protect the radiator.	✓	
f. The unit shall be equipped with the following:	✓	
1. Engine voltmeter	✓	
2. Engine oil pressure gauge.	✓	
3. Tachometer, and Hour-meter.	✓	
4. Engine coolant temperature gauge.	✓	
5. High output heater w/fresh air selection. The heater shall have a 30,000 BTU rating.	✓	
6. Dual Sun visors for both driver and passenger.	✓	
7. Factory installed air conditioning with particulate filter and electronic auto protection for low refrigerant.	✓	
8. Visual and audible low oil pressure / high coolant temperature warning system.	✓	
g. Dual, heated 6 x 16 inch Bright finish rearview mirrors. Both side mirrors shall be motorized. The mirrors shall be equipped with a minimum 8-inch heated convex spot mirrors. Both mirrors to be designed to break away when hit from front or rear to minimize damage to mirrors and door structure.	✓	
h. Shall be equipped with an air horn mounted under cab.	✓	
j. Shall be equipped with cowl mounted, electric, intermittent, windshield wipers, to include a HD wiper motor(s).	✓	
j. The wiper linkage shall be a heavy-duty formed linkage. Pressed steel linkage is not acceptable.	✓	
k. The cab noise level shall not exceed 84 dba inside the cab with windows closed, measured at 1800 RPM and at normal road speed.	✓	

Description Item 3 & 4	Check If As Specified	Describe Fully If Not As Specified
l. Shall be equipped with left and right egress / ingress assist handles. Additional Left side exterior handle with rubber insert, for safety.	✓	
m. Shall be equipped with an AM/FM Radio, with weather band.	✓	
n. Overhead molded plastic console, with dual storage pockets, radio mounting pocket with hold-down, electronic compass and outside temp display.	✓	
o. Factory installed cab air suspension system.	✓	
p. To have a factory installed exterior sun-visor painted to match cab.	✓	
q. To include functional vent windows in cab.	✓	
4. Seats:		
b. Both the driver and passenger seats shall be a cloth covered high back National air ride to include air lumbar supports. To have armrests on inside (toward center) of each seat.	✓	
b. Both seats shall have compatible; three point type seat belts with shoulder strap, and retractors.	✓	
5. Electrical & Lighting Systems:		
Note: All chassis lighting shall be conventional lighting (International lighting is not acceptable). : Chassis wiring must be color-coded and continuously numbered.	✓	
a. Shall be a 12-volt system with LBP-2190 135amp alternator, high output at low RPM, pad mounted.	✓	
b. Batteries shall have at least 1,900 cold cranking amps (CCA) and be maintenance-free.	✓	
d. The battery box cover shall be constructed of a non-metallic reinforced material to include a remote jump stud.	✓	
d. The battery box shall be right side frame rail mounted.	✓	
e. All cable ends shall be sealed, and equipped with rubber retainers.	✓	
f. Shall have a, programmable six-position auxiliary switch panel. They shall operate from the ignition switch in both run and accessory positions, all switches shall be on/off (20 amp.) and be programmable to lower amperage. Remote power connections to be under cab.	✓	

Description Item 3 & 4	Check If As Specified	Describe Fully If Not As Specified
1. Automatic circuit protection for switches.	✓	
2. Back lit, and labeled rocker panel switches	✓	
4. All switches are powered with provisions to label and identify individual switches for specific functions.	✓	
Note: Bidder must ensure that the control panel on all equipment associated with this purchase, are pre-wired and labeled uniformly.	✓	
g. A round 7-conductor, cable shall be wired to the rear of the chassis and terminate into a standard 7 pole trailer connector with ABS. (Conventional Wiring)	✓	
h. Shall be equipped with standard generic round or rectangular halogen headlamps.	✓	
i. Body builder wiring to rear of frame, with stop, tail, turn, and marker lights circuits, ignition controlled auxiliary feed and ground for connection of body by supplier	✓	
j. Marker lights to be LED mounted in cab or sun visor (if required)	✓	
7. Air Cleaner		
a. Shall be dual element, dry-type, with fresh air intake.	✓	
b. A air filter restriction indicator shall be mounted on the dash.	✓	
c. The air cleaner lid shall have release latches for quick and easy access to the air cleaner.	✓	
8. Engine:		
a. Shall be an International DT530E 300 hp, peak gross hp at 2100 rpm; and 1050 Torque at 1200 RPM.	✓	
b. Shall be equipped with an exhaust brake.	✓	
c. Electronic engine controls shall have the following settings:	✓	
1. Maximum road speed to be 65 mph.	✓	
2. Cruise control speed to be 60 mph.	✓	
3. Idle Set 650 rpm , Resume 1,000 rpm.	✓	
4. Shall have idle bump up/down feature.	✓	

Description Item 3 & 4	Check If As Specified	Describe Fully If Not As Specified
d. Shall be equipped with 1000 watt 110 volt block heater, with the plug-in receptacle located on the left side under the driver's door.	✓	1250 watt
9. Engine Cooling System:		
a. Shall be equipped with a temperature controlled, air clutch fan drive.	✓	
b. Radiator shall be a min. 1000 sq. in. frontal area cross flow, aluminum core, with deaeration system and coolant filter, mounted above frame rails. To be filled with extended life coolant.	✓	
c. Antifreeze protection shall be at least –40 °.	✓	
10. Engine Exhaust System:		
a. Shall be a single undercab horizontal muffler and vertical pipe. With provision for left or right side mounting. (all bracing to be mounted undercab)	✓	
11. Fuel Tank:		
a. Shall have a 70-gallon fuel tank.	✓	
b. The tank shall be equipped with two non-skid, raised expanded metal steps.	✓	
c. Shall be mounted on the frame rail.	✓	
e. Shall not extend past the back of the cab.	✓	
12. Transmission:		
Shall be an Allison MD3066 6 Speed with transmission cooler.	✓	
13. Axles and Suspension:		
a. *Front Axle* shall be 14,000 lbs. (axle and suspension) with Stemco-type seals or equql and grit guards, and heavy-duty double acting shock absorbers.	✓	
b. *Rear Axle* shall be a Dana Spicer 23-105D or equal 23000 lb. Capacity and have a 31000 lb. Progressive suspension with an additional 4500 lbs. rated auxiliary spring and a gear ratio to allow 65-mph. Equipped with driver actuated traction control.	✓	
14. Steering System:		
a. Shall have a Shepherd power steering system or equal.	✓	

Description Item 3 & 4	Check If As Specified	Describe Fully If Not As Specified
b. Steering wheel shall be 18 inches in diameter.	✓	
c. Steering column shall be fully adjustable.	✓	
15. Wheels and Tires:		
a. *Front wheels* shall be Hub Pilot 8.25" Disc with 12R22.5 LRH steel belted Goodyear tubeless tires. The center wheel hub shall have a thickness of at least .472 inches	✓	
b. *Rear wheels* shall be Hub Pilot 8.25" Disc with Goodyear G164 RTD 11 R 22.5 LRG steel belted tires. The center wheel hub shall have a thickness of at least .472 inches	✓	
16. Brake System:		
a. Shall be a Bendix or equla 4- channel anti-lock series air brake system.	✓	
b. Shall have self-adjusting "S" cam air brakes front and rear, with brake shields installed.	✓	
c. Shall have outboard mounted brake drums, with 16 ½ x 5-inch front with 24" long –stroke chambers	✓	
d. All brake blocks shall be non-asbestos.	✓	
e. Shall have 30 sq. in. MGM TR-TS or equal long- stroke rear brake chambers and 16 ½ X 7 rear drums.	✓	
f. Shall have a 13.2 C.F.M. air compressor.	✓	
g. Shall have the Rockwell Wabco System Saver 1200 air dryer.	✓	
h. Air tanks shall be mounted below the cab.	✓	
i. To include provision for trailer towing, including tractor protection valve and hand control valve.	✓	
Price Page Item #4 Same as Price Page Item #3 but with Tandem axle equipped		
1. Chassis, Load capacity and Measurements:		
a. Chassis load rating shall be 54,000 lbs (GVWR).	✓	
b. Wheel Base shall be 195"	✓	
c. Cab to Axle (CA) shall be 120"	✓	
d. Bumper to back of cab to be 102-107"	✓	
e. 40,000 lb rear axle with lube pump and HN-403 Suspension	✓	

ATTACHMENT "D" OPTIONS

Item Description		Option Pricing
1. Tractor Options for Items 2 & 5.		
A. Cab controlled air slide Holland fifth wheel plate. The fifth wheel plate shall rise above the frame rails of the chassis by 7.6 inches.		
B. Pro Tech model 10-1000 aluminum cab guard with chain binder holding locking brackets and a rear view window opening.		
C. Work light mounted on each upper corners of the cab guard. The work lights shall be individually controlled within the cab.		
D. Two Echo 6665 A strobe lights mounted on the outboard side of each work light.		Includes 1 A-D $5503.00
2. Electronic auto shift eighteen speed Fuller Transmission, Items 2, if available.		$ 5205.00 credit
3. CB accommodation package: Items 1&5		$180.00
4. Selector valve for under hood air intake: All items		$131.00
5. T-Handle gear selector for Allison Transmission: All items		$233.00
6. Backup alarm: All items		$ 75.00
7. 20,000 lb. front suspension with 18,000 axle options: Items 2,3,4&5		$170.00 on 2,3,4 and item 5
8. Truck lite 44 Series LED taillights with Super 40 backup lights: All items		$120.00 on any item
9. 8 year 100% parts and labor warranty on main fuse panel mounted on splash panel under the hood: All affected items		N/A or required due to wiring being moved inside cab
10. Factory auxiliary headlight wiring: All items except item 2		$39.00
11. Corrosion resistant oil pan: All items except item 2		$40.00
12. Marmon-Harrington 4x4 conversion: Item 3 or 5		$33,688.00
13 Option of 450 HP Cummins ISX 1650 torque: Item 2		$832.00 requires option 7c
14 Option of 425 HP Cummins ISM 1550 torque: Item 5		No longer available
15 Option of 100 amp 22SI alternator: All items		$83.00 credit
16. Two piece clutch brake: Items 3 & 5		$233.00 w/ Eaton & Cummins
17. 6 in-cab dash mounted switches: Item 2		$120.00
18. Air suspension cab: Item 2		$328.00
20. Clarify item 2d on Item 5. It should be an added cost, not a delete as stated. $248.80 respectively, as it is adding the frame extension.		Yes, this should be a $252.00 Added cost.
21. Also, the engine option #3b - 280 HP should be redefined as 320V ISM on option list item #3 due to ratings changes by Cummins.		That is correct. No longer applicable

ATTACHMENT F4 WSDOT BOILER PLATE

The following issues not addressed in the main contract document 07503 will be offered as follows for WSDOT

Washington State
Department of Transportation
Vehicle & Equipment Bidding Requirements

General:

Specification Clarification and Changes:

Clarification for any item in these specifications may be obtained from the Office of State Procurement, (OSP) at (360) 902-7422.

Equipment Demonstrations:
Prior to award of a purchase order, bidders may be required to present an offered unit for demonstration of its performance and capability. Such demonstrations must be conducted within fourteen calendar days after notification.

Performance demonstration(s) must be conducted within fourteen (14) calendar days after notification that such demonstration(s) is required. Bidder(s) shall conduct all demonstration(s) within Washington State and are responsible for their costs associated with the demonstration(s).

The Bidder(s) will coordinate with WSDOT, Equipment Administration Office at (360) 705-7882/7884 to establish the location, date and time of the performance demonstration(s).

Equipment Specification Compliance Inspections; Delivery; and Acceptance:

3. The Manufacturer's Statement of Origin (MSO);
4. Axle weight slips (for all units with axles); and (not applicable to chassis w/o body)
5. A completed Washington State title application showing both the legal and registered owner as; **Washington State Department of Transportation Olympia, Washington 98504-7357.** Out of state Supplier(s) may contract WSDOT, Equipment Administration Office at (360) 705-7882/7884 to obtain a Washington State title application.

Training:

We are including a $500.00 Training allowance with each chassis ordered for WSDOT under the contract. Those funds my be used to offset classroom costs and/or purchase computer based training.

Some classes will require students to attend @ Bates Voc. Tech. Tacoma – due to the teaching aids required. Bates/International classes currently cost $175.00 per student for a 2 day class.

ATTACHMENT F4 WSDOT BOILER PLATE CONTINUED:

training center in Portland currently $500.00/ Student. Generally this is a 2 or 3 day class.
For International and Cummins, custom on site classes can be set up. They do require substantial lead times due to instructor's annual schedules. Custom classes require 10 students, and would be held in one of your shops. Prices for these range from $1250.00 for a one day class + $500.00 per additional day, for 10 students from International to $5000.00 for a 2/3 day Cummins class.

Driver training is available at no charge for groups of 10 or more, but again lead time is required.
These are typically conducted by chassis and drivetrain vendors, and can be done at centrally located WSDOT locations.

The above plan is offered to assure WSDOT that quality material is presented, to your people.

CITY OF MARYSVILLE

EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: June 9, 2008

AGENDA ITEM: Purchase and Install Dump Body for New Dump Truck Cab & Chassis	AGENDA SECTION:	
PREPARED BY: Mike Shepard, Fleet & Facilities Manager	AGENDA NUMBER:	
ATTACHMENTS: Purchase Order No. F 5372, State Contract 12304, and quote from Northend Truck Equipment, Inc.	APPROVED BY:	
	MAYOR	CAO
BUDGET CODE: 40143900.500000/50100048.564000.0841	AMOUNT $38,647.70	

The 2008 budget included a new dump truck for the Streets Division. The dump body will be purchased and installed by Northend Truck Equipment, Inc. located in Marysville using State Contract #12304 for the amount of $38,647.70. The cab and chassis for this vehicle will be purchased on a separate Purchase Order using State Contract No. 07503.

Combined with the cab and chassis purchase, the total budgeted amount for this vehicle was $125,000.

RECOMMENDED ACTION: Staff recommends that Marysville City Council authorize the Mayor to sign Purchase Order No. F 5372 in the amount of $38,647.70 to purchase a dump body for a new dump truck.
COUNCIL ACTION:

PURCHASE ORDER ADDENDUM

This Purchase Order Addendum is agreed to by and between the CITY OF MARYSVILLE("City") and Northend Truck Equipment, Inc.("Contractor") and shall apply and be attached to the City's Purchase Order #F5372. The City and the Contractor hereby agree as follows:

1. All terms of the State of Washington ("State") Contract #12304 shall apply to this purchase.
2. The City shall be the beneficiary of all of the State's rights under said contract, and the Contractor shall perform for the City all of its obligations to the State under said contract.
3. The City shall be named as a beneficiary on the Contractor's Certificate of Insurance that is required under said contract.
4. The Contractor shall supply the City a copy of the warranty required under said contract, and the City shall be the beneficiary of said warranty.

In consideration of the terms and conditions contained herein and attached and made a part of this Purchase Order, the parties hereto covenant and agree as set forth herein.

IN WITNESS WHEREOF, the parties have executed this contract by their duly authorized representatives to be effective the day and year first above written.

Attest:

_____
City Clerk

Approved as to form:

_____
City Attorney

CITY OF MARYSVILLE

_____
Mayor

CONTRACTOR
Northend Truck Equipment, Inc.
By_____
Its_____

Project Code #0841

CITY OF Marysville WASHINGTON

FLEET MAINTENANCE DIVISION
80 Columbia Ave.
Marysville, WA 98270
(360) 363-8250
(360) 651-5524 Fax

Purchase Order

Show this Purchase Order Number on all correspondence, invoices, shipping papers and packages. F__ 5372

TO: Northend Truck Equipment, Inc
14919-40th Ave NE
Marysville, WA 98271

ATTENTION: JIM O'BRIEN 1-800-653-6066 CELL # 206 953-8124

DATE	ACCT. CODE	ORDER NO.
5-2-08	50100048.564000	

SHIP TO City of Marysville/Fleet Services
80 Columbia Ave
Marysville, WA 98270

REQUESTED BY	DATE EXPECTED	F.O.B. POINT	SHIP VIA	SUBLET QUOTE	EQUIP. / VEH. NO.
BOB/MIKE SHEPARD	150 DAYS		DRIVER		J020/Fleet Add

QTY	REC	B/O	ITEM NO. / DESCRIPTION	UNIT PRICE	EXTENSION	TAX / SHIP	TOTAL	RTY	W/O NO.
1			2008 Northend Truck 5YD Dump Body	35,620.00	35,620.00	—	—	—	
			WITHALL OPTIONS STATED AS PER						
			STATE OF WASH CONTRACT #12304						
			AND PROPOSAL DATED APRIL 15, 2008						
			FROM NORTHEND TRUCK EQUIPMENT						
			- INCLUDES MOUNTING BODY ONTO						
			2008 INTERNATIONAL 7400						
			CAB & CHASSIS SUPPLIED BY						
			CITY OF MARYSVILLE						
1			STATE OF WASH SALES TAX @ 8.5%			3,027.70			
			TOTAL INVOICE AMOUNT				$38,647.70		

NOTES: Truck Purchased As Fleet Addition As Per 2008 Budget
Dump Body For 5Yd DUMP TRUCK — Prepared By Bob Scott

X
MAYOR

AUTHORIZED BY:

Item 9 - 3

RECEIVED BY:

NORTHEND TRUCK EQUIPMENT ,INC.

14919 – Ave. NE
Marysville, WA 98271
Ph: (360) 653-6066 Fax: (360) 653-0100
1-800-653-6066

Bob Scott
CITY OF MARYSVILLE.
80 Columbia Ave.
Marysville, WA 98270

April 15, 2008

Ref. CONTRACTOR STYLE 5/6 YD DUMP BODY.
Per State DOT Dump Body Contract # 12304.

5/6 Yd. Dump bodies for western Washington …(10' body) …	$ 31,632.00
Radius style asphalt doors in tailgate. (two).	$ 884.00
Asphalt apron at rear.	$ 514.00
Federal 520112 FMK-A-HD Beacon. Fixed mount center of cab guard.	$ 235.00
Plow light package.	$ 670.00
Deadhead hydraulic lines to rear with QD's for sander.	$ 1,097.00
370Air hitch	$ 480.00
Electric backup alarm.	$ 108.00
Total price without sales tax, F.O.B. Marysville.	**$ 35,620.00**

* NOTE. Requires – chassis with 84" c/a,
* Fixed grill, extended front frame rails and front PTO.
* OEM plow light switch and wiring.
* Paint body silver.

Thank you for your help with this Bob, If you have any questions or need additional information please call me at 206-953-8124.

Sincerely,
NORTHEND TRUCK EQUIPMENT

James E. O'Brien
GOVERNMENT SALES.

Bob Scott

From: Jim O'Brien [jimob@northendtruck.com]
Sent: Friday, May 02, 2008 9:03 AM
To: Bob Scott
Subject: Dump quote
Attachments: Marysville,dump08.doc

Revised, Bob please be aware we are in the middle of a steel crisis and may not be able to fulfill this order at this time. I've just spoken to the owner of the company and our steel suppliers may not be able to fill any more of our orders due to price and stock on hand. We are approaching the State to see if we can work something our regarding a steel sur-charge of some kind. The other issue is availability, if we can't get the steel, we can't build the bodies. I'm not sure just what to do or say at this time but let's keep in close touch.
Thanks

James OBrien
NORTHEND TRUCK EQUIPMENT
206-953-8124
jimob@northendtruck.com

State of Washington
Current Contract Information
Change Notice No. 10

Effective Date: January 1, 2008

Contract number: **12304** **Commodity code:** 2510

Contract title: **DUMP BODIES-VARIOUS SIZES**

Purpose: **PRICE ADJUSTMENT / OPTIONS ADDED**

Current period: December 15, 2006 **through:** December 14, 2008

Contract type: This contract is designated as **mandatory** use.

SCOPE OF CONTRACT This contract is awarded to **one** contractor(s).

Primary user: **Department of Transportation**

Additional use by: All State Agencies, Political Subdivisions of Washington and Oregon State, Qualified Non-profit Corporations, Materials Management Center, Participating Institutions of Higher Education (College and Universities, Community and Technical Colleges).

Contractor:	Northend Truck Equipment, Inc.	**Contact:**	James O'Brien
Address:	14919 40th Ave. NE	**Phone:**	(800) 653-6066
	Marysville, WA 98271	**FAX:**	(360) 653-0100
		Supplier No.:	W2410
Email:	getex440@comcast.net	**Fed. I.D. No.:**	91-1578459
		UBI No.:	601438688

This page contains key contract features. Find detailed information on succeeding pages. For more information on this contract, or if you have any questions, please contact your local agency Purchasing Office, or you may contact our office at the numbers listed below.

Contract Specialist:	Kenneth A. Woodfork, CPPB	Assistant:	Christine Schoepfer
Phone Number:	(360) 902-7422	Phone Number:	(360) 902-7193
Fax Number:	(360) 586-2426	Fax Number:	360) 586-2426
Email:	kwoodfo@ga.wa.gov	Email:	**CSchoep@ga.wa.gov**

Visit our Internet site: *http://www.ga.wa.gov/purchase*

Ordering information:	See page 2 Note III
Ordering procedures:	See page 2 Note II
Special notes:	See Below
Payment address:	14919 40th Ave. NE Marysville, WA 98271
Order placement address:	14919 40th Ave. NE Marysville, WA 98271
Minimum orders:	None
Delivery time:	180 days After Receipt of Order (ARO)
Payment terms:	Net 30 days
Shipping destination:	Free On Board (FOB) Destination. All WSDOT orders are FOB Tumwater all other orders FOB Dealer.
Freight:	Prepaid and included in unit pricing
Contract pricing:	See Attachment "A" Contractor Dump Bodies 3 / 4 cu. Yd 2-Way Dump Body 5 /6 4 cu. Yd. (Front and Rear Tipping) Dump Body 5 /6 4 cu. Yd. (Side Tipping) "V" Hopper Sander Body, 9-15 ft. long (Stainless Steel) Wing Plow/Underbody Plow Attachment "A-1" Attachment "A-2" Attachment "A-3" Attachment "A-4" Attachment "A-5" Attachment "A-6" Force America System Attachment "A-7" Monroe V-Hoppers
Term worth:	**$8,058,612.00**
Current participation:	**$0.00 MBE** **$0.00 WBE** **$8,058,612.00 OTHER** **$0.00 EXEMPT** **MBE 0%** **WBE 0%** **OTHER 0%** **EXEMPT 0%**

NOTES:

I. Best Buy: The following provision applies to mandatory use contracts only. This contract is subject to RCW 43.19.190(2) & RCW 43.19.1905(7): which authorizes state agencies to purchase materials, supplies, services, and equipment of equal quantity and quality to those on state contract from non-contract suppliers. Provided that an agency subsequently notifies the Office of State Procurement (OSP) State Procurement Officer (SPO) that the pricing is less costly for such goods or services than the price from the state contractor.

If the non-contract supplier's pricing is less, the state contractor shall be given the opportunity by the state agency to at least meet the non-contractor's price. If the state contractor cannot meet the price, then the state agency may purchase the item(s) from the non-contract supplier, document the transactions on the appropriate form developed by OSP and forwarded to the SPO administering the state contract. (Reference General Authorities document)

If a lower price can be identified on a repeated basis, the state reserves the right to renegotiate the pricing structure of this agreement. In the event such negotiations fail, the state reserves the right to delete such item(s) from the contract.

II. State Agencies: Submit Order directly to Contractor for processing. Political Subdivisions: Submit orders directly to Contractor referencing State of Washington contract number. If you are unsure of your status in the State Purchasing Cooperative call (360) 902-7415.

III. Only authorized purchasers included in the State of Washington Purchasing Cooperative (WSPC) listings published and updated periodically by OSP may purchase from this contract. It is the contractor's responsibility to verify membership of these organizations prior to processing orders received under this contract. A list of Washington members is available on the Internet http://www.ga.wa.gov/servlet/PCACoopListSv,. Contractors shall not process state contract orders from unauthorized users.

SPECIAL CONDITIONS:

1. **Current Contract Information (CCI)**
   This Contract Change Notice No. 10 adds the Operator Input Device for the Fore American Controller and the Henke FVX12 V-Plow to Contract Options for Contract 12304-Dump Bodies. Contract Prices have been revised and remain fixed for another 180 days. All other terms, conditions, and pricing pertaining to the original contract apply with this contract change notice and remain unchanged.

2. **Certificate of Insurance**
   Contractor to furnish to the State Procurement Officer, a copy of a valid Certificate of Insurance listing the State as beneficiary (See Original Bid Document, Section II, Paragraph 1) within Fifteen (15) days after Contractor receipt of award notice. Certificate to include contract number 12304.

3. **Warranty**
   Bidder will submit a copy of warranty with items delivered under this contract. Unless otherwise specified, full parts and labor warranty period shall be for a minimum period of one (1) year after receipt of materials or equipment by the Purchaser. All materials or equipment provided shall be new, unused, of the latest model or design and of recent manufacture. Refer to Attachment "B" Specifications:
   - Category I
   - Category II
   - Category III
   - Category IV
   - Category V
   - Category Attachment A.1 N/A
   - Category Attachment A.2
   - Category Attachment A.3
   - Category Attachment A.5
   - Category Attachment "A-7"
   -

   In the event of conflict between contract terms and conditions and warranty submitted, to afford the state maximum benefits, the contract terms and conditions shall prevail.

4. **Sales and Subcontractor Report**
   A quarterly Sales and Subcontractor Report (attached) shall be submitted in the format provided by the Office of State Procurement. You can get the report electronically at http://www.ga.wa.gov/pca/usage.doc. Total purchases for each State Agency, University, Community and Technical Colleges must be shown separately. Total purchases for all political subdivisions and non-profit organizations may be summarized as one customer. Additionally, all purchases by the State of Oregon or other purchasers must be reported as an aggregate total.

   The report shall include sales information (Section A) and amounts paid to each subcontractor during the reporting period (Section B)

   Reports should be rounded to nearest dollar. Contractors will be provided with all necessary sample forms, instructions, and lists. Reports are due thirty (30) days after the end of the calendar quarter, i.e., April 30th, July 31st, October 31st and January 31st.

PERFORMANCE REPORT FOR
PURCHASING & CONTRACT ADMINISTRATION

To OSP Customers:
Please take a moment to let us know how our services have measured up to your expectations on this contract. Please copy this form locally as needed and forward to the Office of State Procurement Purchasing Manager. For any comments marked unacceptable, please explain in remarks block.

Procurement services provided:	Excellent	Good	Acceptable	Unacceptable
➢ Timeliness of contract actions	☐	☐	☐	☐
➢ Professionalism and courtesy of staff	☐	☐	☐	☐
➢ Services provided met customer needs	☐	☐	☐	☐
➢ Knowledge of procurement rules and regulations	☐	☐	☐	☐
➢ Responsiveness/problem resolution	☐	☐	☐	☐
➢ Timely and effective communications	☐	☐	☐	☐

Comments: _____

_____

_____

Agency: _____ Prepared by: _____

Contract No.: Document1 Title: _____

Contract Title: _____ Date: _____

Phone: _____

Send to:

Purchasing Manager
Office of State Procurement
PO Box 41017
Olympia, Washington 98504-1017

PERFORMANCE REPORT FOR CONTRACTOR PRODUCT/SERVICE

Complete this form to report problems with suppliers or to report unsatisfactory product or services. You are also encouraged to report superior performance. Agency personnel should contact suppliers in an effort to resolve problems themselves prior to completion and submission of this report.

Contract number and title: **Document1**

Supplier's name: _____ Supplier's representative: _____

PRODUCT/SERVICE

- ☐ Contract item quality higher than required
- ☐ Contract item quality lower than required.
- ☐ Other:
- ☐ Damaged goods delivered
- ☐ Item delivered does not meet P.O./contract specifications

SUPPLIER/CONTRACTOR PERFORMANCE

- ☐ Late delivery
- ☐ Incorrect invoice pricing.
- ☐ Other:
- ☐ Slow response to problems and problem resolution
- ☐ Superior performance

CONTRACT PROVISIONS

- ☐ Terms and conditions inadequate
- ☐ Specifications need to be revised
- ☐ Other:
- ☐ Additional items or services are required.
- ☐ Minimum order too high.

Briefly describe situation: _____

_____

Agency Name:		Delivery Location:	
Prepared By:	Phone Number:	Date:	Supervisor:
Address:	Email:		

Send To:

KENNETH A. WOODFORK, CPPB
CONTRACT SPECIALIST
OFFICE OF STATE PROCUREMENT
PO BOX 41017
OLYMPIA WA 98504-1017

102 Bidders Company: Northend Truck Equipment Inc

CITY OF MARYSVILLE

EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: June 9, 2008

AGENDA ITEM: Assignment of Waterline Easement Agreement	AGENDA SECTION:	
PREPARED BY: John Cowling, Assist. Public Works Director / City Engineer	AGENDA NUMBER:	
ATTACHMENTS: 1. Assignment of Water line Easement Agreement 2. Initial Water line Easement between Snohomish County and Marysville Land, LLC	APPROVED BY:	
	MAYOR	CAO
BUDGET CODE:	AMOUNT:	

Marysville Land, LLC (Huish Family Fun Center) constructed a watermain along Twin Lakes Ave. NE to service their future development. A portion of the watermain was constructed through Twin Lakes Park (Snohomish County Parks). The county granted the waterline easement to Marysville Land, LLC for construction. Now that construction is complete the easement needs to be assigned to the City as the City will own and maintain this watermain. The attached document executes the assignment of the easement from Marysville Land, LLC to the City of Marysville.

RECOMMENDED ACTION: Staff recommends Council authorize Mayor Kendall to execute said assignment of easement.
COUNCIL ACTION:

After Recording Return to:

City of Marysville
1049 State Avenue
Marysville, WA 98270

ASSIGNMENT OF
WATER LINE EASEMENT AGREEMENT

Reference #: _____
Grantee (s): Marysville Land, LLC, a Washington limited liability company
Permanent Grantee(s): City of Marysville, a municipal corporation of the State of Washington

Legal Description (abbreviated): Ptn Sec 29, Twp 31 N, Rge 5 EWM
Tax Parcel No: ptn 31052900400800

THIS assignment of easement agreement made this ____ day of _____, 200___, is made by and between Marysville Land, LLC, a Washington limited liability company, hereinafter referred to as "Grantee", and City of Marysville, a municipal corporation of the State of Washington, hereinafter referred to as "Permanent Grantee".

WHEREAS, Grantee is the Grantee of the Water Line Easement Agreement recorded on September 26, 2007 under File # 200709260653, which is attached hereto as Attachment 1, is incorporated herein by this reference, and is hereinafter referred to as the "Water Line Easement Agreement"; and

WHEREAS, Grantee is desirous of assigning to the Permanent Grantee a permanent, non-exclusive easement over, under, on, and across the Property described in said Water Line Easement Agreement for the purpose of operating and maintaining an underground water line; and

WHEREAS, Grantee has constructed and installed said underground water line pursuant to the Water Line Easement Agreement; and

WHEREAS, Grantee and Permanent Grantee agree that the assignment of permanent easement rights under said Water Line Easement Agreement shall be contingent upon Grantee remaining liable for all duties related to construction and installation of the water line;

NOW, THEREFORE, for valuable consideration, the adequacy and receipt of which is hereby acknowledged, the parties hereby convey and agree as follows:

Grantee hereby assigns to Permanent Grantee all rights and duties set forth in the Water Line Easement Agreement, except for those provisions related exclusively to the construction and installation of the water line, which provisions include Sections 2, 5, and 8, provided that Grantee shall remain liable under the Water Line Easement Agreement for all duties related to the construction and installation of the water line, which duties are set forth in Sections 2, 4, 5, 7, and 8.

IN WITNESS WHEREOF, this instrument has been executed the day and year first above written.

PERMANENT GRANTEE:
CITY OF MARYSVILLE

By: _____
Dennis Kendall, Mayor

GRANTEE:
MARYSVILLE LAND, LLC

By: _____

Its: Manager

STATE OF WASHINGTON)
)ss.
COUNTY OF SNOHOMISH)

I certify that I know or have satisfactory evidence that Dennis 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 _____, 2008.

_____

_____
(Legibly print name of notary)
NOTARY PUBLIC in and for the State of
Washington, residing at _____

W/mv/Assignment of Water Line Easement Agreement

My commission expires _____

STATE OF WASHINGTON)
)ss.
COUNTY OF ~~SNOHOMISH~~ KING)

I certify that I know or have satisfactory evidence that Scott Hvish is the person who appeared before me, and said person acknowledged that HE/SHE signed this instrument, on oath stated that HE/SHE was authorized to execute the instrument and acknowledged it as the Manager of Marysville Land, LLC to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

DATED this 10th day of March, 2008.

CHRISTINA WERNER
STATE OF WASHINGTON
NOTARY --•-- PUBLIC
My Commission Expires 3-24-2009

CW Christina Werner
Christina Werner
(Legibly print name of notary)
NOTARY PUBLIC in and for the State of Washington, residing at Snohomish
My commission expires 3-24-09

W/mv/Assignment of Water Line Easement Agreement

After Recording Return To:

Snohomish County Parks and Recreation
6705 Puget Park Drive
Snohomish, WA 98296

CONFORMED COPY
200709260653 7 PGS
09/26/2007 1:25pm $0.00
SNOHOMISH COUNTY, WASHINGTON

NO EXCISE TAX REQUIRED

SEP 26 2007

BOB DANTINI, Snohomish County Treasurer
By BOB DANTINI

Water Line Easement Agreement

Reference #_____
Grantor (s): Snohomish County, a political subdivision of the State of Washington
Grantee(s): Marysville Land, LLC, a Washington limited liability company
Legal Description (abbreviated): Ptn. Sec. 29, Twp. 31 N., Rge 5 EWM
Assessor's Tax Parcel ID: ptn. 31052900400800

THIS easement agreement made this 24th day of September, 2007, is made by and between Snohomish County, a political subdivision of the State of Washington, hereinafter referred to as "Grantor," and Marysville Land, LLC, a Washington limited liability company, hereinafter referred to as "Grantee."

WHEREAS, Grantor is the owner of certain lands and premises situate in the County of Snohomish, State of Washington, described on Exhibit A which is attached hereto and incorporated herein by reference, hereinafter referred to as the "Property;" and

WHEREAS, Grantee is desirous of acquiring a permanent, non-exclusive easement over, under, on, and across the Property for the purpose of constructing, installing, operating, and maintaining an underground water line; and

WHEREAS, Grantor desires to grant the same over, under, on, and across the Property;

NOW, THEREFORE, Grantor, for valuable consideration, the adequacy and receipt of which is hereby acknowledged, the parties hereby convey and agree as follows:

1. WATER LINE EASEMENT. Grantor hereby conveys to the Grantee, its successor and assigns, a permanent, non-exclusive easement over, under, on, and across the Property and more particularly described on Exhibit B attached hereto and incorporated herein by this reference, hereinafter the "Easement," for the purpose of constructing, installing, operating, and maintaining an underground water line, subject to the conditions set forth in this agreement.

2. TEMPORARY CONSTRUCTION EASEMENT. Grantor hereby conveys to Grantee, its successor and assigns, a temporary construction easement equal to fifteen (15) feet on either side of the Easement to facilitate construction and installation of the water line, hereinafter "Temporary Construction Easement," subject to the conditions set forth in this agreement.

The Temporary Construction Easement shall terminate upon either the completion of installation of the water line and related site restoration or December 30, 2007, whichever occurs earlier.

3. GRANTOR'S USE. Grantor reserves the right to use the surface of the above-described easements in the manner now existing, but shall not erect any buildings, structures, patios, or other construction of any nature on the Easement.

4. REPAIR AND MAINTENANCE. Grantee shall replace any fences, lawn, shrubbery, asphalt, or land contours that are disturbed in connection with the exercise of the Grantee's rights hereunder, in as good condition as the same were immediately before the Grantee entered the property.

5. CONSTRUCTION LIENS. Grantee warrants that any debts for labor, materials, expenses, or otherwise in connection with the installation, construction, maintenance, improvement, repair, or reconstruction of the water line work will be paid when due. In the event any lien is asserted against the Property, Grantee hereby agrees to take all steps to have such lien immediately removed, which may include the posting of a bond, and Grantee further agrees to hold harmless and indemnify Grantor from and against any such liens so asserted.

6. TERMINATION. In the event the Grantee abandons the WATER LINE for a period of five (5) years or for a shorter period if Grantee so informs Grantor of such intent, Grantee's rights under this Agreement shall terminate and the Easement shall be extinguished without further action. Upon Grantor's demand, the Grantee shall permanently remove the pipe and restore Grantor's property affected by the Easement as nearly as reasonably possible to its existing condition prior to installation of the Grantee's water line.

Termination of this Agreement shall not release Grantee from any liability or obligation with respect to any matter occurring prior to such termination, nor shall such termination release Grantee from obligations, including but not limited to removal of the water line from the Grantor's property and restoration of the Easement.

7. INDEMNIFICATION. Grantee, its successors and assigns, shall indemnify, defend, and hold harmless Grantor, its elected officials, officers, employees, and agents from and against any and all claims for damages, whether by Grantee's employees or other persons, that in any manner directly or indirectly arise out of Grantee's use under the easements granted in this Agreement, and Grantor shall not be held liable for any claims or damage to Grantee's water line within the Easement; provided that this indemnification obligation undertaken by Grantee, its successor and assigns, shall be inapplicable to the extent such claims for damages arise solely from the willful misconduct or negligent act or omission of Grantor.

8. INSURANCE. Grantee or Grantee's contractor shall maintain the following insurance coverages during construction of the water line:

(a) Worker's compensation coverage;

(b) General Liability Insurance with limits of $1,000,000.00 per occurrence. There shall be no endorsement or modification of the Commercial General Liability insurance for liability arising from explosion, collapse, or underground property damage.

(c) Automobile Liability Insurance with combined single limits for bodily injury and property damage of $1,000,000.00 per accident.

(d) Grantee shall name Snohomish County as an additional insured on its general and automobile liability insurance policies, and a certificate of insurance to that effect shall be delivered to the County Risk Management Division prior to the execution of this Agreement.

(e) The Grantee's insurance shall be primary insurance with respect to the County.

IN WITNESS WHEREOF, this instrument has been executed the day and year first above written.

Grantor

PETER B. CAMP
Executive Director

for Aaron Reardon
Snohomish County Executive

STATE OF WASHINGTON)
) ss.
COUNTY OF SNOHOMISH)

On this day personally appeared before me Peter Camp for Aaron Reardon, to me known to be the Snohomish ~~County~~ Director Executive, and who executed the within and foregoing instrument, and acknowledged to me that he signed the same as the free and voluntary act and deed of Snohomish County, and further that he acknowledged that he was duly authorized to so execute on behalf of the corporation.

Given under my hand and official seal this 25th day of September, 2007.

CORA E. PALMER
COMMISSION EXPIRES
NOTARY
PUBLIC
7-18-2008
STATE OF WASHINGTON

Cora E. Palmer
Print Name: Cora E. Palmer
Notary Public in and for the State of Washington, residing at Lake Stevens
My commission expires 7/18/08

Approved at to form only:

8/31/07
Deputy Prosecuting Attorney Date

COUNCIL USE ONLY
Approved: 9-24-07
Docfile: D-14

EXHIBIT A

LEGAL DESCRIPTION:

SEC 29 TWP 31 RGE 05 ALL TH PTN OF S1/2 N1/2 SE1/4 LY W NEW ST HWY LESS W 125FT & LESS S 31.7FT THOF TGW THAT PTN N1/2 N1/2 SE1/4 LY WLY S/HY EXC N 200FT ALSO TGW N1/2 NE1/4 SW1/4 EXC N 200FT & EXC W 700FT THOF - GISSBERG TWIN LAKES PARK AS PER DEED 713/35 DATED 7/27/73

SITUATE COUNTY OF SNOHOMISH, STATE OF WASHINGTON

EXHIBIT B

EXHIBIT "B"

WATERLINE EASEMENT
LEGAL DESCRIPTION

An easement for waterline and appurtenances over, under and across, that portion of the Northeast Quarter of the Southeast Quarter of Section 29, Township 31 North, Range 5 East, W.M., in Snohomish County, Washington, said easement being 10.00 feet in width, having 5.00 feet on each side of the following described centerline:

COMMENCING at the East Quarter corner of said Section 29; thence South 88°06'44" West along the East-West center of section line a distance of 1289.60 feet to the westerly margin of Twin Lakes Avenue; thence South 06°23'02" East along said westerly margin a distance of 358.20 feet to the POINT OF BEGINNING of said centerline and 10.00 foot easement; thence South 18°06'58" West a distance of 65.33 feet; thence South 06°23'02" East parallel with said westerly margin a distance of 308.75 feet; thence South 28°53'02" East a distance of 65.33 feet to said westerly margin and the terminus of said centerline and 10.00 foot easement.

The side lines of said easement shall be lengthened or shortened as to terminate of said westerly margin of Twin Lake Avenue.

WRITTEN BY 2-1-07
CHECKED BY
PROOFED BY

GROUP FOUR, INC.
18030 JUANITA WOODINVILLE WAY NE
BOTHELL, WA 98011
(425) 776-4581
(206) 382-4244

JOHN C. KNAPP
STATE OF WASHINGTON
PROFESSIONAL LAND SURVEYOR
EXPIRES 12-31-2008

2-1-07

PAGE 1 OF 1

CITY OF MARYSVILLE

EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: June 9, 2008

AGENDA ITEM: (PA 08033) Smokey Point Master Plan-Planning Commission Recommendation	AGENDA SECTION: New Business	
PREPARED BY: Gloria Hirashima, Community Development Director	AGENDA NUMBER:	
ATTACHMENTS 1. Draft Smokey Point Master Plan dated May 2008 2. Community Development Staff Report dated 5/3/08 with comment letters attached 3. Public Comments submitted at public hearing (following staff report issuance) 4. 4/15/08 Open House Comment Summary 5. Planning Commission Minutes from 3/25/08, 4/22/08, 5/6/08.	APPROVED BY:	
	MAYOR	CAO
BUDGET CODE:	AMOUNT:	

The Planning Commission has made a recommendation to approve the Smokey Point Master Plan. The Planning Commission held a public hearing on May 6, 2008 where they accepted public testimony and acted on several revisions to the draft plan. Public participation and meetings held with property owners and interested citizens to develop the draft plan are described in the attached staff report dated 5/3/08.

The City Council has the following options: 1) Accept the Commission's recommendation, in which case they should determine whether to delay or separate the eleven amendment proposals; 2) Hold additional public hearings to consider amendments to the plan and regulations; 3) Remand the plan & regulations to the Planning Commission for further review; or 4) Deny the Commission's recommendation.

RECOMMENDED ACTION: Consider the following options: 1) Accept the Commission's recommendation, in which case they should determine whether to delay or separate the eleven amendment proposals; 2) Hold additional public hearings to consider amendments to the plan and regulations; 3) Remand the plan & regulations to the Planning Commission for further review; or 4) Deny the Commission's recommendation.
COUNCIL ACTION:

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

STAFF RECOMMENDATION

Smokey Point Master Plan-Draft dated March 2008

File Number:	PA 08021
Date of Report:	May 3, 2008
Date of Hearing:	May 6, 2008
Proponent:	City of Marysville
Location of Proposal:	Within Planning Area 10 – see maps and plan
Current Use:	Agriculture, Rural residential and open space
Property Size:	Approximately 675 acres
Current Zoning:	Light Industrial
Comprehensive Plan Designation:	Light Industrial

STAFF RECOMMENDATION: *Approve with revisions*

I. Correspondence and Responses

Correspondence: The Community Development Department received the following letters in response to the March 2008 draft and recommends action as follows:

March 17, 2008 letter from Gordon Derr (attached handout)-

1. Comment 1 requests City commitment to expedited timeline to obtain funding and to build the transportation infrastructure elements.

   Response: The City is currently completing preliminary design of the 156th Street overcrossing project. The City anticipates that the overcrossing will be jointly funded by property owners and the City. The City has received a preliminary petition for creation of a Road Improvement District for the overcrossing and is reviewing boundary formation of the RID. The City does not have funds for design or construction of roadways east or west of the overcrossing, but instead anticipates that these sections will be privately funded. The City is committed to working with the property owners to pursue design of transportation improvements, whether through an RID process or through development site frontage improvements.

2. Comment 2 requests City commitment to building a regional transit station with the Smokey Point Master Plan ("SPMP") area.

   Response: The Master Plan ("MP") includes a transit component and recommendations for future transit improvements. The plan includes recommendations to coordinate with Community Transit to locate a regional transit station capable of supporting local and regional needs as the area develops. (Page 19 of the Draft Plan).

3. Comment 3 requests that their cross sections be incorporated into the guidelines.

   Response: The cross sections have been reviewed with both the property owners and Planning Commission. This staff report identifies potential revisions in the response to Gordon Derr's subsequent 4/18/08 letter that attaches their specific cross section requests.

4. Comment 4 is acknowledgment of the City's commitment to working with the agencies and property owners on area critical area and drainage management and mitigation.

   Response: Comment acknowledged and appreciated.

5. Comment 5 is a comment on the design guidelines with reference to suggestions that will be submitted later.

   Response: Additional comment is included within Gordon Derr's 4/18/08 letter which is addressed later in this report.

6. Comment 6 is a comment of concern regarding the land uses and allowances for mixed use development and acknowledgement that this issue may need to be addressed in future planning cycles.

   Response: The intent of this plan is to facilitate development of light industrial uses, as designated by the City's 2005 Integrated Comprehensive Plan, EIS and Development regulations, and subsequent annexation of the master plan area. There are no changes in land use provided through the Master Plan. The City's comprehensive plan monitoring and update process does allow for ongoing review of the plan to ensure the City's goals are achieved and provides a mechanism for plan amendment if needed.

April 18, 2008 letter from Gordon Derr on behalf of Jim Tosti, Bill Binford, and Lindsey Echelbarger (The letter is attached and sections numbered to correspond to the following staff reponses):

1. Comment regarding Page 2, Chapter 1, Section 1.1. page 1. The owners request a proposed text revision.

   Response: Staff concurs with this proposed revision, which adds a sentence "This Smokey Point Master Plan is a master plan overlay and amends the City of Marysville Comprehensive Plan."

2. Comment regarding Chapter 2, pages 3 to 5. This comment requests plan amendment to authorize a full range of uses within the SPMP in order to respond to changing market forces.

   Response: City staff does not support these changes. The master plan was funded and authorized by the City Council with the express intent of facilitating development of the designated light industrial employment uses identified by the 2005 Integrated Comprehensive Plan. The scope of work for the master plan was also intended to build around the existing land uses and to retain the area for employment uses. In addition, the master plan area was included within the UGA and designated as an area devoted to employment uses and job creation. Snohomish County Tomorrow, the regional planning body for Snohomish County, recently completed the 2007 land capacity analysis, which suggests that there is adequate residential capacity within Snohomish County as well as the Marysville UGA. The Snohomish County Council and the Marysville City Council both acknowledged and adopted the SCT report. Therefore, there is no documented need for residential allowances within the master plan area.

3. Comment regarding Chapter 3, Page 8, Section 3.3. This requests text revision regarding park and recreational uses.

   Response: City staff does not support these revisions. The language again addresses land use including residential uses. See response to comment 2 above.

4. Comment regarding Chapter 3, Page 8, Section 3.4. This requests revision of text to address additional permitted uses.

   Response: City staff does not support these revisions. If in future, the City elects to allow other uses within the SPMP, the plan should be amended to reflect this policy shift.

5. Comment on Chapter 4 figures. The comment request that Figures 3, 3a, and 4 and any text references to those figures state that they illustrate one option, and that the SPMP be changed to eliminate any recommendation on road network.

   Response: City staff believes that it is important to include conceptual alternatives within the master plan to ensure that the road grid is ultimately created within the MPA. Staff supports inclusion of text that clarifies the purpose of the road concepts as follows:

   "The included alternatives for provide for north-south and east-west road connectivity. The north-south alignments shown for 43rd Avenue NE and 51st Avenue NE provide for future continuity between 172nd Street NE (SR 531) and 152nd Street NE. The east-west alignments shown for 156th/152nd Street NE reflect continuity between Smokey Point Boulevard and 67th Avenue NE. The road concepts depicted herein may be revised as more advanced critical area review, engineering analyses become available. Other road alignments are acceptable, as long as the north-south, or east-west continuity goals are reached, and the affected property owners demonstrate funding support and mitigation (if critical area crossing and fill is required) for the alignment."

In addition, staff has reviewed various road alignment drawings submitted to Planning Commission at their 4/22/08 meeting and recommends incorporation of alignment drawings that depict the roads south of 156th Street NE as shown in drawings D and E, and the roads north of 156th Street NE as shown in drawing G.

6. Comment regarding section 4.3, page 14-15. Comment 6 relates to addition of a bullet to address alignment options and criteria for 156th Street NE.

   Response: Staff has proposed incorporation of text revisions and additional alignments as addressed in Comment 5 above. In addition, while the SPMP does not preclude a second crossing, staff is concerned about inclusion of language that would promote a second crossing.

7. Comment regarding Section 4.4, pages 17-19, Transit Facilities. Comment regarding section organization, need for bus shelters and regional facilities, and opposition to bus pull outs.

   Response: Staff concurs that the information on page 17 should be numbered and titled "4.4.1 Existing Transit Conditions". The subsequent section should be renumbered "4.4.2 Recommended Transit Improvements". Page 19 does include text that supports inclusion of bus shelters and coordination with Community Transit to locate a regional transit station. The plan does not recommend bus pull-outs. The drawing on page 21 specifically identifies "In Lane" bus service. Extra right of way will be needed to accommodate bus shelters. This is noted in the text and drawing on page 21.

8. Suggested language for Section 4.5, page 19.

   Response: Staff does not support inclusion of the proposed language. There are existing statutes and case law regarding development conditions and required improvements. Development conditions must be weighed through the course of development and SEPA review. Inclusion of additional language in the SPMP does not change that responsibility, but the proposed language could cloud it, as certain "regional" roads also can be directly impacted and provide direct benefit for access and frontage to the master plan properties.

9. Comment on Section 4.6, pages 22-24. This comment again addresses bus pull outs.

   Response: See response on Comment 7 above.

10. Comment regarding design guidelines for 51st Avenue NE, 152nd Street, and 156th Street as shown on pages 22 of the SPMP.

    Response: City staff does not support change to any of the principal arterial street standards. 51st Avenue NE, and the 152nd/156th Street corridors are planned Five-Lane Principal Arterial streets, with a planned right of way standard of 90 feet. The Gordon Derr letter also depicts a 90 foot right of way standard. In the case of 51st Avenue NE, the bike lane is shown on street, and is a continuation of a bike lane plan that extends beyond the master plan, south to downtown Marysville. This is part of the overall bike lane planning in both the City of Marysville, and Snohomish County. In the case of 152nd/156th Street, this corridor is a new arterial planned to enable future consideration of this roadway as a new interchange. The standard does depict a combined multi-use path for bikes and pedestrians.

11. Comment regarding design guidelines for 43rd Avenue NE as shown on page 23 of the SPMP.

    Response: City staff supports the 43rd Avenue NE design standards as depicted, with a 50' ROW standard if the road is designed with abutting the Hayho Creek buffer area. The inclusion of a pedestrian path must be consistent with critical area requirements. Current city code allows a pedestrian path to be

placed in the outer 25% of the required buffer. A 60' ROW would be required if the roadway is moved to the east to enable development on both street frontages.

12. Comment regarding design guidelines for 160th Street NE and 59th Avenue NE as shown on page 23 of the SPMP.

    Response: Both 160th Street NE and 59th Avenue NE are minor arterial streets. City staff supports the proposal to depict an additional section without on street parking in certain areas allowing a reduced ROW width of 60', but cautions that the standard must be identified for block lengths as it would be infeasible to jog the standard in and out depending on the adjacent building use. Credit for on street parking could be granted for the adjoining development.

13. Comment regarding design guidelines for "Two-Lane Local Commercial Streets" as shown on page 24 of the SPMP.

    Response: City staff supports the proposal to depict an additional section without on street parking in certain areas allowing a reduced ROW width of 50', but cautions that the standard must be identified for block lengths as it would be infeasible to jog the standard in and out depending on the adjacent building use. Credit for on street parking could be granted for the adjoining development.

14. Comment regarding Chapter 5, Section 5.1, page 26, Wetlands and Critical areas. Additional text proposed.

    Response: Staff does not support the proposed text additions. The text box already states that the City will pursue a regional public/private partnership for a regional mitigation approach on the wetlands, ditches and potential creek relocations. It also states that new development may also approach mitigation on an individual parcel basis. These are the two available options for critical area mitigation. Additional language is unnecessary. There may in future be provisions for fee in lieu of mitigation, however, the mitigation requirements have not been established at this time by state, federal or local agencies and therefore it is premature to establish mitigation mechanisms.

15. Comment regarding Chapter 5, Section 5.2, page 26, Streams and Buffers. Additional text proposed.

    Response: Staff supports inclusion of the following language, similar to that proposed "Any development impacting Hayho Creek and its buffer will be required to participate in the Critical Areas Mitigation under alternatives described above."

16. Comment regarding Chapter 5, Section 5.7, page 34, Mitigation Strategy. Additional text proposed.

    Response: Staff supports revision of the last sentence of the first paragraph to read: "Hydrologic analysis for either alternative will be necessary to determine how a proposed channel design would function as fish habitat and to understand the potential for any negative impacts within the area."

17. Comment regarding Chapter 7, Section 7.8, page 51. This addresses LID techniques.

    Response: Staff supports the proposed revision. The revision would replace the last paragraph with "Recommended and viable LID techniques explored in the attached Otak Technical Memborandum #1 and #3 may be utilized as appropriate for the site."

18. Comment regarding Chapter 7, Section 7.9, page 53-54. This addresses a cross reference between the Hayho Creek drainage plan concept and the Edgecomb Creek drainage plan concept.

    Response: Staff does not understand this comment. The decision on construction of pond #2 affects the Hayho Creek basin and development within this basin. It is unclear how pond #2 within the Hayho Creek basin affects decisions for facilities on Edgecomb Creek. Therefore, not understanding the basis for the revision, staff does not recommend the revision.

19. Comment regarding Chapter 9, Section 9.1, page 58. This requests inclusion of overlays and incentives due to concern that economic forces might become the sole driver of design planning.

    Response: Staff is not proposing the use of incentives as the design guidelines are required in all new construction. The design guidelines are not optional or encouraged therefore it will not be a sole decision of the market whether to incorporate design planning into a site plan or building. The City will review development site plans and buildings for consistency with the SPMP design guidelines. If this is not clear from reading the SPMP, it may be appropriate to adopt this section by reference into the City's municipal code to ensure there is no confusion regarding the intent of Chapter 9. The City Attorney may have specific recommendations regarding the adopting ordinance with respect to the Design Guidelines. His office was asked to review the SPMP, with particular regard for the design guidelines section.

20. Comment regarding Chapter 9, Section 9.2.1, page 58. This request involves questions regarding design review.

    Response: Staff agrees that the adopting ordinance should more clearly identify review process for the design guidelines. The SPMP design guidelines should be referenced within Chapter 19.14 which are the City's design requirements, within the Marysville Municipal Code. This section identifies applicability and process. In the case of industrial site plans, staff recommends that both the municipal code and Design Guidelines explain that site design standards and review will be applied to the industrial site plan approval or binding site plan. If buildings are also proposed at time of site plan submittal, then the site and buildings will be reviewed concurrently. If buildings are not proposed at that time, then individual building/architectural review (if a subdivision), will occur prior to building permit application. Staff anticipates that design review will commonly occur in two or more phases – site review and then individual lot/building reviews. This is common with large commercial site plans.

21. Comment regarding Chapter 9, Section 9.5, page 60. Comment relates to Design Guidelines - Service areas.

    Response: Staff concurs with the language proposed: ""Screening" includes distance from street, location of on-site parking and other site landscaping."

22. Comment regarding Chapter 9, Section 9.6, page 62. Comment relates to Design Guidelines - Access point.

    Response: #3 of this section reads as follows: "Access points between major development pads should be combined to minimized curb cuts and recognizing the need to adequate emergency access to each building. . ." The sentence should be corrected to read " Access points between major development pad should be combined to minimize curb cuts, while recognizing the need to provide adequate emergency access to each building . . ."

23. Comment regarding Chapter 9, Section 9.8, page 65. Additional language requested.

Response: Staff supports additional language, as modified: "The extent and type of pedestrian facilities appropriate for a given development will depend on the nature of the development, the number of users and its proximity to other recreational features. Design review should consider area recreational features and development scale in determining location and extent of pedestrian amenities on the site."

24. Comment regarding Chapter 9, Section 9.17, page 69. Additional language requested.

    Response: Staff does not support the revised language, as it replaces a mandatory design provision, with the word "encouraged", which significantly weakens the intent of the guideline.

25. Comment regarding Chapter 9.17, page 73. Additional language requested.

    Response: Staff supports additional language, as modified: "2. Stormwater facilities should be integrated into the site concept to provide visual amenity. Facilities may include surface ponds, underground vaults or LID techniques, as appropriate. 3. Stormwater infiltration facilities (paved pedestrian pathways) and other Low Impact Development concepts are encouraged and may be integrated within the landscaping concept for parking lots and site perimeters as appropriate to the landscaping concept."

26. Section 9.17, page 73, design guidelines – monument signs. Additional language requested.

    Response: Staff does not support the proposed language.

27. Comment regarding Chapter 11, Chapter 11.1.2, page 84 – Implementation. Additional language proposed.

    Response: Staff does not support inclusion of the proposed language. There are existing statutes and case law regarding development conditions and required improvements. Development conditions must be weighed for proportionality through the course of development and SEPA review. Inclusion of additional language in the SPMP does not change that responsibility, but the proposed language could cloud it, as certain "regional" roads also can be directly impacted and provide direct benefit for access and frontage to the master plan properties. In addition, some of the proposed text conflicts with existing City code and routine development requirements for frontage improvements and infrastructure requirements that are the direct obligation of the development, or that may be ultimately be directly related to impacts caused by a future development.

28. Comment regarding Chapter 11, Chapter 11.2, page 85 – Implementation. Additional language proposed.

    Response: Staff supports inclusion of item 13 referenced. Item 14 – LIFT is not available to additional cities within Snohomish County under existing state law. The LIFT statute limits an RDA to one per county with the exception of those jurisdictions that straddle more than one county. Within Snohomish County, both Bothell and Everett are utilizing LIFT already. The addition would read as follows: "13. Chapter 39.89 RCW allows cities to designate an increment area, finance public improvements expected to encourage private development within the increment area and repay this financing with the additional regular property taxes generated by such private development."

29. Comment regarding other technical corrections.

    Response: Staff concurs with these recommended corrections, as follows:

    Page 3 – list of bullets at bottom of page. Bullet 3 should read "Provide protection or mitigation of natural features."

Page 4 – section numbering is off and must be corrected.

Page 38 and 40 – Figures 8 and 9 – Correction to legend on both diagrams to address depicted infrastructure.

Page 53-54 – Reference proposed regional detention facilities as "Pond" consistently through section 7.9.

April 21, 2008 letter from English Hill Investments LLC (attached handout)-

1. Comment 1 requests reallocation of the assumed uses.

   Response: In order to run the plan analysis, an assumed mix of uses was prepared. The intent of the assumed uses was to model a theoretical yield for the purposes of traffic and hydrologic modeling for preparation of the plan. The "modeled" yield does not constrict the ultimate uses allowed, as property is allowed to develop within the range of uses allowed in the Light Industrial zone. Since 100% of the land within the master plan is zoned Light Industrial, all properties are allowed to develop within the range allowed in this zone.

2. Comment 2 requests that additional alternatives be allowed for road networks.

   Response: See response to Gordon Derr 4/18/08 letter- Comment 5 and staff response.

3. Comment 3 requests adjustment of the road alignments.

   Response: The Figure 4 Optional Collectors are specified as "Optional". To the degree that there is property owner agreement to construct an adjusted alignment, the SPMP does not preclude it. Therefore, there is no need to move it within the document as the alignments are not required roads.

   The 160th Street alignment, west of Hayho Creek is proposed on the north side of the private master plan boundary.

4. Comment regarding Section 4.6, Design guidelines for 51st Avenue NE, 152nd Street, and 156th Street as shown on pages 22 of the SPMP.

   Response: See response to Gordon Derr 4/18/08 letter. City staff does not support change to any of the principal arterial street standards. 51st Avenue NE, and the 152nd/156th Street corridors are planned Five-Lane Principal Arterial streets, with a planned. In the case of 51st Avenue NE, the bike lane is shown on street, and is a continuation of a bike lane plan that extends beyond the master plan, south to downtown Marysville. This is part of the overall bike lane planning in both the City of Marysville, and Snohomish County. In the case of 152nd/156th Street, this corridor is a new arterial planned to enable future consideration of this roadway as a new interchange. The standard does depict a combined multi-use path for bikes and pedestrians. City staff reviewed the lane widths and felt they were adequate for a principal and minor arterial standard. Also, see response to Gordon Derr 4/18/08 letter- Comment 10, 11, 12, 13 and Staff Response.

5. Comment 5 recommends adding a section on "Economic Incentives".

   Response: Staff does not recommend adding this section.

April 19, 2008 comment from Butch Kvamme (attached handout)-

1. Comment suggests revision of the road alternatives and standards.

Response: See response to Gordon Derr 4/18/08 letter- Comment 5, 10, 11, 12, 13 and Staff Response.

April 24, 2008 letter from Eisenhower & Carlson (attached handout)-

1. Comment relates to Tosti's proposed revisions to the road alternatives. Specifically, the Brutus owners are opposed to inclusion of Alternatives C, D, E or G within the SPMP.

   Response: See response to Gordon Derr 4/18/08 letter- Comment 5 and Staff Response. Staff reviewed the various road alignment drawings submitted to Planning Commission at their 4/22/08 meeting and recommends incorporation of alignment drawings that depict the roads south of 156th Street NE as shown in drawings D and E, and the roads north of 156th Street NE as shown in drawing G. With respect to the Brutus properties, we do not believe that the southern roadways shown on D and E will impact their property as it leaves the road alignment east of 51st Avenue on 152nd Street NE.

April 29, 2008 comment from Jim Tosti (attached handout)-

1. Comment suggests revision of the road alternatives and standards.

Response: See response to Gordon Derr 4/18/08 letter- Comment 5, 10, 11, 12, 13 and Staff Response.

Other Staff comments regarding recommended revisions:

1. Text identifying the referenced pictures should be added to pages 51-53, in place of the language "Insert Text Here".

2. Text identifying the referenced pictures should be added on page 61, 62, 69, 71.

II. FINDINGS AND CONCLUSIONS

1. The City of Marysville 2005 Comprehensive Plan designates the properties referenced in this proposal as "Light Industrial – Master Plan required". The City annexed the area in February 2007 and has since pursued development of a master plan for development of the area consistent with the comprehensive plan guidance.
2. The City hired Perteet Inc and subconsultants Otak and Shaw Environmental to prepare the draft master plan document.
3. Community Development and Public Works staff and the consultants held five meetings with property owners to review various drafts of the Smokey Point Master Plan.
4. A joint workshop between the Marysville City Council and Marysville Planning Commission was held on March 17, 2008 to review the draft plan.
5. Planning Commission held workshops on the draft plan on March 25, April 8 and April 22, 2008.
6. A public open house was held on April 15, 2008 to present the plan and answer questions from the general public.
7. Addendum No. 14 was issued to the Final EIS of the City of Marysville Comprehensive Plan relating to adoption of the Smokey Point Master Plan as an amendment to the City of Marysville Comprehensive Plan.
8. A public hearing is scheduled for the Planning Commission on May 6, 2008.

II. STAFF RECOMMENDATION

Based on the foregoing information and analysis, the environmental analysis, City staff recommends adoption of the plan, with revisions noted above.

GordonDerr
ATTORNEYS AT LAW

March 17, 2008

Marysville City Council
Marysville Planning Commission
City of Marysville
1049 State Avenue
Marysville, WA 98270

Re: Smokey Point Draft Master Plan

Honorable City Council and Planning Commission Members:

On behalf of Glenmont Windward Marysville LLC ("Glenmont"), we offer our preliminary comments on the Smokey Point Draft Master Plan. Glenmont is the owner of approximately 362 acres within the 687 acres of the master planning area. Glenmont, along with three other property owners with whom we have been working closely on this master plan, represent the vast majority of the entire master planning area. This concentration of ownership offers a unique opportunity for coordinated and effective planning and development.

Glenmont shares Marysville's goal of adopting a master plan with vision for planning, financing and implementing public infrastructure and private development in a manner that is integrated with the larger Marysville and Snohomish County communities. Glenmont supports the City's vision for the Smokey Point Master Planning area to be a significant economic engine and is committed to proceeding expeditiously to bring this area into productive use.

Glenmont has worked with the Marysville administration and staff throughout 2007 with the goal of being able to come to the Planning Commission and City Council arm-in-arm endorsing a master plan.

The Draft Smokey Point Master Plan was made available to the property owners in December. We provided staff with extensive comments on the 2007 Draft, including a redlined version with additional chapters on funding and implementation. The property owners have spent considerable time and money to make this an accurate, useable plan and we know that Marysville also committed a great deal of time and consultant expense to meet with the owners.

Last Wednesday, Marysville staff provided the owners with a new draft master plan. Because of the quick turn-around required to review this new draft, our client and our consultant team has not had an adequate opportunity for review. However, on initial review, we believe the March 2008 Draft document is greatly improved over the previous draft. We want to compliment the staff on their efforts to respond to our redlined draft and comments.

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We understand that there will be ample additional opportunities to provide specific comments and to continue to work directly with staff to address our concerns and recommendations. At this time, we offer the following general comments:

1. Transportation Funding and Timeline for Implementation: Construction of the 156th-I-5 Overpass and 156th/152nd Street east from I-5 to 51st Street is absolutely vital for development of this area. We ask the City to commit to an expedited timeline for obtaining funding, assisted by the owners, to build these transportation infrastructure elements. Our client is committed to immediately start the design process with the City and other owners from Smokey Point Blvd. to 51st Street so that construction of this segment can begin in 2009.

2. Transit: transit service is critical for the successful development of the Smokey Point Master Plan area. We ask that the City commit to building a regional transit station within the Smokey Point Master Plan area.

3. Right-of-way and Street Design: In our redlined draft, we offered design guidelines for the principal arterials, minor arterials and local commercial streets. Our proposed revisions were not incorporated into the new draft in any manner, even though at one of our meetings, staff committed to using our cross sections. In contrast to the staff's March 2008 draft plan, our proposed guidelines, developed with our traffic consultant, David Markley of Transportation Solutions, Inc., provided more appropriate cross-sections and offered flexibility in meeting the variety of transportation needs of the area through vehicles, bicycles, transit and pedestrians. Our recommended cross-sections reduced the wide impervious street surfaces being recommended by staff, in order to reduce drainage impacts and avoid the significant infrastructure costs that would be imposed by the staff's recommended designs. We will continue to work with Public Works staff on these issues and involve our traffic consultant in further discussions.

4. Stream relocation, critical areas mitigation, and drainage management: These issues will continue to be the most time-consuming issues during the next year and throughout development. We appreciate the City's commitment to added flexibility in implementation on either a regional basis or development-by-development basis. We will continue to work with staff and other agencies to gain a better understanding of funding and implementation alternatives. We appreciate the City's commitment to low impact drainage techniques and will work with staff on remaining areas of needed language clarification in the Draft master plan.

5. Design Guidelines: These guidelines will be extremely important to achieving well-functioning, aesthetically pleasing development on an area-wide basis. There are details in screening and architectural detail that remain to be worked out and we will give staff specific suggestions.

6. Uses: We understand the City's vision for this area being a critical economic engine and that the scope of this Master Plan did not include an examination of land use alternatives to achieve this goal. We are greatly concerned that this Plan overemphasizes industrial

land use where the expected low absorption rate and limited employees per acre will not achieve the city's economic goals. The Smokey Point Master Plan area supports commercial use but we recognize that the success of commercial development depends on having an adequate customer base. Marysville must also address the critical choices we face regarding ever increasing energy and gasoline costs, lengthened commute times and the current climate change agenda recently enacted by the Washington State Legislature. All of these factors lead us to conclude that the City must consider allowing mixed use development in the Smokey Point Master Plan area. We recognize that this issue may not be addressed now. However, we believe that it must be part of the city's next planning cycle.

We want to thank the City of Marysville and the staff of the Planning and Public Works Departments for working cooperatively with the property owners on the Draft Smokey Point Master Plan. We look forward to our continued work together.

Very truly yours,

Brent Carson
T.C. Richmond

cc: Ms. Mary Swenson
Ms. Gloria Hirashima
Mr. Kevin Nielson
Mr. Bill Binford
Mr. Lindsey Echelbarger
Ms. Angelia Wesch
Mr. John Burkholder

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GordonDerr
ATTORNEYS AT LAW

April 18, 2008

City of Marysville Planning Commission
Mr. Steve Muller, Chairman
Mr. Jerry Andes, Member
Ms. Becky Foster, Member
Ms. Deirdre Kvangnes, Member
Mr. Steve Leifer, Member
Ms. Toni Mathews, Member
1049 State Avenue
Marysville, WA 98270

Re: **Smokey Point Draft Master Plan -- Requested Changes**

Planning Commission Members:

This letter is written on behalf of the following 3 owners of property within the 687-acre Smokey Point Master Planning Area (MPA): Glenmont Windward Marysville LLC, English Hill Investments-Venture Pacific Land Corp., and the Echelbarger Company. This concentration of ownership offers a unique opportunity for coordinated and effective planning and development. These owners support the City's vision for the Smokey Point MPA as a significant economic engine and are committed to proceeding expeditiously to bring this area into productive use.

We appreciate the time and effort the Marysville administration, staff and consultant have devoted to working with the property owners during the past year. City staff provided the owners with an initial draft of the Draft Smokey Point Master Plan (SPMP) in December and meet with the owners about that draft in a series of meeting. We want to acknowledge the changes made in response to the comments of the owners in the second draft -- the March 2008 Draft Smokey Point Master Plan (SPMP).

The purpose of this letter is two fold:

1. We request a meeting among all six members of the Planning Commission and the owners during which we can sit at the table with the Commissioners and directly discuss the design flexibility appropriate for the Smokey Point Master Plan. We participated in the discussion at the April 15, 2008 Open House attended by two Commission members and wish to have a fuller discussion with all six members prior to your formulation of a recommendation to the City Council.

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2. We set forth the additional changes the owners believe need to be made prior to recommending the SPMP to the City Council in order to achieve the City and owners' vision for the Smokey Point MPA. While we believe the March 2008 Draft Smokey Point Master Plan (SPMP) is a very solid step toward the final plan, we urge the Planning Commission to adopt these recommended changes.

Chapter 1

Section 1.1, page 1
To clarify the relationship among documents affecting the Smokey Point MPA, add: "This Smokey Point Master Plan is a master plan overlay and amends the City of Marysville Comprehensive Plan."

1

Chapter 2

Pages 3 to 5.
Full development of the Smokey Point MPA will require several years. During this period, Marysville and the developers must have the flexibility to adapt to changing market forces. As we have seen demonstrated with Puget Sound businesses over the last decade, the businesses of the future will be radically different than what we know today. Marysville's success depends on maintaining the flexibility to be a market leader in these emerging industries and meet their expectations for infrastructure, neighboring uses and amenities. As the Washington State market evolves to fill the needs and demands of new industries, Marysville must be able to respond quickly.

Therefore, rather than having the Comprehensive Plan limit uses in the Smokey Point MPA, the SPMP should expressly amend the Comprehensive Plan to authorize a full range of uses within the SPMP, set out policies, guidelines and implementation options. Then, consistent with the adopted SPMP, the City Council may establish specific permitted uses in the underlying land use code. Currently the zoning code establishes the Smokey Point MPA as light industrial. To allow maximum flexibility in responding to the market and to avoid the delay in amending the SPMP and City's Comprehensive Plan, the following changes should be made:

2

- Throughout the SPMP, change all current references to "commercial" and "light industrial" and "MMC Chapter 19.08" to general references of "underlying zone classifications" and "types of permitted uses" and "Title 19 of the Marysville Municipal Code."

- Add to Section 2.3: "The SPMP is intended to allow a full range of uses within the Smokey Point MPA necessary to meet market demand. To accomplish this, either the uses allowed within the LI zone may be expanded or the underlying zone classifications of the Smokey Point MPA or portions thereof may be rezoned."

Chapter 3

Page 8, Section 3.3.
To clarify the purpose of the parks and recreational facilities within the MPA, we request the current first sentence be replaced with the following:

> "The Smokey Point MPA will include a mix of uses including industrial uses which will generate some workers who will commute by bicycle, residential uses with residents who will travel or recreate within the MPA, and others who pass through to commute or recreate to regional destinations. There are two athletic complexes . . . ."

3

Page 8, Section 3.4.
To allow additional uses through changes in the zoning code without also having to amend this SPMP, we request the following be added to the end of this section: "Any additional permitted uses within this Smokey Point MPA will be in accordance with the underlying zoning."

4

Chapter 4

Figures 3, 3a, and 4 illustrate one road network solution for the region. There are many such solutions for the Smokey Point MPA and the City must work with the landowners and industrial uses to develop the best system. Therefore, We request:

- Existing Figures 3, 3a, and 4 and any text references to those figures state that they illustrate one option, and
- That the SPMP be changed to eliminate any recommendation on road network and that additional road network alternatives be added to the SPMP.

5

Section 4.3, Page 14-15 Development Guidelines (shaded box).
We request an additional bullet be added that addresses the right of way planned for 156th Street from Smokey Point Boulevard to 51st Ave NE. This bullet must refer to additional figures that set out options for the alignment, and set out criteria that will be used for the final determination of the alignment, and the classification, and design.

On the fifth bullet, to maintain the flexibility for consideration of a second railroad crossing, we request the following be added: "While a second railroad crossing would be expensive, it should be considered, since the land east of the railroad tracks has lower value and is better suited to curvilinear alignments. If this cannot be done, the diagonal connection of 152nd into 156th from the west shall be moved east, closer to original alignment of 152nd."

On the firth bullet, to provide clearer guidance on when this guideline is triggered, we request the following be added to end of last sentence add: "if warranted at time of development."

We request an additional bullet or discussion within Section 4.3., that recognizes the necessity for incremental infrastructure to meet initial demand versus the ultimate demand.

6

Section 4.4, pages 17 – 19.
This section appears to be a statement of current conditions versus future requirements, but it is very confusing as written. It should be clarified as existing conditions.

We believe that both a regional bus facility and bus shelters must be included within the Smokey Point MPA and request that this section be changed to clarify that these features will be included (In fact the text and illustration on page 21 shows a shelter.)

We do not believe bus pull outs should be required and previously the City staff and consultant had stated that none would be included. Again this section must be clarified in this regard. 7

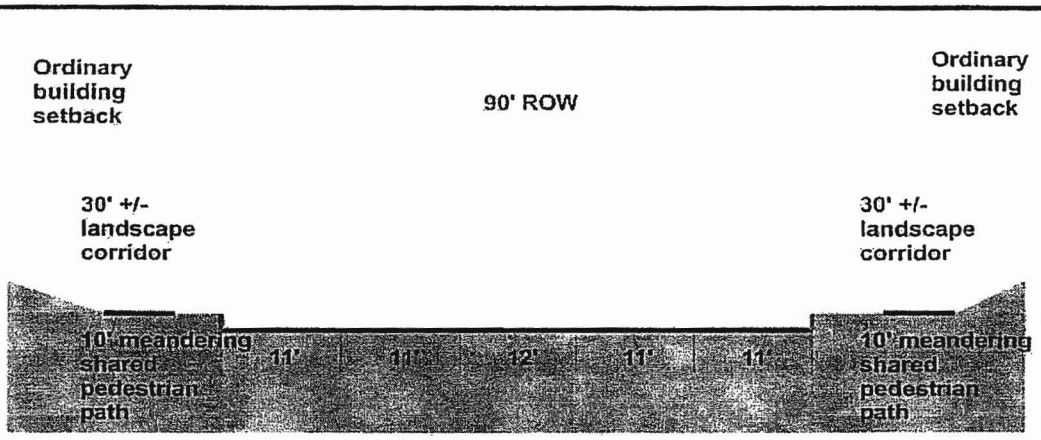
Section 4.5, page 19.
To the extent that the recreational and regional amenities do not directly benefit the users in the Smokey Point MPA, the uses need to be recognized and treated as regional improvements. We request the following be added to the end of this paragraph: "For regional area-wide improvement, it is critical that responsibility for the planning and construction be equitable and roughly proportional to the benefits derived by those developing in the area and broader City, County and regional needs." 8

Section 4.6, Pages 22- 24 (including shaded box).
This Section should clarify that there will be no bus pull outs as we had previously been told by City staff and consultants. 9

As we have discussed recently with City staff and consultants, the dimensions in the following cross sections should be substituted for the dimensions contained in the shaded boxes on pages 22-24. We believe that the City staff is agreeable to the following and request that the following changes be made. Note that these designs decrease the amount of impervious roadway surfaces with a positive impact on stormwater drainage.

Design Guidelines for 51st Avenue NE, 152nd Street, and 156th Street

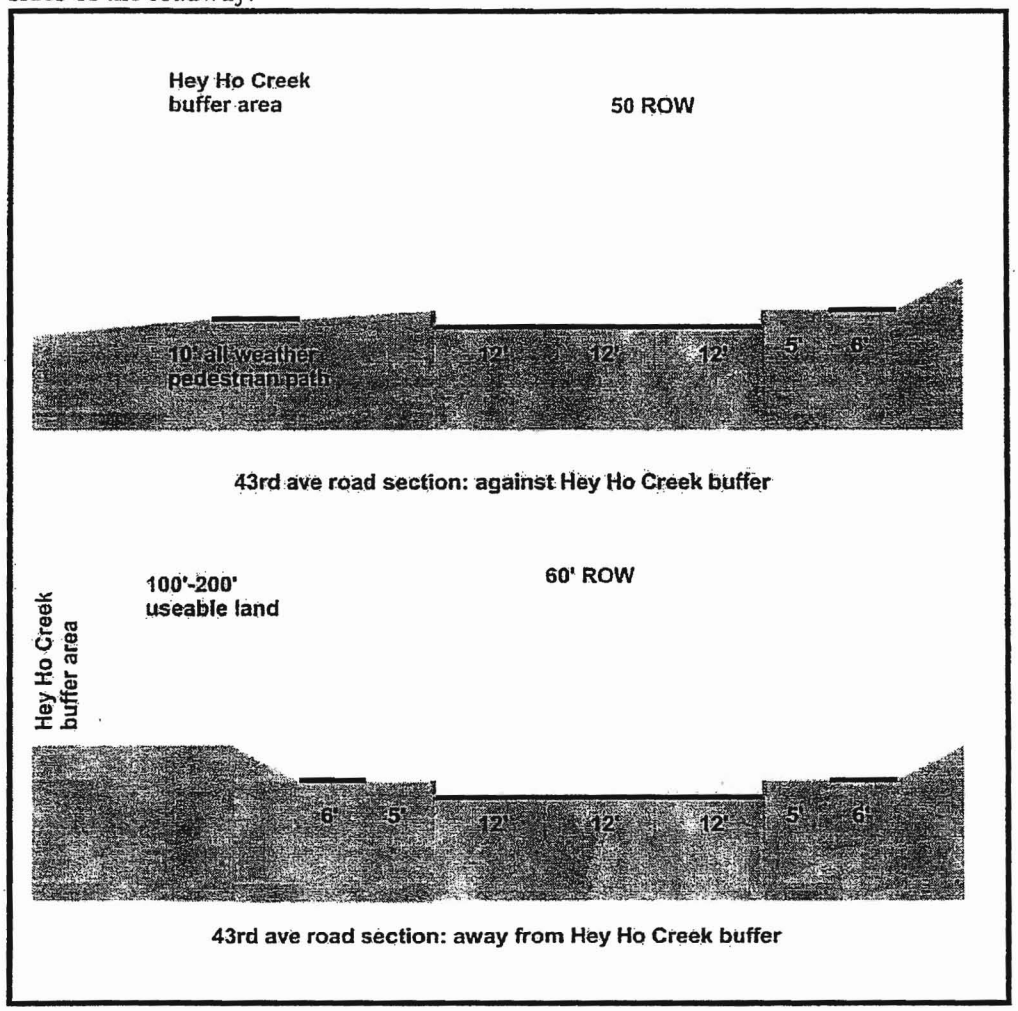
Road ROW to be 90', move bike lanes from the road section and combine with pedestrian pathway along either side of road. Combine open space outside of traffic lanes with ordinary building setbacks to create a 30'+- greenbelt for 10' wide meandering, combined pedestrian pathway. This can be made with a permeable all terrain surfaces eliminating up to 22' of impermeable surface from the design. Or an asphalt section can be used, greatly reducing the costs to construct. 10



51st ave, 152nd / 156th road section

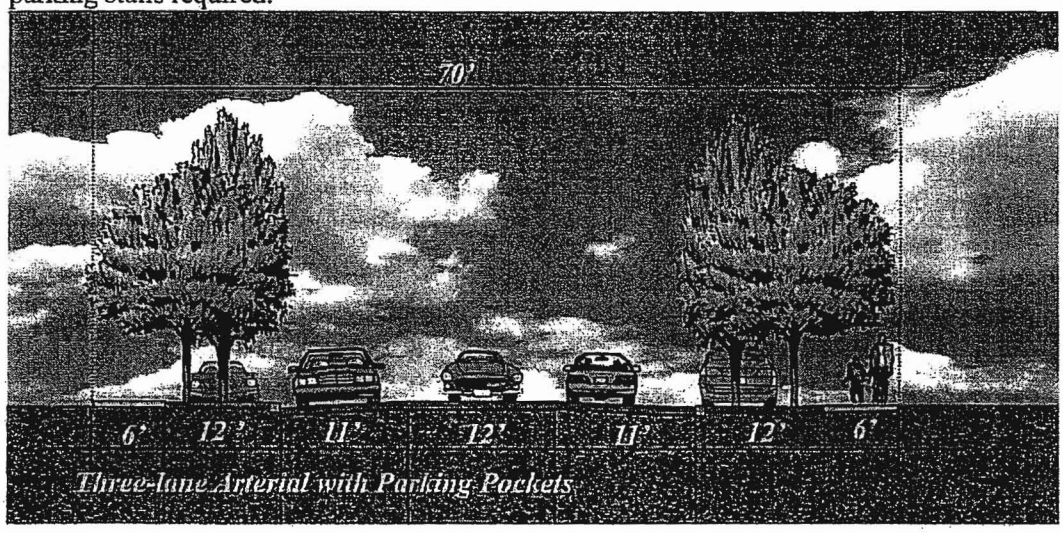
Design Guidelines for 43rd Avenue NE.

The road section for 43rd Ave has been revised to take into account the use of the Hayho Creek buffer area as the corridor for the regional pedestrian pathway, eliminating the need for a significant pedestrian allowance on the roadway sections. Two sections are presented: one that allows for 43rd to be constructed right against the creek buffer, and a second that is approximately 200' east of the creek buffer and provides for commercial frontage along both sides of the roadway.

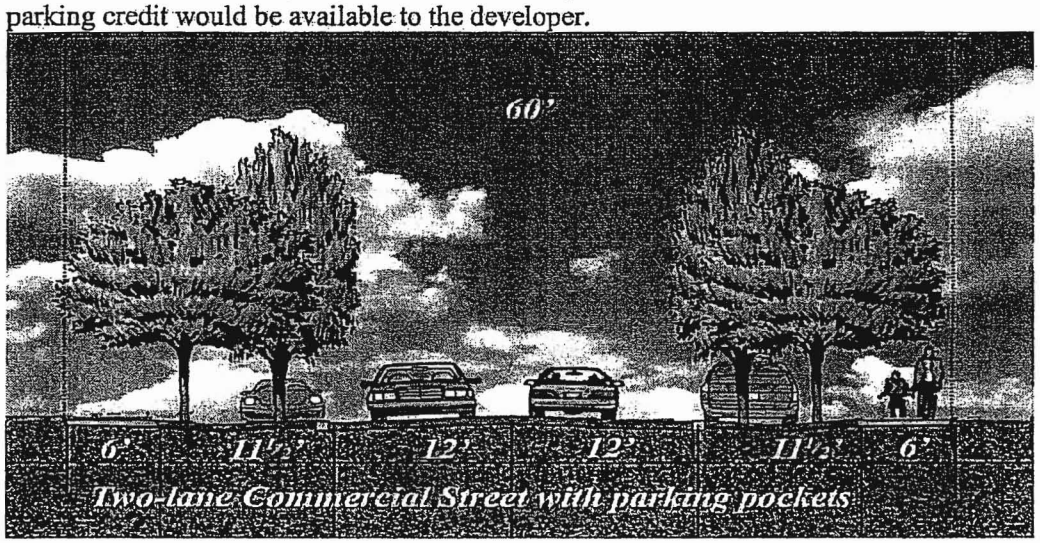


Design Guidelines for 160th Street and 59th Avenue NE

The road section for 160th Street and 59th Avenue NE would remain the same as presented in the draft master plan in commercial / retail areas, but a second section without on street parking would be available for true light industrial areas where on street parking is not a priority, reducing the ROW from 70' to 60'. However, the on street parking section could be used in LI areas, and a parking credit would be given to the developer reducing the number of on site parking stalls required. 12



The same option for 160th and 59th noted above would be available for the smaller two lane local commercial road section providing a ROW reduction of 10', from 60' to 50' for the LI section with no on street parking. Again, if the on street parking section were used in the LI area, a parking credit would be available to the developer. 13



Chapter 5

Section 5.1, Page 26, Development Guidelines - Wetlands and Critical Areas (shaded box). Due to the complexity of planning, land acquisition and permitting of mitigation on a regional basis, mitigation on an individual parcel basis must be presented as an equal alternative. We request that the Second and Third Bullets be changed to read as follows:

> "• Mitigation of wetlands, ditches, other critical areas, and potential creek relocations may be pursued under several alternative strategies: on a regional public/private partnership basis, on an individual parcel basis, or on a fee in lieu of mitigation basis, all of which must mitigate the impacts of development as determined by the City.
> • The City may pursue a regional public/private partnership for a regional mitigation approach on wetland, ditches and potential creek relocations.
> • The developer may pay a fee in lieu of mitigation if the state and federal agencies have agreed on regional mitigation.
> • The developer may conduct mitigation on an individual parcel basis if neither the regional mitigation nor the in lieu fee mitigation is available at the time of the development is proposed."

14

Section 5.2, Page 26, Development Guidelines - Streams and Buffers (shaded box). Because streams are a subset of critical areas, this guideline on streams and buffers needs to cross-reference the previous development guidelines on critical areas. In addition, we request that the last sentence be changed to read as follows:

> "Any development impacting Hayho Creek buffer will be required to participate in the Critical Areas Mitigation under alternatives described above."

15

Section 5.7, Page 34, Development Guidelines - Mitigation Strategy (shaded box). One additional issue for both east and west relocation alternatives is that hydrologic modeling will be needed to ensure that each alternative will adequately function as fish habitat and will not create significant negative impacts elsewhere in the area. We request that the last sentence in the first paragraph be changed as follows:

> "Hydrologic analysis for either alternative will be necessary to determine how a proposed channel design would function as fish habitat and to understand the potential for any negative impacts within the area."

16

Chapter 7

Section 7.8, page 51 (including gray box):
This section makes reference to Technical Memoranda #1 and #3 but does not include them in the "Recommended and viable LID techniques" within the Development Guidelines (gray box). The Development Guidelines should be changed to eliminate all text under "Recommended and

viable LID techniques" and replace with the statement that "the LID techniques explored in Technical Memorandum #1 and #3 may be utilized as appropriate for the site." 17

Section 7.9, Page 53 -54, (including shaded box).
Because the Preferred Conceptual Alternatives for Hayho Creek Basin includes construction of Site #2, there should be a cross reference in the Preferred Conceptual Alternative for Edgecomb Creek. The construction of Site #2 for Hayho Creek should be taken into consideration in the decision on facilities for Edgecomb Creek. We request the SPMP be edited accordingly. 18

Chapter 9

Section 9.1, page 58.
Overlays and incentives would encourage favorable design. We recommend these be added in to this section so that economic forces are not the sole driver of design planning. 19

Section 9.2.1 page 58.
This section should be clarified to explain how an industrial plat shall pass the design review stage if there is not a proposed site/architectural plan for each lot. 20

Section 9.5, Page 60, Design Guidelines - Service Areas (shaded box).
For appropriate flexibility within an industrial zone, the following sentence at the end of Paragraph 2: "Screening" includes distance from street, location of on-site parking and other site landscaping." 21

Section 9.6, Page 62 Design Guidelines – Access Point (shaded box).
Item 3 should be clarified to more clearly recognize that emergency vehicles may require additional curb cuts. 22

Section 9.8, page 65.
The extent and type of pedestrian facilities appropriate for a given development will depend on the nature of the development, the number of users and its proximity to other recreational features. Traditional warehouse and manufacturing uses will demand far fewer pedestrian amenities than retail or residential uses. We request the first paragraph of Section 9.8 be replaced with the following: 23

> "The extent and type of pedestrian facilities appropriate for a given development will depend on the nature of the development, the number of users and its proximity to other recreational features. Providing space for pedestrian amenities in optimal locations and supplying non-fixed seating, landscaping and other features, will provide maximum flexibility among different, changing types of development."

Section 9.11, Page 69, Design Guidelines Scale (shade box).
We request that Paragraphs 2 and 3 be changes to read as follows:

> "2. Integration of pedestrian scale concepts into the front façade of the building are encouraged as are elements such as arcades, canopies, balconies, or extending smaller structures out from the main façade.
> 3. Building designs are encourages with massing so the tall and bulkier portions are less visible from public streets and sidewalks."

24

Section 9.17, Page 73, Design Guidelines Stormwater facilities (shaded box).
We request that Paragraphs 2 and 3 be changes as follows:

> "2. Stormwater facilities should be integrated into the site concept to provide visual amenity, including above ground ponds where appropriate, or can be installed underground.
> 3. Stormwater infiltration facilities (paved pedestrian pathways) and other Low Impact Development concepts are encouraged and should be integrated within the landscaping concept for parking lots and site perimeters."

25

Section 10.6, Page 81, Design Guidelines - Monument Signs (shaded box).
Because retail uses will be developed which will have special marketing needs, we request that Paragraph 3 be changed to read as follows:

> "3. Pylon / Pole signs are prohibited, except for retail uses where any pylon / pole signage is encourage to be compatible with adjacent buildings' signage and architecture."

26

Chapter 11

Because the Smokey Point MPA will be developed over a long period of time, implementation and funding mechanisms must give as much flexibility as possible for owner and developers to work with the City of Marysville with the assurance that they will be reimbursed or credited for their contributions.

Section 11.1.2, page 84.
To clearly describe how the street network guidelines will be implemented over a long build-out period, we believe the following bullets must be added:

- It is critical that responsibility for the road network construction be equitable and roughly proportional to the benefits derived by those land owners developing in the area and broader City, County and regional needs.

- The value of non-monetary contributions of the land owners developing in the area - such as land for right-of-ways and construction of infrastructure - must be credited against any fees, taxes, or other charges. Credit and/or late comers compensation to developers for constructed infrastructure must be allowed.

27

Section 11.2, page 85.
Due to the complexity and length of time for development, funding options must be a broad as possible. The following should be added:

> 13. Chapter 39.89 RCW allows cities to designate an increment area, finance public improvements expected to encourage private development within the increment area and repay this financing with the additional regular property taxes generated by such private development.
>
> 14. Chapter 39.102 RCW - Local Infrastructure Financing Tool ("LIFT")- provides a form of tax increment financing for public infrastructure projects within revenue development areas (RDA's) created by a local government. The key feature of the LIFT program is a state sales and use tax credit available to local governments.

28

Other technical corrections:

Page 3: In recognition of the SPMP's options for the mitigation of critical areas, the 3rd bullet within the list of bullets on page 3, should be changed to read: "Provide protection or mitigation of natural features."

Page 4: Section numbering needs to be corrected.

Figure 8 and Figure 9, pages 38 and 40: The depicted infrastructure needs be included in the figure key in both figures.

Page 53-54: The text of Section 7.9 and the shaded boxes on page 53 and 54 refer to the facilities both as "Ponds" and "Sites". To avoid confusion, we request that the references be made consistent throughout -either "Pond" or Site", but not both.

29

Thank you for working with us to make the Smokey Point Master Plan a document which can support development of the area as a significant regional economic engine.

Glenmont Windward Marysville LLC,

Jim Tosti

English Hill Investments-Venture Pacific Land Corp.,

by per telephone authorization

Bill Binford

The Echelbarger Company,

by per authorization

Lindsey Echelbarger

cc: Ms. Mary Swenson, Ms. Gloria Hirashima, and Mr. Kevin Nielson

English Hill Investments LLC

April 21, 2008

City of Marysville Planning Commission
Mr. Steve Muller, Chairman
Mr. Jerry Andes, Member
Ms. Becky Foster, Member
Ms. Deirdre Kvangnes, Member
Mr. Steve Leifer, Member
Ms. Toni Mathews, Member
1049 State Avenue
Marysville, WA 98270

Re: **Smokey Point Draft Master Plan**
Requested Changes

Members of the Planning Commission:

This letter is submitted on behalf of Maryville North I LLC which owns 75 acres within the 687-acre Smokey Point Master Planning Area (MPA) and English Hill Investments, its Manager which also owns nearby properties that are affected by this plan. This letter shall supplement and add targeted additional comments to that letter submitted April 18, 2008 on behalf of ourselves, Glenmont Windward Marysville LLC, Brutus and Associates and the Echelbarger Company. We most definitely support the City's vision for the Smokey Point MPA as a significant economic engine and are committed to helping the City of Marysville further its goal of economic development for this area.

We set forth below additional changes that we believe should be added to or incorporated into the Master Plan

Chapter 3

Page 10, Table 1

It is the consensus of the commercial brokerage agents and landowners that I have polled that the amount of office space, projected at 15,000,000 SF, appears to severely misrepresent the future of this area. Please see the attached letter from Colliers International dated April 19, 2008. While we would like to see more office opportunities as would the city, we submit this information based on our best professional opinion on the realistic future of this market area. The assumption used below will have significantly less impact on future infrastructure and services needed to support this area than the original assumptions show in the draft. 1

We suggest that a more accurate prediction of future growth in this plan area would be as follows:

6513 132nd Ave NE, #345 • Kirkland, WA 98033 • ofc (425) 889-8770 • fax (425) 889-8771

- Business-Light Industrial and Mfg uses: 75% to 80% of the available acreage (the floor area for this use would be:15%-20% office and 80% to 85% Industrial)

- Dedicated Office uses: 20% of the acreage (most of which is anticipated to be 2 story tilt-up, not 3 story steel frame due to cost and market limitations).

The Plan should more clearly define the acreage, both gross and net developable, since the net developable acreage drives the amount of industrial, office and other uses that can be developed. Implementation of the recommendations from the aforementioned letter from the larger group of landowners regarding flexible options on land use would, of course, change the ratios of uses on available acreage within the plan.

Chapter 4

Figures 3, 3a, and 4

- We request that the city insert another alternative into the plan that shows 156th ST NE going straight easterly to 51st Ave NE, then transitioning down to 152nd prior to crossing the RR tracks, and

- That the SPMP be changed to eliminate any recommendation on road network until a corridor alignment study is complete.

2

Section 4.3, Page 14-15 Development Guidelines (shaded box).

- We request that the east/west Optional Collectors shown at the top of in Figure 4 be re-located southward ¼ mile so that they are fully within the city limits and so that it is centered between two separately owned large contiguous parcels.

- We request that the westerly ¼ mile of the 160th St NE minor arterial alignment be moved 200 ft northward of the location shown in order to honor previously recorded road development agreements which are binding to several landowners and to the city. This landowner submitted a request to the Community Development Director dated November 14, 2007 requesting confirmation of street alignment in accordance with this bullet item and the recorded referenced development agreements.

3

Section 4.6, Pages 22- 24 (including shaded box)

Design Guidelines for 51st Avenue NE, 152nd Street, and 156th Street: Road ROW to be 90', move bike lanes from the road section and combine with pedestrian pathway along either side of road. Combine open space outside of traffic lanes with ordinary building setbacks to create a 30'+- greenbelt for 10' wide meandering, combined pedestrian pathway. The 30' +/- greenbelt shall be inclusive of the code requirement for projects to

4

furnish 20' of landscape buffer along arterials. This can be made with a permeable all terrain surfaces eliminating up to 22' of impermeable surface from the design. Or an asphalt section can be used, greatly reducing the costs to construct.

There is some concern that the lane width in areas anticipating heavy truck traffic should be 12' per lane with corresponding reduction in the sidewalk/landscape areas. We urge the city to review city codes in other successful industrial areas on this matter. 4

Due to the significant financial opportunity that this area presents to the city and the fact that other municipalities and entities are vying for economic development in competition with the City of Marysville, we recommend that the city add an Economic Incentives section to this plan wherein the city indentifies alternatives where it can effectively promote this area for business development and incentivize companies to choose Marysville for their new facilities and operations. 5

We request that this testimony be entered into the public testimony for adoption of this plan. We thank you for your time reviewing these points and encourage you to consider them in your final recommendation of this plan.

Sincerely,

Bill Binford

C. W. Binford, Jr.

Attachment

cc: Gloria Hirashima, Community Development Director

COLLIERS INTERNATIONAL

11225 SE 6th Street, Suite 240
Bellevue, WA 98004
Telephone: 425.453.4545
Facsimile: 425.453.4540
www.colliers.com

April 19, 2008

Mr. Bill Binford
VENTURE PACIFIC PARTNERS
11417 – 124th Avenue NE, Suite 201
Kirkland, WA 98033

RE: Smokey Point Draft Master Plan

Dear Bill:

In response to your request for me to review the "Land Use Scenario" section of the Smokey Point Draft Master Plan, here are my thoughts:

- The assumption that 35% of the Light Industrial/Manufacturing Use will be office space seems high in comparison to other previously developed sub-markets in South Snohomish County. Seaway Center in South Everett and Harbour Pointe in Mukilteo average 10% - 25% office build-out in their industrial zoned markets. I wouldn't anticipate that the tenants demand for space in Marysville would require any higher office build-out than those markets.
- The 60% industrial vs. 40% office also seems heavy on office and light on industrial. The 4th quarter 2007 total vacancy rate for the Northend Office Market (Mountlake Terrace – Downtown Everett) is 20% vs. industrial at 6.43%. Lynnwood has the overall highest vacancy at 30.7%. Office demand tends to move north and South from downtown Seattle and Bellevue. I would anticipate that a large amount of office space in South Snohomish County will need to be absorbed before demand increases dramatically in Marysville.
- I would also anticipate that the type of construction of the office space would tend to be more 2 story concrete tilt-up than 3 story steel frame because of the difference in cost.

Bill, I hope this is helpful. Please call me should you have questions.

Sincerely,

COLLIERS INTERNATIONAL

Gregg Riva

Gregg Riva
Senior Vice President

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CITY OF Marysville WASHINGTON

MARYSVILLE Community Development
Smokey Point Master Plan
CITIZEN COMMENT SHEET

Please complete this form and return it to the table, or send to:
Community Development~ 80 Columbia Ave~ Marysville, WA 98270

Date: APRIL 19, 2008

Name: SPBLLC, BUTCH KVAMME

Address: 3783 HATEY Rd.
EVERSON, WA 98247

Email: butchkvamme2@comcast.net

COMMENTS:

Received
APR 21 2008
City of Marysville
Public Works &
Community Development

TO: Becky Foster and the whole planning commission.
FROM: Butch Kvamme 360-319-4480

Having attended the hearing at Maryville City Hall on the 15th addressing the Draft Smokey Point Draft Master Plan, I have the following comments.

I support taking a hard look at the alternative Arterial suggestions presented by Jim Tosti. Moving 43rd Ave. NE to the east makes the land and road use much more functional..I also think the Tosti suggestion of moving the connection to 152nd to east of 51st is a much better plan than that suggested in the draft plan proposal.

I agree and concur with the widths and the classifications of the arterials presented in the draft master plan. Perhaps more dialog and thought should go into the layout of the vehicle, bike and people traffic. There is no magic or perfect formula for making these three homogenous.

My last suggestion is to encourage the landowners who have not already done so, to dedicate to the city of Marysville the road right of ways that travel through and serve their land and are needed to fulfill the approved final traffic plan. An example of such a dedication is the 90' wide by ½ mile long dedication of 156th St. NE, made by SPBLLC to the City of Marysville in 2007.

EISENHOWER
EISENHOWER & CARLSON, PLLC

1200 Wells Fargo Plaza
1201 Pacific Avenue
Tacoma, WA 98402

Tel: 253.572.4500
Fax: 253.272.5732

A Pacific Northwest Law Firm
www.eisenhowerlaw.com

ANGELIA D. WESCH
awesch@eisenhowerlaw.com

April 24, 2008

City Of Marysville Planning Commission
Mr. Steve Muller, Chairman
Mr. Jerry Andes, Member
Ms. Becky Foster, Member
Ms. Deirdre Kvangnes, Member
Mr. Steve Leifer, Member
Ms. Toni Mathews, Member

1049 State Avenue
Marysville, WA 98270

Re: Draft Smokey Point Master Plan-Brutus' objections to suggested alternatives regarding Chapter 4—Transportation

Dear Planning Commission Members:

This office represents the interests of Brutus Associates and Arlington Associates ("collectively Brutus"), which together own a total of approximately 151 acres within the Smokey Point Master Plan ("SPMP") area.

Our clients have been very supportive of the overall process and have worked over the past two years with City staff, consultants and with the larger landowner group to create the draft SPMP document you currently have before you for consideration.

Our clients oppose moving the "S shaped" curve in 156th currently depicted in the Arterial Functional Classifications map on page 16 of the draft SPMP from west further east onto Brutus parcels. No provision in the City's Capital Facilities Improvement Plan has been made to pay for such a roadway extension. While there is no agreement between the landowners to pay for construction of these interior roads, there has been some discussion regarding creation of a road improvement district (RID). At this time, there has not been sufficient information provided to Brutus to allow for an informed decision on whether Brutus is willing to participate in an RID. In the absence of funding for extending the roadway further over to 67th Ave. NE, and because we see little or no benefit to moving the " S shaped " curve further east than is currently contemplated by the City's traffic consultants, we would respectfully request that the Planning Commission accept the draft in its present form regarding the location of the curvilinear alignments at the interchange of 156th and 152nd.

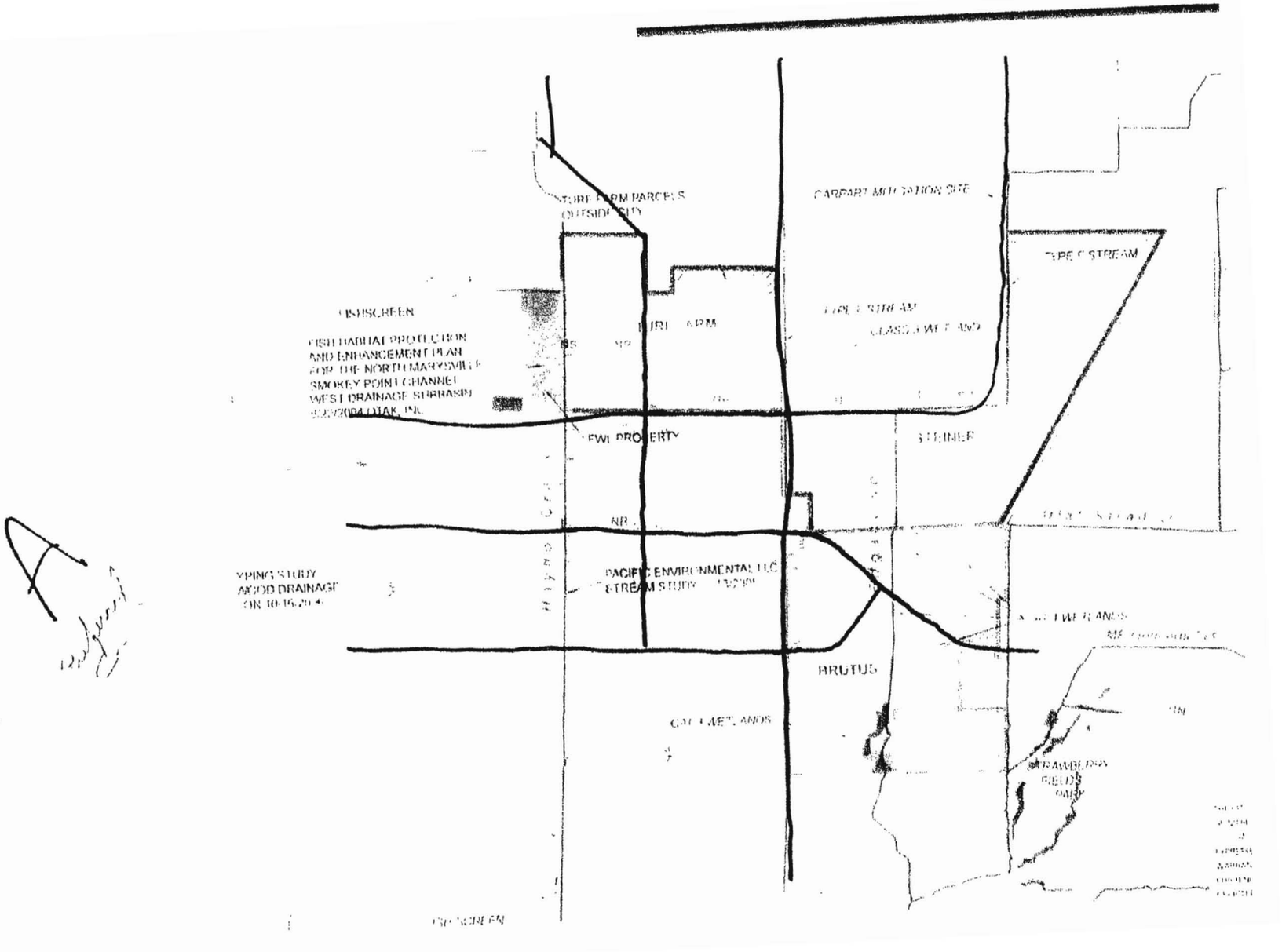
We have been provided copies of various alternative configurations Jim Tosti shared with the Planning Commission Members at the workshop on April 22. Brutus will support inclusion of Alternatives C, D, E or G in the draft SPMP. Brutus opposes inclusion in the draft SPMP of Alternatives A, B and F. For ease of reference and to ensure clarity in the public record, a copy of the alternatives provided to us is attached to this letter.

Thank you for your consideration of our request and allowing Brutus to raise these concerns.

Very truly yours,

Angelia D. Wesch

ADW:ADW
Attachments
cc: Ms. Gloria Hirashima
Mr. Kevin Nielsen
Ms. Mary Swenson
Brutus Associates/Arlington Associates
00383976.DOC-6666/4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TYPE C STREAM
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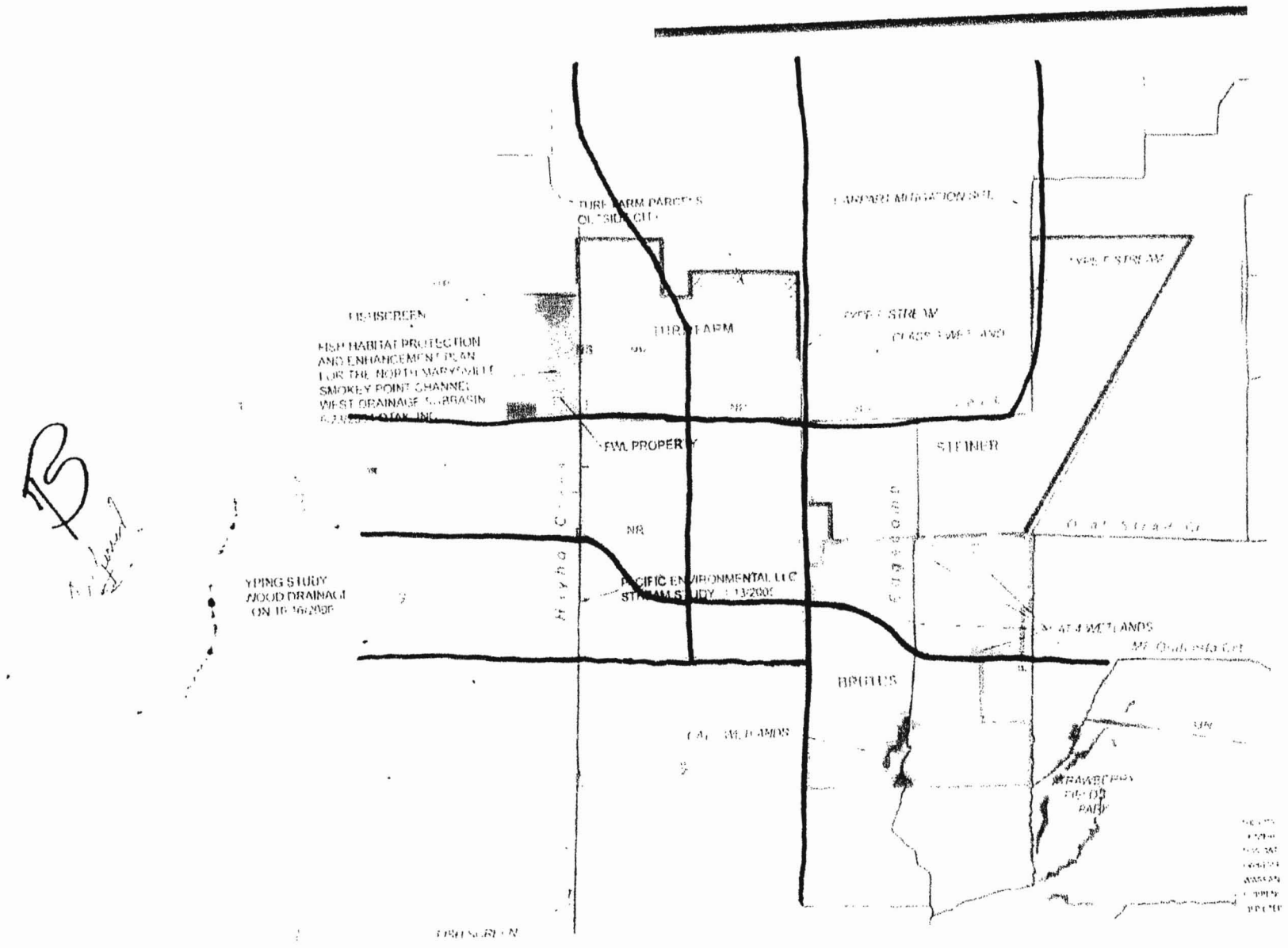
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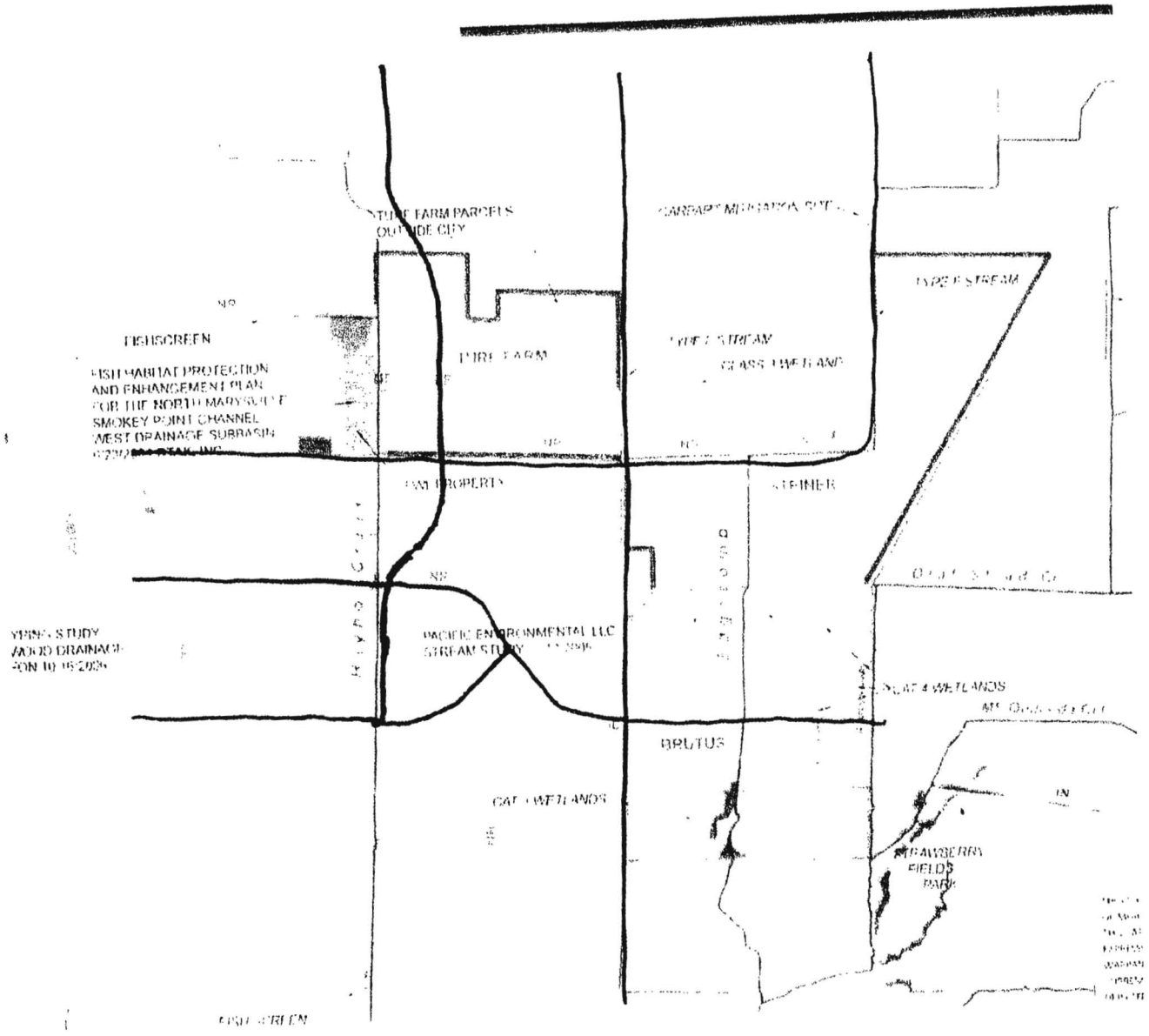

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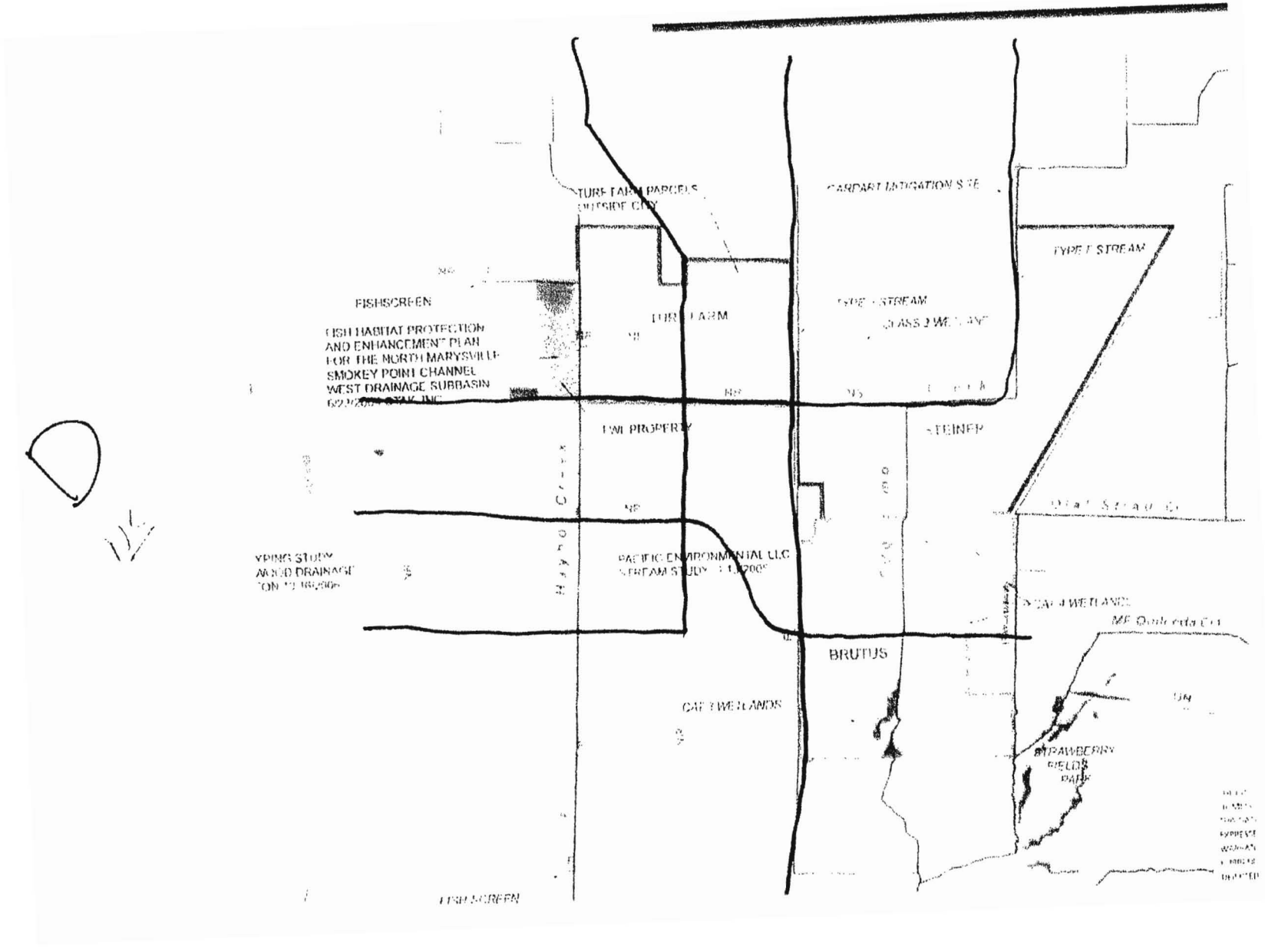

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TURF FARM
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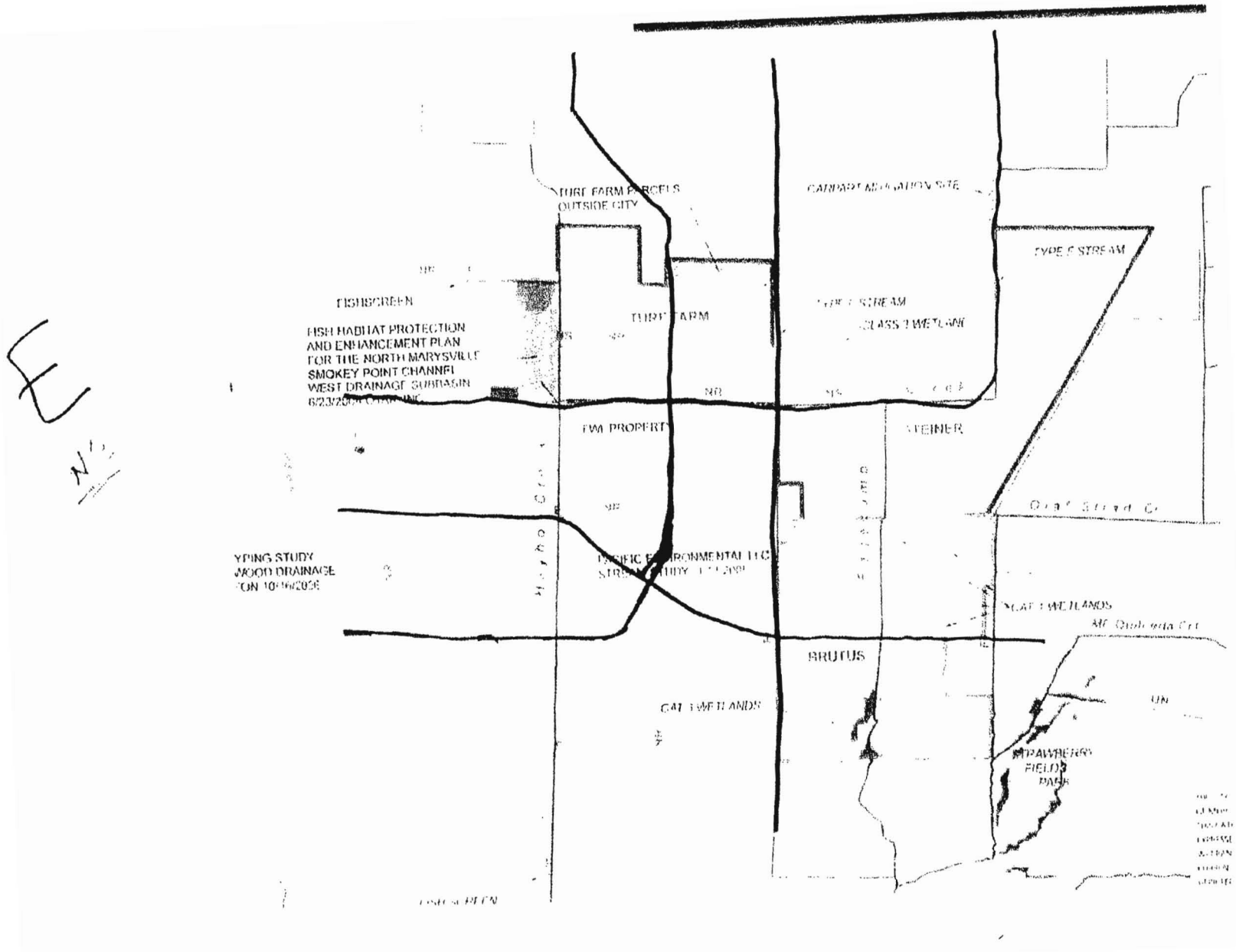
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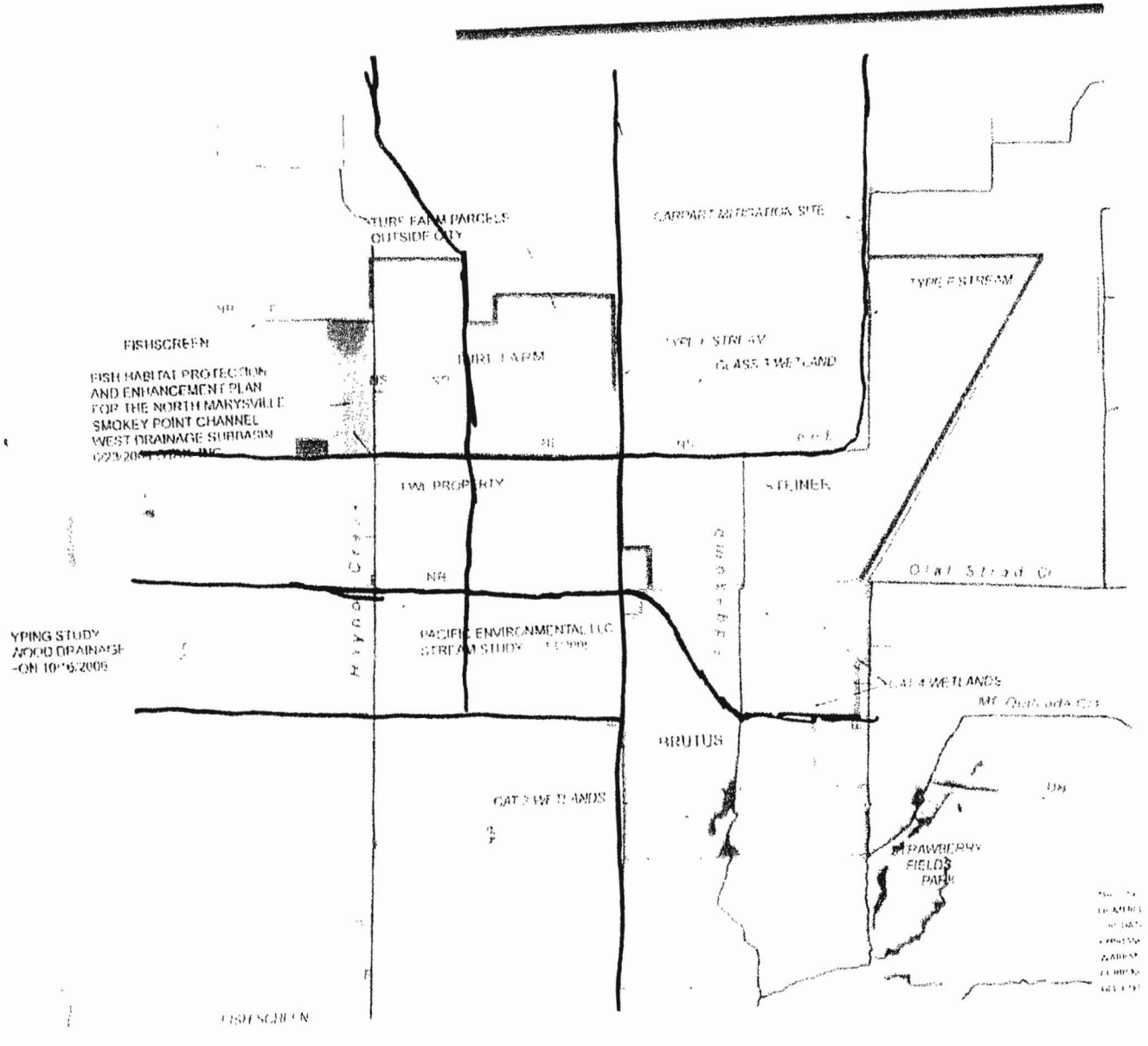

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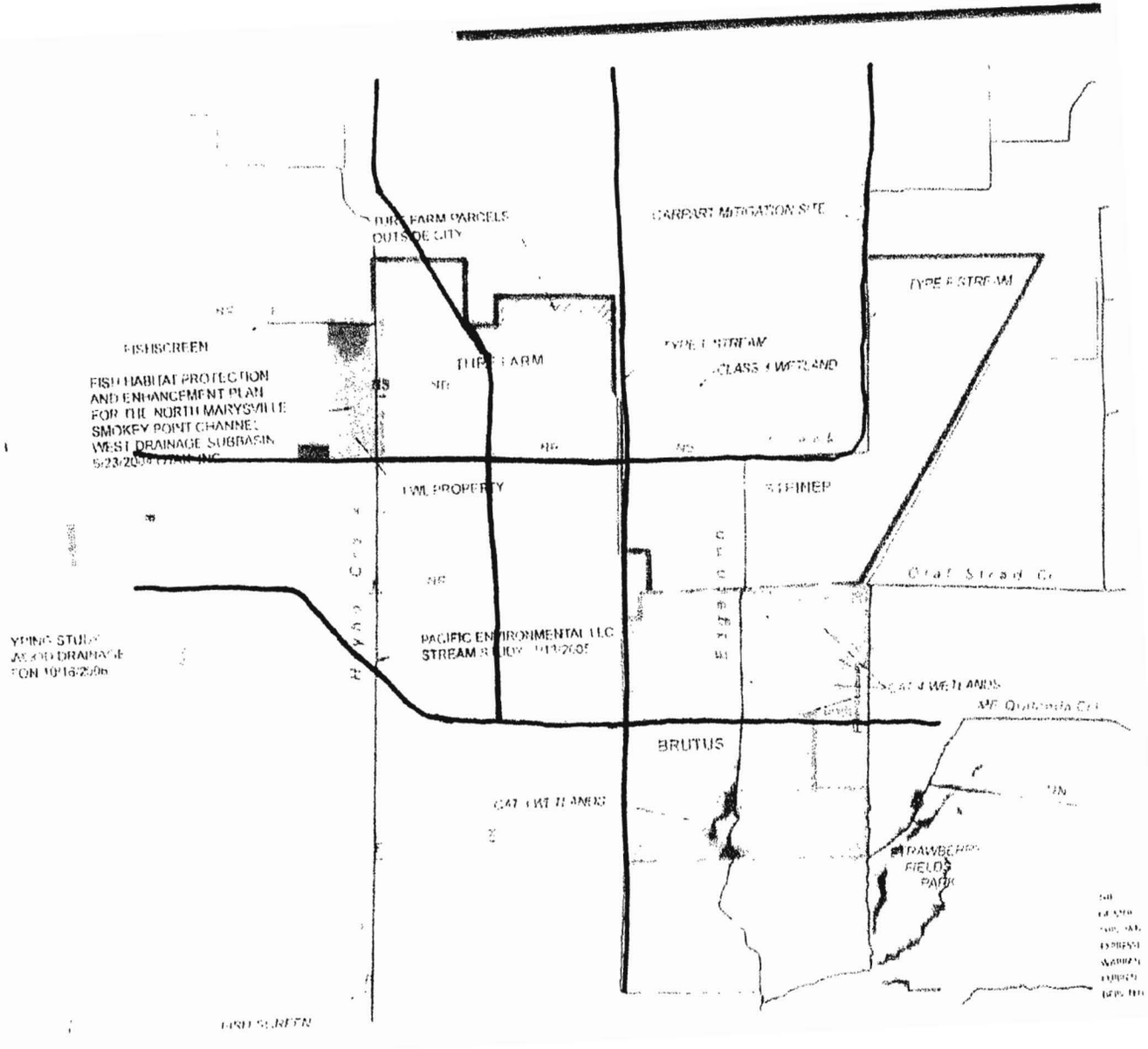

TURF FARM PARCELS
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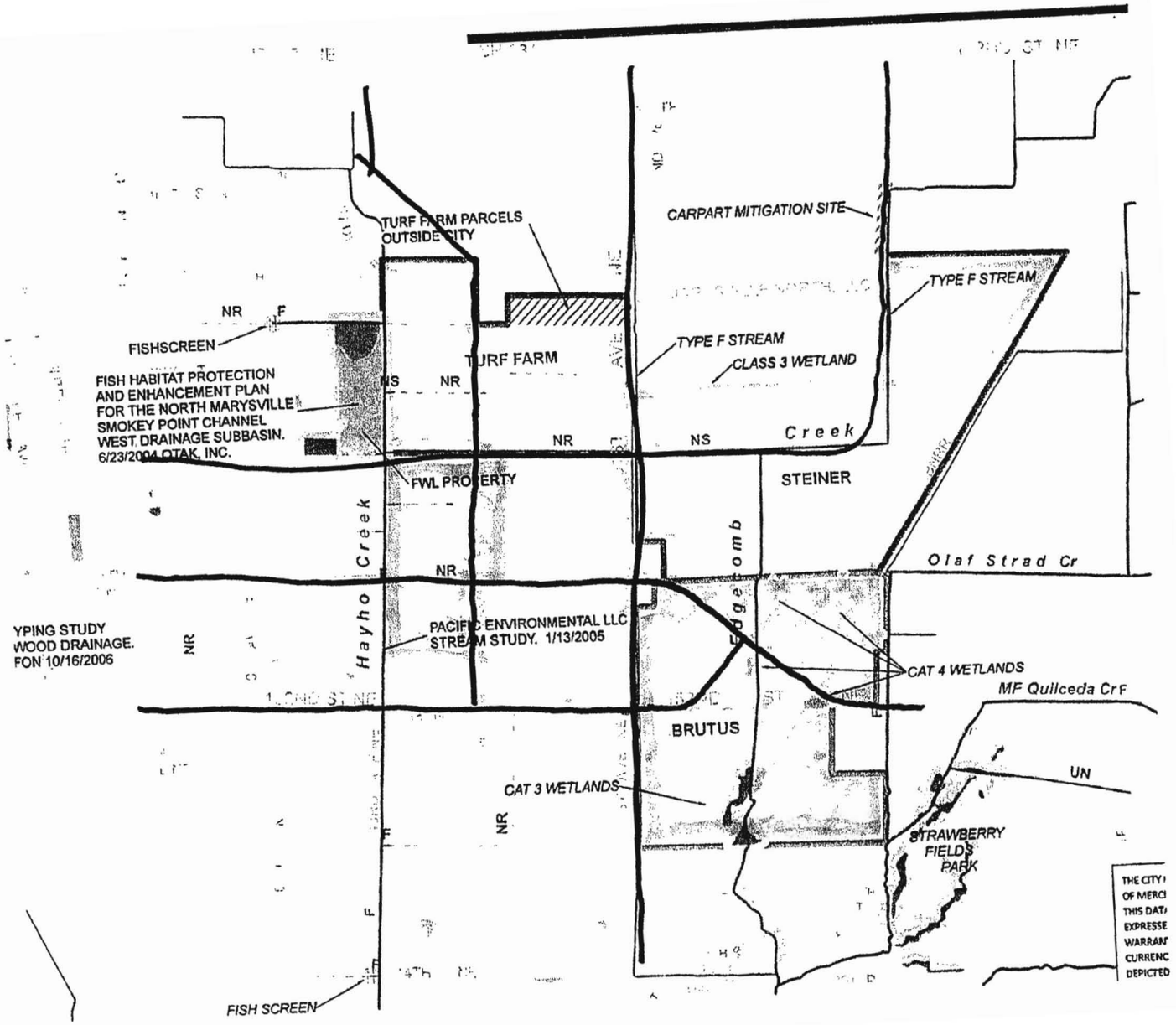
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Edgecomb
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PACIFIC ENVIRONMENTAL LLC STREAM STUDY. 1/13/2005
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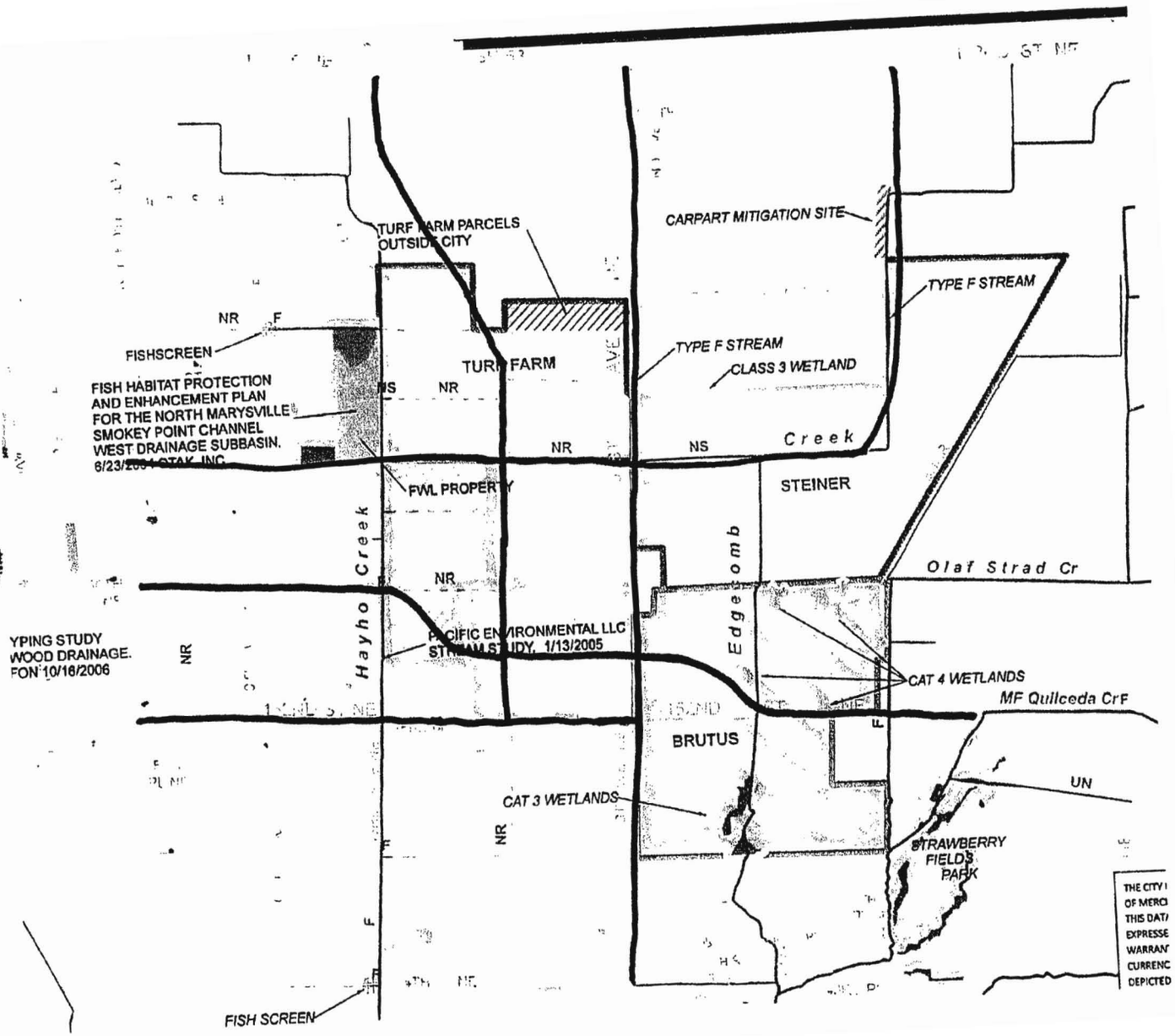
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TURF FARM
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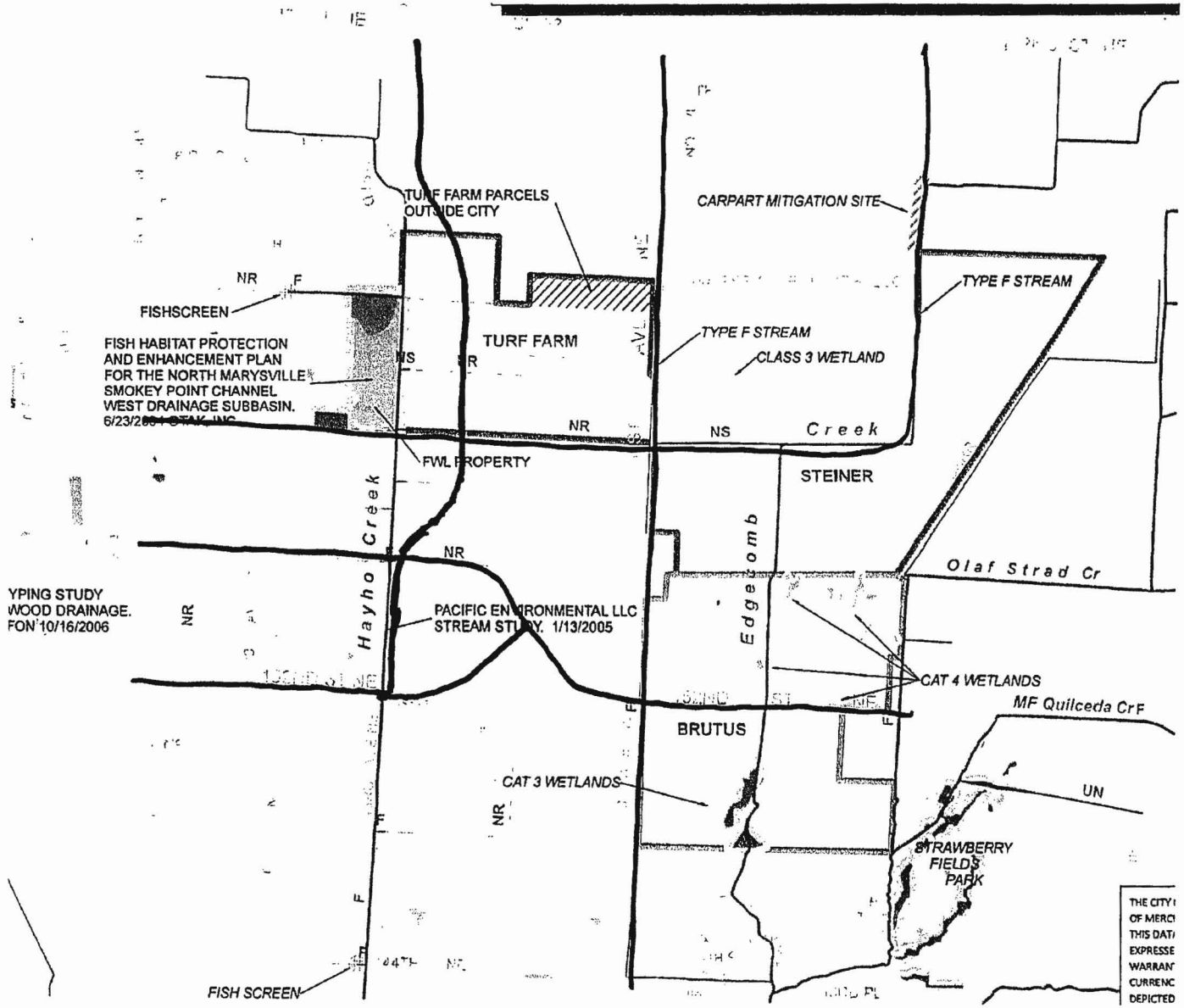
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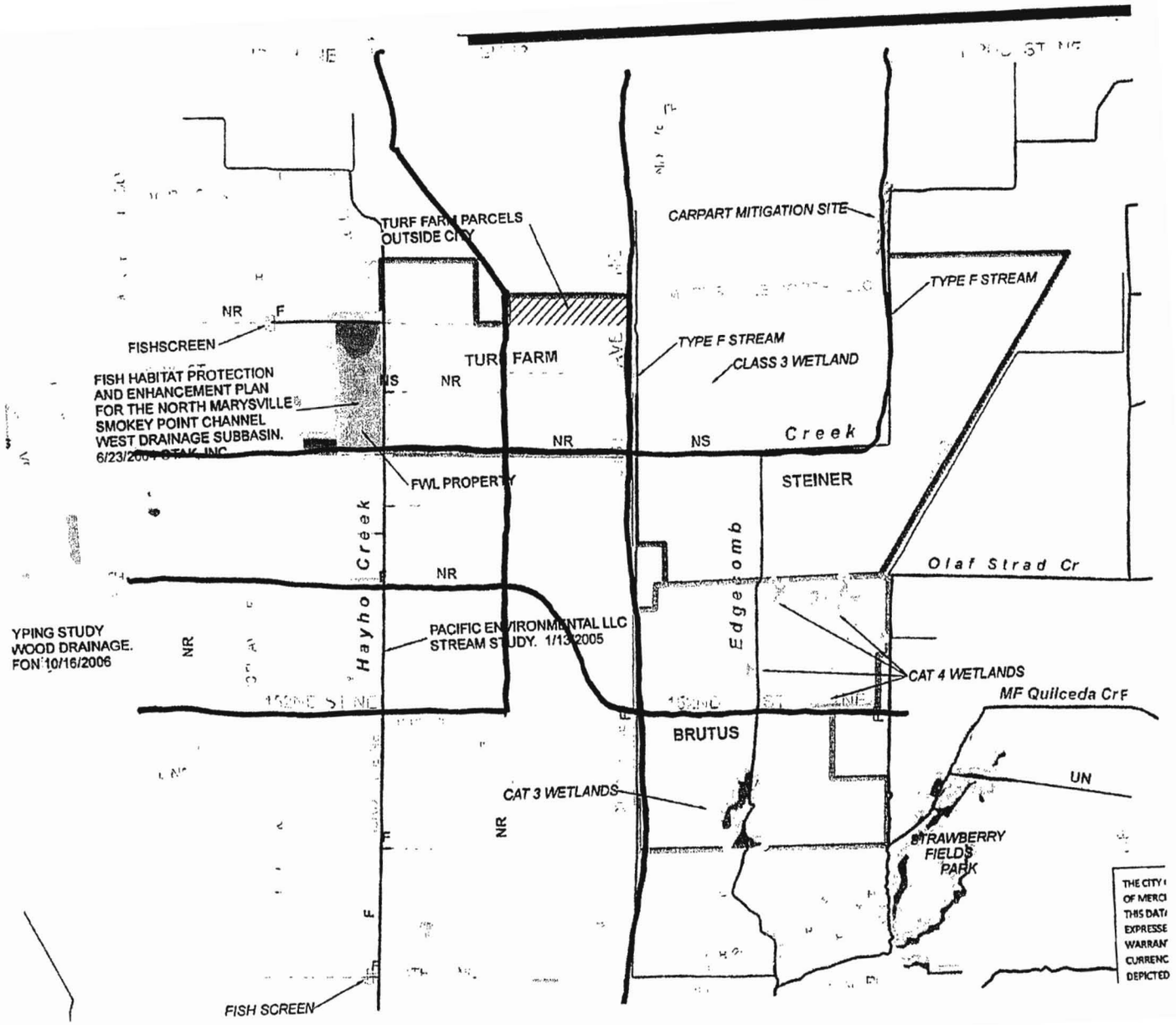
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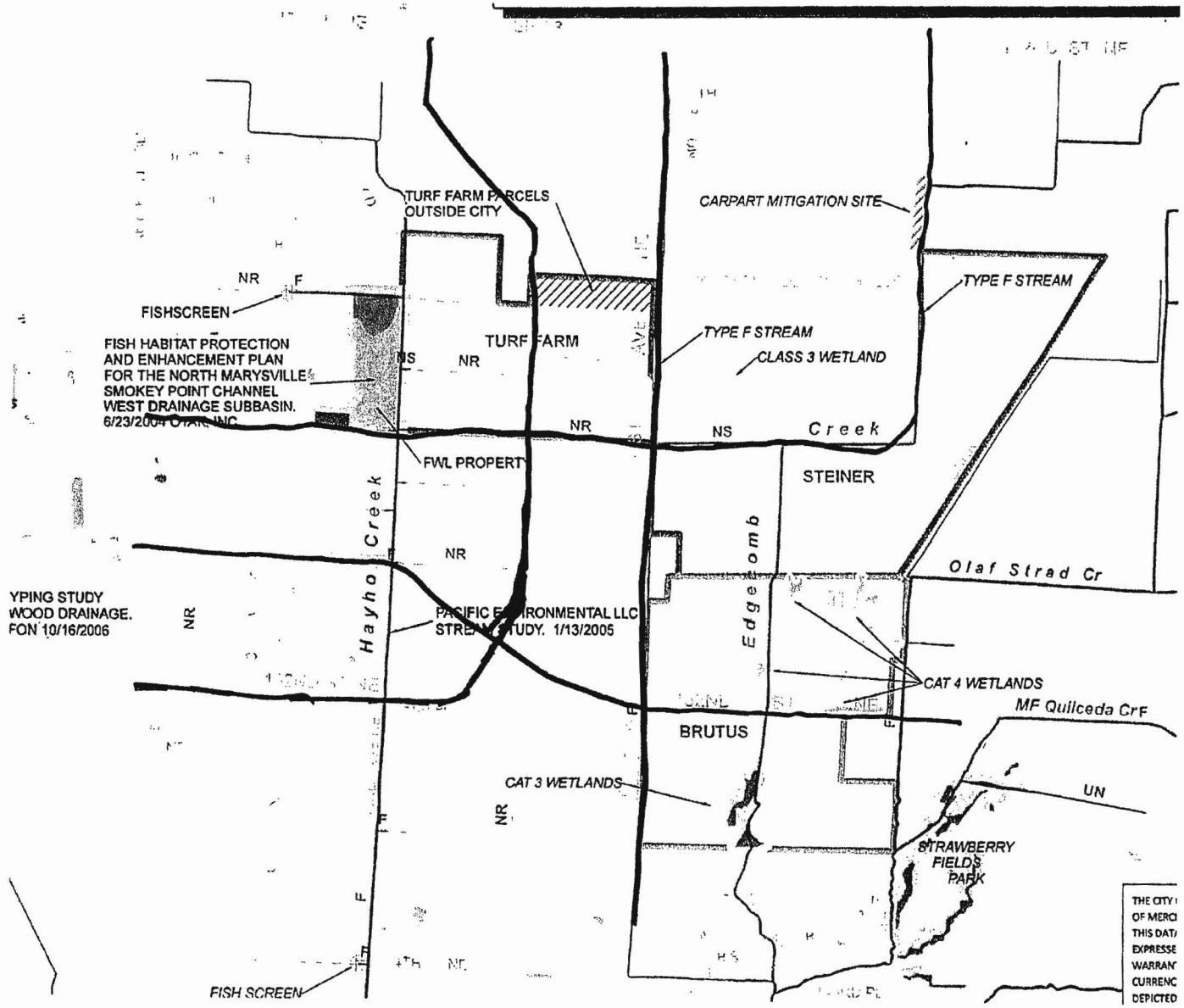
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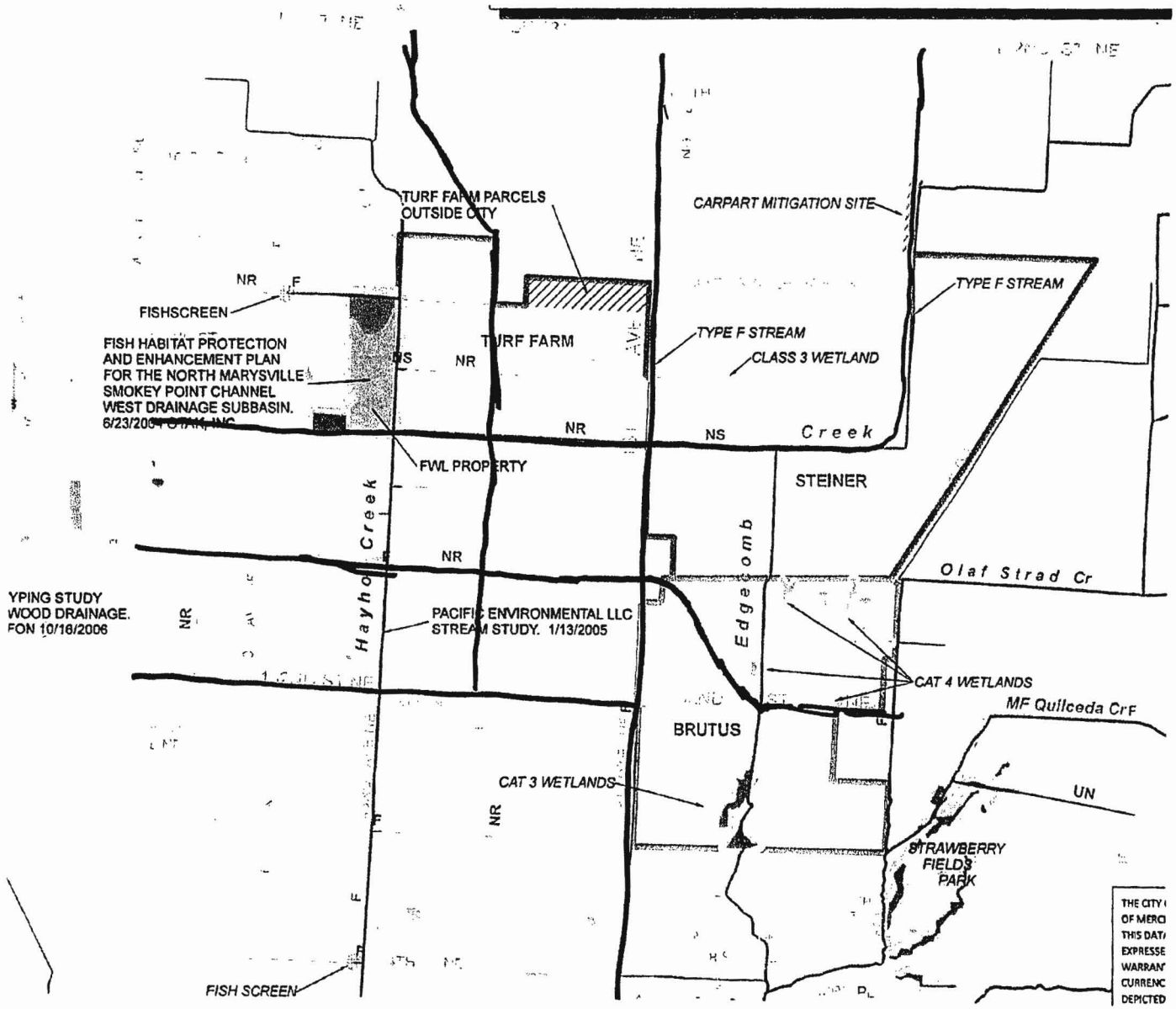
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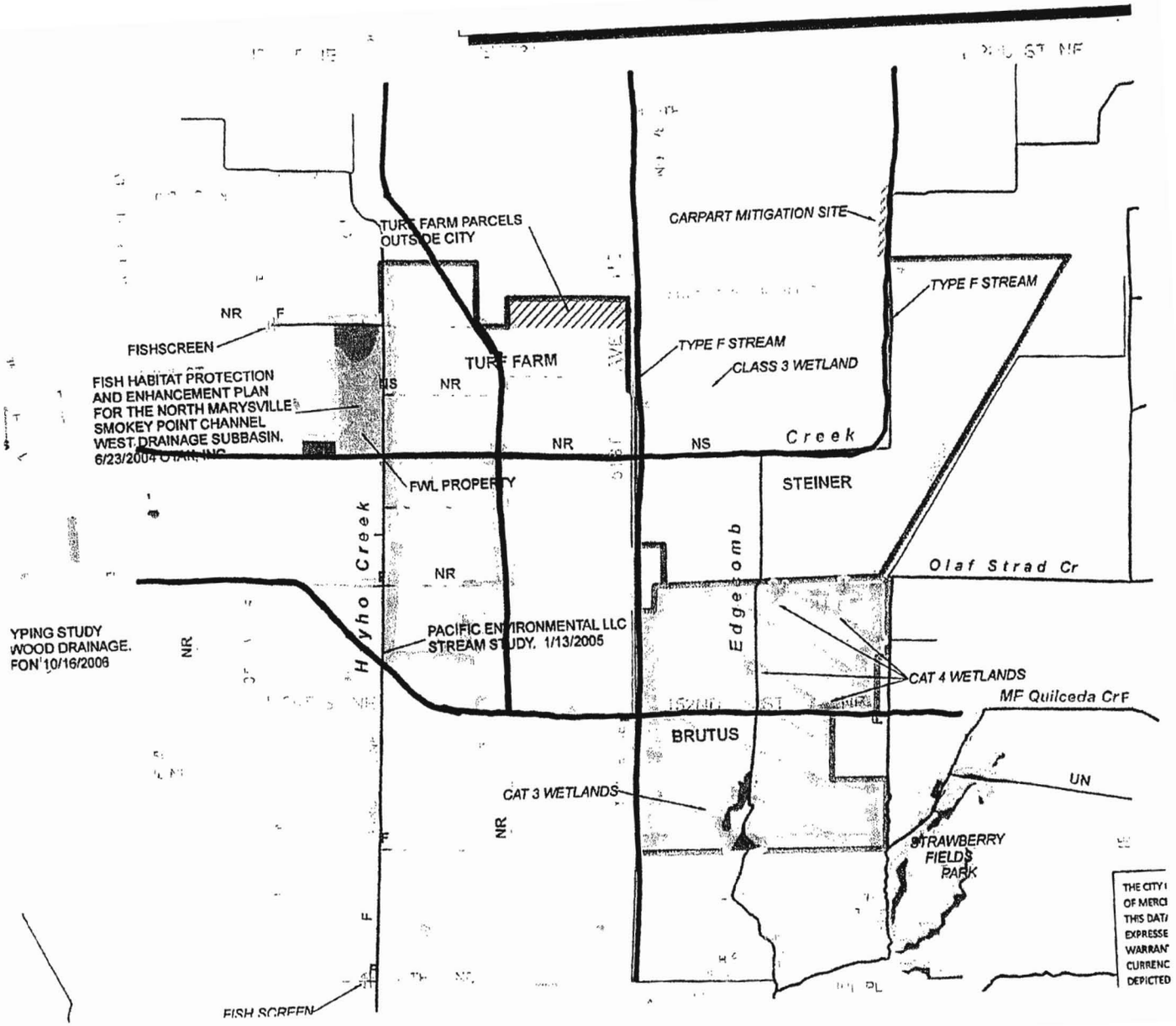
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FAX COVER SHEET

WINDWARD REAL ESTATE SERVICES, INC.
7981 168TH AVE NE #118
REDMOND, WA. 98052
PH 425-702-8422 FAX 425-497-9157
EMAIL jetosti@msn.com

DATE: 4-29

TO: Gloria
COMPANY:
FAX #: 360-651-5099
PAGES FOLLOWING COVER SHEET:

FROM: Jim Tosti
COMPANY:
COMMENTS:
Please make a copy for all PC members and distribute. Keep copy for yourself, Kevin, and Kayne.
Thanks.

IF YOU HAVE ANY PROBLEMS RECEIVING THIS FAX OR IN TRANSMITTING YOUR FAX PLEASE CALL OUR OFFICE. THANK YOU.

GLENMONT WINDWARD MARYSVILLE, LLC
7981 168TH AVE. NE #118
REDMOND, WA. 98052
425-702-8422 FAX 425-497-9157

April 30, 2008

City of Marysville Planning Commission
1049 State Avenue
Marysville, WA 98270

Re: Proposed Master Plan for Smokey Point

Planning Commission Members,

At the recent Planning Commission Open House on April 15th, I presented an alternative routing plan for the 156th/152nd road extension from Smokey Point eastward past the BNSF tracks. I submitted this plan to address the inadequacies of the road network plan in the March 2008 Draft Smokey Point Master Plan (labeled Figure 4). The text of the Draft SPMP refers to the road improvements shown on Figure 4 as "recommended." Since not one of the property owners was consulted prior to Figure 4 being included in the Draft SPMP, I took it upon myself and my traffic engineer to analyze the road network depicted in Figure 4 and quickly realized that it created more problems than it solved.

In fact, when my alternative was presented, Michael Stringham, the City's traffic consultant to the SPMP, said that my plan did solve several problems and that it would be quite feasible to add this plan to the SPMP and label both plans as "optional". His exact quote was "on the face of it, I have no problem with this plan". Gloria Hirashima, Community Development Director, also concurred and had no problem adding this alternative to the SPMP.

All road network options must stay on the table until a roads analysis study is conducted, which considers the local and regional benefits, costs and impacts of each alternative. Until that analysis is completed, the stakeholders will likely not achieve consensus. However, lack of consensus at this point, should not result in elimination of any alternative.

My request is as follows:
Please recommend to the City Council that the Final SPMP includes at least two or more alternate drawings as alternatives for the road network and label all plans as options. Please recommend that additional language be added to the text requiring an immediate roads analysis study that addresses the final routing of 156th/152nd and the north/south connector known as 143rd. Also, new language should be added that directs the City to immediately initiate an Road Improvement District (RID) study for the construction of the 156th/152nd east/west road.

I will be at the hearing on May 6th and would like to engage the Commission on this issue so that all issues about the road routing are adequately addressed in your recommendations.

Thank you for your consideration.

Sincerely,

Jim Tosti
Glenmont Windward Marysville, LLC

Mary Swenson
Gloria Hirashima
Kevin Nielson

Gloria Hirashima

From: kinnamonk@aol.com
Sent: Saturday, May 03, 2008 1:43 PM
To: Gloria Hirashima; stephen.muller@edwardjones.com
Subject: Smokey Point Master Plan

May 3, 2008

Dear Marysville Planning Commission,

As you know, for the past two years, Marysville leaders and community members have worked to make our city a "Healthy Community." The Smokey Point Master Plan is an important opportunity to further that goal. By setting out clear guidelines and expectations before development occurs, the city can work with property owners to give them fair value while creating a broader community benefit from growth.

I used to work in Smokey Point. Now, as a Marysville resident, I pass through the area by bicycle or transit about once a month. My current work involves encouraging people to consider alternatives to driving alone. Ideally, this plan will make those alternatives more attractive through good planning and design. By encouraging transit, bicycle and high occupancy travel, the city might be able to update its traffic demand models and reconsider the need for 5-lane roads as called for in the plan.

Collector Streets
In order to achieve the stated goal of providing pedestrian accessibility, the optional collector streets should be required as roads or paths between developments and "neighborhoods." Smaller blocks and easy connections are essential for promoting pedestrian and bicycle travel.

While I realize that the plan covers a limited area, it needs to plan for better regional bicycle and pedestrian links. Bicycle and pedestrian connections to Smokey Point Boulevard should be sought via 168th Street and other existing and future east-west corridors.

59th Avenue
The Arlington Airport Trail, which begins near 172nd Street & 59th Avenue, must be considered in the plan (add to section 3.3). I believe that 59th Avenue should be planned for a shared use trail, bike lane or wide shared lane (rather than no bike facilities at all in current plan) because:

- 59th Avenue is a through street to the north, with connections (motorized and non-motorized) to Arlington industrial employment areas, parks and downtown.
- A multi-use path or bike lanes on 59th Avenue could connect to the airport trail
- 59th Avenue is considered for extension south to 152nd Street, which would provide a direct connection to Strawberry Fields park.

The extension of 59th Avenue should, in fact, be part of the planned street network. I am unsure why a grade-level crossing of the railroad is not possible, but even if an over or undercrossing is required, the city should plan for this scenario (and show it on maps) just as it is hoping for an interchange at I-5 and 156th Street.

3-Lane Arterials
The design of the 3-lane arterials (160th St and 59th Ave) with parking is a concern to me as a cyclist. With an 11-foot outside lane and parking adjacent, there is no room for cars and bicycles to safely share the road. Sidewalks are designed for slower travel and are not generally safe places for cyclists. A vehicle lane of 14-feet would provide shared space for cars and cyclists. I have seen parking designed at 8 feet – can the 12-foot parking pockets be reduced in width? Perhaps more of the landscaping on those streets can be placed in the median?

Whatever the solution, it should be unacceptable to spend resources on bicycle facilities in adjacent areas, such as 51st Ave and 156th Street, without providing a complete network to encourage full utilization of the investment. Bike lanes or a shared, wide lane should be included in the design for 160th and 59th Avenue

Transit
The plan makes mention of Community Transit's proposed transit center and park & ride nearby in Smokey Point. Were the traffic reduction and economic development benefits of such a facility studied as part of this plan? A transit center with local and regional connections within walking distance of the industrial area should be considered a major amenity, one which the city should actively support both politically and with supporting pedestrian connections. Despite the many benefits of providing a transit hub in the Smokey Point area, a transit center is not listed as one of the recommended transit improvements in 4.4.1.

The plan notes that there are no bus shelters in the study area. I did not see any suggestions to remedy that through mitigation requirements or public or private investment incentives. Bus shelters encourage both transit use and pedestrians in general by providing weather refuge and rest.

Community Transit Route 240 connects Stanwood and Arlington via Smokey Point with hourly service seven days a week. It currently serves the Smokey Point Boulevard north of 172nd Street. If a new Smokey Point Transit Center and park & ride is constructed, Route 240 would serve it. This route should be mentioned in the plan.

Bicycle Parking
The design guidelines spend considerable time discussion the pedestrian environment. Some effort should also be made to make the industrial area welcoming to travel by bicycle for employees and visitors. Bike racks, preferably covered, should be required to be placed in visible locations near front entrances (section 9.6). Employee bike parking facilities should also be encouraged.

Along the same lines, designated, priority parking for employee carpools should be required.

51st Avenue
I strongly support the plans for bike lanes on this road. It is currently the best north-south route for cyclists, and is used by both recreational and commuting cyclists. Industrial development will increase volumes on the road but not decrease the need to maintain this north-south bike route. Due to the volume and speed of traffic, an extra-wide bike lane (5-6 feet) is appropriate.

Sincerely,

Kristin Kinnamon
5708 91st Place NE
Marysville, WA 98270

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STATE OF WASHINGTON
DEPARTMENT OF COMMUNITY,TRADE AND ECONOMIC DEVELOPMENT
128 - 10th Avenue SW • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000

May 6, 2008

Ms. Gloria Hirashima, AICP
Community Development Director
80 Columbia Avenue
Marysville, Washington 98270

RE: Proposed amendments to the Comprehensive Plan to include the *Smokey Point Master Plan* affecting Planning Area #10 of the City's neighborhood planning areas

Dear Ms Hirashima:

Thank you for sending the Washington State Department of Community, Trade and Economic Development (CTED) the proposed *Smokey Point Subarea Plan.* We received the draft plan on March 19, 2008. The documents were very detailed. We recognize the substantial investment of time, energy, and resources that these documents represent.

When we review subarea plans, we look for a few key pieces of information. We start by comparing the subarea plan to the comprehensive plan. We check to see how the subarea plan addresses concerns, issues or gaps addressed in the comprehensive plan. We review how the jurisdiction plans to meet the subarea's infrastructure needs. We like to see how the character of the area will be preserved. Finally, we review subarea plans with the notion that it will help developers and policy-makers know what they need to do. In this way, the subarea plan contributes toward the prompt and coordinated review of land use policies, development regulations and development projects.

For the most part, we found much of the above information in the *Smokey Point Subarea Plan.* We particularly like the way the subarea plan addressed the constraints listed in Marysville's Comprehensive Plan for the Smokey Point neighborhood. The subarea plan did an excellent job explaining how development can tackle the problems associated with the area's high groundwater table. It presents some good ideas and plans to preserve and enhance the environmentally sensitive areas in the Hayho Creek and Edgecomb Creek drainage basins. The design guidelines proposed by the subarea plan will assuredly result in an aesthetically pleasing environment. In the end, the subarea plan shows how the area will become the regional economic center envisioned in Marysville's Comprehensive Plan.

We have just a few suggestions that we hope you will consider. They are based on our review of other subarea plans from all over the state of Washington. They include ideas and suggestions

offered to us by other planners and planning commissioners regarding subarea plans. We offer these suggestions with thoughts that they may help your subarea plan better serve as a resource document for the prompt and coordinated review of potential land use policies, regulations and/or development projects.

With this thought in mind, please consider making the following revisions to the *Smokey Point Subarea Plan.*

- **Include a discussion about the current and desired levels of service of key roads in the chapter regarding transportation.**

  We found no mention of the level of service for any of the arterials within the master plan area. The subarea plan lays out two options that will have different impacts on level of service standards. One option involves an I-5 interchange at 156th Street. The other option channels traffic to 172nd Street to access the existing interchange. The subarea plan states the later option will result in greater congestion. The later option may also cause Marysville to reconsider its existing level of service standards. By providing information about transportation level of services, the subarea plan will help developers and policy-makers select the best option.

- **Present Marysville's financial plan for transportation improvements.**

  The chapter regarding transportation does not have a financial plan. The comprehensive plan states transportation connectivity is a constraint. We suggest Marysville use the *Smokey Point Subarea Plan* to explain how it will fix it. For instance, the subarea plan might compare Marysville's current and/or historical funding capacity to its projected transportation needs. This analysis lays the groundwork for policy-makers to weigh different funding options and the need for intergovernmental coordination. By using the subarea plan to present this information, Marysville moves closer to a viable solution to resolve this major constraint.

- **Elaborate on how Marysville plans to implement and fund the plan.**

  We did not find an overall financial plan for the infrastructure improvements listed in the subarea plan. The comprehensive plan and the technical memorandums attached to the subarea plan list the projected costs of various improvements. We suggest the final chapter of the subarea plan summarize these costs in the form of a multiyear financial plan. It should discuss the feasibility of potential funding sources. For example, it might show the gap between the current level of funding sources and the funds needed to make the desired improvements. Knowing the magnitude of this gap gives policy-makers a better idea of the types of funding sources they might consider. For instance, the gap for road improvements may be too large to bridge with development fees. The plan mentions forming special purpose districts, such as a transportation benefit district. A more detailed financial plan provides a better understanding of how much funds such a district may need to generate. It may let them know what mix of funding options they might need to assemble.

Congratulations to you, your staff and Marysville's Planning Commission for the good work this subarea plan represents. The Smokey Point area presents some noteworthy challenges. At the

same time, its location is ideal for economic development. The *Smokey Point Subarea Plan* lays down a very good road map to address these challenges. It shows how the area can become a regional economic center. This plan will become an important, initial step toward enabling this area to achieve its potential. Once again, you deserve congratulations.

If you have any questions or concerns about our comments or any other growth management issues, please call me at (360) 725-3051 or send an email to *billm@cted.wa.gov*. We extend our continued support to the City of Marysville in achieving the goals of growth management.

Sincerely,

F.W. "Bill" Mandeville, AICP
Growth Management Planner
Growth Management Services

BM:cr

cc: Leonard Bauer, AICP, Managing Director, Growth Management Services, CTED
David Andersen, AICP, Plan Review and Technical Assistance Manager, Growth Management Services, CTED

Gloria Hirashima

From: Soine, Candice [Candice.Soine@co.snohomish.wa.us]
Sent: Monday, May 05, 2008 2:51 PM
To: Gloria Hirashima
Cc: Winter, Manuela; Soine, Candice; Brookings, David; Kerwin, Karen; McCormick, Douglas; Bloodgood, Jim; Werdal, Debra; Scalf, Roy; Godley, George
Subject: RE: Comments regarding Addendum No. 14 to the FEIS for the Comprehensive Plan

Gloria Hirashima, Director
City of Marysville
Community Development Department

RE: Comments regarding Addendum No. 14 to the FEIS for the Comprehensive Plan

Snohomish County Public Works has reviewed the Addendum for the Comprehensive Plan. Our Surface Water Management has submitted the following comments:

1. It was difficult to determine from the documents what changes to the Marysville Comp Plan were being evaluated (i.e., what were new plans vs. plans already evaluated in earlier documents).
2. We support efforts to improve aquatic habitat in the area's streams.
3. It appears that many previous agricultural areas, and their accompanying ditches, will be redeveloped into industrial areas with an urban-type storm drainage system. However, there still appears to be some ag-type land east of the Master Planned area, and we would want to ensure that these areas can still drain as they do at this time, and that the drainage from any upstream ag or other types of land uses is not blocked or slowed due to changes in the storm drainage system.
4. Although there is no mention of Low Impact Development in this document, we would also encourage the use of LID techniques, such as reduced impervious surfaces for buildings, narrowed roads, and stormwater infiltration (as much as possible) to reduce downstream impacts, since the change from ag use to light industrial could significantly increase the quantity of stormwater downstream. In addition, our analysis has shown that, because of the unique characteristics of the Marysville area, standard detention requirements are likely to result in increased peak flows, unless infiltration is effectively employed.

Thank you for the opportunity to review and comment on this plan.

Candice Soine, Environmental Review Coordinator
Snohomish County Public Works
TES - Environmental Services
3000 Rockefeller, 5th Floor Admin West
Everett, WA 98201

(425) 388-3488 extension 4259
candice.soine@co.snohomish.wa.us

cc. Manuela Winter, Supervisor, ENVS Section

May 6, 2008

To: City of Marysville Planning Commission Members
From : Jim Tosti, Glenmont Windward Marysville LLC

From the property owners' perspective, the most crucial part of this Smokey Point Master Plan (SPMP) are those provisions guiding the development of infrastructure that will both serve the uses within the SPMP Area and serve as a gateway to the region. Glenmont has two remaining significant concerns that keep me from being able to give unqualified support to this Plan:

#1 Road Alignment:

First, I ask that you recommend the Smokey Point Master Plan require a Smokey Point area-wide routing and impacts study to be conducted as soon as possible so that all proposed regional road networks can be fairly evaluated.

This study should consider the relative impacts and benefits of each alternative with regard to local traffic routings, regional traffic routing, intersection cost and impacts, coordination with internal road system, impacts on surrounding property values, ROW acquisition and critical areas; phasing of implementation, and appropriate RID districting.

Because the study will help identify the best regional road network, it must be conducted on a Smokey Point area-wide basis. It should not be done on a parcel-by-parcel or owner-by -owner basis. If the City will not conduct this study, then the Planning Commission and the Smokey Point Master Plan should endorse the use of an RID for routing and design and then in a later phase, for construction. **I ask that you recommend the formation of an RID for the purpose of funding Smokey Point Master Plan area road network study and design, with the RID boundary including the benefit area of the road system within the SPMP Area.**

Second, until this evaluation study is completed all road alternatives should remain on the table for equal analysis. As with Brutus, I have never given approval for a transition from 156th to 152nd on my property west of 51st. **I oppose inclusion of any alternative that shows that transition on my property, including Figure 4 and the new alternatives proposed by staff, unless at least one alternative is included with a transition east of 51st.**

If there are technical reasons for eliminating any option, those issues should be considered as part of the comprehensive evaluation used to determine a final layout after the master plan is adopted and not before.

Therefore, I ask that at least one alternative with a transition east of 51st Street (e.g. Alternatives A, B, and/or C) be added into the Smokey Point Master Plan ---if space is an issue, put all alternatives in an appendix. If this is not accepted, then all road network alternatives should be removed from the SPMP and a roads analysis should be called for to look at all feasible alternatives.

 # 2- Implementation and Funding

First, the Smokey Point Master Plan should state that incremental construction of the proposed road sections is allowed so that partial roadway sections can be constructed within the full, dedicated ROW to match anticipated traffic demand at the time of project construction. Construction of the complete road section should not be required until regional traffic demand and the appropriate level of service are reached. At such a time, the additional demand shall be regional and the cost to expand the roadway section should be shared regionally.

Second I ask that the Smokey Point Master Plan include language that road construction and ROW design occur commensurate with the specific adverse impacts of a proposal in accordance with State law and Marysville Municipal Code.

Under state law, the nexus rule permits only those conditions necessary to mitigate a specific adverse impact of a proposal. The rough proportionality requirement in the Growth Management Act limits the extent of the mitigation measures, to those which are roughly proportional to the impact they are designed to mitigate. Both requirements have been incorporated into the GMA amendments and the Marysville Municipal Code and should be acknowledges in the Smokey Point Master Plan.

MEMORANDUM

Perteet Inc.

TO: Gloria Hirashima, City of Marysville

FROM: Michael Booth

DATE: April 21, 2008

RE: Smokey Point Master Plan – Open House/Comment Summary

Summary

There was a general introduction of the Master Plan process to date by Gloria Hirashima, followed by an open forum for questions and answers. A summary of the comments raised at the Open House are noted are noted below:

Comments

1. What is the schedule of the process after this open house?
2. Were the property owners on the East side of the railroad tracks notified of the Open House?
3. How does the City plan on implementing the road improvements?
4. Would the City willing to consider a local improvement district with two areas – Smokey Point Master Plan (East) and then an area to west and over Interstate Five?
5. The representative of the major property owners mentioned that they had some proposed cross-sections of road layouts that they would like to be integrated into the Master Plan.
6. The road grid 'recommended' in the plan is of concern to the developers, as once it goes in a plan it tends to become the 'only grid' to be considered.
7. An alternative grid layout was proposed by Jim Tosti and discussed. He asked that the alternative grid be included in the plan as an option to be explored by the city.
8. How do the road improvements proposed in the Master Plan, fit into the 6 year transportation improvement plan?
9. Who is going to pay for the roads?
10. A discussion was brought forth on the bike lanes versus shared pedestrian/bike trails on the major arterials.

11. Concerns were raised about the driveway/access points, with the potential of vehicle/bicycle conflicts.
12. Concern was raised about the width of the roadways and how they seemed excessive.
13. What is the proposed speed limit on the major arterials – 35 to 40 mph.
14. Did bicyclist see on-street parallel parking as a danger?
15. The drainage chapter including Low Impact Development options is good, but the contradiction with the limited LID options in the OTAK technical memo needs to be addressed.
16. How does this plan take into the green house gas emissions concerns and reducing carbon footprints in the future?
17. Are buses and transit in general an important element of this plan?
18. The road alignments are a concern to the property owners and how they may affect their individually owned parcels.
19. How would the roads that are not directly in front of proposed development going to be funded? A local improvement district or the traffic impact fees?
20. Are the design guidelines and development guidelines consistent with the existing code?

MARYSVILLE PLANNING COMMISSION

April 22, 2008 **7:00 p.m.** **City Hall**

CALL TO ORDER

Chairman Muller called the April 22, 2008 Meeting of the Marysville Planning Commission to order at 7:03 p.m., noting the excused absence of Deidre Kvangnes.

Chairman: Steve Muller

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

Staff: Gloria Hirashima, *Community Development Director*, Amy Hess, *Recording Secretary*

Absent: Deidre Kvangnes

APPROVAL OF MINUTES:

April 8, 2008
Motion made by Commissioner Mathews, seconded by Commissioner Andes, to approve minutes as presented. Motion carries, (5-0).

PUBLIC HEARING:

None

CURRENT BUSINESS:

Smokey Point Master Plan-Final Draft Review

Ms. Hirashima recapped the handouts given at the meeting and welcomed comments from Commissioners on the material.

Chairman Muller gave a brief overview of the Open House Event that was held for the property owners and interested residents on April 15th, 2008. He invited Ms. Hirashima to recap Mr. Booth's summary sheet of questions and concerns from the Open House for the Commissioners that were not present at the event. She proceeded to go through the questions and concerns brought up at the Open House

and addressed how these concerns would be handled by the City. Ms. Hirashima solicited the Commissioners for comments.

Commissioner Foster brought up the prospective UW Campus in Marysville and was concerned that this did not seem to be discussed enough. Ms. Hirashima responded by stating that this type of use would be allowed in the existing zoning so she didn't see much reason for concern. Commissioner Foster reiterated that she did not want to see the City locked in to anything. Ms. Hirashima explained that the City Council has authority to change the Comp Plan if the need arises.

Chairman Muller addressed the road issues stating that he thought it would be nice to have a preferred alignment between the City and the property owners now, in order to avoid conflict later. Ms. Hirashima stated that the main goal is to get from 152nd crossing to 156th, and how that was accomplished was not as important as making the connection. Mr. Muller went in to his second concern, what is the process for the roads to be constructed and funded? Ms. Hirashima explained the process that would be gone through to develop an estimate and come back to the City for approval and how the Road Improvement Development delegates these costs. She said that the state statutes govern the process strictly. Mr. Muller further discussed the proposed Road Sections. Are there options for the land owners if we utilize landscape buffers between roadway and pedestrian corridor? He stated that it seems excessive to have two landscape buffers from the design perspective as well as a funding perspective. He agreed with the bicyclists concerns regarding the possibility of the area being commercial and the suggested allowed turn lane width, and thought it should be looked at again.

Commissioner Leifer was concerned about an RID in regards to the alignment of 152nd to 156th. He wanted to know if completing 51st was included in the package with the 152nd to 156th corridor. Ms. Hirashima stated that she thought it would be.

Commissioner Muller questioned Ms. Hirashima on a timeline, wanting to know how long we wait for other agencies to get involved. She responded that the agencies wanted to know the extent of the impact of the project before giving their approval.

Commissioner Foster wanted to know about the concept of moving the bike lane on 43rd out of the road and off of the wetland area. Director Hirashima stated that we still needed to know about wetlands of each particular piece of property involved. These limitations will be better understood as the project progresses.

Commissioner Andes was curious about more office space being created within the project area and if the current zoning allowed for this. Ms. Hirashima stated that the existing zoning did allow for this type of development.

Chairman Muller questioned what exactly the City was expecting from the Commission. Ms. Hirashima stated that flexibility is being allowed for changes as the Commission saw necessary.

Commissioner Leifer was concerned about the final product of roadways if the Commission did not suggest changes. He stated that based on the eventual use of the area, the needs of the roads could change dramatically.

Commissioner Foster stated that she did not want to see a strictly industrial/commercial area that closes up at a specific time of day and that she saw a need for general commercial and housing promoting activity at all times. She wanted to see a mixed use area, including residential, to avoid the area becoming a "scary part of town."

Chairman Muller stated that he is concerned about mixing light industrial and residential housing and how these can coexist. There is a way to do this, though he is not exactly sure how or where. He believes there is more immediate need for industrial and distribution in this area. Muller feels the City should provide some type of financial incentive for prospective developers to offset the costs of the proposed standards and requirements. Perhaps the commission needed to take another look at the interior roads, as they will not attract as much pedestrian traffic and the existing standards might be too much. He also voiced his concerns again about mixing light industrial and residential, pointing out the potential conflict of interests and the potential for unhappy residents and business owners.

Ms. Hirashima agreed with Mr. Muller, stating that the turn around on residential is much quicker than that of industrial, and were we to let the market dictate the development, as Commissioner Foster suggested, it would end up mostly residential based on this fact. A mostly residential corridor was not the direction that Ms. Hirashima and the City Council wanted to see in this area, therefore, Staff would not recommend supporting this type of development.

Commissioner Leifer stressed that he feels there needs to be a connection to the Centennial Trail.

Regional Detention Designs were discussed. It seemed that potential developers wanted the city to look into this avenue. Commissioner Leifer discussed the pros and cons of vault, on site, and regional detention strategies.

Chairman Muller was curious if there would be incentives for low impact designs and development. He was also concerned about on street parking.

Commissioner Leifer discussed that allowing for on street parking may open the door for inappropriate uses such as loading of trucks street side.

Director Hirashima recapped what she felt the concerns were the Commission had voiced and that she would gather more information for them.

There was more discussion about how the potential UW Campus could affect the development and use of this area.

The suggestions of language change supplied to the Commission from English Hills Investments was discussed. Ms. Hirashima stated that she would not support these suggestions for change of language as they would make the plan confusing. She stated that Staff would go over the suggestions in more detail and be prepared to address them.

INFORMATION ITEMS:

1. Critical Area –Comparison of regulations and buffers
2. Density Review of Approved Projects

Ms. Hirashima summarized these items and highlighted the important points for the Commission.

The relocation of the existing streams and potential strategies of how this could be accomplished was discussed. Ms. Hirashima explained that the fisheries were concerned about how the lineal footage would be replaced if the stream were to be relocated.

ADJOURNMENT:

Motion made by Commissioner Foster to adjourn the meeting, seconded by Commissioner Andes. Motion carries unanimously, (5-0). Meeting adjourned at 8:56p.m.

NEXT MEETING:

May 6, 2008

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Amy Hess, Recording Secretary

MARYSVILLE PLANNING COMMISSION

March 25, 2008 **7:00 p.m.** **City Hall**

CALL TO ORDER

Chairman Muller called the March 25, 2008 Meeting of the Marysville Planning Commission to order at 7:05 p.m., noting the excused absence of Deidre Kvangnes.

Chairman: Steve Muller

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

Staff: Gloria Hirashima, *Community Development Director,*
Amy Hess, *Recording Secretary*

Absent: Deidre Kvangnes

APPROVAL OF MINUTES:

February 26, 2008
Motion made by Commissioner Foster, seconded by Commissioner Andes to approve minutes with the following correction. On page two; regarding BNSF, Commissioner Andes questioned Ms. Hirashima, not Commissioner Foster. Motion carries, (5-0).

PUBLIC HEARING:

None

NEW BUSINESS:

Smokey Point Master Plan
Director Hirashima explained that she wanted to go over the Smokey Point Master Plan and address any questions and/or concerns regarding the Plan. She introduced Michael Booth and Michael Stringham.

Mr. Booth gave a quick overview of the Smokey Point Master Plan goals. Commissioner Andes questioned the zoning and the differences between Light Industrial use and Commercial Industrial use. There was discussion regarding these differences and any chance of an inadvertent creation of a competitive situation for

potential developers. Chairman Muller voiced a concern that if the design and road standards are not required in both zones that developers may be drawn to the area with fewer standards and requirements. Ms. Hirashima explained that there seems to be a market for both types of zoning, with and without the standards. Ms. Hirashima noted that the Commission will need to decide where to implement these new design and development standards. Commissioner Leifer noted that it is difficult to implement design and road standards after the fact.

Connectivity issues were discussed in regards to the street grid system and how the existing roadways would be retrofitted to accommodate the proposed development as well as how these principal arterials would connect within different jurisdictions. Mr. Stringham elaborated on the Street Grid System and referred to the discussions that had been had with the current property owners.

Mr. Booth discussed Chapter 2 which deals with design guidelines and development guidelines. He explained that if there is a conflict within these guidelines, the City Planning Department would decide which standard should be followed. Zoning and land use in regards to wetlands, office, and light industrial use were discussed in further detail. Mr. Booth stated that projects would be subject to site specific SEPA plans. The Commission had no comments or revisions on Chapter 2.

Chapter 3 is an estimated land use design utilized in the preparation of traffic proposals. Commissioner Leifer noted his concerns about storm water management and the designation of regional drainage facilities.

Chapter 4, regarding transportation, was addressed by Mr. Stringham. He used the Recommended Street Grid exhibit to discuss the traffic and road demands as well as road functions. He briefly explained that the Principal Arterials would be 5 lanes, the recommendation for the Minor Arterials was 3 lanes, and that there would be a great deal of flexibility in the placement and size of the collector streets. Commissioner Andes questioned how the city would control the areas that are not in the city limits, noting that we cannot force other entities to comply. Mr. Stringham stated that the city is making the assumption that the need for this street grid system will be there in the future. Ms. Hirashima stated that the city will be working with Snohomish County and the City of Arlington to make sure that transitions from one jurisdiction to the next are smooth.

Transit Stations was the next item of discussion. Mr. Stringham stated that the design standards would include accommodations for the transit. He noted that extra space would be set aside in the more common/popular stops along the Principal Arterials for the stations, noting that it was a small amount of space, approximately 5'x 10-15'. Chairman Muller questioned the standards for spacing in regards to the transit shelters. Mr. Stringham responded that, at most, he expected approximately six shelters in this area.

Non-motorized facilities were discussed which included bicycle lanes and multi-use trails. Mr. Stringham stated that bicycle lanes are planned for and included in the standards for Principal Arterials, as well as multi-use trails. He stated that the multi-use trails would run parallel with the arterials for safety purposes. In answer to a question about shared bike/car lanes, Mr. Stringham responded that they are not recommended. Discussion regarding the sections of the arterials that were included in the Master Plan followed. Issues regarding standards for landscape medians and the flexibility thereof depending on the design and development were addressed. The necessity of landscape buffers on the smaller collector roads was questioned. Ms. Hirashima noted that the goal is to achieve continuity. Mr. Strigham noted that the key is flexibility when working with the developers.

The Critical Areas Chapter, Chapter #5, was discussed by Mr. Booth. He explained the studies that had been conducted in the critical areas relating to Edgecomb Creek and Hayho Creek. A discussion in regards to the debate concerning relocation of Edgecomb Creek to the East or West side of the tracks and the pros and cons associated with each alternative was had. The Commission had concerns in regards to how this would be successful since there are multiple entities with jurisdiction, and multiple parties involved with several opinions of how the area should be developed and the critical areas dealt with. Ms. Hirashima explained that plans to develop strategies in coordination with all of the entities involved were beginning now to limit conflicts when it gets closer to the time to develop this area. She explained that the 8-10 agencies involved as well as the property owners had been involved with discussions and meetings to get the goals and expectations laid out and work towards an agreement.

Chapter 6 involving Utilities, existing and proposed, was addressed by Mr. Booth. He explained that the maps the Commission currently had would be improved upon as it was difficult to see the sewer and water lines.

A summary of the three tactical analysis studies conducted by Otak regarding drainage was given. The low impact drainage strategies covered in Chapter 7 were discussed as well as the regional storm drainage ponds. Mr. Booth stated that birds that would be attracted to these ponds was a concern to the FAA, therefore, the ponds were to be located as far South as possible to mitigate this potential problem. The capacity of the existing ponds and the options of handling storm water were discussed.

Mr. Booth summarized the Airport Compatibility and Safety Zones covered in Chapter 8. He briefly explained the zoning allowed within each Airport Zone.

Regarding the Design Guidelines included in Chapter 9, Chairman Muller stated that he believed these to be self explanatory. He also stated that seeing some examples of these guidelines used in existing cities would be very helpful. He wanted to set a

hearing date that allowed the Commission plenty of time to hear from the public and get ample feedback and time to examine information gathered.

ADJOURNMENT:

Motion made by Commissioner Foster to adjourn the meeting, seconded by Commissioner Muller. Motion carries unanimously, (5-0). Meeting adjourned at 9:15p.m.

NEXT MEETING:

April 8, 2008

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Amy Hess, Recording Secretary

MARYSVILLE PLANNING COMMISSION

May 6, 2008 **7:00 p.m.** **City Hall**

CALL TO ORDER

Chairman Muller called the May 6th, 2008 Meeting of the Marysville Planning Commission to order at 7:04 p.m., noting the excused absence of Toni Mathews

Chairman: Steve Muller

Commissioners: Jerry Andes, Steve Leifer, Becky Foster, Deidre Kvangnes

Staff: Gloria Hirashima, *Community Development Director*
Kevin Neilson, *Public Works Director*
Mary Swenson, *Chief Administrative Officer*
Amy Hess, *Recording Secretary*

Also Present:
Michael Booth, Perteet, Inc.
Michael Stringham, Perteet, Inc.

Absent: Commissioner Toni Mathews

APPROVAL OF MINUTES:

April 22, 2008
Motion made by Commissioner Kvangnes, seconded by Commissioner Andes, to approve minutes as presented. Motion carries, (5-0).

PUBLIC HEARING:

Smokey Point Master Plan

Chairman Muller solicited comments from the attending members of the community regarding anything other than what is on the agenda. There was none.
He explained that the number of people that would like to speak about the Smokey Point Master Plan (SPMP) would dictate how long each could speak. Mr. Muller then questioned if this meeting had been properly advertised in accordance with code, Community Development Director Hirashima responded that it had.

Staff Comment:

Mary Swenson introduced herself and gave some history of the project. She explained how the City came to encompass this area as part of its Urban Growth Area (UGA). She discussed the high water table of the project site and how the city had invested in retention ponds to make this area developable. Ms. Swenson stated that the City had developed a strategy on becoming competitive with the surrounding areas including Tulalip and Arlington. She described the use of the detention ponds for commercial and industrial use only, not residential. She also discussed how the development of the detention ponds influenced NASCAR in considering this area. Once the area was adopted into the UGA, it was immediately annexed.

Ms. Swenson described how the City had worked with the property owners for the past several years on the potential development of this project. She stated that she feels they have become partners with the city on this. She credited the City's success greatly to Kevin Nielson and Gloria Hirashima in getting everyone going down the same path. She stressed that this area is extremely vital to the city.

Community Development Director Gloria Hirashima gave further background on the project site. The Master Plan was developed in compliance with the Marysville Comprehensive Plan. Ms. Hirashima discussed the multiple meetings held over the last two years, arriving at the current stage of presenting the third draft plan. She then invited Michael Booth of Perteet Inc. to explain the structure of document.

Mr. Booth explained how the Comp Plan and zoning requirements were used to develop the SPMP. This master plan is intended to be an overlay of the Comp Plan. He proceeded to introduce each chapter of the document and gave an overview of what each addressed.

Ms. Hirashima addressed specific comments and recommendations received at the April 15th, 2008 Open House, as well as from various other meetings, regarding the draft. She briefly went over letters from property owners and citizens, and the responses given to each.

Commissioner Foster questioned if property owners had had a chance to review these changes made by the City based on their recommendations. Ms. Hirashima responded that she had sent the property owners copies of these documents. She then briefly went over each of the changes made to the draft based on suggestions from property owners. She recapped the language changes made as well as the included road alignment examples D, E, and G that were submitted by property owners.

Chairman Muller questioned whether there is room to change these alternatives if the need arises. Public Works Director Kevin Neilson responded that the language of the draft did indeed allow for this.

Ms. Hirashima stated that City Staff agreed that SPMP design guidelines should be included. She explained that she had consulted with the City Attorney and that he suggested renaming Design Guidelines to *Design Standards*, as well as adopting Chapter 19.14 as a new section in the Ordinance. She stated that the City did try to accommodate as many of the suggestions as possible.

Commissioner Comment:

Chairman Muller complimented the City on the fact that they had taken into consideration all of the suggested changes and recommendations. Commissioner Foster concurred, adding that it was nice to see that The Department of Trade and Economic Development acknowledged the City's hard work and attention to detail on this Draft Plan.

Director Hirashima addressed the Commission regarding a concern that there is not enough residential land capacity. She explained that County and City agree that there is actually a surplus of residential land capacity as required in the 20 year outlook. Ms. Hirashima pointed out that zoning shown in the handout in Figure 4-2 allows for mixed use in the project area, including residential.

Chairman Muller questioned how to get the area in the 6 year transportation plan. Director Nielson discussed the differences between taxes and traffic mitigation fees and how these affect this particular area. He also addressed Mr. Muller's question of "How do we incent people to develop here first rather than an area where there might be fewer standards to conform to".

Public Comment:

Chairman Muller solicited public comment.

Kristin Kinnamon: 5708 91st Pl NE Marysville WA 98270
Ms. Kinnamon expressed that she felt differently about the public being made aware of the Open House Event as Gloria had mentioned. She stated that she could not find mention of it anywhere on the City Website. She then questioned the change reducing the Right of Way to 50 feet and what got lost in this change.
Ms. Hirashima explained that the on street parking had been eliminated. Ms. Kinnamon expressed satisfaction with this change, as the on street parking is not desirable for the biking community.

Ms. Kinnamon went on to explain that she had frequented the Smokey Point Master Plan area in the recent past, and knew the area well. She further emphasized some points she had made previously regarding size of roads and projected traffic. Was there an estimate for approximate number of employees projected for this area, she questioned the Commission. Ms. Hirashima stated that she thought it was approximately 12,000. Ms. Kinnamon encouraged staff to supply carpool parking

and bike facilities. She discussed existing Community Transit service and encouraged the City to promote use of this service. Ms. Kinnamon expressed concern that the Arlington Airport trail connection had not been addressed in draft. She felt that it should be considered and connections made. In response to the Arlington Airport Trail concern, Ms. Hirashima invited Mr. Stringham to respond.

Mr. Stringham addressed three issues he heard Ms. Kinnamon bring up. He explained that bicycle facilities were addressed in the SPMP, bike lanes would be provided. He stated that combined pedestrian and bicycle paths were also incorporated in the draft. He believed that the Centennial Trail connection was important to maintain, and that the draft did in fact address this and connections would be provided. Mr. Stringham discussed the 152nd St and 156th St. trails and the study that had been done on how to provide safe trails based on who the users would be. The conclusion was to create a separate trail.

Mr. Stringham further explained that the Street Standards require sidewalks for pedestrians, keeping them separate from the road traffic. Transit facilities are ensured to accommodate transit in the area, including long term planning. As population infiltrates, facilities can be developed as necessary. Ms. Kinnamon suggested including language referring to collector streets and how to access areas without a huge roundabout.

Bill Craft: 5013 152nd St NE Marysville WA 98270
Mr. Craft looked at the display examples of road alignment, he then stated that the road would angle down cutting through his property and this did not make him happy. Chairman Muller explained there are 4 options and the one Mr. Craft was looking at was only one of the four.

Jim Tosti: 7981 168th Ave NE Redmond WA 98052
Mr. Tosti Discussed the property he owns in the SPMP area. He explained he had worked closely with the City on this entire project. He had attended several meetings with City staff. He was very pleased to say that they (landowners) are very supportive of the SPMP document. He stated that there was one issue to discuss. Road network study is an issue. Drawings provided by the City show the transition from 156th to 152nd west of 51st. Mr. Tosti stated that he, along with the other property owners he represented, wanted to see at least one alternative East of 51st. He stated that 80% of landowners support an alternative to the East of 51st. With this inclusion, they would be behind the draft 100%. Mr. Tosti added that he would like to see a routing plan addressed immediately, noting that without it, nothing can be done. He stated that an RID process needs to be started as well as the routing study. He then supplied a letter regarding funding and implementation to the Commission and Staff. Mr. Tosti thanked the City for the collaborative effort and stated that he feels they are, in the end, partners working together toward the same goal.

Mr. Tosti then responded to the comments made by Ms. Kinnamon. The project site is zoned light industrial; therefore, there will be many trucks through this area every day. He stated that he was concerned about making sure bicycles and pedestrians are compatible with this type of zoning and use. A study that had been conducted in the recent past, estimated 20,000 new employees in the future. Mr. Tosti believed that this spoke to the magnitude of the importance of this project.
Chairman Muller stated that he appreciates the time and effort put in by Jim Tosti.

Bill Binford: 6513 132 Ave NE #345 Kirkland WA 98033
Mr. Binford commended the city's effort on the SPMP draft, stating that this is a very exciting time for the City. He also noted his appreciation for the chance to work with the City throughout the process. Two comments he would like to make. A transportation plan was the first issue he addressed. He expressed that he saw a need for a loop from Exit #205 to 172nd St. He wanted to reexamine the best long term solution to move traffic through this area, regardless of cost, keeping in mind environmental constraints. He agreed with Mr. Tosti that the Draft needs to show at least one alternative for the alignment of 156th straight to 151st St NE.

Second, Mr. Binford brought up the need to be competitive. He supports high quality development, roads, landscape, etc., but noted that lease rates must be competitive. Code requires 20' landscape strip, Mr. Binford does not have an objection to this, but with a 70' or 90' ROW, cost impact gets high. How can we be competitive with areas that do not require this, Mr. Binford questioned. He suggested reducing the 20' requirement to 15', or meander sidewalks into private areas. Mr. Binford admitted that this may seem like a small item in a big picture, but they need to remain competitive to be successful. Requiring landscaping inside and outside the Rights of Way gets very expensive.

With the conclusion of Mr. Binfords presentation, Chairman Muller closed public testimony and opened up discussion form the Commission regarding these comments.

Commissioner Kvangnes stated that she would like to have an alternative for routing. She questioned whether or not Mr. Tosti had requested a stakeholders meeting similar to the one he had mentioned previously. Mr. Tosti responded that he had. Ms. Swenson interjected that she was aware of this request, but that it was not recommended by staff. The Open House Event was held in lieu of this.

Commissioner Andes also liked the alternative of extending 156th, crossing the railroad at a 90 degree angle, and curving into 152nd. Mr. Andes questioned Mr. Tosti as to how many times all of the property owners involved got together before they came to the City. Mr. Tosti clarified that they had worked with the staff several times but felt that they needed an opportunity to converse with the Planning Commission. He stated that all stakeholders had shown up at the Open House, but in this particular setting, the stakeholders were unable to converse with

Commissioners. He felt that a meeting that would be open to the public and allow stakeholders to converse with the Commission would have been beneficial.

Commissioner Leifer questioned the letter from Mr. Tosti regarding RID development and funding, what did Perteet Inc. do in the study? Director Neilson responded that a study had been done including the Lakewood area. Mr. Neilson further indicated that a wetland study would have to be done before proceeding. This study is a very broad one and will be narrowed as the process begins. Legal counsel would need to be consulted before the Commission could recommend and RID plan. The Commission can, however, recommend that Staff move forward with the process.

Commissioner Leifer discussed the extension of 152nd to 156th and how would this go forward without the City's involvement. Ms. Swenson explained that the City could be involved without investing any money. She stated that the City is still at a high level of study, and, that once more studies are done, these issues can be addressed.

Chairman Muller commented that the property owners should be given a window of time within which to decide amongst themselves the most desirable route. If they cannot come to a decision, the City would step in and decide.

Commissioner Leifer thought most of the major issues had been addressed and dealt with in the current version of the draft.

Commissioner Foster concurred with Commissioner Andes about the need for alternatives within the plan.

Chairman Muller noted his concern regarding road alignment and pass through traffic. This project has been designed to be built to dead at 67th with no plan of a future extension. Ultimately, who the main customer is needs to be kept in mind. Many of the potential users of this development are trying to get from HWY 9 to I-5. The next concerns had to do with landscape corridors and signage. How does one find a sign within a 20' landscape buffer and 12' pedestrian pathway? Mr. Muller wanted to see a signage standard developed within landscape corridors and incorporated into the plan making it easy for the users to find their way. Ms. Hirashima responded that sign location is flexible based on tree location etc.

Commissioner Leifer remarked that the building design standards would seem to be unnecessary if there is a 20' landscape buffer in addition to the Right of Way. Director Hirashima stated that language could be included to reduce this landscape buffer requirement.

Chairman Muller questioned flexibility in the corridors. How do we deal with intersections of different widths?

Mr. Booth responded that there is continuity between different ROW's allowing for easy transitions. He further discussed the alignment of 152nd and 156th. He stated that it is a 1300' redirection, taking 30 seconds to traverse by car. Ms. Swenson commented that it is the City's responsibility, since we border I-5, to move people. She continued to discuss the East West connectors needed. For instance, if I-5 shuts down, as it does on occasion, the need to get around causes severe gridlock in the city in its current state.

Mr. Nielson commented that he feels the West side connection option of 152nd would work best.

Mr. Muller would like a point in time to be designated for when the routing and alignment issue would be resolved. He also wanted to see consolidation of landscape corridors and the signage concern addressed. Chairman Muller recommend acceptance of the SPMP draft with revisions discussed in this evenings meeting. He suggested that if the alignment of 152nd to 156th is not resolved within 2 years, the issue would come back to city for recommendation. He wanted to make sure that the language allows for flexibility. Also, the draft should allow for reduction to 15' of landscape buffer if streetscape is required, and a provision for signage to be provided.

Motion made by Chairman Muller to approve the Smokey Point Master Plan Draft with revisions, seconded by Commissioner Leifer to forward the SPMP to City Council as amended. Motion carries, (5-0).

CURRENT BUSINESS:

ADJOURNMENT:

Seeing no further business, Chairman Muller adjourned the meeting at 9:04 p.m.

NEXT MEETING:

May 13, 2008

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Amy Hess, Recording Secretary

CITY OF MARYSVILLE

EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: April 14, 2008

AGENDA ITEM: Interlocal Agreement with the State of Washington, Office of the Secretary of State, Archives & Records Management Division for Imaging Services	AGENDA SECTION: New Business	
PREPARED BY: Tracy Jeffries – Assistant Admin. Services Director	AGENDA NUMBER:	
ATTACHMENTS: 1. Grant Agreement 2. Interlocal Agreement for Document Preparation and Imaging Services	APPROVED BY:	
	MAYOR	CAO
BUDGET CODE:	AMOUNT:	

The City of Marysville has been selected as one of the award recipients of the 2007-2009 Washington State Archives Local Records Grant Program in the amount of $16,000.

In 2006 the City received a Grant from the State for $18,000. The Grant allowed the City to image essential records, provide a microfilmed copy of City records at the State Archives facility, have essential records available digitally, allowing for improved access.

The purpose of this Grant will provide for additional imaging of City essential records with a copy retained at the State Archives facility and for the purchase of archival boxes.

RECOMMENDED ACTION: Staff recommends the City Council authorize the Mayor to sign the attached Grant Agreement and Interlocal Agreement.
COUNCIL ACTION: